



Town of **Cheswold** **Comprehensive Plan**

adopted and certified
October 2003

prepared by



**Institute for Public Administration
College of Human Services, Education & Public Policy
University of Delaware**

[*www.ipa.udel.edu*](http://www.ipa.udel.edu)

The Town of Cheswold

Comprehensive Plan

Approved by the Cheswold Planning Commission
and the Cheswold Town Council

October 2003

Prepared by the Town of Cheswold Planning Commission

with assistance from the

University of Delaware
Institute for Public Administration
College of Human Services, Education, and Public Policy



STATE OF DELAWARE
EXECUTIVE DEPARTMENT
OFFICE OF
STATE PLANNING COORDINATION

October 20, 2003

The Honorable Antony Jacob, Mayor
Town of Cheswold
P.O. Box 220
Cheswold, DE 19936

RE: Town of Cheswold Comprehensive Plan Certification

Dear Mayor Jacob:

I am pleased to inform the Town of Cheswold that as of October 6, 2003, per the recommendation of the Office of State Planning Coordination, the comprehensive plan for the Town of Cheswold is hereby certified provided no major changes to the plan are enacted. The certification signifies that the comprehensive plan is currently in compliance with State Strategies.

I would like to take this opportunity to thank the Town for working with the State to incorporate our recommendations into the plan before adoption. My staff and I look forward to working with the Town to accomplish the goals set forth in your plan.

Congratulations on your certification!

Congratulations!

Sincerely,

A handwritten signature in cursive script, appearing to read "Constance C. Holland".

Constance C. Holland
Director

CC: Martin Wollaston, IPA Planning Services

Resolution to Adopt Comprehensive Plan

The Town Council of Cheswold
Cheswold, Delaware 19936

Resolution

WHEREAS, Title 22 of the Delaware Code empowers municipalities to develop a comprehensive plan to guide the future of the town; and

WHEREAS, Delaware House Bill 255 requires that all municipalities in Delaware develop and adopt comprehensive plans that address issues established in this bill; and

WHEREAS, the Town of Cheswold contracted with the Institute for Public Administration (IPA) College of Human Resources, Education, and Public Policy, University of Delaware to assist in the development of this Comprehensive Plan; and

WHEREAS, in October 2001 Cheswold applied for and received funds from the Limited Pool of the Infrastructure Planning Account by the Cabinet Committee on State Planning Issues to assist the Town in preparing a Comprehensive Plan; and

WHEREAS, the Town received comments in a letter from the Office of State Planning Coordination on September 4, 2003 in which the OSPC stated it found the plan acceptable for state certification; and

WHEREAS, the Cheswold Planning Commission has reviewed this Plan and recommended that the Town Council adopt this Comprehensive Plan with the revisions outlined in the October 6, 2003 letter from IPA to the town; and

NOW, THEREFORE BE IT RESOLVED by the Cheswold Town Council hereby adopts the Cheswold Comprehensive Plan, a copy of which is attached to and made a part of this resolution.

Adopted this 6th day of October, 2003
Town Council
Town of Cheswold
Kent County, Delaware

Mayor Antony Joseph Jacob

Attest by [Signature] Town Clerk
10/6/03

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TOWN, COUNTY, AND STATE OFFICIALS

Town of Cheswold

Mayor and Council	Mayor Antony Joseph Jacob Peter Diakos, Council Gerry Harkness, Council Tom Lindale, Council James Plummer, III, Council Richard Ziegenhorn, Council
Planning Commission	Dennis J. Coker, Chair Peter Diakos, Council/ Planning Commission Jim Plummer, Council/ Planning Commission Lee Ridgway, Planning Commission Anna Coker, Planning Commission Melissa Burris, Planning Commission
Town Solicitor	Schmittinger & Rodriguez
Town Staff	Robbin Vann, Chief of Police Anthony Powell, Part-time Officer

Kent County

Commissioners	David R. Burris, President Levy Court, 6 th District Richard E. Ennis, Sr., At-Large P. Brooks Banta, 1 st District Ronald D. Smith, 2 nd District Michael P. Cebrick, 3 rd District Harold J. Peterman, 4 th District Donald Blakely, 5 th District
County Administrator	Robert S. McLeod
Director of Planning Services	Michael Petit de Mange

State of Delaware

Governor	The Honorable Ruth Ann Minner
Senate	The Honorable Nancy W. Cook, 15 th District
House of Representatives	The Honorable Pamela J. Thornburg, 29 th District
Office of State Planning	Constance S. Holland, AICP, Director

INSTITUTE FOR PUBLIC ADMINISTRATION

This plan was prepared by the Institute for Public Administration (IPA), a unit within the College of Human Services, Education & Public Policy at the University of Delaware. IPA links the research and resources of the University of Delaware with the management and information needs of local, state, and regional governments in the Delaware Valley. IPA provides assistance to agencies and local governments through direct staff assistance and research projects as well as training programs and policy forums.

Jerome R. Lewis is the Director of the Institute. Martin Wollaston was the Project Manager for this work and authored much of the plan. He coordinated the efforts of the staff and was IPA's liaison with the Town Council, Planning Commission, and the residents of Cheswold. Nicole Minni, GIS Specialist for IPA, assembled the digital data and information needed for this plan and developed all of the maps found in the Appendix.

Institute Director

Jerome R. Lewis, Ph.D.

Cheswold Comprehensive Plan Team

Martin Wollaston, IPA Planning Services Manager
Arthur Jenkins, Research Assistant
Christine Godek, Research Assistant
Tom DeWire, Research Assistant
Billy Fasano, Research Assistant

Mapping and GIS Development

Vern Svatos, GIS Coordinator, Water Resources Agency
Nicole Minni, GIS/Graphics Specialist, Water Resources Agency

Staff Review Team

Plans developed by the IPA are a total team effort, utilizing the individual skills of many of the staff and students working with the IPA Planning Services Group. In addition to the IPA staff listed above, thanks also go to Ed O'Donnell and Lori Athey for their valuable comments and Mark Deshon for his help with editorial review, layout, and printing of the report. A special thank you also goes to David Edgell, State Office of Planning and Coordination and the OSPC's Circuit Planner for Kent County, for his invaluable guidance and insight in developing the Town of Cheswold Comprehensive Plan.

**A MUNICIPAL COMPREHENSIVE DEVELOPMENT PLAN FOR
CHESWOLD, DELAWARE
October 2003**

INTRODUCTION

The Town of Cheswold Comprehensive Plan was developed for several purposes. The planning project that led to the development of this document was initiated by the town in response to a variety of growth, development, and transportation issues that are currently impacting the town and will likely get more pressing in the coming years. The town is located in a rapidly developing corridor in Kent County between Smyrna and Dover. Residential and commercial land developers have both been approaching the town with ideas for new housing and new businesses. The Plan will serve as an official statement about the future of the town and provide a unified advisory document to the Council and the Planning Commission on land use and growth issues. It should be used to guide future development decisions, annexations, and capital improvements throughout the town. Following the adoption of this plan, the town will have 18 months to complete a comprehensive rezoning in accordance with provisions set forth in the Livable Delaware legislation (H.B. 255).

The plan is also an informational document for the public. Citizens, business people, and government officials can turn to the plan to learn more about Cheswold and its policies for future land use decisions. Potential new residents can use the documents as an informational resource about the town, including its characteristics and facilities, to help them make decisions about moving to Cheswold. This document contains the most current information on population, transportation, housing, employment, and the environment, which may be of interest to land developers, economic development professionals, and financiers.

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

CHAPTER 1. BACKGROUND

1-1. The Authority to Plan

Delaware law requires that municipalities engage in comprehensive planning activities for the purpose of encouraging “the most appropriate uses of the physical and fiscal resources of the municipality and the coordination of municipal growth, development, and infrastructure investment actions with those of other municipalities, counties and the State....” This plan was written to comply with the requirements of a municipal development strategy as described in the Delaware Code for towns with population of 2000 or fewer.

The municipal comprehensive plan for small communities (such as Cheswold) with fewer than 2000 people is to be a “document in text and maps, containing, at a minimum, a municipal development strategy setting forth the jurisdiction’s position on population and housing growth within the jurisdiction, expansion of its boundaries, development of adjacent areas, redevelopment potential, community character, and the general uses of land within the community, and critical community development and infrastructure issues.” In addition, the town’s comprehensive planning process must demonstrate coordination with other municipalities, the county, and the state during plan preparation. (22 Del. C. 1953, § 702; 49 Del. Laws, c. 415, § 1.)

State law requires that planning be an ongoing process and that municipalities identify future planning activities. This document is Cheswold’s Municipal Comprehensive Development Plan as required by state law. It is intended to cover a ten-year planning period and be reviewed at least every five years.

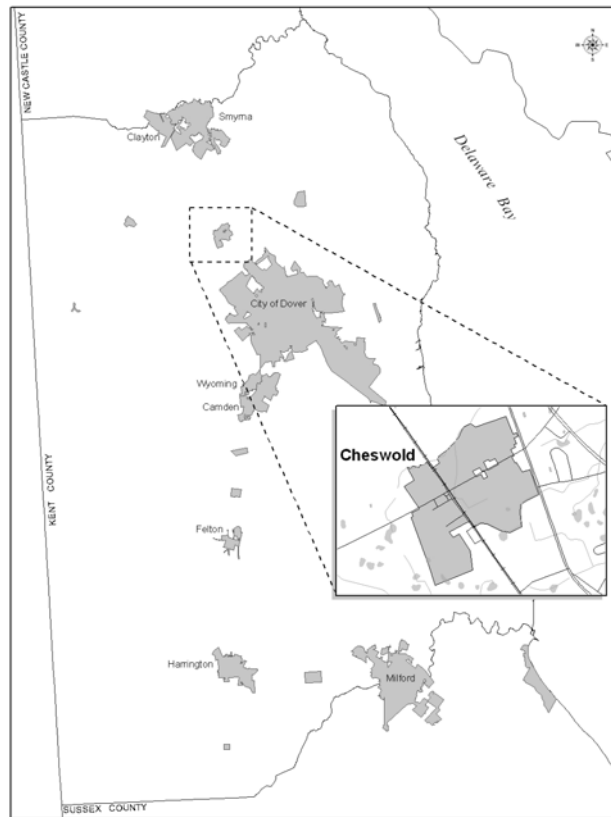
In July 2001, the Town Council for Cheswold contracted with the Institute for Public Administration (IPA) at the University of Delaware to prepare the town’s first Comprehensive Plan. IPA assembled a team of professional staff, consultants to IPA, and graduate research assistants that would work with Cheswold’s Planning Commission and Town Council over the following two years to cooperatively craft the town’s Comprehensive Plan. The planning team also assisted the town in preparing an application to the Governor’s Cabinet Committee on State Planning Issues for a grant for \$5,000 from the state Infrastructure Planning Assistance Fund. These funds were established by the State to provide financial assistance to municipalities for developing or updating municipal comprehensive plans.

1-2. A Brief Overview of the Community

1-2a. Location

Cheswold is a small town of about 370 acres located just north of the City of Dover in Kent County, Delaware, along State Route 42 to the west of U.S. Route 13 (see Figure 1). This area of central Delaware is very flat topographically and within Cheswold there are no significant changes in the elevation and no hills, valleys, or ravines. Most of Cheswold is located within the Leipsic River watershed that drains to the Delaware Bay. A very small portion of the town drains to the St. Jones River.

Figure 1. Location Map



1-2b. History of the Town

The formal origins of the Town of Cheswold can be traced back almost 150 years to the year 1856. At that time a stop was established along the Delaware railroad that was known as Leipsic Station. This railroad depot got its name from the nearby Town of Leipsic, which used the depot for transporting its mail and agricultural products. For years Leipsic Station prospered, as it became an important shipping point of entry for the large quantities of grain and fruit being grown in the surrounding countryside. By 1860, the town contained 35 dwellings, three general stores, a wheelwright, a brickyard, and a grain warehouse.

Leipsic Station later changed its name to Moorton after John S. Moor, who at the time owned most of the land in this area. Mr. Moor operated a general store in which the first post office for this part of the county was established, with Mr. Moor being designated as the first postmaster. However, the name of this town, known both as Moorton and Leipsic Station, created considerable confusion at the time with the names of several other villages and towns in Delaware and Pennsylvania. Therefore, in 1888 a contest was initiated to rename the town. The winning selection for the town's new name was Chesswold—composed of “chess” which came from a large group of Chestnut trees near the train depot and “wold” which means forest or trees. The town's name was later shortened by one “s”.



During the late 1800s and early 1900s, a variety of commercial enterprises operated in Cheswold. Through these years, a flourmill, lumber mill, fertilizer plant, and canning factory all conducted business within the town. Also during this time period, the area became famous for the production of applejacks from the large apple orchard located in the area. The orchard, totaling about 500 acres and owned and operated by W.L. Smith, provided employment for up to 30 Cheswoldians.

1-2c. History of the People of Cheswold

The people who originally lived in Cheswold and the surrounding countryside are a unique demographic group in Delaware. Previously known as the Delaware Moors, they were a proud population of mixed-blood natives who in Delaware only lived around the town of Cheswold and along the lower River Inlet in Sussex County. The origin of the Moors has been debated since they were first considered a separate race in the late 18th century. The trial of a Moor, Levi Sokum, who was charged with selling powder and shot to Isaiah Harmon, another Moor, when the law forbade blacks from owning ammunition, brought recognition of the community to the first state. Prior to the state's recognition of the Delaware Moors, the group's members were considered mulatto, or of African-American decent. The Moors are actually a combination of whites and Native Americans whose descendents were thought to have been the first generation children from the marriages between colonial settlers and the Leni Lenape natives.

The Moors have worked to preserve their unique history in Cheswold and their heritage as a community. For many years they operated their own Moorish schools and actually insisted on being listed as a separate race during the periods of the First and Second World Wars. To this day separate worship facilities exist within the town. Prominent Moors of Cheswold include the family names Durham, Mosely, Seeney, Morgan, Johnson, Carney, Dean, Carver, Ridgeway, Sammon, Hughes, Hansley, Coker, and Reed.

In the past decade many activities have been undertaken to recognize Cheswold's Native American population. In 1991, several members of Cheswold's Indian community initiated an effort to unify their

families, and an organization called the “Lenape Indian Tribe of Delaware, Inc.” was born. The Lenape Indian Tribe of Delaware established a community center that is operated mainly through funds supplied by a grant-in-aid made available by the Joint Finance Committee of the Delaware Legislature. During Delaware’s Archaeology Month, the Tribe has made strides to promote community activities that increase cultural awareness. In spring 2003 the Lenape Indian Tribe of Delaware hosted a ceremony that celebrated the arrival of the Swedes to the tribe’s homeland. This event included the Swedish Ambassador to the United States and his wife, the Mayor of Stockholm, and representatives of Swedish organizations in the United States. The ceremony helped renew a government-to-government relationship between Sweden and the Lenape People.

1-3. Natural Features

General Environment

Cheswold is located in an upland region, and the topography is relatively flat with elevations ranging from 30 to 50 feet above sea level. The town is located in the Leipsic River Watershed. A tributary of the Leipsic River, which is a primary environmental feature in the town, runs along the northwestern boundary and extends through the middle of town. The St. Jones River flows just south of the town boundaries. Cropland is located to the north and west of the town.

Floodplains and Wetlands

The well-defined floodplain is located along the tributary to the Leipsic River. This area is necessary for proper drainage and natural stormwater management. The region consists of marshland, typified by poorly drained soils that retain water year-round. Root mats and other wetland vegetation are responsible for slowing floodwaters and distributing them more evenly, which helps prevent erosion. In addition, these wetlands perform many valuable ecological functions for area wildlife and are best left undisturbed. The wetlands are subject to state regulation.

