

Comment Category	Comment Subcategory	Name of Commenter	In/Out of City Boundaries	Comment
Comments about Beach Parking Permits	Priority of who should get beach parking permits	Chris Noonan Sturm	Out	I use the beach often and think everyone within the 19958 zip code should be considered Lewes residents able to get a a seasonal pass, not "general public" equal to tourists and other temporary residents.
		Lina Walker	In	I would oppose any plan to reserve public spots for Lewes beach residents. Public parking is for the public and for tax-paying residents and not reserved for only some members of the Lewes community.
		Keena Ross	In	The permit system should first address the Lewes Beach homes that do not have off street parking. The residents (or owners, guests or their renters) should have parking reserved at their residence. This is especially important for those who have special needs. Examples of this include a pregnant woman, who had had serious medical concerns which required back surgery. She was unable to park at her home many times. This caused a hardship, especially when carrying the infant. Spots should have been reserved for this home.
		David Schaen	In	Additionally, I have read opinions by some Lewes residents that "locals" should not have to pay to park on Lewes Beach. This makes no sense as we all pay to park in town and beach side parking should be no different. Of course, off-season parking in town and on the beach side should continue to be free for all
		No Name Given	In	A lifetime Lewes beach parking pass should be made available to all Delaware senior citizens for a reasonable and nominal fee...Delaware senior residents with Delaware license tags should not have to pay for parking at any of the Lewes beach areas. A lifetime parking pass should be made available to senior Delaware residents for a one time reasonable fee.
		Stephanie Tsantes	In	There should be an equal number of permits distributed to all full time resident and property owners in Lewes...My understanding of the way the permit system works in other neighboring towns, depending on how you have your house titled may mean that 10 separate people are issued permits for that residence....Residences that are primarily used for rentals during the season should not be issued any permits for the use of the renters.
		Barbara O'Hanlon	In	I agree we need parking permits but I do not think that beach nor Lewes city residents should pay for the permit. We already pay taxes as well as service fees. Why should we be charged to park in front of my house? The parking permits should be paid by day trippers and renters. Also, I want to concur with one of the suggestion raised at the last town hall meeting (which by the way was quite good). We often have dinner guests who are outside of Lewes. Do we have to purchase a parking permit for them? I like the idea of limiting the hours to 9AM to 5PM which is peak beach hours
		Helen DeSantis	In	If passes are implemented, residents of the beach should be given first right to parking passes for the season. (some of us have children who grew up on the beach and still come to enjoy it and they do have cars)
		No Name Given	Unknown	Please include all residents who have a Lewes address. I moved to Lewes for the beach and enjoy spending time there. I previously was a New Jersey shore person and now will not leave the Lewes beach. I find the beach peaceful and relaxing. I am more than willing to purchase a parking permit and would appreciate having the opportunity to do so. Thank you for your consideration.
		No Name Given	Unknown	Please consider offering this permit to those residents located outside the City but with a Lewes address. Thank you for your consideration.
Barbara Baker	Out	I would like to suggest that parking passes would be open to anyone with a Lewes mailing address. Thank you		

Stephen and Jill Gring	In	For years, retirees have relocated to Lewes for the quiet, quaint town and accessible beaches. IF permit parking is necessary, EACH Lewes resident, who wants one, should be given one seasonal permit per address. This should NOT be a way for our town to make money. The fees suggested for daily or weekly permits, for full time residents. is unreasonable and a logistical headache.. The suggestion that we can't have access to the beach to which we have moved is unimaginable. We would rather have no permit system and take our chances getting a spot on our own rather than no chance at all. Day visitors have the options of our town's public beaches as well as Cape Henlopen State Park. both of which have the NECESSARY restroom facilities. Selling out our parking spaces along the bay only serves to further turn us into a new Rehoboth, which no one wants.
Bob Payne and Janie Warren	In	We also believe Lewes Beach property owners should be given the first right of refusal to purchase permits - we have no problem with charging for the permits.
Richard P. Smith	In	If permits are to be issued, priority must be given to current Lewes Beach residents. Putting in a system which denies us access to our property is unfair and could produce future litigation.
Terry Simpson	In	All Lewes residents should be able to purchase permits first and at a discount as I'm sure there will only be so many available spaces. Permits should be Monthly or Seasonal
Dave and Debbie Fogg	In	I support permit parking on Lewes Beach with Lewes residents and homeowners having first opportunity to obtain the permits and maybe at a discounted price, if there is a fee, since we pay property taxes
Paul and Betty Kratt	In	City residents who do not live at Lewes Beach but live within the City limits, should not be made to pay a prohibitive amount to park at the beach. People in the city of Lewes, no matter where they live are paying city taxes using the same tax structure. As City full-time residents, we believe all city residents and home owners already pay city taxes for city services, including parking that should benefit all equally. For that reason, all parking permit program fees should be tilted in favor of residents/owners and not be prohibitively expensive. Outsiders should pay higher fees. Many residents/owners moved to Lewes to enjoy the beach, and should not be penalized with excessive parking fees. For these reasons the City should also consider a reasonably-priced lifetime pass for residents/owners only.
No Name Given	Unknown	Permits should be issued in the following order as follows: Owners of Lewes beach properties that have two or more parking spaces identified on the parking maps provided (including both red and yellow) will be provided two parking passes at no cost. Owners of Lewes Beach properties that have one parking space identified on the parking maps provided (including both red and yellow) will be provided one parking pass at no cost (2a + 2b will require less than 250 permits). Owners of Lewes beach properties, after the allocation is complete will be enabled by the town to purchase additional parking permits at a cost determined by the town. Of the remaining passes available, if any, passes will be made available to Town of Lewes property owners, in a manner determined by the town at no cost. Should any passes remain available, passes will be available at a cost determined by the town to residents of Sussex County (consistent with the Warner Land Grant). Up to 5 percent of the passes remaining after the allocation of passes to the Lewes beach property owners may be set aside for day passes to be made available at a cost in a manner determined by the town.
Catherine Ramsey	Unknown	Residents of the city of Lewes who pay taxes to the city of Lewes, should receive a parking permit as part of the taxes they pay. Anyone else can pay a seasonal rate in order to park at the beaches or in town. Similar to how the Town Of Bethany Beach issues their parking permits.

	Janice Allmaras	In	Another method would be to provide all residents with a minimum of two free annual permits to be used as needed by the resident throughout the season. During the public workshop, it was stated that the city would not be able to guarantee permits to residents because the number of parking spaces is almost equal to the number of residents. However, even during the summer, there are many parking spaces that would be “permitted” that rarely have beach visitors parking in them. An example of what I mean is the avenue I live on – Newark Ave. On the survey map, the entire avenue is shown with red designated parking spaces but it is rare to see more than 2 or 3 of those spaces used by visitors even during the busiest days of the summer. Why penalize residents or their guests by forcing them to pay to park in a rarely used parking space on the street in front of their home? These are just two of what I believe would be many reasonable ways to implement a permitting system on Lewes Beach while ensuring reasonable and fair access to free parking for residents. Reasonable accommodation is of greater importance with the growing number of year round residents on Lewes beach due to the increase in retirees and residents working from home. I can’t imagine that it is the City’s intention to move forward with a plan which subjects residents in one area of the city with burdensome parking restrictions without having a plan for relief from that burden.
	Cliff Elgarton	In	It seems pretty obvious that residents and summer residents should have broad access to the beach both for themselves and their guests, including family and friends that use the house during the summer. On the other hand, it seems equally obvious that renters can fairly be charged -- in other words, if there is a house that is rented for a fee, the parking charge can fairly be significantly higher and the renter will regard that as simply part of what they are paying for the rental. it seemed odd that the permit charge and system we were asked about was not making these basic distinctions between commercial/rental access and otherwise.
	Steven Brown	In	2. Parking must be allowed for ALL city residents, not just immediate area home owners. With current officials’ desire to blow out the city boundaries this likely still works.
	Kay Gartner	In	Make the space closest to each driveway available to that homeowner at no cost.
	No Name Given	Unknown	Hi -- if you open the permit process to anyone on earth, can you please at least give Lewes property owners first dibs? We invested in the community by purchasing real estate. At least for myself, I spend TONS of money at the small businesses on Second Street, and at Station on Kings. There should be a little something to reward the folks who paid the transfer tax and property taxes in town :)
<i>Comments in favor of permit parking on the beach</i>	Edie Page	In	Slowly but surely everyone realized that if you park on Cedar Av there is no charge. First it was just a few cars, now there are cars and trucks everywhere! I believe we have to go the way of permit parking to alleviate the traffic
	Beth Reardon Gellene	In	Since all of the towns south of Lewes, have instituted parking permit systems, I agree it is time for Lewes to adopt one as well. The cost of administering the program should be borne through fees instead of the existing tax base.
	Ms. Heebner	In	Mr. Mayor and council It would be greatly appreciated if you would not try to accommodate all the people that want to come to the beach and be considerate of those that live there all year round. I am tired of people coming with all their clutter littering the beaches, bringing their animals, being discourteous and drinking and smoking on the beach. They park where ever they want, including in front of my gate and mail box, and I have had to leave notes or tell them to move. It is a federal law to park in front of a mail box. There really isn't any good answer, but a permit would help, but you also need to have more police patrolling the area which has been promised in the past and has not materialized

Barbara O'Hanlon	In	Establishing a parking permit policy will help "rationalize" the parking. But I want to stress that this only resolves a portion of the safety and overcrowding issues. The city response needs to be a multi-prong approach that includes enforcement of speeding regulations, enforcement of the parking permit program, adequate sanitation and garbage services for the beach guests. I realize this survey focuses only on parking permit program. it is a great start. But I want to communicate that more needs to be done in addition to parking permits.
Barbara Toledo-Buglione	Out	I'm not a resident in Lewes but we live in Harbeson and love spending our time in Lewes and Lewes Beaches and Cape Henlopen State Park. I understand the need to have permits, especially for the residents of Lewes. So as a neighbor to Lewes I prefer the No Zone, allowing me to use beach and still shop the area. License plate permits are probably better options and prefer a Seasonal Pass and because most of us are on a fixed income \$100 is reasonable.
Greig Greenwald		I have seen other communities successfully provide residents with parking permits for use in front of their homes that they can give out to friends, family or other patrons of the beach so there is some social interaction between home owners and people parking in front of their homes. Lewes might consider something along these lines to continue to help foster the community feel we all cherish in Lewes.
No Name Given	Unknown	I have previously submitted comments (last week) but want to reiterate that I more than willing to purchase a permit as I enjoy the beach off of Cedar Road. I understand the need for this as I see that the parking has increased over the past few years. Please consider offering this permit to those residents located outside the City but with a Lewes address. Thank you for your consideration.
Bob Watson	Unknown	. I think we should try parking permits for high season(Mem Day weekend - Columbus Day weekend) and delineate parking without disturbing any landscaping, trees, etc. for 2022. There should be limited number of permits, only a reasonable guess this year as we have no data on capacity - unlike CHSP. Any daily permits should be priced equal or higher than Savannah/Walker/CHSP. Delineate with rubber strips and lines, no more signs in LB please - already way to many. Following 2022 season with that experience in hand then evaluate success - having some order to parking while managing capacity of this great community resource - LB. Most importantly, Lewes should have a study done to provide data on safe, sustainable capacity of LB - to protect and preserve LB for the community now and for generations to come. Then with that knowledge and community input, determine responsible goal for parking for 2023 and beyond and if any more parking spots are needed. It is a narrow beach with limited capacity which we must acknowledge. Further, Lewes City Council should work with the state and CHSP to have more beach facilities for visitors beyond what is available in Savannah Beach/Walker Beach/LB.
Bob Payne and Janie Warren	In	We applaud your efforts to bring order to parking on Lewes Beach. At the forefront, we believe safety should be the first consideration in determining any spots. In particular, we find it is very dangerous to pull out from the "street named" streets onto Cedar Avenue during the summer months (parked cars, children, bikers). We agree with the 8PM time for the permits. We also believe Lewes Beach property owners should be given the first right of refusal to purchase permits - we have no problem with charging for the permits. Please also do consider this is a residential area. Even though we are well aware this is not a private beach we are the ones paying property taxes and we also have as many rights as other citizens
Dave and Debbie Fogg	In	I support permit parking on Lewes Beach with Lewes residents and homeowners having first opportunity to obtain the permits and maybe at a discounted price, if there is a fee, since we pay property taxes
Arlene Lawson	Out	I have no problem paying for a seasonal pass, as I understand city residents should not have to pay the entire costs for enforcement and garbage.

