



Town of Cheswold, Delaware 2010 Comprehensive Plan

2010 Town of Cheswold Kent County, Delaware Comprehensive Plan

Town of Cheswold

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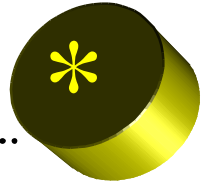
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INTRODUCTION



In 2003, the Town was trying to address issues stemming from rapid growth. The Town's initial Comprehensive Plan discussed how to direct future growth and deal with impacts caused by the new growth. A variety of housing and annexation issues were also discussed. In 2006, the Comprehensive Plan map suite was amended to include additional properties the Town was interested in annexing, including a prospective park site, addressing potential school district issues and utilizing the airport as an essential function to additional economic growth for the Town.

The 2009 Comprehensive Plan is an update of the 2003 Comprehensive Plan, which addresses issues that have occurred over the past five years and also incorporates the 2006 amendment where applicable. This plan recognizes the importance of existing local infrastructures – such as the Delaware Airpark – and seeks to explore their potential as growth opportunities for the community. This document also plans for future growth through the year 2013 and discusses some policies that may help the Town mitigate future impacts beyond 2013.

Lastly, Delaware law requires all municipalities to complete a comprehensive plan. Moreover, per the Livable Delaware legislation, each municipality has 18 months to complete a comprehensive rezoning upon adoption of the Plan. The zoning and development code should implement the policies discussed in the Plan to the extent possible.

This document meets the State requirements under Delaware Annotated Code § 702, Title 22.



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Cheswold's Comprehensive Plan looks at potential growth within the Town through the year 2013. Infrastructure, housing, growth and many other issues are discussed within this plan. The main purpose of this plan is to properly prepare for growth and other issues that the Town will encounter over the next five years and beyond.

The Authority to Plan

Title 22, Chapter 3 and Chapter 7 of the Annotated Code of Delaware give the Town of Cheswold the right to regulate land use decisions through the planning and zoning process. The State of Delaware requires all municipalities that practice planning and zoning authority to complete a comprehensive growth plan. After development of the initial comprehensive plan, the municipality is required to review and revise the comprehensive plan every five years.

Delaware requires municipalities to address the following issues in its comprehensive plan:

- Creation of a municipal development strategy;
- Develop a position on population and housing growth;
- Designate growth areas and phasing for growth, including potential annexation areas;
- Redevelopment potential;
- Community character;
- Existing and future land uses;
- Critical community development and infrastructure issues.

Municipalities are allowed to address other issues outside of those listed above. As such, Cheswold has determined it is important to address economic development to continue providing job opportunities and services for their growing community.

State law requires that planning be an ongoing process and that municipalities identify future planning activities. This document is Cheswold's official Comprehensive Plan, which is intended to meet State law requirements, while also serving as the future vision of the community as developed by the community.

State Strategies for Policies and Spending

As part of the State's Livable Delaware agenda, the State enacted its State Strategies for Policies and Spending. The goal of this program is to direct future populations toward existing urban centers and designated growth areas. The State has created a priority spending system to help direct and phase future growth, while also preserving land by designating it as "out-of-play".

There are four spending categories levels developed by the State. The general phasing of spending for the various levels are provided below.

LEVEL ONE: High growth urban areas where infrastructure funding is currently necessary.

LEVEL TWO: Suburban and/or planned growth areas where infrastructure spending takes a lower priority than level one areas, or within a municipalities five-year annexation area.

LEVEL THREE: Areas within a municipality's ultimate growth boundary where development is not likely to occur within the planning period, but that should be reassessed for growth on a five-year basis.

LEVEL FOUR: Agricultural lands, forested areas, open space and rural communities where spending is less of a priority.

There are also other spending designations besides the four levels discussed above, but out of the additional categories, only the "out-of-play" designation exists in an around Cheswold. Map 5 indicates the various spending designations within the Town boundaries and its planned growth areas.

Cheswold has experienced unexpected growth since the last update of spending areas and growth areas and phasing has been modified since the adoption of the 2003 Comprehensive Plan. However, the State's designated spending categories are mostly in line with the phasing of growth for Cheswold. There are a few discrepancies that should be reconciled, and the Town should work closely with the State during the next State Strategies for Policy and Spending update to:

- Designate all properties within the Town boundaries as Level One;
- Designate all properties planned for annexation and development within the next five years as Level Two;
- Designate all properties where development is planned, but beyond the five-year annexation area, as Level Three.

More information about Delaware's State Strategies for Policies and Spending can be found online at: <http://stateplanning.delaware.gov/strategies/strategies.shtml>.

Delaware Population Consortium

The Delaware Population Consortium (DPC) is an informal group of government officials that assist the State in predicting future growth for the State, its three counties and its major municipalities. The State requires municipalities to consult DPC's projections when predicting future populations. This document uses DPC's 2007 population projections in part to determine the Town's potential future growth over the next five years and beyond.

Planning Process

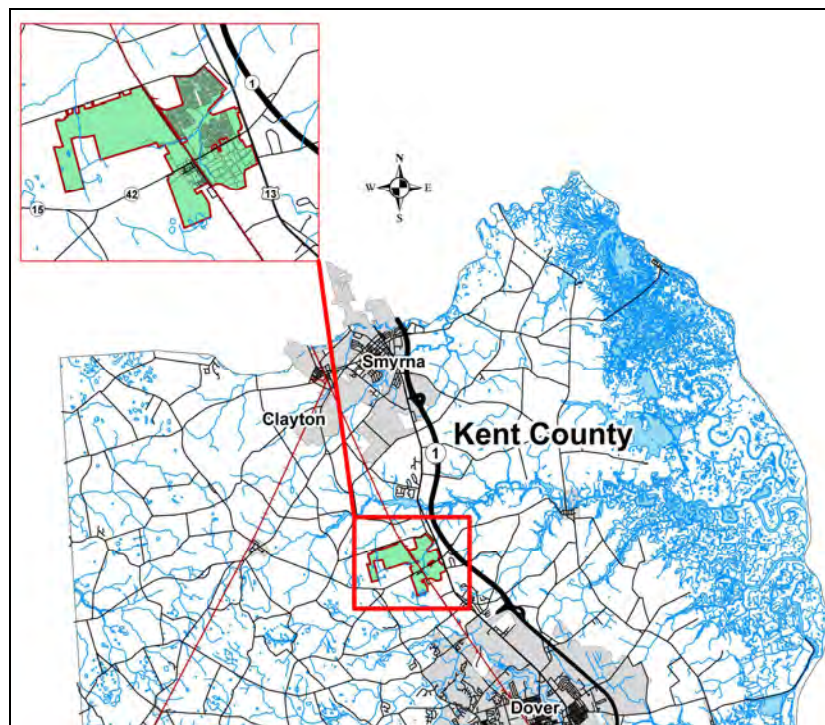
The original 2003 Comprehensive Plan was developed by the Institute for Public Affairs at the University of Delaware. Davis, Bowen & Friedel, Inc., was then contracted by the Town to perform essential planning functions and to further assist the Town with the 2006 Comprehensive Plan amendment. Davis, Bowen & Friedel, Inc., was also contracted to work with the Town Council, Planning Commission and members of the community in completing the five year update to the Comprehensive Plan as presented. The process of creating this document and further background information is discussed in this chapter.

A Brief Overview of the Community

Location

Cheswold is a small town of about 824 acres located just north of the City of Dover in Kent County, Delaware, along State Route 42 to the west of U.S. Route 13 (see Figure 1-1). This area of central Delaware is very flat topographically and within Cheswold there are no significant changes in the elevation, nor any hills, valleys, or ravines. Most of Cheswold is located within the Leipsic River watershed that drains to the Delaware Bay. A very small portion of the Town drains to the St. Jones River.

**Figure 1-1
Locator Map**



History of the Town

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

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



Cheswold Depot c 1920



The pictures shown above show some early Cheswoldians standing outside of the Cheswold Depot and workers at the W.L. Smith Orchard posing during a day of picking.

Source: Delaware Public Archives

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

History of the People of Cheswold

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

The Moors have worked to preserve their unique history in Cheswold and their heritage as a community. The Moors at times even considered themselves as a separate race. Prominent Moors of Cheswold include the family names Durham, Mosely, Seeney, Morgan, Johnson, Carney, Dean, Carver, Ridgeway, Sammon, Hughes, Hansley, Coker and Reed.

Many activities have been undertaken to recognize Cheswold's Native American population. In 1991, several members of Cheswold's Indian community initiated an effort to unify their families, and an organization called the "Lenape Indian Tribe of Delaware, Inc." was born. The Lenape Indian Tribe of Delaware established a community center that is operated mainly through funds supplied by a grant-in-aid made available by the Joint Finance Committee of the Delaware Legislature. During Delaware's Archaeology Month, the Tribe has made strides to promote community activities that increase cultural awareness. In spring 2003, the Lenape Indian Tribe of Delaware hosted a ceremony that celebrated the arrival of the Swedes to the tribe's homeland. This event included the Swedish Ambassador to the United States and his wife, the Mayor of Stockholm, and representatives of Swedish organizations in the United States. The ceremony helped renew a government-to-government relationship between Sweden and the Lenape People. An archeological dig was also held in an attempt to find and preserve any cultural artifacts that may have been otherwise destroyed during the last airport expansion.

Natural Features

General Environment

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

Floodplains and Wetlands

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

The Delaware Department of Natural Resources and Environmental Control (DNREC) has identified a small area of Cheswold as having excellent recharge properties. Excellent recharge areas are lands where water will most easily pass through the top 20 feet of soil. The Town should consider protecting the excellent recharge areas within its boundaries (see Map 6), since these areas can be very important to maintaining water quality for private and public water supply wells. State legislation (S.B. 119) passed in June 2001 requires towns with a population greater than 2,000 to protect these areas through land management ordinances by the year 2007. Although Cheswold's population is currently under 2000 and the Town is not required to develop ordinances to protect recharge areas, the Town should consider adopting some protective measures in its zoning code.

Soils

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

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

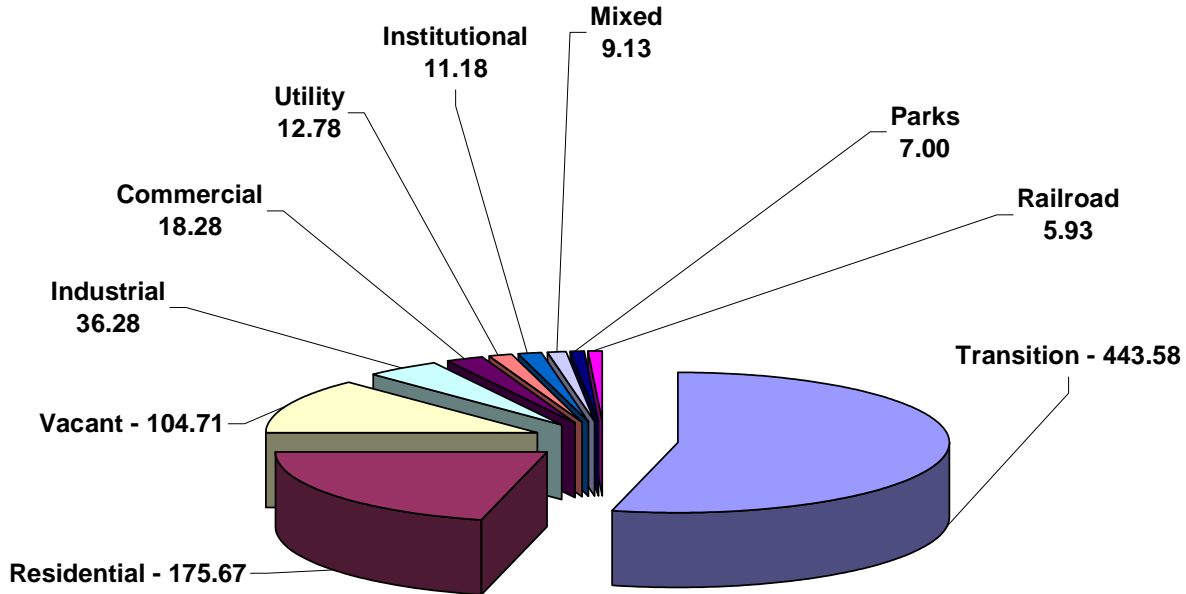
The other classifications of Sassafras soils are SaA and SfB, both of which have few, if any, limitations for farm or non-farm use. The majority of soil in the western region of town, especially the area along the Leipsic River, belongs to the Fallsington Series, which are formatively old, poorly drained,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

Existing Land Uses

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

Figure 1-2 illustrates the proportion of each land use category existing within the current Town limits.

Figure 1 - 2
Existing Land Use Proportions by Category
 (Area provided in acres)



Source: Davis, Bowen & Friedel, Inc.

Transition – The “transition” land use category is the largest land use category in Town, consisting of about 54% of the total acreage within Town. The transitional area includes the approved Saratoga and Stonington subdivisions and part of the airport proposed runway expansion area.

Residential – Residential land uses in Cheswold are made up of single-family dwelling units, with a mix of traditional homes, and manufactured and mobile homes. This land use category is approximately 21% of the mix of land uses within the existing Town boundaries.

Vacant – Vacant land uses are the third largest land use in Town and consist of a mix of vacant approved residential lots north of Town Hall and a mix of vacant commercial and industrial sites south of Main Street. 13% of the properties in Town are categorized as vacant as of the date of this Plan.

Industrial – Existing industrial uses in Town make up 4% of the entire Town’s land use, with most of the uses located in the Central Delaware Business Park. Vacant parcels located within the Town’s industrial park could greatly increase the industrial uses in Town.

The business park was developed during the late 1980s and was reported to have been originally envisioned as a commercial area for businesses like warehousing, self-storage, and offices. However, the land uses permitted within the Town’s industrial zoning category were less restrictive than the council originally intended and permitted a wide range of land uses.

Some of the businesses permitted by the current Town zoning regulations on the industrial-zoned lands have caused controversy with the Town's residents. Heavy trucks serving the business park often travel Main Street to enter and exit the park. The land uses within the business park include two concrete plants, a self-storage facility, a propane-storage-and-transfer facility, and a small water-storage tank and pumping station. In 1999, the Town Council tried to deny the developers the permits necessary to construct the hot-mix plant, but were taken to court over the matter. The developers won the right to build the plant and the legal costs bankrupted the Town's treasury. The hot-mix plant has since been developed in the industrial park.

The Business Park is currently about 60% vacant, including the two proposals mentioned previously.

Commercial - The Town's commercial uses are characterized by small, neighborhood serving businesses and are approximately 2% of the Town's existing land use total. A couple of commercial land uses are located in town along Main Street, including the most recent additions – a liquor store, a grocery store and a dog grooming and training facility. The commercial land uses also consist of two contractors and a flooring-supply store. There is also a pizza shop located near the corner of Main Street and Commerce Street. There is a small gas station and convenience store located outside of the eastern end of town, within walking distance of most of the Town's residential areas.

Institutional – There are several institutional land uses located along Main Street. These uses include the Post Office, Fire Station, Town Hall, and two Methodist Churches. The State Department of Transportation has a maintenance facility located along State Route 42 on the western end of Town that spans the Town's boundaries. The future Town Hall site dedicated by the Saratoga developers is also included in this land use designation.

Mixed Use – Currently, two properties along U.S. Route 13 are designated as "mixed use". Mixed uses generally consist of a mix of residential and commercial uses. Commercial uses should meet the needs of the immediate neighborhood and should be developed within the character of the existing community.