The Delaware Department of Natural Resources and Environmental Control (DNREC) has identified a small area of Cheswold as having excellent recharge properties. Excellent recharge areas are lands where water will most easily pass through the top 20 feet of soil. The town should consider protecting (Map 8) the excellent recharge areas within its boundaries, since these areas can be very important to maintaining water quality for private and public water supply wells. State legislation (S.B. 119) passed in June 2001 requires towns with a population greater than 2,000 to protect these areas through land management ordinances by the year 2007. Although Cheswold’s population is currently under 2000 and the town is not required to develop ordinances to protect recharge areas, the town should consider adopting some protective measures in its zoning code.

Soils

According to the 1971 *USDA-NRCS Soil Survey for Kent County, Delaware*, the soils in Cheswold belong to the Sassafras, Fallsington, and Woodstown Series. Soils belonging to the Sassafras Series are formed in old sandy sediments and are generally easy to work with, making them suitable for most uses. Within Cheswold, soils of the Sassafras Series constitute most of the land in the eastern portion of town.

Located on uplands, these soils are deep and well drained. Sassafras sandy loam, SaB, represents the largest portion of the Sassafras soils found in town and has a gradient of a two- to five-percent slope. The location is consistent with the cropland located within town and is not surprising, as the 1971 survey document points out that SaB is “one of the most productive soils in the country... it is extensively cropped, especially where it occurs in large areas.”

The other classifications of Sassafras soils are SaA and SfB, both of which have few, if any, limitations for farm or non-farm use. The majority of soil in the western region of town, especially the area along the Leipsic River, belongs to the Fallsington Series, which are formatively old, poorly drained, upland soils. Fallsington loam, Fs, retains a large amount of water and plant nutrients and cannot be farmed upon, since it often remains wet during the spring.

1-4. Existing Land Uses

Land Within Cheswold

A walking survey of the existing land uses within Cheswold was conducted by staff from the Institute for Public Administration at the University of Delaware and revised based on comments provided by the Cheswold Planning Commission. The town has many of the characteristics that are typical of smaller towns in Delaware. Development of the town was greatly influenced by its east-to-west Main Street and north-to-south railroad tracks. The rail line was the major reason people settled into this geographic area. Cheswold’s Main Street and the railroad tracks intersect near the center of the town, and most of the developed land lies adjacent to one of these transportation features. Norfolk Southern Corporation now owns the rail line, currently the only line running from Delaware’s northern boundary with Pennsylvania to its southern boundary with Maryland. The railroad is used almost exclusively to haul cargo through the state.

The predominant land use in town is single-family *residential*. Approximately 60% of the land in Cheswold is zoned for residential use and most of that land is developed, being developed, or has had a preliminary plan for development submitted to the town council. Most of the developed residential structures consist of either older, two-story homes on smaller lots or manufactured homes within manufactured-home parks. There are also a few residential properties with very large open lots located behind their respective houses.

There are several *institutional* land uses located along Main Street. These uses include the Post Office, Fire Station, Town Hall, and two Methodist Churches (one used by the native Lenape community and the other used by the non-native populace). The State Department of Transportation has a maintenance facility located along State Route 42 on the western end of town that spans the town’s boundaries.

A couple of *commercial* land uses are located in town along Main Street, but most do not provide traditional daily support services to residents. The commercial land uses consist of two contractors and a flooring-supply store. There is also a pizza shop located near the corner of Main Street and Commerce Street. There is a small gas station and convenience store located on the far eastern end of the town,

within walking distance of most of the town's residential areas; however, these businesses are situated on the Kent County side of the town's boundaries.

About 33% of the land in Cheswold is zoned for *industrial* use, and most of this land is located within the Central Delaware Business Park. The business park was developed during the late 1980s and was reported to have been originally envisioned as a commercial area for businesses like warehousing, self-storage, and offices. However, the land uses permitted within the town's industrial zoning category were less restrictive than the council originally intended and permitted a wide range of land uses. Some of the businesses permitted by the current town zoning regulations on the industrial-zoned lands have caused controversy with the town's residents. Also, the state has restricted the access to this business park from U.S. Route 13, so the main entrance to the business park is located near the center of the town off Main Street. Heavy trucks serving the business park often travel Main Street to enter and exit the park. The land uses within the business park include a concrete plant, a self-storage facility, a propane-storage-and-transfer facility, and a small water-storage tank and pumping station. There are also approved plans for a hot-mix production plant and a second concrete plant to be built within the Business Park. In 1999 the Town Council tried to deny the developers the town permits necessary to construct the hot-mix plant, but were taken to court over the matter. The developers won the right to build the plant, and the legal costs bankrupted the town's treasury. The Business Park is currently about 60% vacant, including the two proposals mentioned previously.

There is a second industrial area located on the western side of the rail line and adjacent to the tracks. Much of this parcel is vacant but there is a building on this property that houses a small manufacturing business and a house that serves as the residence of the business's owner.

Map 3 in the Appendix displays the Current Land Use within the boundaries of the town. A review of the land use map shows several key points:

- There is a large, partially developed parcel on the southwestern side of town. This residential development, called Fox Pointe, consists of manufactured housing on block piers with skirting. There are currently about 75 homes completed, with a total of 357 slated for construction within the next few years.
- There is a vacant 58.7-acre parcel to the north side of Main Street, known as the Boggs property, which is zoned for residential use. The parcel was purchased in 2002, and the town has been in discussions with the developer, who has drafted a preliminary plan showing 178 lots of about 7500 square feet (about 3.3 lots/acre). The developer, Rodney Mitchell, has had a number of meetings with the Town Council and has told them he will be building single-family homes to sell in the \$180,000 – \$220,000 range.
- There is a business park of about 70 acres located to the south of Main Street that is about 60% vacant. The town's zoning of this land permits a variety of "heavy industrial uses," and the developed lots include a concrete plant and a propane-storage-and-transfer facility that utilizes the adjacent railway for bringing in its product. Plans have been approved by the Town Council for the construction of a hot-mix plant and a second concrete plant, uses that will challenge the small-town residential character that the town desires.

- There are also several large parcels within the town that are zoned for residential use, each of which currently has only one structure located on it. There is a potential for these larger lots to be subdivided, although there is no indication that the owners anticipate doing so in the near future.
- Cheswold has very few commercial land uses within town, and those in town are mainly service-type businesses, not retailers.

Current Zoning of Land

The Town of Cheswold has a Zoning Ordinance and Map for managing land use within the town. However, the Zoning Ordinance was developed in 1977 and has had only a few revisions since originally adopted. In 1998 the Town Council decided that the Zoning Ordinance needed to be updated to enable the town to better manage new development; it will be updated following the completion and adoption of the town's comprehensive plan.

The current Zoning Ordinance establishes three categories of land use—Residential, Commercial, and Industrial. The Residential category is subdivided into four types of residential districts: R-1, R-2, R-3, and RMHC. There are slight differences in the R-1 and R-2 districts; the R-3 and RMHC districts were established mainly to regulate the requirements and location of manufactured housing. The Commercial and Industrial categories are single districts, C-1 and M-1. There have been major problems with the interpretation of the permitted uses in the town's zoning ordinance versus the town's intention for permitted uses, and this issue of clarification of the ordinance will be included in the zoning ordinance update.

As the town considers the rezoning of lands within town and the annexing and zoning of lands adjacent to the town, it is important to note the amount of land the town has currently zoned for each land use. So, using the data for developing Map 4 - Zoning, the following was determined:

R-1	103 acres
R-2	14 acres
R-3	21 acres
<u>RMHC</u>	<u>77 acres</u>
Total Residential	215 acres (61%)
C-1	21 acres (6%)
M-1	114 acres (33%)

In addition there are about 20 acres of land used for roadways, the rail, and right-of-ways.

Land Surrounding Cheswold

All of the land bordering Cheswold is within Kent County, although the northern boundary of Dover is less than two miles from Cheswold's southern border. Generally, the adjacent lands to the north of the

town are currently cropland, and one industrial site (paint manufacturer) zoned by Kent County for industrial use. Lands to the west are comprised of cropland, residential lots zoned for residential use, and the State-owned Delaware Airpark, a small airfield that may be expanded in the future. To the south of town, the land use is comprised of either developed residential lots or cropland that is zoned for residential use. U.S. Route 13 forms much of the town's eastern boundary.

1-5. Public Participation

The Cheswold Town Council established the town's first Planning Commission in May 2001 for the primary purpose of facilitating the development of the town's first Comprehensive Plan. The Commission established a meeting schedule and publicly advertised all meetings. IPA provided a training session in October 2001 to explain the basics of land use planning and the comprehensive plan process. In December 2001 the Planning Commission held its first meeting to begin the development of the Town's vision for the future. Meetings were held once or twice a month from then through summer 2003 to discuss the issues pertinent to the development of the town's Plan. The meetings were well attended by Commission members, and minutes were taken. In March 2002 the town mailed to all its residents a community questionnaire, developed with the assistance of IPA, to solicit the opinions of the town's residents regarding various issues that may affect the town and to help shape the future direction of Cheswold. Results of the questionnaire are indicated throughout this plan. The Planning Commission also held a Public Meeting on April 9, 2002, at the Cheswold Fire Hall to discuss the issues in the questionnaire and provide an opportunity for the public to discuss the town's future. About 200 questionnaires were mailed out, and 47 were completed and returned.

In June 2003 another public meeting was held at the Cheswold Town Hall to discuss the draft of the Comprehensive Plan and the various components, including future population growth and the annexation of adjacent properties. Comments received at that meeting were incorporated into a final draft and submitted for the town's final review.

1-6. Overall Community Vision and Goals

The majority of the residents participating in the development of the Plan view their town as a small, mainly residential community with a unique history. The town is located in a State Investment Area and in the Kent County "designated growth corridor," so growth is expected and encouraged by these other jurisdictions. Cheswold's residents are now witnessing this unprecedented interest and growth in and around the town and are concerned about the changes. The town wants to develop both within its borders and into several adjacent properties but understands it needs to improve its land development management ordinances (zoning and subdivision code) to better manage this growth.

1-6a Land Use and Annexation

Over three quarters of the respondents agreed that they would like the town to continue to develop as a mainly residential community and that the town's small town atmosphere should be preserved. The respondents also favor the use of land within town for institutional uses like churches and schools and overwhelmingly favor the development of new parks or recreational facilities. There was also strong

sentiment for maintaining the existing agricultural cropland although it was acknowledged by the Planning Commission that this use of the land was unlikely to continue. The use of land within the town for commercial uses like stores was also desired, but more than half of the respondents did not want all of the types of industrial land uses currently permitted by the town's zoning ordinance. A revision of the M-1 zoning category is a priority for the town.

The respondents also overwhelmingly favor the annexation of adjacent properties that are proposed for development. The opinions expressed indicated that if the land adjacent to the town were to be developed, the town wants to have some control over future development and receive some revenues from this development. Lands that are annexed should be linked to the town with sidewalks and bike paths, and new roads should be designed to link with the existing street system within the town when feasible.

1-6b. Industrial and Commercial Areas

A big concern expressed by the residents is the Central Delaware Business Park, which is zoned industrial, and the types of land uses that the town's zoning code currently permits on industrial-zoned land. The businesses currently located in the business park include a propane-storage-and-transfer facility, concrete-manufacturing company, a self-storage business, and a small retail store fronting U.S. Route 13. Additionally, a hot-mix plant has been approved for construction in the business park following the town's costly court case in which the town failed in its efforts to stop the construction. The town has also recently approved plans to build a second concrete plant, which it does not want but realizes it is a permitted use in its zoning ordinance. The residents expressed much concern over the effect these industries may have on the environment of their town.

The respondents to the questionnaire overwhelmingly favored the use of the remaining business park parcels for the development of offices or research facilities in this industrial-zoned property. Respondents also would accept a mixed-commercial/business use, warehousing involving the storage or shipment of products, or a light-manufacturing use involving the assembly of products. The majority does not want heavy manufacturing to be permitted on any of the industrial-zoned properties in town. The traffic generated by any of these uses on the town's Main Street (State Route 42) is a primary concern, since access in and out of this business park from U.S. Route 13 is limited.

There is little commercial-zoned land in town but the respondents heavily favor the development of a commercial store that could serve the town, like a food store or customer services. Consideration should be given to rezoning properties to commercial to encourage the establishment of businesses that could provide these services.

1-6c. Neighborhoods and Community Design

Over half of the respondents would like to see Cheswold's older homes maintained and restored. Single-family homes on small or large lots are favored, but the building of townhouses is also acceptable. There is little interest in having new apartments or condominiums built within the town. Respondents overwhelmingly favor the establishment of parks or open space for both passive- and

active-recreational activities. The town currently owns property that could serve various uses, including a park with active recreation like a baseball and/or soccer field.

Additionally, sidewalks and bike paths along streets, streets that connect adjacent neighborhoods, and the maintenance of mature trees and the establishment of new plantings in town were desired. About three quarters of the respondents would like to have a public water system developed within town. Over 90% of the respondents would like to have an expanded post office, and over 80% would like to have a new town hall. Finally, respondents indicated they would support the development of an historical-interpretation center for Cheswold and the Native American community.

1-6d. Transportation Planning

A couple of questions were asked to gauge the residents' feeling towards transportation issues. A majority of the respondents indicated that traffic congestion was a major problem in the town. Specifically, the residents believe that traffic on State Route 42, the town's Main Street, is now excessive due to vehicles accessing U.S. Route 13 from the west, and has been getting worse. Both truck and charter bus traffic (to Dover Downs) was a bigger concern than the number of cars on Main Street. The addition of the hot-mix plant and concrete plant in the Central Delaware Business Park was cited as a major concern because of the potential for increasing the truck traffic on Main Street in the near future. The majority of the respondents also felt that there were not adequate public transportation opportunities in town and there were not adequate bike paths through town. There are no regular DART bus routes passing through the town. As in all of the state, paratransit service is available through DART by reservation to eligible elderly and disabled residents. The availability of parking was cited as a concern.

1-6e. Overall Town Goals

- Undertake a comprehensive rezoning of the town to enhance opportunities for the development of commercial services and improve the management of residential- and industrial-zoned lands. The rezoning should consider including the protection of areas surrounding public water supply wells and the excellent recharge areas within its boundaries (Map 8), since these areas are important to maintaining groundwater quality.
- Improve the maintenance of existing properties and the management of new development to maintain and improve the town's small-town residential character and appearance.
- Support the redevelopment of existing structures to maintain the town's historic homes.
- Increase the amount of parkland and open space available to residents and make the parks accessible via sidewalks and bike paths.
- Develop a new town hall to serve as an assembly area for the town and a police station.
- Develop a public water system to provide drinking water and fire protection for the residents and businesses in town.

- Work with the state to address the increasing truck and bus traffic on Main Street.
- Provide more housing opportunities for younger residents and residents with growing families.
- Manage the use of selected properties adjacent to the town and increase the town's land area, population, and tax revenues by annexing some of these adjacent properties.