	Mike and Terry Savage	In	SPACE IS LIMITED: The sad reality is that there is just not enough parking or beach space to accommodate the people/families who want to visit Lewes Beach, especially on summer weekends and holidays, and it will only get worse. I suspect new homeowners purchasing property in the outlying developments will be frustrated more often than not when they experience the mayhem that occurs on the very days, they plan to enjoy a “stress-free” day at the beach. By controlling parking however, the experience for those with permits should be much better than it would be otherwise. TRAFFIC SAFETY: Safety must be a major concern. I live on Cedar, and I am concerned about traffic issues, especially for the families with young children. A parking permit requirement may mitigate this issue to some degree, provided the number of available permits serve to reduce excessive traffic. BEHAVIOR: Another sad reality is the number of visitors whose behavior is less than desirable. Speeding, throwing trash, leaving dirty diapers and changing clothes and relieving themselves in view of homeowners and others is very disrespectful and diminishes the atmosphere that most visitors expect to experience when they visit Lewes Beach. Hopefully the need to purchase parking passes will discourage this type of beach goer. LONG TIME LEWES BEACH HOMEOWNERS: My family built our home here in the 50’s, so I certainly know firsthand what things were like in the past. As we all know change brings both good and bad. In my opinion ... overall the good has outweighed the bad. I feel however that special consideration should be given, and grandfathering be granted to long term homeowners (whether full time or seasonal) when determining how to proceed with those yellow spaces as well as other zoning issues. Maybe protections can be implemented until the property is either sold or inherited. RESIDENCY: Although I did not identify myself as a full time resident, we are spending the majority of time throughout the year at our Lewes home vs. our home in PA since I retired last year. However, our house has always been occupied during the summers, either by family or renters. We have not however rented our home since 2015. REQUIREMENTS FOR PURCHASING PARKING PERMITS: I recommend including rules to be included with the permits when issued including the revocation of a permit if the rules are violated. Rules should address leaving trash, dirty diapers, etc.
	No Name Given	Out	I am happy to pay \$ 200 per season to offset the administrative costs of permit issuance.
	Tony Ardura	Out	I am a part time resident of Lewes, by postal designation, but my property does not lie within the official city lines (as defined by the city of Lewes map). My house is in the Hawkseye community off of Gills Neck Rd. I answered the survey questions on the assumption that I would be considered to be "outside" the city of Lewes. I am wiling to pay for a seasonal parking permit pass and I support the effort to improve the parking situation in Lewes beach.
<i>Comments against permit parking on the beach</i>	Cecilia Friend	Out	I implore you not to restrict beach parking by restrictive permits. I've been following the discussions on this ordinance and I believe it is not in the best interest of our community. The other measures, such as deliniating parking spots near Bay Avenue and enforcing rules already in place about driveway and other infringements, should be implemented before resorting to the drastic step of requiring parking permits.

	No Name Given	Unknown	I have submitted my comments based on the fact that you would institute a permit system however I do not believe one is needed at this time. In the last 20 years of going to the beach and parking along Cedar Ave nearly every weekend - I have never encountered a time when there was no parking (or even close to no parking available) and the same goes for my friends that go to the beach as well. The previous comment applies to holiday weekends. While it is a good idea to have a plan ready to go when one is needed, now is not the time to put it in place, there simply is no parking shortage on Cedar Ave. at this time. What we do have are some residents on Cedar Ave. that want a private beach are will do just about anything to get it. They have been trying for quite some time to get many of us to stop parking along Cedar Ave. and/or the side street. I personally have had my car vandalized and yes I was legally parked. If we are going to institute a system then why not be fair to all - put up meters and if you want to park - you pay - everybody pays the same rate period. The permit system presents several issues: 1. who is defined as a resident? 2. how many permits may a resident purchase? I foresee many beachside residents purchasing as many seasonal permits as possible so they can keep others from getting them and so they can put their cars on the street (even though they have driveways in which to park) so others cannot park in the street. 3. If you have driveway parking, you should not be permitted to purchase a seasonal pass. Lastly, how do these recommendations on permits etc align with the Warner grant?
	Celia Huber	In	I live at 312A East Market Street and feel very strongly against a parking permit system. For the few homes that need on street parking, block off a space or two in front of their house with signs and paint on the road for resident parking only. Also, post the map online showing the available areas for parking and use strict ticketing and towing for parking violations. Continue to allow angled head-in parking like the photo on Cedar near the children's beach house to maximize the number of available spaces. You should continue to identify homeowners who have constructed into the right of way and pursue ways to re-capture some spaces for additional parking. I really feel the parking permit idea is a solution looking for a problem. It would be a detriment to this community.
	Debra Fiumefreddo No Name Given	Out Unknown	Although I understand the frustration of some of the residents who don't have driveways, I am very upset that I may have to pay an expensive fee to park on a public street to spend a few hours at the beach in the summertime. I am always respectful of the homes, even picking up any stray garbage that I see on the ground or on the beach. My husband and I spend a lot of money in the city of Lewes YEAR ROUND and I find it to be very unfair to exclude a person who doesn't live in the City of Lewes proper from using the PUBLIC Lewes Beach unless they can walk to it. I think dellineating the parking spots is a great idea, but I don't believe a permit system is desired or required.
<i>Comments that are neutral to permit parking on the beach</i>	Tina Bogia	In	While I don't agree that permits will "restore order" for 15-20 days out of the year, I'm flexible and want to find a solution that's best for all parties. Should the council proceed with this initiative, I'm willing to offer 1 of the designated 4 GMB spots on my property (the 1 spot most adjacent to 5 Felton Ave) for "the cause". As an fyi -- if that 1 spot was perpendicular to the Felton as opposed to horizontal -- the city could generate 2 spots rather than 1. That, of course, would be a city decision.
	Steve Denver	Out	I feel very strongly that the general public should have open beach access to enjoy the beach and for taking a swim. Cost should remain as low as possible, all public parking spaces should be made available, even if there is a cost involved to the property owner. If any extra funds are available from the permits it should go towards beach replenishment projects and public restrooms. Many thanks
	No Name Given	Unknown	I like the ideas you propose, however, the pricing is quite steep. How about the following: Daily: \$5 DE resident, \$10 non-resident Weekly: \$25 resident, \$50 non-resident Seasonal: \$100 resident, \$200 non-resident

No Name Given

Unknown

Thank you again for sharing your ideas about a beach parking permit system and for spending time to answer the questions that were raised. As the discussion made very clear, there are a practical problems with several of the "designated" spots, whether they are described as no conflicts or conflicts. Many examples were raised during the discussion, but there clearly are others that were not and would come as a shock to the property owners involved. As to the permit system, I would suggest that you also take into account two broader issues that will have to be addressed in designing the kind of system that was described during the public discussion and the prepared questions and possible answers. First, the purported benefit is far less than the far more significant disruption the proposed system will cause all Lewes residents and property owners on both sides of the canal. There are over 3,000 properties in Lewes. There are roughly 640 homes in the part of town on which the proposed permit system will be imposed. And, according to City staff, there are only 573 potential public spots, and it seems universally recognized that number is high. In addition, the City has made it clear that will want to keep some of those public spots available for the public. That's not even 573 parking spots for 3,000 properties and an unidentified number of the public. Obviously, regardless of what kind of multiplier is utilized, there are not enough spots to accommodate Lewes residents, property owners, and the public under this kind of lottery system. Even worse, this proposal is designed to tax existing taxpayers not for a spot but simply for the possibility of parking, even in front of their own home. There's no guarantee you'll be able to park there, turning going to the beach for Lewes residents a far more complicated and risky proposition than it needs to be. Second, the predetermined time frame from May 1st to September 30th ignores the realities of parking during the summer. There is no parking problem before Memorial Day. Normally, there is no parking for most of June or after Labor Day. Yes, it gets crowded on holiday weekends, but a day or two after a holiday the need for parking drops significantly. In truth, if you look in the aggregate, parking is difficult throughout all of Lewes Beach roughly 15 to 20 days a year, and for those who live here, it's well known there are times during even the busiest of days that you can find spots, even occasionally in the public lots. Yet, what's being proposed would be imposed on Lewes residents 150 days a year. The proposed permit system City staff seem to be considering would actually make an existing problem worse. Most Lewes taxpayers would now have to pay to park to go to the beach. Even those of us who live on the beach would have problems if we have company or family visit or entertain. And that's not even counting what would happen if the City starts actually imposing its latest Off-Street Parking proposal. Lewes taxpayers should not have to pay to go the beach nor should Lewes taxpayers who live on Lewes Beach have to pay to provide parking for family and guests, especially right in front of their homes. And no one should have to pay to park on the vast majority of days during the summer when no member of the public is being denied parking. It was suggested during the discussion that imposing the kind of permit system the City is envisioning is necessary to pay for the cost of imposing the kind of permit system the City is envisioning. To me, that sounds more like a vision issue than an economic problem.

Joe Harrison	Out	<p>I have resided just outside the Lewes City limits for 15 years (Wolfe Pointe) and have parked on cedar rd. near Michigan for the same 15 years. I live closer to the beach than some city residents.. I don't use cedar st. parking to evade meter cost, Its easier to just park and walk over the dune and not have to worry about walking back to the meter with more quarters. Most importantly the beach is not as crowed and I have no little ones who might need a life guard for peace of mind. If people will be required to pay to use the beach will life guards be on site? Which is the main reason people use the metered guarded beach. Permit costs are too high, the daily rates are higher than most people spend for for a 3 hour or so visit at the guarded beach. Parallel parking on cedar rd will be difficult for some and will lend itself to more minor scraps to other cars and major accidents while attempting to parallel park, current parking on cedar is safer. I generally favor the status quo on cedar rd. with improvements on signage and markings regarding non parallel parking spaces. If the city wants to spend lots of money and access fees then life guards should be provided as well as benches and lavatory. I appreciate what the City is trying do and minor changes and improvements should be implemented before creating a labor intensive fee system. Would prefer money and planning be spent on a downtown parking lot. Thanks for all the time people are spending to improve the city and beach parking</p>
Janice Allmaras	In	<p>The proposal for creating a permitting system for parking within the residential area of Lewes Beach must include some accommodation for residents and guests of residents. Designating legal and safe parking using signage is reasonable, but to strip residents of all non-permitted parking around their homes seems unreasonable. If accommodations for residents cannot be made, no permitting should be adopted. The stated purpose of the Beach Parking Project is to provide order and predictability for parking in the Lewes Beach area. This purpose can be achieved by simply designating all safe and legal parking without implementing a revenue generating permit system.</p>
No Name Given	Out	<p>As someone who had owned a home in Lewes (although not within Citi Limits) for the last 15 years I see several recent issues when thinking about parking along Lewes beach. The development around the area, even if only considering east of route 1 is out of control. Between Hawks Eye, Governors and the development along New road, let alone the construction west of route 1 - this was inevitable - did we expect all of the people in these homes would have no desire to go to the beach? Cape Henlopen State Park only exacerbates the issues when they reduce capacity limits (during the pandemic), then close because the park is at capacity - sending people who were planning on spending the day at the beach to Lewes Beach (where the public parking lots are also already at capacity) and therefore sending people to the side streets along Cedar and Bay Ave. The development or redevelopment of homes along Lewes beach is also a contributing factor. Is there a requirement for each home to have off street parking? What is that requirement, is it and is it proportionate to the size of the home / number of bedrooms, and most importantly is it enforced - I know of several homes along Lewes beach with empty driveways and cars parked in public spaces in front of their properties, not illegal but what is the sense of having the off street parking requirement? Has their been consideration on a time limit of how long a car can be parked in one of the spots on the side streets? As an antic dote, and perhaps my favorite example is the person who lives on the corner of Cedar and West Canal (110 W Canal), who on weekends pulls his cars out of the garage and parks them on Cedar including his pick up truck with an extension ladder in the back and takes up 3-4 public spots, so no one can park along "his property". While his 4 off street parking spots remain empty - not sure how you solve for any of this when you have people such as that. I wish you good luck in coming up with a solution / compromise for Lewes Beach parking.</p>
Lindsay Harris	In	<p>Regarding the number of identified spaces and the need to balance public access, safe roadways, and management of beach resources re: trash, etc. 2. Without ongoing enforcement to include regular monitoring and a violation ticketing system, the permit system in identified spaces will not be effective.</p>

Suggestions of alternatives to permits

Cecilia Friend	Out	The other measures, such as deliniating parking spots near Bay Avenue and enforcing rules already in place about driveway and other infringements, should be implemented before resorting to the drastic step of requiring parking permits.
Joan Sachs	In	We should be building a self-service parking garage for residents and tourists close to the beaches and City of Lewes. It will be more cost effective in the future. We want to welcome visitors to our city, not turn them away.
Dara Schumaier	Out	I grew up in a tourist town that had zoned residential parking, with each household receiving residential zone parking stickers for the vehicles registered to a zone address. Most homes in the densely populated Old Town do NOT have off-street parking, and there is no designation of parking spots for individual properties--it's first-come-first-serve, with some residents requesting handicap parking signage if they must have that accommodation. This system has functioned well for over 40 years. Here's a link to how Alexandria handles permits and guest permits https://www.alexandriava.gov/Parking Lewes does NOT have to reinvent the wheel. I suggest adopting whole-cloth a residential parking system that has functioned well elsewhere, especially in a jurisdiction that has lots of vacation rentals. Rehoboth Beach has a program that has functioned relatively well for decades now.
J. Paul McNamara	In	can you tell me why there is no mention of the Lewes transit center on #1....plenty of parking and a seasonal bus route to the beach...this should be the place the non lewes residents park and bus to the beach.
Bobbie Burtch	In	I think for this summer the parking improvements made last summer (marking where it is unsafe to park such as at intersections and having parking enforcement) should continue and perhaps make some simple further steps that don't involve inequities such as the presented idea to have parallel parking instead of head in parking in front of the Children's Beach House. A reassessment this summer with study and objective data of need for further action is recommended to be shared with Lewes residents. All steps should be considered with safety in mind. This is a residential community, the solution should not create an increase in problems for the community
Sally and Doug Bushong	In	I would like to suggest that we rezone the paper streets and use those for parking instead of using Cedar Street. I feel it's a dangerous situation for walkers and bikers traveling up and down Cedar and for anyone trying to pull onto Cedar from the side streets.
David Schaen	In	Please consider the following in addition to the survey questions: - Current parking with "2 wheels off the street" should be the goal. On most streets creating deep incursion into grass areas is unnecessary and will result in a unattractive street landscape. - I would encourage Council to work around existing trees and vegetation in order to preserve our charming small beach town feel. Many (most) properties throughout our town have plantings in City easements providing an appealing streetscape for everyone's enjoyment.
No Name Given	Unknown	Why doesn't the City of Lewes work with the beach parking area #2 in encouraging visitors to park there. There are facilities if needed.
No Name Given	Unknown	If you arranged with Del Dot bus stops at each beach, many residents of Lewes outside of City limits could choose this option instead of bringing their cars to the beach. This might improve the parking situation dramatically.