Parks – One park currently exists in the Town located on School Lane. The Town recently annexed a Town-owned parcel in order to include it as part of the Park.

Public Participation

In November 2007, the Town of Cheswold Town Council passed a resolution to update its Comprehensive Plan in 2008. The Planning Commission was given the power to work with the Town's consultant to develop the policies discussed in the plan and to direct future growth. In February 2008, the Planning Commission began to map out the Town's future growth and created a "quality of life" survey that was passed out to current residents in the Town. The Planning Commission also decided to hold separate workshops to discuss the comprehensive plan separate from their regular monthly scheduled meeting. All of the workshops were open to the public.

After reviewing the survey results, the Town developed a vision statement that discussed the current character of Cheswold and the future development desired by the Town (see below).

Community Vision and Goals

Vision Statement

The Town of Cheswold is a peaceful, quiet, small community which is proud of its rural character and down-home friendly residents. Though it is small, the Town still wants to grow without losing its quaint charm and close-knit community; growth must start from within the existing Town boundaries, by improving the Town's existing infrastructure, services and housing stock.

In the future, Cheswold will continue to be a nice small town because it has embraced growth, but not overgrowth. The Main Street will be filled with well-kept houses and small businesses serving the residents of the Greater Cheswold area. A new Town Hall and police station will service the residents of an energetic, diverse community who are civic-minded and active in local government. Parks and open spaces will provide active and passive recreational activities. Sidewalks and bike paths connect old and new parts of Town and provide safe passage for pedestrians and bicyclists. Cheswold will still be a place where old and new ways meet, growing moderately and being a great town to raise a family.

Town Goals

- Undertake a comprehensive rezoning of the Town to enhance opportunities for the development of commercial services and improve the management of residential- and industrial-zoned lands. The rezoning should consider including the protection of areas surrounding public water supply wells, excellent recharge areas and wetlands within its boundaries (Map 6), since these areas are important to maintaining groundwater quality.
- Improve the maintenance of existing properties and the management of new development to maintain and improve the Town's small-town residential character and appearance.
- Support the redevelopment of existing structures to maintain the Town's historic homes.
- Increase the amount of parkland and open space available to residents and make the parks accessible via sidewalks and bike paths.
- Develop a new Town Hall to serve as an assembly area for the Town and a police station.
- Work with the State to address the increasing truck and bus traffic on Main Street.

- Manage the use of selected properties adjacent to the Town and increase the Town's area, population and tax revenues by annexing some of these adjacent properties.
- Restore "old town" Cheswold to its original character.
- Provide public water and sewer services to all residents and businesses in the Town.
- Provide incentives to encourage property owner's within enclaves to apply for annexation into the Town.
- Seek out economic development opportunities to increase the amount of commercial uses in the Town and to foster growth around Delaware Airpark.
- Improve existing Town facilities, including the development of a new Town Hall, the purchase of new police vehicles and up-to-date technology, and development of a public park for the community.

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

Land Use and Annexation

Over three quarters of the respondents agreed that they would like the Town to continue to develop as a mainly residential community and that the Town's small town atmosphere should be preserved. The respondents also favor the use of land within town for institutional uses like churches and schools and overwhelmingly favor the development of new parks or recreational facilities. There was also strong sentiment for maintaining the existing agricultural cropland although it was acknowledged by the Planning Commission that this use of the land was unlikely to continue. The use of land within the Town for commercial uses like stores was also desired, but more than half of the respondents did not want all of the types of industrial land uses currently permitted by the Town's zoning ordinance. A revision of the M-1 zoning category is a priority for the Town.

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

Industrial and Commercial Areas

A big concern expressed by the residents is the Central Delaware Business Park, which is zoned industrial, and the types of land uses that the Town's zoning code currently permits on industrial-zoned land. The businesses currently located in the business park include a propane-storage-and-transfer facility, a hot mix plant, two concrete-manufacturing companies, a self-storage business, and a small retail store fronting U.S. Route 13. The residents expressed much concern over the effect these intense industrial uses may have on the environment of their Town.

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

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

Neighborhoods and Community Design

Over half of the respondents would like to see Cheswold's older homes maintained and restored. Single-family homes on small or large lots are favored, but the building of townhouses is also acceptable, if they are compatible with the character of the surrounding neighborhood. There is little interest in having new apartments or condominiums built within the Town. Respondents overwhelmingly favor the establishment of parks or open space for both passive and active-recreational activities. The Town currently owns property that could serve various uses, including a park with active recreation like a baseball and/or soccer field.

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

Transportation Planning

A couple of questions were asked to gauge the residents' feeling towards transportation issues. The majority of the respondents indicated that traffic congestion was a major problem in the Town. Specifically, the residents believe that traffic on State Route 42, the Town's Main Street, is now excessive due to vehicles accessing U.S. Route 13 from the west, and has been getting worse. Both truck and charter bus traffic (to Dover Downs) was a bigger concern than the number of cars on Main Street. The addition of the hot-mix plant and concrete plant in the Central Delaware Business Park was cited as a major concern because of the potential for increasing the truck traffic on Main Street in the near future. The majority of the respondents also felt that there are not adequate public transportation opportunities in Town and there are not adequate bike paths through town. The availability of parking was also cited as a concern.

MUNICIPAL DEVELOPMENT STRATEGY

2

The Municipal Development Strategy chapter looks at various statistics that describe the Town in its present state. In some instances, past trends are used to determine growth in the community over the years, including a discussion of potential future residential growth in the community.

Town Governance, Land Use Planning and Regulation Process

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

In 2001, the Town Council established the Town's first Planning Commission. The first Planning Commission consisted of five citizens plus two members of the Town Council. The current Commission consists of six volunteer residents residing in the Town. The Commission was assembled for the initial task of coordinating the development of the Town's first Comprehensive Plan. The Commission continues to assist with updating and implementing the Comprehensive Plan and it also assists the Town Council in implementing some of the recommendations of the Plan and provide advice to the Council on zoning and subdivision issues.

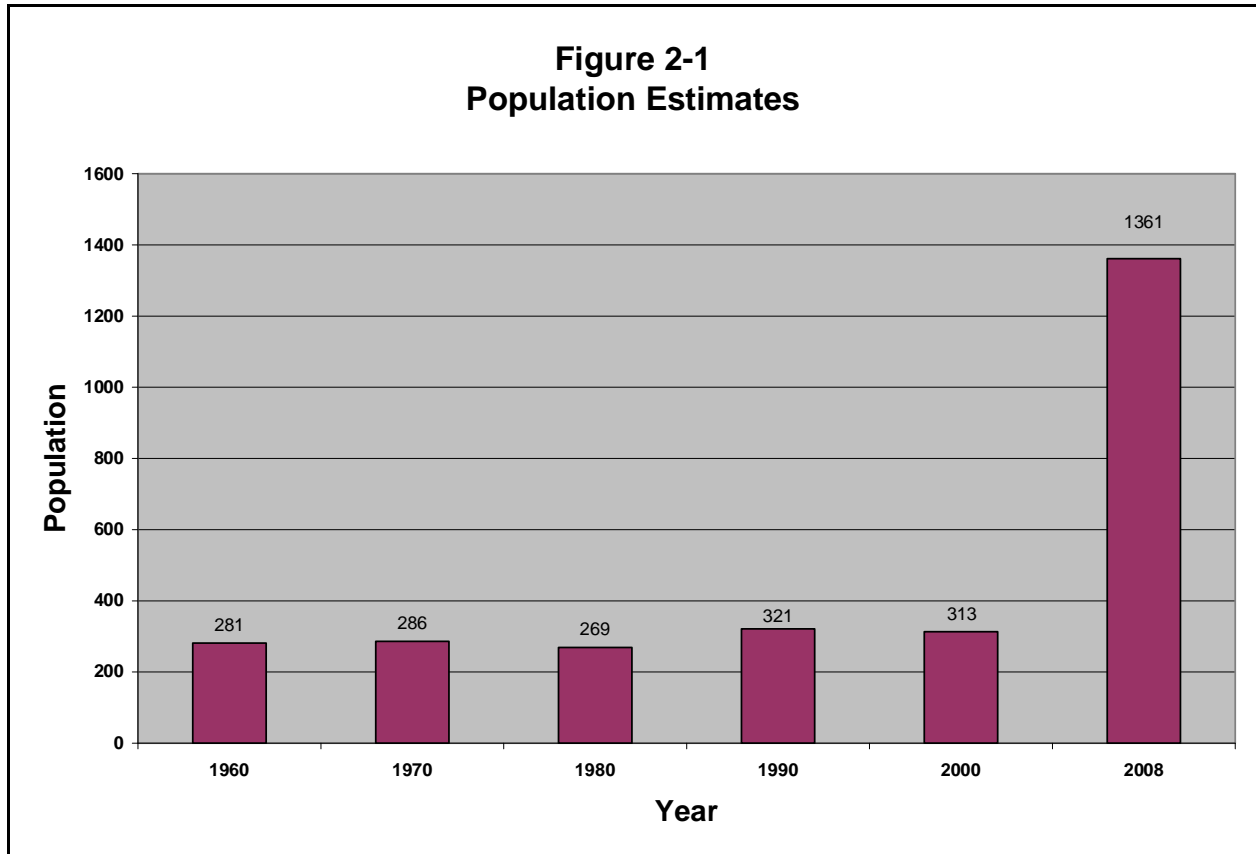
The Town of Cheswold Town Hall is located on Main Street, near the Cheswold Fire Company. Town Hall is a small residential house leased from the fire company that purchased the land for future expansion; therefore, Cheswold's Town Hall is a temporary location. The Town has furnished the hall to provide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

Community Profile

The following section takes a look at various U.S. Census information concerning the State, Kent County and the Town of Cheswold. At the time of adoption of this document, the U.S. Census was updated nine years prior. The increased growth that has occurred since 2000 and committed development for the Town has led to the U.S. Census information to become grossly understated in some instances. However, without a new U.S. Census update, it is difficult to accurately gauge what changes have occurred. Moreover, it is difficult to collect accurate data to update the information provided below as part of this Plan. Thus, the 2000 U.S. Census data shown below should be used as a baseline for reference and discussion purposes.

Population

Figure 2-1 looks at the population of Cheswold since 1960. An estimated figure for the year 2008 is also included based on new residential building permits issued since the year 2000. Table 2-1 discusses the number of building permits and certificates of occupancy issued for new residential units since the 2000 U.S. Census population estimate.



Source: U.S. Census and Kent County Building Permit Statistics

The chart above indicates the population increased by more than 1,000 people over an eight year period. This greatly exceeds 2007 U.S. Census population estimates for the Town of 466. However, the chart below indicates there has been a high amount of growth in the Town since the year 2000.

| Table 2-1 Building Permits Issued since 2000 | | | |
|---|--------------------------------|---------------------------|-----------------------|
| Year | Single Family Dwellings | Manufactured Homes | Year End Total |
| 2000 | 0 | 0 | 0 |
| 2001 | 0 | 11 | 11 |
| 2002 | 0 | 46 | 46 |
| 2003 | 1 | 15 | 16 |
| 2004 | 9 | 50 | 59 |
| 2005 | 48 | 66 | 114 |
| 2006 | 76 | 46 | 122 |
| 2007 | 14 | 4 | 18 |
| 2008 | 2 | 1 | 3 |
| Total | 150 | 239* | 389 |

Source: Kent County (September 29, 2008)

* The Fox Pointe subdivision alone has 258 manufactured homes. The 239 building permits listed above is less than the actual number of manufactured homes built between 2000 and 2008. The discussion below helps rectify these numbers.

The 2008 population estimate is based on the number of building permits issued above and the 2000 U.S. Census average people per household figure of 2.7. The 2000 U.S. Census indicated 116 households existed in Cheswold. In the past eight years, 389 new households were developed. Out of those households, only one did not receive a certificate of occupancy. Keeping in mind the Town's standard vacancy rate, this likely means all of these homes are currently occupied.

The Town has seen over a 300% increase in its population over the past eight years. This is much greater than the increase in population seen in the State or in Kent County. The approval of several different projects listed below may lead to approximately 1,900 new homes in the area.

- Saratoga subdivision – 961 approved units
- Stonington subdivision – 661 approved units
- Parker's Run – 214 approved units (approximately 120 units developed to date)
- Austin's Walk – 84 approved units

The Town can expect to see another increase of approximately 1,000 persons over the next ten years based on committed development. Future population estimates for Kent County provided by the Delaware Population Consortium were consulted, but were not in line for the amount of growth Cheswold has seen over the past eight years.

The population estimate for the year of 2008 is in line with the 2003 Comprehensive Plan projections of 1,755 by 2010. However, with the housing market decline during 2008, it is unlikely that the Town will see an additional increase of 146 new households over the next 12 to 15 months. Thus, the 2010 population estimate for the Town is more likely to be around 1,400 to 1,450 residents. A complete build-out scenario for the Town for all committed development will increase the Town's population by nearly 5,200 people, to an estimated total of 6,600 residents.

The Town should note the recent trends in growth in the community. Based on the increase of population from 2000 to 2008 and the expected growth contributed by committed development, the Town should expect an increase of 1,000 people by 2020. The growth is likely to come in spurts based on annexation of large vacant parcels of land that are projected for residential subdivision development. The Town should be prepared for future fluctuations in growth, as it is unlikely that development will occur at a steady pace.

Housing Units

This section describes Cheswold's housing stock. Table 2-5 compares changes in the number of dwelling units in Cheswold, Kent County, and the State of Delaware, as recorded by the U.S. Census Bureau.

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

Since 2000, several new subdivisions were developed in Town, greatly increasing the housing stock, varying the housing types and decreasing the average housing age. New development within the Town is summarized and further discussed in the next chapter

| Table 2-2 Dwelling Units in Cheswold, Kent County and Delaware, 1970-2000 | | | | | | |
|--|----------|--------|-------------|--------|----------|--------|
| Year | Cheswold | Change | Kent County | Change | Delaware | Change |
| 1970 | 67 | *** | 9,805 | *** | 180,233 | *** |
| 1980 | 72 | 7% | 24,209 | 147% | 238,611 | 32% |
| 1990 | 108 | 50% | 37,709 | 56% | 289,919 | 22% |
| 2000 | 122 | 13% | 50,481 | 34% | 343,072 | 18% |

Source: U.S. Census 1970-2000.

a. Type of Housing Stocks

Table 2-3 and Table 2-4 summarize changes in the types of housing in Cheswold, Kent County, and the state. In 1990, 54% of all housing in Cheswold was comprised of single-family housing units. This number is slightly lower than that of Kent County (57%) and about the same as that in the State (54%).

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

| Table 2-3 Composition of Housing in Cheswold, Kent County and Delaware, 2000 | | | | | | |
|---|----------|---------|-------------|---------|----------|---------|
| Housing Type | Cheswold | % Total | Kent County | % Total | Delaware | % Total |
| Single Family, Detached | 67 | 54% | 23,845 | 57% | 156,013 | 54% |
| Single Family, Attached | 2 | 2% | 3,069 | 7% | 40,161 | 13% |
| Multi-Family | 18 | 13% | 6,005 | 14% | 56,679 | 20% |
| Manufactured Homes | 39 | 32% | 9,187 | 22% | 37,066 | 13% |
| Total | 124* | 100% | 42,106 | 100% | 289,919 | 100% |

Source: U.S. Census, 2000.