CHAPTER 2. MUNICIPAL DEVELOPMENT STRATEGY

2-1 Town Governance, Land Use Planning and Regulation Process

The town's charter establishes the government of the town. A six member Town Council governs the town, and elections are held on the last Tuesday in March. Council members are elected for two-year staggered terms; therefore, three council members are elected every year. At minimum, candidates for holding office must be over the age of 21 and must have lived in the town for at least one year prior to the date of the election. Following the election, the Council holds an organizational meeting and elects from its own members its presiding officer, the Mayor, and the positions of vice mayor and secretary-treasurer, and each serve a one-year term in these positions. The Town Council meets regularly during the year and sets its schedule during the organizational meeting. Three members of the Council must be present to constitute a quorum for conducting business.

In 2001 the Town Council established the town's first Planning Commission. The Commission consists of five citizens plus two members of the Town Council. The Commission was assembled for the initial task of coordinating the development of the town's first Comprehensive Plan. The Commission will also assist the Town Council in implementing some of the recommendations of the Plan and provide advice to the Council on zoning and subdivision issues.

The Town of Cheswold Town Hall is located on Main Street, near the Cheswold Fire Company. Town Hall is a small residential house leased from the fire company that purchased the land for future expansion; therefore, Cheswold's Town Hall is a temporary location. The town has furnished the hall to provide space for small meetings and for handling town business matters. The building is also used as office space for the town's police department.

The Town Council conducts town business, and a councilperson is responsible for reviewing zoning and land use plans. Cheswold's Zoning Ordinance was adopted in 1977, and the Council has expressed its intent to update the zoning ordinance following the completion of the Comprehensive Plan to improve the management of land uses permitted within the town. The Council has also expressed interest in revising its subdivision proposal review fee structure; currently the charge is a set fee of \$35 per proposal, regardless of the complexity of the proposed development. A member of Town Council currently reviews all plans. The Town Council contracts with a lawyer to advise it on legal issues.

The town has one full-time and one part-time police officer. Cheswold contracts for services necessary for the operations of the town. The Town maintains the local streets and sidewalks in common areas and its open space through contracts with commercial businesses.

Critical Issues and Future Needs

The town wants to build a new town hall as a permanent location for conducting town business and for its police department. As the town develops and the population grows, the town anticipates the need to hire additional police officers and a town clerk, so additional office space will be needed. The town also

needs assistance in managing its zoning and subdivision activity. An improved fee structure that would facilitate the hiring of a part-time plan reviewer or engineering firm to serve as the town engineer will be necessary as the amount of development activity increases. The town also had an initial discussion with the Kent County Planning Department to explore having it provide assistance to the town with zoning and subdivision matters.

Recommendations

- Update and revise town's Zoning Ordinance and fee structure to improve the town's ability to manage new residential, commercial, and industrial development proposals with the overall objective of maintaining and enhancing Cheswold's small-town character.
- Initiate a municipal management and governance study to determine the need and costs for additional employees or contractual services to improve the town's capabilities of providing an adequate level of services as the population and number of housing units increases.
- Develop a capital-improvements budget to plan for the funding of a new building to serve as the town hall and police station.

2-2 Demographics, Future Population, and Housing Growth

This section outlines data on population, demography, housing, and economic conditions in Cheswold and the surrounding areas. Where appropriate, comparisons are also made to Kent County and the State of Delaware. The data for this analysis has been derived from a number of sources, most notably the United States Census.

2-2a. Population and Housing

A review of information collected through the century for the United States Census indicates that from 1930 to 2000, while the population in Delaware and Kent County has steadily increased, the population in Cheswold has shown more variation. The town population peaked in 1990 at 321 persons but then declined slightly through the decade. The total population for Kent County in 1990 was 110,993 and 666,168 for the State of Delaware. Census 2000 data shows that Cheswold's population decreased between 1990 and 2000, while the state and Kent County continued to grow. During the 1990s, the State of Delaware population increased by about 18% to 783,600, while Kent County grew by about 14% to 126,697. Cheswold's population got smaller, decreasing by about 2% to 313 residents. Of the 313 people, 163 are male, and 150 are female.

The following figures show the population trends for Cheswold, the state, and Kent County. Figure 2 shows the population for Cheswold from 1930 to 2000. Figure 3 shows the population trends for Kent County and the State of Delaware during that same time period.

Figure 2: Cheswold Population Trends

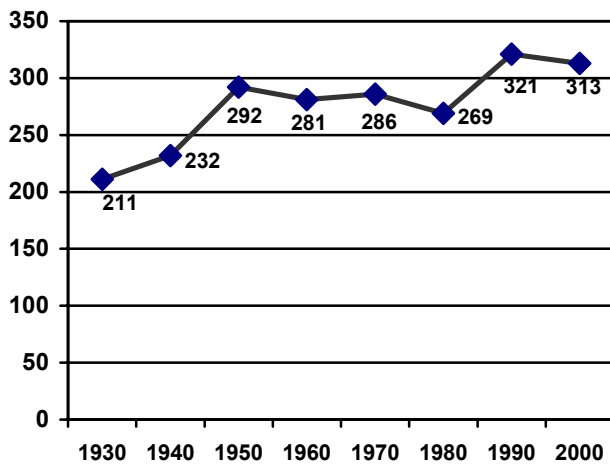
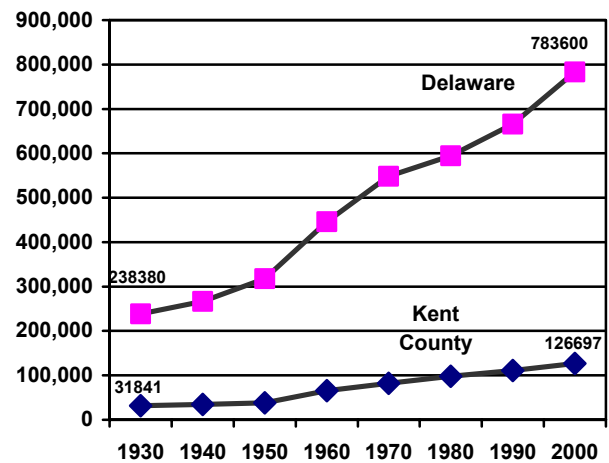


Figure 3: Kent County and Delaware Population



Source: U.S. Census 1930 to 2000. Compiled by IPA.

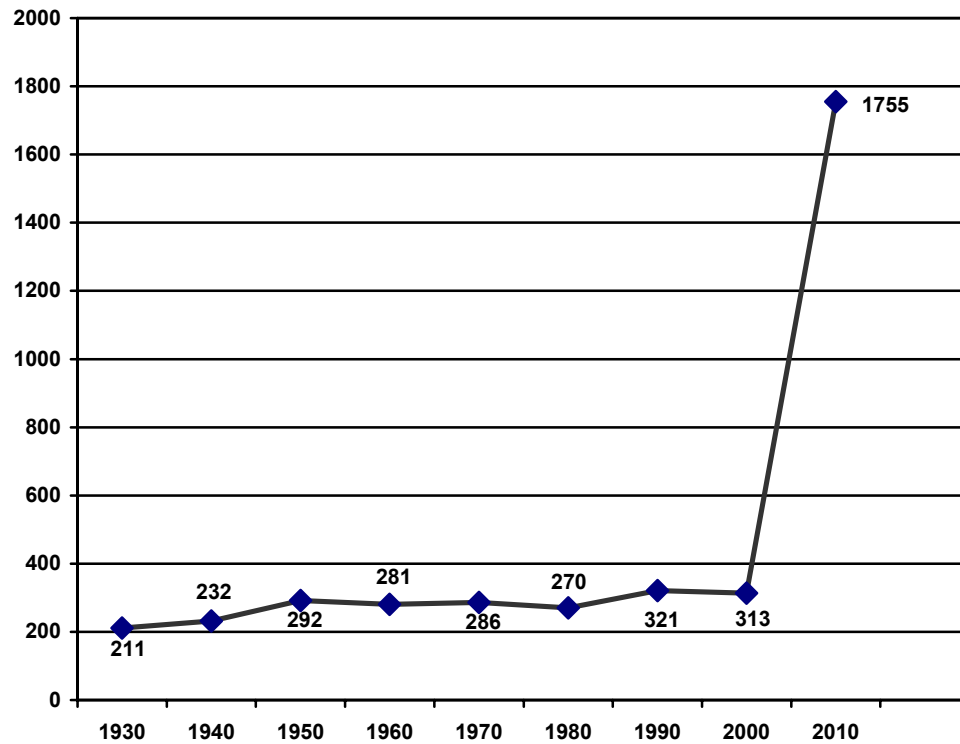
Population Projections

If the town does not annex a significant amount of land in the next ten years, the future population of Cheswold can be estimated based on the known residential development that is planned within its current boundaries. However, population projections for small communities like Cheswold are very difficult to accurately forecast. Small populations make it likely that slight inaccuracies in data or the assumptions used for the forecasts can become very large errors when projected over time. These projections should not be considered accurate or binding and should be relied upon with caution.

There are many ways to project future populations. In this Plan it will be assumed that the current base population of the town will be 313, the population size reported in the 2000 Census. It will also be assumed that average household size will be 2.5 persons per household (pph), the current pph for Cheswold and Kent County. There is very little residential zoned vacant land in town other than three properties where the future development is fairly well defined. These three residential developments will add significantly to the town's population by 2010. One of the developments, Fox Pointe, has been under construction for a couple of years (before the 2000 Census) and will add about 357 new single-family homes when completed. Additionally, the last remaining large tract of undeveloped land in town (two adjacent parcels located north of State Route 42 to the east of the rear of the firehouse and known as the Boggs property) has recently been the subject of a plan that was presented to the Town Council. These two properties are being developed together and total 73 acres. The 73 acres are subdivided into 220 lots for single-family homes.

Therefore, if the Boggs property is developed as proposed, about 577 new homes will be built in Cheswold within the next decade. Assuming there will be about 2.5 people per household, the town will see an increase in population of 1,442 for a total of 1,755 by 2010. The complete build-out of these two in-town residential developments would likely result in a town population of about six times the size of the current population. If the town annexes adjacent properties, as proposed in the annexation and future land use section of this Plan, the increase in population will be even larger.

Figure 4: Population Trends and Projection



* Population in 2010 projected based on full development of Fox Pointe and Boggs Property totaling 577 housing units at 2.5 persons per house; current town boundaries.

2-2b. Racial Composition

In 1990, Kent County and the State of Delaware showed a very similar racial composition: Kent County's population consisted of 79% white residents, 19% black residents, and 2% all others; while the State of Delaware's population consisted of 80% white residents, 17% black residents, and 3% all others. In 1990, the racial composition for Cheswold's population was 71% white, 18% black, and 11% all others.

Census 2000 data indicate that both Kent County and the State of Delaware became more diverse over the past decade. The white population as a percentage of the total population in Kent County decreased from 79% of the total in 1990 to 75% of the total in 2000, while the black population increased from 19% to 22% of the total. Census 2000 data for the State of Delaware indicate that the white population decreased from 80% to 76% of the total, while the black population increased from 17% to 20%.

Cheswold's racial composition was slightly more diverse than that of both Kent County and the state according to the 2000 Census. Seventy-one percent of the total population was white in 1990, and it increased to 72% in 2000 (224 persons). Eighteen percent of the total was black in 1990, and it decreased to 12% in 2000 (38 persons). The remaining 16% of the population in 2000 (51 persons) were American Indian (16 persons), Asian (1 person), or two or more races (34 persons).

The following Table 1 lists the population by racial composition for Cheswold, Kent County and Delaware.

Table 1. Racial Compositions of Cheswold, Kent County, and Delaware

Race	Cheswold		Kent County		Delaware	
	1990	2000	1990	2000	1990	2000
White	71%	72%	79%	73%	80%	75%
Black	18%	12%	19%	21%	17%	19%
Other	11%	16%	2%	6%	3%	6%

Source: U.S. Census, 1990 & 2000

2-2c. Age Profile

Cheswold has maintained a somewhat younger population than either the State of Delaware or Kent County. In 1990, there were 62 school-age children (ages 5-17) or 19% of the population, with a total child population (ages 0-17) of 98 (about 31% of all residents). The percentage of all residents who were children was more than that of both Kent County and the State of Delaware (27% and 25%, respectively). As indicated in Table 2, by the year 2000 the Census indicates that in Cheswold the total number of children was 103 (33% of all residents), and of that, 77 were school-aged children (now defined as 5-19 years). Therefore, even though the overall population of Cheswold has decreased through the past decade, the number of children has increased by five, representing 2% more of the town's population than in 1990. The percentage population of children in Cheswold is higher than that of both the State of Delaware (21%) and Kent County (23%).

The number of young, working-aged adults (age 20–34) comprised a significant portion of the population in Cheswold in 2000. There were 76 individuals in this age group in the year 2000, which represented about 24% of the total population in the town. There were relatively fewer individuals in this age group in Kent County (20%) and the state (21%).

Census 2000 indicates that the median age of a Cheswold resident is about 30.5 years. This is 3.9 years younger than that for Kent County (34.4 years) and 5.5 years younger than the average age of persons living in the State of Delaware (36).

Table 2. Age Profiles for Cheswold, Kent County, and Delaware, Census 2000

Age	State of Delaware		Kent County		Town of Cheswold	
	Number	Percent	Number	Percent	Number	Percent
<5 yrs	51,531	6.6%	9,138	7.2%	26	8.3%
5-9 yrs	55,813	7.1%	9,703	7.7%	24	7.7%
10-14 yrs	55,274	7.1%	10,063	7.9%	28	8.9%
15-19 yrs	55,632	7.1%	9,843	7.8%	25	8%
20-24 yrs	51,665	6.6%	8,610	6.8%	25	8%
25-34 yrs	108,840	13.9%	17,160	13.5%	51	16.3%
35-44 yrs	127,601	16.3%	20,560	16.2%	50	16%
45-54 yrs	103,999	13.3%	15,805	12.5%	34	10.9%
55-59 yrs	39,320	5.0%	5,966	4.7%	8	2.6%
60-64 yrs	32,199	4.1%	5,048	4.0%	7	2.2%
65-74 yrs	56,415	7.2%	8,420	6.6%	24	7.7%
75-84 yrs	34,762	4.4%	4,844	3.8%	9	2.9%
85+ yrs	10,549	1.3%	1,537	1. %	2	0.6%

Source: 2000 U.S. Census; SF-1. Compiled by IPA.

2-2d. Educational Attainment

As summarized in Table 3, the average level of education of Cheswold's age-25-and-over population is lower than the average level in Kent County and the state. According to the 2000 Census, about 67% of Cheswold residents age 25 and older were high school graduates or higher. By comparison, about 79% of Kent County residents and 83% of all Delaware residents age 25 and older reported that they had a high school diploma, had attended college or received a college degree. The 2000 Census also reported that 7% of Cheswold's residents had earned a bachelor's degree or higher compared to 19% of Kent County and 25% of the state's total population.

Table 3. Educational Attainment for Cheswold, Kent County, and Delaware, 2000.

Jurisdiction	High school graduate or higher	Bachelor's Degree or Higher
Cheswold	67%	7%
Kent County	79%	19%
State of Delaware	83%	25%

Source: 2000 U.S. Census, SF-3. Compiled by IPA.

2-2e. Housing Units

This section describes Cheswold's housing stock. Table 4 compares changes in the number of dwelling units in Cheswold, Kent County, and the State of Delaware, as recorded by the U.S. Census Bureau.

Between 1970 and 1980, all three jurisdictions increased their housing stock, but the rates of growth in the state and Kent County were much higher than in Cheswold. Between 1980 and 1990, Cheswold housing grew at a rate similar to that of Kent County, and both the town and Kent County grew twice as much as the State. From 1990 to 2000, there was a net increase of 14 new dwelling units added to the town, an increase of 13%. This was less than half the housing-growth rate in Kent County (34%) and was also less than that of the state (18%).