Julie Jorgensen	In	I think the town should encourage people to use a shuttle bus, or bicycle to the public beach (or Cape Henlopen). A shuttle bus could go around to the different subdivisions in town at different times of the day during the summer, thereby eliminating the need for the town to find space for a general parking area for people to catch the shuttle bus. In lieu of a shuttle bus, I think parking on the side streets should be restricted to residents. This approach has worked in many towns/cities that are tight on space. General Public parking (in delineated spaces) should be on Cedar street, a much more public street. Once parking spaces have been decided upon, it would be helpful to make a parking map available to the public.
No Name Given	In	If we must have Weekend permits, they should only be between Memorial Day and Labor Day weekends from 11:00 AM to 5:00 PM.
No Name Given	In	Any parking permit proposal must treat Lewes town & Sussex County residents equally as required by the Warner Land Grant. Otherwise, the town risks that its grant management responsibility could go back to the state where the town would lose total control. • If the town decides to implement Parking Permits, please delay implementation for a year until after all encroachments are resolved so the maximum available beach parking spaces are available. And then, reassess the need after a full season.
Leslie Newman and Bill Wolff	In	Another thought we had was if consideration had been given to making the connecting streets one way, alternating towards Bay? If on-street parking was then allowed only on one side of a street, regardless of encroachments, traffic flow would improve, and emergency vehicle access would likely be assured. Signage would certainly be easier as well. It might be possible for a one-way provision to apply only during peak parking season. This would of course, increase traffic on Bay and that might negate any possible benefit. In any event, perhaps something to think about.
Kathy McGuiness	In	My ideas for a solution: 1) Designate parking spots with unobtrusive L-shapes on the 2 corners of a parking spot, painted on the street. The Beach does NOT need or want any more signage, unsightly bumpers or bollards OR toxic railroad ties. 2) As on Cedar, paint the no parking areas on the streets at the Stop signs. 3) Be consistent with No Parking signs on the streets, especially on Emergency Access roads. There should be NO parking on Emergency Access roads. 4) Strongly enforce all parking rules. I believe trying these suggestions will give the City a better understanding of the parking situation with little expense, less confusion and no unwanted structures on our streets. It's worth a try to see if this is all that's necessary to bring order on the streets of the Beach.
No Name Given	Unknown	. Then next summer we should have parking meters installed at all the parking spaces with the rate being the same as what it is at our two metered beach parking lots.
Lindsay Harris	In	I heard in the workshop that bicycle lanes would not be considered until after the beach parking was decided and that they could use Bay Ave. However, what about all the other non-car uses of the road? Cedar Ave. already is a narrow road with parked cars, two way traffic, walkers, runners, people pushing strollers, bicyclist, families with small children carrying beach chairs etc. I suggest the planning of parking spaces along Cedar Avenue take into consideration the larger transportation needs of the Lewes Beach users. For example, consider widening Cedar Ave, to include a walking/running/bike lane. This would impact the specifics of parking available along Cedar however make it safer for all users including those coming to use the beach.

	Steve Brown	In	<p>1. It is acceptable to “close off” Lewes beach to non city residents once the fee based public parking is full. This is common in ocean and other water front communities 3. Enforcement should be strict during peak times and not enforced other times. This is not to be a way to establish “our parking only” spots. 4. Look closely at impacts to adjacent areas. To cite example, when the city dock parking lot goes to free it suddenly fills up. Those cars are elsewhere when fees are in place, including non-commercial area streets. 5. What will this do to the army corps/city lot at Roosevelt Inlet? This is a great spot to sit and eat lunch or admire for a short walk, break. If it fills up with all day beach sitters (not fishing) that would be disappointing. Good luck. For those that live in the beach area full time being retired or raising kids, or otherwise working I fully support doing what takes to make this 35(?) days a year problem go away. For super-sized houses replacing the true cottages, where beds outnumber private parking - the owner should have planned better. We don’t need nor want to extend the public bath and parking supported areas of the beach north.</p>
	No Name Given	Unknown	<p>Why are you not considering the creation of parking spaces in the paper street areas? You could easily place signage to designate each space and pay hourly or daily for each space just like the Lewes parking lots. In fact, I prefer a "pay to park" system for all of the designated parking spaces. You can replicate the pay to park system in use in the city whereby you pay via a phone app. There really is no need for a permit if you implement this system. It is also a tool to generate revenue for the city. This is a fair system for everyone who wants to access the beach. You control the number of spaces and therefore the number of people on the beaches. And you do not create animosity between the city residents and those who live outside of the city limits.</p>
<i>Comments in favor of allowing non-residents to receive parking permits</i>	Deborah Barnhill Driver	In	<p>Also think that seasonal passes for non-resident people should be purchased</p>
	No Name Given	Out	<p>As a “non resident” full time Lewes homeowner, (Villages of Five Points), I am a frequent Lewes beach goer, I respectfully request that Lewes allow parking permits to non residents. I am happy to pay \$ 200 per season to offset the administrative costs of permit issuance. As a senior citizen, the Lewes beach’s calm waters are ideal for those of us older folks who don’t have the strength or agility to manage the waves of the ocean. I moved to Lewes five years ago expressly because of the available street parking for beach access to the calm waters of Lewes beach and am always careful not to block or impede any driveway or path to a resident’s home. If permits are not allowed to non residents such as myself, the limited pay parking spaces in the pay lots will effectively prevent us year round folks from enjoying the beach. Perhaps consider issuing pay (\$200) seasonal permits to full time non resident homeowners living within a radius of 5 miles to the beach and have free parking for those owners who live in Lewes proper.</p>
	No Name Given	Unknown	<p>We have lived in Lewes for for 32 years and raised our 3 Beebe babies here who all attended the Cape Henlopen School district. We love Lewes Beach and have had a few favorite spots over the years. Although we can walk or bike to the beach, we often drive. We tend to go in the late afternoon when it is less crowded and we usually don't have trouble finding a place to park. I am concerned that some of the options for parking permits will be restrictive to locals as well as visitors who don't own property on Lewes Beach. The beaches are open to all and that should include access. The property owners have the choice to use their property for off street parking, if that is what they need. I don't think that they should be the only ones able to purchase seasonal parking permits. Access to the public space on the beach should be equitable. People who are property owners as well as renters in Delaware should be able to access the beaches</p>

Comments against allowing non-residents to receive parking permits

No Name Given
No Name Given

In
Unknown

Lewes residents
In addition, only those persons who pay city of Lewes taxes, should be able to buy daily, weekly, monthly or seasonal parking permits.

Comments regarding weekly, daily and seasonal passes

Debra Evalds

In

I do not think any daily passes should be offered. Lewes has daily parking at Beach 1 and 2. We already offer a lot of amenities in Lewes to daily visitors with our great bathhouses. Weekly passes should not be offered either if transferable hang tag permits are chosen. The transferable permits should accommodate guests and renters. Seasonal permits are the only type that should be offered for a few reasons. As already stated, renter needs could be met with transferable hang tag permits. Realistically, there probably will not be passes left to sell as weekly because the seasonal permits will sell out fast. Last, selling daily and weekly permits will increase the administrative burden and cost the City more. Just offer season hang-tag passes.

Mike and Terry Savage

In

As weekends and holidays are when the volume of visitors is at the extreme, can permits be limited somehow for these high demand times vs. typical weekdays

Comments in favor of hang-tag permits

Debra Evalds
No Name Given

In
In

if I was a beach homeowner with short term renters or lots of visitors, I would want the hang tags so they could easily be transferred to a renter or guest.
hangtags

Keena Ross

In

The type of permit should be decided after who and where permits applied. A hanging tag will allow for it to be transferred if renters are using a property.

Stephen and Jill Gring

In

The seasonal permit should be a hangtag (like at Cape Henlopen) so that it can be transferred between the homeowner's cars or their guest.

No Name Given
Terry Simpson

In
In

A Delaware senior resident could purchase a Lewes beach hang tag for their Delaware registered vehicle rear view mirror. This is the parking pass method utilized by the Henlopen state park for parking year round by Delaware senior citizens. Lewes beach parking payments should be paid exclusively by out of state visitors and tourists visiting the Lewes beaches.
Rear view mirror hang tags preferred

Cliff Elgarton

In

The license plate approach also seemed way off base: Of my daughter and the grandkids come to the beach, it would seem pretty odd to trundle all the car seats into our car, with our dc license plate. To be fair, my perspective is influenced by the way we use the house. We are there virtually every week for at least a few days. In the summer, the same. Except when we let our relatives and occasional close friends use the house -- in which case we may not be there every day. I'd hate to think that they would have to pay to use the beach: that would defeat the whole purpose of having a house available for our families. If they could use our hanging tag, that would likely be fine.

Tony Ardura	Out	3) A hanging tag would provide flexibility for every homeowner when deciding which of their vehicles they wish to drive to the beach on a given day. If the decision is made to instead use the license plate number, please allow for out-of-state license plates. This would accomodate those residents that are part time residents and whose vehicles are not tagged in the state of DE.
No Name Given	Unknown	We would buy a seasonal permit, but we have 3 cars and could take any one of them to the beach. A movable tag would make that easier.

Comments in favor of plate recognition permits

Debra Evalds	In	As an in-town resident who would purchase a permit for my own use, I think the plate recognition system is best and would prevent resale of permits.
Stepanie Tsantes	In	the hanging placard is a really bad idea.
Barbara Toledo-Buglione	Out	License plate permits are probably better options
Trevor and Jennifer Bradshaw	In	Additionally, we would prefer to not have a hanging tag as our permit. We drive a Jeep Wrangler and have the top down for most of the summer. It would be very easy for the hanging tag to be stolen or blown away in the wind.

Misc. Comments about permit parking

Debra Evalds	In	The cell phone number of the resident who purchased the pass should be on record so that they can be called with violations.
Lina Walker	In	The parking solution should also NOT reduce parking spots. For instance, we are currently allowed to park at an angle along Cedar St in front of Children's Beach House between Savannah and Roosevelt Inlet. But the proposed permit parking plans shows end-to-end parking along that stretch, which would lose a lot of spots. Please reconsider because it will only make parking worse to reduce spots.
Lina Walker	In	Beach parking at Lewes has progressively gotten worse over the years, so I want to thank the City for taking positive steps to address the problem...If parking is a headache, it could drive visitors away and affect businesses in Lewes. The parking solution should also work for all Lewes residents and property owners and not just appease Lewes beach residents.
Maria Elena Smith	In	However, if we're talking about the public interest here as it relates to parking, might I suggest removing the many right of way encroachments that take away what should be available parking spaces. This should include restricting driveways to one 20 foot driveway per lot. Otherwise, streets with no encroachments will continue to unfairly accommodate the many more day trippers...If, however, the town decides to implement Parking Permits, please delay implementation for a year until after all encroachments are resolved so the maximum available beach parking spaces are available. And then, reassess the need after a full season.
Eugene Clayton Mowry	Unknown	I strongly urge the Parking Committee to study the beach capacity issue. I also encourage the Parking Committee and consultants to reduce the number of proposed spaces, particularly the front-in parking on side streets off of Cedar Avenue. Think for one moment about the impact on the homeowner who would now live next to a commercial parking lot on their residential street and ask yourself if you would advocate or plan for that next to your own home.
Beth Reardon Gellene	In	Eliminating free parking in the residential neighborhoods should alleviate some of the congestion and crowding during the prime of summer weeks. Setting permit hours from 10am to 4pm or 5pm would align with other beach communities and allow people who cannot afford a permit to access the beach during off peak summer hours. Limited hours would also be less expensive to enforce.

