
Town of Bridgeville Comprehensive Plan

*approved by the Commissioners of Bridgeville
February 2002*

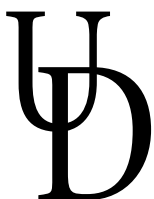


**institute for
Public
Administration**

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

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The Institute for Public Administration (IPA) links the research and resources of the University of Delaware with the management, information, and leadership needs of schools and 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. IPA's wide range of program areas includes civic education, conflict resolution, health-care policy, land-use planning, local, state and international government, school leadership, water resources, and women's leadership. IPA's main office is on the University's Newark campus in 180 Graham Hall. Jerome Lewis is the director of the Institute and can be reached at 302-831-8971.



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The Town of Bridgeville Comprehensive Plan

**Approved by the
Commissioners of Bridgeville**

February 2002

Prepared by the Town of Bridgeville
Planning Commission

with assistance from the

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

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Town, County, and State Officials

Town of Bridgeville

Commissioners of Bridgeville

Mr. Joe Conaway, President of Commission
Mrs. Patricia Correll, Commissioner
Mr. Earl Greason, Commissioner
Mr. Bill Jefferson, Commissioner
Mrs. Margaret Sipple, Commissioner

Planning Commission

Mr. Howard Hardesty, Chairman
Mr. Kevin Carson, Secretary
Mr. Charles Hawk, Planning Commissioner
Mr. Jeff Scott, Planning Commissioner
Mr. John Shockley, Planning Commissioner
(Commissioners Conaway and Greason are also on the Planning Commission)

Town Staff

Ms. Alma Fleetwood, Town Secretary
Ms. Watha Hostetler, Town Clerk
Mr. Allen Parsons, Chief of Police

Sussex County

Mr. Finley Jones, County Council Member, Second District
Mr. Robert Stickles, County Administrator
Mr. Lawrence Lank, County Planning Director

State of Delaware

The Honorable Ruth Ann Minner, Governor
The Honorable Thurman Adams, Jr., Senator, Nineteenth District
The Honorable J. Benjamin Ewing, Representative, Thirty Fifth District
Ms. Constance Holland, AICP, State Planning Coordinator

Institute for Public Administration

This plan was prepared by the Institute for Public Administration of the College of Human Resources, Education and Public Policy at the University of Delaware. The Institute 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. The Institute 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. David L. Edgell, AICP served as project manager. In this role he coordinated the efforts of the staff, was the Institute liaison with officials and staff from the Town of Bridgeville, and was the primary author of the plan text. The Water Resources Agency developed the maps and Geographic Information System for the plan.

Institute Director

Jerome R. Lewis, Ph.D.

Bridgeville Comprehensive Plan Team

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Hans Medlarz, Davis, Bowen & Friedel, Inc. (Infrastructure Plan)
Annie Williams, Davis Bowen & Friedel, Inc. (Infrastructure Plan)

The Authority to Plan

The preparation of a comprehensive development plan is the legal responsibility of the town of Bridgeville planning commission under Delaware enabling legislation. Title 22 of the Delaware Code Chapter 7 Section 702 specifies that

"[a] planning commission established in any incorporated city or town under this chapter shall make a comprehensive development plan for the development of the entire area of such city or town or of such part or parts thereof as said commission may deem advisable."

Section 702 also establishes the contents of such a comprehensive development plan as the following:

"Such comprehensive development plan shall show, among other things, existing proposed public ways streets bridges, tunnels, viaducts, parks, parkways, playgrounds, sites for public buildings and structures, pierhead and bulkhead lines, waterways, routes of railroads and buses, locations of sewers, water mains and other public utilities, and other appurtenances of such a plan including certain private ways."

Section 703 provides additional legal authority for the planning commission as stated:

"The planning commission shall have the full power and authority to make such investigations, maps and reports of the resources, possibilities and needs of the city or town as it deems desirable..."

In 2000, the President and Commissioners of the Town of Bridgeville received a Limited Funding Pool of the Infrastructure Planning Assistance Fund grant from the Governors' Cabinet Committee on State Planning Issues. The following excerpts from the grant application define the requirements for the grant:

"The Comprehensive Plan for the Town of Bridgeville will include an analysis of the Town's demographic data as well as a statement of the Town's position on growth, expansion of its boundaries, development of adjacent areas outside the Town of Bridgeville, potential for redevelopment and revitalization within the Town, and the overall character of the Town. The Comprehensive Plan will also address critical community issues, including the condition and adequacy of transportation infrastructure, water and wastewater facilities, affordable housing, health and welfare services, public safety, recreation and open space, and economic development.'

Summary of the Planning Process

In 1999 the Town of Bridgeville contacted the University of Delaware's Institute for Public Administration and requested assistance with general planning issues within the town. After several initial meetings, the University assisted the town in forming a Planning Commission. Through this process it was noted that the town lacked a comprehensive plan to guide its future growth and development decisions in a coordinated manner.

In February of 2000 the Town contracted with the University of Delaware to develop this document, the Bridgeville Comprehensive Plan. The University held an initial public meeting on May 8, 2000. Town officials and local residents were prompted to identify planning issues, areas with development potential, and ideas for the future of Bridgeville.

A public participation workshop was held on September 21, 2000 to engage the public in the planning process. A report detailing the results of this workshop was prepared and presented to the Planning Commission in December of 2000.

The Planning Commission and the Institute for Public Administration continued working on the plan document throughout 2001. A draft of Part 1 of the plan was prepared and reviewed by the Commission in May of 2001, and a full draft plan was presented to the Commission in July. The Planning Commission had many comments which were reviewed, edited, and integrated into a final DRAFT plan in November. A public presentation of the DRAFT Town of Bridgeville Comprehensive Plan was held on November 29, 2001.

On November 30, 2001 the plan was submitted to the Delaware Office of State Planning Coordination for review under the provisions of the Land Use Planning Act (LUPA), as well as the new plan review guidelines adopted as part of Governor Minner's Livable Delaware program. This plan was presented to a special meeting of the State's Planner's Technical Advisory Committee (PTAC) on December 17th, 2001, allowing the President of the Commission and the Planning Commission Chair the opportunity to discuss the plan directly with the State Planning Coordinator and the relevant agency planners. The State Planning Coordinator sent a letter detailing the State's LUPA comments to Bridgeville on December 27th, followed by a letter on January 14, 2002 which certified that the plan is consistent with the State Planning Strategies. These letters are provided at the end of this document as an appendix.

The Planning Commission held a public hearing on the DRAFT Plan on January 9, 2002. At that meeting they heard comments from the public, and considered the State's LUPA comments. Several revisions were made to the plan and map series in order to address concerns from both the State and local residents. The Planning Commission voted to adopt the plan, with revisions, that night and forwarded it to the Town Commission for review. The Town Commission conducted a first reading of the ordinance adopting the plan on January 17th, and held another public hearing on the DRAFT plan on January

24th. The plan was adopted by the Town Commission at their meeting on February 11, 2002.

Part 1

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Chapter 1-1 Introduction

Preface

The Town of Bridgeville Comprehensive Plan has several purposes. The planning project that led to the creation of this document was initiated by the town in response to a variety of growth, development, transportation, and annexation issues that highlighted the need for a land use plan.

The Plan serves as an official statement about the future of the town. First and foremost, the Plan is a unified advisory document to the Commissioners and the Planning Commission on land use and growth issues. It should be used to guide future development decisions, rezonings, annexations, and capital improvements throughout the town.

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 Bridgeville and its policies for future land use decisions. Potential new residents can use the document as an informational resource about the town, its characteristics, and facilities to help them make decisions about moving to Bridgeville. This document contains the most current information on population, transportation, housing, employment, and the environment, which will be of interest to land developers, economic development professionals, and financiers.

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

Location

Bridgeville is located in the northwestern portion of Sussex County along the Route 13 corridor. It is approximately 28 miles south of Dover, 30 miles west of Rehoboth, 30 miles east of Easton, Maryland, and 26 miles north of Salisbury, Maryland. Route 404, which is a primary route from central Maryland to Sussex County, also traverses the town. The town is located within a division of land historically known as the “Northwest Fork Hundred.” The town is the center of a large agricultural region, and is connected by railroad and highway to larger markets in northern Delaware, Pennsylvania, Maryland, and beyond.

History of Bridgeville

Bridgeville is one of the oldest surviving communities in western Sussex County. Originally the site of an Indian village, the land on which Bridgeville was founded was part of the original land grant given to Lord Baltimore. The land the town is located on was part of Maryland until 1776, when the boundary between the two states was reconciled. The Town of Bridgeville began in 1730 as an English settlement known as “Bridgeville Branch,” the name given to a few scattered homes built along what is now Main Street. The name was retained until January 30, 1810, when an act of the General Assembly changed the name of the village in the Northwest Fork Hundred, known as Bridgeville Branch, to Bridgeville.

In the early 1800s, the town had become somewhat of a commercial center in the region. Prior to 1816, Bridgeville was the largest town in western Sussex County, and is said to have contained two taverns, three stores, a carpenter’s shop, and a tailor’s shop. In 1812 the town became the center of political activity as well, when a tavern in the village was selected as the voting place for the people of the Northwest Fork Hundred, which included the area of northwestern Sussex County that lies west of the Northwest Fork of the Nanticoke River.

Bridgeville was politically prominent in the 1800s. In addition to the town’s regional importance, town residents became quite involved in state politics at the highest levels. No fewer than five Delaware governors have hailed from this small town; Captain John Collins (1822), Charles Polk (1826), Peter Coursey (1854), William Cannon (1862), and Simeon Pennewell (1909).

It was William Cannon who gave Bridgeville its current layout. In the years before he became Governor, Mr. Cannon was a local businessman and land developer. In the late 1850s he laid out part of his sizable real estate holdings into a series of rectilinear blocks and alleys. Lots of equal sizes were sold, and a variety of buildings were subsequently constructed.

Bridgeville, possessing some of the best soil in the county, is chiefly an agricultural area. However, prior to the introduction of the railroad Bridgeville farmers had no way to conveniently ship their product, as there were no navigable waterways. The town’s economic status was further enhanced when the railroad came through the town in the late 1850s (either 1856 or 1858). The railroad brought new commerce to the area, and the town began to develop steadily after this time. In 1871 Bridgeville incorporated as a town. At the time of its incorporation Bridgeville had two schools, six general stores, two hardware stores, one drug store, one clothing store, one shoe store, three grocery stores, three millinery stores, and one newsstand.

Ten years later, the Cannon Family organized the H.P. Cannon & Son produce packing plant, which continues to occupy a prominent place in the industry of the town. Much of the acreage in northwestern Sussex County is involved in the production of crops that the

plant packs. The town has earned national recognition as a produce-growing center, and was once known as the June Strawberry Capital of the Nation.

The truck replaced the railroad as a means of transportation, and the nature of Bridgeville's industry began to change. Henry Hulliger began to experiment with the possibility of refrigeration. His early attempts eventually led to the development of a refrigerated truck, the same type that are used today. Bridgeville began to grow a larger number of perishable goods, such as sweet potatoes, peaches, and apples. Eventually, the advent of refrigerated trucks led to much of the industry that is present in Bridgeville today, including the famous Rapa Scrapple Company. Today, Bridgeville remains an agriculturally oriented community, with the majority of its industry dedicated to the processing and distribution of agricultural goods.

Bridgeville's residents have an understanding of the important history of their town and have taken steps to preserve it. The Bridgeville Historic Society maintains a museum of local artifacts in the restored firehouse at 102 William Street. In the early 1990s the group was instrumental in making an application to the National Park Service for the creation of the Bridgeville Historic District. The district was approved in April 1994 and placed on the National Register of Historic Places. Bridgeville's Historic District encompasses a large area of residences and some commercial structures centered on the area southwest of Market Street. A map of the Historic District is provided in the Map Appendix at the end of this document. In addition to the historic district, there are three individual structures on the National Register: The Sudler House on North Main Street, which dates to the 1730s, the Library on Market Street (originally a church), which dates to 1866, and the restored Fire House on William Street, which dates to 1911.

Bridgeville holds two annual community events to highlight its unique history. The Apple Scrapple festival is held on the second weekend in October. The festival highlights the town's apple orchards and scrapple production with a variety of food vendors, crafts, musical performances, and other entertainment. There have been as many as 35,000 people attending the event in recent years. The annual Christmas in Bridgeville is held on the first Saturday in December. This event includes a craft show and home tour.

Chapter 1-2 Community Profile

Introduction

This chapter outlines data on population, demography, housing, and economic conditions. Where appropriate, comparisons are also made to Sussex 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.

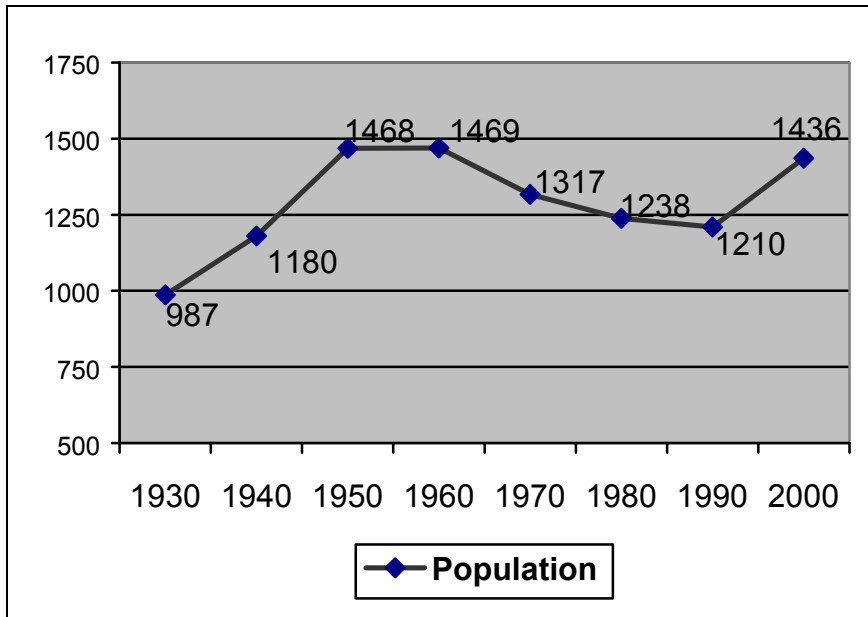
Total Population

The United States Census indicates that from 1930 to 1990 while the population in the state and the Sussex County has been increasing, the population in Bridgeville has shown more variations. The town's population peaked at approximately 1,400 in the 1950s and 1960s and then steadily declined through 1990.

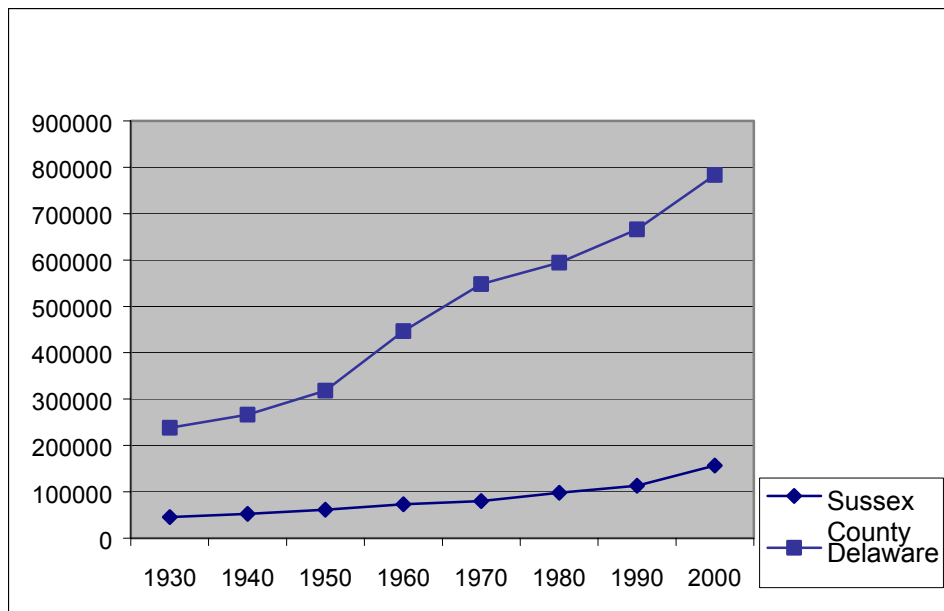
In 1990 there were 1,210 persons living in the town of Bridgeville. The total population for Sussex County was 113,229, and 666,168 for the State of Delaware. Compared with the population in 1980, there was a decrease of 2.26% for the town, an increase of 15.5% for Sussex County, and an increase of 12.1% for the State of Delaware. Bridgeville also showed negative population growth between 1970 and 1980: the growth rate was -6.0%, as compared to 22.0% for Sussex County and 8.4% for the State of Delaware.

The Census Bureau recently released some basic data from the 2000 Census for legislative redistricting purposes. The 2000 Census indicates that Bridgeville's population increased by 18.6% to 1,436. This represents an increase of 226 persons. During the 1990s Bridgeville annexed a number of properties, including some existing single family houses and an apartment complex. These annexations, along with an increase of new residents, have contributed to this increase.

During the 1990s the State of Delaware grew by 17.3% to 783,600, and Sussex County grew by 38.3% to 156,638. Bridgeville grew a bit faster than the State as a whole but not as rapidly as Sussex County.

Chart 1. Bridgeville Population Trends

Source: US Census 1930 to 2000. Compiled by IPA

Chart 2. Sussex County and Delaware Population Trends

Source: US Census 1930 to 2000. Compiled by IPA

Population Projections

Assuming that the town does not annex a significant amount of new territory, it is possible to estimate the future population. However, projections for populations as small as Bridgeville's are very difficult to prepare accurately. The small size of the population makes it likely that slight inaccuracies or data errors in the current Census figures may become very large errors when projected into the future. ***These projections should not be considered accurate or binding, and should be relied upon with caution.***

We have prepared two very simple population projections for Bridgeville. The first method is a conservative projection we have labeled the "Low Projection." The University of Delaware, Center for Applied Demography and Survey Research prepares a series of population projections for the Delaware Department of Transportation based on small geographic areas called "Modified Grids." These projections are used for transportation planning purposes. We have selected a group of modified grids that correspond to the area surrounding the town.

The population of the Bridgeville Area is estimated to be 3,361 in the year 2000. Bridgeville's population in 2000 (1,436) is 42.7% of the Bridgeville Area. Table one depicts the Low Projection, which assumes that the town will continue to make up 42.7% of the Bridgeville Area through the year 2020.

Table 1. Bridgeville Low Population Projection – Town as 42.7% of the Bridgeville Area

	2000	2010	2020
Bridgeville Area	3361	3534	3659
Town (42.7%)	1436	1470	1562
Pop. Increase	***	+ 34	+ 92

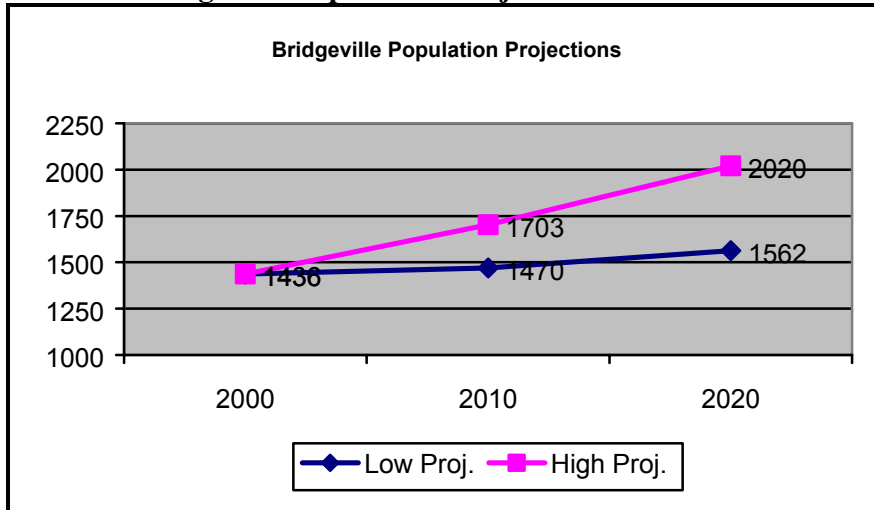
Sources: US Census, 2000; Draft Population, Household, and Employment Projections for Sussex County, prepared by the Center for Applied Demography and Survey Research at the University of Delaware under contract with the Delaware Department of Transportation. Projection by IPA.

The second population projection is called the "High Projection." In this projection, we have assumed that the growth rates for each decade will be 18.6%, which was the town's rate of population growth between 1990 and 2000.

Table 2. Bridgeville High Population Projection – 18.6% Decennial Growth Rates

	2000	2010	2020
Population	1436	1703	2020
Pop. Increase	***	+ 267	+317

Source: US Census 1990 and 2000. Projection by IPA.

Chart 3. Bridgeville Population Projections

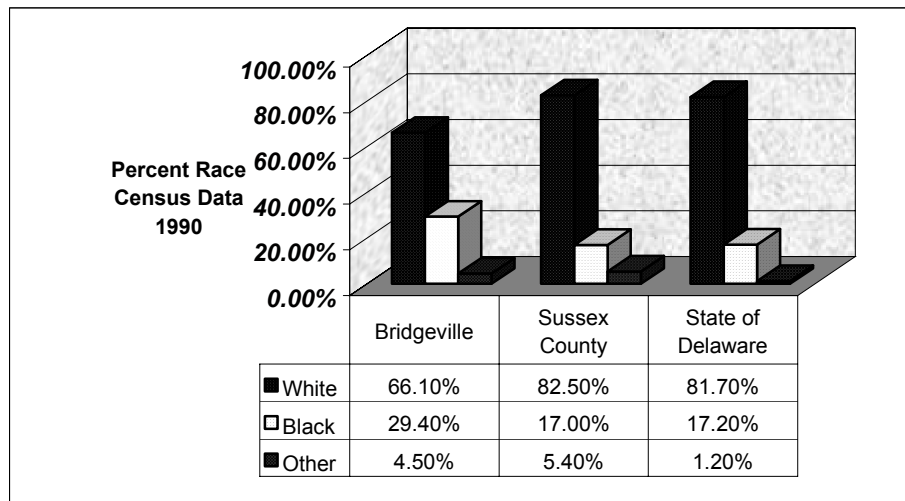
Sources: US Census, 1990 and 2000; Draft Population, Household, and Employment Projections for Sussex County, prepared by the Center for Applied Demography and Survey Research at the University of Delaware under contract with the Delaware Department of Transportation. Projections by IPA.

It appears reasonable to assume that Bridgeville's population will grow to between 1,562 and 2,020 over the course of the next 20 years. This assumes that the town's boundaries will stay relatively static over this time period. Bridgeville's population could increase if the town annexes adjacent land that is then developed as residential units.

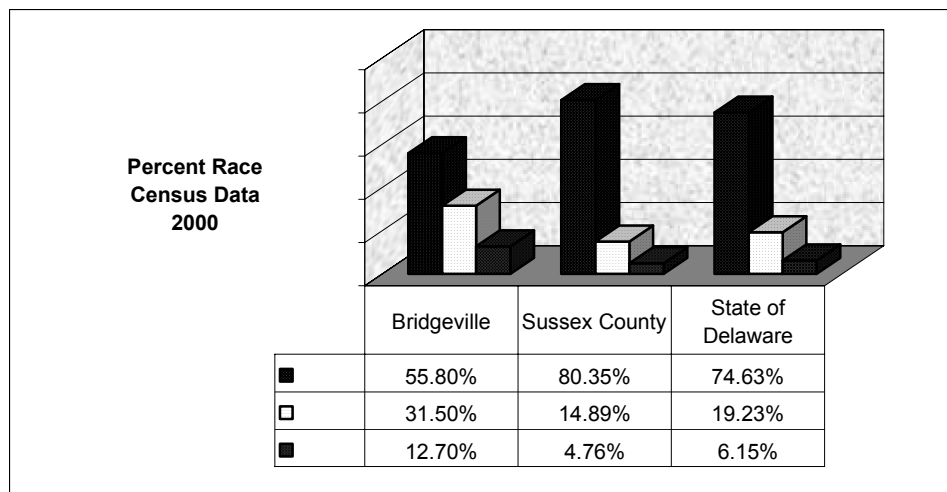
Racial Composition

In 1990 Sussex County and the State of Delaware showed a very similar racial composition: Sussex County's population included 82.5% white, 16.96% black, and 0.54% other; and the State of Delaware's population included 81.68% white, 17.17% black, and 1.15% other.

Bridgeville was somewhat more diverse than either the county or the State in 1990: a lower percentage of white residents and higher percentage of black residents and people of other races (66.06% white, 29.44% black, and 4.50% other) lived in the Town of Bridgeville when the 1990 Census was taken.

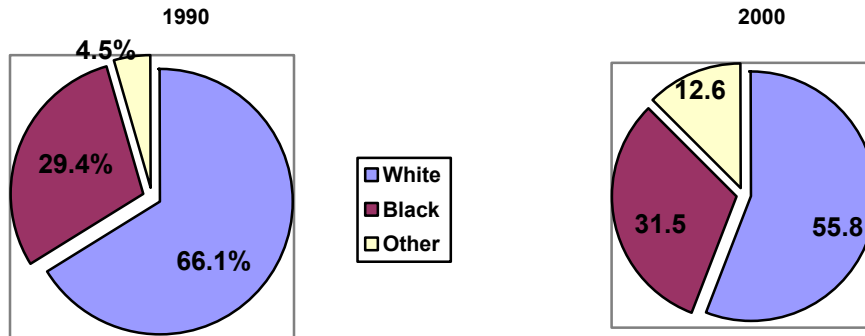
Charts 4. 1990 Racial Composition of Bridgeville, Sussex County, and Delaware

Source: US Census, 1990

Charts 5. 2000 Racial Composition of Bridgeville, Sussex County, and Delaware

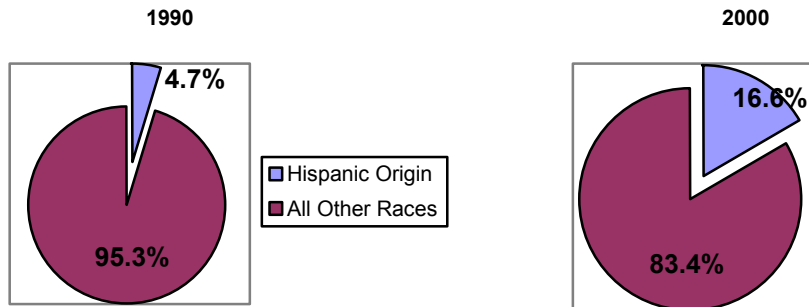
Source: US Census, 2000

The recently released Census 2000 Redistricting Data indicates that Bridgeville has become even more diverse during the 1990s. The white population has decreased from 66.1% to 55.8%. The population of black residents has increased from 29.4% to 31.5%, and those of other races have increased from 4.5% to 12.6%.

Charts 6 and 7. Change in Bridgeville's Racial Composition 1990-2000

Source: US Census, 1990 and 2000

Bridgeville's Hispanic population has also grown during the 1990s. In the 1990 Census there were 57 persons of Hispanic origin living in Bridgeville. The Hispanic population had grown to 239 by the year 2000 or about 16.6% of the town's population. Persons of Hispanic origin may be of any race.

Charts 8 and 9. Bridgeville's Hispanic Population in 1990 and 2000

Source: US Census, 1990 and 2000

Table 3. Hispanic Population Growth and Comparison – 1990 and 2000

	Bridgeville		Sussex County		State of Delaware	
	1990	2000	1990	2000	1990	2000
Population	57	239	1221	6915	15151	37277
Percent (of total population)	4.7%	16.6%	1%	4.4%	2.2%	4.8%

Note: Persons of Hispanic Origin may be of any race

Source: US Census, 1990 and 2000

Age Profile

Bridgeville has a somewhat younger population than either the State of Delaware or Sussex County. In 1990, School age children (ages 5-17) accounted for 239 residents, with a total child population (ages 0-17) of 317, or 26.4 % of all residents. The population of children was slightly less in both Sussex County and the State of Delaware (23.9% and 24.5% respectively). By the year 2000, the population of school aged children and young adults had decreased to 304, or 21.2% of the total population. This was roughly equivalent to the State of Delaware (21.3%) but more than Sussex County (20%).