Table 4. Dwelling Units in Cheswold, Kent County, and Delaware, 1970-2000

Year	Cheswold	Change	Kent County	Change	Delaware	Change
1970	67	***	9,805	***	180,233	***
1980	72	7%	24,209	147%	238,611	32%
1990	108	50%	37,709	56%	289,919	22%
2000	122	13%	50,481	34%	343,072	18%

Sources: U.S. Census 1970 – 2000. Compiled by IPA.

As stated previously, there are 357 additional single family housing units already approved for development and about 178 units proposed in a preliminary plan within the town. The development of these 535 units would more than quadruple the housing in town (currently 122 units).

Type of Housing Stock

Table 5 and Table 6 summarize changes in the types of housing in Cheswold, Kent County, and the state. In 1990, 54% of all housing in Cheswold was comprised of single-family housing units. This number is slightly lower than that of the same type of units in Kent County (57%) and about the same as that in the state (54%).

Census 2000 reported the total housing in Cheswold increased by 14 dwelling units from 1990 to 2000, but the percentage of single family housing units stayed about the same—54% in 1990 and in 2000. However, both Kent County and the State experienced increases in the percentage of its housing stock consisting of single-family homes during the ten-year period. Between 1990 and 2000, Cheswold also experienced an increase in the number of manufactured homes in town (from 36 to 39 units) although the percentage remained the same. During the same period, the percentage of manufactured homes decreased in both Kent County (3.2%) and the state (1.6%).

Table 5. Composition of Housing in Cheswold, Kent County, and Delaware in 1990

Housing Type	Cheswold	% Total	Kent County	% Total	Delaware	% Total
Single Family Detached	61	54%	23,845	57%	156,013	54%
Single family, Attached	2	2%	3,069	7%	40,161	13%
Multi –Family	15	13%	6,005	14%	56,679	20%
Manufactured Homes	36	32%	9,187	22%	37,066	13%
Total	114*	100%	42106	100%	289,919	100%

U.S. Census, 1990. *Total housing unit breakdown differs from overall numbers of housing units because information had to be acquired from two separate summary files, one actual (SF1) and one estimated (SF 3). SF 3 is not completely accurate for small municipalities such as Cheswold but provides a good estimate of the types of housing units.

Table 6. Composition of Housing Stock, Cheswold, 1990-2000

Housing Type	1990		2000	
	Number	% Total	Number	% Total
Single Family Detached	61	54%	67	54%
Single family, Attached	2	2%	0	0%
Multi –Family	15	13%	18	15%
Mobile Homes	36	32%	39	31%
Other	0	0%	0	0%
Total	114	100%	124*	100%

U.S. Census, 1990 & 2000. Compiled by IPA

*Total housing unit breakdown differs from overall numbers of housing units because information had to be acquired from two separate summary files, one actual (SF1) and one estimated (SF 3). SF 3 is not completely accurate for small municipalities such as Cheswold but provides a good estimate of the types of housing units.

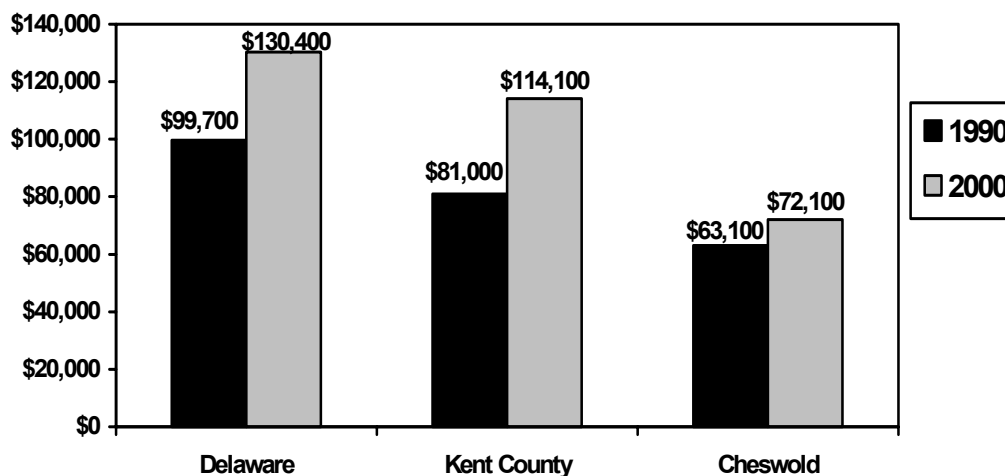
Age of Housing Stock

The 1990 Census reported that the largest portion of Cheswold’s housing was built between 1980 and 1990 (30%), and that about 23% of Cheswold’s housing was built prior to 1939. This suggests that Cheswold is a community that has retained many of its older structures.

Housing Value

Figure 5 compares Cheswold’s 1990 and 2000 median housing value with housing values in Kent County and the State of Delaware. With a median value of owner-occupied housing units of \$63,100 in 1990 and \$72,100 in 2000, Cheswold has a lower median housing value than found in Kent County (\$81,000 in 1990 and \$114,100 in 2000) and the state (\$99,700 in 1990 and 130,400 in 2000).

Figure 5. Median Housing Values for Cheswold, Kent County, and Delaware, 1990 – 2000

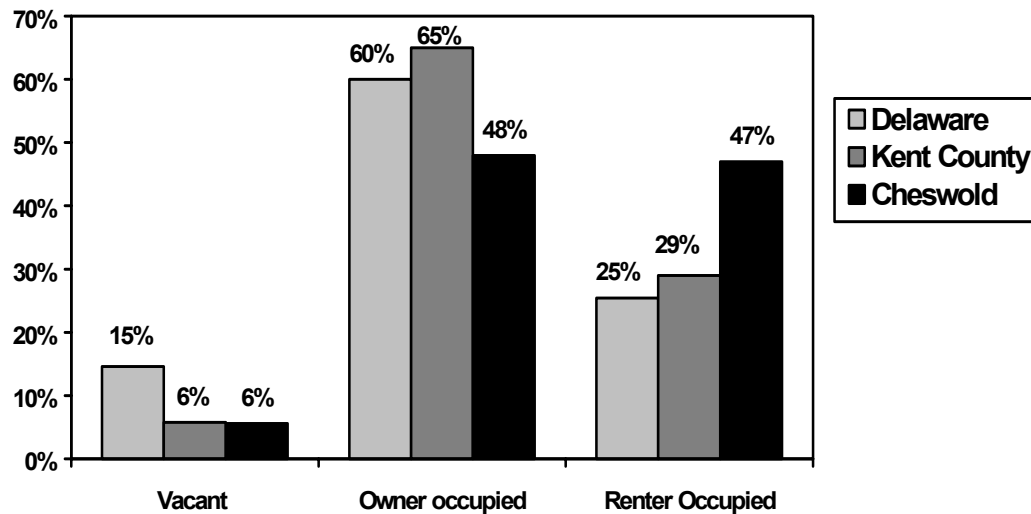


Sources: 1990 and 2000 U.S. Census

Ownership and Vacancy

Figure 6 compares the proportion of vacant units, owner-occupied units, and renter-occupied units found in Cheswold with those in Kent County and the state. As seen from the figure, while 29% of Kent County's housing stock and 25% of the state's housing stock are renter-occupied housing units, Cheswold showed a higher percentage of renter-occupied units (47%). Meanwhile, Cheswold and Kent County equally share the lowest vacancy rate among the three groups at 6%, as compared to the state's 15%.

Figure 6. Ownership and Vacancy Rates for Cheswold, Kent County, and Delaware, 2000



Source: US Census, 2000 Compiled by IPA.

2-2f. Economic Profile

Table 7 shows selected economic information for Cheswold, Kent County, and Delaware. Cheswold's median income in 1999 was \$38,750, 5% lower than the median household income in Kent County and 18% lower than the \$47,381 median household income of the state as a whole.

Census information also indicates Cheswold has a lower percentage of households receiving wage and salary income. In addition, the percentage of households receiving social security, retirement, and public-assistance income was slightly higher in Cheswold than in either Kent County or Delaware. The U.S. Census also reported that a significantly higher percentage of the population living in Cheswold has income below the poverty level, as compared to Kent County and the state. This statistic applies to both the population as a whole and to the senior citizens in Cheswold.

Table 7. Selected Income Data for Cheswold, Kent County, and Delaware, 1999

Item	Cheswold	Kent County	Delaware
Median household income	\$38,750	\$40,950	\$47,381
% of households with wage and salary income	79%	82.1%	81.3%
Mean wage and salary income	\$40,351	\$47,818	\$59,142
% of households with social security income	31.4%	25.7%	26.9%
Mean social security income	\$11,027	\$10,880	\$11,997
% of households with retirement income	23%	21.9%	21%
Mean retirement income	\$15,926	\$16,014	\$17,871
% of households with public assistance income	10%	3.3%	2.7%
Mean public assistance income	\$2,600	\$2,479	\$2,516
% of population below poverty level	26%	10.7%	8.2%
% of seniors below poverty level	16%	8.8%	7.9%

Source: U.S. Census 2000. Compiled by IPA.

Figure 7 shows the employment status for residents of Cheswold. Of the 251 residents over the age of 16, about 55% of them were employed during the time the U.S. Census was conducted, about 8% were unemployed, and about 36% were not considered part of the labor force.

Figure 7. Employment Status for Cheswold Residents 16 years and older, 2000

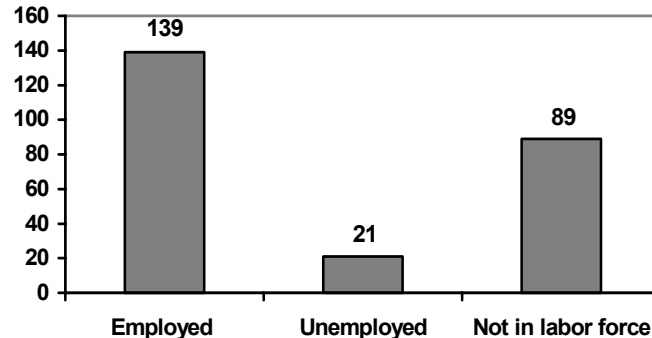


Table 8 shows the number of residents in Cheswold that commute daily to work, according to the 2000 U.S. Census. Of the 127 employed residents of Cheswold who responded, about 61% drove alone, and 39% carpooled to work.

Table 8. Method of Commuting to Work for Cheswold Residents, 2000.

Method	Number Using Method
Drove Alone	77
Carpooled	50
Public Transportation	0
Walked	0
Other	0

Source: U.S. Census 2000.

Recommendations

- The town's population has remained relatively unchanged over the last 50 years, but the town is positioned to grow significantly in the next decade due to development plans that have either been approved or supported by Council. The Town Council needs to formulate plans to address the known and anticipated growth.
- A significant percentage of the town's population is younger than 18 years of age, so the town should plan to provide additional recreational opportunities in town and safe pathways (sidewalks and bike paths) on which to move around town.
- A number of housing units are more than 25 years old and may be in need of maintenance. The town should seek opportunities to participate in state and county programs that could provide financial assistance to residents in need of home maintenance.
- The town has a higher rate of renter-occupied housing than that found in the county or state. Consideration should be given to establishing a fee-based rental-unit permitting and inspection program to ensure the safety of the rental units and maintain an accurate accounting of these units.

2.3 Future Land Use and Annexation

2.3a. Future Land Use Within the Town

The Cheswold Planning Commission held several discussions with members of the Town Council and the public to assess future land use in the town. The results of these discussions appear on Map 5 (Future Land Use Plan). The town is predominantly residential, and with the completion of the residential development of Fox Pointe and the proposed residential development of the Boggs property, there will be little vacant land left within the town, except for lots within the industrial park. The town wants to update its zoning code to ensure that the future uses of the vacant lots within the industrial-zoned areas are more in character with the numerous current and future residential dwelling units.

The most significant change envisioned by the commission is a greater use of the lands along Main Street for commercial activities that could provide goods or services necessary for the residents. The town is limited in its ability to promote commercial development along Main Street, since many of these properties are being used for residential purposes; however, there are a few lots that the town would like to rezone to create a commercial corridor along its eastern entrance from U.S. Route 13. The town would also like to build a park on lands it currently owns and on which an old, unused water tank is now located. The park would be designed for both active and passive recreation.

2.3b. Annexation and Future Land Use

The Town Planning Commission and Town Council dedicated several meetings to discussing the potential land areas the town would consider for annexation. The town's charter (Section 3) establishes

the procedure that must be followed for the annexation of property into the town. In summary, a property owner, or owners, will petition the Town Council for consideration of annexation. If multiple owners are involved in the petition, a special election will be held during which the only people eligible to vote are those people living on the land being considered for annexation. If the majority of the votes cast in the special election is for annexation, the Town will adopt at its next meeting (following the special election) a resolution annexing the area and including it within its boundaries. The zoning for the land being annexed should be determined either prior to the election or within the town's resolution approving the annexation.

Map 9 (Future Growth Areas and Proposed Land Use) displays the town's growth plan. The town has labeled two types of areas on its growth plan – *Short-Term Growth Areas* and *Areas of Concern*. The Short-Term Growth Areas are parcels that the town wants to annex within the next five years and consist of enclaves within the town or property that directly adjoins much of the town's boundary. Areas of Concern are lands with which the town is very concerned about future development, since the consequences could affect the town. The town would like to be informed by Kent County of any proposed development activity on this land and will agree to reciprocate and inform the county of any proposals brought to the town for consideration.

Some of the Short-Term Growth Areas are enclaves that abut the town's boundary and are already residentially developed. There are also a few commercial properties located on U.S. Route 13 south where the rear of the parcels' boundaries shares the town boundary. Additionally, there is a DelDOT Maintenance Facility that is currently half in and half outside the town. DelDOT has expressed interest to the town in this property being annexed so the entire parcel would be within one jurisdiction.

Additionally, there are three areas that the town wants to consider for annexation within the next five years. These short-term growth areas are labeled on Map 9 as #1, #2, and #3. The first (#1) is a 51-acre parcel adjacent to the western boundary of the Fox Pointe residential development that the developer has discussed for future residential use. Using environmental constraint data available from the state, of the 51 total acres, about 35 acres have no environmental constraints. If the parcel was developed at a density of three units per acre, about 105 housing units could be built. The main service provided by the town is public safety through the town's police department and snow removal. This parcel would be accessed from State Route 42 and could be easily served. Water and wastewater is not provided by the town but would likely be available from the existing providers, since they have reported no constraints at this time.

The second parcel (#2) is about 143 acres and is currently zoned for industrial use in Kent County. The developer has discussed with Cheswold the potential for annexation of this property into the town and developing it as a residential community. There appears to be few environmental constraints on this parcel, so, at a density of about three units per acre, about 429 units could be built. The town does not provide water or wastewater services, but these services are likely available from the providers in this area. This parcel is in the Tidewater Utilities service area, and a large water tank is being built next to this property to improve service for existing and future development in this area. A major water main will likely cross this property to serve a new residential development on the Boggs property in Cheswold. Wastewater is provided by Kent County and there have been no reported restrictions in

capacity in this area. The town recognizes that it will need to add one or two police officers to its department to serve this property if annexed and has reported that it is developing plans for this police department expansion.