Beth Reardon Gellene	In	While I appreciate the tremendous effort that went into creating the six Beach Parking Space Exhibit maps, I am afraid the maps as laid out seem capricious and arbitrary. Instead of creating an orderly parking system, the maps seem to be a random patchwork of parking spots heavily concentrated on the canal side streets. While I appreciate that Bay Avenue is quite narrow, many of the canal side Bay Avenue properties do significantly encroach on the right of way. Vacant lots at 1307 & 1309 Bay Avenue, developed during the pandemic, seriously encroach on this right away if I am reading the property lines correctly. The house on the corner of Kentucky (1309 Bay Av) has been allowed to maintain two large “stone parking areas for homeowner” flanking its driveway, while the neighbor at 11 Kentucky has three yellow spots delineated in the natural beach overgrowth near their mailbox. Allowing some houses to maintain their encroachments (natural or deliberate), while forcing others to give them up seems patently unfair. I think it is important to note that houses that have clear space around their properties are probably clear because the residents depend on those spots for their household’s needs. Houses abutted by vegetation that has encroached into the City’s right away, probably do not need additional on street parking. In recent years the City has made major improvements in clearly marking the public access dune crossings, but many entrances remain severely over grown except in neighborhoods where adjacent property owners value the open space and utilize it as an extension of their driveways. Please see the areas at East Canal, West Canal, New Hampshire, Oregon and Indiana. It seems grossly unfair to crowd the canal side of Cedar with two-sided street parking, while allowing bay front property owners to enjoy public right-aways free of visitor parking. It seems a few parking spots could be allocated in these areas. Even in areas with overgrown trailheads, I believe one or two head in parking spots could be created safely. I fear this irregular, unevenly distributed patchwork of parking will be very difficult to enforce, very expensive to delineate, and will visually clutter the streetscape. I don’t think this is a good use of the city’s limited resources. I think the city should go with a more uniform, simpler approach that relies on end of street signage and lines painted on pavement.
Beth Reardon Gellene	In	SUGGESTIONS • Make sure all corners and fire hydrants are marked with no parking stripes- This really made it much safer to pull out onto Cedar from Oregon Avenue. • Make side streets between Bay and Cedar one way. • Limit parking to one side of the street– avoiding ONLY driveways. • Mark unpaved or grass driveway entrances with elongated white letter H. Limit each homeowner to 20 feet wide. Photos available upon request. • Consider using dotted white lines to indicate how far a car may be parked on the pavement in areas where it is not obvious. Restricting parking to one side of the street and clearing “the existing conflicting objects” from the yellow spaces may make this unnecessary. Photos available upon request.
Chip Davis	In	Now is the perfect time to address the serious right-of-way encroachment issues. The city has spent about \$15,000 on surveys to help identify this issue. With only 397 identified parking spots available, the need to address all encroachments is now. MCC have stated that they are working hard to do the right thing and to take care of this issue once and for all is the right thing. Whether it is 1 foot or 10 feet or more, whether it was done 1 day or 50 years ago, encroachment into the city or Deldot right-of-way takes away resident and public parking. Future bike lanes on Cedar St. would also be in jeopardy. Bike lane consideration should be coordinated with a parking plan as stated by a member of City Counsel.
Chip Davis	In	Roosevelt inlet parking should be metered.
David Schaen	In	I encourage limited signage as signs are visual clutter and again will result in a unattractive street landscape. There are far too many signs already and more signs generally mean people pay less attention to them anyway. Please consider natural, unobtrusive parking space markers. Short line markings and if necessary timbers (although I believe short lines are markers enough

David Schaen	In	<p>- Please consider that Lewes Beach has capacity limits. Lewes Beach is a narrow beach and becoming even more so as the dune widening efforts by DNREC has been successful along most of the beach. In other areas, towards the inlet end of the beach - beach erosion has also caused a significant narrowing of the beach, especially at high tide. - The real (and only long term) solution to providing adequate beach parking is to expand the capacity in CH State Park. CH State Park is very under utilized compared to all of the Lewes Beach areas. Additional parking and beach access points could easily be added to the CH State Park dramatically reducing the over-flow demand on the much smaller Lewes Beach areas.</p>
Stephanie Tsantes	In	<p>I have been a regular user of Lewes Beach for the last 28 years. This new plan to 'bring order' does nothing other than limit parking and frustrate the plain words of the Warner Grant. During the public meeting, the City Manager said several times that if a residence has no off-street parking then the city council would make accommodations to provide off street parking to certain residents. In the past, the city has regularly turned down these types of requests. When the City turned 1812 parking lot into a metered parking lot, various neighbors with no off street parking asked for a special accommodation. They were told NO. Why would the City treat a Lewes Beach resident more favorably than people in town who have been told no. My first residence in Lewes had no parking and was located on Second Street. There were others, like me, who had apartments with no designated parking. The City never gave those residents the consideration of providing them special accommodations. There have on a few occasions been some accommodations for temporary handicapped people--for instance someone who rented the Meeting House going through cancer treatments. Those accommodations are few and far between. The GMB plan, if it is to be considered, should have an overlay to show how much more parking would be feasible if obstructions are removed The City has spent plenty of money surveying the property lines on Lewes Beach.</p>
Deb Ziegler	In	<p>On the zone maps there is no designation for parking either yellow or red on Bayview Avenue. People currently park there now on one side only near the houses. The Breakwater Association which is on the corner of Bayview and Market is wondering why Bayview has not been addressed in the plan. If permit parking is to continue there in the future we would request that designations such as signs, bollards and railroad ties be added to Bayview Avenue. Currently people park where there is a curb cut for handicapped accessibility and also around the bend of Market Street and Bayview Ave where the street has been marked by paint stripes by the town of Lewes as no parking for safety reasons so emergency vehicles can access Bayview Ave (fire trucks, ambulances) Our preference is for signs. This signage or other designation would also hopefully discourage people from parking on the beach side of Bayview Avenue. In the summer there is some crazy parking on Bayview Avenue. Many people also double park for short periods of time as they carry their stuff to the beach. Please consider adding parking designations signs (to Bayview Avenue).</p>
Julie Jorgensen	In	<p>Having parking spaces clearly delineated would increase order. I am not sure we need to increase the number of parking spaces already in Lewes Beach, though. Assuming there are at least 2 people per car/parking spot for the over 500 spots that have been identified, and these spots are all filled — that would put over 1000 people on the beach at a time. That seems crowded and unenjoyable for those on the beach. Please remember that the Lewes Beach area is a residential area. It is in the best interest of the town to maintain Lewes Beach's charm and character. The traffic on cedar street is already horrendous during the summer (i.e. there is a lot of traffic and people drive over the 25mph speed limit) and we shouldn't encourage more traffic.</p>

Helen DeSantis	In	One more thing. I know that the parking committee has been meeting for a number of years. I have known some of the members and spoken to a few. My concern is and has been: they were not willing to do the hard thing(i.e. asking their neighbors to remove encroachments) but fell back on the easy solution. Parking Passes. So if the town insists on the removal of the landscaping, trees, obstacles in the right of way opening up more of the available parking spaces, the system should wait a full season to see if there is still a problem and then if necessary implement a plan.
Dave Martin	In	The stated goal should be more comprehensive and include wording about making Lewes Beach parking a permit parking only option, at cost. If implemented! Adding - to make a visit to Lewes Beach a positive use experience. Items not included in the proposal which I feel should be included - 1. Use of the once called paper streets which have been designated as open space. The ordinance could be modified to include seasonal parking use. Having this designated area available would relieve the pressure on street parking, especially on Cedar St.2. Empirical data showing the need for permit parking on Lewes Beach is not adequately shown. Please add.
Unknown	In	The town needs to aggressively remove right of way encroachments to create as many parking spaces as possible including restricting driveways to one 20 feet driveway per lot. Otherwise, streets with no encroachments will continue to unfairly accommodate the many more day visitors.
Bob Watson	Unknown	Most importantly, Lewes should have a study done to provide data on safe, sustainable capacity of LB - to protect and preserve LB for the community now and for generations to come. Then with that knowledge and community input, determine responsible goal for parking for 2023 and beyond and if any more parking spots are needed. It is a narrow beach with limited capacity which we must acknowledge. Further, Lewes City Council should work with the state and CHSP to have more beach facilities for visitors beyond what is available in Savannah Beach/Walker Beach/LB.
Terry Simpson	In	Zone Parking vs None Zone I remain confused on how this works. Hopefully, however this turns out, I would hope it is strictly enforced.
Dave and Debbie Fogg	In	Finally, this whole parking issue really went into high gear during Covid when the state park and the City removed 360 public parking spaces due to required "social distancing." With those places back in service we have noticed much less parking activity; i.e., fewer cars circling around looking for spaces and fewer cars parking on our street and also neighboring streets.
Arlene Lawson	Out	I have no problem paying for a seasonal pass, as I understand city residents should not have to pay the entire costs for enforcement and garbage. I live ONE mile from the city line and use the beach all the time. The streets are maintained by the state, the sand replenishment will be paid for by all tax payers. Half of the homes n the Lewes beach area aren't even full time residents. So my question to you..... is this a case of only the wealthy making the bay beach their private beach? If you buy a home near the beach, lucky you, however summer beach goers are part of this environment. If you don't want people coming into your neighborhood, buy a home in a gated community. A solution would be to make the beach owners pay for their own private parking spot, or better yet, double property tax on part time residents. After all some part timers use the Lewes police force as their private security when their house is not in use. Please take a look at the inequality of what you are trying to take away from other Lewes and Sussex county residents.I suspect this group of entitled individuals will be running into a lot of opposition when local people realize how little the city has done to reach out to the larger community for their input. It certainly appears this group is trying to fly under the radar as they selfishly make rules for their own entitlement to privatize the Lewes beach. I for one will be reaching out to our state officials and lawyers concerning the Warner Grant.
Paul and Betty Kratt	In	This may be only the first City parking permit area. A need for permitting near Second Street and George H.P. Smith Park may follow. This first program should be designed for fair and easy extension.

Please remember that the scope of this investigation is north of Savannah Road. We are not revisiting at this time the idea of plowing down the sand dunes and vegetation in the Open Space around the beaches for parking. Advertise the park and ride, whether the State site out on the highway or something sponsored by the City, better. Consider putting bike racks in "yellow" parking spaces rather than tearing out existing vegetation. We already have reach beach "carrying capacity" in some respects. We no longer share the beach with horseshoe crabs and any number of shore birds because people spend so much time on the beach. When we started coming here in the 1980's, you would still see the surplus horseshoe crab eggs washing on the shore after the egg laying that takes place with the full moons in spring. Without the eggs you get no birds to feed on them. Thank you for addressing this situation. It will only improve with effort. And, we will need to be doing this on the town side of the canal in the not too distant future. There are just a lot of people who enjoy spending time here. Can you blame them?

Thomas Nobile Unknown

Janice Allmaras In Also, it would seem unnecessary for the permitted street parking to have the same hours as the beach parking lots. An earlier cut off of 5PM or 6PM rather than 8PM would seem reasonable.

Nancy J. D'Orazio Unknown it was DIFFICULT to make a choice because the selections were rather ODD and did NOT address the issues of parking on lewes beach. there was NO consideration for the property owners in the city of lewes nor the property openers on lewes beach. the fees were to low. PLEASE ORGANIZE the parking in front of the children's beach house and in front of the LYC.: metered parking?! PLEASE ENFORCE ALL PARKING ORDINANCES: no parking 30' of a stop sign, AND no parking 15' of intersection of any TWO streets. we need to re-visit options/regs for equitable, safe, SANE, permit parking in lewes.

Phil and Sylvia Johnson Unknown 1. Having read all the materials listed/linked to the workshop web site and viewed the entire Q & A sessions one thing stands out: the need to further define the problem. Aside from ad hock remarks from Ms. Townsend about disorder, growth and visitors seeking to avoid city lots, I can find very little real analysis of alleged problems with the status quo. Survey results of residents? Analysis by public safety leaders? Let's study the problem. Also, I'm not sure this random public comment process is a good way to access the nature and importance of the hypothesized problem. But I would say the bulk of the comments during the Q & A were from Lewes beach residents, and they in large part indicated concerns and trepidation. 2. The exact proposed geographic boundary for proposed permit-only parking is not clear.

Kay Gartner In Stop the meters at Savannah Beach and Johnnie Walker Beach at 4 p.m. The visitors can park for free, relieving some parking in the residential section. Another crowd arrives at dinner time, and there are no lifeguards on duty, so this seems kind and fair. The parking revenue is already phenomenal. Thank you for asking all of these important questions.

John Moore In 1. The impact of creating controlled and delineated parking space on Lewes Beach. 2. There seems to be some inequity in that some streets are spared completely and others are not.