* Total housing unit breakdown differs from overall numbers of housing units because information had to be acquired from two separate files, one actual (SF1) and one estimated (SF3). SF3 is not completely accurate for small municipalities such as Cheswold but provides a good estimate of the types of housing units.

| Table 2-4 Cheswold Composition of Housing Stock, 1990-2000 | | | | |
|---|--------|---------|--------|---------|
| Housing Type | 1990 | | 2000 | |
| | Number | % Total | Number | % Total |
| Single Family, Detached | 61 | 54% | 67 | 54% |
| Single Family, Attached | 2 | 2% | 0 | 0% |
| Multi-Family | 15 | 13% | 18 | 15% |
| Mobile Homes | 36 | 32% | 39 | 31% |
| Other | 0 | 0% | 0 | 0% |
| Total | 114 | 100% | 124* | 100% |

Source: U.S. Census, 1990.

* Total housing unit breakdown differs from overall numbers of housing units because information had to be acquired from two separate files, one actual (SF1) and one estimated (SF3). SF3 is not completely accurate for small municipalities such as Cheswold but provides a good estimate of the types of housing units.

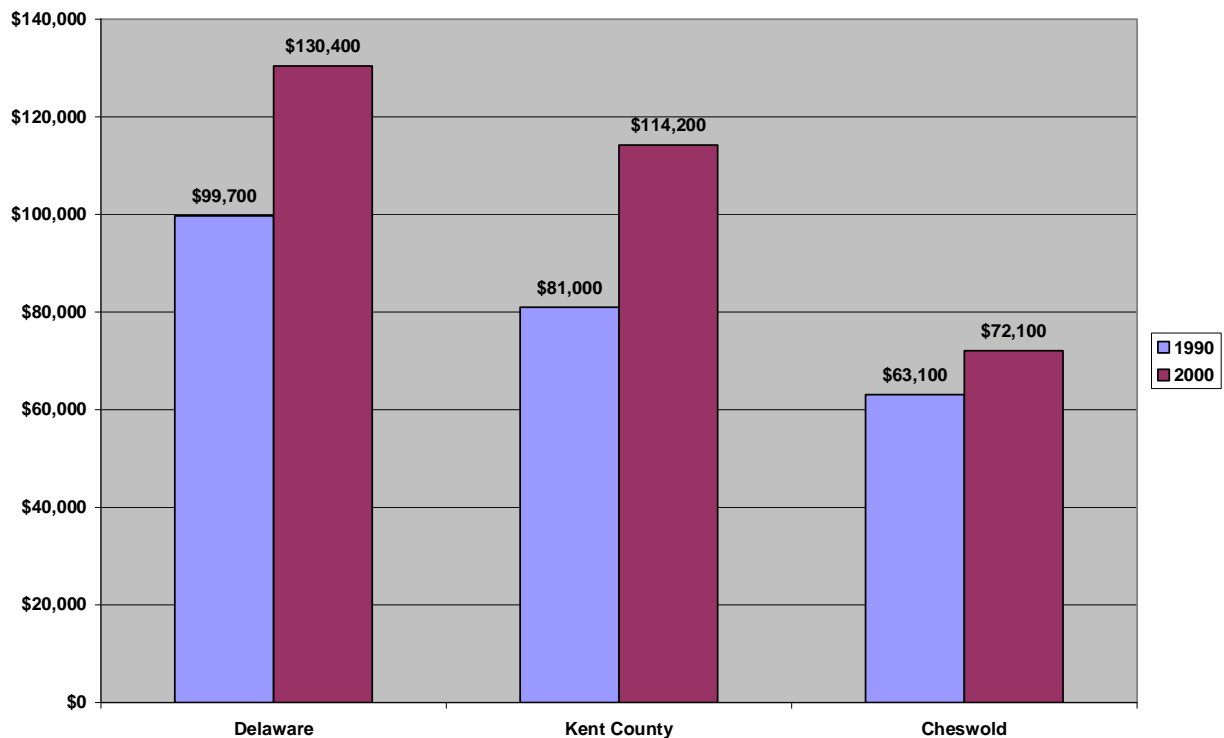
b. Age of Housing Stock

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

c. Housing Value

Figure 2-2 compares Cheswold's 1990 and 2000 median housing value with housing values in Kent County and the State of Delaware. With a median value of owner-occupied housing units of \$63,100 in 1990 and \$72,100 in 2000, Cheswold has a lower median housing value than found in Kent County (\$81,000 in 1990 and \$114,000 in 2000) and the State (\$99,700 in 1990 and 130,400 in 2000). The median home price has likely risen in Cheswold as real estate appreciated across the U.S. and in Delaware throughout the mid-2000s and the development of high-end homes in the Parker's Run subdivision.

Figure 2-2. Median Housing Values for Cheswold, Kent County and Delaware, 1990-2000

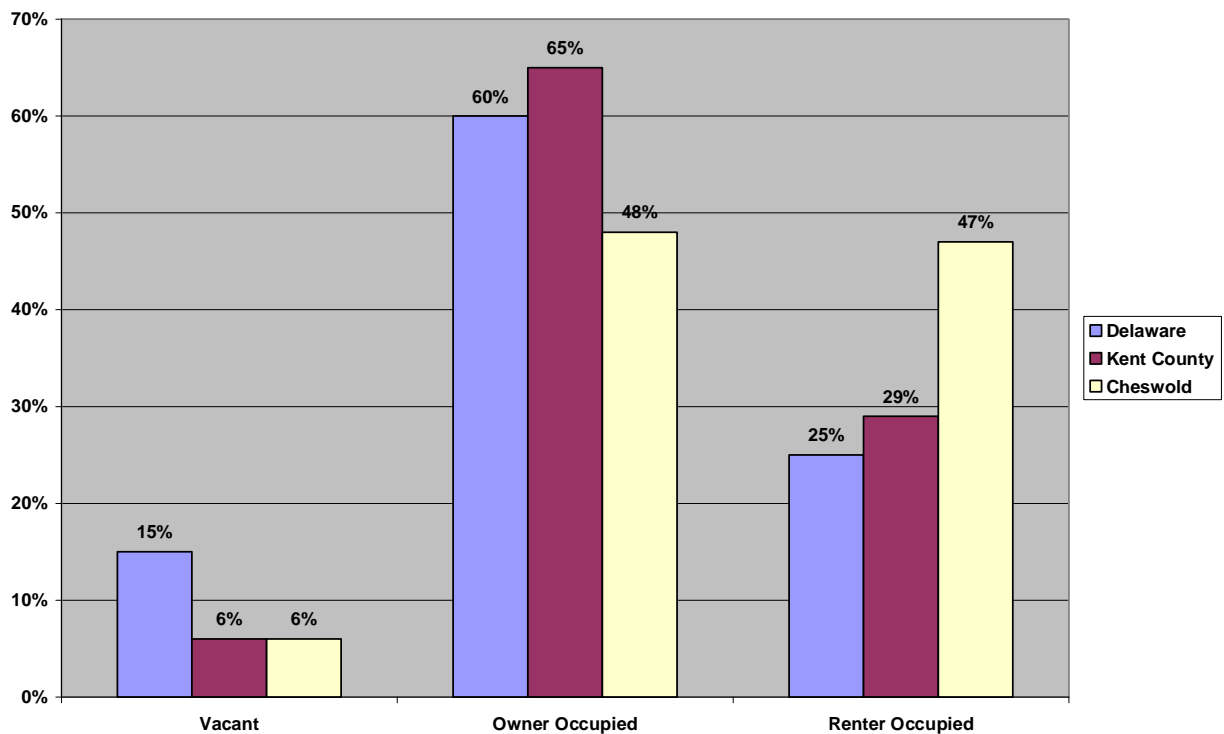


Sources: 1990 and 2000 U.S. Census

d. Ownership and Vacancy

Figure 2-3 compares the proportion of vacant units, owner-occupied units, and renter-occupied units found in Cheswold with those in Kent County and the state. As seen from the figure, while 29% of Kent County's housing stock and 25% of the state's housing stock are renter-occupied housing units, Cheswold showed a higher percentage of renter-occupied units (47%). Meanwhile, Cheswold and Kent County equally share the lowest vacancy rate among the three groups at 6%, as compared to the state's 15%.

Figure 2-3. Ownership and Vacancy Rates for Cheswold, Kent County and Delaware, 2000



Source: 2000 U.S. Census

Demographics

Racial Composition

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

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

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

The following Table 2-5 lists the population by racial composition for Cheswold, Kent County and Delaware.

| Table 2-5 Racial Compositions of Cheswold, Kent County and Delaware | | | | | | |
|--|----------|------|-------------|------|----------|------|
| Race | Cheswold | | Kent County | | Delaware | |
| | 1990 | 2000 | 1990 | 2000 | 1990 | 2000 |
| White | 71% | 72% | 79% | 73% | 80% | 75% |
| Black | 18% | 12% | 19% | 21% | 17% | 19% |
| Other | 11% | 16% | 2% | 6% | 3% | 6% |

Source: U.S. Census, 1990 & 2000

Age Profile

Cheswold has maintained a somewhat younger population than either the State of Delaware or Kent County. In 1990, there were 62 school-age children (ages 5-17) or 19% of the population, with a total child population (ages 0-17) of 98 (about 31% of all residents). The percentage of all residents who were children was more than that of both Kent County and the State of Delaware (27% and 25%, respectively). As indicated in Table 2-6, by the year 2000 the Census indicates that in Cheswold the total number of children was 103 (33% of all residents), and of that, 77 were school-aged children (now defined as 5-19 years). The percentage population of children in Cheswold is higher than that of both the State of Delaware (21%) and Kent County (23%).

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

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

| Table 2-6 Age Profiles for Cheswold, Kent County and Delaware, 2000 | | | | | | |
|--|-------------------|---------|-------------|---------|------------------|---------|
| Age | State of Delaware | | Kent County | | Town of Cheswold | |
| | Number | Percent | Number | Percent | Number | Percent |
| < 5 yrs | 51,531 | 6.6% | 9,138 | 7.2% | 26 | 8.3% |
| 5-9 yrs | 55,813 | 7.1% | 9,703 | 7.7% | 24 | 7.7% |
| 10-14 yrs | 55,274 | 7.1% | 10,063 | 7.9% | 28 | 8.9% |
| 15-19 yrs | 55,632 | 7.1% | 9,843 | 7.8% | 25 | 8.0% |
| 20-24 yrs | 51,665 | 6.6% | 8,610 | 6.8% | 25 | 8.0% |
| 25-34 yrs | 108,840 | 13.9% | 17,160 | 13.5% | 51 | 16.3% |
| 35-44 yrs | 127,601 | 16.3% | 20,560 | 16.2% | 50 | 16.0% |
| 45-54 yrs | 103,999 | 13.3% | 15,805 | 12.5% | 34 | 10.9% |
| 55-59 yrs | 39,320 | 5.0% | 5,966 | 4.7% | 8 | 2.6% |
| 60-64 yrs | 32,199 | 4.1% | 5,048 | 4.0% | 7 | 2.2% |
| 65-74 yrs | 56,415 | 7.2% | 8,420 | 6.6% | 24 | 7.7% |
| 75-84 yrs | 34,762 | 4.4% | 4,844 | 3.8% | 9 | 2.9% |
| 85+ yrs | 10,549 | 1.3% | 1,537 | 1.0% | 2 | 0.6% |

Source: 2000 U.S. Census

Educational Attainment

As summarized in Table 2-7, the average level of education of Cheswold's 25 and over population was lower than the average level in Kent County and the state. According to the 2000 Census, about 67% of Cheswold residents age 25 and older were high school graduates or higher. By comparison, about 79% of Kent County residents and 83% of all Delaware residents age 25 and older reported that they had a high school diploma, had attended college or received a college degree. The 2000 Census also reported that 7% of Cheswold's residents had earned a bachelor's degree or higher compared to 19% of Kent County and 25% of the state's total population.

| Table 2-7 Educational Attainment for Cheswold, Kent County and Delaware, 2000 | | |
|--|--------------------------------|-----------------------------|
| Jurisdiction | High school graduate or higher | Bachelor's Degree or Higher |
| Cheswold | 67% | 7% |
| Kent County | 79% | 19% |
| State of Delaware | 83% | 25% |

Source: 2000 U.S. Census

Economic Profile

Table 2-8 shows selected economic information for Cheswold, Kent County, and Delaware. Cheswold's median income in 1999 was \$38,750, 5% lower than the median household income in Kent County and 18% lower than the \$47,381 median household income of the state as a whole.

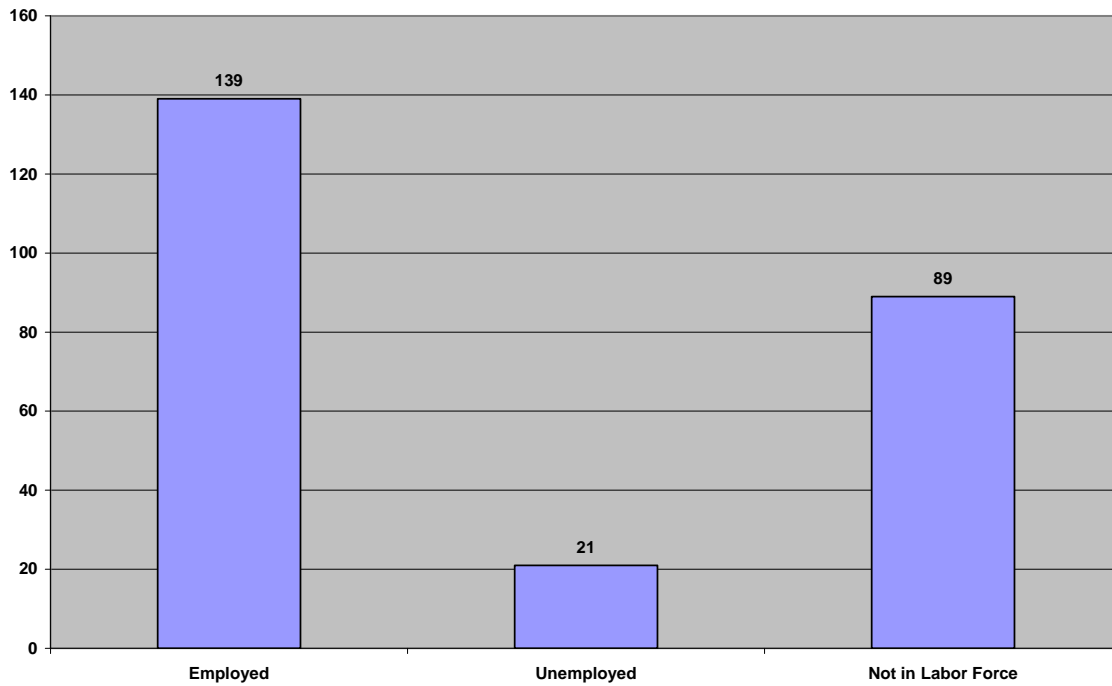
Census information also indicated Cheswold had a lower percentage of households receiving wage and salary income. In addition, the percentage of households receiving social security, retirement, and public-assistance income was slightly higher in Cheswold than in either Kent County or Delaware. The U.S.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

| Table 2-8 Selected Income Data for Cheswold, Kent County and Delaware, 1990 | | | |
|--|-----------------|--------------------|-----------------|
| Item | Cheswold | Kent County | Delaware |
| Median household income | \$38,750 | \$40,950 | \$47,381 |
| % of households with wage and salary income | 79.0% | 82.1% | 81.3% |
| Mean wage and salary income | \$40,351 | \$47,818 | \$59,142 |
| % of households with social security income | 31.4% | 25.7% | 26.9% |
| Mean social security income | \$11,027 | \$10,880 | \$11,997 |
| % of households with retirement income | 23.0% | 21.9% | 21.0% |
| Mean retirement income | \$15,926 | \$16,014 | \$17,871 |
| % of households with public assistance income | 10.0% | 3.3% | 2.7% |
| Mean public assistance income | \$2,600 | \$2,479 | \$2,516 |
| % of population below poverty level | 26.0% | 10.7% | 8.2% |
| % seniors below poverty level | 16.0% | 8.8% | 7.9% |

Source: U.S. Census 2000

Figure 2-4 shows the employment status for residents of Cheswold, per the 2000 U.S. Census. Of the 251 residents over the age of 16, about 55% of them were employed during the time the U.S. Census was conducted, about 8% were unemployed, and about 36% were not considered part of the labor force.