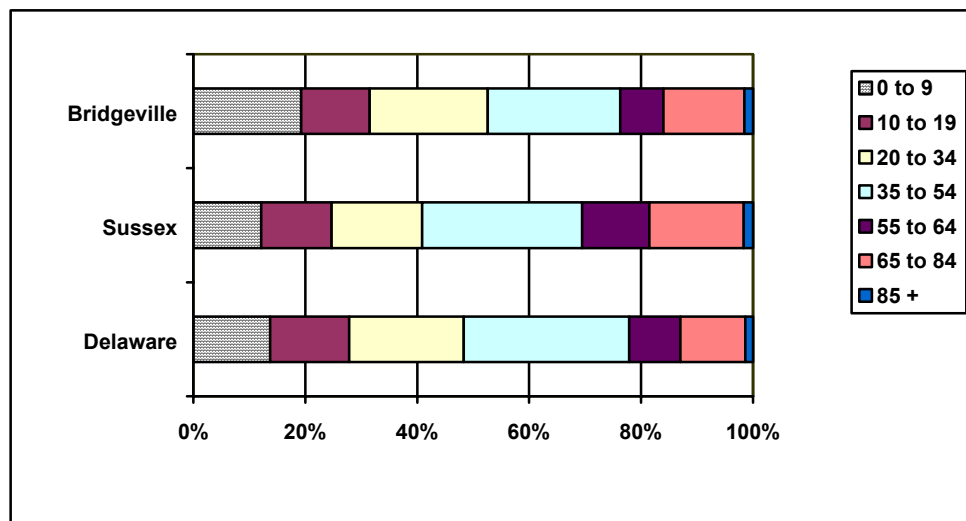
The population of young working aged adults appeared to be concentrated in Bridgeville in 2000. There were 303 individuals in this age group, which represented 21.1% of the total population in the town. There were relatively fewer individuals in this age group in Sussex County (16.2%) and the State (20.5%).

The median age of Bridgeville residents was 34.4 years of age in 1990, 2 years younger than that for Sussex County (36.4) and 1.5 years older than that of the State of Delaware (32.9). Data from the 2000 Census demonstrated that the median age in Bridgeville has decreased to 33.3 years of age, while the median age has increased in both the State (36 years of age) and Sussex County (41.1 years of age).

Table 4. Age Profiles for Bridgeville, Sussex County, and Delaware, 2000

Age	Delaware		Sussex County		Town of Bridgeville	
	Number	Percent	Number	Percent	Number	Percent
<5	51,531	6.6%	9,009	5.8	148	10.3
5-9	55,813	7.1	9,960	6.4	129	9.0
10-14	55,274	7.1	10,250	6.5	82	5.7
15-19	55,632	7.1	9,480	6.1	93	6.5
20-24	51,665	6.6	7,556	4.8	87	6.1
25-34	108,840	13.9	17,811	11.4	216	15.0
35-44	127,601	16.3	23,425	15.0	172	12.0
45-54	103,999	13.3	21,312	13.6	168	11.7
55-59	39,320	5.0	9,615	6.1	66	4.6
60-64	32,199	4.1	9,198	5.9	45	3.1
65-74	56,415	7.2	17,091	10.9	137	9.5
75-84	34,762	4.4	9,362	6.0	71	4.9
85+	10,549	1.3	2,569	1.6	22	1.5

Source: US Census, 2000

Chart 10. Age Profiles for Bridgeville, Sussex County, and Delaware, 2000

Source: US Census, 2000. Compiled by IPA

Educational Attainment

The average level of education of Bridgeville's population is lower than the average of the county and the state. According to the 1990 Census, 65.3% of Bridgeville residents 25 years old and older were high school graduates, attending college, or were college graduates. In comparison, 69.7% of Sussex County residents, and 77.5% of Delaware residents reported that they had received a high school diploma, attended college, or received a college degree. Ten point eight percent of Bridgeville residents had earned a bachelor's degree or higher compared to 13.4% for Sussex County and 21.4% for the state.

Table 5. Educational Attainment

Jurisdiction	High school graduate or higher	Bachelor's Degree or Higher
Bridgeville	65.3%	10.8%
Sussex County	69.7%	13.4%
State of Delaware	77.5%	21.4%

Source: US Census, 1990. Compiled by IPA

Housing

This section describes Bridgeville's housing stock. Table 5 compares changes in the number of dwelling units in Bridgeville, Sussex County, and the State of Delaware as recorded by the US Census. Between 1960 and 1970, the housing stock in Bridgeville decreased by 15.8%, showing a growth trend opposite from that of the County (17.7%) and the State (25.4%). Between 1970 and 1980, all three jurisdictions increased their housing stock, but the rate of growth in the State and the County was much higher than Bridgeville. Between 1980 and 1990, Bridgeville again showed a negative growth rate in its housing stock. But from 1990 to 2000, there was a net increase of 128 new dwelling units added to the town, which represented an increase of 26.1%. A portion of these dwelling units were new units constructed within the town boundaries, yet some of the units were existing houses and apartment buildings that were annexed into the town in 1996. The increase in the number of housing units in the 1990s was the largest such increase since 1960, and represents a significant addition to Bridgeville's housing stock. The following two tables detail the changes in Bridgeville's housing stock from 1960 to 2000. Appendix A, which can be found at the end of the document, more fully describes housing units constructed and annexed into the town since 1990 and also includes information on housing units that have been demolished.

Table 6. Dwelling Units in Bridgeville, Sussex County, and Delaware, 1960-2000

Year	Bridgeville	Change	Sussex County	Change	Delaware	Change
1960	603		29122		143725	
1970	508	-15.8%	34287	17.7%	180233	25.4%
1980	553	8.9%	54694	59.5%	238611	32.4%
1990	490	-11.4%	74,253	35.8%	289,919	21.5%
2000	618	26.1%	Not available	***	Not Available	***

Sources: US Census 1960 – 1990. 2000 data for the Town of Bridgeville is derived from the Town of Bridgeville building permit and annexation records. Compiled by IPA.

Table 7. Net Dwelling Unit Increase in Bridgeville, 1990 to 2000

Unit Type	Status	Number of Units
Single Family Detached	Constructed	6
Single Family Detached	Annexed	15
Single Family Detached	Demolished	-4
Single Family Attached	Constructed	2
Apartments	Constructed	49
Apartments	Annexed	59
<i>Net Increase, 1990 to 2000</i>		<i>127</i>

Source: 2000 data for the Town of Bridgeville is derived from the Town of Bridgeville building permit and annexation records. Compiled by IPA, 2000.

Type of Housing Stock

Single-family dwelling units are the predominant type of dwelling unit in Bridgeville. In 1990, 83.4% of all housing units were single-family detached or attached dwelling units. This number is higher than that in both Sussex County and Delaware: the corresponding percentage of single family homes is 65.5% for Sussex County and 63.2% for the State. During the 1990s eight new single family units were constructed in the town and 15 were annexed, primarily along Jacobs Avenue. Four housing units were demolished between 1990 and 2000. The net increase over this period was 19 single family units.

The other significant style of housing in Bridgeville is multi-family units (apartments). In 1990 there were 79 apartment units in the town, which comprised 16.1% of the housing stock. During the 1990s a total of 108 multi-family units were constructed or annexed into the town. These units are located in three complexes (Lavery Lane, Elizabeth Cornish Landing, and Canterbury Apartments), which have collectively more than doubled the number of apartment units in the town. Apartments now comprise approximately 30.4% of the town's housing stock.

Table 8. Composition of Housing Stock, Bridgeville, Sussex County, and Delaware in 1990

Housing Type	Bridgeville	% of total	Sussex County	% of total	Delaware	% of total
Single Family Detached	404	82.4%	42,525	57.3%	155,805	53.7%
Single Family, Attached	5	1%	3,381	4.6%	40,576	14.0%
Multi-Family	79	16.1%	6,765	8.9%	56,679	19.5%
Mobile Homes	2	<1%	21,140	28.5%	34,726	12.0%
Other	0	0%	442	<1%	2,133	<1%
<i>Total</i>	<i>490</i>	<i>100%</i>	<i>74,253</i>	<i>100%</i>	<i>289,919</i>	<i>100%</i>

Source: US Census, 1990

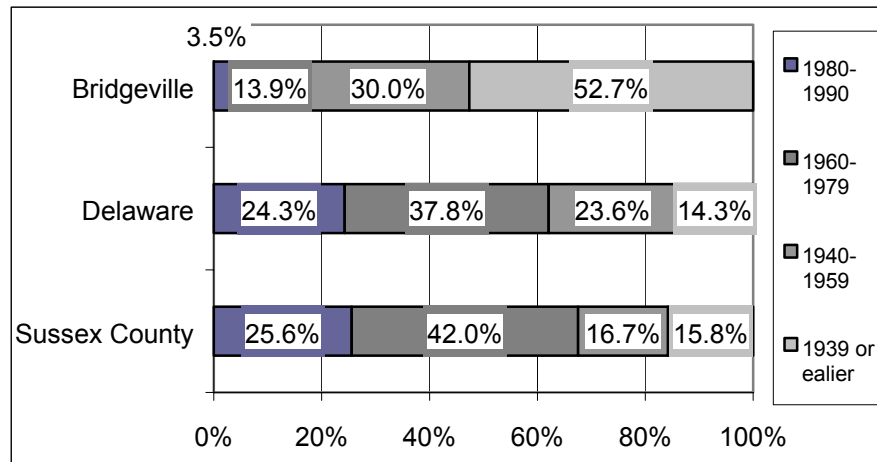
Table 9. Composition of Housing Stock, Bridgeville, 2000

Housing Type	Bridgeville	% of total
Single Family Detached	421	68.2%
Single Family, Attached	7	1.1%
Multi-Family	187	30.3%
Mobile Homes	2	<1%
Other	0	0%
<i>Total</i>	<i>617</i>	<i>100%</i>

Sources: US Census, 1990. 2000 data for the Town of Bridgeville is derived from the Town of Bridgeville building permit and annexation records. Compiled by IPA, 2000.

Age of Housing Stock

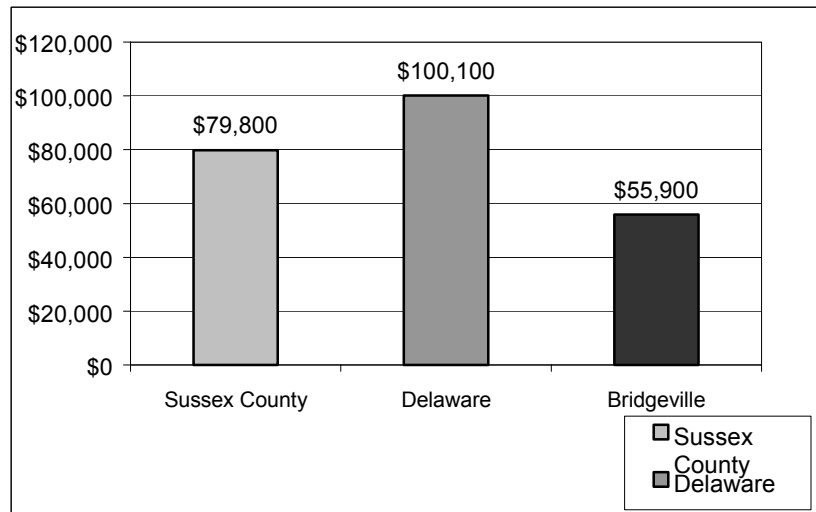
Charter 4 compares the age of Bridgeville's housing stock with that in Sussex County and Delaware. As this chart shows, more than half of Bridgeville's housing stock was built before 1939, and so generally speaking, the housing stock in the town is considerably older than that of the County or the State. Bridgeville is a historic community that retains many of its older structures. Many of these older houses are found in the town's Historic District and contribute a great deal to the character and ambiance of the town. However, the age of the housing stock creates some property maintenance challenges that will require continued diligence from the town and from property owners.

Chart 11. Age of Housing Stock, 1990

Source: US Census, 1990. Compiled by IPA

Housing Value

Chart 15 compares Bridgeville's 1990 median housing value with housing values in Sussex County and the State of Delaware. With a median value of owner-occupied housing units of \$55,900 in 1990, Bridgeville has lower median housing values than the county (\$79,800) and state (\$100,100) as a whole.

Chart 12. Median Housing Values, 1990

Source: 1990 US Census. Compiled by IPA

Information regarding the current real estate market was reviewed in order to evaluate whether or not housing values had increased in Bridgeville since the 1990 Census. Cooper Realty Associates, Inc. provided a comprehensive set of data regarding home sales through realtors in the Town of Bridgeville from 1994 to the present. There were a

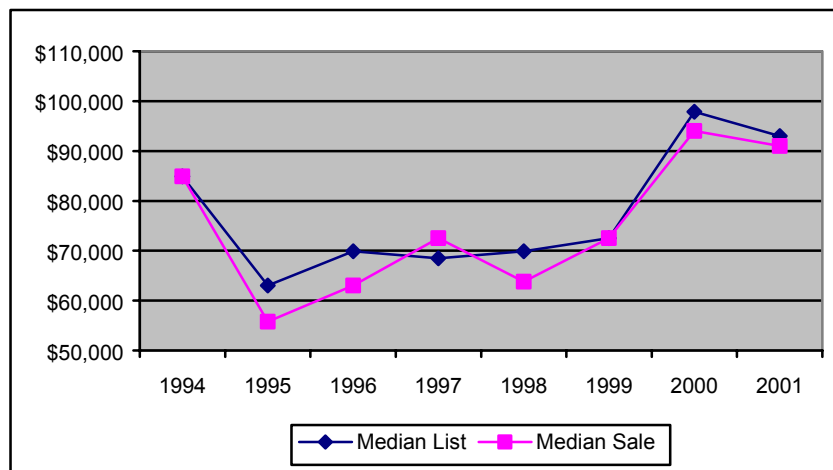
total of 42 sales of existing homes through realtors in Bridgeville from 1994 through May of 2001. Three of these homes were purchased and resold during this period. The home sales data is included as Appendix B at the end of this document. Homes sold by their owners are not included in this data set.

The homes that were sold ranged from a low sales price of \$26,000 to a high sales price of \$120,000. The median listing price of all 42 home sales was \$75,000, while the median amount that the homes sold for was \$72,500. This suggests that median home values in Bridgeville have increased from \$55,900 in 1990 to approximately \$70,000 in 2001. It also should be noted that two of the homes that were bought and resold during the period increased in value, and the third decreased only slightly. The median number of days these homes were on the market was 155.

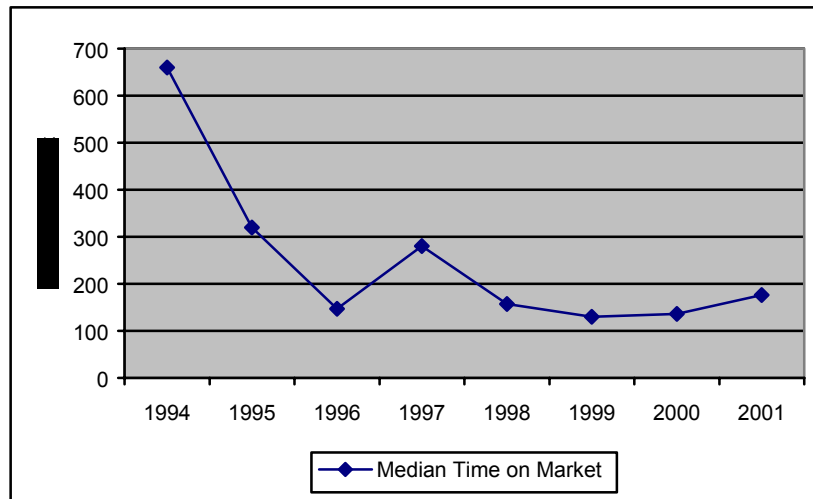
When the home sales data was reviewed on an annual basis two noteworthy trends emerge. The median sale price of homes sold in Bridgeville has increased from \$55,750 in 1995 to \$91,000 in the first half of 2001 (see Chart 16). In addition, the median time on the market has decreased from 320 days in 1995 to 176 days in 2001 (see Chart 17). Since there was only one sale in 1994 (a home that was on the market for 660 days and sold for \$84,900), the figures for 1994, as depicted on the charts, are not necessarily representative of any significant trend that occurred in that year.

There have been an average of 5.4 house sales in Bridgeville each year. The most active years in the study period were 1998 and 1999 with 7 and 15 sales respectively (see Chart 18). Although the trend shows a decrease in the number of sales in 2000 and 2001, it is important to note that the 2001 figures are only through May.

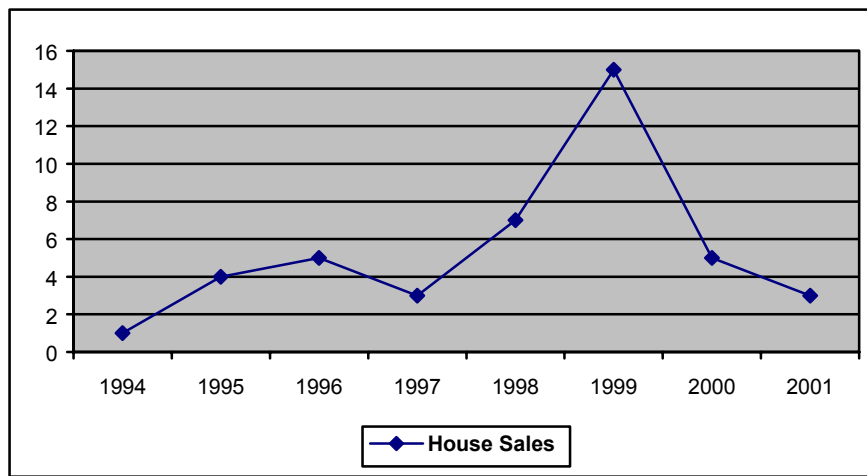
Chart 13. Recent Home List and Sale Prices in Bridgeville



Source: Mr. Joe Conaway, Cooper Realty Associates, Inc. Compiled by IPA

Chart 14. Median Time on the Market in Bridgeville

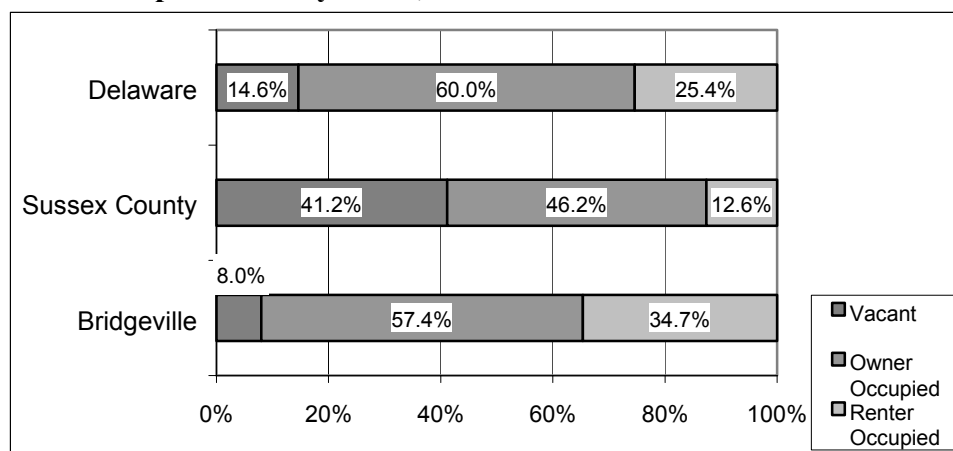
Source: Mr. Joe Conaway, Cooper Realty Associates, Inc. Compiled by IPA

Chart 15. House Sales in Bridgeville 1994 to 2001

Source: Mr. Joe Conaway, Cooper Realty Associates, Inc. Compiled by IPA

Ownership and Vacancy

Chart 16 compares the proportion of vacant units, owner-occupied units, and renter-occupied units in Bridgeville with those of Sussex County and the state. As seen from the chart, while 12.6% of Sussex County's housing stock and 25.4% of the State's housing stock is renter occupied housing units, Bridgeville showed a higher percentage of renter occupied units (34.7%). Meanwhile, Bridgeville had the lowest percentage of vacancy (8.0%), as compared to the vacancy rate of 41.2% in the County and 14.6% in the State as a whole.

Chart 16. Ownership & Vacancy Rates, 1990

Source: US Census, 1990. Compiled by IPA

Economic Profile

Table 9 demonstrates some income information for Bridgeville, Sussex County, and Delaware. Bridgeville's median household income in 1989 was \$23,250, 13.6% lower than the \$26,904 median household income in Sussex County and 33.3% lower than the \$34,875 median household income of the state as a whole.

Bridgeville shows a lower percentage of households receiving wage and salary income. Only 67.0% of the households in Bridgeville receive wage and salary income, while the number for the County and the State are 72.7% and 80.8%, respectively. In addition, the percentage of households receiving social security and retirement income was higher in Bridgeville than in either Sussex County or Delaware. The percentage of Bridgeville households receiving public assistance was higher than that of Sussex County or the State.

Table 10. Selected Income Data for Bridgeville, Sussex County and Delaware, 1990

Item	Bridgeville	Sussex County	Delaware
Median household income	\$23,250	\$26,904	\$34,875
% of households with wage and salary income	67.0%	72.7%	80.8%
Mean wage and salary income	\$27,279	\$31,028	\$40,493
% of households with social security income	42.7%	34.9%	23.8%
Mean social security income	\$7,796	\$7,893	\$8,083
% of households with retirement income	22.2%	21.5%	5.2%
Mean retirement income	\$5,630	\$9,843	\$9,987
% of households with public assistance income	10.8%	6.8%	5.2%
Mean public assistance income	\$3,064	\$3,707	\$4,012
% of population below poverty level	13.5%	10.7%	8.7%
% of seniors below poverty level	15.6%	12.2%	10.1%

Source: 1990 US Census. Compiled by IPA

Information about businesses in and around Bridgeville was obtained from the Sussex County Economic Development Department. The data was derived from their paid access to the eNeighborhoods service (www.eneighborhoods.com), a comprehensive database of home resale and neighborhood information established by iPlace, Inc. This data listed the businesses in the Bridgeville area and described each businesses activity using the Standardized Industrial Code (SIC). The data included 77 businesses with addresses that were in the Town and an additional 111 businesses that were outside the Town but were located in the area and had Bridgeville addresses.

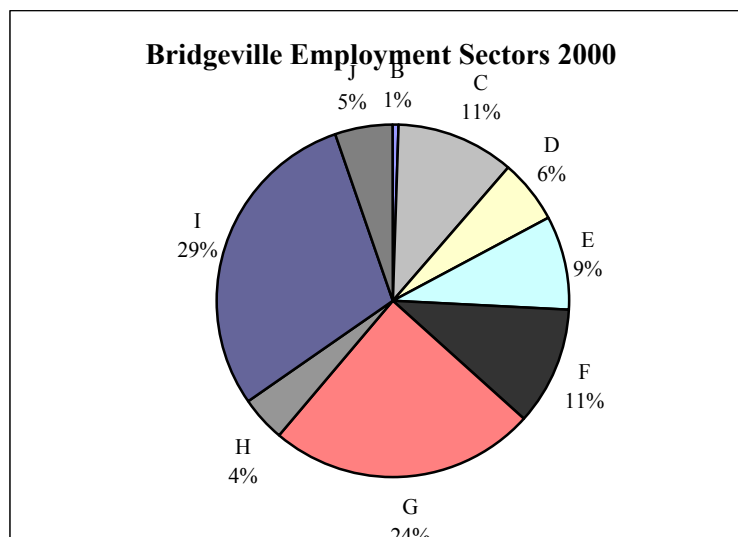
It should be noted that data on the number of employees (jobs) and the gross receipts of each business was not available. As such, this data indicates the number of firms in each sector but not necessarily the prominence of the individual business activity.

The businesses in Bridgeville can be categorized into 10 sectors under the guidelines of the Standardized Industrial Classification (SIC), which are described in Table 10.

Table 11. Employment Sectors by SIC

Employment Sector	Description
A: Agriculture, Forestry, And Fishing	Establishments primarily engaged in agricultural production, forestry, commercial fishing, hunting and trapping, and related services
B: Mining	Establishments primarily engaged in mining
C: Construction	Establishments primarily engaged in construction
D: Manufacturing	Establishments engaged in the mechanical or chemical transformation of materials or substances into new products
E: Transportation, Communications, Electric, Gas, And Sanitary Services	Establishments providing, to the general public or to other business enterprises, passenger and freight transportation, communications services, or electricity, gas, steam, water or sanitary services, and all establishments of the United States Postal Service
F: Wholesale Trade	Establishments or places of business primarily engaged in selling merchandise to retailers
G: Retail Trade	Establishments engaged in selling merchandise for personal or household consumption and rendering services incidental to the sale of the goods
H: Finance, Insurance, And Real Estate	Establishments operating primarily in the fields of finance, insurance, and real estate
I: Services	Establishments primarily engaged in providing a wide variety of services for individuals, business and government establishments, and other organizations
J: Public Administration	Jobs engaged in the executive, legislative, judicial, administrative and regulatory activities of Federal, State, local, and international governments

Source: Standard Industrial Classification, Occupational Health and Safety Administration, US Department of Labor

Chart 17. SIC Sectors of Firms in the Bridgeville Area

Source: Sussex County Department of Economic Development, eNeighborhoods data. Compiled by IPA
 NOTE: Chart includes data from the Town and the surrounding area

There are a total of 188 firms in the town and the surrounding area. The greatest concentrations of firms are in the retail and service sectors (29% and 24% of the total firms, respectively). There are also concentrations of firms in construction (11%), wholesale trade (11%), and transportation, communications, and public utilities (9%). This composition of firms is not unexpected and mirrors national trends. The retail and service sectors have been the fastest growing sectors across the nation for a number of years. Tables 11 and 12 detail the number and type of firms found both inside and out of the town.

Table 12. Number of Firms, by Sector, in the Town of Bridgeville

Sector	Number of Firms	Percent
A: Agriculture, Forestry, And Fishing	0	0.00%
B: Mining	0	0.00%
C: Construction	3	3.90%
D: Manufacturing	5	6.49%
E: Transportation, Communications, Electric, Gas, and Sanitary Services	6	7.79%
F: Wholesale Trade	4	5.19%
G: Retail Trade	14	18.18%
H: Finance, Insurance, And Real Estate	6	7.79%
I: Services	31	40.26%
J: Public Administration	8	10.39%
<i>Total</i>	<i>77</i>	<i>100.00%</i>

Source: Sussex County Department of Economic Development, eNeighborhoods data. Compiled by IPA

Table 13. Number of Firms, by Sector, in the Bridgeville Area (Out of Town)

Sector	Number of Firms	Percent
A: Agriculture, Forestry, And Fishing	1	0.90%
B: Mining	1	0.90%
C: Construction	17	15.31%
D: Manufacturing	6	5.40%
E: Transportation, Communications, Electric, Gas, and Sanitary Services	10	9.00%
F: Wholesale Trade	16	14.41%
G: Retail Trade	31	27.92%
H: Finance, Insurance, And Real Estate	2	1.80%
I: Services	25	22.52%
J: Public Administration	2	1.80%
<i>Total</i>	<i>111</i>	<i>100.00%</i>

Source: Sussex County Department of Economic Development, eNeighborhoods data. Compiled by IPA

Note: This table excludes the 77 firms located within the Town of Bridgeville

There are a total of 77 firms located within the town limits. Within the town limits there is a greater concentration of firms in the service sector (40%). These firms either provide personal services directly to customers or to governments and other businesses. Examples of service businesses include day care, cleaning services, video rental, lawyers, and funeral homes. It should be noted that the school district is considered a service firm by the SIC. Retail firms make up 18% of the total firms. Public administration makes up 10% of the firms in Bridgeville, which include the local government and a variety of State services and facilities offered in Bridgeville.

In the area outside of the town, the service sector is still prominent. However, there are relatively more retail firms than in the town (28%) and more firms engaged in construction (16%) and wholesale trade (15%).

Table 13 lists some of the major employers in the Bridgeville area. An attempt was made to contact each employer to verify the total number of employees at each firm, although some firms were unable or unwilling to provide that information. The Woodbridge School District has the majority of the employees (266) of the firms we were able to verify. It should be noted that some of the 203 employees listed at the Church Street location most likely work in other locations, such as the Woodbridge Elementary School in Greenwood.

There are several major firms involved in manufacturing. These firms include OA Newton and Son (irrigation equipment and other metal fabrication), Pet Poultry (processing animal products), Ralph and Paul Adams (scrapple production), and TG Adams and Sons (processing agricultural products). This indicates that while manufacturing is not a major component in terms of the total number of firms, it is still an important component of Bridgeville's economy in terms of the number of jobs and, most likely, in total revenue.

Table 14. Major Employers in the Bridgeville Area.