	Tony Ardura	Out	As a frequent part time resident, my car tags and driver's license are not issued by the state of DE. There are many homeowners within Lewes city limits and adjacent neighborhoods (like myself) that are in the same situation as me. We would like to purchase seasonal parking permits to be used when we come to our 2nd home here. Therefore, I respectfully request that consideration be given for homeowners that 1) whose property falls outside the official city line; 2) whose car tags and drivers license is not issued in DE. 1) If the decision is made to only offer seasonal parking passes to residents of the city of Lewes, perhaps allow the determining factor to be instead homeowners whose postal address is Lewes, DE. That would then cover adjacent neighborhoods which are not within the official Lewes city line, but for all intents of purpose are local to the Lewes community...supporting local businesses downtown and participating in many community activities within the city. 2) Allow the use of a utility bill (e.g. electric, water, sewer, etc) to be the document to determine if the individual requesting the seasonal permit has a postal address in Lewes. Do not use drivers license as the only determining factor.
<i>Comments regarding how permits should be allocated</i>	Deborah Barnhill Driver	In	As a resident of Lewes I would like two parking passes per household designated
	Debra Evalds	In	Two permits per City of Lewes address should probably be the cap. Perhaps beach homeowners with frontage on a parking street that exceeds 50 feet could apply for a conditional third permit, but that should not be to accommodate renters. It should be for family or guest use only. Rentals should be limited to two permits. This is just an idea, but it would really need to have strict guidelines. Otherwise, homeowners with short-term rental permits should be offering off-street parking on their property that is accessed from a conforming driveway. Properties that have pull-in parking along the entire frontage of the property need to conform to standard driveway sizes. This does not mean that additional cars can't park on property, but the parking should be accessed from the driveway. Other beach communities require homes to provide off-street parking commensurate with the number of guests listed in the maximum rental occupancy for the home in order to obtain short-term rental permits. Lewes needs to require the same. Conditional exceptions could be made for historic homes that have existing rental licenses. Certainly, new homes and major renovations should be required to have off-street parking that reflects the size and number of bedrooms in the home. The bottom line is that the short-term rentals need to provide adequate parking or the property shouldn't be a rental. This is standard procedure in other beach towns.
	J. Paul McNamara	In	Lewes beach residents should be given 2 permanent parking passes free or charge. The property taxes Lewes Beach residents pay should cover the minimal cost of the parking pass. With Rehoboth, Dewey Beach and Bethany having had parking passes in place for residents and guests for well over 25 years, it seems that the City of Lewes is trying to reinvent the wheel.
	Susan Johnson	In	We pay taxes in Lewes as residents and I think passes should be free to Lewes residents if you have to put this in place

Debra Evalds	In	City of Lewes Residents should be offered the parking permits first, as our tax dollars support beach maintenance, roads, lifeguards, bath houses. and more. Lewes Beach is not a private beach, but it is a City owned beach, so City residents should be offered permits first. A set, realistic number of permits should be issued and this number cannot be too large. There will be an expectation of some parking availability when people purchase permits, so deciding the right number is critical. If, and only if, the permits are not sold out should they be offered to non-residents. The proposed costs of \$100 or \$200 a season seems reasonable and no discounts should be offered for any reason. If permits are offered to non-residents the cost should be considerably higher, like \$500 a season
Sherrie Donecker	In	Also, are there special considerations for residents of Lewes Beach for obtaining passes, especially if there home only includes parking for 1-2 cars.
Dara Schumaier	Out	I do not believe daily permits would serve Lewes Beach. Rentals are not "daily" so issuing "daily" parking permits just does not make sense.
Bridget McCurdy	In	Home owners are going to need to have more than one permit because most families have more than one car/driver and honestly, the cost should be minimal or none for anyone who owns property in Lewes. We should get these permits free because we own the home and pay the taxes for it. The parking situation has been manageable until fairly recently when Lewes became a huge magnet for day trippers living in the surrounding tract home developments, so any costs should not be a burden to those owning property at the beach
Maria Elena Smith	In	Additoinally, any parking permit proposal must treat Lewes town & Sussex County residents equally as required by the Warner Land Grant. Otherwise, the town risks that its grant management responsibility could go back to the state where the town would lose total control.
Sally and Doug Bushong	In	If you opt to do this, I respectfully request that you only enforce these passes until 5:00 pm.
Beth Reardon Gellene	In	In the Q&A Zoom Session, it seemed like the City was considering capping the number of available permits due to the limited number of “parking spaces without conflicts” denoted in red and their reluctance to clear the “parking spaces with existing conflicting objects” denoted in yellow. I think this would be a mistake. Rehoboth does not seem concerned that there may not be enough spots to accommodate all of the residential and seasonal permit holders. Cape Henlopen State Park also does not seem to be concerned whether all Annual Pass holders are able to park on any given day. Cape Henlopen routinely hits parking lot capacity and turns people away during prime summer and holiday weekends. People know parking is at a premium during July and on holiday weekends and recognize they need to get to the beach early or arrive late if they want to secure a parking spot. For a permit system to be effective and enforceable, the City does need to bring order to the parking situation and clearly delineate all available parking spots.
David Schaen	In	Parking in the Lewes Beach area should be priced in-line with other area beach access points. There should not be a financial benefit or penalty versus parking in the CH State Park or the City beach lots.
<i>Comments in favor zone parking</i>	In	Zone parking

	Dara Schumaier	Out	Better would be to simply have several Parkmobile zones with signage, spread along the length of Cedar, to assure that there is at least a little bit of hourly parking available to non-residents (temporary renters or property owners). Placement of these zones should NOT be made in blocks with a higher number of homes which do NOT have the ability/space/access to have off street parking on the property.
	Janice Allmaras	In	Accommodation for residents can be accomplished through a number of ways. One way is through Zone parking where all legal parking spaces are designated and parking zones are implemented. Some zones would allow permitted parking and other zones would be designated for use by residents only. For example, all spaces on Cedar St would be permitted but spaces, or a specified number of spaces, on the avenues would be allocated for use by the residents.
<i>Comments in favor of no-zone parking</i>	Beth Reardon Gellene	In	I am not in favor of a zoned system.
	Barbara Toledo-Buglione	Out	So as a neighbor to Lewes I prefer the No Zone, allowing me to use beach and still shop the area.
	Paul and Betty Kratt	In	Zoning would not be an issue if City would provide restroom and garbage/recycle facilities evenly spaced along the entire beach, desirable in any case.
	Tony Ardura	Out	4) A "No-Zone" approach would provide more flexibility when residents go to the beach, thus giving them the option to try different areas of the beach on busy days.

<i>Comments regarding specific parking delineated at specific lots</i>	Beth Reardon Gellene	In	I'm concerned parking spots closely abutting Cedar street driveways may create the same visibility issues motorists had while exiting side streets onto Cedar. The yellow no parking lines on the corners have been a tremendous help on our corner of Oregon and Cedar. • I'm concerned creating diagonal spots along the side of the Lewes Yacht Club (LYC) on Maine Avenue and along the Children's Beach House at Michigan Avenue, the city will be creating the same perilous conditions that currently threaten children riding their bikes on Cedar Street in front of the LYC and Children's Beach House. Everyone I know has instructed their children to ride on Bay Avenue to avoid being run over by cars on Cedar Street. Getting safely by the Children's Beach House has been a great concern as the popularity of that beach area has grown in recent years due to its proximity to the largest sandbar on Lewes Beach. I think that parallel spots along Maine and Michigan would be safer. • I'm surprised adding spots along the north end of the Children's Beach House on North Washington Street would require a code change. This seems like an easy spot to reclaim public right away and create convenient parking spots. • I'm surprised there are no parking spots delineated on the north side of Savannah Road from the Public Beach to Massachusetts Avenue. The paved shoulder is very wide and there is a nice sidewalk to the guarded beach. • I'm surprised the two blocks bordered by Cedar Street, Midland Avenue, and the curve of Massachusetts Avenue did not get any parking spots. • I recognize Bay Avenue is narrow, but there are many blocks where homeowners on the canal side of the street have significantly encroached into the city right away. • I think dune crossing areas should be reexamined and some head in parking spots should be carved out of overgrown trail heads and delineated in the few wide open ones.
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We are the owners of 10 Kentucky Avenue where we plan to spend our retirement as full time residents in the near future. First of all, we have no problem providing reasonable parking accommodations for people who visit Lewes Beach. We say this even though pictures of the street in front of our house have been cited in local newspaper articles (eg. The Cape Gazette) as an example of parking blocked through the use of landscaping. Please be aware that the land in question was planted long before we purchased the property in 2002. We believe previous owners of 10 Kentucky Avenue used landscaping to protect the historic stone wall located within the boundary line. Here are our concerns for the Lewes Parking Permit Plan as it applies to Kentucky Avenue. The plan proposes parking spaces on every lot touching Kentucky Avenue except for the lot on the South East corner of Kentucky Avenue and Bay Avenue. This seems conspicuously inequitable, particularly since there is ample room to park next to this lot. Parking would not block any access to the house and side garage. Simply paving an area within the City's right-of-way or set back with clam shells and declaring parking for the owner seems to undermine the Plan's credibility and any notion of fairness. One of the parking spots proposed in front of our property blocks our front gate. This is the entrance where services, deliveries etc. are made just like all of the residents on our side of the street. This is in fact our street address. The gate cannot be relocated because it is fixed within the original opening of the old stone wall. Our property is surrounded by a historic stone wall. This stone wall is within our property line, and to the best of our knowledge, was hand built over 100 years ago by the original property owner (possibly one of the original Delaware Riverboat Pilots). The location of the proposed parking spaces is so close to the stone wall that anyone trying to exit the wall-side of their car runs the risk of damaging their car or damaging this historic stone wall. This is the likely reason why previous owners of the property used natural landscaping as a buffer to protect the wall. If the City insists on using parking outside the stone wall, we insist that we be protected and held harmless from any claims of damage to parked cars. Also, the City must accept financial responsibility for damage to our stone wall. Please note: the wall does not extend the full width of our property on Kentucky Avenue. This area can accommodate one parking space. Again, we support reasonable accommodation of public parking on Kentucky Avenue. That said, the burden must be shared equally by everyone who has a property line on Kentucky Avenue. The plan must also respect the personal property interests of the owners who have invested considerable sums of money in Lewes

Kevin and Mimi Walsh In

Sally and Doug Bushong In

I would like to mention that we have spent a lot of money over the 17 years we have owned our beach home for lawn care service and our irrigation system. Had we known we would lose our front yard to parking spaces we might not have invested this money. As it is, we have sprinklers that come out of the ground that parkers have repeatedly snapped off pulling onto our yard. Please see my note about asking for two of our proposed six parking spots to be eliminated so that we can continue to park our boat in our side yard. I prefer to not have any type of parking permits or passes instituted. It sounds like a logistical nightmare and the last thing Lewes needs is more rules and regulations. I have a real problem needing to pay to park in front of my house as a tax paying resident of this town.

Dennis Reardon In

By eliminating parking on the west (inlet) side of Oregon Ave. the home owners on that street will lose their parking spaces in front of their homes.

Bridget McCurdy In My house is at 9 Felton Avenue. The map shows 12 parking spaces allocated on this street, which seems really excessive to me given that the street is at most 1 1/2 to 2 blocks long and home owners and their guests must park somewhere on the street in addition to any daily beach goers that may park there. It's almost the highest number of spots on any of the side streets. The current plan just has too many public parking spots given the available space. Some of us have driveways, but these do not accomodate everyone who visits our houses, especially on the weekends. There's at least one rental house on the street that almost always has multiple cars needing parking each week. It's not clear at all what is to be done about home owners' cars and that is a big concern for everyone on our street. For example, the map shows a grass driveway at my house. This isn't a driveway, it's just a place where we took down some fencing for work... Additionally thanks to coastal flooding, that area floods when it rains hard and it really isn't suitable for parking - ground too soft. There's also a fire hydrant at the corner of our lot in the marsh area that needs to be accounted for. We have been parking in front of our house since we bought the house in 1976 and we want to be able to continue to do so. We don't want to be prohibited from parking in front of the house, we don't want to have to compete with short term visitors for the limited area in front of the house and we don't want to get parking tickets for parking there if it's not designated correctly. .

Keena Ross In Parking Spaces and Delineation-If you are reducing the number of spaces as was repeated noted in the Q & A session several times, then why to you need to take right of way property to create spaces? It doesn't make sense. Creating the additional off beach parking system with a trolley transfer is a great idea. But one needs to ask—and ANSWER—what is the overall capacity of the beach? And how is that correlated with the number of cars? There are formulas to determine these things and should be done before going further. As it effects everything!

Dennis Reardon In These are my comments on the maps of the streets. 1. The parking spaces on Cedar Street adjacent to the Yacht Club should be head in parking as it has been for years without any issues. It will allow for more spaces. It would be the same as the head in parking on Maine Ave also adjacent to the Yacht Club. 2. The parking spaces on Cedar Street at the Childrens Beach House should be head in parking as it has been in the past without incident. It will allow for more spaces. 3. As to Oregon Ave. the map indicates no parking on the west side (inlet) of the street. Although there is not 9' between the paved surface and the end of the ROW, cars have parked there without incident for decades. There is no parking on the east side of the street which allows for passage of vehicles. I would suggest designating parking on the west side of Oregon Ave and continue with no parking on the east side of the street. Otherwise there will be a loss of available parking spaces. 4. As to Laurel Street there is no yellow stripping on Cedar Street on either side of Laurel Street. Also as was previously stated it is a street access to a home. If parking it would best be parallel parking not head in parking.

Stephanie Tsantes In In my review of just one street on GMB's suggestion of designated parking spaces, just on Ohio Avenue you have eliminated at least 1-2 spaces that have been regularly used for parking for years by both Lewes Beach residents, their guests or renters, or others using the beach. Likewise, obstructions such as permanent trash receptacles, multiple weekly rental signs from more than one rental agency are displayed in the public right of way and impede with what has been lawful parking for years. Similarly, some of the driveways are so large or appear multiple times on a lot that it eliminates even more parking spaces. Ohio Avenue used to allow parking on both sides of the street. It was not in the original plan as being an evacuation street. Why is there still parking on just one side of this street? I say this having legally parked on the street--and despite my legally parking have had a resident come down to the beach to ask me to move my car so they could manipulate their boat on their concrete that completely covers the entire street front of their house.