Figure 2-4. Employment Status for Cheswold Residents 16 years and older, 2000



Source: 2000 U.S. Census.

Table 2-9 shows the number of residents in Cheswold that commuted daily to work, according to the 2000 U.S. Census. Of the 127 employed residents of Cheswold who responded, about 61% drove alone, and 39% carpooled to work. Since the 2000 U.S. Census, DART has extended service along U.S. Route 13 and more Cheswoldians are using public transportation.

| Table 2-9 Method of Commuting to Work for Cheswold Residents, 2000 | |
|--|---------------------|
| Method | Number Using Method |
| Drove Alone | 77 |
| Carpooled | 50 |
| Public Transportation | 0 |
| Walked | 0 |
| Other | 0 |

Source: 2000 U.S. Census.

Community Profile Summary

- Although the Town's population was relatively stable from 1960 through 2000, its population has increased more than 300% over the past eight years. It is likely the Town's population has leveled out for the time being and will again remain stable over the next few years. However, the Town should prepare itself for continued ebbs and flow of growth as housing market trends cycle.
- A significant percentage of the Town's population is younger than 18 years of age, so the Town should plan to provide additional recreational opportunities in town and safe pathways (sidewalks and bike paths) on which to move around town.
- A number of housing units are more than 25 years old and may be in need of maintenance. The Town should seek opportunities to participate in State and County programs that could provide financial assistance to residents in need of home maintenance.
- Consideration should be given to establishing a fee-based rental-unit permitting and inspection program to ensure the safety of the rental units and maintain an accurate accounting of these units.

Future Land Use and Annexation

Future land use designations should be used as a guide for the Town during the comprehensive rezoning process in order to amend the zoning code and zoning districts to be consistent with the Comprehensive Plan. Future land uses are provided on Map 4.

Major changes in the future land use generally show the residential-transition of transitional existing land uses and development in the Town's industrial park. Other notable changes include extension of the mixed-use to include another property in the Delaware Business Park, expansion of institutional uses east of the future Town Hall site and providing infill development for the commercial designated property along the south side Seven Hickories Road.

Extension of non-residential land uses should be a high priority for the Town with the recent influx of residential development and projected future development. New residents will need employment centers and commercial areas that provide local services. Moreover, commercial and industrial uses should be encouraged to compliment continued airport use and to promote future expansion opportunities.

Based on the discussion above, the following is a list of definitions that generally describe the type of development the Town would like to see in its future growth areas. Zoning designations are not provided since the Town will undergo a comprehensive zoning process upon adoption of this Plan and it may lead to a change in densities and intensities of land uses. The definitions below should be used as a general guide for the comprehensive rezoning process.

Residential – Most of the residential land uses within Town have already been approved for development. The Town has historically consisted of single-family detached homes, but has since approved increases in housing choice and variety, including townhomes and manufactured homes. The Town should continue to promote housing choice and variety, but should consider reducing densities for future developments to keep residential development within the character of this suburban community.

Commercial – Commercial uses within Town should create a mixed use environment and provide jobs and services to the local community. Commercial areas as shown on Map 7 consist of future highway commercial uses and a small area near the airport that should provide services to users of the Delaware Airpark and the nearby residential communities. Commercial uses should be more intense, provide services to a larger region and attract drive-by traffic. The Town should be open to office and retail offices in these areas.

Industrial – Industrial future land uses in Town are all within the Town's industrial park. The Town would like to promote intense industrial uses, but it also recognizes some of the existing uses within the industrial park are too intense for the surrounding residential community. The Town should review their industrial zoning district and refine the permitted uses to allow only those uses that can be compatible with surrounding residential uses and/or focus on buffering requirements to allow more development within the industrial park.

Mixed Use - The mixed use district will allow for a mix of residential housing, neighborhood commercial, and institutional uses. The goal is to create a typical "Main Street" mixed use district that will provide services to the local community, support development (services and housing) to encourage further development at the Delaware Airpark and provide a buffer from Main Street to planned residential development adjacent to the Town. Generally, future land uses on Map 4 should be coordinated with proposed future land uses as shown on Map 7. This could be done through the annexation process or the Town should consider development of an overlay or floating zone to allow flexibility of uses and development in this area. The Town should also work closely with DelDOT to determine what complimentary uses could best support increased use and expansion of the Delaware Airpark.

Growth Areas

This section discusses the various growth areas as shown on Map 7. Generally speaking, there are two major distinctions concerning the phasing of future annexations: growth which may occur within the next five years and growth that may occur or could affect the Town of Cheswold over the next ten years. The boundaries for the two different areas are shown on Map 7 and Map 8 and are further discussed below

Five-Year Growth Area

The Town is encouraging three types of major development over the next five years: development of an age-restricted community (former Area of Concern A), increased commercial activity along U.S. Route 13, and accommodating increased airport utilization and airport-related growth.

- Residential – It is necessary for the Town to accommodate future population growth by providing more housing and more housing options. Through the recent housing boom, the Town should be commended for allowing affordable housing options for its residents. However, it is time the Town expand housing choices for its current and future residents.

The future land use plan for proposed annexation areas provides for a variety of housing types, including areas of “open space or amenities” and mixed use residential development along Route 42. Residential land uses should be developed within the single-family character of Cheswold. However, because of the areas distance to downtown, the existing street network should be utilized and sidewalks should be developed to make Cheswold a walking community. Cul-de-sacs and dead end streets should be highly discouraged and residents of new communities should be able to easily and safely access Main Street by walking, biking or driving.

Areas designated as requiring open space or amenities should be encouraged as areas for future park space or other facilities to provide recreational uses for Town residents. However, if areas designated to include open space are developed for residential use, those areas should be cluster-style development in order to provide for clustered open space. Those open space areas should consist of a mix of active and passive recreational uses.

Mixed use development areas should focus on providing a variety of housing types, including the development of low-density multifamily residential. Commercial uses should be small in scale, within the character of the community and provide services for the residents of the Town. The allowed non-residential uses should also focus on providing services to employees and users of the airport where compatible with the residential character of the Town.

- Airport – The Delaware Airpark is currently planning an expansion of its existing runway to allow larger planes to utilize the airport. The Town should expect an increase in use of the airport as more types of planes are allowed to land and take off from this site.

The Delaware Airpark has the potential of being a great economic development opportunity for the Town. The Town has met with DelDOT and its representatives to discuss how to best work together to foster further development of the airport. The Town will likely annex the property into the Town in order to control properties adjacent to the Airpark.

Map 9 proposes a method for regulating development surrounding the airport to allow for future airport expansion, to accommodate adjacent property owners and to create safe development surrounding the runway while reducing noise and air pollution surrounding the takeoff site. The Prince George’s County, Maryland, model should be further refined to recognize the specifics of this particular site and needs of the Town of Cheswold. The final development scheme for the area surrounding the airport should determine what areas can be developed, areas that should not be developed and uses that are appropriate in development areas. Also, intergovernmental coordination with DelDOT and the County is of the utmost importance to ensure the best potential development for the Town.

DelDOT has suggested that a Transfer of Development Rights (TDR) ordinance might help accommodate growth compatible with airport uses and simultaneously allow for better development in future clustered-residential development. The Town should consider the development of a TDR ordinance to better direct growth in the community.

- Commercial – Commercial development within the five-year growth area consist of several parcels located along U.S. Route 13. Highway commercial uses need to be unique from those commercial and industrial uses being encouraged within the existing Town boundaries and the future mixed use areas.

Policies and Recommendations

- After adoption of this plan, complete the comprehensive rezoning process and address the following issues:
 - Create communities that are more conducive to walking and biking;
 - Regulate residential development to include a greater mix of housing choices;
 - Differentiate uses that are allowed in “highway” commercial areas versus those uses allowed in “neighborhood” commercial areas;
 - Allow for mixed-use zoning that would allow services for new development and existing neighborhoods in the Town.
- Perform an economic development study to see what uses would be most conducive and appropriate to utilize the airport’s potential;
- Perform a zoning study to restrict development in unsafe areas and to encourage development compatible with the airport.
- Work with the County, State and DelDOT to coordinate development plans for areas surrounding the airport to meet the guidelines shown on Map 9.

Provision of Utilities, Community Services and Facilities, and Transportation

Utilities

Water System

New subdivisions and “old town” Cheswold are served differently by utilities. Old town Cheswold residents and businesses generally have private wells and no hydrant services for fire fighting purposes. The exception is the Fox Pointe subdivision, which has its own private water system. New subdivisions in the Town are served by Tidewater Utilities and have hydrant service throughout the subdivision. Tidewater has constructed a 500,000-gallon storage tank less than a mile from the Town and is providing water to the Parker’s Run property. Improved opportunities may soon exist for the Town to reconsider establishing a public water system for the rest of the Town. Tidewater also has a fire-protection well and small storage tank in the Central Delaware Business Park, but water treatment would be needed to remove the iron and manganese to make the water potable.

Wastewater Treatment System

Kent County operates the wastewater treatment system serving Cheswold and contracts individually with property owners. Kent County has not reported any restrictions on the quantity of wastewater it can receive from within the Cheswold Town boundaries. New subdivisions are all served by Kent county's wastewater treatment system, while many old town residents remain on private septic systems.

Solid-Waste Disposal

Refuse collection services are generally provided to property owners through an agreement with either the City of Dover or through a private refuse collection company. Each property owner is responsible for contracting with a trash collection provider for refuse collection. It should be noted that, the Delaware Solid Waste Authority operates a collection and transfer station about a mile from Cheswold.

Community Services and Facilities

Public Safety

a. Police

Police services are provided to Cheswold by its own police department and through the Delaware State Police. The Cheswold Police Department consists of three full-time officers. The State Police provides additional emergency support for Cheswold from the State Police Troop Headquarters located on U.S. Route 13 in north Dover and from Troop 3 located near Camden.

b. Fire

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

c. Emergency Medical Services

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

Building Permits, Plans Review and Inspection Services

Until recently, Kent County reviewed building plans and issued permits. The Town has made great strides to perform services locally when and where resources as available. In the summer of 2008, the Town began to review building permits and perform building inspections in-house. This allows local residents and business owners to receive more efficient review of their information and also helps increase revenues for the Town.

Engineering, land use and zoning reviews are contracted out to the Town Engineer and Town Planner with Remington, Vernick and Beach. Application fees have been adjusted to help pay for the contracted services. Rates should be monitored often to ensure the Town is being compensated for developer review fees.

Education and Library Facilities

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

The school district is exploring the development of a new elementary school along State Route 42 as residential growth continues in the area. A potential school site is shown on Map 7. The Town is interested in annexing in this area as necessary to accommodate development of a school, but is shown on the enclosed maps for informational purposes only.

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

As the Town grows, there will be an increased need for library services for the residents of the Town. Cheswold should open a dialogue with the library to consider opening a library branch within the Town and/or increasing bookmobile services as growth warrants such expansion.

Senior Services

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

Health Care

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

Smyrna Health and Wellness Center is located on Main Street in Smyrna and provides the region with comprehensive health care services. More specific information about the services available to the residents of Cheswold can be found at:

<http://www.christianacare.org/body.cfm?id=1751>.

Postal Service

“Old town” Cheswold is served by a small United States Post Office. This post office is located near the center of the Town on State Route 42. There is limited postal delivery service in Town so residents must visit the post office to pick up their mail and have deliveries operated by the Dover area. The zip code for the Town of Cheswold is 19936. 19904 is a Dover area zip code also used by residents of the Town that have their mail delivered from the Dover Post Office, whom are not served by the post office in Town. The need for an expanded Post Office was indicated by public comment.

Parks and Recreation

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

Stormwater Management

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

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

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

Transportation

The State maintains the two primary streets in Cheswold - Main Street (State Route 42) and Commerce Street. The Town uses Municipal Street Aid Funds provided by the State to maintain the other streets and sidewalks. Snow removal and other maintenance activities are currently contracted for by the Town as needed. As Cheswold continues to develop, the Town will continue to require private property owners to maintain the streets and sidewalks within their communities. The Town needs to establish a procedure to ensure that all new roads constructed meet or exceed DelDOT's standards. The Town should establish a procedure for regularly inspecting and repairing Town-maintained roads, and a budgeting process for funding street repairs.

Cheswold lies within the boundaries of the Dover/Kent County Metropolitan Planning Organization (MPO), which deals with growth and transportation issues in the County wide area. The MPO developed a Long-Range Transportation Plan (LRTP) in 2007 that assesses the current transportation issues in the County and provides solutions to those problems. Although the LRTP plan does not discuss plans for any of the roadways in Cheswold or the affects of future growth on Route 42 and other roadways in the Town, the LRTP does note expected growth in the area will impact existing roadways. Cheswold is a voting member on the MPO's Technical Advisory Committee.

The MPO has reached out to Cheswold and would like to start a public dialogue with the Town's residents and businesses to better understand traffic issues and needs in the Town. The MPO is also hoping to discuss potential improvement projects schedule in the area over the future and how they will affect the community. The Town hopes to hold meetings with Cheswold's citizens in early 2009.

A railway line owned and maintained by the Norfolk-Southern Corporation runs through the Town. Several trains per day haul freight through the Town. No complaints were offered concerning the noise, safety, or traffic impacts created by the rail line, although a comment was made concerning the need for better maintenance of the vegetation along the rail tracks. The Town has recognized that at times potentially hazardous materials may be transported on the trains and the Town is currently working with DeIDOT to identify and recognize when these shipments will occur. A hazard mitigation plan may need to be worked out between the Town and DeIDOT in case a tragedy ensues.

Beginning as soon as 2010, the MPO's LRTP states a passenger rail line may be operational using the railroad system that currently passes through Cheswold. The planned passenger rail consists of three routes that take passengers around New Castle County into Dover. All three routes are planned to pass through the Town. There was no information available concerning whether a passenger stop would be located within the Town limits.

As with the passenger rail line, alternative modes of transportation are becoming increasingly popular. The LRTP plan emphasizes the use of the bike trail system throughout the County. Per the LRTP, Cheswold has a State-wide bike trail which passes through the western portion of the Town, running north and south through the State. An east-west regional bike trail is connected to the State-wide route and allows user access in Smyrna to the beaches and western portions of Kent County.

Residents who participated in the Town survey stated they would like more alternative modes of transportation. The Town should work with the MPO and DeIDOT on an education and outreach program to make residents aware of these alternative transportation facilities.

Community Character and Design

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

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

However, the ease in developing residential properties within the Town and the convenient location of the Town to employment centers in the State has recently made the area highly attractive to home builders. Although new homebuilding in 2008 and 2009 came to a halt, the Town will likely experience unprecedented growth in the number of single-family housing units and population in the next seven to ten years. The new housing will change the demographic characteristics of the Town, raising the average income level and number of resident homeowners.