Business Name	Location	Type of Business	Number of Employees
Cannon Cold Storage	500 Market St	E	Not Available*
O A Newton & Son Co	Route # 13	D	100
Pet Poultry Products Inc	617 Market St	D	Not Available*
Ralph & Paul Adams Inc	103 S Railroad Ave	D	50
T G Adams & Sons Inc	Railroad Ave	D	Not Available*
T S Smith & Sons	Route 13a N & Route # 40	G	Seasonal: Now— 20; Max—100
Woodbridge Middle School	120 Edgewood St	I	31
Woodbridge High School	307 S Laws St	I	69
Woodbridge Early Childhood Education Center	48 Church St	I	25
Woodbridge Elementary School	Greenwood	I	118
Woodbridge District Office	48 Church Street	I	11

Source: Telephone Survey by IPA, 2000

* Businesses marked “Not Available” were not able or willing to divulge the number of employees

Summary and Conclusions

Despite losing population over the past several decades, Bridgeville’s population rebounded by the year 2000 to just over 1,400 people. The major factors that led to this increase in population appear to include both the annexation of existing residences and the construction of new housing units in the town.

A net total of 128 new housing units have been added to the town since 1990, including 109 apartment units. Apartment units represented 85% of the new units added to the town in the 1990s. Apartments now account for just over 30% of the town’s housing stock (up from 16% in 1990). The construction and annexation of apartment units represents the most significant housing trend in Bridgeville this decade.

Based on initial information available from the 2000 Census, it appears that Bridgeville’s population has become considerably more diverse during the course of the 1990s. The percentage of white residents has decreased from 66% in 1990 to 56% in 2000, while the population of black residents and those of other races has increased. Those in the “other race” category increased from 4.5% of the town’s population in 1990 to 12.6% in 2000. Hispanic residents also showed a substantial increase in the 1990s, going from 4.7% to 16.6% of the town’s population.

When compared to the averages of both the County and the State, Bridgeville trails in most other indicators including educational attainment, median housing value, household income and individual income. Bridgeville also had a higher rate of poverty in 1990 than either the County or the State as a whole.

Mirroring national trends, the Town's economy is dominated by the retail and service sectors. However, manufacturing firms are a prominent force in the economy.

Bridgeville is a small town within one of the most rural regions of Delaware. Both the County and the State include large urban areas within their boundaries, so it is to be expected that indicators in Bridgeville would trail those of the larger jurisdictions. It is clear from this analysis that Bridgeville is changing, though. With new economic development activities in the area, there comes the need for new and different types of housing for workers in the service, retail, and manufacturing sectors. The population of the town is also growing more diverse, indicating that there may be social changes in the town as well.

Chapter 1-3 Government Services and Resources

Town Government

The formal title of the legislative body of the town is the “Commissioners of Bridgeville.” This body is made up of five commissioners. The registered voters in the town elect all of the commissioners at-large. Each year three commissioners stand for election. Two candidates must file for two-year seats, and one may file for the one-year seat.

The commissioners elect one member to serve as the president. The president serves as the chief executive of the town, as specified in the Town’s charter. It is customary for each of the other commissioners to be responsible for the various functions of the government (sewers, streets, police, and parks) and report to the full commission on activities in their particular area.

Public Safety

Bridgeville Police Department

The Bridgeville Police Department provides police service to Bridgeville residents. The department is authorized for four full time officers. All officers are trained and certified at the Delaware State Police Academy. The police department’s operating budget is derived mainly from town revenues. However, supplemental funds are drawn from various state and federal funding programs.

State Police

Troop 5 of the Delaware State Police is located in the greater Bridgeville area. Troop 5 consists of thirty-one sworn officers, a criminal investigative unit, and a variety of other law enforcement resources available to Delaware residents. The Bridgeville Police, the State Police, and the community enjoy a strong and cooperative relationship.

Fire Department

The Bridgeville Volunteer Fire Department operates out of the Fire Station located on Market Street. The approximately 60 active members are all volunteers from the local community. The department serves the town and an area surrounding the Town of Bridgeville.

Library Facilities

The Bridgeville Public Library, established in 1919, is located in a historical building at the corner of Market and Laws Streets. The building, formally a Presbyterian Church was built in 1868. The library is supported by state and county funding and currently employs

three fulltime and four part-time employees. The library is a local library overseen and operated by an independent board. The library houses over 17,000 books, including a special Delaware collection containing historical information and documents.

Senior Services

The Bridgeville Senior Center, located on Market Street, provides assistance and recreation to area senior citizens. The center offers a wide variety of activities and services including prescription pick-up, transportation, health programs, educational services, and cultural and recreational trips. Additionally, transportation is available to the Warren L. and Charles C. Allen, Jr. Community Center, a countywide senior center in Georgetown, Delaware for use of their facilities and fitness center. Additionally, the Bridgeville Senior Center is a CHEER nutrition site and provides Meals on Wheels service to area residents.

Health Care

Medical service is available for Bridgeville residents at Nanticoke Memorial Hospital in Seaford, which offers emergency, in-patient, and outpatient care. Bridgeville is also located in relatively close proximity to Bayhealth's Milford Memorial Hospital, which provides the same services. Additionally, Internal Medicine of Bridgeville, which houses two medical doctors and one physician's assistant, is located in town.

Bridgeville State Service Center

The Bridgeville State Service Center, located on Mill Street, houses satellite offices of the Division of Health and Social Services, the Division of Public Health, and the Division of State Service Center. The Center offers emergency assistance as well as access to the Medicaid, Welfare/food stamp, State Subsidized Daycare, and State Employment Training programs. The Division of Public Health fosters the Lead Prevention Team and Immunization Action Programs.

Postal Service

The U.S. Postal Service operates a full service post office at its 300 Walnut Street location in Bridgeville.

Chapter 1-4 Public Participation

The *Bridgeville Community Planning Workshop* was held from 7:00 to 9:00 pm on September 21, 2000 in the Woodbridge High School Auditorium. The purpose of the workshop was to involve the public in the preparation of the Bridgeville Comprehensive Plan.

The workshop was widely advertised in an attempt to encourage participation from throughout the community. A public notice was placed in a local newspaper to advertise the workshop. In addition to the public notice, fliers were distributed to public places around the town and over 800 postcards were mailed to town and county residents, local businesses, and public officials. Twenty members of the Bridgeville community attended, including members of the Town Commission and the Planning Commission.

Staff from the University of Delaware developed three exercises designed to allow citizens and local officials to express their preferences and opinions about land use issues in Bridgeville. The exercises encouraged participants to think creatively and develop ideas for Bridgeville's future. The first exercise involved a narrated slide show and a questionnaire about land use issues. A group brainstorming exercise was conducted next. Groups of citizens developed lists of their likes, dislikes, and ideas for Bridgeville in this exercise. Finally, a land planning exercise was conducted. Participants developed land use suggestions for various areas of the town using maps and colored markers to graphically depict their ideas.

The following report will summarize the results of the three exercises in the workshop. A final section will analyze these results and propose a set of "planning principles" that will guide the development of the Bridgeville Comprehensive Plan.

Exercise 1: Slide Show and Questionnaire

This exercise began with a narrated slide show about land use issues in and around Bridgeville. After the slide show was completed, participants were asked to complete a questionnaire related to the issues covered in the slide show. Of the 20 people in attendance, 18 of them returned questionnaires that were at least partially completed. The following sections summarize the responses to the questionnaires based on the major questions or question areas.

The Attendees

The questionnaire began by asking some basic demographic questions. The majority of the respondents (72%) were town residents and owned their own home (67%). However, only 39% of the respondents worked in Bridgeville or the immediate area.

The participants tended to be middle aged and older, with 22% between 25 and 45 years old and 33% between 46 and 65 years old. About a third of the respondents (33%) were older than 65. The majority of respondents (72%) reported that they were white, and 16% reported that they were black. These were the only two ethnic groups that were reported by the respondents.

Market Street

A series of questions were focused on Market Street and its future. When asked when and why they visited Market Street, the most popular activity seemed to be visiting the institutions on Market Street. Institutions include churches, government buildings, the post office, town hall, the fire hall, and similar facilities. The majority of respondents (55.6%) indicated that they visited institutions often. Almost as many (50%) indicated that they visit Market Street often to attend parades, festivals, and special events.

Activities that were less popular included shopping (17% responded “often”; 28% responded “sometimes”), and personal services (17% “often,” but 39% “sometimes”). It is important to note that 56% of the respondents reported that they often drive down Market Street on their way elsewhere. This indicates that Market Street is still serving as a main transportation artery in the town.

Market Street is somewhat unique, in that it contains a diverse mixture of uses. Commercial uses share the street with institutions and residences, and all three uses are present in roughly equal measures. The majority of respondents (72% “strongly agree” or “agree”) felt that this mixture of uses is appropriate and should continue. There was little support for turning Market Street into either a purely commercial street or a purely residential street. However, there was a general consensus (45% “strongly agree” or “agree”) that local institutions should be clustered along Market Street.

The questionnaire listed a variety of issues and asked respondents to indicate how important it was for the town to address them. The issues included: traffic congestion; the lack of shopping opportunities; crime / safety; parking; the preservation of historic buildings; filling vacant stores; property maintenance; and pedestrian safety. The respondents indicated that all of these issues deserve some attention from the town. Addressing the lack of shopping opportunities obtained the most positive responses, with 100% of the respondents indicating that this was either “important” or “extremely important.” The remaining issues all had similar results, with positive responses ranging from 83% to 94% (combined “important” and “extremely important” responses).

Bridgeville’s Neighborhoods and Community Design

The next series of questions were focused on issues related to Bridgeville’s existing neighborhoods and the design features desired in new neighborhoods that may be built in and around the town.

The survey respondents seemed to support historic preservation in Bridgeville's older neighborhoods. The majority of respondents agreed that historic homes should be preserved, rather than removed and replaced with newer structures (61% "agree" or "strongly agree").

When considering what features were desirable in new neighborhoods, the respondents found the following features desirable: parks and open spaces; an interconnected street network; neighborhood shopping nearby; streets that allow quick access to major roads, but have little traffic and slow travel speeds; and mature trees and new tree plantings. The positive responses to these design features ranged from 83% to 94% (a combination of "desirable" and "highly desirable" responses). There seemed to be some consensus among the respondents that some or all of these features should be present in high quality neighborhoods. Cul-de-sacs were seen as somewhat less desirable. Only 40% of the respondents thought cul-de-sacs were desirable or highly desirable, although 28% found them "acceptable."

Sidewalks and bicycle paths were also popular among respondents. The overwhelming majority (94% "desirable" and "highly desirable") supported the concept of providing sidewalks within residential neighborhoods. Similarly, 83% ("desirable" and "highly desirable") supported the concept of bike paths along major roads. A slightly smaller percentage of respondents (78% "desirable" and "highly desirable") supported the concept of providing sidewalks along major roads. This perhaps indicates that wider, multi-use trails should be considered along major roadways in and around the town.

An equal number of respondents (67% "desirable" and "highly desirable") found a house on a large lot as appealing as a house on a small lot in town. A higher percentage (72% "desirable" and "highly desirable") found apartment or condominium living appealing.

The question about housing styles was asked more directly in the next series of questions. The highest level of support was indicated for single-family houses on small lots in town (89% "desirable" or "highly desirable"). Single-family houses on large, suburban style lots were the second most desirable (72% "desirable" or "highly desirable"). A majority of respondents found town houses desirable (61% "desirable" or "highly desirable").

In general, the respondents considered apartments and apartment complexes to be acceptable. When asked about apartment complexes, 44% of the respondents found them "acceptable" and 39% found them "desirable" or "highly desirable." Accessory apartments (apartments associated with an owner occupied single family home) were considered "acceptable" by 39% of the respondents and "desirable" or "highly desirable" by 33%. When asked about the concept of neighborhoods that contain a mixture of housing types and styles, 44% found this concept "desirable" or "highly desirable" and 39% found it "acceptable."

There was less support for older homes being turned into apartments (55% found this idea "undesirable" or "highly undesirable"). There was even less support for manufactured housing or mobile homes (67% "undesirable" or "highly undesirable").

Land Use and Annexation

The next series of questions asked the participants to rate the desirability of various land use types for Bridgeville and the Bridgeville area. Two land use types were strongly supported by the respondents, parks and community commercial uses (both with 89% “desirable” or “highly desirable” results). The survey respondents also considered new residential uses (78% “desirable” or “highly desirable”) and institutional uses (67% “desirable” or “highly desirable”) desirable for the Bridgeville area.

Opinion was somewhat less favorable for new industrial uses and agricultural uses. Industrial uses were considered generally acceptable, with 50% of respondents considering such uses “desirable” or “highly desirable” and 22% considering them “acceptable.” Agricultural uses were less favored, with 44% considering such uses “desirable” or “highly desirable” and 39% considering them “acceptable.”

Regional commercial uses were defined as commercial uses meant to serve a much larger market than the town itself, including big box retail stores and shopping malls. These uses were not viewed favorably by the respondents (22% “acceptable,” 39% “undesirable” or “highly undesirable”) compared to other uses.

Survey respondents generally agreed that suburban sprawl should be avoided in Bridgeville (89% “agree” or “strongly agree”). This sentiment was echoed in some of the other responses in this group of questions. A large majority of the respondents (89% “agree” or “strongly agree”) felt that urban growth should be balanced with the protection of farmland and open spaces in the Bridgeville area, and Bridgeville’s small town atmosphere should be preserved. Fewer respondents (67% “agree” or “strongly agree”), but still a majority, felt that lands adjacent to town should be developed before other lands more distant from Bridgeville. There was a strong sense that new developments should be linked in with the town’s street system where possible (89% “agree” or “strongly agree”) and should be linked to the rest of the town with sidewalks and bike paths (83% “agree” or “strongly agree”).

The participants generally felt that the town should annex land that is being developed, especially if town sewer and water is provided (78% “agree” or “strongly agree”).

Transportation Planning

The next section of the questionnaire asked a series of questions about transportation planning and then asked participants to rate a few specific solutions. The Route 13 / 404 intersection rose to the top of the list of problem areas, with 78% of the respondents indicating that it was “important” or “very important” to address the congestion at this intersection. When asked about specific solutions to this intersection, respondents favored at-grade intersection improvements (83% “desirable” or “highly desirable”) rather than the construction of an overpass (33% “desirable” or “highly desirable”). It should be noted that 22% of the respondents would find an overpass “acceptable.”

Other areas of concern in the area of transportation planning included the perception that there are still too many through travelers on Market Street in the summer months, and that there is not adequate public transit service from Bridgeville to other communities. Both of these items received 72% “important” or “very important” responses. To a lesser extent, there was a feeling that there were still too many trucks on Market Street (67% “important” or “very important”).

The questionnaire did seem to indicate that traffic congestion was not yet an overwhelming issue on Route 13 in the vicinity of Bridgeville. Only 56% of the respondents felt that traffic congestion was an “important” or “very important” issue along Route 13. There were even weaker responses (39% “important” or “very important”) to questions asking whether there were too many traffic lights on Route 13 or not enough. Never the less, service roads to improve access and reduce congestion along Route 13 were fairly popular, with 78% considering them “desirable” or “highly desirable.”

Another idea, which received a mostly favorable response, was the addition of sidewalks, bike paths, and greenways along major roads (72% “desirable” or “highly desirable”). When considered along with the favorable results to sidewalk questions throughout the survey, it clearly appears that Bridgeville residents value pedestrian connections.

The idea of a new east-west roadway received a mixed review from participants, with only 44% considering this an “important” or “very important” issue to work on. This response seems to indicate that the new by-pass is having some positive effect, or that the respondents believe that there is an opportunity to divert more traffic to this road. As noted above, there is a general feeling that there are still too many through travelers on Market Street.

Future Needs

The final section of the questionnaire asked participants to rate a variety of ideas, new facilities, and institutions that would make Bridgeville a better place to live. These items were suggested at an initial meeting with the Town Commission and the Planning Commission held in May 2000.

The following table lists these items, with the most desirable listed first. All of the items received an overall favorable rating, with at least 72% feeling that these items were “desirable” or “highly desirable” for Bridgeville.

Table 15. Future Needs

Item	Percent “Desirable” or “Highly Desirable”
Grocery Store with easy access to town	83%
Upgraded Senior Center	83%
Community Center with after school activities	78%
Expanded Library	78%
More Businesses / Jobs for town residents	78%
Upgrades to Sewage Treatment Plant (spray irrigation)	72%
Housing Suitable for Young Families	72%

Source: Bridgeville Community Planning Workshop, September 21, 2000.

Written Comments

There was space allocated at the end of each section for written comments. A number of participants chose to write additional comments in these areas. Some participants also wrote comments and questions elsewhere on the questionnaire, usually related to specific questions.

Exercise 2: Group Brainstorming

The workshop participants were seated at round tables in groups of 6 to 8. For the second exercise, the participants were instructed to work as a group to develop three lists: a list of things they like about living in Bridgeville; a list of things they dislike about living in Bridgeville; and a list of things Bridgeville needs to make it a better place to live. At the end of the exercise, a spokesperson for each table reported to the entire group, which stimulated some additional discussion.

In order to report the results of this exercise, we consolidated similar responses from the groups and compiled them in the tables below. They are ranked based on the number of times the issue was mentioned by the four groups. A complete accounting of each group’s ideas can be found in Appendix 5

Table 16. Things People Like About Living in Bridgeville

Item	Number of Times Mentioned
Community Services (Library, Police)	5
Historical Buildings / Homes	4
Friendly	4
Central Location (to beaches; Dover)	3
Sidewalks / Bike Paths	3
Small Town	3
Parks	3
Quiet	3
Close to Work	1
Central Aspect of Market Street	1

Source: Bridgeville Community Planning Workshop, September 21, 2000.

Table 17. Things People Dislike About Bridgeville

Item	Number of Times Mentioned
Traffic	4
Poorly Maintained Homes / Property	4
No Public Transportation	4
Limited Doctors / Professional Services	3
Slow Development	2
Aging Infrastructure	2
Lack of Shopping	2
No Grocery Store	2
Lack of Employment	2
Lack of Housing	2
Small Library	2
No Community Center	2
No Playgrounds	1
No Parking	1

Source: Bridgeville Community Planning Workshop, September 21, 2000.

Table 18. Things Bridgeville Needs / Ideas for the Future

Item	Number of Times Mentioned
New Community /Cultural Center	4
More Housing	3
New Library	2
Property Maintenance Enforcement	2
Theater / Stage	1
Commercial or Residential – South of Town	1
Spray Irrigation	1
By-Pass South of Town	1
Stronger Tax Base	1
Upgrade Appearance – Market Street	1
Annexation	1

Source: Bridgeville Community Planning Workshop, September 21, 2000.

Exercise 3: Land Planning

The third and final exercise was a community land planning exercise. Each table was asked to work as a group to plan the vacant lands in and around Bridgeville. Two maps were provided to each group. The first map was scaled to show Bridgeville's current town boundaries. Developed land was colored gray, and vacant land was colored white. Using magic markers that represented land use categories (red = commercial; yellow = residential, etc.) the groups were instructed to indicate which land uses were desirable on the vacant parcels. The second map was similar, except the scale was changed to show many of the large tracts of land surrounding the town.

The groups used the maps as an opportunity to graphically depict their land use ideas for various areas in and around Bridgeville. They colored parcels for new housing developments, shopping centers, and industrial parks. The groups also drew in new road connections, greenways, and parks. Often, the groups wrote in specific notations such as "new housing," or "community center here!" on their maps to relay their specific ideas.

In order to summarize the results of the land planning exercise, the town and adjacent lands have been broken down into three areas. These areas are depicted on a map found in Appendix 6. Area 1 comprises the vacant lands between the town limits and Route 13, northeast of the town. Although some of this land is within town limits, most is currently within the jurisdiction of Sussex County. Area 2 is located south of the town, between the current town limits and the Route 13 / 404 intersection. Again, most of this area is currently within the jurisdiction of Sussex County. Area 3 consists of vacant lands in the northwest corner of the town limits.

Below is a summary of the various group's ideas for these three areas.

Area 1 – Along the Highway Corridor

All of the groups envisioned commercial uses along the highway corridor, with residential uses located between the commercial areas and the existing built up areas of the town. One group suggested that this would be a good area for a business park to house a pharmaceutical company and a medical complex.

One group showed a service road along the Route 13 frontage. Another group showed a greenway corridor being preserved along Bridgeville Branch.

Area 2 – South of Town

Three of the four groups recommended that this area be primarily residential in nature, and include some combination of parks and open space. One group suggested a new industrial park in the southwestern portion of this area, along Wilson's Farm Road. Another group suggested that a strip of commercial businesses would be appropriate along Wilson's Farm Road in this area. More commercial businesses were suggested in the vicinity of the Rt. 13/404 intersection.

Area 3 – Northwest Corner

Only two groups addressed this area. One group suggested that residential uses would be appropriate, while the other group recommended industrial uses.

Community Center

The need for a community center was mentioned often throughout the night. The idea of a community center scored highly on the questionnaire and was mentioned repeatedly in the group brainstorming exercises. The land planning exercise revealed that there are two ideas about where such a center would work best.

- One group suggested that the community center be located behind the town hall, on lands currently dedicated to the sewage treatment plant. The town is currently considering the replacement of the conventional sewer treatment plant with a spray irrigation facility to manage wastewater. If the town follows through this shift to spray irrigation, the land currently dedicated to the sewer treatment plant can be reclaimed for community purposes. A community center in this location could be combined with a park and a greenway along Bridgeville Branch. This location would also share a physical linkage with Market Street and the numerous community institutions located there.
- Two groups suggested that the community center should be located south of town, in the midst of the residential development and park space that has been suggested in this area. One group went so far as to recommend a new "town square" area, which would combine community uses, commercial uses, and open space.

In addition to these two ideas for a new community center, it cannot be forgotten that Market Street is the traditional institutional center in Bridgeville, and there is still some support for preserving it for that purpose.

Analysis of the Results

The workshop generated a wealth of information and ideas about Bridgeville and its future. The workshop encouraged citizens and local officials to share their views and engage in a constructive discussion about the planning issues facing the town.

The following are some initial conclusions that can be drawn from the data that has been compiled in this report.

Market Street

Market Street is the historic commercial and institutional core of Bridgeville. The street also contains a successful residential section that adds to the street's vitality and complexity. The workshop participants valued the mixed-use nature of the street and generally opposed any changes that would eliminate or diminish the importance of any of the three primary land use types.

However, of the three major land use types the participants seemed to identify most with the cultural and institutional component of Market Street. This is the place where local residents visit government offices, the fire hall, the post office, the police station, and numerous local churches. The overall sense was that the focus of Market Street should remain the institutional heart of the community.

There appears to be a distinct sense that the shopping opportunities on Market Street could be improved. Although there are competing businesses located along the highway corridor, people still seem to value the convenience offered by Market Street's central location.

Market Street is also a major transportation artery, which many of the participants reported driving along on their way elsewhere. Local traffic can be desirable for businesses hoping to lure customers, but could be seen as a liability to the residents who live in houses and apartments along Market Street. There was a general sense that there are still too many through travelers and trucks using Market Street, but there was little support for a new east-west roadway. Clearly it will be a challenge to balance the traffic along this street with the competing needs and interests of the land uses located there.

Bridgeville's Neighborhoods and Community Design

The Bridgeville residents, who participated in the survey, have some distinct and, in some cases fairly progressive ideas about neighborhoods and community design. One indication of the pride residents have in their community is the fact that the participants placed value on the preservation of historic homes and buildings. The attraction of living

in Bridgeville's quiet, historic neighborhoods was evident in other ways as well. As an example, "a house on a small lot located in town" was just as popular as "a house on a large suburban lot" when the participants were asked about their housing preferences.

The survey participants were quite receptive to a variety of housing types and styles. The questionnaire, the brainstorming session, the land planning exercise, and various discussions at the workshop all pointed out the need to provide a broad range of housing options in Bridgeville. There was a distinct sentiment that Bridgeville does not contain appropriate housing for certain groups in the population, particularly single adults, young families, and the elderly. The exercises showed support for town houses, apartments, and single family houses placed in appropriate neighborhood settings.

The workshop participants indicated a desire for new neighborhoods, built in and around Bridgeville, to be designed with quality features. Elements such as parks, sidewalks, and bicycle paths rated highly in the survey. There was also a distinct sentiment that the road networks in new neighborhoods should be connected to the town street system wherever possible.

Land Use and Annexation

The workshop participants envisioned a range of land uses for the vacant areas within and adjacent to the town. Commercial uses were recommended along the Route 13 corridor and in the general vicinity of the Route 13/404 intersection. Community commercial uses, which serve the needs of the local population, were favored over regional commercial uses, such as big-box retail stores. Residential uses were suggested for the area immediately south of town and between the highway and the town in the northeast sector. New industrial areas were suggested in the northwest sector of the town, along Wilson's Farm Road, and along the Route 13 corridor.

There was support for the town to annex land that is being developed, especially if water or sewer services are being provided. Annexation will allow the town to manage the type, quality, and intensity of development. Development just outside of the town limits will impact the town regardless of whether it is located within the town's borders. Residents or customers to these areas will most likely rely on services and institutions within the town. It is clear that the plan will have to address annexation issues in some detail.

Transportation Planning

Of the various transportation issues discussed, the Route 13/404 intersection created the most discussion. This intersection is seen as a barrier to the community. It is difficult, time consuming, and at times, dangerous to travel from the town to the commercial uses across the highway in this area. Pedestrians and bicyclists find this crossing particularly hazardous. A new shopping center is proposed behind the existing commercial uses at this intersection, making the need for better linkages with the town even more important.

While there are some that feel the only solution to the congestion at this intersection is an overpass, the questionnaire revealed that the majority of the participants favored the more conventional at-grade intersection improvements.

Other Ideas

The idea for a new community center was by far the most discussed item. The term “community center” meant different things to different people. For some, the community center was a building that would have community meeting space and house special programs, such as after school activities for kids. For others, the community center was a new area of the town where such a building would be placed. Other institutional facilities, such as an expanded library, could also be located there. The plan will have to evaluate the different sites suggested for both this type of building and perhaps a new area of town that would be the focus of community activities.

Conclusion – The Planning Principles

The following planning principles were developed from the information learned at the Community Planning Workshop and subsequently through discussions by the Bridgeville Planning Commission. The principles are intended to guide the development and implementation of the Bridgeville Comprehensive Plan. The Bridgeville Planning Commission approved these planning principles at their meeting on January 12, 2001 and amended principle two at their meeting on February 20, 2001. These principles will be used to guide the development of the plan recommendations that follow in this document.

- 1) Bridgeville should seek to encourage high quality development that is compatible with the town’s historic character and small town charm.
- 2) Historic structures and features of Bridgeville should be preserved. Bridgeville should seek to develop guidelines and administrative mechanisms (such as a historic district commission) to maintain and enhance the character of the historic district.
- 3) Bridgeville should encourage an appropriate amount of new residential and commercial growth that is compatible with the character of the town. Developments that include needed services and facilities should be sought.
- 4) New urban growth should be balanced with the protection of farmland and open space in the Bridgeville area. Suburban sprawl should be avoided.
- 5) New development, especially residential neighborhoods, should be located adjacent to the town and integrated into the town with street connections, sidewalks, and bike paths where possible.

- 6) A variety of housing options should be encouraged in Bridgeville to serve the needs of all demographic and economic groups, especially single adults, young families, and the elderly.
- 7) Solutions to transportation issues should be coordinated with the Delaware Department of Transportation. The comprehensive plan should develop land use strategies that are compatible with realistic transportation options.
- 8) The town should continue to coordinate with the Delaware Department of Transportation's Corridor Capacity Preservation Program to develop a plan for service roads along the Route 13 corridor. The land use strategies included in the comprehensive plan should support the service road planning effort.
- 9) Sites for a new community center should be evaluated to find a location that is feasible, accessible, and integrates well into the existing town.
- 10) It is clear that Bridgeville influences, and is affected by, an area much larger than the current town limits. This area is under the jurisdiction of Sussex County. The town should coordinate its planning efforts with Sussex County to achieve a common vision for land use around Bridgeville.
- 11) Bridgeville should encourage the separation of the current Middle/High School facility. A separate school should be built as a part of an existing school or built on land outside of town limits.
- 12) The existing water and wastewater services are critical to the continued viability of the town and will be important tools that the town can use to attract and guide new development. The town should evaluate the capacity of the existing infrastructure and develop strategies to increase the capacity of these services if needed. The town should retain control of water and wastewater services as a tool to guide growth and development.