No Name Given	In	I have lived on Felton Avenue for 23 years.It is a dead end street with no cul de sac.Any street parking should be limited to residents ! There is no room for visitors to turn round except our front yards and driveways. There are currently (16) small grandchildren among the six families who live here.Are we expecting them to dodge the cars of non- residents looking for parking ? In the quest to turn our neighborhood into a parking lot,the safety of the residents has not been addressed at all.
Barbara O'Hanlon	In	Finally, I look forward to the City delineating the parking on West Canal. Our neighbors across the street from 111 W. Canal use their "lawn" as a parking lot and often squeeze 4 cars on this green space in addition to the 10 cars that they squeeze on their driveway. On any given summer weekend, they will have upwards of 12 to 14 cars. As result, we often cannot get out of our driveway, particularly when the two spaces in front of our house are also occupied. Limiting their space to two - which is indicated on your city survey - would greatly ease the space constraints we experience in leaving our driveway. Thank you in advance for reviewing my comments and taking them in considerations when making decisions that will greatly affect our quality of life in the beach.
Christine Morrow	Out	I'd like to chime in about the parking at the Children's Beach House along Cedar street. I see on the map it shows parallel parking scenario. I think this is an extremely bad plan for the following reasons. Children exiting vehicles could unknowingly walk into the path of an oncoming car. People will be parking bumper to bumper which won't allow people to take beach gear out of their cars without damaging another vehicle. It takes up too much space; more people can park if diagonal. Car doors will open into the path of bikers. People will be parking in the marsh grasses or trampling on it when they exit the vehicle. People will get blocked in.
Richard Glaser	In	after zooming in on the proposed parking spaces, I realized that the city is going to park the entire vehicle on the property, not even partially on the street. I know from speaking to several residents that this will be entirely unacceptable for a lot of reasons like irrigation systems, plantings, underground propane tanks etc. When the surveyors came around to measure the potential parking spots, they neglected to note that I have a 600 gal propane tank that will exclude 2 of the parking spots in front of my house, because the cars will encroach on the 10-0 min safety zone for those tanks.I realize there is city right of way but many people have long ago have utilized this setback for garbage can structures, hedges, gardens etc. This is going to create an incredible quagmire. I hope the committee also looks at how much beach there is at high tide, especially in the area of Kentucky ave towards the point. There has been a lot of erosion and at very high tides the ropes to keep people out of the dunes are being washed out. Zero beach during high water.

1. CEDAR STREET SIDE OF 12 IOWA AVENUE PROPERTY – four proposed spots. a. As Ann Marie Townshend requested during the 1/18/22 meeting we are submitting for reevaluation of spots on the Cedar Street side of 12 Iowa Avenue property – {Rob Wilson 05:42 PM “Many Cedar St homes have boats in yards that will be blocked ingress/egress by the parking spots. Will there be any allowance for this use by homeowners?”}. Proposal obstructs current and legacy ingress/egress on Cedar Street of the natural driveway used for boats and cars parked by the shed (photographs, or grooves in yard available to support. Boat is wintering at Short’s Marine presently). During the meeting, representing overlooked legacy access was encouraged, and is access typically allowed for other Cedar Street properties. b. Additionally, proposed spots closer to the house on Cedar Street risk destruction and damage to mature local and “native” plant species, including the “S2 Rare” Bayberry (*Morella caroliniensis*), Pine and Groundsel Trees which are helpful for drainage in alignment with good stormwater practices. {The Delaware Native Species Commission whose mission as set by the General Assembly, is to reverse the trend of decline and extinction of Delaware’s local plant and animal native species. The native *Morella caroliniensis* commonly known evergreen bayberry is ranked S2: Rare and of conservation concern; typically between 6 and 20 known occurrences or populations; may be susceptible to becoming extirpated. <https://documents.dnrec.delaware.gov/fw/conservation/RARE%20PLANTS%20OF%20DELAWARE%202018.pdf>} Please reduce the proposed parking spots on the Cedar Street side of 12 Iowa Avenue property from four to two, to allow legacy driveway ingress/egress and “native” and “rare” plant preservation. 2. IOWA AVENUE SIDE OF 12 IOWA AVENUE - one proposed spot. a. It is our recommendation that all emergency access roads should remain clear of zoned parking, particularly when close to fire hydrants as in the case of Iowa Avenue. b. Specific to 12 Iowa Avenue, the proposed spot requires significant destruction and damage to mature, local and “native” plant species including the “S2 Rare” Bayberry (*Morella caroliniensis*), Pine and Groundsel Trees which are helpful for drainage in alignment with good stormwater practices. The Delaware Native Species Commission whose mission as set by the General Assembly, is to reverse the trend of decline and extinction of Delaware’s local plant and animal native species. The native *Morella caroliniensis* commonly known evergreen bayberry is ranked S2: Rare and of conservation concern; typically between 6 and 20 known occurrences or populations; may be susceptible to becoming extirpated. <https://documents.dnrec.delaware.gov/fw/conservation/RARE%20PLANTS%20OF%20DELAWARE%202018.pdf> c. The proposed spot obstructs legacy mailbox access at 12 Iowa Avenue. Please eliminate the proposed parking spots for community safety on an emergency access road as well as legacy mailbox access and “native” and “rare” plant preservation.

Merrill Kaegi and Family In

Could you please double-check the designation of the parking spot near our house? We think it's mischaracterized as "no impediments" when in fact we have a mailbox and also an existing trash can enclosure there....I noticed on the chart with my street, we're at 5 Delaware Avenue, the street widens from 17' to 23' for no apparent reason. Keeping the street at 17' is ample for the traffic and parking on Delaware venue. We have had no issues with people parking there during the three busy summer holiday weekends . . . there can be six maybe seven cars. During other weekends cars parking on our street are far less . . . maybe three or four. And of course, once you get to the off season, nobody is around.

Dave and Debbie Fogg In

Hello, thank you for the webinar last week I found it informative and a great sign to see you are looking for input from the town residents. I will add our preferences to the survey items on your webpage --- but also have the following comments: 1. The map does not indicate any parking (red or yellow spaces) on a few streets West of cedar avenue (Massachussetts, Market, Midland) DOES this mean that these streets will be considered a NO PARKING zone in the future ? I am sure you are aware that there is considerable parking in this area on busy summer days. if we go to a permit system ---this area must be included in the permit required area -- Otherwise it will be flooded with cars looking to escape the permit required area. 2. I fully agree with the shown parallel parking at cedar and Childrens Beach house. The illegal head in parking has been a safety hazard in that area for years. 3. The inside corner on Massachusetts between Cedar and Market needs to have no parking striping similar the 15 ft no park on all other corners. Cars take this as a shortcut -- many times at considerable speed. Cars parked at this inside corner (east side of the street) significantly block the view --- I have seen a number of near misses with cars/pedestrians and bicyclists. Please note --- I am considering East is bayside, west is canal side.

Ken and Monica Tadler Unknown

Please submit any additional comments regarding the Beach Parking Process. Please include your name, email, and address: I have owned a home on 5 Felton Avenue for 25 years and have loyally paid my property taxes and maintained our front yard to reflect a positive and beautiful neighborhood. I raised my children and now have grandchildren that play in the street and in the front yard. I currently noticed there are 2 parking spaces in our front yard and 5 across the street from us. I am totally not in approval of these parking spaces. Please do not allocate these spaces in front of my home!! If parking is allowed it will totally destroy the reason we purchased our home in Lewes 25 years ago. Locating parking spaces in front of our home on 5 Felton Avenue will cause seasonal problems for us and our neighbors. I also park my boat in my driveway and will only have room for 1 car in my driveway. We use the area in front of our home for our parking and I have maintained the grass cutting and landscaping for years. A formal parking space for other is unacceptable to me. Please take these 2 spaces off the map.

Bob Tjaden In

Marcy Saliba In

If the proposed parking spaces are implemented at 1403 Cedar Street (corner of Milford and Cedar) cars will literally be parked on our lawn. Particularly the one on Milford Street is right in our current yard. We have a beautiful lawn with irrigation system and followed the rules to not obstruct the right of way. We have a legal driveway (less than 20 ft) that fits two cars. Attached are some pictures that show what it would look like if cars parked on the grass (off the shoulder). Thank you.

I'm writing in follow up to the recent zoom meeting that was held to discuss creating new parking spaces in the Lewes beach community. Our street address was identified for potentially creating new parking spaces in the front of our house by widening the street by using some of the land that's apparently owned by the city. Unfortunately, the dimensions of our lot appear to overlap with the city's land since our land surveyor began his measurements from a 1/2" pipe that sits in the front left corner of the lot and is 11.6' from the front left corner of our porch and 10.7' from the front right corner (shown as lot 9 on the attached plot plan). It would appear that the metal pipe the surveyor used was, in fact, not on our land but was on the city's land. Thus, if the city proceeds to utilize some of our front yard to widen the street for parking spaces, the size of our lot would be reduced and our lot sideline will no longer measure 100' in conformance with the Lewes minimum lot sizes. Obviously, this will adversely affect the value of our lot and will impact our ability to sell it or do anything else on it as of right because it will no longer be a conforming lot. We identified this problem when the city's surveyor put stakes in the ground to de-mark the city's land boundary and we saw the overlap. But, now that the city has announced the possibility of widening the street to create additional parking, the overlap represents a significant issue for us. The fact that our land surveyor and we, as homeowners, knew nothing about the boundary of the city's land before our lot was plotted and that we were never informed about it until very recently is a serious concern. We ask that you take this issue into consideration as you identify which streets to widen to create new parking spaces in the Lewes beach neighborhood.

Chris Tawa and Barbara O'Hanlon

In

Burns

Unknown

I understand there have been some that think parallel parking might be a good thing in front of the Children's Beach House. This make no sense and is much more issues with doors opening onto the street. Last year with the added line marking it worked very well. Please leave it this way..

Robert and Jean Gilligan

In

Pete and Amy Gusek

In

1.When our residence was constructed in 1983, town officials recommended that the front of the house face Kentucky Ave. We were asked not to remove the stone wall at the back of the property. 2.Since 1983, We have been using on street parking on Kentucky and Cedar. 3.The current proposal will require a \$200 seasonal pass for each car. Our 2 cars would cost \$400 which would amount to a 47% tax increase. This does not include the additional \$600 for our children's cars. 4.This proposal will depreciate our property values. 5. Whenever you enact legislation, you should always look to Grandfather in current residents especially senior citizens. I served four decades in the Delaware General Assembly. As a former Speaker of the House, I can assure you we always protected the property rights of Delaware residents. This legislation negatively affects me, my wife, our children and grandchildren. I ask that you consider our situation.

We currently have a driveway that is approx. 10' wide and are planning to widen this to a width of 20', which we understand is allowable by Lewes, to compensate for the proposed changes to on street parking. Please note our position to any updates to the parking delineation plan.

No Name Given

Unknown

Children's Beach House parking - I notice the map is showing parallel parking - I do not believe any of the beach parking committee's recommended this? This makes little sense as it reduces the number of available spaces vs head in parking and frankly presents a bigger safety risk. Yes I know, the residents on the Cedar Ave. side would have you believe that there is a near fatality almost every week but that is not the case. Are there ACTUAL statistics of accidents and injuries recorded from automobiles backing out of spaces at this location? Sure we can speculate what-if scenarios all day long - but I could do that for just about any situation you give me - what is reality? I bike and/or run that street frequently and can tell you the biggest danger is from car doors opening as opposed to people backing out from a parking space. Parallel parking presents hazards from backing into the space, 1 or 2 car doors opening into the street not 1 time but twice - once when you arrive and once when you leave. Often times the occupant in the back seat just wants to get to the beach and the back door will fly open with little or no thought.

Comments about Identification and Delineation of Beach Parking Spaces

Comments regarding parking space delineation methods

John Moore	In	Finally, this has been our family's summer home for 51 years and my father paid for and created a graveled parking area for two vehicles. Our address is 12 Vermont Ave. and there are currently two potential public parking spaces in that same graveled area on the parking map. We have no driveway. We ask that you consider this in designating public parking and allow us to keep these two spots as residents and home owners.
Debra Evalds	In	I think the railroad ties or parking bumpers look the best and provide good protection for homeowners from people parking on their property. They may cost more than painted signs, but it seems the fairest for beach residents. The bollards are not attractive and obstruct views.
Dara Schumaier	Out	From an esthetics standpoint, bumpers or railroad ties are more in keeping with the beach feel if public works improvements (paving sidewalks and installing cement curbs).
Stephanie Tsantes	In	One of the City options included railroad ties or other items to designate so called lawful parking spots. This is a flood zone. The last thing the city should be doing is putting any more objects down near the beach that become projectiles or floating dangerous objects during a hurricane event.
Ellison Carey	In	Parking options: there could be an option for "striped painting" vs ugly bumpers, signage, bollards & rr ties. This is LEWES DE where we want to maintain a small beach feeling
Barbara O'Hanlon	In	I agree the City needs to delineate the parking spaces but I hope you select the railroad ties. They are more quaint looking. The other options "pollute" the landscape and detract from the beach community's charm.
Greig Greenwald	In	My preference is for painted space delineation and signage at start and finish of each parking strip. My preference is to restrict public parking to Cedar Ave red spaces, remove all of the yellow spaces, and remove all of the side street spaces for public use. Have permitted parking for residents only on the side streets and un-permitted open public parking in red spaces on Cedar Ave..... I commented during the public question & answer session that a designated red space in front of our property at 11 New Jersey Ave would hinder post delivery vehicles. I noted that someone came to look at and photograph that space today. While the space is sufficient for someone to park, my concern is with that parking space conflicting with USPS rules 631 and 632 as found here: https://about.usps.com/what-we-are-doing/current-initiatives/delivery-growth-management/residential-delivery.htm which discuss limiting obstructions to mailboxes for post delivery vehicles.
Bob Watson	Unknown	Delineate with rubber strips and lines, no more signs in LB please - already way to many.
Christine Morrow	Out	Railroad ties in addition tor signs that say head in parking only
Stephen and Jill Gring	In	Cluster mailboxes and LINED parking places (so no car takes up more than 1 space) should help a lot. Railroad ties, bumpers etc. are an unnecessary expense requiring upkeep as well.
Dave and Debbie Fogg	In	I like the bollards because they are seemingly less visible than the other alternatives.
No Name Given	Unknown	And, it was disappointing to see that the City is considering using railroad ties to designate parking spots but refused to even consider the proposal first made by the Deputy Mayor about painted corners. Surly there are more environmentally friendly options than railroad ties.
Kathy McGuiness	In	Designate parking spots with unobtrusive L-shapes on the 2 corners of a parking spot, painted on the street. The Beach does NOT need or want any more signage, unsightly bumpers or bollards OR toxic railroad ties