The Town must find a way to balance the new growth with the existing population and housing if it is to maintain the Town's character. It should be emphasized that the maintenance of a "small-town" atmosphere was frequently mentioned by many of the residents participating in the development of this plan. The Town must address the needs for residents that have lived in the Town for many years and who are accustomed to the way the Town has been (it was mentioned that "many of the people know each other's faces") and the people that will soon be moving into town and want to become part of the community. One of the traditional gathering places, the Post Office, will likely need to expand as the population grows, which means its informal role as a gathering place will probably be lost. An alternative place for the Town's residents to meet and talk with each other, like a Town park or a community center, will be needed to bring people together.

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

Housing Policy and Redevelopment

It is important that all municipalities consider in their land-management ordinances the need to provide for a range of housing to accommodate all levels of income. In many communities, the need for affordable housing outweighs the availability of that type of housing stock. However, in Cheswold there is an abundance of housing stock available for the lower-income ranges. The Town believes it has sufficient opportunities for affordable housing and now needs to increase the number of upper-middle-income housing opportunities.

Two new developments were annexed into Town since adoption of the 2003 Comprehensive Plan. The larger development is the Saratoga subdivision, which will add a proposed 961 housing units. The Stonington subdivision will also add an additional 671 homes. The combination of new residential development, historical properties located in Town, and affordable rental and homeownership opportunities provide current and future residents of Cheswold with a variety of housing choices.

The Town also recognizes that there are a number of older homes in the Town and that these structures typically have increased maintenance requirements. There are a number of housing programs administered by the state that may provide financial assistance to some residents for maintaining their homes that Town residents have taken advantage of. The Delaware State Housing Authority administers the Housing Rehabilitation Loan Program that can provide a 3% loan for eligible homeowners. The loan can be set up as either a conventional loan with a regular payment schedule or as a deferred loan, registered as a lien on the property, to be paid at the time of resale. The Town would like to meet with representatives of the State Housing Authority to explore opportunities for providing financial assistance to its residents for maintaining their homes. The State also provides up to \$15,000 for home repairs and currently five homeowners have taken advantage of this program.

In order to ensure necessary repairs occur, that housing options remain available and that renters are provided quality living quarters, the Town is in the process of developing an ordinance to periodically inspect rental units. The inspection ordinance will require owners of rental homes to meet certain living quality standards for their renters.

Policies and Recommendations

- The future needs for providing and funding public-safety services to the Town's residents should be studied, including increased police and fire protection services. Access to all areas within the Town by emergency vehicles should be continually reviewed.
- Residents have mentioned the need for an expanded Post Office to serve the current population of the Town; with the anticipated growth the need for expansion will increase. The Town should discuss with the U.S. Postal Service current plans that will increase the Town's population and, if a new facility is determined to be necessary, an attempt should be made to locate a suitable location within the Town that can still be reached by pedestrians.
- The Council should continue to study alternatives for funding the development of a Town park, including the availability of federal, state and county funds for assisting with park development. Respondents to the questionnaire indicated that both active and passive recreational activities are desired within the park.
- The Town should work with DNREC and the Kent County Conservation District to ensure that stormwater management needs in the Town are being met. All new development should include adequate stormwater management facilities, and the Town should be cautious in assuming any maintenance responsibilities for these facilities.
- The Town should develop a procedure to ensure that all new roads constructed meet or exceed DelDOT's standards, and define the process for the Town to accept new roads for maintenance. The Town will need a procedure for inspecting and repairing Town-maintained roads and a budgeting process for funding street repairs.
- The Town has been working with the Delaware League of Local Governments to develop an Emergency Operations Plan and should continue this effort.

Summary of Recommendations and Actions

The Town of Cheswold will be faced with unprecedented challenges and opportunities in between 2010 and 2020 as past trends indicate it will grow from about 1,400 people to almost 2,000 residents. This growth has the potential to be even greater if the Town follows through on its interest in annexing the properties outlined in Map 8 and if new residential development persists. It is clear that this increased development is a regional phenomenon, so not only will it occur within the Town, but it will also occur all around the Town. To prepare for this growth the Town will need to become very proactive and initiate activities and discussions with jurisdictions and organizations that may be able to provide some guidance and advice. The Town's success in meeting the upcoming challenges will in large part be determined by the actions it takes in the next year or two. To help the Town organize its efforts, the recommendations made throughout this plan are summarized below.

- After adoption of this plan, complete the comprehensive rezoning process and address the following issues:
 - Create communities that are more conducive to walking and biking;
 - Regulate residential development to include a greater mix of housing choices;
 - Differentiate uses that are allowed in “highway” commercial areas versus those uses allowed in “neighborhood” commercial areas;
 - Allow for mixed-use zoning that would allow services for new development and existing neighborhoods in the Town;
 - Revise the fee structure to improve the Town's ability to manage new residential, commercial, and industrial development proposals, with the overall objective of maintaining and enhancing Cheswold's small-town character.
- Perform an economic development study to see what uses would be most conducive and appropriate to utilize the airport's potential;
- Perform a zoning study to restrict development in unsafe areas and to encourage development compatible with the airport.
- Work with the County, State and DelDOT to coordinate development plans for areas surrounding the airport to meet the guidelines shown on Map 9.
- Although the Town's population was relatively stable from 1960 through 2000, its population has increased more than 300% over the past eight years. With the potential of 1,500 new homes being developed over the next 15 years, the Town should prepare itself for continued ebbs and flow of growth as housing market trends cycle.
- A significant percentage of the Town's population is younger than 18 years of age, so the Town should plan to provide additional recreational opportunities in Town and safe pathways (sidewalks and bike paths) on which to move around Town.

- A number of housing units are more than 25 years old and may be in need of maintenance. The Town should seek opportunities to participate in state and county programs that could provide financial assistance to residents in need of home maintenance, including continuing participation in the State program providing up to \$15,000 for homeowners to repair their homes.
- The Town Council needs to develop a capital-improvements budget to plan for the funding of a new building to serve as the Town Hall and police station.
- All annexations should also be zoned concurrent with the annexation approval by Town Council. The zoning designation to be assigned to the annexed property by the Town should be reviewed and revised prior to the annexation.
- The Town should consider meeting with the owners of the parcels defined as enclaves and inform the owners that the Town is interested in annexing their land if mutually agreeable. Discussions should provide costs and benefits of annexing into the Town and a discussion of the Town's tax abatement program for property owners in enclaves willing to annex into the Town.
- The Town Council has been in discussion with DelDOT concerning the expansion of Delaware Airpark. The Town should continue to foster that relationship.
- The Town should perform a zoning analysis to determine the best places for development near the airport. An economic development analysis should also be performed to encourage uses that will be most compatible with fostering the growth of the airport and to maintain the existing character of the community.
- The future needs for providing and funding public safety services to the Town's residents should be studied, including increased police and fire protection services. Access to all areas within the Town by emergency vehicles should be continually reviewed.
- Residents have mentioned the need for an expanded Post Office to serve the current population of the Town; with the anticipated growth the need for expansion will increase. The Town should discuss with the U.S. Postal Service current plans that will increase the Town's population and, if a new facility is determined to be necessary, an attempt should be made to locate a suitable location within the Town that can still be reached by pedestrians.
- The Council should consider creating a recreation committee to study alternatives for funding the development of a Town park, including the availability of federal, state, and county funds for assisting with park development. Respondents to the questionnaire indicated that both active and passive recreational activities are desired.
- The Town should work with DNREC and the Kent County Conservation District to ensure that stormwater management needs in the Town are being met. All new development should include adequate stormwater-management facilities, and the Town should be cautious in assuming any maintenance responsibilities for these facilities.

- Work with the local library system to better serve the Cheswold community as it continues to grow.
- Work with a water and wastewater treatment provider to extend services to the “old town” area of Cheswold.
- Provide education and outreach services for the Town residents to create awareness of alternative modes of transportation existing in the Town.

Intergovernmental Coordination

County Coordination

Land-development activities occurring within Cheswold and on the lands within Kent County's jurisdiction surrounding the Town will affect the quality of life of all of the people living and working in this regional area. Furthermore, the County may find this enhanced relationship can help keep it informed of matters it may not be aware of occurring within the Town and help keep those matters from adversely affecting residents on adjacent County lands.

It is therefore highly recommended that Town and County sustain a cooperative and open relationship. In this respect, Cheswold and Kent County have improved their communication and currently correspond on a regular basis, and should thus try to maintain such a rapport in the long term.

Kent County adopted their Comprehensive Plan in 2008. The Comprehensive Plan proposes future land uses in unincorporated areas of the County and further proposes growth policies throughout the County.

The County's proposed future land use map is in direct conflict with the Town's future plans for uses and growth within its designated growth areas. The County is indicating a large amount of industrial growth near the railroad tracks and the existing industrial park. The County's main motivation for providing for industrial development in this area is to create jobs and services in the area and to also prevent further elimination of potential industrial sites. The County sites a trend in originally planned industrial sites becoming residential subdivisions throughout Kent County.

The Town believes that although the County is planning different uses for its growth areas, the intent for future growth as discussed in the Kent County Comprehensive Plan is consistent with the Cheswold Plan. The bulleted items discuss some of the policies that show consistency between both communities plans.

- Future growth in unincorporated areas should be directed to the Towns and Cities;
- Higher density residential uses and a variety of non-residential uses should be developed;
- Future development in unincorporated areas should remain consistent with the character of the surrounding community;

- Jobs and services should be provided through the encouragement of commercial and industrial development;
- Development adjacent to existing facilities allows for the efficient and sensible extension of infrastructure;
- Development should be mixed use and compact;
- A variety of highway commercial uses should be considered near municipalities.

As a policy, Kent County has taken a hands-off approach with its municipalities when it comes to annexation. The County provides guidance and technical assistance if necessary, but relies on local governments to manage and control new development. Cheswold should consider the County's Comprehensive Plan when entertaining new annexation requests, but will ultimately make the decision concerning the type of growth and development that is in the best interest of the Town. The Town further requests that the County work with the Town prior to approving development requests within the Town's growth area.

State Coordination

Reiterating earlier goals discussed in this chapter, the Town can receive a great amount of economic benefit in working with DeIDOT and fostering the growth and expansion of Delaware Airpark. The Town should continue to work with DeIDOT and continue to take the necessary steps to regulate development near the airport, while fostering compatible growth with the Airpark and the surrounding community. Cheswold also needs to create a strong coordination and working relationship with Kent County so both entities are on the same page.

Several other agencies are currently involved in the Town and the Town should continue to foster the relationship with these agencies, including the public library system, Kent County Public Works, the United States Post Office, the Delaware Transit Corporation (DART) and the Dover/Kent County Metropolitan Planning Organization. Working with these agencies to discuss future growth issues and their impacts on the Town is highly beneficial.

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

Upon approval to transmit this plan to the State, all surrounding municipalities and Kent County will receive a draft copy for their review. A formal Memorandum of Agreement between Cheswold and Kent County, and between Cheswold and Dover to mutually support one another is encouraged by this Plan.

Regional Coordination

This plan was sent to the City of Dover and the Town of Smyrna for review and comment. The effort to work with adjacent jurisdictions, Kent County, as well as continued participation in the Dover-Kent MPO's Technical Advisory Committee indicates the Town's effort to look at growth from a regional, cooperative standpoint. The Town plans to continue this effort.



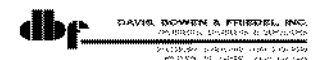
MAP 1 Location Overview

Legend

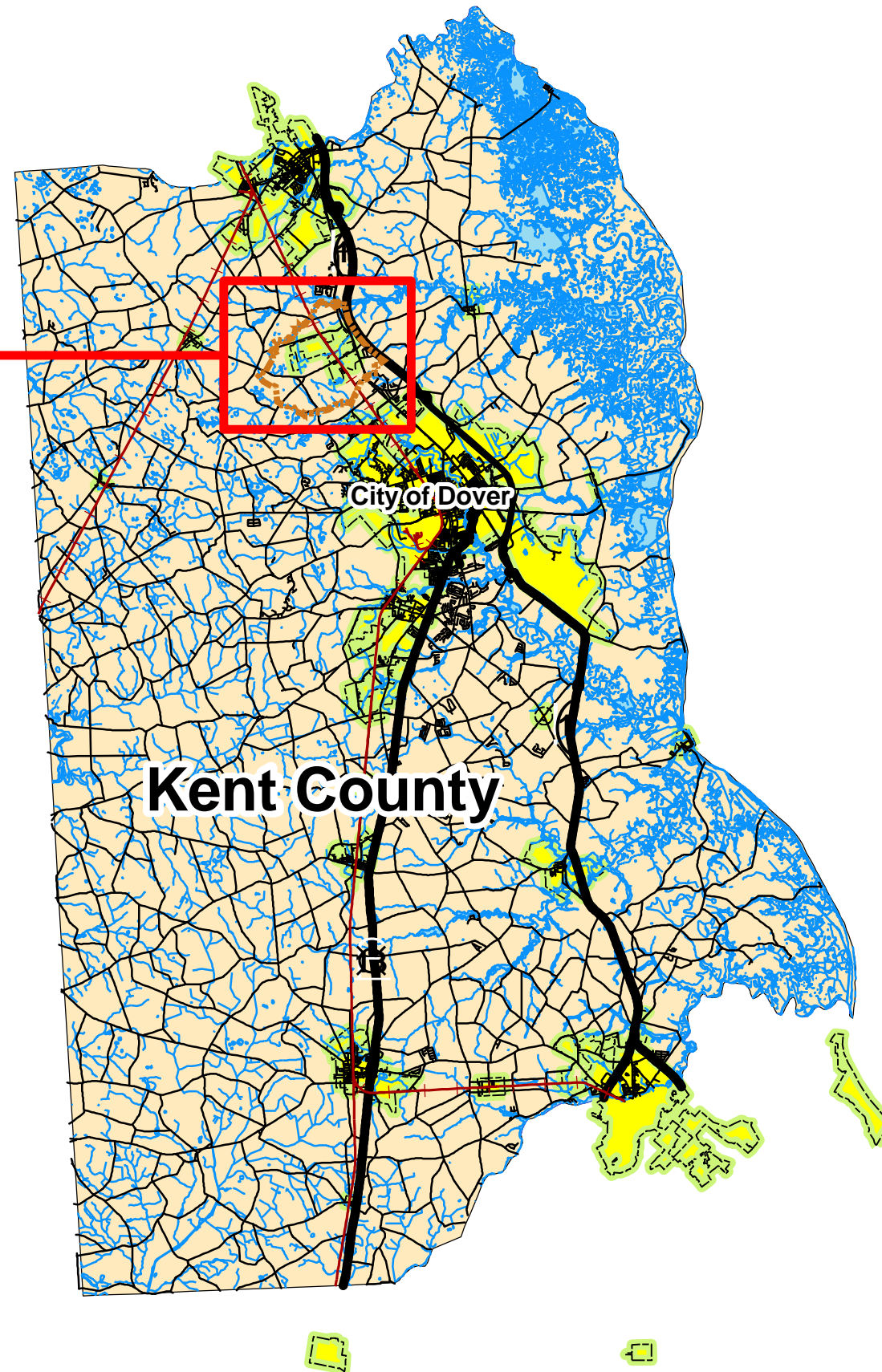
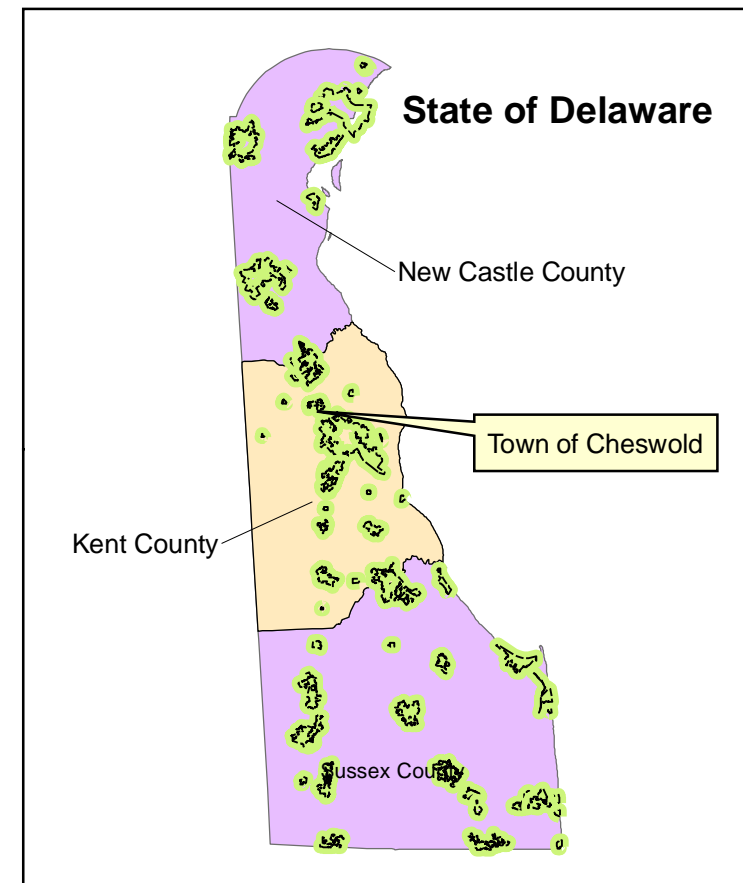
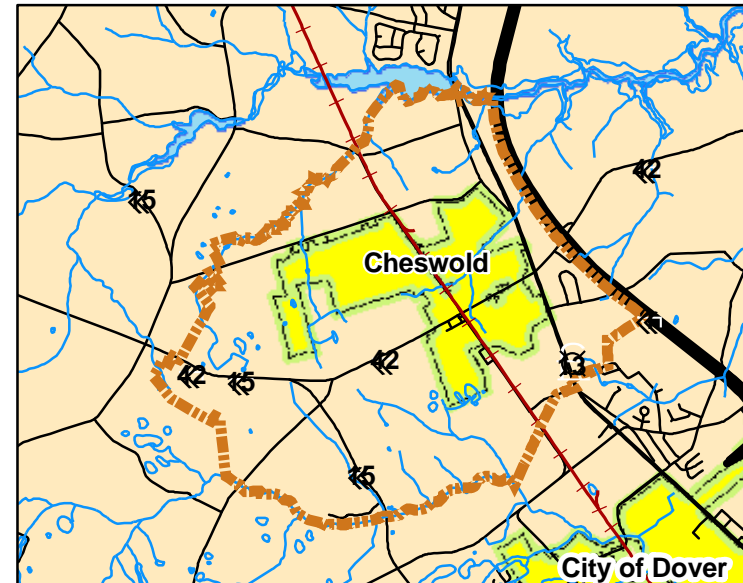
- Town of Cheswold
- Municipality
- Cheswold Planning Area
- Kent County
- Water Body
- Railroad
- Waterway
- Roadway