Part 2

The Bridgeville Plan

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Chapter 2-1 Land Use Plan

Background – Land Use

The existing land use pattern in Bridgeville is derived largely from the town's historic patterns of development and role as a center of agriculture, commerce, and political life for the surrounding region. Market Street is the central focal point of the community. As such it contains a diverse mixture of residential, commercial, and institutional uses. The railroad brought commerce and industry to the town in the late 1850s, and to this day the rail corridor is lined on both sides with manufacturing uses. Many of these activities directly relate to the town's agricultural heritage, including cold storage, warehousing, feed mills, and scraple production.

Residential neighborhoods are located both north and south of Market Street. Both neighborhoods are comprised largely of single-family homes along a traditional grid street pattern. Interspersed within these neighborhoods are a few town homes and multi-family units, including some large, older homes which have been converted to apartments. There are additional apartment units located on South Main Street, in addition to three large complexes located along Route 13 in an area that was annexed in 1996. There are small office and commercial uses interspersed in both neighborhoods.

The main focal point of the town's institutional uses is Market Street. The Town Hall, the public library, the police station, and the fire hall are all located along this street. Schools are another important institutional use that are often the focal point of community activities. In Bridgeville, there are schools in both of the primary residential areas. The Woodbridge Early Childhood Education Center is located along Church Street in the North Bridgeville neighborhood. This school is slated to be expanded and converted to a middle school in the near future. The Woodbridge Junior/Senior High School is located on an entire block in the southern residential area.

Bridgeville Branch separates the neighborhoods from each other. The Branch is the only water course and the dominant natural feature in the town. The flood plains and wet soils associated with the stream corridor represent the only significant natural constraints to development, and as such they have remained largely undisturbed due to the difficulty of building upon them.

The Bridgeville Cemetery is located just to the south of Bridgeville Branch and represents one of the largest green spaces within the town boundaries. The North Bridgeville neighborhood also contains a small cemetery. The only other designated open space in this northern neighborhood are the playing fields associated with the Woodbridge Early Childhood Center, which is located on Church street. The playing fields are on a portion of the parcel which is actually outside of the town boundaries. South of Bridgeville Branch, there are three areas of open space. Museum Park, located on William Street, is the only formal park and the primary civic space in the town. It is

adjacent to the Historic Society's museum, and is attractively landscaped and well developed with benches, decorative light poles, and a gazebo. The Woodbridge High School athletic fields are located in the southern portion of the town, and further to the south, the Bridgeville Little League fields are located on a parcel of privately owned land.

Table 19 summarizes the amount of land in the various land use categories, based on the land use depicted in Map 7:

Table 19. Existing Land Use in Bridgeville

Land Use Type	Acres +/-	% of Total	% of Developed*
Residential	181	35%	64%
Commercial	18	4%	6%
Industrial	58	11%	20%
Institutional	25	5%	9%
Office	2	>1%	>1%
Public Utilities	1	>1%	>1%
Recreation and Open Space	35	7%	12%
Vacant Developable	126	25%	N/A
Right-of-Way	65	13%	N/A
Total	510**	**	**

Source: IPA / WRA GIS Analysis of Bridgeville Existing Land Use Survey (completed in May, 2000).

*total developed land = total area of town less right of way and vacant developable lands (284 acres)

** totals do not equal 100% due to rounding. All acreages are approximate

Relevant Planning Principles

Principle 1: Bridgeville should seek to encourage high quality development that is compatible with the town's historic character and small town charm.

Principle 3: Bridgeville should encourage an appropriate amount of new residential and commercial growth that is compatible with the character of the town. Developments that include needed services and facilities should be sought.

Principle 4: New urban growth should be balanced with the protection of farmland and open space in the Bridgeville area. Suburban sprawl should be avoided.

Principle 5: New development, especially residential neighborhoods, should be located adjacent to the town and integrated into the town with street connections, sidewalks, and bike paths where possible.

Principle 12: The existing water and wastewater services are critical to the continued viability of the town and will be important tools that the town can use to attract and guide new development. The town should evaluate the capacity of the existing infrastructure and develop strategies to increase the capacity of these services if needed. The town

should retain control of water and wastewater services as a tool to guide growth and development.

Goal Statement – Land Use

Bridgeville's land use patterns are a legacy of its historic patterns of development as a center of agriculture, commerce, and political life in the region. The town should encourage residential, industrial, and commercial growth that is compatible with the historic character of the town, while preserving the aspects of Bridgeville that make it a unique and viable community.

Plan Recommendations – Land Use

NOTE: The Land Use Plan is comprised of the text in this section in conjunction with both Future Land Use Maps A and B (Maps 8A and 8B, located in the Map Appendix). In the following section, the term "Land Use Plan" refers to both the text and the maps, and in practice and use neither should be considered or relied upon without referencing the other.

The Land Use Plan addresses two primary categories of parcels in Bridgeville. The first category includes parcels with structures and existing uses on them. Generally, these parcels have been in active use for some years. The second category includes parcels that have been designated as "Vacant Developable" on the Existing Land Use Map (Map 7 in the Map Appendix). These parcels are currently vacant, although they may be used for agriculture. Because they are within the current town limits and surrounded by other land uses, there is a high probability that these parcels will be developed during the planning period covered by this plan (2001-2020).

There have been two maps developed to address the future land use in Bridgeville. Map 8A "Future Land Use Map A" shows the existing land uses in town and proposes that they continue in their same general categories. All of the vacant lands are classified as "development zones," which acknowledges that during the planning period these properties are likely to be developed for urban uses.

Map 8B "Future Land Use Map B" defines three overall development zones in the town. The Land Use Plan below more fully describes the unique characteristics of each zone and suggests some policies to use when considering development of vacant parcels in these zones or redevelopment or changing land uses on existing parcels in these areas.

The following recommendations describe the proposed future land use categories and policies for the lands inside the current town limits of Bridgeville.

Recommendation 1: Parcels with Existing Land Use Activity

The Land Use Plan recommends that existing land use activities be continued. Bridgeville has a diverse mixture of uses, yet there are currently no serious conflicts between incompatible uses. Future Land Use Map A indicates all current land uses based on the current activity on the parcel.

Recommendation 2: Criteria for Changing Existing Land Uses

Over time, the Town may get requests to change existing structures from one use to another. The following policies should be considered in these cases:

- The change in land use should be consistent with the general policies described in the relevant Development Zone, as described below.
- Changes to less intensive land uses are generally permitted by right under the zoning ordinance and should be permitted.
- Changes to more intensive land uses require more scrutiny. The Town should consider the impact the new use will have on the surrounding neighborhood, the transportation system, and public utilities. Most such changes will require a rezoning, and the Town Commission should give weight to public commentary.
- Small commercial or office uses can be compatible in and near residential neighborhoods. In general, these should only be permitted near intersections rather than in the middle of the block and then only if the Town Commission is satisfied that there will be few if any negative impacts on the neighborhood.
- Land uses that generate truck or heavy vehicle traffic should be permitted only when access to major transportation routes is available. These uses should not be allowed where truck traffic will have to access the site via local streets through neighborhoods.

Recommendation 3: Development Zone I – Area West of the Railroad Tracks

Development Zone 1 comprises the vacant developable areas west of the Railroad Tracks. The predominant existing land uses in this area are industrial and commercial. At the intersection of Routes 404, 18, and Market Street there is a small cluster of commercial uses, including a convenience store and a liquor store. To the south of this intersection, there is a large complex of industrial uses including Pet Poultry and a variety of businesses occupying a warehouse complex that used to be a part of H.P. Cannon and Son Company, Inc. Cannon Cold Storage is located in a new facility across the intersection and east of 404. The parcels to the east of Route 404 have direct access to the railroad.

It is recommended that vacant parcels in Development Zone I be developed as commercial or industrial uses. The town will consider other appropriate uses in this area on a case-by-case basis. Commercial or industrial land uses are suitable in this Development Zone due to the nature of the existing land uses and the access to major transportation resources, including roadways and the railroad.

The following are some specific policies the Town Commission should consider when reviewing development proposals in this development zone:

- Some industrial and commercial land uses generate heavy truck traffic. These sites are well situated to access the Bridgeville by-pass, which was constructed as a truck by-pass so that trucks would not have to travel down Market Street. It is recommended that any new uses that generate heavy truck traffic be required to direct trucks to access the site via the Bridgeville by-pass. This will be important to avoid congestion and other negative effects of truck traffic on Market Street.
- Parcel 1 on the Future Land Use Map A (see the Map Appendix) is located just north of the Cannon Cold Storage facility. This parcel is partially within the town and partially within the county. It is recommended that the town annex this parcel in its entirety when development is proposed. This parcel has access to both Route 404 (from the portion that is currently in the county) and the railroad making it a valuable industrial property. However, it appears that the portion of the site currently in town limits may contain wetlands and poor soils, which may pose some restrictions to development.
- The characteristics of the adjacent land uses are not compatible with residential uses. The lands in this development zone are the best available vacant lands in the town for commercial and industrial uses. Allowing residential development in this zone would not only use up valuable land, but could in fact undermine the existing uses in the area by leading to noise, odor, traffic, or other nuisance complaints from new residents.

Recommendation 4: Development Zone II – Infill Lots

Development Zone 2 comprises the vacant lots located throughout the town east of the railroad tracks and west of Main Street. Most of these lots are in residential areas, and as such it would be most appropriate for them to be developed as single family homes in keeping with the character of the neighborhoods in which they are located.

The following are some specific policies the Town Commission should consider when reviewing development proposals in this development zone:

- Vacant lots in existing neighborhoods should be developed as single-family residential units.

- Parcel 2 is a vacant lot located on Market Street. Due to the location of this parcel on Market Street, it would be appropriate for it to be developed as a residential, commercial, institutional or mixed-use project. The best use of this parcel is probably not a single dwelling unit.
- Parcel 3 is a vacant parcel on the northern edge of town that is currently partially within the town boundaries. It is used for agriculture at the present time. It will be most suitable for residential development. It is recommended that the town annex this parcel in its entirety when development is proposed. Access to this property may be difficult because according to the tax records it is landlocked with no frontage on any roads.
- Parcel 4 contains the little league ball fields in the southern portion of the town. This parcel is adjacent to the Woodbridge School District athletic facilities. Because the existing little league use is compatible with the school districts athletic facilities, the Future Land Use Plan designates this parcel as “Parks, Recreation, and Open Space.” However, if the property owners desire to develop the property, residential uses would be appropriate. Residents of the new residential units would have to understand the nature of the school district use, which will continue to include numerous athletic events.
- The two vacant properties on the western side of S. Main Street north of Market Street would be appropriate for commercial uses and have been zoned as such.

Recommendation 5: Development Zone III – East of Main Street

Development Zone III comprises vacant lands between Main Street and the Route 13 corridor. The property along Main Street is currently developed, mostly as residential units south of Market Street. There is considerable acreage available behind this row of residences. Most of the vacant parcels are partially within the town boundaries and partially within the jurisdiction of the County. These vacant parcels generally have frontage on Route 13. The properties in this development zone are best suited for a mixture of uses. Commercial and office uses are generally appropriate along the highway corridor, with various densities of residential uses appropriate adjacent to the existing residential uses along Main Street.

The following are some specific policies the Town Commission should consider when reviewing development proposals in this development zone:

- It is recommended that the town annex properties in their entirety when development is proposed.
- It is appropriate to have more than one category of land use in any particular project (hence the term “mixed use projects”). A typical mixture of uses might include commercial or office uses along the highway and townhouses or condominiums between the commercial area and the existing residential parcels

on Main Street. The towns current C-1 zoning designation would provide the flexibility to allow this mixture of uses, yet the town will have to work with the developer through the site plan process on design issues.

- The design of these properties should consider the service road proposals currently being developed by DelDOT through their Corridor Capacity Preservation Program. Ideally, the site designs will include service and access roads that will allow safe and convenient access to and from the highway and adjacent properties. Due to these properties close proximity to the town, consideration should be given to providing street and sidewalk connections between the new development and the existing street pattern where practical.

Chapter 2-2 Growth and Annexation Plan

Background – Growth and Annexation

Town Growth Trends

The Town of Bridgeville has grown slowly over the years, but there have been some recent indications that the pace of growth may accelerate in and around the town. In 1996 the Town annexed a number of large parcels, including two existing apartment complexes containing a total of 59 units and 15 single-family residences. In addition, a new apartment complex was constructed containing 49 units. This annexation and construction activity contributed to a 26% increase in Bridgeville's housing stock between 1990 and 2000. The addition of so many multi-family units into the town in the last decade represents a significant trend. Similarly, an analysis of recent home sales data indicates that homes in Bridgeville are spending less time on the market and are increasing in value when compared to the early 1990s.

Bridgeville's population increased by 18.6% during the last decade, from 1,210 to 1,436 residents. This rate of increase is greater than the State average and represents a significant increase for the Town. This increase has reversed a 30 year decline in population. The Town's population is now at its highest level since its peak in 1960 when there were 1,469 residents.

Area Growth Trends

There has been relatively little development in the area surrounding Bridgeville in the last decade. One obvious exception is the growing commercial node at the intersection of Routes 13 and 404. This area currently contains a cluster of gas stations, restaurants, and convenience stores. A shopping center with a grocery store is currently proposed for this area. In addition, several other automobile oriented commercial uses are proposed along the Route 13 corridor in the Bridgeville area.

Town Services

Bridgeville serves both the town and the surrounding area with sewer and water services and as such has positioned itself to become a regional utility provider. Bridgeville treats wastewater from the town of Greenwood, as well as from the emerging commercial node at the intersection of Routes 13 and 404. Bridgeville also provides some water service to areas outside the town limits. The Town is poised to upgrade their sanitary sewer treatment capacity (see Chapter 2-3, Infrastructure Plan).

Strategies for State Policies and Spending

With the formation of the Governor's Cabinet Committee on State Planning Issues, the State of Delaware has adopted an active role in land use planning issues in recent years. The current state policies for coordinating spending are described in the document *Managing Growth in 21st Century Delaware: Strategies for State Policies and Spending*. This strategy document was adopted by the Cabinet Committee on State Planning Issues on December 23, 1999 after an extensive process of public consultation with citizens and municipal leaders. The strategies are predicated on the fact that, while local governments exercise control over land use decisions in their own jurisdictions, state investment and policy decisions can influence land use and the pattern and pace of growth. The strategies were created as a tool to help manage new growth in Delaware while revitalizing existing towns and cities and protecting the state's environment and unique quality of life. The Strategies map for the Bridgeville area may be found as Map 6 in the Map Appendix at the end of this document. (source: <http://www.state.de.us/planning/shape/strategy/>)

In March 2001, Governor Ruth Ann Minner announced the Livable Delaware agenda to address sprawl, congestion and other growth issues through legislation and policy changes that will direct growth to areas where the state, counties and local governments have planned for it to occur. It builds on the significant foundation laid by the 1999 Shaping Delaware's Future Strategies for State Policies and Spending.

The agenda includes an Executive Order directing state agencies to begin implementing the 1999 Strategies through implementation plans that outline program, policy, budgetary and legislative changes. A new Advisory Council on Planning Coordination, that includes representatives of county and local governments and others with a stake in growth and land-use issues, will examine such concepts as developing a graduated impact fee structure, developing annexation standards, and approving and monitoring "Livability Indicators" to measure intergovernmental progress toward curbing sprawl. Other actions will look at encouraging the redevelopment of brownfields, establishing a transfer of development rights program and bank, and facilitating dispute resolution among levels of government.

One of the core principles guiding the Livable Delaware is to direct urban development to occur in and adjacent to existing towns and developed areas. The strategies maps designate Bridgeville as a "Community," which is described as the highest priority for State investment and spending. The strategies indicate that the state will invest in infrastructure and public facilities in Community Areas. As such, the State should be supportive of additional development within Bridgeville's boundaries.

The unincorporated areas east and south of the town are designated as "Developing Areas." The strategies recognize that growth is occurring in this suburban area and supports infrastructure investments that enhance the quality and viability of new development in Developing Areas. This area includes the northern portion of the Passwaters farm, the cluster of commercial uses at the Route 13/404 intersection, and the Route 13 corridor from Rt. 404 to Redden Road. The Strategies would indicate that

additional new growth would be directed to this area, and the State would support that growth with needed transportation and other investments.

The State Strategies maps depict a larger area surrounding the town as a “Secondary Developing Area.” This is the area that the State and the County have designated as the extents to which urban development is expected in the future. Development should be timed to occur in these areas after the “Developing Area” is substantially built out. In Bridgeville, this area extends approximately one mile in every direction from the existing town boundaries. This area contains all or a portion of five farms that have been placed in Delaware’s Farmland Preservation Program. The State has purchased development rights to three of those farms, all located east of Route 13. These three farms will remain in agricultural use for perpetuity.

To summarize, the State Strategies seek to limit sprawl by supporting and encouraging the growth and redevelopment of communities. New growth outside of communities should be located adjacent to existing infrastructure and services. Development activity within Bridgeville’s current boundaries or within the designated “Development Area” should be encouraged by the State.

Relevant Planning Principles

Principle 1: Bridgeville should seek to encourage high quality development that is compatible with the town’s historic character and small town charm.

Principle 3: Bridgeville should encourage an appropriate amount of new residential and commercial growth that is compatible with the character of the town. Developments that include needed services and facilities should be sought.

Principle 4: New urban growth should be balanced with the protection of farmland and open space in the Bridgeville area. Suburban sprawl should be avoided.

Principle 5: New development, especially residential neighborhoods, should be located adjacent to the town and integrated into the town with street connections, sidewalks, and bike paths where possible.

Principle 7: Solutions to transportation issues should be coordinated with the Delaware Department of Transportation. The comprehensive plan should develop land use strategies that are compatible with realistic transportation options.

Principle 8: The town should continue to coordinate with the Delaware Department of Transportation’s Corridor Capacity Preservation Program to develop a plan for service roads along the Route 13 corridor. The land use strategies included in the comprehensive plan should support the service road planning effort.

Principle 10: It is clear that Bridgeville influences, and is affected by, an area much larger than the current town limits. This area is under the jurisdiction of Sussex County. The town should coordinate its planning efforts with Sussex County to achieve a common vision for land use around Bridgeville.

Principle 12: The existing water and wastewater services are critical to the continued viability of the town and will be important tools that the town can use to attract and guide new development. The town should evaluate the capacity of the existing infrastructure and develop strategies to increase the capacity of these services if needed. The town should retain control of water and wastewater services as a tool to guide growth and development.

Goal Statement – Growth and Annexation

Bridgeville will encourage quality growth and development that benefits the town by adding needed services, facilities, housing, and other urban uses in the appropriate areas adjacent to the town and within the reasonable proximity to services and utilities provided by the town. Annexation of developing adjacent areas that meet this goal will be encouraged.

Plan Recommendations – Growth and Annexation

NOTE 1: The Growth and Annexation Plan is comprised of the text in this section in conjunction with the Growth and Annexation Plan Map (Map 9, located in the Map Appendix). In the following section, the term “Growth and Annexation Plan” refers to both the text and the map, and in practice and use neither should be considered or relied upon without referencing the other.

NOTE 2: The Growth Areas (I, II, and III) shown on Map 9 are schematic in nature and should not be construed to correspond to parcel lines. These areas are intended to show the general areas where certain types of development might occur.

The Role of the Town Commission

This section discusses potential uses in three Growth Areas that are designated on Map 9 and described below. These lands are currently under the jurisdiction of Sussex County, and as such, the Town Commission has no authority to regulate land use in these areas. However, the Town will have some say in the type and scale of development in these areas because town services are likely to be requested. In addition, some of these properties may request annexation in conjunction with development proposals.

This chapter is meant to serve as a set of guidelines for the town when faced with development in these areas. Specifically, the recommendations may prove useful in the following circumstances:

- When a development or rezoning is proposed in Sussex County’s jurisdiction, these recommendations may allow the Town to make informed comments through the County’s land use review process.
- These recommendations may assist the town in preparing plans for utility services in the adjacent areas, and they may also be useful when negotiating with developers in these areas.
- If annexation is proposed, these recommendations will be available to guide the town in terms of the types of land uses and scale of development that would be appropriate in various areas.
- The town should actively participate in the preparation of the Sussex County Comprehensive Plan, and these recommendations may provide a basis for articulating the types of uses the Town would consider appropriate near Bridgeville.

Recommendation 1: Growth Area I – The Route 13 Highway Corridor

This growth area encompasses the lands on either side of the Route 13 highway corridor from Redden Road south to the Route 13/404 intersection, corresponding to the “Developing Area” on the Strategies for State Policies and Spending Map for Sussex County dated 12/23/99. The lands in this area generally have frontage on the highway and have access to town utilities. In addition, the Delaware Department of Transportation has designated this area for investment in service roads and other alternative access strategies as a part of the Corridor Capacity Preservation Program (see Chapter 2-4, Transportation Plan). Due to these factors the lands in this Growth Area have value as commercial and other higher density urban uses.

The following are some specific policies the Town Commission could consider when and if they have any role in reviewing development proposals or providing utilities in this growth area:

- If the parcel in question is partially in the Town and partially in the County, it is recommended that the town annex the parcel in its entirety when development is proposed.
- West of Route 13 it is appropriate to have more than one category of land use in any particular project (these are known as mixed use projects). A typical mixture of uses might include commercial or office uses along the highway and townhouses or condominiums between the commercial area and the existing residential parcels on Main Street. The town’s current C-1 zoning designation would provide the flexibility to allow this mixture of uses, yet the town (or the County) will have to work with the developer through the site plan process on design issues.

- East of Route 13 commercial or office uses along the highway corridor would be appropriate. Agricultural uses, which are not detrimental to adjacent land uses, should be encouraged. Several properties in this area have been placed in the State's Agricultural Preservation Program making agriculture the primary compatible use in this area.
- The design of these properties should consider the service road proposals currently being developed by DelDOT through their Corridor Capacity Preservation Program. Ideally, the site designs will include service and access roads that will allow safe and convenient access to and from the highway and adjacent properties. Due to these properties close proximity to the town, consideration should be given to providing street and sidewalk connections between the new development and the existing street pattern where practical.
- Commercial and office development that provides the town with needed products and services should be encouraged. Examples include additional medical services, food stores, and other uses of suitable scale to serve the community. Large regional commercial uses are not as desirable to the community, and should not be specifically encouraged in this area.

Recommendation 2: Growth Area II – Commercial Node at Routes 13 & 404

This growth area encompasses the growing commercial node located at the intersection of Routes 13 & 404. This area has become the focus of commercial activity that serves both a regional market of through travelers and the local needs of residents. The establishments here also provide jobs for local residents. Currently the area contains a used car lot, fast food restaurants, convenience stores, and gas stations. A shopping center with a super market is currently under construction. In addition, the former Bridgeville Visitor Center is located here. Although the visitor center is closed, the State is acquiring the building and may convert it to another institutional use.

This area is not near the current town boundaries, and it will not be a candidate for annexation in the immediate future. The town does provide utility services to this area and has some influence on the type and scale of development that occurs.

The following are some specific policies the Town Commission could consider when and if they have any role in reviewing development proposals or providing utilities in this growth area:

- This area is primarily a commercial area: Therefore, commercial uses are appropriate. Small-scale regional services that cater to the traveling public are particularly suited to this busy intersection. Other uses, such as the potential new institutional use at the former visitor center, could be considered on a case-by-case basis.

- New development or redevelopment activity at this node should be completed in conjunction with DelDOT's plans to upgrade the 13/404 intersection and provide service roads in order to enhance the access and viability of the area.
- More direct pedestrian and bicycle linkages need to be developed between the Town and this commercial node.

Recommendation 3: Growth Area III – Southern Town Extension

This growth area comprises the undeveloped lands south of the current town boundaries, which extend down to the commercial node described above as Growth Area II. While this area is currently used for agriculture, there has been some recent interest in developing it. This area is a logical extension of the residential area of the town. The close proximity of this area to the current town also makes it a logical location for future park and recreation facilities.

The following are some specific policies the Town Commission could consider when and if they have any role in reviewing development proposals or providing utilities in this growth area:

- Residential uses are most appropriate in this area. Ideally, the residential areas would have the same style and character as the existing neighborhoods in the southern part of the town. Town houses, duplexes, and apartments may be desirable as well if they are well integrated into the neighborhoods. High density “complexes” located in isolated pods of development should be avoided in favor of a well-connected neighborhood plan.
- The street patterns should be linked into the existing town’s street network where practical. Sidewalks, bike paths, and other pedestrian connections should be provided.
- Consider providing a centralized park and/or recreation area to serve this neighborhood and perhaps the larger Bridgeville community (see the full discussion of this concept in Chapter 2-9). The location of this park area should be reviewed as an integral part of any subdivision plan.
- Strip commercial development is not recommended along the west side of South Main Street. There are abundant commercial opportunities along Market Street, the Route 13 corridor, and in the commercial node described above as Growth Area II. Commercial uses along S. Main Street would weaken the viability of these other commercial areas, increase traffic, and reduce the capacity of S. Main Street and detract from the residential environment that is envisioned for this growth area.

Recommendation 4: Annexation Area

During the next 5 to 10 years, which is the planning horizon covered by this plan, growth and annexation are expected to occur in the “Growth Areas” described above in Recommendations 1-3. The town feels that it is also important to have a longer-range vision for the future growth of the community. The Annexation Area depicted on Map 9 represents the lands that will be considered for annexation by the town in the intermediate and long-term future.

The Annexation Area differs from both the “Development District” found in the 1997 Sussex County Comprehensive Plan, and the “Secondary Development Area” found in the 1999 Strategies for State Policies and Spending document. These areas, which are essentially identical, are represented by a rectangle approximately 1 mile from the existing town boundaries. The Annexation Area proposed by this plan differs in a number of significant ways:

- The Annexation Area is more logically and specifically described than either the Development District or the Secondary Developing Area. Rather than a simple rectangle, it is depicted based on actual properties that the town considers likely to develop and desirable for annexation.
- Unlike the Development District and the Secondary Development Area, the Annexation Area does not include any Agricultural Preservation Districts.
- The Annexation Area supports agricultural preservation by including only areas that are likely to develop. Existing preservation areas define the edges of the Annexation Area in many instances. The town feels that it is important to identify its long-range growth intentions through this plan so that the State can invest in agricultural preservation in other, more appropriate areas.
- The Annexation Area generally follows the Route 13 corridor from North of Newton Road to Route 18. This more realistically depicts where development is likely to occur due to existing and planned infrastructure investments including water, sewer and roads. Growth along the corridor will be more likely if Sussex County develops a regional sewer district in this area as has been discussed.
- The Annexation Area includes a property to the north of Newton Road that is a logical site for industrial or other economic development activity. The parcel has access to Route 13, the Bridgeville by-pass (Newton Road), and the railroad.
- The Annexation Area includes the lands to the south and east of the Bridgeville Plaza shopping center, which is currently under construction. This area will be a likely expansion of the growing commercial node described as Growth Area II above.

- The Annexation Area takes into account property owners and developers who have approached the town with interest in developing their properties.
- The Annexation Area represents a natural progression of the town as it seeks to meet the growing need for services in this area.
- The Annexation Plan represents a long-range vision for Bridgeville, which may take as many as 50 years or more to achieve.

The Annexation Area is considerably smaller than the existing Development District and Secondary Development Area. These existing areas (which are identical, as noted) are approximately 711 acres larger than the Annexation Area. However, the existing areas include a number of properties for which the State has purchased development rights for agricultural preservation. These properties are to remain in agriculture for perpetuity, and will not be developed. When the 604 acres of preserved land are subtracted from the Development District and the Secondary Development Area, the Annexation Area proposed by this plan is still 97 acres smaller.

Table 20. Annexation Area Comparisons

	Town (existing)	Developing Area* (existing)	Secondary Area* (existing)	Annexation Area (Map 9)
Total Acres	510	862	4,466	3,755
Less acres in Ag Pres. / PDR	0	0	- 604	0
Total Acres for Development	510	862	3,852	3,755
Net Change from existing	N/A	N/A	N/A	-97

NOTE: All areas are exclusive rather than cumulative.

* "Developing Area" and "Secondary Area" refer to the areas with those names specified in the State Strategies for Policies and Spending document and maps dated 12/23/99.

Source: IPA / WRA GIS Analysis, 2001

Table 21. Bridgeville Total Growth Potential

	Acres
Town	510
Developing Area*	862
Annexation Area (Map 9)	3,755
Total Land Area	5,127

* "Developing Area" refers to the area of that name specified in the State Strategies for Policies and Spending document and maps dated 12/23/99.