	No Name Given	Out	If Lewes ultimately chooses a parking permit system and designates spots, I sincerely hope they choose the option with the least signage possible to preserve the aesthetic of the beach area. The railroad tie option looks like it includes the fewest signs and may help preserve the natural beach look more than others.
	Phil and Sylvia Johnson	Unknown	We are agnostic as to the method of marking parking. However, if placement of the vehicles within a certain space is going to be enforced then the spaces will need to be clear.
	Tony Ardura	Out	5) A combination of signage and parking lines that define each parking space would be less obstructive and appealing.
<i>Comments in favor of delineating parking</i>	John Huber	In	The important thing would be to communicate where people are allowed to park without making an eyesore in our neighborhood. Post a map online and on a sign near the canal bridge
	Anne Groo	In	I believe that the easiest solution for this annual problem on the beach is to designate parking spots in highly visible ways and then make sure they are enforced. In particular, I would like to see Rhode Island Avenue's designated parking spots reflect that this street is designated an emergency access street. All too often in previous summers, there was parking on both sides.
	Chip Davis	In	Clearly marked parking spots without permits might bring the order that is needed
	Stephanie Tsantes	In	This permit plan should not be rolled out until all lawful spaces are claimed by the city--in other words, reclaim all the land that us currently obstructed by anything other than fire hydrants...If the City does go with some sort of designated spaces, then you need to maximize viable parking spaces and reclaim the city land.
	Bonnie Crosby	In	The side streets off 3rd have tremendous parking pressure and limited parking year-round and there is no talk of permits and limiting access there. Why can't the parking spaces at the beach be delineated like they are everywhere else in Lewes, with lines? Why does the beach get a different set of rules than everywhere else? It saddens me to see the town that I have loved my entire life forget about the importance of being a welcoming and inclusive community.
	Barbara O'Hanlon	In	Although the horse has left the barn with respect to the look and feel of the beach community (e.g. too many mega-mansions!), I hope the City will try to maintain as much of the beach cottage look as possible. I agree the City needs to delineate the parking spaces but I hope you select the railroad ties. They are more quaint looking. The other options "pollute" the landscape and detract from the beach community's charm.
	Greig Greenwald	In	My goal is to ensure there is a limit to the number of people who reasonably access Lewes beach so that the beach experience continues to be enjoyable for all who are there. Limiting the number of parking spaces is an effective way to limit the number of people on the beach. Thus, I am not so much concerned about establishing a permitting system as I am in establishing well-delineated spaces and using current Lewes parking enforcement processes to maintain them
	Dave Martin	In	Parking spaces identified and marked. It would satisfy a great need! All parking spaces off the prescribed macadam surface, especially on Cedar Street. Would solve a huge safety issue

Leslie Newman and Bill Wolff	In	Our home is located at 5 Lewes Avenue and we are full time residents. We appreciate the considerable amount of work done by the city permit parking work group, as well as the two parking committees that labored in recent years; we also appreciate the opportunity to comment in light of the recent Q&A forums. On the whole, our view of the parking issue on Lewes beach, which is really only of serious concern during peak summer months and even then often limited to a few days in a given week, is centered on the crowding of the connecting streets between Bay and Cedar. Stories of cars blocking driveways, cars blocking the streets to thru traffic and more, are familiar to all of us here on the beach. This is why we think the city should first focus on the clear delineation of the available on-street parking on Lewes Beach. We suggest the city set aside, at least for now, a move to a permit system. This does not preclude the need to act, however. We believe we all would benefit from a strategy that is incremental. In our view, we should start this summer by clarifying, with signage and street markings, where on-street parking is both allowed and prohibited. For example, yellow markings at the intersections of Cedar with side streets seem to have been very effective in improving parking along Cedar. Why not add these to the connecting streets? Street markings and good signage, in combination with enforcement and a meaningful increase in violation fines, would almost certainly produce significant improvement and be a sound return on investment. To be clear, this strategy would not preclude the future implementation of a permit system, as delineation, signage and enforcement are all necessary components of a permit system. If a permit system is ultimately deemed necessary, so be it, but we think that every effort should be made to avoid a permit system that might well prove frustrating for the very property owners who are most troubled by the parking problem. We also think the position the city has expressed to accommodate property owners who have no off-street parking associated with their property is very wise and appropriate. The idea of starting with delineation, signage and enforcement flows into our observation that the city should look at addressing the parking issue over a series of years, with incremental steps based on the outcomes of each year's undertaking. There is widespread agreement that a problem exists, but less agreement on what is necessary to address the problem. We need to act! But why start with a permit and the associated fee system, if it may not be essential to achieving the objectives? It seems reasonable to presume that if congestion on the connecting streets is relieved, drivers looking for parking would migrate to approved spaces on both sides of Cedar and the streets to the south of Cedar. In our observation, it's rare that the available on-street parking on our street, Lewes Avenue, is fully utilized even on peak days in the summer.
Dave and Debbie Fogg	In	I think any parking designations should be made in the least intrusive way possible. There is already too much signage clutter everywhere but especially on Lewes Beach, The parking designations do not need to be the same on each street. For example, Cedar may need a different type parking space indicator than the state streets. I like the bollards because they are seemingly less visible than the other alternatives. From the presentation it seems clear that red parking spots will not require any homeowner modifications.
No Name Given	Unknown	I think that the city should delineate spaces as presented by GMB with bollards or railroad ties or whatever the consensus is, and it should be done for this summer. That may help regulate parking somewhat this year.
No Name Given	Unknown	Although I made selections for each question/choice, I would favor not requiring parking permits/fee outside of the designated parking lots off of Savannah Rd. Rather I would prefer to see that the proposed legal parking spots be well delineated, and offenders be given a stiff fine enforced by improved traffic patrolling.
Debra Fiumefreddo	Out	I think that managing the parking is a good idea and I appreciate the hard work that has gone into this undertaking. I am all for the delineated parking spaces, I just can't afford to pay a fortune for them. Thank you for your time and attention in this matter.
No Name Given	Unknown	I think dellineating the parking spots is a great idea, but I don't believe a permit system is desired or required.

Comments against delineating parking

Comments about Mailboxes

Comments in favor of cluster mailboxes

Debra Evalds In

Mailboxes should be clustered on Cedar Ave to insure access for USPS

Anne Donecker In

not clear about the cluster mailboxes... I would be in favor of cluster mailboxes like we have on Bay Ave.

Dara Schumaier Out

Regarding mailbox clustering, it's definitely something the USPS prefers and residents largely dislike. It does seem like the way of the future as USPS strives to streamline service, and it would certainly would make managing the ROW much easier

Barbara O'Hanlon In

Moreover, I agree we need to cluster the mailboxes. But I dont like the look of the apartment style cluster. This is a residential community comprised of homes. Why cant the City use the existing mailboxes but cluster them as they have done on Bay Avenue.

Stephen and Jill Gring In

Cluster mailboxes and LINED parking places (so no car takes up more than 1 space) should help a lot. Railroad ties, bumpers etc. are an unnecessary expense requiring upkeep as well.

Comments against changing the mailboxes

Deborah Barnhill Driver In

I'd leave the mailboxes alone for now.

No Name Given In

LEAVE mailboxes as they are now unless designated parking spots require a move of current mailboxes

Keena Ross In

Mailboxes-Leave as they are

Ms Digiaomo In

Prefers the existing mailboxes

No Name Given Unknown

In addition, it is unfortunate that there wasn't more of a discussion about the proposed cluster mailbox. Please don't mistake the lack of discussion as support, especially for those of us who live here year-round.

Comments suggesting alternative mailbox solutions

Beth Reardon Gellene In

Instead of installing large clustered mailboxes, used in apartment or townhouse complexes, perhaps all of the side streets should switch to house mounted boxes so that the carriers must walk year round.

Questions Asked

Questions asked

Tina Bogia In

Who is responsible for maintaining the grass on my property where the additional 4 spots are to be delegated? • Where is the infrastructure to support the additional "people" and "families" visiting the beach (bathrooms, showers, etc.)? • Will residents be provided with parking permits? The city is taking all my parking, leaving me nothing for when my son/parents visit. • We will be rebuilding; are those spots permanent? Will I be allowed to have a 2 line driveway on Cedar or Felton? • What rights do I have as a permanent resident of Lewes Beach to voice my concerns? Aren't there other ways for the city to generate revenue.

J. Paul McNamara	In	can you tell me why there is no mention of the Lewes transit center on #1
Anne Donecker	In	Any conversation about improving the parking at the Inlet?
Sherrie Donecker	In	Is there the ability to expand the parking lots at the Public beach that does have facilities?
Bridget McCurdy	In	Has anyone considered operating a shuttle from a large parking lot like some beach towns already are doing?
Futcher Family	In	Quest Kayak (QK) is understating their service. They sell beach parties and bring a lot of vehicle and guest traffic and disturbances to our peace and quiet on any patch of sand from May to September. Who gave them permission to sell Beach Parties anywhere, anytime?
Rick Pierce	In	I don't understand why there were only 3 ugly unsightly uncharacteristic of the Lewes charm choices for how to delineate parking spaces. Wouldn't it be more attractive to merely use paint on the street?
Keena Ross	In	Is the cost to benefit the city, or simply to cover the implementation and exercise of the parking system?
Keena Ross	In	But one needs to ask—and ANSWER—what is the overall capacity of the beach? And how is that correlated with the number of cars?
Eugene Clayton Mowry	Unknown	What is the stated requirement and goal of instituting a parking permit system. The nebulous remark about needing to create "order" is not a public policy goal
Stephanie Tsantes	In	How much money has been spent on planners, city engineers, IPA or others on the presentations that have been prepared for the 1/18 meeting? How much was spent last year in the City Budget for the parking enforcement targeted for Lewes Beach--specifically on the whole stretch of Cedar, Bay and those side streets. How much parking enforcement was done on the City side last year What percentage of time or man hours was the split between the two...What steps will the city take to make sure that beach property owners do not hog all of the off street parking if the city goes to a permit system.
No Name Given	Unknown	And why is Cape Shores not included with the parking process?
Barbara Toledo-Buglione	Out	I have a question, Will permits be transferable between vehicles of same household?
Julie Jorgensen	In	Sr. Designer Sherry's video seems to be about increasing the amount of parking, but your Zoom Q&A session said that this exercise was about increasing 'order'. What really is the goal?
Scott Shannon	Out	A final issue which is unclear to us is whether despite broader eligibility for permits as advocated above there will be a limit on the absolute number of permits created and issued by the City? We would hope that this would not be the case
Merrill Kaegi and Family	In	1. How will the space identified as "driveway" on the drawing at 12 Iowa Ave be protected as such and free from ticketing/towing; maintained as available parking for property and guests as legacy? The current owner, Merrill Kaegi, is handicapped and already working with Khalil Saliba as recommended, she needs to ensure and maintain space for self and support as always.
Dave and Debbie Fogg	In	We asked at the 1/18 meeting {Ellen Wilson} 05:42 PM I am curious about the reevaluation process of proposed spots, if there is community feedback, will that and the follow up process be made public?". We received the response of "yes" during the meeting, could you please advise where to access this information?
Elanie Orbino	Out	I live in Milton. I rarely use the beach access in town. I go to Cape Henlopen Park beach, however, I love to park in the town of Lewes and shop and walk. I take photographs around the Christmas holiday and am wondering how a parking permit would affect me if I just wanted to go for a walk around town or shop in your beautiful stores. If I had to purchase a permit any time that I spontaneously wanted to do this, honestly, I would most likely go somewhere else. When considering options for parking, please take into consideration who like to spend 1-2 hours shopping, catching a cup of coffee or walking around for photographic opportunities.