Town of Cheswold, DE COMPREHENSIVE PLAN

ADOPTED 10-2003 • UPDATED 2010

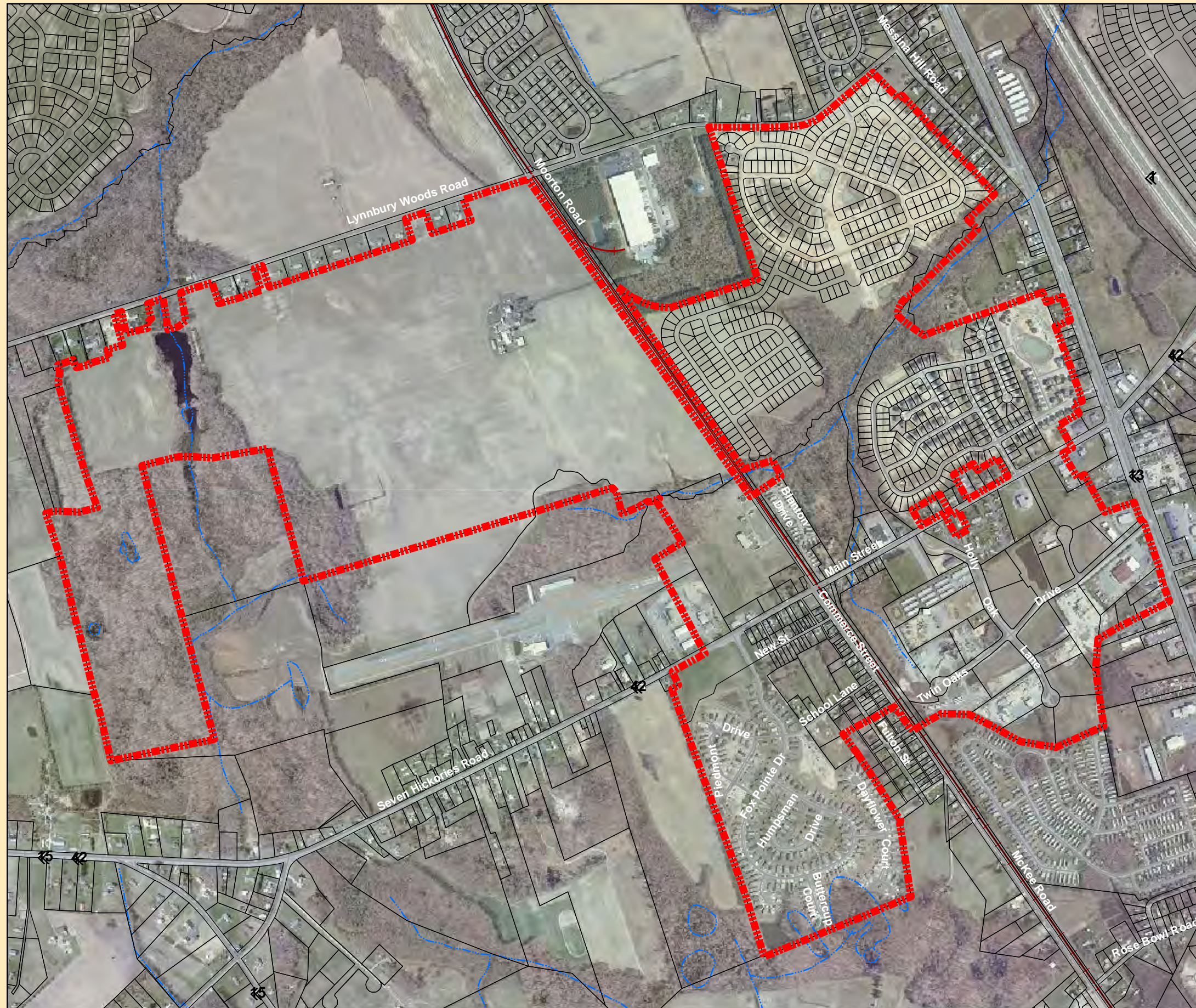


Town of Cheswold Planning Area








Notes: 1) Tax Parcel outlines based on GIS data available through Kent County, circa 2007, with modification through the Town of Cheswold GIS projects.
2) Framework data courtesy of DNREC, DelDOT, DGS, and the Delaware Geographic Data Committee, various releases.

THIS DRAWING HAS BEEN PREPARED, IN PART, BASED ON PUBLIC-DOMAIN INFORMATION FURNISHED BY OTHERS. WHILE THIS INFORMATION IS BELIEVED RELIABLE FOR CONCEPTUAL PLANNING PURPOSES, DAVIS, BOWEN & FRIEDEL, INC. CANNOT VERIFY ITS ACCURACY AND ASSUMES NO RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS INCORPORATED INTO IT.



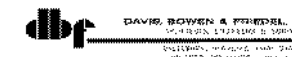
MAP 2 Roads and Boundaries

Legend

-  Town Boundary
-  Tax Parcel Boundary
-  Roadway
-  Railroad
-  Waterway

Town of Cheswold, DE COMPREHENSIVE PLAN

ADOPTED 10-2003 • UPDATED 2010



Notes: 1) 2007 Orthophoto base courtesy of the Delaware DataMIL.
2) Tax Parcel outlines based on GIS data available through Kent County, circa 2007, with modification through the Town of Cheswold GIS projects.
3) Framework data courtesy of DNREC, DelDOT, DGS, and the Delaware Geographic Data Committee, various releases.

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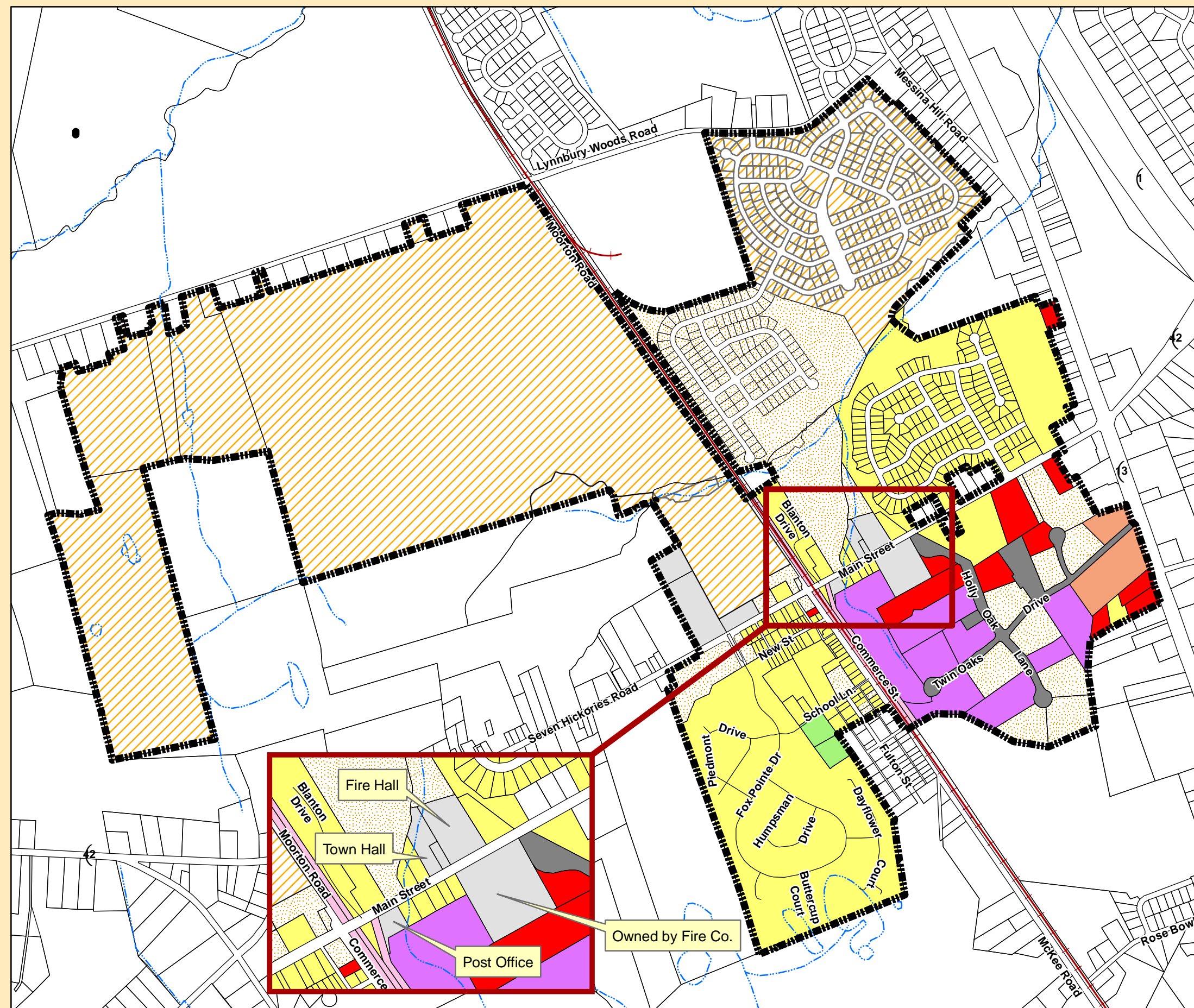
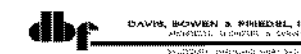
MAP 3 In-Town Existing Land Use

Legend

- Town Boundary
- Tax Parcel Boundary
- Railroad
- Waterway
- Existing Land Use**
- Residential
- Commercial
- Industrial
- Institutional
- Utility
- Park
- Mixed Use
- Railroad
- Transition
- Vacant

Town of Cheswold, DE COMPREHENSIVE PLAN

ADOPTED 10-2003 • UPDATED 2010



Notes: 1) Land Use as of March 2008 survey by Planning Commissioners
2) Tax Parcel outlines based on GIS data available through Kent County, circa 2007, with modification through the Town of Cheswold GIS projects.
3) Framework data courtesy of DNREC, DeDOT, DGS, and the Delaware Geographic Data Committee, various releases.

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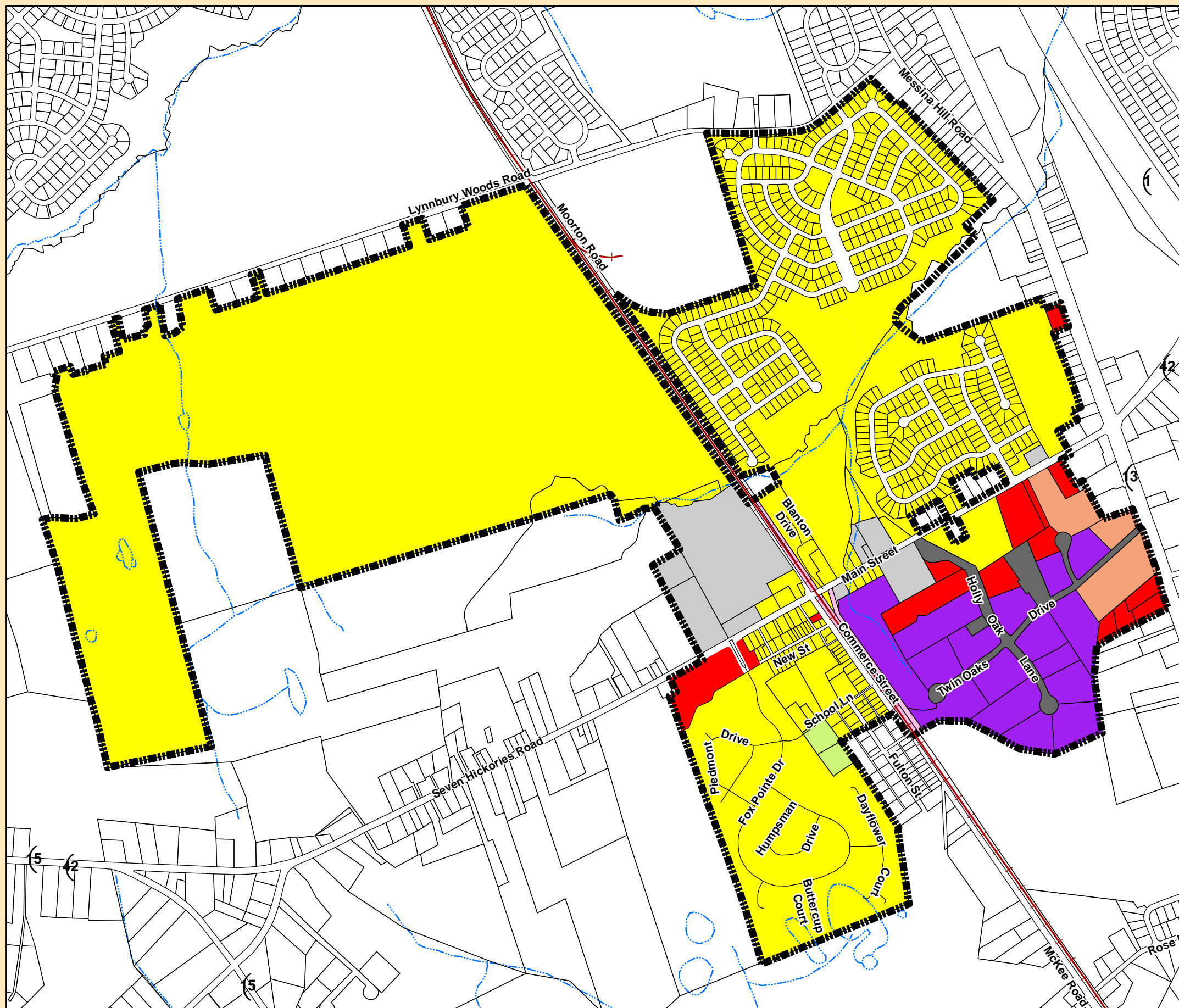
MAP 4 In-Town Future Land Use

Legend

- Town Boundary
- Tax Parcel Boundary
- Railroad
- Waterway

Future Land Use

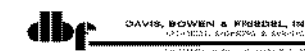
- Residential
- Commercial
- Industrial
- Institutional
- Utility
- Park
- Mixed Use
- Railroad



Notes: 1) Tax Parcel outlines based on GIS data available through Kent County, circa 2007, with modification through the Town of Cheswold GIS projects.
2) Framework data courtesy of DNREC, DeDOT, DGS, and the Delaware Geographic Data Committee, various releases.