Source: IPA/WRA GIS Analysis, 2001

Recommendation 5: Annexation Strategy

There has only been one recent annexation into the Town of Bridgeville. This annexation occurred in 1996 and included a number of single family homes, two apartment complexes, and the land on which a third apartment complex was constructed. It is expected that in the future there will be additional requests to annex property into the town. Many of these requests are likely to be in conjunction with development proposals seeking to obtain town utilities and other services.

Bridgeville's charter stipulates that properties that receive town utilities must pay town taxes. This provision allows the town to benefit from properties receiving town services, even though those properties are in the county. The charter provision can serve as an incentive to encourage annexation. If the property remains outside of the town it cannot take advantage of other town services although the property must still pay town taxes.

The town should encourage the annexation of adjacent lands that are developing. Annexation will allow the town to have a role in the review and approval of development proposals and to formalize service arrangements with the property.

The Town Commission may utilize the following policies when considering annexation requests:

- The town should put the highest priority on annexing properties which are directly adjacent to the current town boundaries and properties which are currently partially within the town boundaries. There are a number of these parcels located both in Growth Area I and III.
- Properties that are partially or minimally adjacent to the town boundaries should be evaluated on a case-by-case basis. These parcels may range from small lots to large vacant tracts that are the subject of sizable development proposals. The town should avoid creating enclaves of unincorporated land.
- Through annexation, the town may take control of areas that have not traditionally been served by town services. Each annexation request should be evaluated by the town to determine the projects impact on town services. The evaluation of these annexation proposals may include:
 - The potential benefit to the town in terms of tax revenue, jobs, services, or facilities to be provided.
 - If development is imminent, the desirability of controlling the type and style of development using town codes.
 - The impact of the development on town services and utilities. These impacts include sewer, water, fire service, police service, administrative costs, long-term maintenance of infrastructure, impact of the development

on town facilities, as well as other criteria to be defined by the Town Commission.

- The property's location within the State Investment Strategies Map. Parcels within the Developing Area classification should be considered favorably. The State has defined these areas for growth in the near term future and will be most likely to commit to infrastructure improvements in the area. Proposed annexations in the Secondary Developing Areas or in Rural Areas should be approached cautiously. State resources may not be available in these areas, which may greatly increase the financial burden on the Town. It should be noted that in the past developers have been responsible for providing new infrastructure necessary to serve their projects, and the town intends to continue that policy.

Recommendation 6: Sprawl Avoidance Strategies

Planning Principle 4 indicates that new urban growth should be balanced with the protection of farmland and open space, and "suburban sprawl" should be avoided. Suburban Sprawl is a commonly used term to describe a number of perceived issues resulting from development, ranging from traffic congestion to the loss of open space. For the purposes of this plan, the term "sprawl" refers to discontinuous development that occurs away from currently developed lands in and around the existing town. Sprawl has numerous negative consequences and potential impacts on the services offered by the Town. These impacts may include:

- Traffic can be increased due to longer travel distances. Pedestrian and bicycle connections may not exist, making it necessary to travel to and from the newly developed area by car.
- The cost of providing utility services can be increased because of the greater distance from the established urban area, and the potential need for force mains, pumping stations and the like. Maintenance costs to the town increase due to the additional equipment and lines to maintain.
- Similarly, the cost of providing other town services can be increased due to additional travel time for police and other maintenance workers.
- Development occurring far from the existing urban area of the town can encroach on productive farmland. Large tracts of farmland may be segmented making it less viable. Also, new residents may consider farming practices a nuisance, leading to complaints.

The following are some specific policies the Town Commission could consider, when and if, they have any role in reviewing development proposals or providing utilities in areas adjacent to the town:

- Parcels that are adjacent to the current town boundaries should be developed first, before the development of more remote parcels is considered.
- Utility services should be extended only to areas that are anticipated for development and are consistent with the goals for the Growth Areas I, II, and III. Utilities should not be extended to remote areas without a full evaluation of the costs and the benefits to the town.

Chapter 2-3 **Infrastructure Plan**

in·fra·struc·ture

- 1 : the underlying foundation or basic framework (as of a system or organization)
- 2 : the permanent installations required for military purposes
- 3 : the system of public works of a country, state, or region; also : the resources (as personnel, buildings, or equipment) required for an activity

Source: Merriam – Webster Collegiate Dictionary

Background – Infrastructure

As the above definition points out, the term infrastructure can refer to a “system of public works” or to an “underlying foundation or basic framework.” Drawing from this broad definition, this chapter will discuss two types of infrastructure that are essential to the functioning of the Town of Bridgeville. The first is the town’s public utility infrastructure, which is comprised of its water and sewer systems. The second is the town’s school system, the Woodbridge School District. The public utility infrastructure is essential to the basic needs of the population. The school infrastructure of the community is essential to educate its citizens and enable them to become active and productive members of the community.

Sanitary Sewer

The Town of Bridgeville operates a municipal sewer treatment facility located behind the Town Hall. The facility uses conventional treatment processes and discharges tertiary treated wastewater to Bridgeville Branch. The Bridgeville system serves both the Town of Bridgeville and, by agreement, the Town of Greenwood. Bridgeville also provides sewer service to various near-by businesses, including the cluster of commercial uses at the Route 13/404 intersection. The current sewer treatment facility is designed and permitted to discharge up to 800,000 gallons/day. On average, wastewater flows have been about 180,000 gallons/day, about 23% of the plant capacity.

The Delaware Department of Natural Resources and Environmental Control (DNREC) regulates wastewater treatment facilities and discharges. DNREC has instituted a program to limit the Total Maximum Daily Loads (TMDL) of nutrients that are discharged into the waterways. Bridgeville Branch is a tributary of the Nanticoke River, which is in the Chesapeake Bay watershed. Some of the key nutrients that contribute to water pollution, primarily nitrogen and phosphorus, are present in wastewater discharges from municipal sewage treatment plants. DNREC has taken the position that all point source discharges should be removed in order to improve water quality. Towns must reduce nutrient discharges or utilize other methods of wastewater disposal that do not

discharge directly to surface waters. At the present time, winter stream / summer spray irrigation is the preferred method to accomplish this goal.

The Town and their engineer, Davis, Bowen, and Friedel, Inc., have developed a wastewater treatment system improvement plan that would implement a spray irrigation system for the Town. The study recommends \$6.77 million in improvements in two phases. The proposal has been presented for the consideration of the Wastewater Facilities Advisory Council, and has been ranked 8th out of 31 projects submitted in fiscal year 2000.

The first phase would involve the construction of a spray irrigation facility with a capacity of 300,000 gallons/day east of Route 13. During this phase, the current facility with its discharge to Bridgeville Branch will be retained for winter stream discharges.

In the second phase of construction, the spray irrigation facility will be expanded to have a capacity of 500,000 gallons per day. Waste would be treated at the spray irrigation site via an aerated lagoon. The existing treatment plant would be decommissioned, and the stream discharge would be removed. At the end of both phases the total capacity of the system would be reduced from 800,000 / day to 500,000 gallons / day.

Even though the total net capacity of the system will be reduced from 800,000 gallons per day to 500,000 gallons per day at the end of the project, the system will still have a capacity that is more than double the existing average usage of the system. Using conservative estimates, the new system will be able to accommodate a significant amount of commercial growth and approximately 670 new dwelling units. The “High Population Projection” found in Chapter 1-2 estimates that Bridgeville would only grow by 317 persons by the year 2020, requiring approximately 127 new dwelling units. This leaves excess capacity to serve Greenwood’s growth and new commercial and residential growth in the near-by area. However, any significant new industrial use that generates large quantities of wastewater may require a review of the system capacity.

Public Water

The Town of Bridgeville provides municipal water service to homes and businesses located within its boundaries. According to the 1990 census, 475 housing units were served by the Bridgeville public water system, while 15 housing units in the Town were served by individual wells. In the year 2000 the town had 660 residential water accounts, indicating that there has been growth in the usage of the system in the last decade. A review of Department of Natural Resources & Environmental Control (DNREC) information indicates that Bridgeville utilizes three wells for its water supply source. These three wells have a total combined annual allocation permit from the DNREC of 93 million gallons (mg), a 30-day allocation pumping limit of 7.75 mg, and a daily limit of 250,000 gallons. The town also maintains a 125,000 gallon elevated water storage tank, located behind the town hall.

The following table summarizes Bridgeville’s well data as provided by the DNREC.

Table 22. Water Supply Wells in the Bridgeville Municipal Water Service

Well #	Date Drilled	Screen Interval	Aquifer	Pumping Rate
2	January 1995	100 – 119 ft	Columbia	245 gpm
2D	July 1995	325 – 374 ft	Frederica	240 gpm
5D	October 1995	449 – 492 ft	Cheswold	300 gpm

Source: DNREC, Division of Water Resources, 2000.

In 1999, Bridgeville had a total annual water usage of about 43.7 mg, a total monthly water usage for its maximum month of about 4.8 mg (June), and an average daily demand of 120,000 gallons per day. A comparison of permitted water withdraws to current water usage indicates that Bridgeville's water allocation should be sufficient for the planning period and for normal growth unless a large water using business locates within the Town's water service area.

The State of Delaware Public Service Commission grants "Certificates of Convenience and Necessity (CPCN)" to municipalities and private water companies which empowers them with the authority to provide public water service within specified areas. The Town of Bridgeville does not currently have a CPCN to serve the town or surrounding areas, although service has been provided for many years. The town has a "grandfathered" status to continue operating its water utility, but will need to acquire a CPCN to expand service to areas outside the current town boundaries.

Tidewater Utilities, a private water company, currently has three CPCN agreements in the area surrounding Bridgeville, outside of the current town boundaries. Tidewater serves water to the "Bridgeville Mall," which is the commercial area at the Route 13/404 intersection. The second Tidewater CPCN area is known as the "Bridgeville Landfill," and includes the old landfill and a large area of housing. This CPCN is larger than the town itself. A third Tidewater CPCN is located south of Route 18, and is currently unnamed. These CPCNs are shown on Map 3A, found in the Map Appendix at the end of this document.

Woodbridge School District

The Woodbridge School District operates the public schools that serve Bridgeville and the surrounding areas. The district serves a large geographic area that includes a small portion of Kent County, as well as the town of Greenwood. The boundaries of the school district are shown on Map 5 in the map appendix.

The following table details the public school buildings operated by the district:

Table 23. Schools Operated by the Woodbridge School District

School Name	Location	Date Built	Design Capacity	Enrollment (2000 – 01)
Woodbridge Elementary School	Greenwood	1923	874	997
Woodbridge Early Childhood Education Center	Bridgeville	1931	208	166
Woodbridge Middle School*	Bridgeville	1934	756*	801*
Woodbridge Senior High School*	Bridgeville	1934		
Woodbridge HS Intensive Learning Center*	Bridgeville	1934		
<i>Totals (design capacity / enrollment)</i>			<i>1,838</i>	<i>1,964</i>

Source: Woodbridge School District, Delaware Department of Education. Compiled by IPA.

* These schools are all located in the same structure. The design capacity and the enrollment figures include all grades in the structure.

Table 20 demonstrates a number of significant points regarding the Woodbridge School District's public school infrastructure. First, there are only three individual school buildings operated by the district. Unlike the other school districts in the State, Woodbridge does not have a separate middle school. Children attend the Woodbridge Junior/Senior High School on Laws Street from grades 7 through 12.

Another factor that is underscored by the table is that Woodbridge's schools are very old. The newest of the schools was built in 1934, and the average age for all three structures is 71.6 years old. There have been significant maintenance and renovation projects completed on all three structures over the years, but the age of the schools is becoming an issue for the district as it attempts to provide a safe, attractive and modern environment for learning.

A third issue that becomes apparent upon review of the table is that the enrollment exceeds the design capacity of the schools, leading to overcrowding in some of the school buildings. The design capacity is the number of students the schools were originally designed to hold. The design capacity may in fact be more than the curriculum capacity, which is the number of students that can be accommodated when space for technology and other modern educational equipment is considered. Overcrowding is the worst at the elementary level, but as those children age the crowding issues will be experienced at the middle and high school levels. The district has placed portable classrooms at the elementary school site in Greenwood to deal with this severe shortage of space.

The Woodbridge School District recently passed a referendum that will allow them to address these issues. The district plans to construct a major addition to the current Early Childhood Education Center. The structure and the new addition will be operated as a stand-alone middle school, housing grades 5 through 8. Grades 5 and 6 will be moved

from the Woodbridge Elementary School in Greenwood to the new school. Pre-Kindergarten and Kindergarten would be moved to the Elementary school. With the relocation of grades 5 and 6 there should be additional space in the building for the elementary grades. Grades 7 and 8 will be moved from the high school to the new middle school, and the excess space will be utilized for expanded vocational space at the high school level. The total cost of construction is estimated to be over \$13 million, with the State of Delaware contributing approximately 71% of the total cost.

Even with the new construction, the district will continue to need funding for repairs and upgrades to the two older structures. Depending on growth in the district, additional classroom capacity may be needed in the future.

Relevant Planning Principles

Principle 11: Bridgeville should encourage the separation of the current Middle/High School facility. A separate school should be built as a part of an existing school or built on land outside of town limits.

Principle 12: The existing water and wastewater services are critical to the continued viability of the town and will be important tools that the town can use to attract and guide new development. The town should evaluate the capacity of the existing infrastructure and develop strategies to increase the capacity of these services if needed. The town should retain control of water and wastewater services as a tool to guide growth and development.

Goal Statement – Infrastructure

Bridgeville's public utility infrastructure and schools should be developed and maintained to meet the needs of the current population and anticipated future growth. Maintaining an excellent system of utilities and schools will enhance the quality of life for residents and make Bridgeville a desirable place to live and do business.

Plan Recommendations – Infrastructure

Recommendation 1: Support the School District's Middle School Plan

To the extent that is possible, it is recommended that the Town Commission support the Woodbridge School District in their efforts to construct a new middle school at the site of the current Early Childhood Education Center on Church Street. This represents a logical, well thought out approach to the various issues facing the school district.

Recommendation 2: Annex the Early Childhood Education Center Site

The Early Childhood Education Center is located on a parcel of land partially within the county and partially within the town. It is recommended that the Town annex the total parcel prior to development. This will simplify the permitting and review process and ensure that there are no delays due to disagreements between the two jurisdictions. It will also clarify that the new school is completely within the town and properly qualified to receive town services.

Recommendation 3: Future School Sites

If the Woodbridge School District is ever in a position to construct a new school on a new site, it is recommended that a site be selected which is within or adjacent to one of the municipalities (Bridgeville or Greenwood). However, priority should be given to properties already owned by the district. A site in or near a municipality will make it possible to efficiently serve the new school with utilities, road infrastructure, and other town services. A site near a municipality may reduce travel time and expenses for a portion of the school population. State investments in infrastructure can be leveraged so that they may benefit not only the school site, but the residents of the town as well. Schools can and do serve as community activity centers, and locating a school in an existing urban area will enhance those functions, allowing the school to positively impact the surrounding area. Locating a new school distant from existing communities will have none of these benefits and may in fact encourage “sprawl” by luring private development to locate near the school site to take advantage of newly available infrastructure.

Recommendation 4: Bridgeville Wastewater Plant Upgrades

It is recommended that the Town of Bridgeville complete the anticipated upgrades to the Wastewater Treatment Plant that are described in the Background section as the Phase I improvements. These upgrades would net the town a treatment capacity of 300,000 gallons a day, utilizing a winter stream discharge and a summer spray irrigation discharge.

Recommendation 5: Bridgeville Utility Capacity Monitoring

Indications are that both the public water and sanitary sewer systems have adequate capacity to handle the urban growth that is foreseen during the planning period. The town should continue to monitor the plant capacity as new development occurs to ensure that there is adequate capacity to meet the needs of the existing town and new development. New industries that place high demands on the water and/or sanitary sewer systems in the town should be approached cautiously. If an industrial user is allocated a large share of the town’s utility capacity, the ability of the town to accommodate additional development will be decreased. The town may be able to negotiate with the industry to increase the town’s treatment capacity as needed to accommodate the demands anticipated. The town should proceed with the Phase II wastewater

improvements (which would include an ultimate capacity of 500,000 gallons/day) when the daily usage approaches 300,000 gallons/day.

Recommendation 6: Utility Expansion Policies

Planning Principle 12 describes the town's utility infrastructure as a valuable resource that the town should maintain control over as a tool to both attract development and guide it into desirable locations in and around the town. As the town is in a position to provide utilities to areas outside the current town boundaries, Bridgeville may have some say in the type and scale of development that occurs in adjacent areas in the County.

The Town Commission should use the following policies as they review proposals to expand utility service to new areas:

- Utilities should only be expanded to areas where growth is expected and encouraged. The Growth and Annexation Plan (Chapter 2-2) describes three such areas. Expanding utilities to other, more remote areas may have a number of undesirable consequences. The town's utility service capacity will be diminished for more desirable projects, and the new utility area may direct additional growth and development to the remote area where there are few other services or infrastructure planned.
- Developers should pay for the cost of extending utility service to new areas. However, if the utility extension is being made in an area where the town is interested in expanding service to encourage additional development, the town may negotiate with the developer to pay for the cost of upgrading the utility lines to a higher capacity in order to accommodate additional growth in the general area.
- The town should develop a master utility plan to help identify areas where utilities should be extended within and outside the town boundaries. Such a plan will be useful to help the town prioritize utility funding decisions and may help identify the areas that need upgraded service. Such a plan should entail a review of the Growth Areas described in Chapter 2-2.

Recommendation 7: Acquire a Certificate of Public Convenience and Necessity (CPCN)

It is recommended that the Town of Bridgeville apply to the Public Service Commission and acquire a Certificate of Public Convenience and Necessity to serve public water within the current town boundaries and in any areas outside the boundaries that the town believes it is in their interest to serve in the future. The town should seriously consider applying to serve areas in Growth Areas I and III on Map 9, as these are areas where growth is likely to be concentrated in the near future. Should the town not proactively acquire a CPCN for these areas, private water companies may seek to serve these areas with water service.

Chapter 2-4 Transportation Plan

Background – Transportation

Overview of Transportation Network

Route 13, Route 13 BUS (also known as Main Street), and DE Route 404 (which follows Market Street and S. Main Street through town) are the primary routes carrying regional traffic to and from Bridgeville. Route 13, which passes just east of Bridgeville, connects the Town with Dover to the north and southeastern Maryland to the south. US Route 13 BUS branches off US Route 13 just north of the Town, passes through the Town as Main Street to the west of US 13, and rejoins US 13 to the south of the Town. DE 404 connects Bridgeville with points west of the Chesapeake Bay and with Delaware's beach communities to the east.

In order to redirect truck traffic from Market Street, the Delaware Department of Transportation constructed the Bridgeville By-Pass north of town, which is marked as Alt. 404, and also known as Newton Road. This by-pass was constructed by connecting some existing roadways and was completed in 1998. Although originally intended for truck traffic, it is well situated to provide an alternate route for seasonal travelers who travel from Maryland to the Delaware Beaches via Route 404.

The railroad runs in a north-south direction through the western portion of the Town. The tracks are owned and operated by the Norfolk Southern railroad. Rail sidings are available for use by local businesses, such as Cannon Cold Storage.

US 13 Corridor Capacity Preservation Plan

The Corridor Capacity Preservation Program was established in 1996 under Title 17, Section 145 of the Delaware Code to preserve selected existing transportation facilities. Four corridors are currently identified for the Program: SR 48, SR 1, US 113, and US 13. The limits of the Program on US 13 are DE 10 south of Dover to the Maryland State line, including the portion of US 13 adjacent and within the Town of Bridgeville.

The Program has five primary goals:

- Maintain an existing road's ability to handle traffic safely and efficiently.
- Coordinate the transportation impacts of increased economic growth.
- Preserve the ability to make future transportation-related improvements.
- Minimize the need to build an entirely new road on new alignment.
- Sort local and through traffic.

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

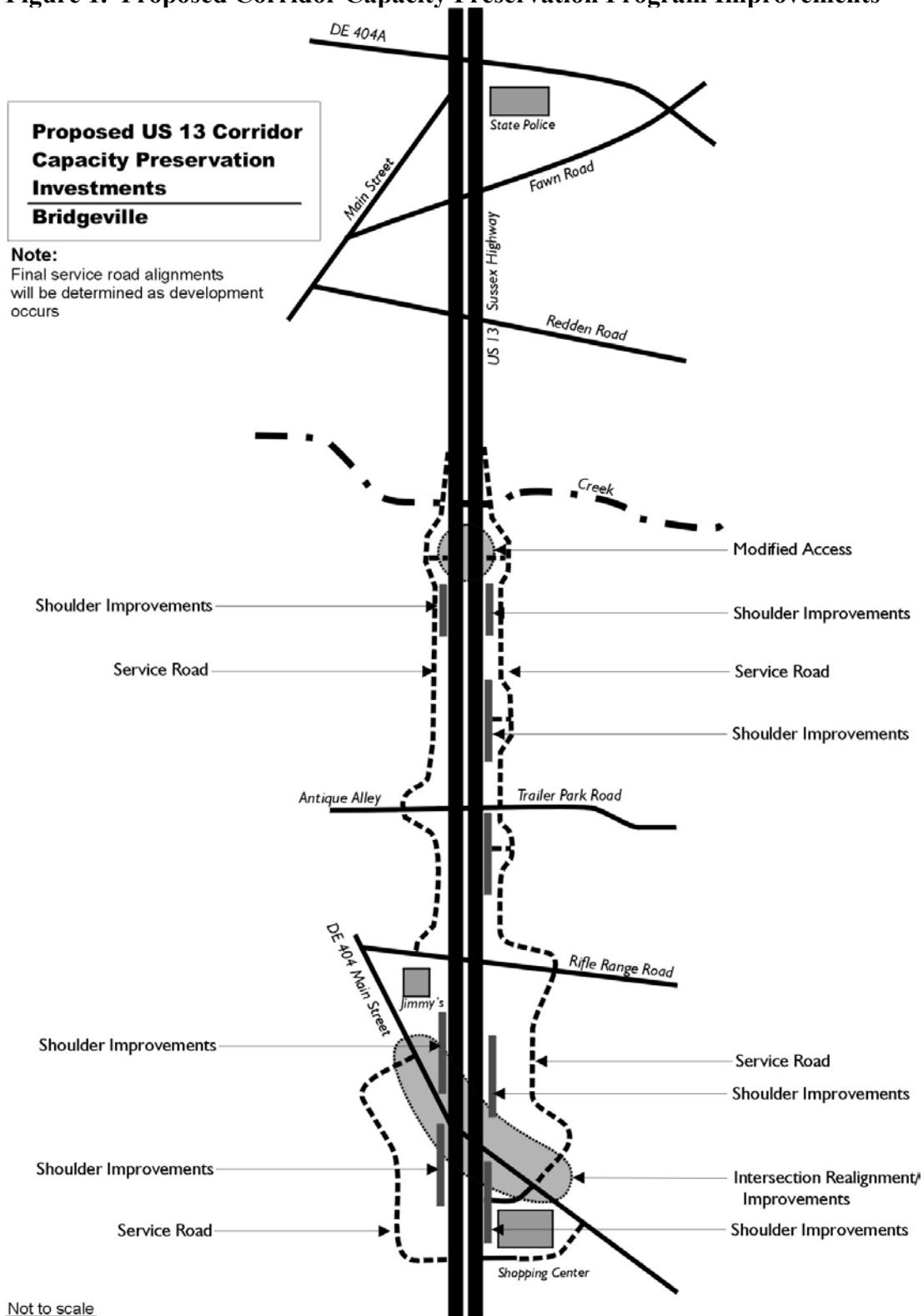
The coordination between land use and transportation planning is critical in order to preserve the U.S. 13 corridor. Governor Minner's Livable Delaware initiatives along with the Delaware Strategies for State Policies and Spending further indicate the need for coordinated growth. The Delaware Department of Transportation has coordinated its preservation strategies for the Program with the investment areas identified in the document *Managing Growth in the 21st Century: Strategies for State Policies and Spending* adopted in 1999 by Governor Carper and the Cabinet Committee on State Planning Issues, and reaffirmed by Governor Minner under Executive Order 14. These strategies identify key investment areas across the State including Community, Developing and Secondary Developing Areas.

The Town of Bridgeville and the Department of Transportation collaborated over a two-year period to identify specific transportation investments and access points related to the U.S. 13 corridor. In addition to including these improvements and access points into the Transportation Section of this plan, they will also be incorporated into an overall plan for the U.S. 13 corridor from DE 10 to the Maryland state line. As the Town of Bridgeville continues to develop along the U.S. 13 corridor, both plans will guide investment and development decisions.

The primary tools of the U.S. 13 Program include improved local road networks and combined entrance points. Combining entrance points and utilizing the local road network to provide access will decrease the points of entrance and exit, or conflict points, on the US 13 corridor. This improves the safety of the overall transportation network and decreases the interruptions to traffic flow on the corridor. By improving the existing local road network and creating new roads to improve that network, local Bridgeville traffic will be able to access development along the U.S. 13 corridor without using U.S. 13 for each trip.

Local road improvements included in the Bridgeville portion of the U.S. 13 Corridor Capacity Preservation Plan are shown on Figure 1. All noted new road alignments are conceptual and will be refined based upon specific site design needs in the future. In order to ensure the overall circulation of the local road network, the identified road intersection points will be determined based upon this plan. These interconnection points and property access points have been identified to guide future site design and investment decisions.

The projects associated with the U.S. 13 Program will be prioritized for the whole corridor based upon safety concerns, development needs, and funding availability. As development occurs in and around the Town of Bridgeville, site design and land use planning decisions can be coordinated with the U.S. 13 Corridor Capacity Preservation Plan for future transportation investments and plans.

Figure 1. Proposed Corridor Capacity Preservation Program Improvements

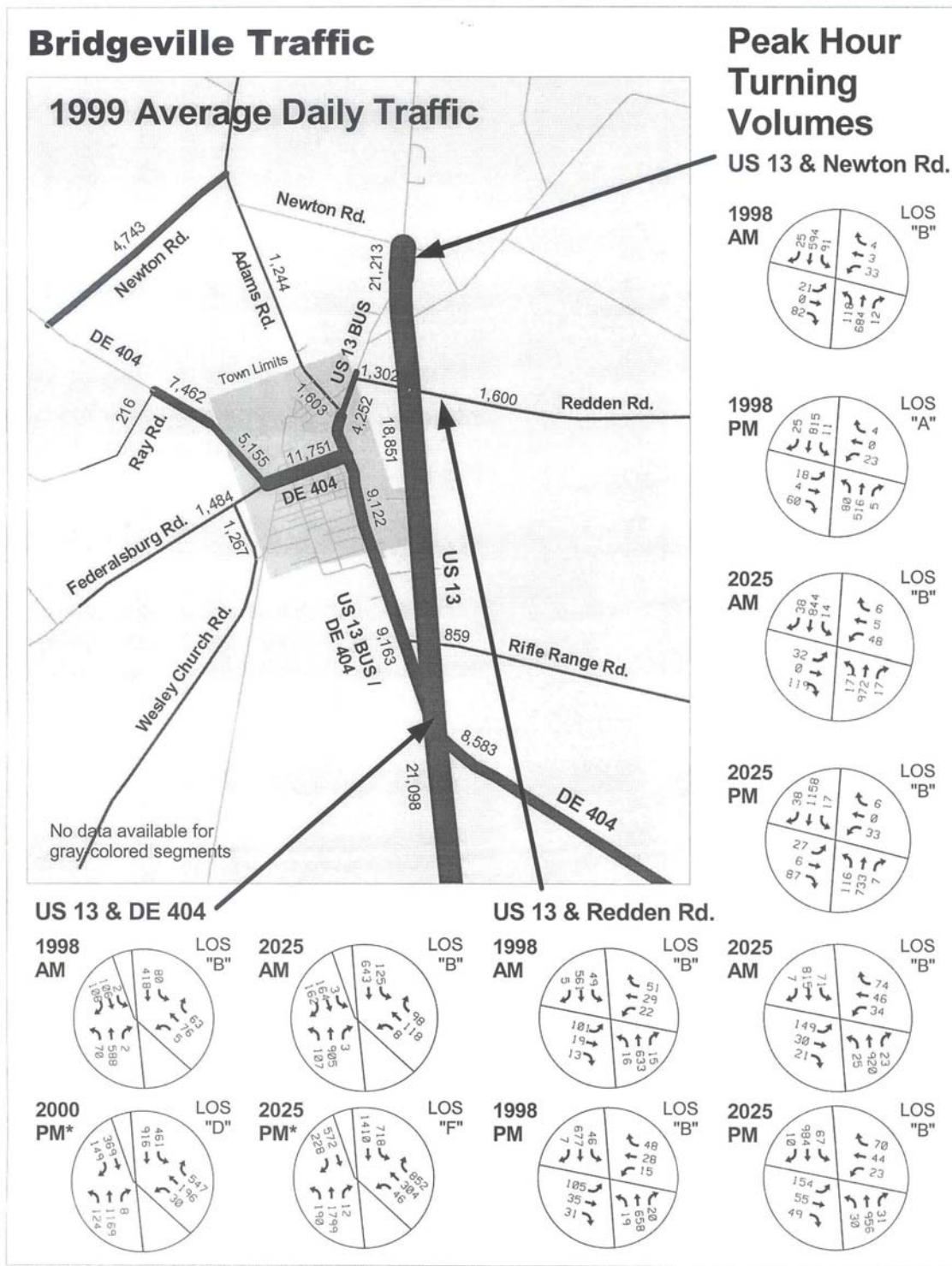
Source: Graphic developed by DeIDOT's Corridor Capacity Preservation Program and Gannett Flemming, Inc.