		Lindsay Harris	In	Is there any data on the number of cars parked in the Lewes Beach area from last summer, and the summers previously to inform whether the 573 identified spaces (397 without a right of way obstruction), will increase numbers in the area, decrease numbers or will it remain approximately the same?
		No Name Given	Unknown	How will parking be monitored to maximize availability? For instance, if you have seasonal pass with defined parking space and do not go to beach or stay at beach all day, will this spot stand empty?
Misc. Comments	<i>Non-parking comments</i>	Edie Page	In	Also people should be held accountable for dirty diapers, trash, feces and other by products of humans.
		Deborah Barnhill Driver	In	Also, biking can be a hazard on Cedar with both side of parking. Day time parkers consistently opening doors without looking if bikers or cars are passing. Biking should be allowed both ways on Bay Avenue to avoid accidents or deaths. I'd leave the mailboxes alone for now. Thanks so much!
		Deborah Barnhill Driver	In	Also, additional trash cans being available
		No Name Given	In	Provide city monitored trash cans on every block either in no parking stripes or center of parking per block. Biggest issue is trash left by day parking visitors. OR place them by each fire hydrant on each block.
		Susan Johnson	In	As a side note, the survey is not user friendly at all. I signed into my account and still had to put all my contact info in for EACH question. I tried on both my computer and iPad and it asked for this for each question. I'm sure others will get tired and quit answering after several questions. Surveys need to be easy so people will complete them. Survey Monkey would have been a better choice. It's not to late to fix this issue. I did ask several others who took the survey if they had to put contact info in each time and they did. This let me know it wasn't just me.
		Anne Donecker	In	And we need permanent bathrooms there [Roosevelt Inslet] or "golf course trailer" temporary bathrooms. I am not in favor of more signs cluttering our streets- so great to keep that to a minimum.
		Sherrie Donecker	In	Please explore more permanent (or seasonally permanent) restrooms/facilities at the inlet and the beach house given the volume of people coming to the beach. Is there the ability to expand the parking lots at the Public beach that does have facilities? I think the larger issue is facilities for people who are coming to the beach for the day. By expanding parking/making it clearer with permits this could further highlight this need, since these new parking spaces would not have clear facilities associated with them.
		Anne Groo	In	Also, I would like to see the return of the bike patrol. Their visibility was effective because they would often get off their bikes and patrol the beaches. They would be a better position to see who is following the rules.
		Bridget McCurdy	In	Also please note that day trippers are not always good citizens in terms of trash and dirty diapers left behind, using our trash cans and relieving themselves in our yards - it's really bad to have to deal with all this in front of one's own home and a parking solution that involves a shuttle would help with that.

Futcher Family

In

Any excavation and demolition of natural landscapes or commercial landscapes to make parking spaces needs to be done completely and thoroughly. If the City of Lewes is selective in the process many residents will not only complain but sue the city. Who pays for that major project? 2. Will be a terrible practice to destroy any natural trees and plant life that have been flourishing for years if not decades. 3. Natural habitats that are being considered (or may be considered for demolition) provide homes to wildlife, weather breaks for shade and wind, abundant natural beauty and value. They additionally provide privacy to residents and guests when cars are crammed everywhere. 4. Even with a new paid parking system harmful and nuisance practices to be enforced or fined 5. We endure and suffer with trespass, speeding, loud music, urinating/defecating, disrobing, dogs and loose dogs, trash piles, bonfire waste and large waste items, abandoned tents, excessive storage piles, blocked roadways for loading, traffic congestion and blocked access to our own driveways, foot paths, mailboxes, and gates. Unregistered beach parties who have no TOILETS has to stop. 6. The turn radius for many driveways when crammed public vehicles is a major nuisance and a safety hazard. 7. We need enhanced speeding enforcement and violations on Lewes Beach are woefully under-enforced. Lifeguards will knock down a lot of troublesome practices, jet skis and get rid of dogs and loose dogs. 8. We don't need commercial businesses selling beach parties. Quest Kayak (QK) is understating their service. They sell beach parties and bring a lot of vehicle and guest traffic and disturbances to our peace and quiet on any patch of sand from May to September. Who gave them permission to sell Beach Parties anywhere, anytime? 9. LIFEGUARDS are desperately needed on the entire length of Lewes Beach! QK is pushing the liability by claiming they are rescuing and protecting bathers. Yes, they have a duty toward their kayak rentals because they make money. What emergency first-aid water safety training do they have? Are they equipped with proper tools in a life threatening emergency? What about Bonfire safety and disposal? What happens and who is responsible for a fire or burn injury? Finally, they need to stop leaving their trucks running and unattended on the avenues at Bay Avenue or in the dune foot paths when loading toys and kayaks for money. 10. We would like the City of Lewes personnel to pay closer attention to abandoned items, bonfire waste and remove tents left erected, They blow apart, break down and people rudely leave them to clutter and become projectiles in windstorms. The public needs to stop using Lewes Beach as a private storage facility, we are tired of the piles chairs, plastics and games that litter our precious and fragile Lewes Beach. We have been disrespected by the public beach goer for years and are just worn out. When my mother and neighbors rang the bell about Lewes Beach protections and safety, they were practically ushered out of the chambers under the Ford administration. The pandemic has no influence of the volume of public beach goers, many residents have photographs over many years that prove the hysteria of a free beach day. The situation of overcrowding public vehicles and free parking has been a serious one as the new suburban dweller races to a free beach to save \$10.

Beth Reardon Gellene	In	<p>The proposed parking changes in our neighborhood represent a drastic departure from how our street has been used for over 50 years. • Our house is experiencing severe storm water runoff from the development of the lots behind our house at 1307 & 1309 Bay Ave. We have sandbagged the end of our alley driveway, rendering it unusable for parking, to keep the rain from flooding our yard and garage. We had to park out front on Oregon all of last summer, in spots that will be eliminated in the current parking proposal. We really need to find a solution to the rear runoff so that we can use our driveway again. We are still hoping the City can help us develop a plan with the builder to address the runoff issue created by 1307 & 1309 Bay Ave. We really could use a storm water swale or dry well in the alley to collect the rain so it does not flood our property. • At the Planning Commission meetings concerning redevelopment of the Thomson's parcel (109 Oregon Ave), we expressed major concern about additional runoff flooding us from the front when these lots are redeveloped. We are extremely grateful the City took our concerns seriously and added conditions for the Oregon Avenue setback that should help absorb some of runoff. However, we still fear it will not be enough to protect our house from flash flooding events and major storms. We have been working with an architect to build a new house with all living space above grade. Unfortunately, to protect us from alley run off and make it easier to park boat trailers, our architect has placed our driveway entrance on Cedar Street, similar to our neighbors at 11 Kentucky Ave and 11 Oregon Avenue. This layout will conflict with parking spots designated on Cedar Street in the current proposal. We are hoping, given the unfortunate circumstances beyond our control, the City will allow us to proceed with this lay out in another year or so, even though it will eliminate some parking spots. Perhaps the build-out at 109 Oregon will be complete and parking will be fully accessible in that side's right away. • I'm happy to resend an email with photos that I drafted to the Planning Commission regarding the Thomson property repartition, but emailed to Ms. Cornwell too late to be considered at the meeting.</p>
Stephanie Tsantes	In	<p>If beach density is an issue, perhaps simultaneously the city should be looking at occupancy permits for some of the mega rental houses...From my experience last year, the "parking enforcers" in their motorized cart drive too fast on Bay Avenue, are not responsive to questions about things that block the public right of way and seem only interested in giving tickets and generating revenue. Why is there not an enforcer of the public right of way. I don't want to feel like I live in a police town or feel like I am doing something wrong by going to the same spot on Lewes Beach that I have used and enjoyed for over 25 years. The discussed plans on 1/18 offerr no allowance for the parking of smaller motorized vehicles such as mopeds or motorized bikes. Last year, friends of mine were even given tickets for parking their mopeds. If the city is so invested in generating revenue from parking permits, is the revenue just to pay more salaries for enforcement or is the money going to go into a more worthwhile effort such as an in-town to beach jitney which would help eliminate part of the parking problem.</p>
Ellison Carey	In	<p>Sanitation not addressed: I don't want portapotties dotting the streets but something needs to be done to help the residents (using the dunes, the streets or the bay). GMBs suggestion needs more work....I am sure their next suggestion will be to pave some of the "available areas" which will end up with more flooding from the canal as there will be NO runoff area. Please seek a better way to get Lewes Beach & Town residents input.</p>
Barbara O'Hanlon	In	<p>(On a side note, I preferred the days when the police monitored the beach area using bikes. The officers were ever present and available for interactions with the residents. I find the two person car a less desireable alternative to patrolling the beach area).</p>

Over our 33:+ years here, we've noticed that Lewes Beach homeowners have appropriated public property by adding structures, paving, rocks, etc. - reducing the width of the streets running perpendicular to Cedar Ave by a substantial degree. In addition, they have attempted to prevent street parking in many cases. I realize that the residents of Lewes Beach are affluent and influential, but it is a shame that they may be able to in effect turn the beach into their private recreation area. I would hope in this case that they would cough up the money for beach replenishment that taxpayers currently pay.

No Name Given Unknown

Dave Martin In Adding to this suggestion - temporary seasonal potra pottys.

Steve Denver Out If any extra funds are available from the permits it should go towards beach replenishment projects and public restrooms. Many thanks

The introduction to this section suggests that residents only may submit additional comments. Beach parking impacts a wider population than residents of the City of Lewes. Lewes Beach is public, and every effort should be made to ensure that access to the beach is equitable. Lewes and its surrounding communities are not immune to the struggle of larger population centers. We have families and children in our community and schools who are homeless and hungry. Every effort should be made to ensure that ALL are welcome and have access to the beach. Spending time outside improves mental and physical health and well being. The subject of parking and it's impact on homeowners is important, however, it should not restrict the general publics access to the beach, most importantly, the most fragile.

Mary Roth Unknown

It doesn't seem fair that properties that have encroached on potential parking spaces (yellow spots), are allowed to continue and are essentially rewarded for it. The city should come up with some way to rectify this in the future. Those who have encroached should not be rewarded and should not have rights that others do not have and we look for the city to deal with this in an equitable way for its citizens. It might be a reasonable idea, if possible, to phase out the encroached parking spots by making it a condition of sale when a property is sold to require encroachments be removed. This might be a reasonable, practical way and non confrontational way to handle the situation. We think you might consider an enforced video speed limit during the summer on Cedar Avenue. Lastly, we encourage you, in terms of trying for some consistency for all people trying to park, that Emergency Access streets should be consistent with no parking on either side. After all, this is why those particular streets were widened to begin with - to provide a safe Emergency Access - literally a safe haven for Emergency Vehicle to go up (and down from both directions) with no issues. As it currently stands, there is tremendous inconsistency with the parking signs on these Emergency Access streets. We think this is "low hanging fruit" for the city to identify and mark them as no parking on either side - again keeping safety as the main issue.

Bob Payne and Janie Warren In

Further, we all know there is a limit on the number of individuals the beach can hold. Several times this summer, we went to the beach and had a difficult time finding space to set up chairs and an umbrella. How the physical limitations of the beach relate to the number of residents and seasonal renters on the beach and the number of daily only beach goers who travel here and park, is difficult to determine. What we do know is, the space is not unlimited, and is in fact close to being maximized. Finally, we did not feel we were well enough informed to make any comments in some sections of the survey. The questions about suggested costs of a permit, for example, were not possible for us to answer. We also thought that signage in combination with street markings was a better option than any of the choices.

Leslie Newman and Bill Wolff In

Merrill Kaegi and Family	In	Above are practical requests, but please consider an emotional plea as well. 12 Iowa Ave is one of the Lewes Beach originals built in 1948 and remains simple. She has been at the mercy of progress over the years yet cannot help her location close to the ever-encroaching roads. Parking has had a BIG impact on this cottage; it does not have AC, the charm is its shady bushes and breezes, open air spaces, HOT kitchen...we are not behind closed and cooled doors, unaware of the goings on directly outside. Maintaining its space and natural habitat is critical to comfort and enjoyment – whether that is keeping these special plants or parking so close to the home and boat. We plead for due modesty and protection this old Lewes cottage deserves; we want to encourage sustainability of the original home, that it not be knocked down to seek refuge further back on the lot.
Paul and Betty Kratt	In	Given that the beach is public, all should have access. Therefore, we believe parking spaces should be maximized, reclaiming all encroachments belonging to the City.
Ken and Monica Tadler	Unknown	. I realize this is beyond a Parking issue --- but cars on the Massachusetts shortcut from Cedar to Savannah are a danger even at 25-30mph ---- I believe a 4 way stop sign at the corner of Mass. and Market street would definitely improve safety.
No Name Given	Unknown	Consider minimizing encroachments on Cedar immediately Cedar Ave is a very hazardous street without parking. At many intersections, when entering Cedar Avenue landscaping limits significantly the line of sight of the entering driver. When parking is there it is worse because the obstructions force parking cars further into the line of sight. This is a serious problem. The parking survey seems to have some problems (to be expected). New York avenue is an example. The lay-out of houses on New York Ave has been the same for over 60 years (can personally attest). There should be parking on both sides of the street. The curb on the west side of the street was placed there by the owner to mark the property line. On the east side of the street parking has always started approximately 10 feet west of the property line. There should be parking on both sides of the street (width of the street). I suspect that this is not the only place where there is a problem. Parking permits should only be required between 10:00 am and 6:00 pm. Bike Racks should not be placed on Bay avenue. This is a multi use street and it needs as little clutter as possible.
No Name Given	Unknown	any encroachment by property owners into the public right of way needs to be remedied and fines imposed for continued noncompliance (there's your source of additional revenue.)
Phil and Sylvia Johnson	Unknown	Regarding the project's on-line exercise: the forced choice format for permit cost seems suspiciously like a money grab. Ms. Townsend admitted that there have been no cost projections or a proforma for expected fee collections. So to put a floor on permit fee at an arbitrary \$100 seems at best unfounded. Also the proposed daily permit fees seem prohibitive.
No Name Given	Unknown	Encroachments have taken over several spaces that would otherwise be available. What is happening to those spaces where encroachments have been erected after the 1st beach parking committee recommendations were published in 2018? I thought no additional encroachments were going to be permitted but yet i know some have been constructed (i.e. Mark Shaffer perhaps?).
Elizabeth Mahon	Unknown	Encroachment along Cedar is a huge problem.. If the city would take back their property, a shoulder AND a bike lane could be implemented. I go to Lewes Beach a lot in the summer and have NEVER had a problem parking.