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Town of Cheswold, DE
COMPREHENSIVE PLAN
ADOPTED 10-2003 • UPDATED 2010





MAP 5 State Spending & Policy Strategies

Legend

- Town Boundary
- Tax Parcel
- Agricultural Districts
- Agricultural Easements
- Out of Play

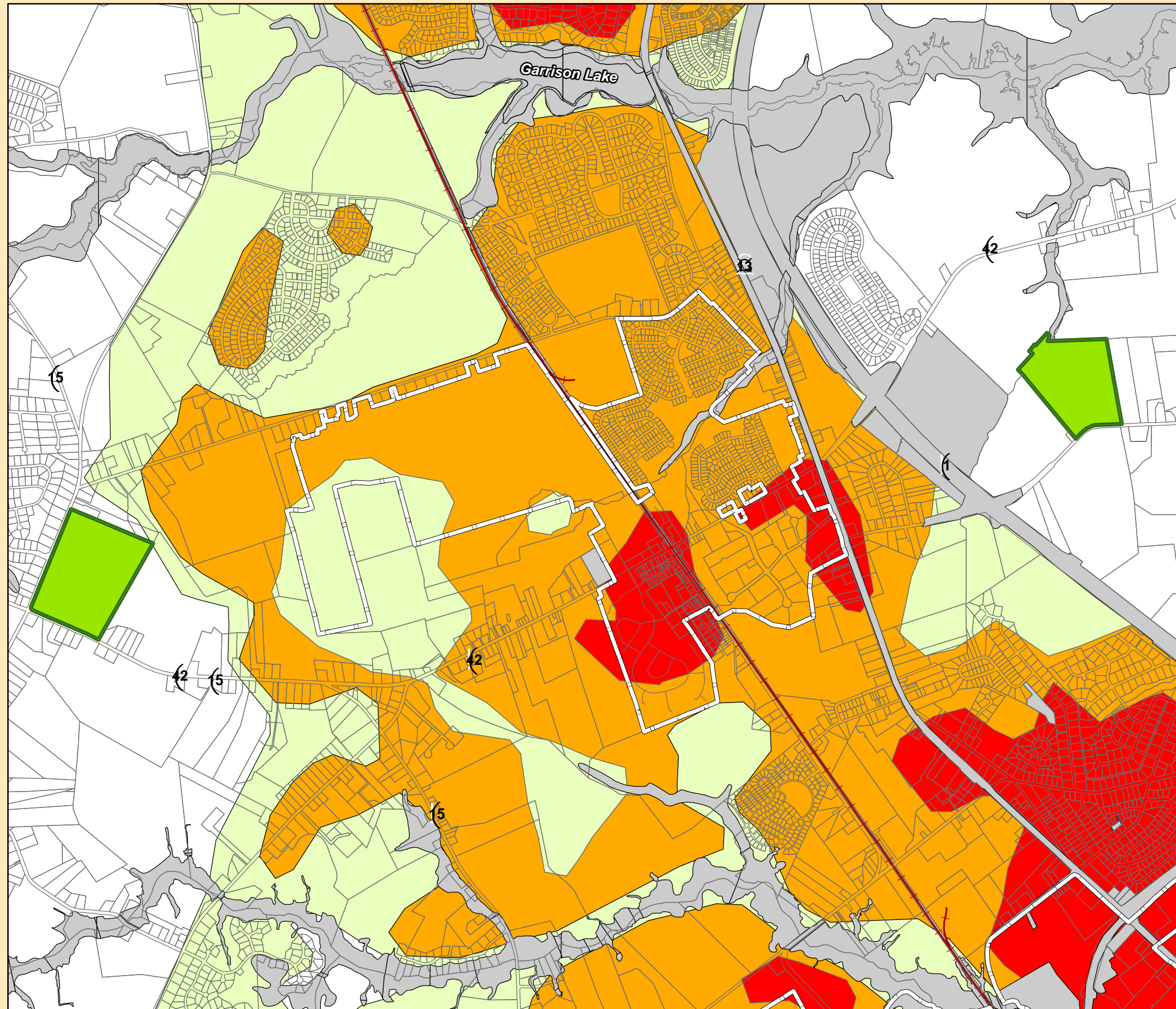
State Strategy Levels

- Level 1
- Level 2
- Level 3
- Level 4

Levels of Spending & Policy Strategies distinguish the State's differing types of funding priorities, and reflect the combined policies of state, county and local levels of government to highlight areas most appropriate for growth. This map should not be used without reference to the detailed Strategies document, available on-line at www.state.de.us/planning/strategies.

Town of Cheswold, DE COMPREHENSIVE PLAN

ADOPTED 10-2003 • UPDATED 2010



Notes: 1) Tax Parcel outlines based on GIS data available through Kent County, circa 2007, with modification through the Town of Cheswold GIS projects.
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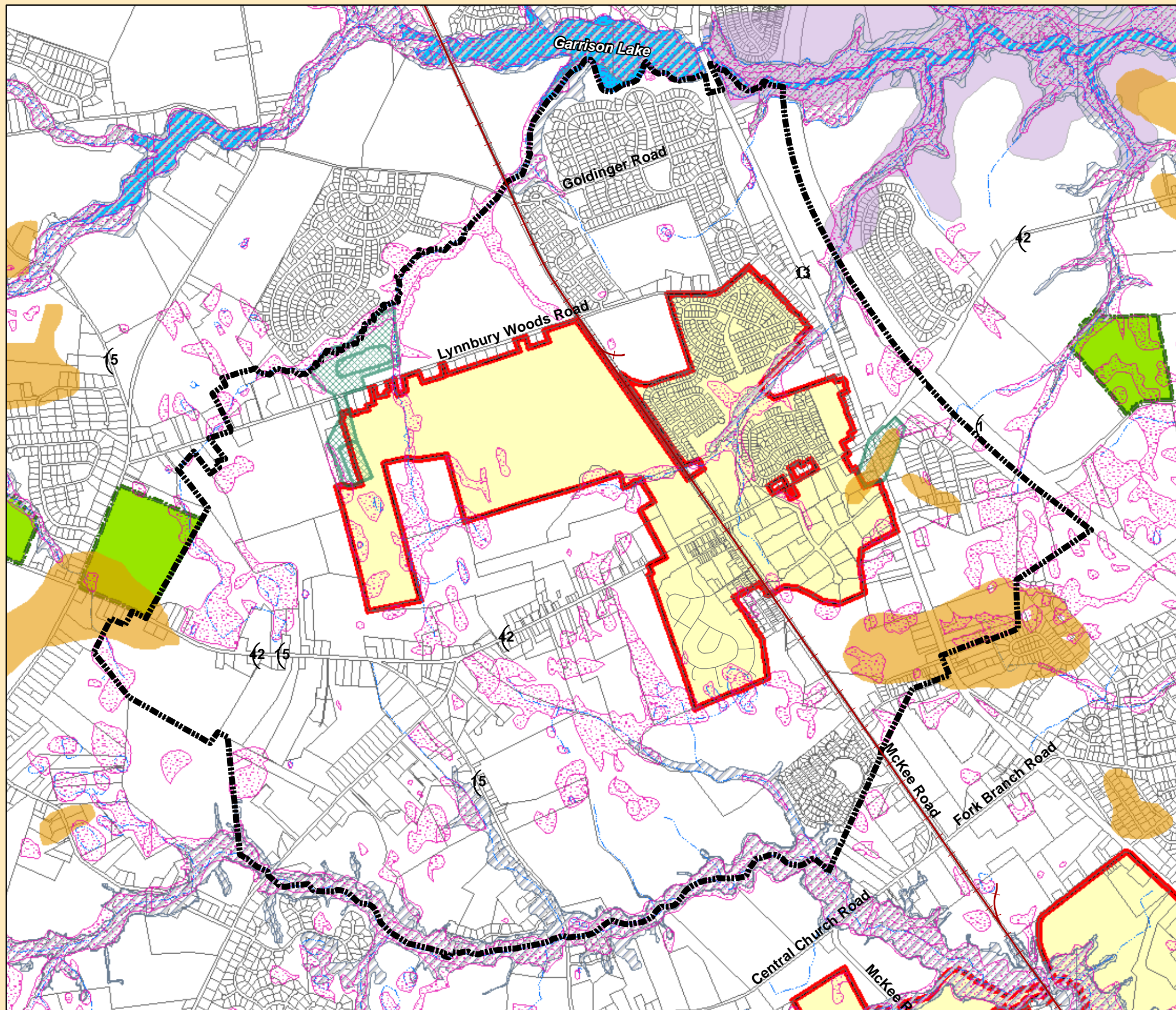
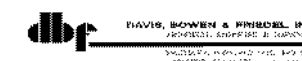
MAP 6 Environmental Features

Legend

- Town of Cheswold
- Cheswold Planning Area
- Tax Parcel
- Agricultural Districts
- Agricultural Easements
- Railroad
- Waterway
- Waterbody
- Excellent Recharge Areas
- Groundwater Management Zones
- State-mapped Wetlands
- FEMA 100-yr Flood Plain
- State Resource Areas

Town of Cheswold, DE COMPREHENSIVE PLAN

ADOPTED 10-2003 • UPDATED 2010



Notes: 1) Recharge areas mapped by the Delaware Geological Survey
2) Tax Parcel outlines based on GIS data available through Kent County, circa 2007, with modification through the Town of Cheswold GIS projects.
3) Framework data courtesy of DNREC, DelDOT, DGS, and the Delaware Geographic Data Committee, various releases.

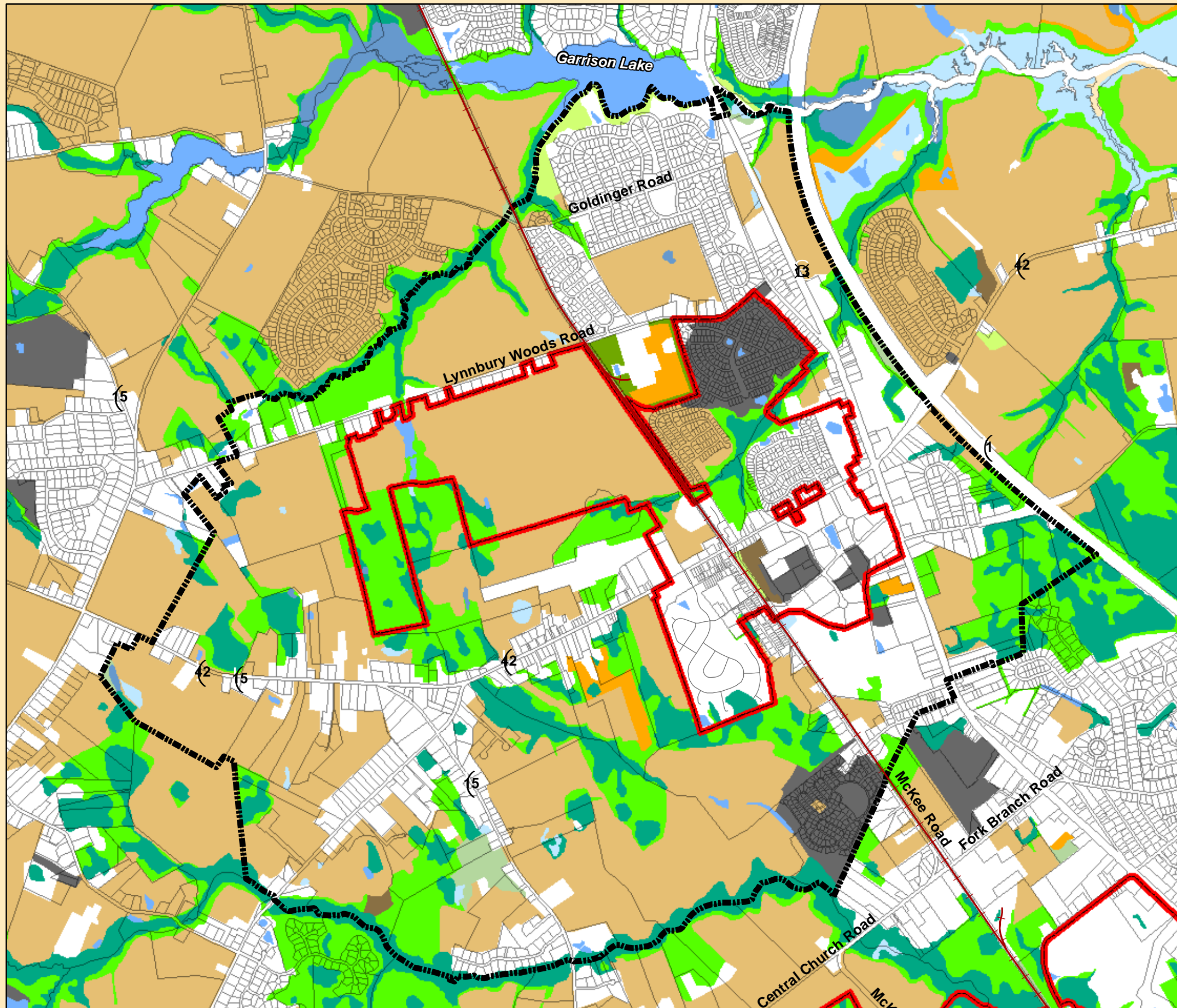
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MAP 6A Environmental Land Cover

Legend

- Town of Cheswold
- Cheswold Planning Area
- Tax Parcel
- Railroad
- Land Cover 2007**
 - Farms, Pastures and Cropland
 - Rangeland
 - Orchards/Nurseries/Horticulture
 - Deciduous Forest
 - Evergreen Forest
 - Mixed Forest
 - Shrub/Brush Rangeland
 - Clear-Cut
 - Manmade Reservoirs and Impoundments
 - Emergent Wetlands - Tidal and Non-tidal
 - Forested Wetlands - Tidal and Non-tidal
 - Scrub/Shrub Wetlands - Tidal and Non-tidal
 - Sandy Areas and Shoreline
 - Extraction and Transitional
 - Other land cover and land use

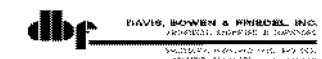


Notes: 1) Land Cover areas based on GIS data referenced from the Delaware DataMIL in June 2008.
2) Tax Parcel outlines based on GIS data available through Kent County, circa 2007, with modification through the Town of Cheswold GIS projects.
3) Framework data courtesy of DNREC, DelDOT, DGS, and the Delaware Geographic Data Committee, various releases.