Using this property for residential development would be a major change in the planned land use for this property, so on May 20, 2003, the Mayor of Cheswold and several council members met with the Kent County Levy Court to discuss the town's growth plan and the future use of this land. The Levy Court listened to the mayor explain how this residential property would help balance the land use in the town and in this regional area, since 33% of the land within Cheswold is currently zoned for industrial use. In addition, the access to this property for the currently zoned industrial uses in Kent County is very limited with truck traffic reportedly using the town's Main Street to access the adjacent PPG industrial property via Moorton Road. The property would probably be accessed by Lynnbury Woods Road, which is currently a narrow two-lane road that prohibits large trucks. And most of the developed land in this area is residential in character, so developing this large parcel for industry in a manner that would be compatible with the needs of residents would pose challenges for the Kent County government. Mayor Jacob reported that the town's plans for annexing this property and zoning it for residential use were well received and encouraged by the Levy Court Commissioners.

The mayor reported that the Levy Court also encouraged the town to consider annexing the lands that form the third (#3) short-term growth area. This area is a group of properties that has frontage on northbound U.S. Route 13 (across the road from Cheswold). Some of these properties are developed and some are vacant parcels. The town would like to offer annexation to the owners of these properties and have them used for commercial activities. Again, water and wastewater would be provided by Tidewater and Kent County, and Cheswold would mainly provide police services.

In addition to the short-term growth areas, two properties have been identified by the town as *Areas of Concern* on Map 9. Area of Concern A is about 461 acres and adjoins the town's southwest boundary. Development of this large tract of land could have a dramatic effect on the town and may be of interest to the town for future growth (beyond the next five years). Area of Concern B is a group of parcels that would form an enclave if areas 2 and 3 were annexed. The town is aware that the formation of enclaves is not favored by the state, and it would have included these parcels into its short-term growth area, were it not for a concern about environmental issues that may be associated with these lands. The town believes there may be soils contaminated with waste oil on at least one of these properties and would like to have more information about this issue before including these properties in its growth area. Cheswold has included it as an Area of Concern to express that it may consider annexing these properties under the right circumstances and would insist on verification by the State Department of Natural Resources & Environmental Control that the area is "clean" prior to annexing properties in Area of Concern B. For all *Areas of Concern*, Cheswold requests that any proposal to Kent County for developing these lands should be shared with the town; the Town will provide the same courtesy to Kent County.

Although it is not included in its growth plan, the town is also very concerned about changes that may occur at the Delaware Airpark, located adjacent to the town. The 43-acre Airpark was purchased by the Delaware Department of Transportation in 2000 for \$2 million and is operated through a long-term

agreement by the Delaware River and Bay Authority. These agencies are currently studying options for expansion. There is potential for the Airpark to expand and become a much larger operation with a longer runway and additional hangers. Plans under study include the purchase of up to 150 acres of cropland adjacent to the Airpark that could be used for additional airpark buildings and open space for approach routes for planes. An expansion would attract more air traffic and probably more vehicular traffic. The increased aircraft and vehicular traffic could adversely affect Cheswold in many ways including noise, air pollution, and traffic on State Route 42. The expansion could also benefit the town by providing additional jobs and demands for housing and services from the town.

Recommendations

- All annexations should also be zoned concurrent with the annexation approval by Town Council. The zoning designation to be assigned to the annexed property by the town should be reviewed and revised prior to the annexation.
- The town should consider meeting with the owners of the parcels defined as enclaves and inform the owners that the town is interested in annexing their land if mutually agreeable. Discussions should provide costs and benefits of annexing into the town.
- The Short-Term Growth Areas labeled #1 and #2 could potentially add about 534 housing units and about 1,335 people (at 2.5 persons per unit). The town should improve its capability to review subdivision plans either through contractual services or an intergovernmental agreement with Kent County. Any annexed land should be interconnected to the existing street network within the town to facilitate the provision of town services and provide for sidewalks and bike paths to facilitate non-vehicular movement within town. The town should update the residential-use section of its Zoning Ordinance prior to annexing these properties.
- Properties in Short-Term Growth Area #3 would be annexed for commercial uses. The town should update the commercial-use section of its Zoning Ordinance prior to annexing these properties.
- Cheswold and Kent County should establish a Memorandum of Agreement to provide one another information on potential development proposals for the areas on Map 9 labeled *Area of Concern*.
- The Town Council should closely monitor improvements to the Delaware Airpark and provide comment to DelDOT to try to minimize the impacts to the town from its expansion. Comments may include changes to the alignment of the runway to minimize the flight path over the town and improvements to the road network for accessing the airpark.

2-4. Provision of Utilities, Community Services and Facilities, and Transportation

2-4a. Utilities

Water System

Water supply in the town is currently provided by individual wells for most of the residents. Exceptions include the new Fox Pointe development and a couple of the small, manufactured-housing parks that have small community systems. In addition, a public water supplier, Tidewater Utilities, will serve the new development proposed for the Boggs property. Many of the homeowners have reported that the water quality in their residential wells is poor, mainly due to the abundance of iron and manganese. The town does not have fire hydrants for fire protection and relies on a well within the town for providing water to the fire company. In 1999 IPA studied options for establishing a public water system in the town. Council has reported that follow-up discussions with Tidewater Utilities, the supplier holding the permit to serve most of the town, were unsuccessful due in part to their projected costs to the residents for establishing and operating a water system. The respondents to the comprehensive plan questionnaire strongly supported the development of a public water system; the costs may continue to be an obstacle.

Tidewater has a fire-protection well and small storage tank in the Central Delaware Business Park in Cheswold, but water treatment would be needed to remove the iron and manganese. Tidewater is currently constructing a 500,000-gallon storage tank less than a mile from the town and will be providing water supply to the new development on the Boggs property. Improved opportunities may soon exist for the town to reconsider establishing a public water system for the rest of the town.

Wastewater Treatment System

Kent County operates the wastewater treatment system serving Cheswold and contracts individually with property owners with little town involvement. Kent County has not reported any restrictions on the quantity of wastewater it can receive from within the Cheswold town boundaries.

Solid-Waste Disposal

Refuse collection services are provided to property owners through an agreement with the City of Dover Department of Public Works. Dover collects solid waste once a week and directly invoices the residents and businesses of Cheswold for this service. The Delaware Solid Waste Authority operates a collection-and-transfer station about a mile from Cheswold.

2-4b. Community Services and Facilities

Public Safety

Police

Police services are provided to Cheswold by its own police department and through the Delaware State Police. The Cheswold Police Department consists of two officers - one full-time and one part-time. The

State Police provides 24-hour-a-day services for Cheswold from the State Police Troop Headquarters located on U.S. Route 13 in north Dover and from Troop 3 located near Camden.

Fire

The Cheswold Volunteer Fire Company provides both fire protection and emergency medical service for the residents of the greater Cheswold area. This is one of the 18 volunteer fire companies operating in Kent County, and although each has its own district, they all provide mutual assistance when needed. The Cheswold Volunteer Fire Company consists of 50 active volunteer firefighters and two full-time firefighter/emergency medical technicians. Currently, the fire company operates four 1,000-gallon fire engines, one heavy rescue truck, two grass-fire trucks, two basic ambulances, and a utility vehicle.

Emergency Medical Services

The Kent County Emergency Medical Service provides emergency medical services. There are three paramedic stations in Kent County; they are located in Dover, Smyrna, and Harrington. In addition, the Cheswold Volunteer Fire Company also provides emergency ambulance transportation services and basic care for minor emergencies.

Education and Library Facilities

The Town of Cheswold is located within the Capital School District, which is among the fastest growing school districts in Delaware. The Capital School District operates seven elementary schools (grades K-5), one lower-middle school (grades 5-6), a junior high school (grades 7-8), and one high school (grades 9-12). Children in Cheswold attend either the Booker T. Elementary School or North Dover Elementary. For grades 5-6 they attend William Henry Elementary and continue on to Central Middle School for grades 7-8. All children from Cheswold attend Dover High School for grades 9-12. Buses transport children residing in Cheswold to these schools.

The Kent County library system offers free services to the residents of Cheswold. The most convenient branch locations are the Dover Public Library and the Smyrna Public Library. The county library system also funds a bookmobile that regularly visits various parts of the county. In addition to books, the libraries offer videos, audiocassettes, newspapers, and magazines. Residents also have free access to the Internet at the library.

Senior Services

According to the *Delaware Senior Center Funding Formula Report*, published in September 2001, there are no senior centers located immediately in Cheswold. The closest senior centers are the Mamie A. Warren Maturity Center, located in Kenton, and the Harvest Years Senior Center and the Modern Maturity Center located in Dover.

Health Care

There are no health-care facilities located within Cheswold. There are several health-care facilities located near Cheswold, and they offer a range of services. Kent General Hospital is located in Dover and offers emergency services and intermediate medical care. Also located in or near Dover are the James A. Williams State Service Center (clinical and social services), the Courtland Manor Nursing and

Convalescent Care, the Silver Lake Convalescent Care, and the Crescent Farm Convalescent and Nursing Center.

Postal Service

Cheswold is served by a small United States Post Office. This post office is located near the center of the town on State Route 42. There is no postal delivery service in town so residents must visit the post office to pick up their mail. The zip code for the town of Cheswold is 19936. The need for an expanded Post Office was indicated by public comment.

Parks and Recreation

There are no developed parks within the town boundaries, although there is a 2.5-acre parcel on the western side of town that is owned by the town and is of sufficient size for an active- or a passive-recreation town park. Respondents to the community questionnaire overwhelmingly supported the development of a town park with active- and passive-recreational activities and the development of a community center.

Stormwater Management

Stormwater management can be a big issue for a town particularly when the town is growing. As more impervious surfaces are added to the landscape, the runoff from storms can increase and cause problems not previously experienced. There are few stormwater management facilities within the town, and the town is not responsible for the maintenance of any of these facilities. Additional development should include measures to address stormwater management, and the town should be cautious in assuming the responsibility for maintaining these facilities. All new development must meet Kent County Conservation District—standards for stormwater management.

The town is located within two watersheds and stormwater runoff drains to either the Leipsic River or the St. Jones River. The Alston Branch flows along the northern edge of the town and is a tributary to the Lower Leipsic River. Most of the stormwater runoff in Cheswold flows towards the Leipsic River. However, the southwestern area of town (around the Fox Pointe subdivision) drains to the St. Jones River. Both the Leipsic River and the St. Jones River has been identified by DNREC as having impaired water quality due to high concentrations of bacteria and nutrients, and low dissolved oxygen levels. Section 303(d) of the 1972 Federal Clean Water Act requires the determination of Total Maximum Daily Loads (TMDLs), which is the maximum amount of a pollutant that a water body can assimilate in quality-limited waters. A federal court consent decree requires that DNREC complete the determination of TMDLs for both of these rivers by the end of 2006.

DNREC reports that non-point sources are the probable contributors to the water quality problems in these two rivers; therefore, stormwater management facilities should be designed to reduce the amount of stormwater runoff directly entering the stream. Additionally, the town should consider establishing buffers along the waterways in town and encourage residents to not over-fertilize their lawns.

2-4c. Transportation

The State maintains the two primary streets in Cheswold—Main Street (State Route 42) and Commerce Street. The town mainly uses Municipal Street Aid Funds provided by the state to maintain the other streets and sidewalks. Snow removal and other maintenance activities are currently contracted for by the town as needed. As Cheswold continues to develop, the town will likely be responsible for the maintenance of more streets, particularly roads in new residential developments. The town needs to establish a procedure to ensure that all new roads constructed meet or exceed DelDOT's standards and a process for accepting new roads for maintenance. The town should establish a procedure for regularly inspecting and repairing town-maintained roads, and a budgeting process for funding street repairs.

As stated previously, there are no regular state-operated DART bus routes passing through the town. As in all of Delaware, paratransit service is available through DART by reservation to eligible elderly and disabled residents.

A rail line owned and maintained by the Norfolk Southern Corporation runs through the town. Several trains per day haul freight through the town. No complaints were offered concerning the noise, safety, or traffic impacts created by the rail line, although a comment was made concerning the need for better maintenance of the vegetation along the rail tracks.

Recommendations

- The town should continue to discuss with Tidewater Utilities the feasibility and costs for developing a public water-supply system, including fire hydrants for the areas in the town currently served by individual wells. The installation of fire hydrants in town would provide additional protection for the older structures in town.
- The town should continue to discuss with the Dover Department of Public Works the new developments within the town to ensure Dover's refuse collection vehicles have adequate access and capacity for collecting refuse in Cheswold.
- The future needs for providing and funding public-safety services to the town's residents should be studied, including increased police and fire protection services. Access to all areas within the town by emergency vehicles should be continually reviewed.
- Residents have mentioned the need for an expanded Post Office to serve the current population of the town; with the anticipated growth the need for expansion will increase. The town should discuss with the U.S. Postal Service current plans that will increase the town's population and, if a new facility is determined to be necessary, an attempt should be made to locate a suitable location within the town that can still be reached by pedestrians.
- The Council should consider creating a recreation committee to study alternatives for funding the development of a town park, including the availability of federal, state and county funds for assisting

with park development. Respondents to the questionnaire indicated that both active- and passive-recreational activities are desired.

- The town should work with DNREC and the Kent County Conservation District to ensure that stormwater management needs in the town are being met. All new development should include adequate stormwater management facilities, and the town should be cautious in assuming any maintenance responsibilities for these facilities.
- The town should develop a procedure to ensure that all new roads constructed meet or exceed DelDOT's standards, and define the process for the town to accept new roads for maintenance. The town will need a procedure for inspecting and repairing town-maintained roads, and a budgeting process for funding street repairs.

2.5 Community Character and Design

Cheswold is a small, historic, crossroads town located to the north of the much larger and rapidly growing City of Dover. Over the last couple of decades, the town has been a predominantly residential area whose residents have a median household income lower than that of both the state and Kent County. In Cheswold there are an above average number of rental properties and absentee landlords compared to that of the county and state. However, the town is within the corridor between Smyrna and Dover that has recently become the focus of intense development pressure due in part to the completion of State Route 1, which has reduced the driving time between Dover and Wilmington. Cheswold's proximity to Dover and the increasing number of businesses coming to that city also make it an attractive place to live if commuting to work in Dover.

Due to the town's liberal older zoning code, Cheswold has also recently become an area where industrial land uses like concrete- and hot-mix-manufacturing facilities have either located or submitted plans to locate. The residents generally do not favor these land uses, since they can affect the livability of the town by their creation of excessive noise, air particulates, and truck traffic.

However, the ease in developing residential properties within the town and the convenient location of the town to employment centers in the state has recently made it highly attractive to home builders, and the town will soon experience unprecedented growth in the number of single-family housing units and, therefore, population. The new housing will change the demographic characteristics of the town, raising the average income level and number of resident homeowners.

The town must find a way to balance the new growth with the existing population and housing if it is to maintain the small-town character it has now. It should be emphasized that the maintenance of a small-town atmosphere was frequently mentioned by many of the residents participating in the development of this plan. The town must address the needs for residents that have lived in the town for many years and who are accustomed to the way the town has been (it was mentioned that "many of the people know each other's faces") and the people that will soon be moving into town and want to become part of the community. One of the traditional gathering places, the Post Office, will likely need to expand as the

population grows, which means its informal role as a gathering place will probably be lost. An alternative place for the town's residents to meet and talk with each other, like a town park or a community center, will be needed to bring people together.

The town will undoubtedly experience increasing vehicular-traffic issues as new development occurs within and near the town. The development of a more pedestrian friendly environment with lighted sidewalks, bike paths, and trees may help ease the need for residents to use their vehicles and may help increase public safety and reduce criminal activities by putting more "eyes and ears" in the community. The development of commercial businesses that provide goods and services within walking distance of the residents would also help lower the number of vehicular trips. And the expansion of the existing police department will be needed to maintain an adequate level of public safety for the growing community.

