

Questions were asked during the coffee hour but we didn't have time to answer the mail. Ashley provided the following answers after the coffee hour.

1. A few questions for Ashley: Do you plan to use the updated FEMA flood maps when re-evaluating the building line? Additionally, how will a new building line affect the coastal adaptation/resilience tools that you currently use?

We do not use the FEMA flood maps according to the existing topography-based formula for determining the building line, but the topographic data used would be the same. For our beach projects, we do not regulate our own projects, but we are subject to all the same federal and state regulations such as those protecting water quality, wetlands and subaqueous lands as anyone else.

2. Is beach nourishment sustainable in the long term, and do we need to reconsider softening or hardening approaches?

We are trying to make our beach nourishment projects more sustainable through such practices as regional sediment management practices that move sediment through the coastal system using or mimicking natural processes (such as bypassing, back passing and using dredged sediments) but there could be a tipping point in the future when the costs of nourishment surpass the cost-effectiveness of other alternatives including shoreline hardening in some areas.

3. Does Delaware plan to support the Corps of Engineers 50 year Beneficial Uses Plan to restore/maintain Delaware's bay beaches?

DNREC remains supportive of this plan. However, DNREC has not yet committed to anything further regarding the Delaware Beneficial Use of Dredged Material for the Delaware River projects for any community on the Delaware Bay shore because DNREC cannot commit to any future spending on this project as it has not been appropriated by the state legislature. DNREC also continues to pursue lower-cost alternatives to this plan to restore/maintain the bay beaches.

4. Can municipalities purchase cradles and install in their local area for CoastSnap use?

We are currently in the pilot testing/research stage of the project, using the three sites at Herring Point, Broadkill Beach and Indian River Inlet. If the project is successful, both in participation and technically in estimating shoreline change, this is something we may definitely explore. Stay tuned!

5. What are Ashley's thoughts about existing structures that may lie within a revised DNREC building line?

We would treat these structures the same as existing structures seaward of the current building line according to the regulations. This includes provisions allowing for repairs-in-kind to these structures after storms.