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Town of Cheswold, DE COMPREHENSIVE PLAN

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MAP 7 Five Year Growth Plan and Proposed Land Use Plan

Legend

- Town of Cheswold
- Cheswold Planning Area
- Capitol School District - Possible School Site
- Airport - Runway Clear Zone Area

5 YR GROWTH PLAN - Proposed Land Use

- Residential
- Residential and Open Space or Amenities
- Commercial
- Institutional
- Mixed Use - Commercial and Residential
- Permanently Restricted

- Area 1 - Residential with limited existing institutional
- Area 2 - Residential (annexed in 2004)
- Area 3 - Commercial with limited existing institutional
- Area 4 - Residential (annexed in April 2007)
- Area 5 - Residential

Areas of Local Interest or Concern

- Area "C" - Delaware Airpark - Expansion Buildout
- Area "B" - Groundwater Issues

The term 'Land Use Plan' refers to both the text of Chapter 2 and the map suite. In practice neither should be used without referencing the other.

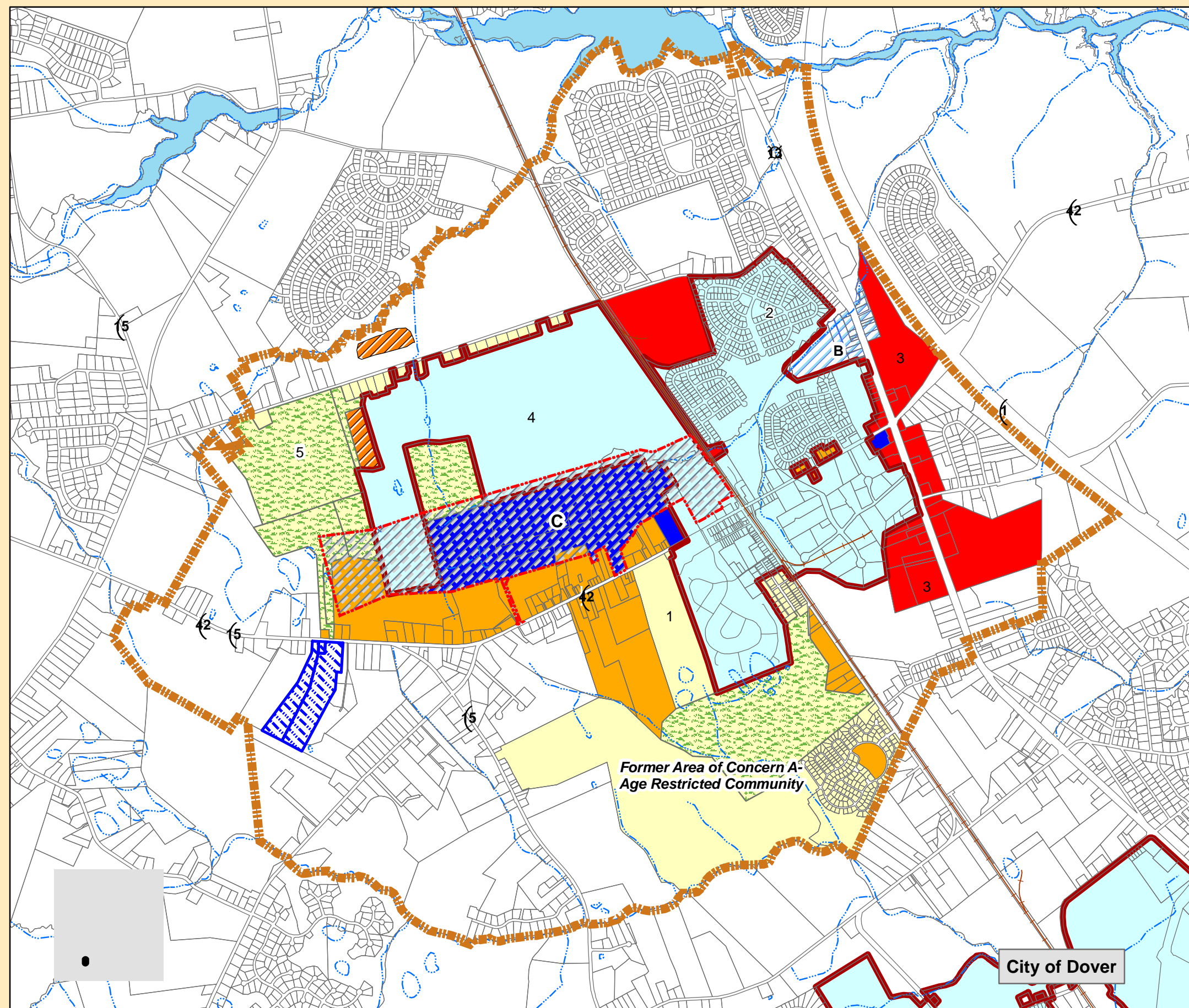
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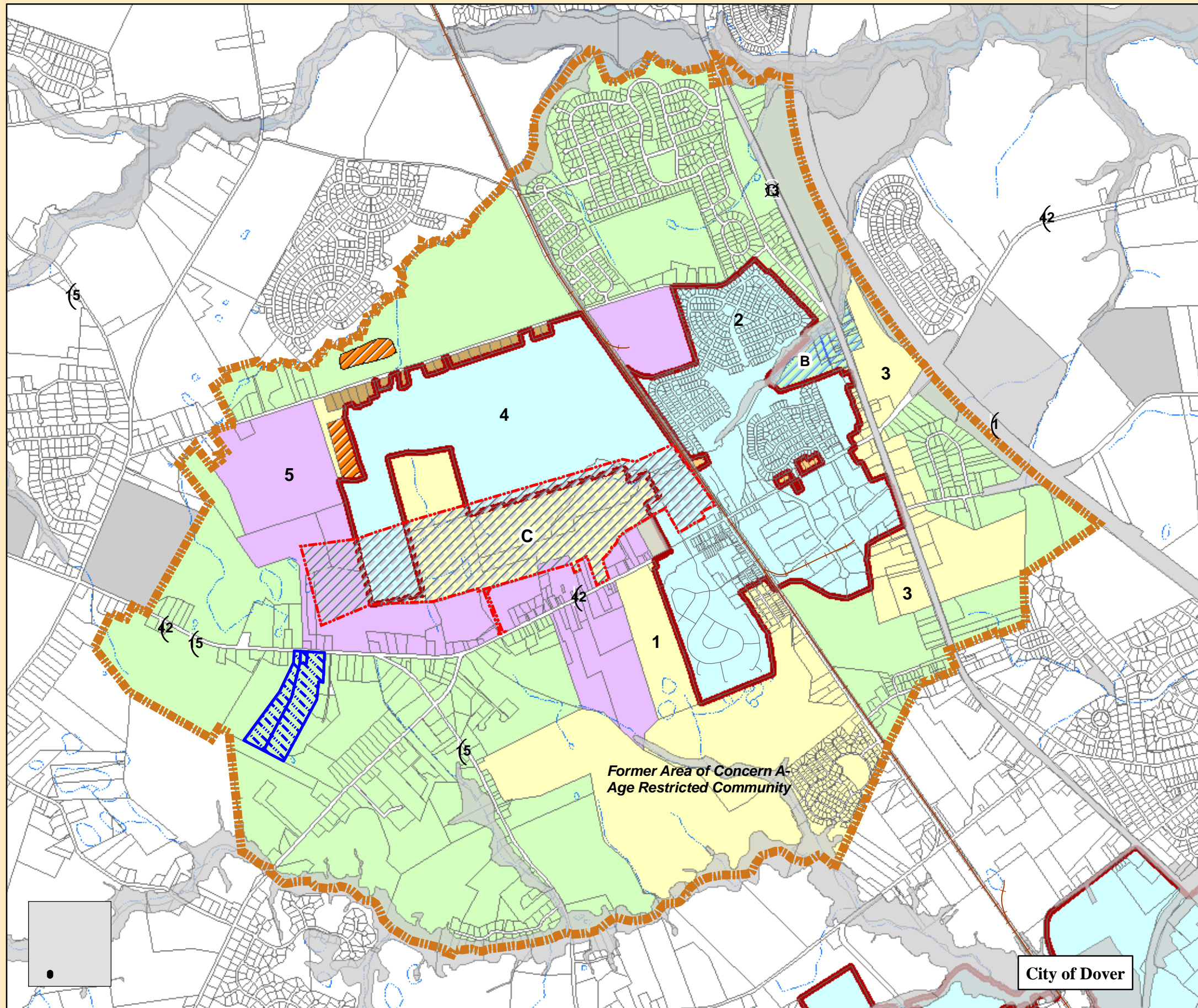
2,000 1,000 0 2,000

Feet



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MAP 8 Growth Phasing for the Land Use Plan

Legend

- Town of Cheswold
- Cheswold Planning Area
- Capitol School District - Possible School Site
- Airport - Runway Clear Zone Area
- Out of Play - Very Limited Potential for Annexation

ANNEXATION GROWTH PHASING

- Existing Enclave - Annex if requested
- Near term planning area to be evaluated if requested
- Mid range planning area to be evaluated in 3-5 years
- Long range planning area to be evaluated after 10 - 2013
- Potential Enclave - Annex if requested
- Possible Annexation to Prevent Development

- Area 1 - Residential with limited existing institutional
- Area 2 - Residential (annexed in 2004)
- Area 3 - Commercial with limited existing institutional
- Area 4 - Residential (annexed in April 2007)
- Area 5 - Residential

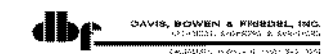
Areas of Local Interest or Concern

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- Area "B" - Groundwater Issues

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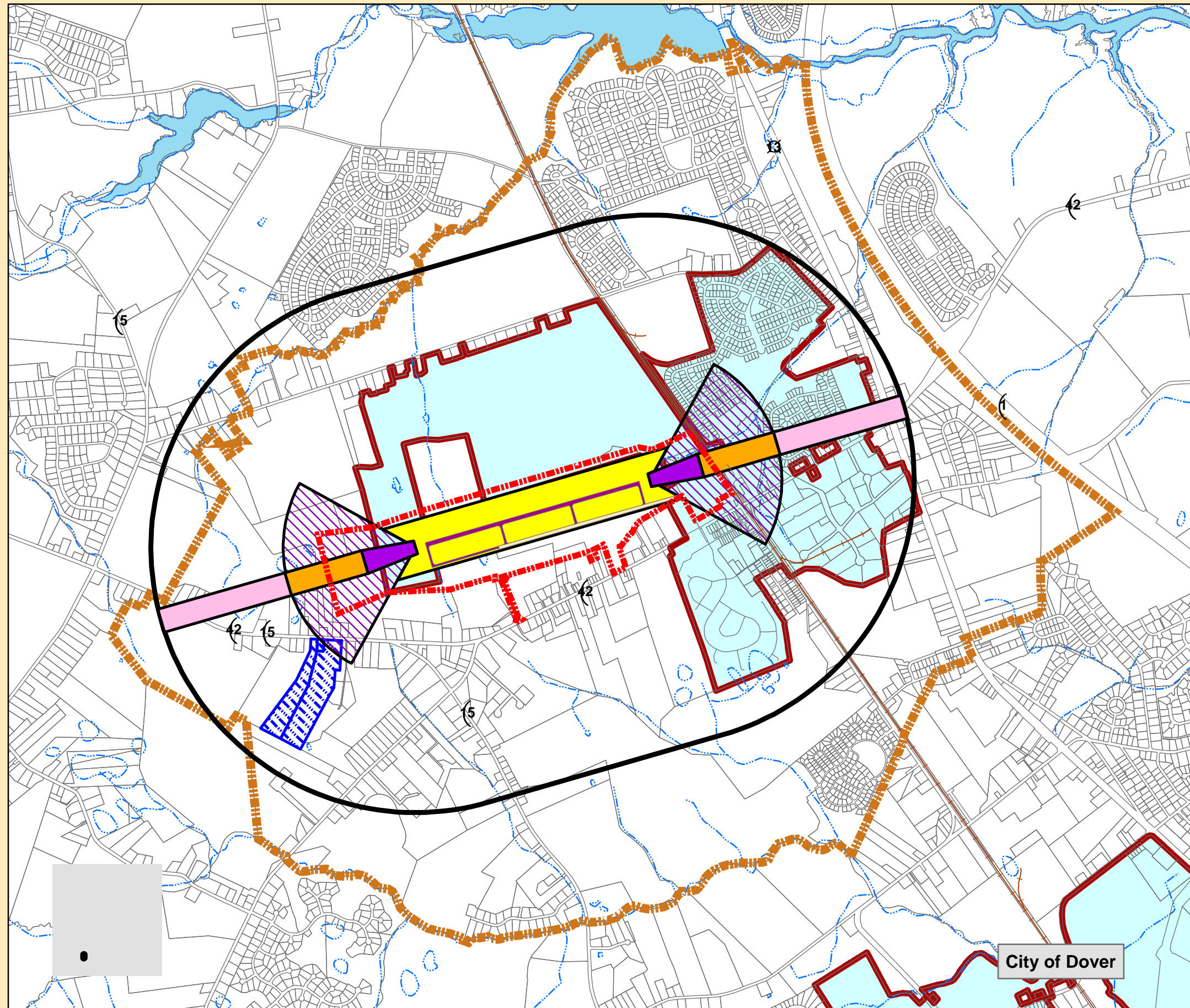
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MAP 9 Planning Area and Proposed Aviation Policy Areas

Legend

- Town of Cheswold
- Cheswold Planning Area
- Capitol School District - Possible School Site
- Airport - Runway Clear Zone Area
- Proposed Runway - length 4200 feet
- Existing Runway

Proposed Aviation Policy Areas (APA)

- APA-1 Runway Protection Zone
- APA-2 Inner Safety Area
- APA-3M Inner Turning Area
- APA-4 Outer Safety Area
- APA-5 Sideline Safety Area
- APA-6 Traffic Pattern Area

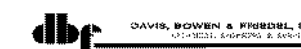
Proposed APA's for Cheswold are modeled on Prince George's County, MD, APA's described in Zoning Bill No. CB-51-2002; regulated uses for a runway length over 2650 feet, up to 4000 feet include, but are not limited to, the following:

APA-1: No new residential structures permitted.
 APA-2 and APA-5: No new residential structures permitted, yards for structures located outside APA-2 and APA-5 are permitted.
 APA-3M: 0.2 - 0.5 dwelling units per acre permitted.
 APA-4 and APA-6: Development densities and intensities are the same as in the underlying zone.

The airport zones are for planning purposes only and were developed using a model from Prince Georges County, Maryland. Actual restrictions will be made as part of the comprehensive rezoning process.

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2,000 1,000 0 2,000

Feet

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