2.6 Housing Policy and Redevelopment

It is important that all towns consider in their land-management ordinances the need to provide for a range of housing to accommodate all levels of income. In many communities, the need for affordable housing outweighs the availability of that type of housing stock. However, in Cheswold there is an abundance of housing stock available for the lower-income ranges, and the continued development of the Fox Pointe subdivision currently provides hundreds of housing lots for the placement of manufactured homes on block piers. The town believes it has sufficient opportunities for affordable housing, now needs more upper-middle-income housing opportunities, and is discussing plans with a developer for the building of \$180,000 - \$220,000 homes on the last available large, vacant property within the town (Boggs property).

The town also recognizes that there are a number of older homes in the town and that these structures typically have increased maintenance requirements. There are a number of housing programs administered by the state that may provide financial assistance to some residents for maintaining their homes. The Delaware State Housing Authority administers the Housing Rehabilitation Loan Program that can provide a 3% loan for eligible homeowners. The loan can be set up as either a conventional loan with a regular payment schedule or as a deferred loan, registered as a lien on the property, to be paid at the time of resale. The town would like to meet with representatives of the State Housing Authority to explore opportunities for providing financial assistance to its residents for maintaining their homes.

CHAPTER 3. IMPLEMENTATION

3.1 Summary of Recommendations and Actions

The Town of Cheswold will be faced with unprecedented challenges and opportunities in the next decade as it grows from a town of about 313 people to almost 2000 residents and its housing stock increases from 122 dwelling units to over 500 homes. This growth has the potential to be even greater if the town follows through on its interest in annexing the properties outlined in Map 9. It is clear that this increased development is a regional phenomenon, so not only will it occur within the town, but it will also occur all around the town. To prepare for this growth the town will need to become very proactive and initiate activities and discussions with jurisdictions and organizations that may be able to provide some guidance and advice. The town's success in meeting the upcoming challenges will in large part be determined by the actions it takes in the next year or two. To help the town organize its efforts, the recommendations made throughout this plan are summarized below.

- The Town Council and Planning Commission need to update and revise Cheswold's Zoning Ordinance and fee structure to improve the town's ability to manage new residential, commercial, and industrial development proposals, with the overall objective of maintaining and enhancing Cheswold's small-town character.
- The town's population has been relatively unchanged over the last 50 years but is positioned to grow significantly in the next decade due to development plans that have either previously been approved or supported by Council. The Town Council needs to initiate a municipal-management-and-governance study to determine the need and costs for additional employees or contractual services to improve the town's capabilities of providing an adequate level of services as the population and number of housing units increases.
- The Town Council needs to develop a capital-improvements budget to plan for the funding of a new building to serve as the town hall and police station.
- A significant percentage of the town's population is younger than 18 years of age so the town should plan to provide additional recreational opportunities in town and safe pathways (sidewalks and bike paths) on which to move around town.
- A number of housing units are more than 25 years old and may be in need of maintenance. The town should seek opportunities to participate in state and county programs that could provide financial assistance to residents in need of home maintenance.
- The town has a higher rate of renter-occupied housing than that found in the county or state. Consideration should be given to establishing a fee-based rental-unit permitting and inspection program to ensure the safety of the rental units and maintain an accurate accounting of these units.

- All annexations should also be zoned concurrent with the annexation approval by Town Council. The zoning designation to be assigned to the annexed property by the town should be reviewed and revised prior to the annexation.
- The town should consider meeting with the owners of the parcels defined as enclaves and inform the owners that the town is interested in annexing their land if mutually agreeable. Discussions should provide costs and benefits of annexing into the town.
- The Short-Term Growth Areas labeled #1 and #2 could potentially add about 534 housing units and 1,335 people (at 2.5 persons per unit). The town should improve its capability to review subdivision plans either through contractual services or an intergovernmental agreement with Kent County. Any annexed land should be interconnected to the existing street network within the town to facilitate the provision of town services and provide for sidewalks and bike paths to facilitate non-vehicular movement within town. The town should update the residential-use section of its Zoning Ordinance prior to annexing these properties.
- Properties in Short-Term Growth Area #3 would be annexed for commercial uses. The town should update the commercial-use section of its Zoning Ordinance prior to annexing these properties.
- Cheswold and Kent County should establish a Memorandum of Agreement to provide one another information on potential development proposals for the areas on Map 9 labeled *Area of Concern*.
- The town Council should closely monitor improvements to the Delaware Airpark and provide comment to DelDOT to try to minimize the impacts to the town from its expansion. Comments may include changes to the alignment of the runway to minimize the flight path over the town and improvements to the road network for accessing the airpark.
- The town should continue to discuss with Tidewater Utilities the feasibility and costs for developing a public water-supply system including fire hydrants for the areas in the town currently served by individual wells. The installation of fire hydrants in town would provide additional protection for the older structures in town.
- The town should continue to discuss with the Dover Department of Public Works the new developments within the town to ensure Dover's refuse collection vehicles have adequate access and capacity for collecting refuse in Cheswold.
- The future needs for providing and funding public safety services to the town's residents should be studied, including increased police and fire protection services. Access to all areas within the town by emergency vehicles should be continually reviewed.
- Residents have mentioned the need for an expanded Post Office to serve the current population of the town; with the anticipated growth the need for expansion will increase. The town should discuss with the U.S. Postal Service current plans that will increase the town's population and, if a new

facility is determined to be necessary, an attempt should be made to locate a suitable location within the town that can still be reached by pedestrians.

- The Council should consider creating a recreation committee to study alternatives for funding the development of a town park, including the availability of federal, state, and county funds for assisting with park development. Respondents to the questionnaire indicated that both active- and passive-recreational activities are desired.
- The town should work with DNREC and the Kent County Conservation District to ensure that stormwater management needs in the town are being met. All new development should include adequate stormwater-management facilities, and the town should be cautious in assuming any maintenance responsibilities for these facilities.
- The town should develop a procedure to ensure that all new roads constructed meet or exceed DelDOT's standards and define the process for the town to accept new roads for maintenance. The town will need a procedure for inspecting and repairing town-maintained roads and a budgeting process for funding street repairs.

3.2 Intergovernmental Coordination

Land-development activities occurring within Cheswold and on the lands within Kent County's jurisdiction surrounding the town will affect the quality of life of all of the people living and working in this regional area. Therefore, it would be of great benefit to both the town and the county to develop a more cooperative and open relationship. The town should contact Kent County and initiate discussions on matters for which the town may be interested in receiving assistance from Kent County, such as planning or administrative matters. Likewise, the county may find this enhanced relationship can help keep it informed of matters it may not be aware of occurring within the town and help keep those matters from adversely affecting residents on adjacent county lands.

Additionally, the town should maintain a good dialogue with the Delaware Office of State Planning Coordination (OSPC) and the professional planner the OSPC has designated as the Kent County Circuit Rider Planner. The Circuit Rider can help the town with a variety of issues, including assisting the town in updating its zoning ordinance, providing assistance with identifying the appropriate contact persons within state or county departments, identifying funding for programs developed to assist the municipalities in Delaware, and providing direction on alternatives to locating data and information the town may need in its efforts to apply for loans and grants.






Finally, the town should continue to maintain its relationship with the City of Dover. The city currently plays an important contractual role with the town, collecting refuse and directly billing the customers. In the future, the towns may find there are other services available from Dover or matters in which each municipality can provide mutual assistance (e.g., public safety). Although it has occurred on a larger scale, Dover has gone through some of the consequences of growth that Cheswold may soon experience and may be able to provide some guidance on alternatives for coping with the changes that will occur.

A formal Memorandum of Agreement between Cheswold and Kent County, and between Cheswold and Dover to mutually support one another is encouraged by this Plan.

APPENDIX A. MAPS

- Map 1. Aerial View
- Map 2. Roads and Boundaries
- Map 3. Existing Land Use Within Town
- Map 4. Zoning
- Map 5. Future Land Use Plan
- Map 6. Kent County Comprehensive Plan Land Use Within Study Area
- Map 7. State Strategy Designation Within Study Area
- Map 8. Environmental Features
- Map 9. Future Growth Areas and Proposed Land Use



-  Municipal Boundaries
-  Roads
-  Parcel Boundaries
-  Railroads
-  Hydrology

TOWN OF CHESWOLD, DELAWARE

Map 1. Aerial View

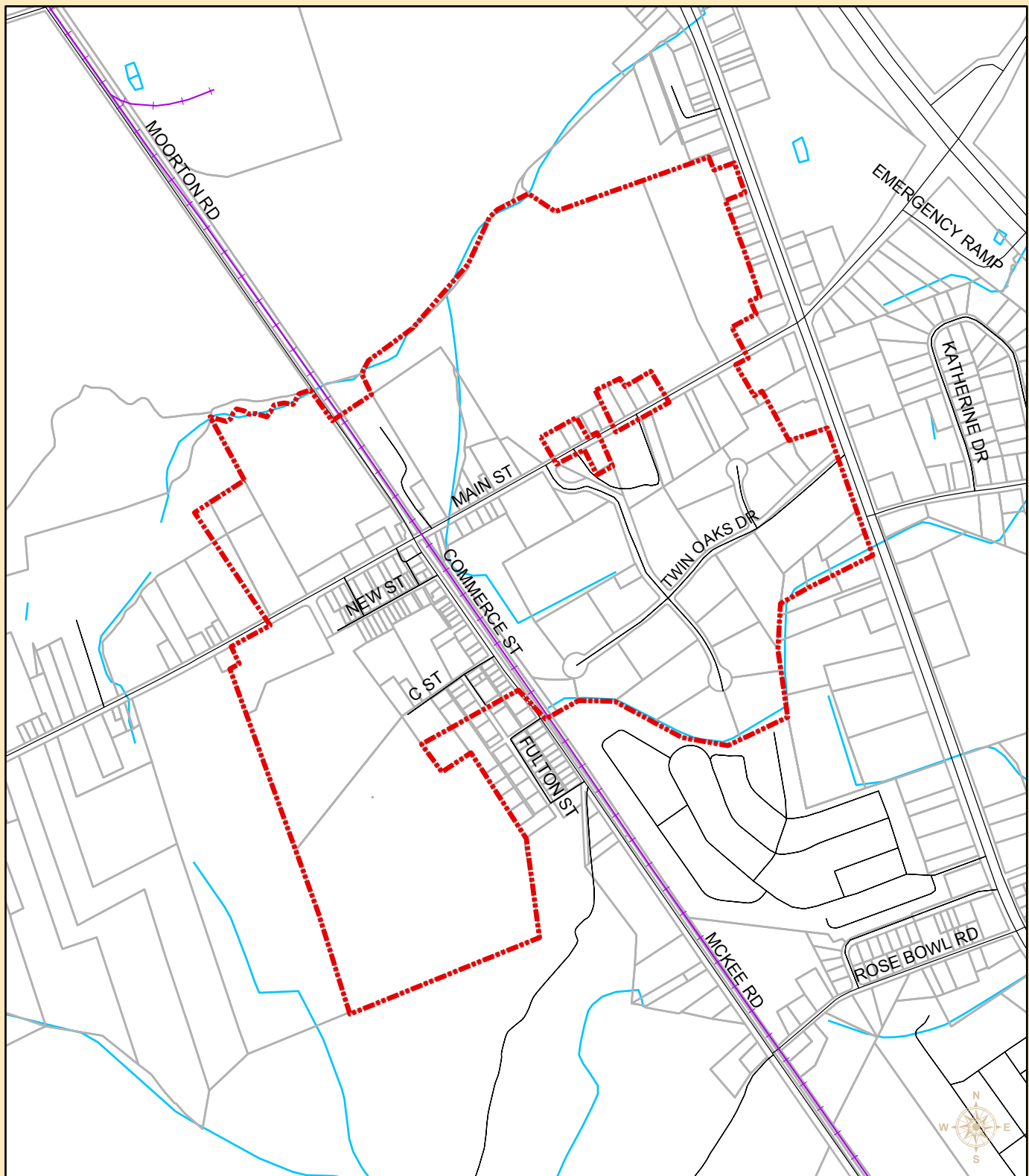
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



Sources:
 Parcels - Center For Applied Demography and Survey Research (CADSR), UD, 1997.
 Base map - Delaware Department of Transportation (CDOT), 2001. Created from Digital Orthophoto Quarter Quads (1997).
 Hydrology - USGS 7.5 Minute Series Topographic Maps. Created in cooperative agreement between the State of Delaware and the USGS (1991-1993).
 Digital orthophotography - Produced by Earth Data International in False Color Infrared at a scale of 1/2,400 with a 1 foot pixel resolution, March 2002.

Note:
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July 2003



-  Municipal Boundaries
-  Roads
-  Parcels
-  Railroads
-  Hydrology

TOWN OF CHESWOLD, DELAWARE

Map 2. Roads and Boundaries

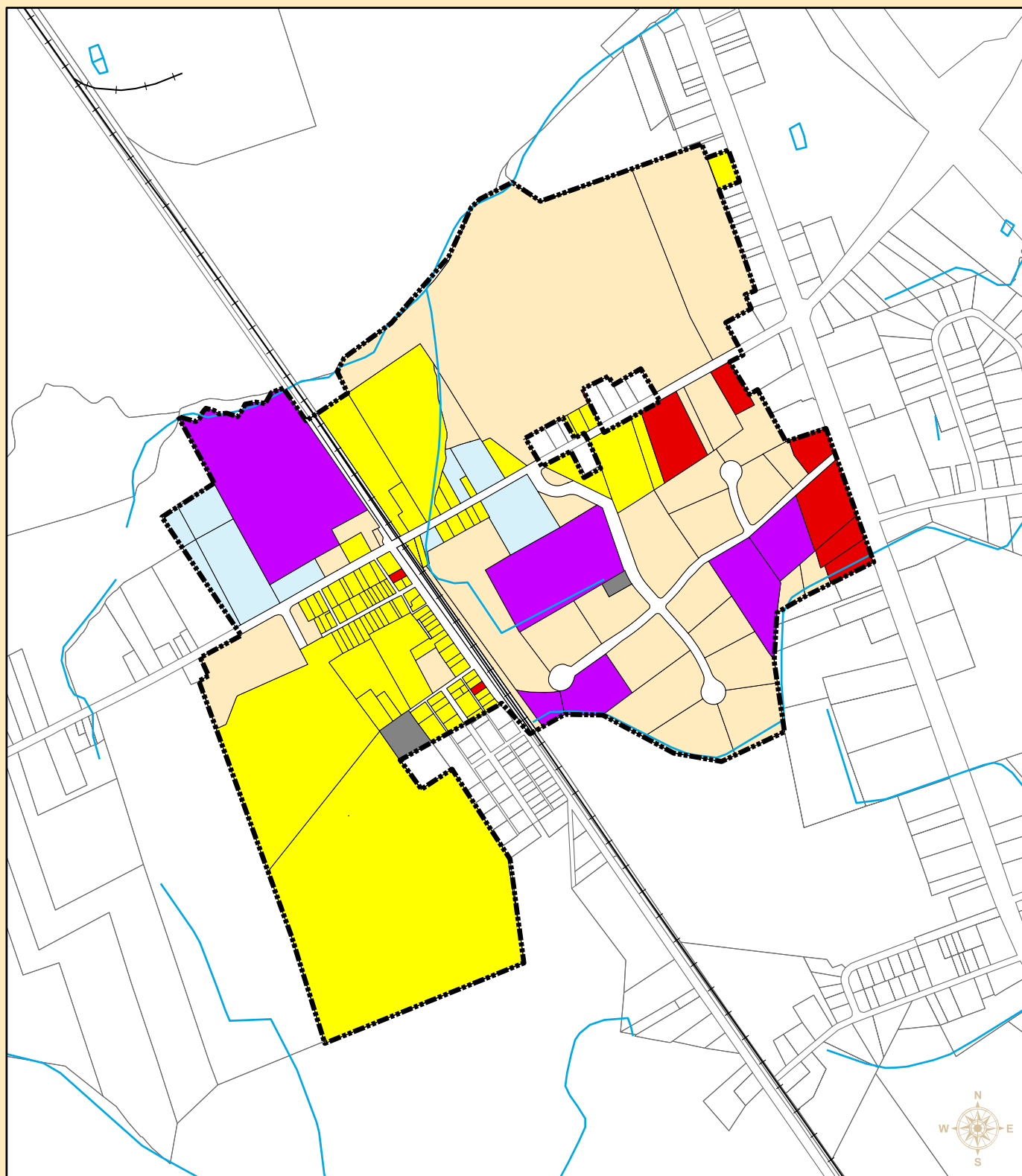
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Sources:
 Parcels - Center For Applied Demography and Survey Research (CADSR), UD, 1997.
 Base Map - Delaware Department of Transportation centerline file (1997) created from Digital Orthophoto Quarter Quads (1997).
 Hydrology - USGS 7.5 Minute Series Topographic Maps. Created in cooperative agreement between the State of Delaware and the USGS (1981-1993).