Traffic Data Analysis

Average daily traffic statistics are available from the Department of Transportation's 1999 Traffic Summary for certain roadway segments in and around Bridgeville. These are illustrated in Figure 2. For three intersections on US 13, all outside town boundaries, turning movement counts and intersection level of service are also shown for both measured and forecast summer peak hour periods. Level of service is a measure of average driver delay at an intersection. It ranges from A to F, with A corresponding to relatively low delay and F corresponding to relatively high delay. As illustrated, congestion is worst at the US 13/DE 404 intersection, and congestion is projected to increase at all three intersections.

Figure 2 illustrates relative traffic loading patterns within the town, with US 13 BUS and DE 404 (Market Street and Main Street) clearly carrying most of the Town traffic. These patterns, however, certainly vary throughout the year and by the hour of the day. Consequently, more detailed data would be required for any meaningful analysis of intersections within the Town.

Figure 2 also illustrates that Market Street carries a relatively high volume of traffic. According to 1999 Average Daily Traffic Data from DelDOT, an average of 11,751 trips were made on Market Street per day. This is approximately 55% of the traffic using Route 13 and more than any other single road in the Bridgeville Area. Reviewing the diagram, it becomes apparent that there are a number of major roads that converge at Market Street from the west, including Route 404, Federalsburg Road, and Wesley Church Road. In addition, many residents, employees, and customers of businesses use Market Street to get to and from places in town or to the main routes North and South.

Figure 2. Traffic Loading Patterns and Intersection LOS in Bridgeville, 1999.

Source: DelDOT 1999 Traffic Survey; DelDOT traffic projections. Graphic developed by DelDOT's Corridor Capacity Preservation Program and Gannett Fleming, Inc.

Seasonal traffic is a significant issue in Bridgeville. Route 404 is one of the primary corridors used by vacationers from Maryland to access the Delaware Beaches. During the summer months traffic congestion is experienced along Market Street, South Main Street, and at the Route 13/404 intersection. This congestion is most severe on Friday evenings and Sunday afternoons.

The construction of the Bridgeville by-pass has provided an alternate route for seasonal travelers. In the summer of 2000, DelDOT commissioned a detailed traffic study to analyze seasonal traffic patterns in Sussex County. The study (referred to internally as the "Transportation Operations Management Plan") was undertaken by Edwards and Kelcey Engineers, Inc. Traffic was counted on Route 404 east of the Maryland line and again on the Bridgeville by-pass (aka Newton Road).

As Table 21 depicts, the average traffic both during the weekends and the weekdays exceeds the yearly average traffic on both roads, confirming that the traffic is higher during the summer months. It also appears that there are a large percentage of travelers already using the by-pass. A count on the weekdays in July and August showed that an average of 8,673 trips passed through the counting station on Route 404. During the same time period, 6,215 (71% of the Rt. 404 average) vehicles passed through the counters on Newton Road. The weekend counts at the same stations showed that only a slightly smaller percentage (66% of the Route 404 average) used Newton Road. While some of the traffic on Newton road did not proceed onward or come from Route 404, this data does demonstrate that it is likely that more than half of the through traffic is utilizing the by-pass.

Table 24. Seasonal Traffic Usage, Route 404 and the Bridgeville By-Pass.

Average Daily Traffic	DE 404 (east of Maryland line & west of DE 16/36)			DE 404 Bypass (Newton Rd.)		
	EB	WB	Total	EB	WB	Total
June 2000 Weekday	4,426	3,609	8,035	not available		
July / August 2000 Weekday	4,442	4,231	8,673	3,122	3,093	6,215
September 2000 Weekday	2,793	2,662	5,455	2,255	2,340	4,595
June 2000 Weekend	7,737	6,257	13,994	not available		
July / August 2000 Weekend	8,270	7,084	15,354	4,659	5,487	10,146
September 2000 Weekend	5,036	4,803	9,839	3,161	3,606	6,767

Source: Summer 2000 Data Collection report for Sussex County, Delaware prepared by Edwards & Kelcey Engineers, Inc. in support of the Transportation Operations Management Plan for the Delaware Department of Transportation. Table developed by Gannett Fleming, Inc.

Public Transit

Transit systems are generally located in areas with a relatively high population density in order to operate efficiently. Bridgeville is a small town located in the heart of a rural area and has very limited public transit options. There is no local transit provider serving the town and the surrounding area.

Bridgeville is served by the Delaware Transit Corporation's *DART First State* Route 112, which provides regional transit service between Seaford and Georgetown. The bus stops at the Bridgeville Shore Stop in the southern portion of the town six times daily from Monday through Friday. The fare is currently \$1.00 for a one-way trip. No weekend service is available. This transit route links Georgetown, Bridgeville, and Seaford with numerous stops including Coverdale Crossroads, Nanticoke Hospital, and the DHSS service center in Seaford. This service connects Bridgeville's residents with Seaford and Georgetown, yet transfers are not available to other routes that would take riders to other towns elsewhere in the State.

The Delaware Transit Corporation also provides DAST service to disabled residents of Bridgeville. The DAST program is an on call transit service that is available to those who have qualified disabilities and are unable to make it to a regularly scheduled transit route. Reservations must be made in advance, but the service will pick residents up at their home and take them to any location within the State. There are also a number of private and/or specialized transportation providers (such as the CHEER senior center network) that provide services to residents in Bridgeville.

Relevant Planning Principles

Principle 4: New urban growth should be balanced with the protection of farmland and open space in the Bridgeville area. Suburban sprawl should be avoided.

Principle 5: New development, especially residential neighborhoods, should be located adjacent to the town and integrated into the town with street connections, sidewalks, and bike paths where possible.

Principle 7: Solutions to transportation issues should be coordinated with the Delaware Department of Transportation. The comprehensive plan should develop land use strategies that are compatible with realistic transportation options.

Principle 8: The town should continue to coordinate with the Delaware Department of Transportation's Corridor Capacity Preservation Program to develop a plan for service roads along the Route 13 corridor. The land use strategies included in the comprehensive plan should support the service road planning effort.

Goal Statement – Transportation

The transportation system in Bridgeville should allow safe and efficient travel options for vehicles, pedestrians, and bicycles while providing the needed capacity to safely manage anticipated development and the growing challenge of seasonal traffic congestion.

Plan Recommendations – Transportation

Recommendation 1: Coordination of Transportation and Land Use.

The Town should carefully review future land use decisions to ensure that the existing and planned roadway improvements can accommodate the future traffic. This might be accomplished more easily by requiring larger proposed developments to conduct a traffic impact study (TIS) as part of their site plan submittal.

Recommendation 2: Realign the Route 13/404 Intersection.

The Route 13 / 404 intersection currently has the worst levels of service, and it is also a safety hazard due to its unusual alignment. It is recommended that the Route 13/404 be reconstructed as a 90-degree intersection to improve the intersections function, safety, and capacity. This option is preferred by the town to an overpass, which would be too costly, would negatively impact access to adjacent properties, and would limit the town's access to the growing commercial node located east of Route 13. Pedestrian access would be difficult or impossible if an overpass is constructed.

Recommendation 3: Provide Pedestrian Crossings at Route 13/404.

It is recommended that pedestrian crossings be provided at the newly reconstructed Route 13/404 intersection. It is important that the town's residents have safe and convenient access from the town to this growing commercial area.

Recommendation 4: Encourage the Implementation of Service Roads.

Encourage DelDOT to implement the Corridor Capacity Preservation Program along the Route 13 corridor in Bridgeville, which will involve providing service roads along the corridor, enhancing safety, providing better access to properties, and creating a local street network that will link the uses on the highway corridor with the town. The town should continue to work with DelDOT, Sussex County, and individual property owners as sites along Route 13 develop. Service road alignments are to be determined based upon site development plans specific to individual properties, although the Corridor Capacity Preservation Plan (to be finalized by the end of calendar year 2001) has fixed the access/connection points. DelDOT may construct some portion of the service road network in order to provide connections and shared access among development projects.

Recommendation 5: Upgrade Rifle Range Road and Antique Alley Street.

In order to provide better access to and from the new local street network anticipated by the service road concepts being developed by the Corridor Capacity Preservation Program, it is recommended that Rifle Range Road and Cannon Street be upgraded to provide better connections between the highway corridor and the town. These roads should be integrated into the service road designs where practical.

Recommendation 6: Encourage the Construction of Sidewalks in New Developments.

The town should encourage the construction of sidewalks as a part of all new developments. Sidewalks should be provided along subdivision streets, as well as along

major roadways that developments front upon. It will be important to provide both sidewalks along the frontage of the roadways and sidewalks which provide linkage from the frontage to buildings.

Recommendation 7: Develop a Continuous Pedestrian and Bicycle Network.

It is recommended that the town identify primary bicycle and pedestrian routes through town and any areas where there are gaps in the sidewalk network. The town should work to construct sidewalks and/or bike paths in these areas. Grant funding may be available through the TEA-21 program, which is a Federal program administered through DelDOT.

Recommendation 8: "Off Road" Bicycle Paths.

Consider off road (i.e. separate from the existing street system) bike paths between any development that occurs in Growth Area III and the Town. Such a path should access any new or proposed park, community center, or recreational area (such as little league ball fields) and provide a way to get from there to the town.

Recommendation 9: Market Street Traffic Management Strategy

Market Street carries a high volume of traffic due to the fact that numerous roadways from the west (including Route 404, Federalsburg Road, Wesley Church Road, and Wilson's Farm Road) converge at Market Street. This high volume of traffic can be a positive factor for the businesses along the street, but can negatively impact the residential and institutional uses that define Market Street's character. It will be important for the town to have a strategy to manage the traffic that uses Market Street.

The following are some specific steps that the Town Commission can take to manage traffic along Market Street:

- Mark Market Street "no trucks" and direct all truck traffic to utilize the by-pass, whether heading north or south.
- Discourage intense land uses southwest of town (across the railroad tracks). Intense land uses may include large housing developments, commercial uses, large institutional complexes, or industrial uses that generate high truck traffic. Any traffic from development in these areas will have to use Market Street, creating additional traffic and congestion. These uses should be directed to one of the three growth areas designated in Chapter 2-2 where the road network is being upgraded to handle additional traffic, bicycles, and pedestrians.
- The town should encourage more seasonal traffic to use the Bridgeville by-pass in order to reduce traffic congestion on Market Street. The town should request that DelDOT install additional signage to encourage through traffic to use the Bridgeville by-pass. Signs should be posted both eastbound on 404 and westbound at the Route 13/404 intersection.

Recommendation 10: Work with the Delaware Transit Corporation to Develop Additional Transit Options

It is recommended that the Town Commission work with the Delaware Transit Corporation and private transit providers to develop a plan to accommodate the community's needs. Possible solutions may involve DTC developing additional routes between Bridgeville and employment centers (such as coastal Sussex County, Harrington, or Dover). Another possible solution would be to develop or expand smaller scale private or subsidized transit options for specific populations (such as the elderly).

Chapter 2-5 *Historic and Cultural Resources Plan*

Background – Historic and Cultural Resources

Bridgeville is rich in historic and cultural resources that define the character of the town. These resources include historic structures, places such as Market Street that reflect the culture and traditions of the community, and urban forms that reflect the historic development of the town as a center of agriculture, political, and social life in western Sussex County. Preserving these resources will ensure the town's identity and enhance the livability of Bridgeville.

The Bridgeville of today maintains many physical and cultural reminders of its past. Market Street serves as the core of the community and includes both a vital commercial district as well as a cluster of the community's institutions. Although many of the original structures from this area have been removed or altered, Market Street still remains the cultural focus of the community. Market Street also retains an important commercial component, which is part of its prominence. The commercial area contains many convenience retail uses within walking distance of the surrounding neighborhoods, including a dollar store, hardware store, video rental, barbershop, antique shops, and other commercial uses. The most important institutions in town, including the town hall, the fire house, the library, and churches, are located along Market Street.

The town's historic district encompasses the areas to the south and west of Market Street. A map of the historic district is included in the Map Appendix at the end of this document. This area retains many of the original structures from the period of the town's rapid growth (1860-1940). Many of the residential structures have a distinctive architectural character and have remained relatively unchanged to the present time. The dominating styles throughout the town include Queen Anne, Victorian, and Colonial Revival. Dwellings typically stand 2½-stories in height with side-gable roofs. Typical features include projections such as gabled dormers, bay windows, and towers as well as various cladding materials (such as the combination of clapboard and fish-scale shingles seen in the dwelling at 100 Delaware Avenue) that give a distinct texture to the buildings.

In addition to the Historic District, there are several individual structures that are listed on the National Register of Historic Places. These structures include the Sudler House, which dates to the 1730s, the Library on Market Street, which dates to 1866, and the restored Fire House on William Street, which was built in 1911.

In order to encourage the preservation of structures listed on the National Register of Historic Places the State and the Federal Government each have programs that offer tax credits to offset the cost of rehabilitation activities. The Federal Government program is geared towards income producing properties that are individually listed on the National Register. This program offers a 20% tax credit when a substantial renovation project is

completed. The State program can be utilized by any contributing historic property in a nationally registered historic district, or by individually listed properties. This program offers a tax credit of 30% of qualifying expenses for projects that exceed \$5000. The State of Delaware Historic Preservation Office administers both of these programs. Owners of historic properties in Bridgeville may be able to use one or both of these programs to assist them in maintaining their historic buildings.

Relevant Planning Principles

Principle 1: Bridgeville should seek to encourage high quality development that is compatible with the town's historic character and small town charm.

Principle 2: Historic structures and features of Bridgeville should be preserved. Bridgeville should seek to develop guidelines and administrative mechanisms (such as a historic district commission) to maintain and enhance the character of the historic district.

Goal Statement – Historic and Cultural Resources

It is the goal of the Town of Bridgeville to preserve and enhance the numerous historic structures, places, and urban forms that represent Bridgeville's growth and development and contribute to the livability of the community. These features define Bridgeville's character and are important to preserve as the town continues to grow in order to distinguish it as a unique and desirable place to live and work.

Plan Recommendations – Historic and Cultural Resources

Recommendation 1: Create a Historic District Overlay Zone

The Town should add the historic district as an overlay zone in the Bridgeville Zoning Ordinance. The boundaries of the district, as adopted into the National Register of Historic Places, may be used as the boundaries of the overlay zone. These boundaries are shown on Map 2 in the Map Appendix. The overlay zone could also include structures outside the boundaries of the district, but registered individually in the National Register for Historic Places (such as the Sudler House). A zoning text amendment will be necessary to define the purpose of the zone, any additional review requirements, and the roles of the review committee. The purposes of creating the overlay zone would be to:

- Encourage the creation of a historic district committee
- Articulate the importance of preserving the District
- Enable the development of guidelines for protecting structures in the district
- Enable the creation of a review procedure for building activity (renovation, demolition, additions, or new construction) within the district.

Recommendation 2: Appoint a Historic District Review Committee

The Town may appoint a historic district committee. Such a committee could be comprised of residents or property owners in the district. The committee could be charged with reviewing proposed building activity in the district (renovation, demolition, additions, or new construction).

The committee could be limited to providing comments, recommendations, and suggestions intended to make the proposed building activity compatible with character of the district.

Recommendation 3: Develop Historic District Guidelines

The Historic District Committee will need some guidelines to follow in order to evaluate proposed building activity. Having a defined set of guidelines will assist the committee when reviewing proposals and will limit subjectivity by providing consistency to the committee's actions. The guidelines should be in the form of an advisory document, rather than a regulatory ordinance.

Initially, it is recommended that the committee utilize the detailed information contained within the Town's Historic District Nomination as a set of interim guidelines. If the Town does not have a full version of this document it is on file at the State Historic Preservation Office. This document describes virtually every structure within the district, listing the architectural and historic merits of each. The committee could use this information in concert with the following set of general principles to make recommendations:

- Support changes that enhance or preserve the historic and architectural characteristics of the structure.
- Building renovations should use only materials that are the same as, or similar to, the original materials. Exceptions can be made for buildings that have been previously altered.
- Building additions and new construction should mimic the setbacks, scale, and mass of the original building and the neighborhood as a whole.

Recommendation 4: Identify and Protect Key Cultural Sites in Bridgeville

There are many sites and features of the town that have cultural value to the community, but are not within the historic district, or are not historic in nature. Examples might include the Town Hall, the Woodbridge High School, or the RAPA Scrapple Plant. The town should undertake a community-based process to identify and document these cultural sites. Once identified, it may become apparent that some of the sites might need protection or enhancement.

Recommendation 5: Market Street Physical Enhancements

The town should consider making some physical improvements to Market Street to improve the appearance of the streetscape and enhance safety for pedestrians. These improvements could include:

- Sidewalk repairs and improvements, including the addition of handicapped accessible curb ramps at all intersections.
- The introduction of striped crosswalks at all intersections.
- The addition of landscaping and street trees where space is available.
- Additional aesthetic enhancements, which may include benches, lamps, banners, etc.
- The removal of overhead power lines.

These improvements should be an integral part of the economic enhancement strategy for Market Street described in Chapter 2-6. Funding for these improvements may be available through TEA-21, a federal grant program administered through DelDOT.

Chapter 2-6 Economic Development Plan

Background – Economic Development

Bridgeville's economy developed based on the town's historic role as a center for the packing and distribution of agricultural products. The town has a very viable industrial sector that includes companies that are related to agriculture. Cannon Cold Storage, TG Adams and Sons, and the RAPA Scrapple plant provide numerous jobs to town and area residents. Just outside of the town boundaries the OA Newton Company produces irrigation and other industrial equipment. The Woodbridge School District is also based in Bridgeville, and it represents a major employer for the town.

Market Street has remained the primary "downtown" street in Bridgeville from the town's earliest days. As has been discussed elsewhere in the plan, Market Street is a very unique and viable small town main street. It is unique because there is a mixture of commercial, residential, and institutional uses. It is viable in that there are still a number of commercial uses operating along the street. These uses include a hardware store, gas station, bank, barbershop, a dollar store, and others. The commercial component of Market Street is a convenience to many nearby residents and certainly adds to the character and charm of living in Bridgeville.

The Route 13 corridor is relatively undeveloped with the exception of a few offices and scattered commercial uses (such as a self serve car wash that has recently been constructed). Commercial activity has been concentrated at the intersection of Routes 13 and 404. This commercial node, described as Growth Area II in Chapter 2-2, contains a wide variety of establishments serving through travelers and the community alike. The community commercial focus of this area will increase with the construction of a planned and approved shopping center that is to include the first supermarket in the Bridgeville area for a number of years.

During the community planning workshop, the participants generally supported additional commercial services and facilities in the town for the benefit of residents. However, they were not necessarily in support of "regional retail" that would serve a much larger market than Bridgeville.

Throughout the planning process and in recognition of the community's sentiments, the Town has indicated their desire to encourage additional commercial and office growth along the highway corridor. The Transportation Plan fully described in Chapter 2-4 enables this type of growth by addressing access issues along the corridor, and some enhancements to the problematic intersection at Routes 13 and 404. The benefits to the town include an increased tax base, additional jobs, and services for the residents. The challenges facing the town for accommodating additional development include providing adequate utility services, annexing adjacent areas as they develop, and preserving the

viability of Market Street's commercial component in the face of increased competition from highway oriented businesses and shopping centers.

It is likely that the anticipated commercial growth will have a negative effect on the viability of the commercial areas along Market Street, and perhaps elsewhere in the town. If significant new commercial development occurs along the Route 13 corridor and at the commercial node at the Rt. 13/404 intersection it may become necessary for the Town to intervene in order to help Market Street transition into a new role.

Goal Statement – Economic Development

Bridgeville should seek to preserve and enhance the existing manufacturing base and commercial component of Market Street, while seeking to attract additional community oriented commercial and office development to designated growth areas around the community.

Relevant Planning Principles

Principle 3: Bridgeville should encourage an appropriate amount of new residential and commercial growth that is compatible with the character of the town. Developments that include needed services and facilities should be sought.

Principle 4: New urban growth should be balanced with the protection of farmland and open space in the Bridgeville area. Suburban sprawl should be avoided.

Principle 12: The existing water and wastewater services are critical to the continued viability of the town and will be important tools that the town can use to attract and guide new development. The town should evaluate the capacity of the existing infrastructure and develop strategies to increase the capacity of these services if needed. The town should retain control of water and wastewater services as a tool to guide growth and development.

Plan Recommendations – Economic Development

Recommendation 1: Develop a Strategy to Enhance Market Street's Viability.

Regardless of competition from outside development, it is recommend that the town enhance the commercial, institutional, and aesthetic viability of Market Street to solidify this as the core of the community and to leverage investment in other parts of the community by ensuring that Bridgeville continues to have an identifiable core with a unique character. Market Street is a gem that greatly benefits the quality of life in the town. A healthy and attractive core can serve as an amenity that may be used to attract new businesses and residents.

The following are some specific examples of policies and programs that the Town Commission may consider utilizing to enhance Market Street and its role in the community:

- Utilize a process similar to the “Main Street” program, which has been developed and endorsed by the National Trust for Historic Preservation. The Main Street program is run locally out of the Delaware Economic Development Office, and has been used successfully by a number of communities in Delaware including Dover, Newark, Seaford, Rehoboth Beach, and Delaware City. Bridgeville may be too small a community to take advantage of the model promoted by the National Trust. This model involves a paid director and an extensive committee structure. In lieu of this, the Town Commission could appoint a committee comprised of Planning Commissioners, local business owners, and residents to address Market Street using the four main principles promoted by the National Trust. These principles include:
 - **Organization:** Town officials, business owners, and residents of the area need to organize in order to address area wide problems in a comprehensive manner.
 - **Design:** The design of the urban environment and the streetscape will need some unified attention to detail to create a pleasant and attractive shopping and business environment.
 - **Economic Restructuring:** In light of the modern commercial environment, it is beneficial to analyze the role of the traditional main street area and prioritize businesses and market niches that would do well in this environment.
 - **Promotions:** Holding special events such as festivals, sales, parades, etc. requires coordination and cooperation among the various businesses and organizations in the area.
- The committee described above could have business recruitment and retention as one of their primary roles. This would involve keeping contact with existing businesses to understand their needs and how the Town can help and locating and attracting new businesses to fill vacancies in the downtown area.
- Should there be a high number of vacancies due to competition or other factors, the Town could choose to engage in more specific policies. Those policies may come in the form of subsidies, loans, tax relief, grant assistance to property owners, or direct intervention in the real estate market by purchasing and developing underutilized or vacant parcels or buildings.
- Implement the physical improvements to Market Street envisioned in Chapter 2-5.

Recommendation 2: Use Town Utilities to Attract and Direct Growth.

The Town's utility services are tremendous assets that may be used to attract growth and development to Bridgeville. Simply put, urban development needs access to these services and will be drawn to Bridgeville because they are available. The town should use its sewer and water service to direct growth into relevant growth areas and encourage annexation into the town.

Recommendation 3: Recruit and Encourage Community Commercial Services.

To the extent that is practical, the Town should make an attempt to recruit businesses and services that are needed in the community rather than regional retail that is designed to serve a much larger market.

Recommendation 4: Support New Agricultural and Industrial Businesses.

The Town should support the location of new agricultural businesses in the northwest portion of the Town. Another area, which may be suitable for new agricultural and industrial uses, is north of Town between the current town boundaries and Newton Road. However, this area was rarely mentioned during the community planning workshops and has not been specifically targeted for growth. It is likely that new agricultural and industrial businesses will be drawn to the Bridgeville area due to the existing cluster of similar uses and the Town's strategic location at the heart of a productive agricultural area. Due to the likelihood that these uses will generate truck traffic and possibly odors, it is recommended that they be located in the northwest portion of the town that has been designated Development Zone I or in the adjacent areas. In these locations agricultural and industrial uses will be somewhat separated and buffered from the residential areas in the town, they will have truck access to the Bridgeville by-pass, and they will have the opportunity to access the railroad.

Recommendation 5: Implement Utility, School, and Transportation Plans.

Fully implement the relevant sections of the Utility Plan and the enhancements to the school districts facilities as described in Chapter 2-3 and the transportation improvements described in Chapter 2-4. These critical components of community infrastructure are essential in order to attract and retain businesses and residents to the Town, and they are necessary for the Town to properly manage the level of anticipated growth in the town and in adjacent areas.

Chapter 2-7 Housing Plan

Background – Housing

Bridgeville has two primary housing types located within the town limits. The majority of the housing units in Bridgeville (82.4%) are traditional single-family detached houses. There is a wide variety of single family homes in Bridgeville, ranging from modest working class houses to large, restored Victorian dwellings.

The second style of housing that is prominent in the town is apartments (16.1%). While there are likely to be a few apartments in converted single family houses, the majority of the apartment units are located in apartment complexes. An annexation in 1996 brought two existing complexes into town (Elizabeth Cornish Landing and Canterbury Apartments) as well as the land upon which a third was built (Lavery Lane). The fourth major complex is Market Street Apartments, and is located on the western end of Market Street. All four of these complexes are subsidized in some way in order to be affordable to those with low and moderate incomes. Market Street Apartments is specifically designated as elderly housing.

The housing stock in Bridgeville is quite old, as can be expected in such a historic community. Over half of the houses in the town were constructed before 1939, and less than 4% were constructed between 1980 and 1990 according to the 1990 Census. However, an informal survey of the town during the preparations of the existing land use map showed that most of these older homes have been well taken care of. The older homes in Bridgeville are located in quiet, well-designed neighborhoods and greatly enhance the character of the town.

Throughout the community planning workshops it was noted that Bridgeville lacks a complete range of housing choices. The single-family homes in town serve families and working adults, and the apartment complexes in town provide housing for those with low and moderate incomes. However, there are few options for young people, singles, and the elderly who are not low or moderate income, or for anyone who does not want to live in a traditional single-family house. It was suggested that providing alternative housing options (such as small single family homes, townhouses, duplexes, or condominiums) would make Bridgeville a more desirable place to live for these various age groups.

Relevant Planning Principles

Principle 1: Bridgeville should seek to encourage high quality development that is compatible with the town's historic character and small town charm.

Principle 3: Bridgeville should encourage an appropriate amount of new residential and commercial growth that is compatible with the character of the town. Developments that include needed services and facilities should be sought.

Principle 4: New urban growth should be balanced with the protection of farmland and open space in the Bridgeville area. Suburban sprawl should be avoided.

Principle 5: New development, especially residential neighborhoods, should be located adjacent to the town and integrated into the town with street connections, sidewalks, and bike paths where possible.

Principle 6: A variety of housing options should be encouraged in Bridgeville to serve the needs of all demographic and economic groups, especially single adults, young families, and the elderly.

Goal Statement - Housing

Preserve the existing historic housing stock in Bridgeville while encouraging the construction of new housing, which is compatible with Bridgeville's character, for all age and economic groups in and adjacent to the town.

Plan Recommendations - Housing

Recommendation 1: Preserve Bridgeville's Historic Housing Stock.

It is recommended that Bridgeville encourage the preservation of the town's historic housing stock. The Town Commission may consider using the following strategies to achieve this recommendation.

- Consistent and fair enforcement of housing and property maintenance codes.
- Providing direct incentives to encourage and assist owners repair and maintain their older dwellings. These might include tax incentives, building permit fee caps or waivers, or low interest rehabilitation loans.
- Enacting additional protections for structures in the Historic District, as described in Chapter 2-5.

Recommendation 2: New Housing on Vacant Lots.

Bridgeville has a number of vacant lots in its residential neighborhoods, primarily in Development Zone II. A number of these vacant parcels are large enough to be resubdivided as two or more residential lots. It is recommended that the town encourage the construction of new houses on these lots in a type and style that is compatible with the character of the existing neighborhoods. In most cases, single-family detached homes will be the predominant style.