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July 2003





Land Use

- Residential
- Commercial
- Industrial
- Institutional
- Utility
- Vacant

- Municipal Boundaries
- Railroads
- Parcel Boundaries
- Hydrology

TOWN OF CHESWOLD, DELAWARE

Map 3. Existing Land Use within Town

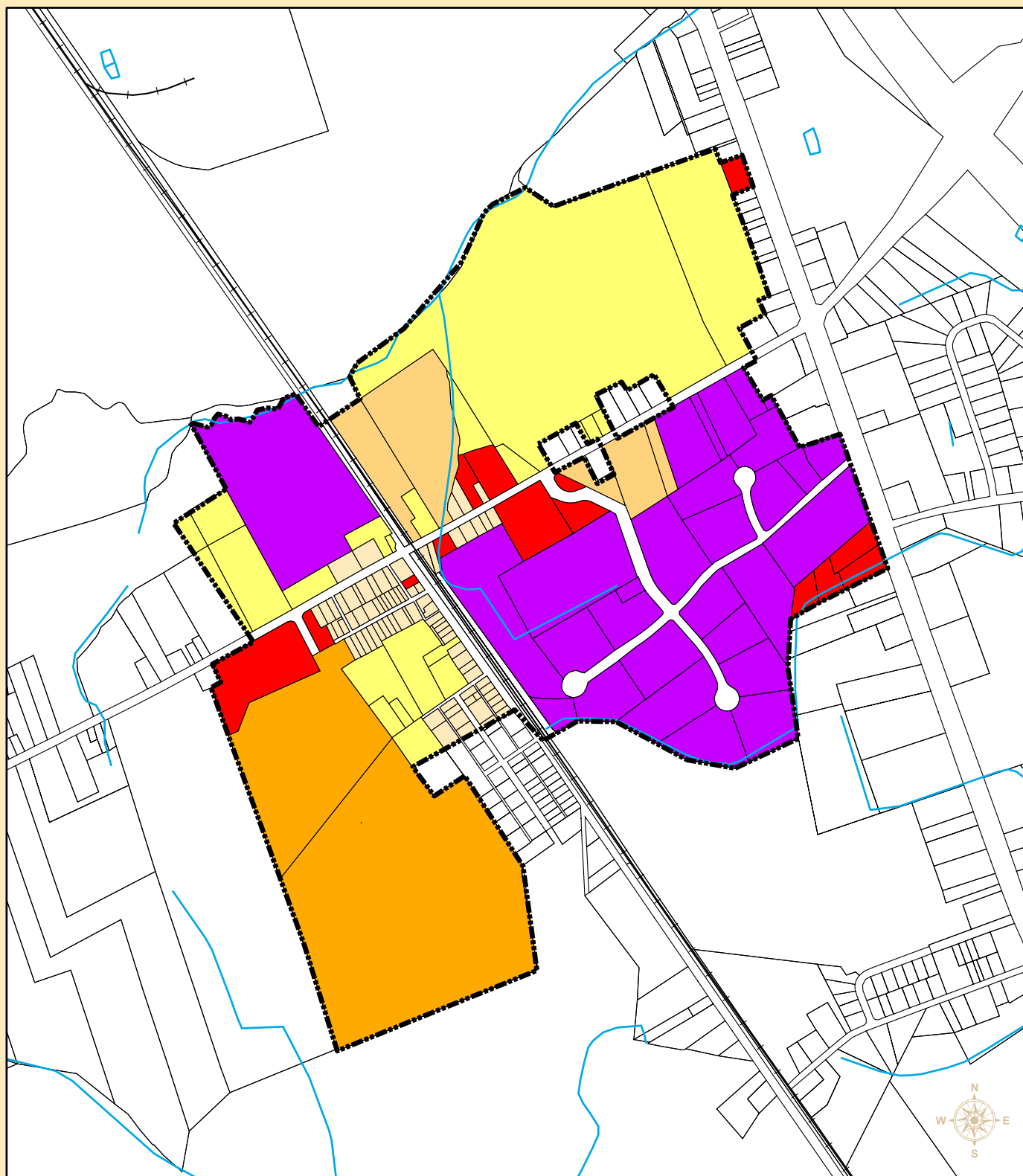
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Sources:
Existing Land Use - Determined by the Town of Cheswold Planning Commission, 2003.
Parcels - Center for Applied Demography and Survey Research (CADSR), UD, 1997.
Base map - Delaware Department of Transportation cartographic file (1997) created from
Digital Orthophoto Quarter Quads (1997).
Hydrology - USGS 7.5 Minute Series Topographic Maps. Created in cooperative
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July 2003





Zoning

- R-1 Single Family
- R-2 Single Family
- R-3 Mobile Park
- RMHC
- C-1 Commercial
- M-1 Industrial

- Municipal Boundaries
- Parcel Boundaries
- Railroads
- Hydrology

TOWN OF CHESWOLD, DELAWARE

Map 4. Zoning

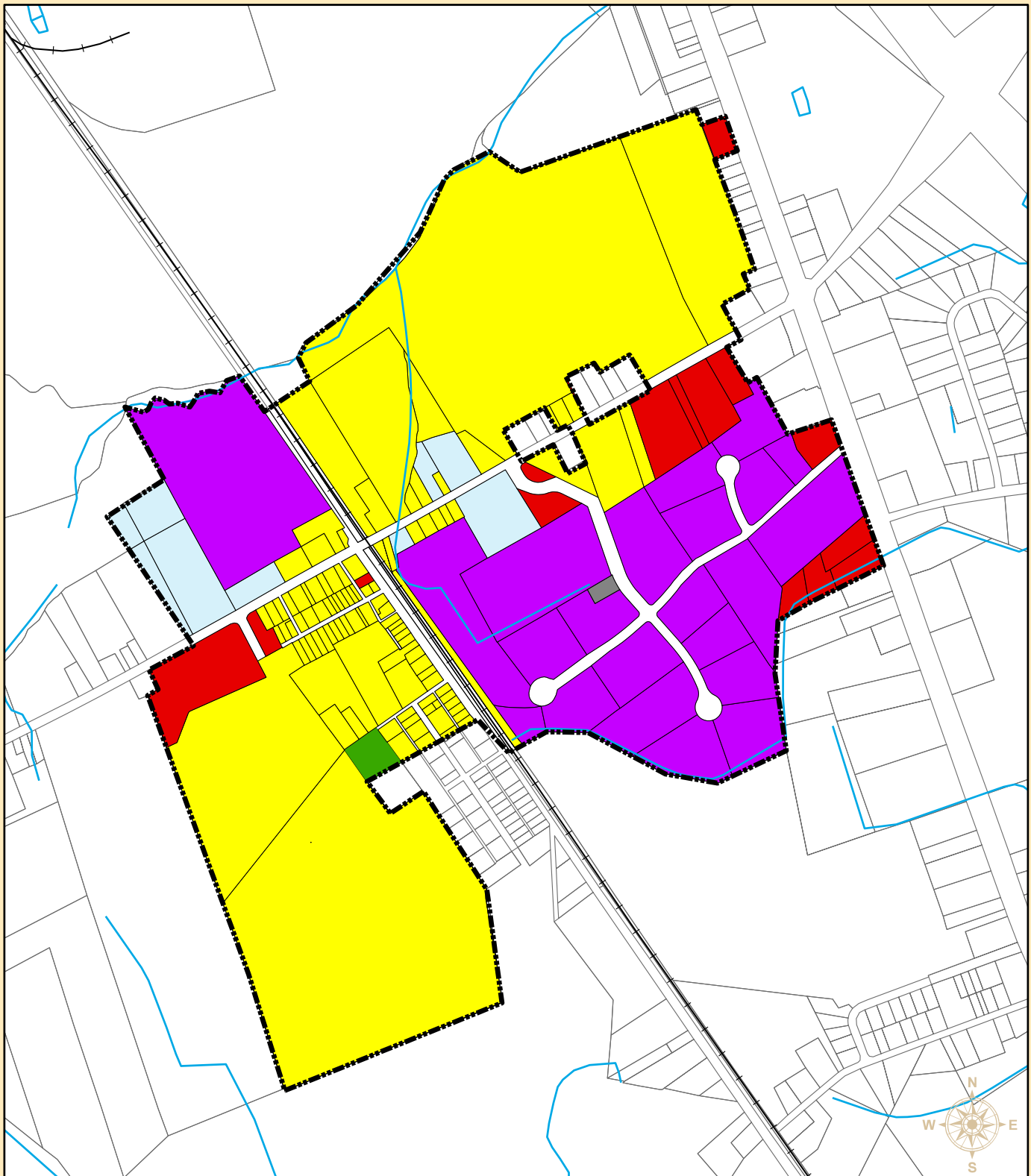
0 0.045 0.09 0.18 0.27 0.36 Miles

Sources:
Zoning - Town of Cheswold, Delaware, 2003.
Parcels - Center For Applied Demography and Survey Research (CADSR), UD, 1997.
Base map - Delaware Department of Transportation centerline file (1997) created from Digital Orthophoto Quarter Quads (1997).
Hydrology - USGS 7.5 Minute Series Topographic Maps. Created in cooperative agreement between the State of Delaware and the USGS (1991-1993).

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Land Use

- | | |
|---|---|
| Residential | Municipal Boundaries |
| Commercial | Railroads |
| Industrial | Parcel Boundaries |
| Park | Hydrology |
| Institutional | |
| Utility | |

TOWN OF CHESWOLD, DELAWARE

Map 5. Future Land Use Plan

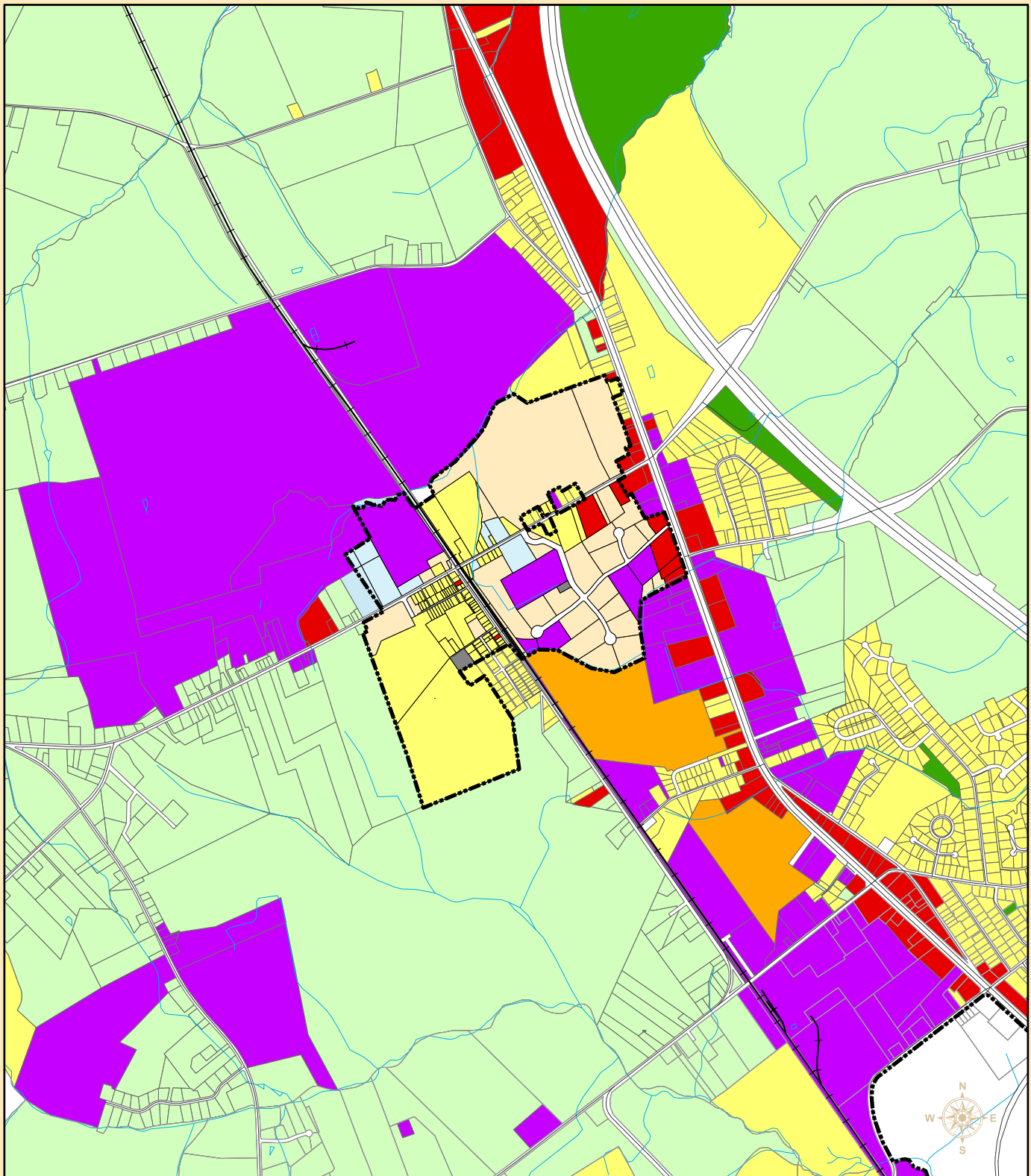
0 0.05 0.1 0.2 0.3 0.4 Miles

Sources:
Future Land Use - Determined by the Town of Cheswold and the Institute for Public Administration, University of Delaware, 2005.
Parcels - Center For Applied Demography and Survey Research (CADSR), UD, 1997.
Base map - Delaware Department of Transportation centerline file (1997) created from Digital Orthophoto Quarter Quads (1997).
Hydrology - USGS 7.5 Minute Series Topographic Maps. Created in cooperative agreement between the State of Delaware and the USGS (1991-1995).