Recommendation 3: Variety of Housing Types for All Ages and Economic Levels.

The town should encourage a mixture of housing types in and around the town, especially in Growth Area I (between the current town boundaries and the highway corridor) and Growth Area III (south of town). New housing options for Bridgeville may include affordable duplex, townhouse, or condominium dwelling units to serve singles, young couples, the elderly, or those who do not want or need a larger home. Retirement communities and housing for the elderly are particularly needed in Bridgeville.

The following are some specific suggestions for alternative housing types that the Town Commission should consider when and if they have any role in reviewing new housing proposals in town limits, annexing adjacent property to be developed as housing, or providing utilities in surrounding areas:

- In Growth Area I, located between the highway corridor, higher density housing such as townhouse or condominium units would be appropriate adjacent to the town borders, between the existing town and commercial/office uses along the highway. See the full discussion of Growth Area I in Chapter 2-2.
- In Growth Area III a variety of residential uses are envisioned. Ideally, the residential areas would have the same style and character as the existing neighborhoods in the southern part of the town. Town houses, duplexes, and apartments may be desirable as well if they are well integrated into the neighborhoods. High density “complexes” located in isolated pods of development should be avoided in favor of a well-connected neighborhood plan. See the full discussion of Growth Area III in Chapter 2-2.

Recommendation 4: Expansion of Existing Apartment Complexes.

Two of the existing apartment complexes located in town (Elizabeth Cornish Landing and Canterbury Apartments) are located on parcels that have adequate room for expansion should the need arise.

Chapter 2-8 Environmental Protection Plan

Background – Environmental Protection

General Environment

Bridgeville is located in an upland area that contains excellent farming soils. The nature of the surrounding natural environment has proven to be very productive for agricultural uses, and as such the predominant land use surrounding the town is agricultural. The primary environmental feature in the Bridgeville area is Bridgeville Branch, which is a tributary of the Nanticoke River in the Chesapeake Bay watershed. This watercourse drains a large agricultural watershed, but is not wide or deep enough at Bridgeville to be navigable. There are a few remaining stands of trees or woods in the town, mostly associated with wetlands and floodplains along Bridgeville Branch.

The topography of Bridgeville is relatively flat, with gentle slopes leading to the Bridgeville Branch watercourse. The western portion of the town is generally at an elevation of 50 feet, gradually declining to an elevation of 40 feet east of town. The streambed of Bridgeville Branch is at an elevation that varies between 30 and 35 feet. The contour intervals for the Bridgeville area are depicted as Hypsography on Map 11, “Environmental Features.”

Agricultural Preservation

There are five properties within the Annexation Area defined in Chapter 2-2 that have been enrolled by their owners into the State of Delaware Farmland Preservation Program. The Farmland Preservation Program is a voluntary program that seeks to preserve farmland through tax credits and direct purchase of development rights. Through the tax credit portion of the program, a property is granted special tax exemptions by the state for a 10-year period. No urban development may occur on the property while enrolled in the program. Two of the five farms are in this program. The State has purchased the development rights from the remaining three farms. These three farms are to remain in farming for perpetuity.

The farms that are in the program are depicted on both Map 6 “State Investment Strategies Map” and Map 9 “Growth and Annexation Plan.”

Floodplains and Wetlands

The bulk of the town of Bridgeville consists of well-drained, upland areas that are suitable for both agriculture and urban development. There is a well defined floodplain located along Bridgeville Branch. The floodplain represents an area that is necessary for the proper flow of the stream, especially during periods of heavy rainfall. Culverts that

carry the stream under the Norfolk Southern rail line and Route 13 restrict the flow of Bridgeville Branch, leading to higher flood elevations on the upstream side.

Floodplains should remain free from obstructions and structures in order to preserve the capacity of the stream system to transmit and store water during flood events, and to protect private property from damage.

The wetlands in the Bridgeville Area are almost without exception associated with the streambed of Bridgeville Branch and the floodplain areas. Wetlands are typified by poorly drained hydric soils that are inundated with water all or part of the year. Wetlands perform many valuable ecological functions, such as wildlife habitat, water filtration, and floodwater storage and retention. In addition, they are generally protected under State and Federal regulations. It is for these reasons wetlands are best left undisturbed so that they may continue to perform their important ecological role.

Soils

According to the USDA-NRCS Soil Survey for Sussex County, Delaware (1974) the soils in the immediate vicinity of the town limits of Bridgeville belong to the Sassafras – Fallsington Association of soils. This association of soils includes, “well drained and poorly drained soils that have a moderately permeable subsoil of sandy loam to sandy clay loam.” The bulk of the soils in and around the town are Sassafras soils, which the survey notes are the best soils in Sussex County for farming and have few limitations for urban development. There are some Fallsington soils in the area, which are poorly drained and generally not suitable for farming or urban uses unless they are artificially drained.

Relevant Planning Principles

Principle 4: New urban growth should be balanced with the protection of farmland and open space in the Bridgeville area. Suburban sprawl should be avoided.

Goal Statement – Environmental Protection

Bridgeville should endeavor to allow planned for growth and development while protecting the area’s natural resources, wetlands, and farmland.

Plan Recommendations – Environmental Protection

Recommendation 1: Protect Floodplains & Wetlands from Development.

The Town of Bridgeville should seek to protect wetlands and floodplains from development in order to protect the ecological functioning of the Bridgeville Branch system and the protection of private and public property. The Town Commission may take advantage of the following policies and implementation measures:

- Require site plans and subdivisions near wetlands or floodplains designated on Map 11 to submit formal delineations of the same with application materials.
- Work with developers early in the site design process to avoid wetland and floodplain areas.
- Update the Bridgeville Zoning Ordinance to provide additional protections to floodplains and wetlands.
- Coordinate land development reviews with DNREC and the Army Corps of Engineers when wetlands or floodplain issues are involved.

Recommendation 2: Preservation of the Bridgeville Branch Corridor.

The Town should establish minimum buffer requirements by ordinance around the Bridgeville Branch corridor in order to protect the stream, and prevent development in the floodplain area. This buffer area may be used to plant vegetated buffers to enhance water quality and provide wildlife habitat. This corridor may also be used for recreational purposes, such as for a potential greenway along the stream (discussed in Chapter 2-9).

Recommendation 3: Tree Protection and Planting.

The Town should establish guidelines intended to protect mature trees from removal during development activities. Most stands of mature trees still remaining in Bridgeville are located in and adjacent to Bridgeville Branch and may be protected in any event under relevant wetlands regulations. However, individual trees and stands of mature trees can and should be preserved where practical to serve as amenities on development sites. In addition, the Town should encourage or require new tree plantings in conjunction with new development applications.

Recommendation 4: Protection of Rural Agricultural Areas Around Bridgeville.

The town should protect farming and the rural character of the lands surrounding Bridgeville by encouraging development in designated growth areas as described in Chapter 2-2. The Town prefers that agricultural lands near and adjacent to the town be used to produce traditional field crops rather than for poultry production or other large animal husbandry operations.

Chapter 2-9 Open Space and Recreation Plan

Background – Open Space and Recreation

Parks and Recreation Facilities

Bridgeville has a number of small parks and private recreational facilities. While the town lacks a large central public open space to serve as a community focal point, smaller facilities have developed to suit the needs of the Town's residents.

The largest open space in the town is the cemetery, which occupies a prominent location in the center of the town between Market Street and Bridgeville Branch. While the cemetery provides some visible open space in the center of the town, it does not provide recreational amenities for town residents or visitors.

Bridgeville Historical Society Park, located adjacent to the Bridgeville Historic Society's museum on William Street, is perhaps the most prominent of the town's public and civic spaces. It is comprised of a small corner plot, occupied by the park and an adjacent lot, that houses the town's history museum. The park is replete with a gazebo, flagpole, benches for sitting, ornate iron lampposts, and trash receptacles. Concrete sidewalks line the perimeter of the park along Williams Street and Delaware Avenue. The park's immediate location between the predominantly residential area to the south and the commercial area to the north as well as its overall central location within the town makes it particularly pedestrian-friendly.

Bridgeville Historical Society Park is designed more for passive use and community events, but there is another park in town with recreational amenities for small children. The well-designed playground area located behind the police station on Market Street provides a variety of play equipment in an attractive setting.

There are a number of recreational facilities within Bridgeville, most of which are associated with the Woodbridge School District. The largest of these facilities is the high school sports fields, which are located in the southwest corner of the town along Cannon Street. These multi-purpose fields are used for football and other sports, and they include bleachers for spectators. There are smaller recreational fields associated with both the Early Childhood Education Center on Church Street and the Woodbridge Junior/Senior High School on Laws Street.

The Bridgeville Little League plays in the privately owned Passwaters Park, which is situated adjacent to the Woodbridge High School sports fields on Cannon Street in the extreme southwest corner of the Town. There is also a private park and playground area associated with the Laverty Lane housing project. This park area is designed for the use of residents of this community.

Future Community Center

Residents of the Town and Town Commissioners have identified the need for a community center in Bridgeville. To some, the term community center refers simply to a building with meeting space for community events. To others, the term refers to an area of town including such a building, but also having other amenities such as parks. The idea for a community center was raised initially in May of 2000 at an introductory meeting of the Town Commission.

During the Community Planning Workshop in September of 2000, the residents, in a variety of contexts, repeatedly mentioned the need for a community center. When asked about a community center on a survey, 77.8% of the respondents found this amenity highly desirable. In another exercise, citizens were asked to identify things that Bridgeville needs. Without prompting, all four break out groups mentioned the need for such a center. In a final exercise, two of the three groups selected locations for a potential community center in the town while planning for future land use.

One of these groups suggested that the community center be located south of town and integrated into the design of the new neighborhoods in what is identified as Growth Area III. The other group suggested that the community center be placed behind Town Hall once the sewage treatment plant has been dismantled. It was further suggested by this group that the community center could be combined with a park area and a greenway along Bridgeville Branch.

Relevant Planning Principles

Principle 1: Bridgeville should seek to encourage high quality development that is compatible with the town's historic character and small town charm.

Principle 9: Sites for a new community center should be evaluated to find a location that is feasible, accessible, and integrates well into the existing town.

Goal Statement – Open Space and Recreation

Bridgeville should encourage the preservation and enhancement of its existing public and private open space and recreational amenities, while seeking new facilities to address the needs of future population growth. As a medium to long-term goal, the town should consider developing a “community center” to serve as the focus of public activities in the town.

Plan Recommendations – Open Space and Recreation

Recommendation 1: Greenway Trail Along Bridgeville Branch.

It is recommended that an adequate buffer (for example: 50 or 75 feet from the centerline of the stream; or 25 feet from the edge of the floodplain) be reserved along Bridgeville Branch, especially between Main Street and Route 13, and that the Town consider placing a greenway trail along this natural feature. The trail would serve as a recreational amenity as well as an important pedestrian connection from the town to the new commercial, office, and residential uses envisioned for Growth Area I.

Recommendation 2: New Park and Recreation Area in Growth Area III.

The area south of Town is the most logical place for an extension of the Town, and Chapter 2-2 anticipates that this area will be developed with a variety of residential uses. It is recommended that additional park and recreation facilities be considered in this area to serve the new residents, as well as existing town residents. This area has both sufficient land for new fields and parks and is relatively close to the existing town to allow for easy pedestrian access.

The following are points for the Town Commission to consider when planning for parks in this area:

- This area is currently under the jurisdiction of Sussex County, so it will be important to coordinate the site design with the County planning process. There is the potential for the property to be annexed into the town. In any event, the town will have some say over the design of this property if town utilities are used.
- At a minimum, the town should insist that a centralized park area be provided for the use and enjoyment of future residents in this area.
- Should there be an identified need for a larger park or recreational facility, the Town will most likely have to partner with the developer and other groups (such as the little league, Sussex County, the school district, or private sponsors) to acquire the land necessary, construct, and operate the park facilities.
- Any park facility should be integrated into the neighborhood design and be located in a centralized and easily accessible location. Attention should be paid to proper sidewalk and bike path connections both to the new neighborhood and the rest of the town.

Recommendation 3: Park and Open Space Policy for New Developments.

The town should require that all residential developments include some type of park or open space amenities with their site designs. These facilities should be appropriate to the size of the project and the age group of the intended residents. Exceptions could be made for small projects or projects adjacent to existing park or recreational facilities.

Recommendation 4: Pedestrian and Bicycle Connections.

The town should explore opportunities to provide pedestrian and bicycle connections between parks, public and cultural facilities, and residential neighborhoods.

Recommendation 5: Bridgeville Community Center.

As noted in the background text, the participants of the Community Planning Workshop identified two potential sites for a “community center.” The first site is outside the town boundaries in Growth Area III. The second site would be behind the town hall, in the area where the current sewage treatment plant is located.

After evaluating both sites, it appears as if both sites have drawbacks. Neither is available immediately. The first site will not be available until the property owner decides to develop the area (which has been discussed recently). The area behind the town hall will not be available until the spray irrigation facility is fully operational, which could be 10 years or more depending on the pace of development in the Bridgeville Area.

The town does not own the site south of town and would have to purchase it or have it donated for community use by the developer. The site behind town hall is currently owned by the town, yet there will be a certain expense involved with dismantling the sewage treatment plant.

There is the issue of proximity to the town and how well the community center would integrate into the existing town. While the site south of town is close to some neighborhoods, it is relatively remote from the cultural center of town. The site behind the town hall has the advantage of being located at the end of Market Street, in close proximity to most of the town’s major institutions.

Due primarily to its location, the site behind town hall is the best location for a community center. This site would allow the town to build upon the community institutions that currently exist along Market Street, while leveraging public investment to bolster Market Street’s role as the cultural heart of Bridgeville. While it would be appropriate to invest in parks or recreational facilities in the area south of town, investing in a community center would divert the cultural focus from Market Street and potentially weaken Market Street’s viability.

The following are some specific design recommendations for how such a community center might be configured:

- The “community center” itself could be located in a freestanding building or as an addition to the Town Hall. There is a possibility that such an addition could be constructed in the near term future, even before the sewage treatment plant is dismantled. There is available land behind the town hall and in the existing parking lot.

- The area currently occupied by the sewage treatment plant could be redeveloped as parking, an outdoor amphitheater, and a park area. The park area could be linked into the greenway project along Bridgeville Branch.
- Proper sidewalk connections should be developed from Market Street to the new community center area.

Part 3

Next Steps: Implementing the Plan

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Chapter 3-1 Intergovernmental Coordination

Intergovernmental coordination is essential to accomplish the goals identified through the planning process. The coordination of Town, County and State plans and actions in the Bridgeville area will have a direct impact on the well being and quality of life for all residents. Close coordination between the town and other government agencies is crucial in a number of areas including land use, transportation, environmental protection, and agricultural preservation.

Coordination with Agencies

- For land use planning and transportation, establishing and maintaining close coordination with the Office of State Planning Coordination, the Delaware Department of Transportation (DelDOT), and Sussex County is crucial. Other important state agencies whose actions may interact with the town's activities are the State Historic Preservation office (SHPO), the Department of Natural Resources and Environmental Control (DNREC) and the Delaware Economic Development Office (DEDO).
- Coordination with the State is also relevant with respect to various funding opportunities. For example, Federal TEA 21 grants administered through DelDOT may be available for improving local streets. Infrastructure grants, which can be significant sources of funding for the town, are administered by the State.
- The Quality of Life Act requires counties to adopt procedures for coordination of land use planning in neighboring jurisdictions. Therefore, Sussex County is an important partner for the Town, particularly with regard to annexation and development in peripheral areas and for economic development in general. The town should work closely with the Sussex County Planning Department and Economic Development Department regarding issues surrounding Bridgeville.

Development that is occurring outside the town limits is highly relevant to Bridgeville because land uses outside Bridgeville have economic and social impacts on the town.

- It is recommended that Bridgeville develop a coordinated strategy with the County about zoning, subdivision plans, and the type of development occurring in neighboring areas. The recommendations found in Chapter 2-2 of this plan can form the basis for discussions with the county.
- The town should make an effort to keep itself appraised of land use applications in nearby areas that will impact the town. The town should comment through the State's LUPA review process and the County planning process where applicable.

- As discussed in Chapter 2-2 and Chapter 2-8, consideration should be given to farmland preservation. Preserving farmland has numerous benefits for Bridgeville. Productive agricultural lands support the economy of the town and the general area and enhance the rural setting and the small town feeling among residents and visitors that is a significant part of Bridgeville's identity. Bridgeville should coordinate farmland preservation activities and strategies with the Delaware Department of Agriculture.

Coordination with Planning Activities

The Town should become involved in planning activities of other agencies when they are addressing land use, transportation, infrastructure, or service delivery in and around the Bridgeville area. The town should provide representatives to serve on committees drafting and reviewing plans. The town should also review and comment on draft plans and otherwise become an active participant in planning activities that impact Bridgeville's future.

The following are some current or intended planning activities that the town should participate in:

- The Sussex County Comprehensive Plan, 2002 update
- The Sussex County Long Range Transportation Plan (DelDOT)
- The Delaware Transit Corporation Strategic Plan (DelDOT)
- Livable Delaware, and the Governor's Advisory Panel on Planning Coordination

Chapter 3-2 Implementation Strategies

Initial Steps

Plan Adoption

The first step to implementing the comprehensive plan is to formally adopt the plan. The plan should be adopted by the Planning Commission and recommended to the Town Commission for consideration. The Town Commission should accept the plan by resolution after discussion and public comment.

Zoning Map Adoption

The Town Commission should adopt the new zoning map following the procedures set forth by Article XI of the Bridgeville Code. The new zoning map will bring the town's zoning into conformance with the comprehensive plan. The Delaware Code, as recently amended by HB 255, requires that the town adopt a zoning map consistent with the Comprehensive Plan within 18 months of adoption of the plan.

Town Policies and Implementation Projects

The Bridgeville Plan section of the document recommends a number of implementation actions in each section. These recommendations come in two forms: Town Policies and Implementation Projects. The policies are intended to serve as guidelines that the Planning Commission and the Town Commission should use to direct and encourage future growth, development, and town revitalization. The implementation projects include code revisions and physical projects that are intended to allow the Town to meet the goals envisioned by the Plan

Town Policies

The following are the most significant of the town policies that have been identified in the "Bridgeville Plan" section of the document.

- 1) The Land Use Plan. Chapter 2-1 is essentially a set of policies that should be used by the Town to guide and direct future land use activities. The Planning Commission and the Town Commission should refer to Chapter 2-1 whenever there are land use applications or changes to be considered by the Town.
- 2) The Growth and Annexation Plan. Chapter 2-2 is very similar to Chapter 2-1 in that it is a series of policies for the Town to use when, and if, faced with annexations or other land use issues in nearby adjacent areas.

- 3) Woodbridge School District. The Town should support and assist in the efforts of the Woodbridge School District to construct a middle school at the Church Street site as described in Chapter 2-3. The Town should also support the location of future schools within or adjacent to existing communities.
- 4) Utility Capacity and Expansion. The Town should continue to monitor the capacity of the water and sewer system, especially in regards to the planned upgrades. Utilities should be expanded only to areas where additional growth is desirable, as described in Chapters 2-1 and 2-2.
- 5) Land Use and Transportation Coordination. The Town should coordinate land use decisions with transportation infrastructure as suggested in Chapter 2-4. An example of this coordination is the Corridor Capacity Preservation Program's service road project being implemented in conjunction with the anticipated additional commercial and office growth along Route 13.
- 6) Sidewalks and Bicycle Paths. The town should continue to look for opportunities to provide sidewalks and bicycle paths and should require these amenities in new developments where practical.
- 7) Market Street Traffic Management. Market Street is a heavily traveled route used by both through travelers and local residents. The Town should follow the strategies outlined in Chapter 2-4 to manage the traffic on Market Street.
- 8) Economic Development: Commercial and Industrial Uses. The community has expressed a need for various commercial amenities that are more fully described in Chapter 2-6. The Town should encourage the location of these services in or near the town. Chapter 2-6 also identifies Bridgeville's heritage and current position as a location where industries which serve agriculture are located and encourages the town to continue that tradition.
- 9) Increase Housing Choices. Chapter 2-7 identifies the need for a range of housing choices in Bridgeville to meet the needs of different age and income groups, including young couples, single adults, and the elderly. The town should encourage the construction of projects containing townhouses, condominiums, and small single family homes in neighborhood settings.
- 10) Open Space in Developments. The town should encourage open space, playgrounds, and park areas in conjunction with new developments as described in Chapter 2-9.

Short Term Implementation Projects

The following implementation projects are achievable within the five-year period between the plan's adoption and the required plan update:

- 1) Review the Bridgeville Zoning Ordinance and Revise as Necessary. Bridgeville's Zoning Ordinance dates back to the 1960s and has not been significantly revised since then. The ordinance provides a great deal of flexibility to property owners, but it offers the town very little control over growth and development activities. Modern zoning ordinances can preserve the flexibility needed to encourage appropriate growth and development, while giving the Town adequate controls over land development activities to ensure that the public's health, safety, and welfare are protected. The zoning ordinance should be reviewed in detail by the Planning Commission and revised as needed in order to properly address the anticipated growth that the Plan envisions.
- 2) Enact a Subdivision Ordinance. Bridgeville has no subdivision ordinance to govern the layout, design, and development of new streets, utilities, and building lots. Bridgeville should develop and adopt a subdivision ordinance to govern these activities. This implementation measure is critically needed if Bridgeville is to annex large areas which are to be the site of new housing and commercial developments, as is anticipated in the Plan.
- 3) Develop Plan Review Procedures and Policies. The Town should clarify the application requirements and review procedures for site plans, conditional uses, annexations, rezonings, and subdivisions. The Planning Commission should serve in an advisory capacity to the Town Commission and review and comment on these applications prior to their consideration by the Town Commission. The Town could consider granting the Planning Commission review and approval authority over certain administrative applications, such as site plans, conditional uses, and subdivision plans.
- 4) Annex the Middle School Site. The Plan recommends that the parcel on which the Woodbridge School District intends to construct a middle school be annexed in its entirety.
- 5) Waste Water Treatment Upgrades. The Town should construct Phase I of the intended upgrades to the Waste Water Treatment Plant, which includes a summer spray irrigation/winter stream discharge system.
- 6) Acquire Certificate of Public Convenience and Necessity. The Town should apply to the Public Service Commission to acquire a Certificate of Public Convenience and Necessity (CPCN) in order to have the legal right to serve areas in and around the town with public water service.
- 7) Realignment of the Route 13/404 Intersection. The Town should work with DelDOT and Sussex County to ensure the timely completion of the realignment of the Route 13/404 intersection as discussed in Chapter 2-4. A pedestrian crossing should be included in the new design.
- 8) Service Road Construction. The Town should work with DelDOT and Sussex County to ensure the implementation of the service road network envisioned by DelDOT's Corridor Capacity Preservation Program.

9) Transit Service Upgrades. The Town should meet with DTC and the community at large and work to enact upgraded transit services for Bridgeville residents that would link the town to other employment centers in the State.

10) Develop a Historic District Overlay Zone. The Town should develop a Historic District Overlay Zone within its zoning ordinance in order to protect the integrity and viability of Bridgeville's historic district.

11) Appoint a Historic District Committee. The Town should appoint a committee to review building activity in the Historic District. This committee should be enabled by, and work in conjunction with, the overlay zoning ordinance described above.

12) Identify Important Cultural Sites in Bridgeville. The Town should work to identify and evaluate key historic and cultural sites throughout the town as discussed in Chapter 2-5.

13) Market Street Strategy. The Town should develop an integrated strategy to preserve and enhance Market Street's role as the heart of the community and help it's businesses and properties adapt to challenges from outside competition. This is more fully described in Chapter 2-6.

14) Preserve Bridgeville's Historic Housing Stock. The Town should evaluate the existing historic housing stock and take any necessary measures to preserve it. Some specific steps the Town could take are listed in Chapter 2-7.

15) Protect Floodplains and Wetlands. The Town should consider revising the zoning ordinance to provide specific protections for floodplains and wetlands in Bridgeville. See Chapter 2-8 for more details on the value of preserving floodplains and wetlands.

16) Enact Buffer Requirements to Protect Bridgeville Branch. The town should revise the zoning ordinance to enact buffer requirements around Bridgeville Branch in order to enhance water quality, protect floodplains and wetlands, and provide for recreational opportunities. Buffers around the stream are discussed in both Chapter 2-8 and 2-9.

17) Tree Planting and Preservation. The town should amend the zoning ordinance to require new tree plantings in new developments. The ordinance could also be amended to encourage developers to preserve existing stands of mature trees.

Long Term Implementation Projects

The following implementation projects may take longer than five years to complete, and some may take 10 years or more for the town to realize:

1) Waste Water Treatment Upgrades. The Town should complete Phase II of the wastewater treatment upgrades discussed in Chapter 2-3. These upgrades include the

development of a full spray irrigation system and the dismantling of the existing treatment plant.

- 2) *Bicycle and Pedestrian Network.* The Plan envisions a continuous network of sidewalks and bicycle paths throughout the town connecting the various parks and cultural activities to neighborhoods and workplaces. This network will be an ongoing project that will involve construction of sidewalks by developers, construction by the State as a part of their service road plans, and construction of sidewalks by the town to fill in the gaps that exist in the network.
- 3) *Market Street Physical Enhancements.* Physical enhancements to Market Street are discussed in Chapters 2-5 and 2-6, including streetscape improvements and the relocation of utilities. It may take more than five years to properly plan and design these improvements and for the town to obtain the necessary funding to implement them.
- 4) *Bridgeville Branch Greenway.* The Plan recommends a recreational greenway be developed along Bridgeville Branch. This greenway is likely to be a longer term project which will coincide with private development in the area and the availability of funding.
- 5) *Recreational Area, South of Town.* Chapter 2-9 describes the desirability of a larger park or recreational area south of town. The Town will have to obtain necessary funding and potentially other partner agencies in order to develop this park. Organizing such an endeavor and obtaining the land, the funding, and partnership agreements may take longer than five years.
- 6) *Community Center.* The Town should develop a community center and park in the vicinity of Town Hall and in the location of the sewer treatment facility that is to be dismantled. The wastewater treatment plant will likely be in use for some time before the Phase II wastewater improvements are complete. However, the Town may be able to proceed with some portion of the community center project while the plant is still operational as discussed in Chapter 2-9.

Appendix A – Housing Activity in Bridgeville 1990 to 2000

Table A-1. New Housing Units Constructed in Bridgeville 1990 to 2000

Date	Dwelling Units	Address / Location
1990	2	511 S. Cannon St. (duplex)
1990	1	309 S. Main St.
1992	49	S. Main Street – Lavery Lane Housing (apts.)
1993	1	307 Walnut Street
1993	1	421A Cedar Street
1994	1	113 First Street
1995	1	Oak Street
2000	1	Church Street
<i>Total</i>	<i>57</i>	

Source: Town of Bridgeville, 2000

Table A-2. Residential Properties Annexed into Bridgeville - 1990 to 2000

Date	Dwelling Units	Address / Location
1996	35	Route 13 – Elizabeth Cornish Landing (apts.)
1996	25	Route 13 – Canterbury Apartments (apts.)
1996	15	Jacobs Ave, S. Main St., Elm St. (single family homes)
<i>Total</i>	<i>75</i>	

Source: Town of Bridgeville, 2000

Table A-3 Residential Properties Demolished in Bridgeville -1990 to 2000

Date	Dwelling Units	Address / Location
1990s	1	Walnut St.
1990s	1	Walnut St.
1990s	1	Delaware Ave.
1990s	1	S. Main Street
<i>Total</i>	<i>4</i>	

Source: Town of Bridgeville, 2000

Appendix B –House Sales Activity in Bridgeville (1994-May 2001)

Table B-1. Recent House Sales Activity in Bridgeville, 1994 - 2001

Address	List Price	Sale Price	Date	Days on Market
312 N. Main St.	84900	84900	1994	660
107 Edgewood St.*	63500	63500	1995	31
207 Main St.	65000	58000	1995	328
209 Market St.	62500	53500	1995	475
403 N. Main St.	49500	30000	1995	311
105 Jacobs Dr.	129500	120000	1996	101
108 Delaware Avenue	89900	87900	1996	62
108 Sussex Avenue*	69900	63000	1996	293
21 Gum Dr.	32500	31000	1996	147
302 Sussex Ave.	49995	52000	1996	163
306 Market St.	37500	27000	1997	230
310 Cedar St.	68500	72500	1997	406
311 Walnut St.	89900	80000	1997	280
1 Elm St.	79000	75000	1998	157
103 Edgewood St.	59900	59900	1998	208
113 Jacob Ave.*	95900	89500	1998	50
206 S. Main St.	69900	63800	1998	686
25 Church St.	60000	60000	1998	510
308 Delaware Ave.	44900	39900	1998	155
315 S. Main St.	95000	81000	1998	151
107 Edgewood St.*	75000	72500	1999	130
111 Sussex Ave.	98000	94000	1999	123
113 Jacob Ave.*	92500	87000	1999	73
204 Market St.	125900	119900	1999	78
306 Cedar St.	89000	83000	1999	157
311 Cedar St.	89000	86700	1999	53
400 Laws St.	72500	72500	1999	95
402 Walnut St.	53500	57500	1999	243
403 Cedar St.	70500	67000	1999	68
407 Cedar St.	82000	72900	1999	149
409 Walnut St.	49900	45900	1999	152
416 Walnut St.	26000	26000	1999	27
419 S. Main St.	55000	55000	1999	190
507 N. Cannon St.	38900	37900	1999	285
600 N. Cannon St.	64900	64900	1999	455
110 Delaware Ave.	97900	95000	2000	155
201 Walnut St.	124500	124500	2000	136

Address	List Price	Sale Price	Date	Days on Market
302 Delaware Ave.	79900	86000	2000	96
303 Market St.	109500	106000	2000	203
413 Laws St.	93000	93000	2000	81
108 Sussex Avenue*	89900	86500	2001	84
109 N. Main St.	95000	95000	2001	681
3 Elm St.	93000	91000	2001	176
Average	\$75,884	\$72,374		216
Median	\$75,000	\$72,500		155

Source: Mr. Joe Conaway, Cooper Realty Associates, Inc. Compiled by IPA, 2001

* denotes properties that were bought and resold between 1994 and 2001

Table B-2. House Sales Summary by Year, Bridgeville 1994 - 2001

Year	Average. List Price	Median List Price	Ave. Sale Price	Median Sale Price	Average Days on Market	Median Days on Market	Sales per Year
1994	\$84,900	\$84,900	\$84,900	\$84,900	660	660	1
1995	\$60,125	\$63,000	\$51,250	\$55,750	286	320	4
1996	\$74,359	\$69,900	\$70,780	\$63,000	153	147	5
1997	\$65,300	\$68,500	\$59,833	\$72,500	305	280	3
1998	\$72,086	\$69,900	\$67,014	\$63,800	274	157	7
1999	\$72,173	\$72,500	\$69,513	\$72,500	152	130	15
2000	\$100,960	\$97,900	\$100,900	\$94,000	134	136	5
2001	\$92,633	\$93,000	\$90,833	\$91,000	314	176	3

Source: Mr. Joe Conaway, Cooper Realty Associates, Inc. Compiled by IPA, 2001

Appendix C – Approval Documents

LUPA Review Letter 12/27/01.....	117
Joe Conaway to Connie Holland 01/04/02.....	121
Plan Certification Letter 01/14/02.....	123
Ordinance Adopting Comprehensive Plan 02/11/02.....	124

**Approval
Documents
not shown in
this PDF file.
See the
printed town
plan.**

Map Appendix




Map 1	Aerial Overview and Transportation System
Map 2	Bridgeville Historic District
Map 3a	Primary Water Distribution System
Map 3b	CPCNs in the Bridgeville Area
Map 4	Primary Sanitary Sewer System
Map 5	Woodbridge School District
Map 6	State Investment Strategies Map
Map 7	Existing Land Use Map – May 2000
Map 8a	Future Land Use Map A
Map 8b	Future Land Use Map B
Map 9	Growth and Annexation Plan
Map 10	Environmental Features

Town of Bridgeville

Aerial Overview and Transportation System

Map 1

Legend

-  Town Boundary
-  Roads
-  Railroads



300 0 600



Feet



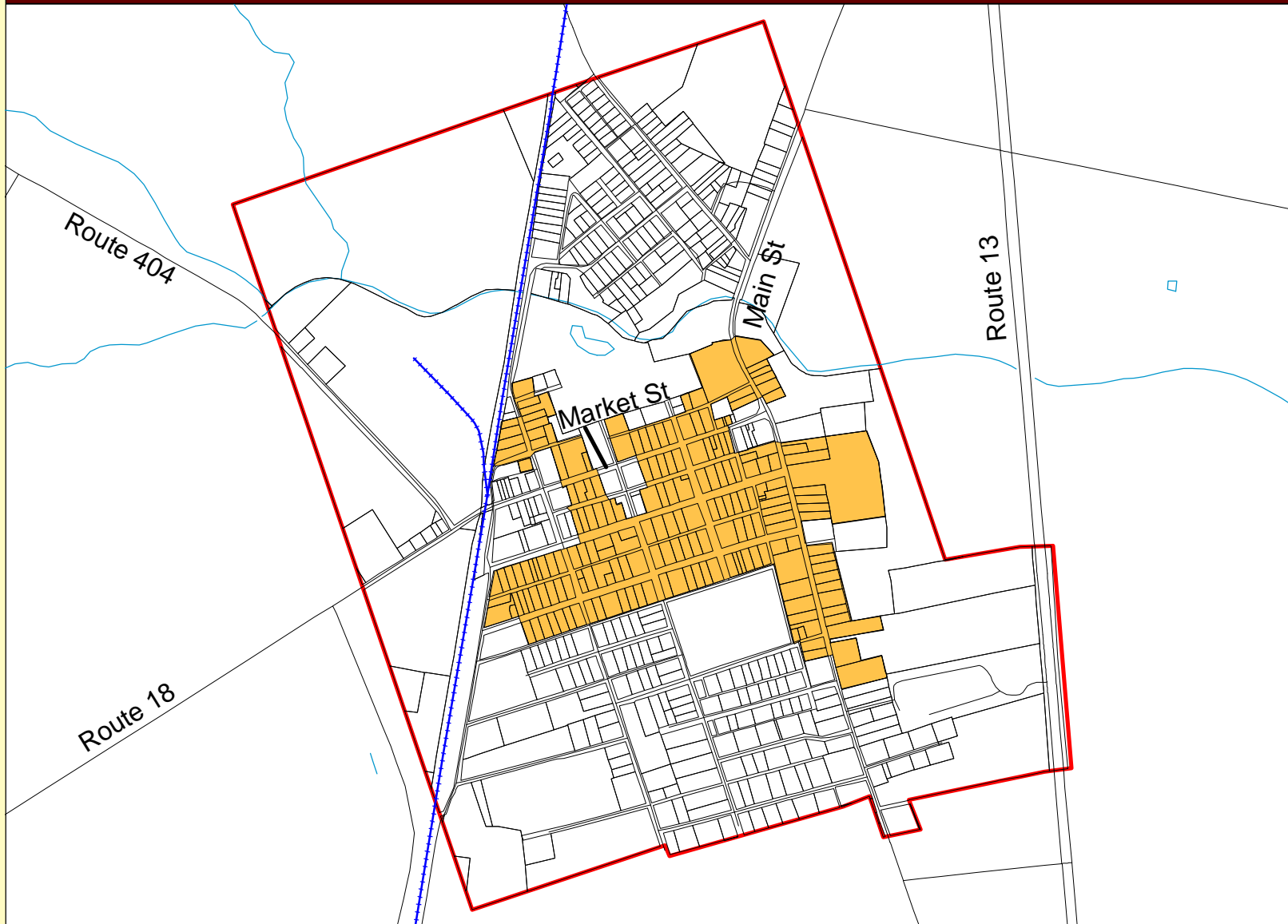
Adopted February 2002



Map composed by Lori Schnick and Nicole Minni
Water Resources Agency, University of Delaware
Editing by Leonard Frohlich, IPA, University of Delaware

Town of Bridgeville

Bridgeville Historic District



Map 2

Legend

- Roads
- Water
- Railroads
- Town Boundary
- Historic District

300 0 600



Feet



Adopted February 2002










Town of Bridgeville

Primary Water Distribution System

Map 3a

Legend

-  6" Diameter
-  8" Diameter
-  10" Diameter
-  Gate Valve
-  Hydrant with Valve
-  Meter Vault or Valve Vault
-  Well Building

NOTE: This map depicts the primary water distribution system in Bridgeville. Mains smaller than 6" are not shown. This map is for planning only and should not be used for engineering purposes.

300 0 600



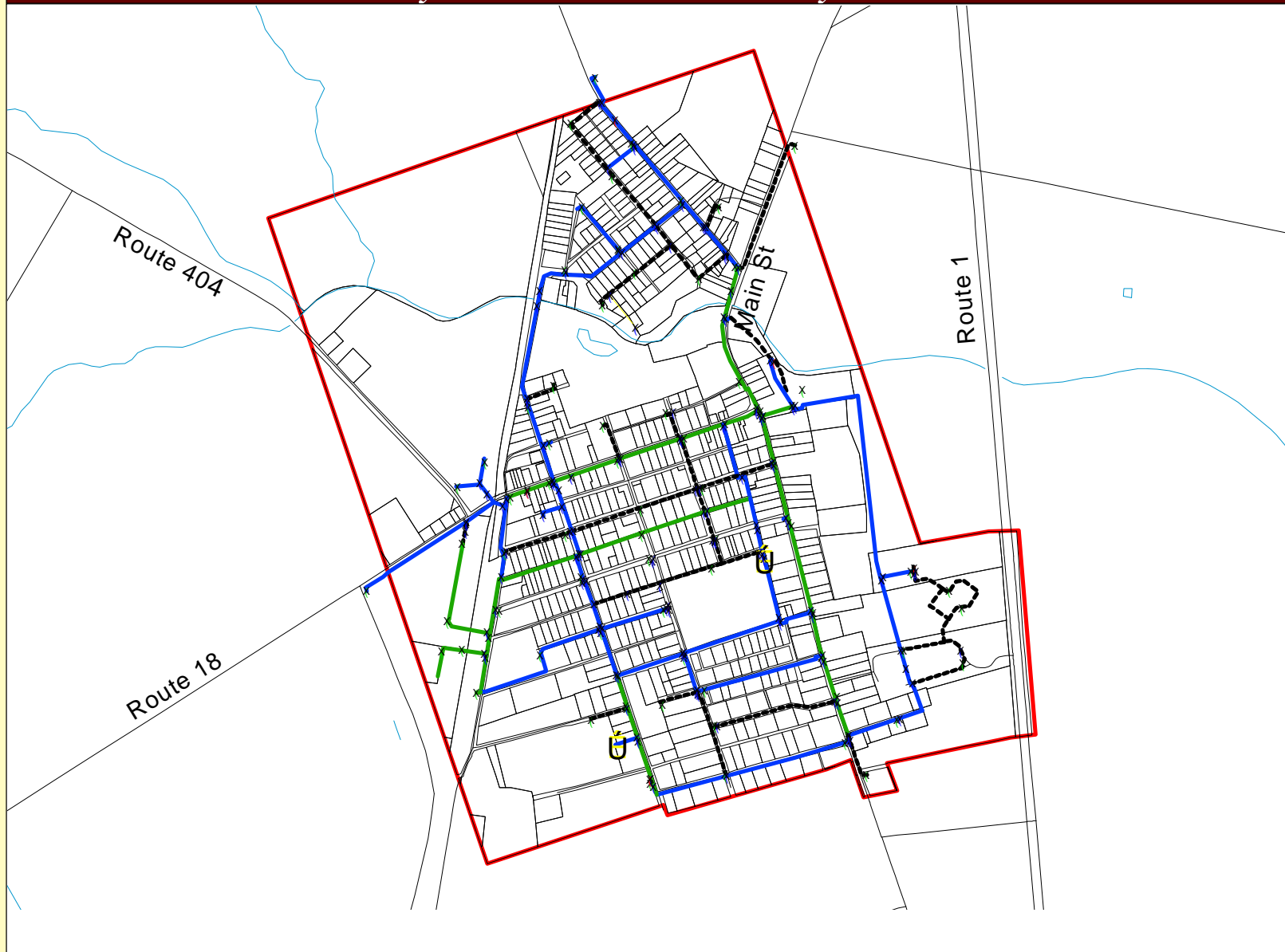
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Adopted February 2002



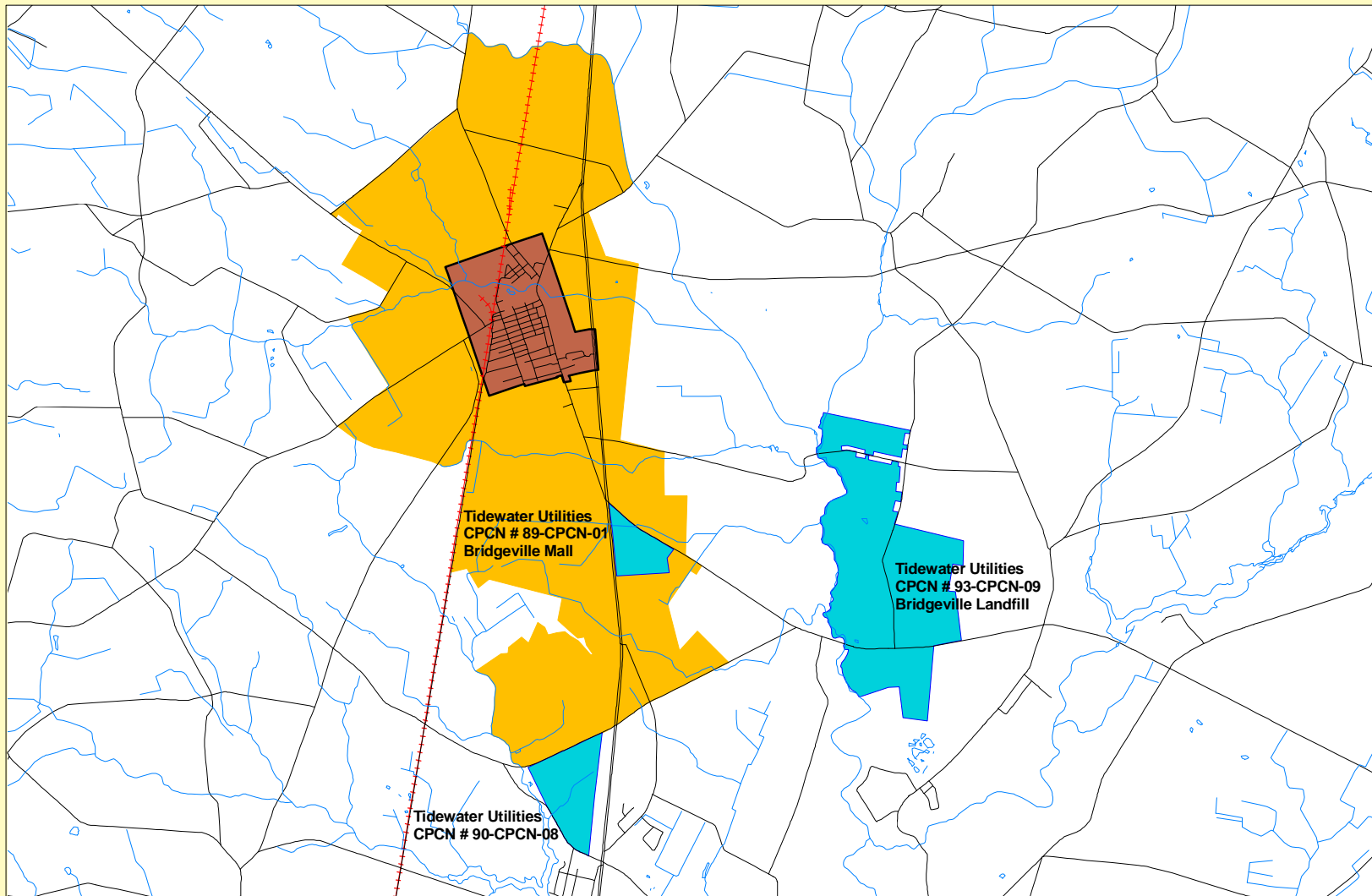
Map composed by Lori Schnick and Nicole Minni
Water Resources Agency, University of Delaware
Editing by Leonard Frohlich, IPA, University of Delaware



Town of Bridgeville

Certificates of Public Convenience and Necessity - Bridgeville Area

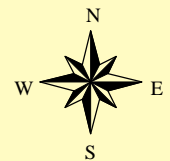
Map 3b



Legend

- Streams
- Roads
- Railroad
- CPCN Areas
- Bridgeville
- Annexation Area

0.3 0 0.3 0.6 Miles



Adopted February 2002














Map composed by David Edgell, IPA, University of Delaware

Town of Bridgeville

Primary Sanitary Sewer System

Map 4

Legend

-  6" Diameter
-  8" Diameter
-  10" Diameter
-  12" Diameter
-  24" Diameter
-  Cleanout
-  Manhole
-  Waste Water Treatment Plant
-  Town Boundary
-  Water
-  Roads

NOTE: This map depicts the primary sanitary sewer system in Bridgeville. Mains smaller than 6" are not shown. This map is for planning only and should not be used for engineering purposes.

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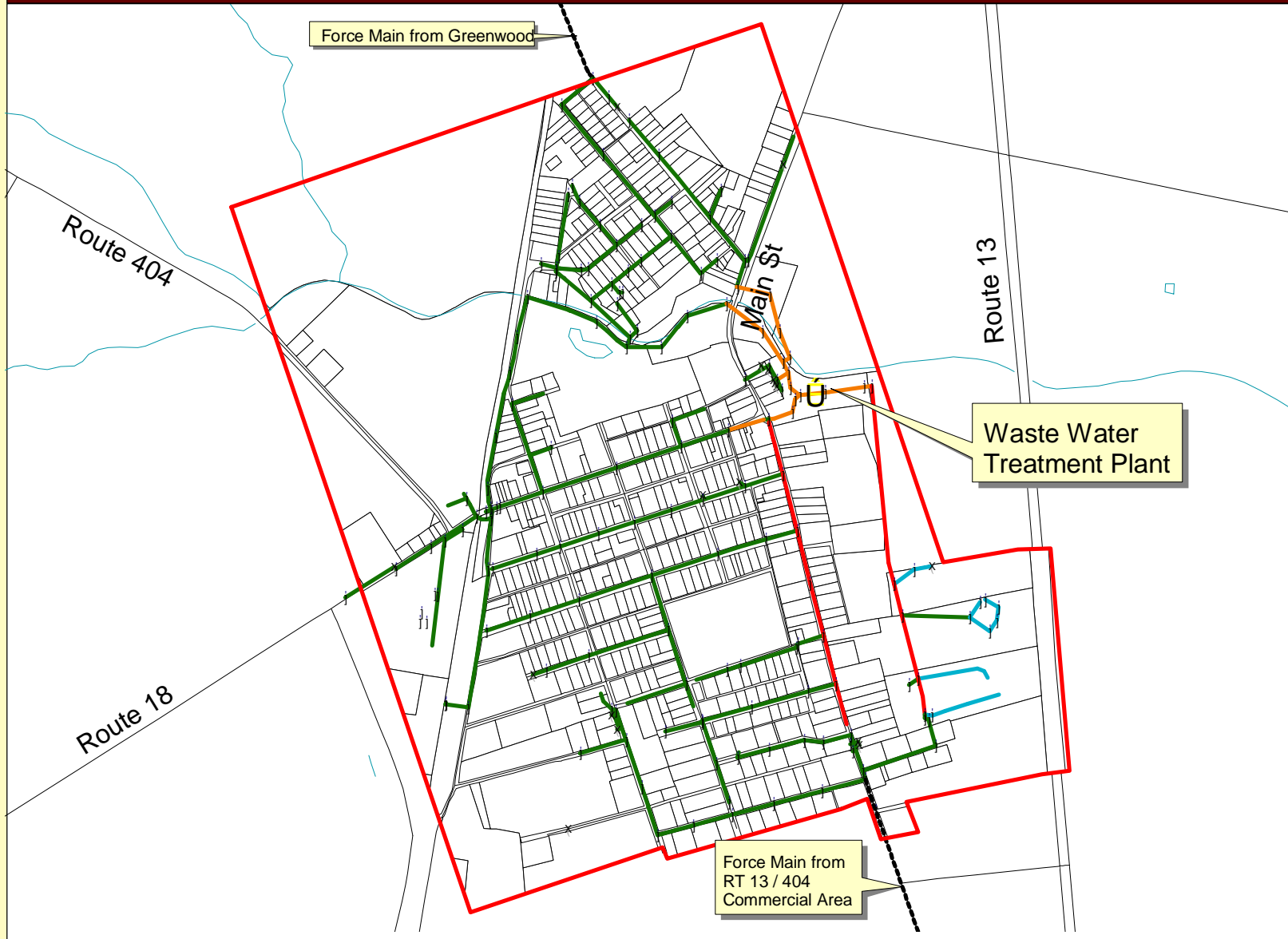
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Adopted February 2002



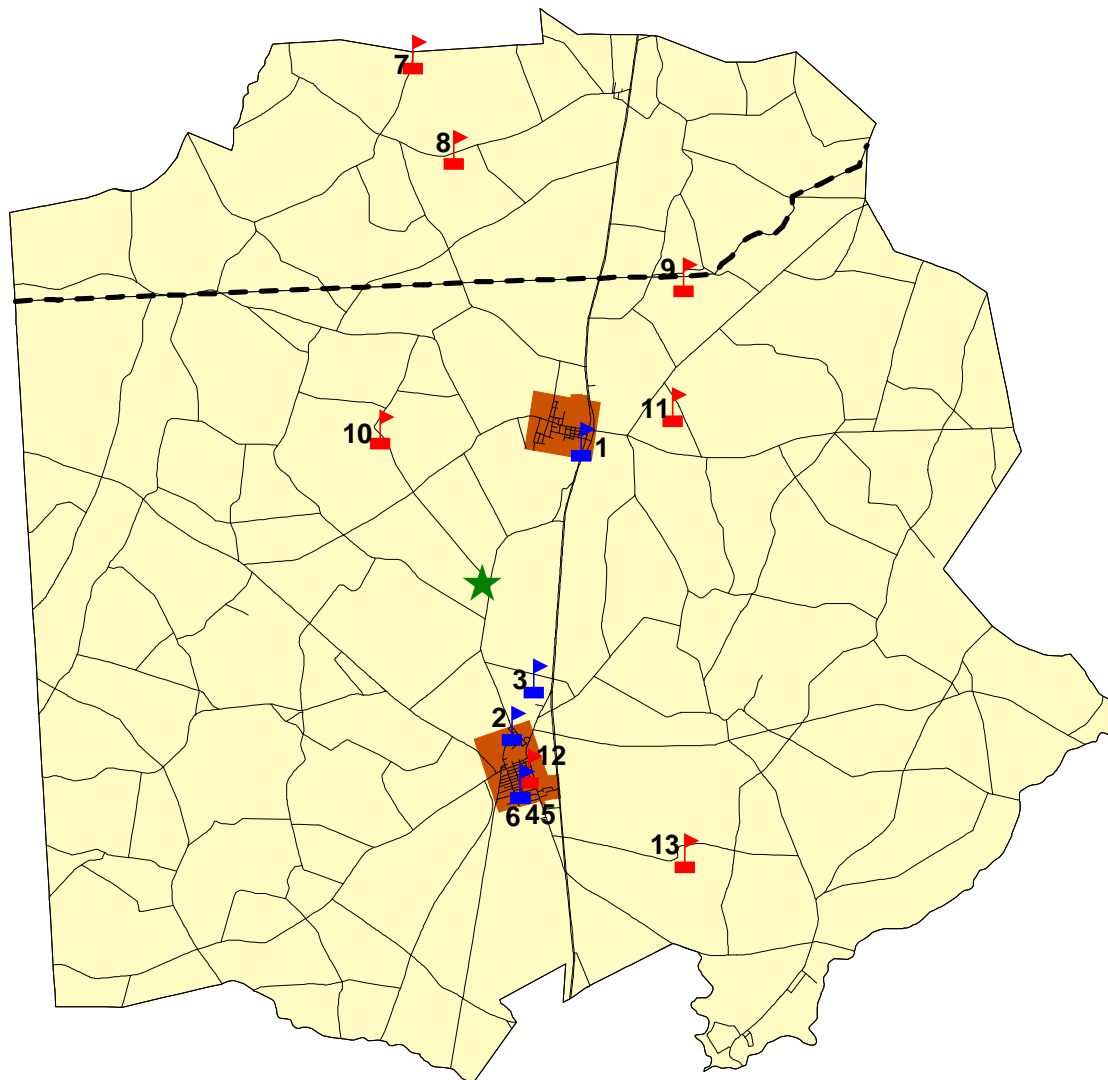
Map composed by Lori Schnick, and Nicole Minni
Water Resources Agency, University of Delaware
Editing by Leonard Frohlich, IPA, University of Delaware



State of Delaware

Woodbridge School District

Map 5



Schools

Public Schools

- 1 Woodbridge Elementary School
- 2 Woodbridge Early Childhood Education Center
- 3 Sussex County Secondary Alternative School
- 4 Woodbridge HS Intensive Learning Center
- 5 Woodbridge Senior High
- 6 Woodbridge Middle School

Private Schools

- 7 Sunbeam Home Education
- 8 Hearth and Home Country School
- 9 Beulah Land Christian Academy
- 10 Corbin Christian School
- 11 Greenwood Menonite School
- 12 None Such Farms Academy
- 13 Cedars Academy

Legend

- County Boundary
- Roads
- Water
- Schools (public/private)
- Towns
- Woodbridge School District
- Parcel owned by Woodbridge School District



Adopted February 2002











Town of Bridgeville

State Investment Strategies Map

Map 6

Legend

-  Roads
-  Water
-  Railroads
-  Agricultural Preservation Districts
-  Purchased Development Rights
- Investment Strategy Levels**
 -  Community
 -  Developing Area
 -  Secondary Developing Area

900 0 1800
Feet



Adopted February 2002







Map composed by Lori Schnick, and Nicole Minni
Water Resources Agency, University of Delaware
Editing by Leonard Fröhlich, IPA, University of Delaware

Town of Bridgeville









Existing Land Use Map

Map 7

Legend

-  Town Boundary
-  Roads
-  Water
-  Railroads

Land Use Classification

-  Commercial
-  Industrial
-  Community Uses
-  Office
-  Parks/Open Space
-  Public Utilities
-  Residential
-  Vacant Developable

Note: This map based on a field survey by IPA staff completed in May, 2000

400 0 400 800 Feet



Adopted February 2002








Map composed by Lori Schnick, and Nicole Minni
Water Resources Agency, University of Delaware
Editing by Leonard Frohlich, and David Edgell,
IPA, University of Delaware

Town of Bridgeville

Future Land Use Map A

Map 8a

Legend

-  Town Boundary
-  Water
-  Roads
-  Railroads
-  Commercial
-  Industrial
-  Institutional / Community Use
-  Parks, Recreation, Open Space
-  Public Utilities
-  Residential
-  Development Zones

300 0 600



Feet



Adopted February 2002







Town of Bridgeville

Future Land Use Map B

Map 8b

Legend

-  Town Boundary
-  Water
-  Roads
-  Railroads

-  DEVELOPMENT ZONE I
-  DEVELOPMENT ZONE II
-  DEVELOPMENT ZONE III

300 0 600



Feet














Adopted February 2002



Town of Bridgeville Growth and Annexation Plan

Map 9

Legend

-  Town Boundary
-  Roads
-  Railroads
-  Water
-  Growth Area I
-  Growth Area II
-  Growth Area III
-  Agricultural Preservation Districts
-  Purchased Development Rights
-  Current Town Boundaries
-  Annexation Area

These growth areas are intended to show the general location and character of future growth in the Bridgeville area. The growth areas on this map are schematic in nature, and should not be construed to correspond to parcel lines.

2000 0 2000 4000 Feet



Adopted February 2002



Map composed and edited by
Leonard Fröhlich and David Edgell,
IPA, University of Delaware

Town of Bridgeville

Environmental Features

Map 10

Legend

-  Town Boundary
-  Roads
-  Floodplains
-  Water
-  Hypsography

 Wetlands

45 Elevation

Source:
USGS Quad Sheet
Seaford East, Del.
38075-F5-TF-024
Contour Interval 5 ft.
National Geodetic
Vertical Datum of 1929
(NGVD 29)

400 0 800



Feet



Adopted February 2002



Map composed and edited by
Leonard Frohlich and David Edgell
IPA, University of Delaware

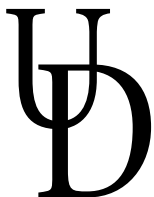


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