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Existing Land Use within Town

- Residential
- Commercial
- Industrial
- Institutional
- Utility
- Vacant

Kent County Land Use

- Low Density
- Medium Density
- High Density

- Commercial
- Industrial Use
- Open Space Use
- Municipal Boundaries
- Roads
- Parcel Boundaries
- Railroads
- ~ Hydrology

TOWN OF CHESWOLD, DELAWARE

Map 6. Kent County Comprehensive Plan Land Use within Study Area

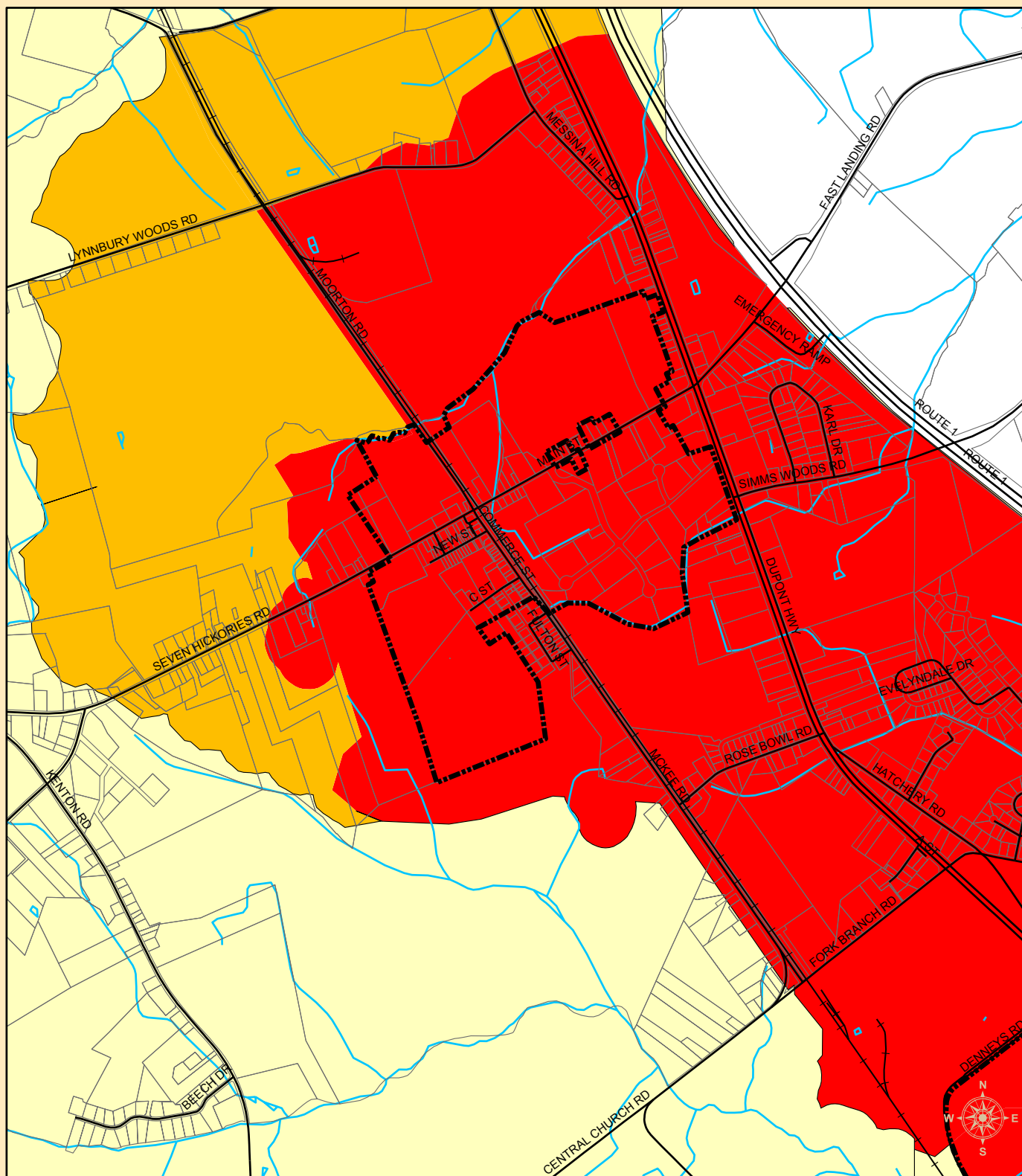
0 0.1 0.2 0.4 0.6 0.8 Miles












Sources:
Kent County Land Use - extracted from Kent County web site. Comprehensive Plan adopted March 23, 2002.
Parcels - Kent County Planning Department, 2002.
Base map - Delaware Department of Transportation centerline file (1997) created from Digital Orthophoto Quarter Quads (1997).
Hydrology - USGS 7.5 Minute Series Topographic Maps. Created in cooperative agreement between the State of Delaware and the USGS (1991-1993).

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- | | | | |
|---|---------------------------|---|----------------------|
|  | Agricultural Districts |  | Municipal Boundaries |
|  | Community |  | Railroads |
|  | Developing Area |  | Roads |
|  | Environmentally Sensitive |  | Parcel Boundaries |
|  | Secondary Developing Area |  | Hydrology |
|  | Rural | | |

TOWN OF CHESWOLD, DELAWARE

Map 7. State Strategy Designation within Study Area

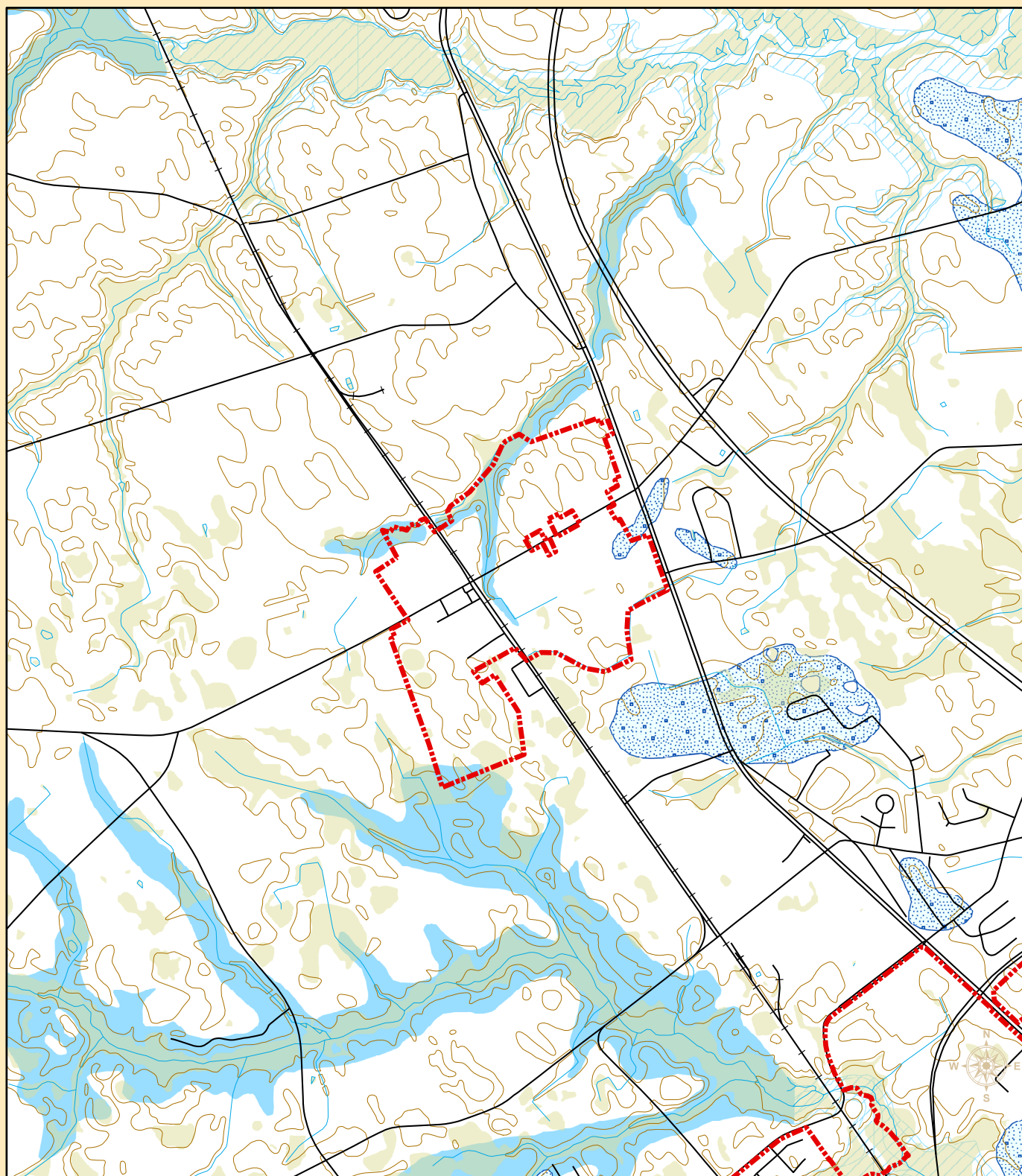
0 0.1 0.2 0.4 0.6 0.8 Miles










Sources:
State Investment Strategies - Office of State Planning and Coordination, 2002.
Agricultural Districts - Delaware Department of Agriculture, February, 2002.
Parcels - Center For Applied Demography and Survey Research (CADSR), UD, 1997.
Base map - Delaware Department of Transportation centerline file (1997) created from Digital Orthophoto Quarter Quads (1997).
Hydrology - USGS 7.5 Minute Series Topographic Maps. Created in cooperative agreement between the State of Delaware and the USGS (1991-1993).

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- | | |
|---|---|
|  Municipal Boundaries | Flood Plains |
|  Roads |  Zone A |
|  Railroads |  Zone AE |
|  Hydrology | |
|  10' Contour Elevations | |
|  Statewide Wetlands (SWMP) | |
|  Excellent Recharge Areas | |

TOWN OF CHESWOLD, DELAWARE


Map 8. Environmental Features

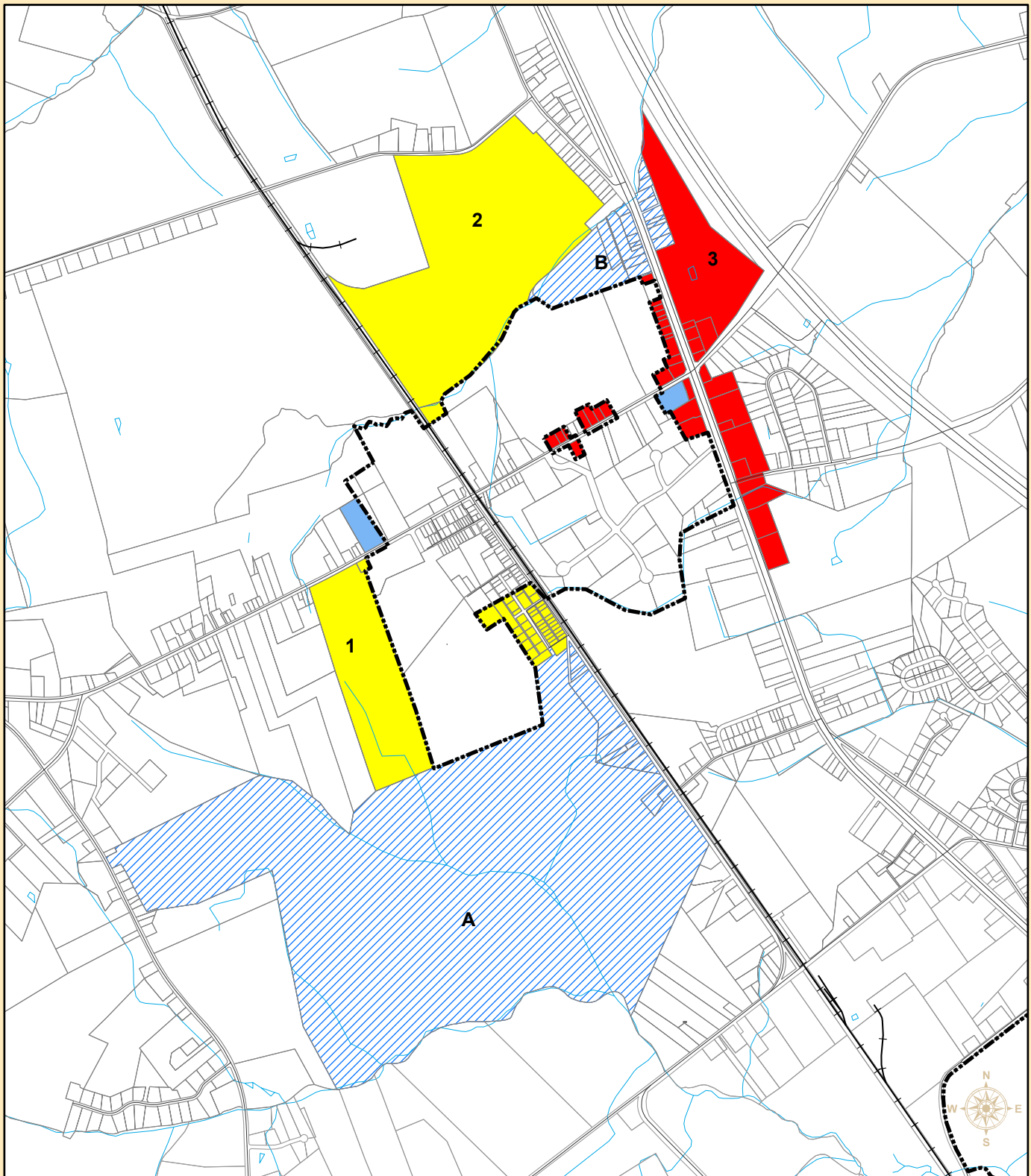
0 0.1 0.2 0.4 0.6 0.8 Miles

Sources:
 Flood Plains - Federal Emergency Management Agency (FEMA)
 Excellent Recharge Areas - Delaware Department of Natural Resources and Environmental Control, 2001.
 Wetlands - Delaware Department of Natural Resources and Environmental Control (DNREC), Statewide Wetlands Mapping Project, 2000.
 Hydrography - Extracted from USGS Topographic Map Series, Delaware Geologic Survey, 2000.
 Municipal Boundaries - Office of State Planning and Coordination (OSPC), 2003.
 Base map - Delaware Department of Transportation centerline file (1987) created from Digital Orthophoto Quarter Quads (1997).
 Hydrology - USGS 7.5 Minute Series Topographic Maps. Created in cooperative agreement between the State of Delaware and the USGS (1991-1993).

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- | | |
|-------------------------|-------------------|
| Municipal Boundaries | Parcel Boundaries |
| Short Term Growth Areas | Railroads |
| Proposed Residential | Hydrology |
| Proposed Commercial | |
| Proposed Institutional | |
| Area of Concern | |
| Roads | |

TOWN OF CHESWOLD, DELAWARE

Map 9. Future Growth Areas and Proposed Land Use

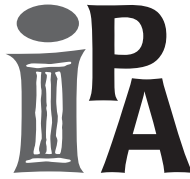
0 0.1 0.2 0.4 0.6 0.8 Miles

Sources:
Growth Areas - Town of Cheswold Planning Commission and the Institute for Public Administration
University of Delaware, 2003.
Parcels - Kent County Planning Department, 2002.
Base map - Delaware Department of Transportation centerline file (1997) created from Digital
Orthophoto Quarter Quads (1997).
Hydrology - USGS 7.5 Minute Series Topographic Maps. Created in cooperative
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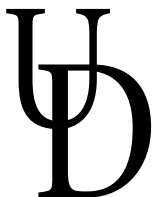


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