TOWN OF CHESWOLD

KENT COUNTY, DELAWARE

2020

COMPREHENSIVE PLAN



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T0WN, COUNTY, AND STATE OFFICIALS

Town of Cheswold
Mayor Robert W. Sine *(Deceased as of March 3, 2020)*

Vice Mayor Larence Kirby *(Mayor as of May 4, 2020)*

Secretary/Treasurer Councilperson Theon "Sam" Callender

Councilperson Judith Johnson

Councilperson Santo Faronea *(Vice-Mayor as of May 4, 2020)*

Councilperson Mark Moxley

Councilperson Michael Wysong *(as of July 6, 2020)*

Town Clerk/Tax Collector Shadina Jones

Planning Commission Chair Barry Jones

Planning Commission Member Colleen Ostafy

Planning Commission Member Carl Schultz

Planning Commission Member Reginald Valentine

Planning Commission Member Barbara Cooper

Land Use Administrator Theon "Sam" Callender

Lenape Indian Tribe Chief Dennis Coker

Kent County

County Administrator	Michael J. Petit de Mange, AICP
Department of Planning Services	Sarah E. Keifer, AICP – Director

State of Delaware

Governor	John C. Carney, Jr.
Senate	Dave G. Lawson, Senator – 15th District
House of Representatives	William Bush, Representative – 29th District
Office of State Planning Coordination	Constance Holland, AICP – Director

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CHAPTER 1. BACKGROUND

1-1. Authority to Plan

According to the Delaware Code, a comprehensive plan is a document prepared and adopted by a Town, coordinated with its County and reviewed and certified by the state of Delaware, according to the provisions of Title 22, Chapter 7 and Title 29, Chapter 92 of the Delaware Code. A Comprehensive Plan contains a long-term community vision, goals and objectives, policies and action projects for the physical growth, revitalization, conservation, preservation and development of the community. It respects tradition, upholds individual property rights, is general interest in nature, is based on community participation and open communication and is positive. It contains text, data analysis, maps, and graphics. It defines a municipal development strategy setting forth the jurisdiction's position on population and housing growth within the municipality; existing and future land use and current and recommended zoning; community economic development; community design; expansion of its boundaries through potential annexation; development in adjacent areas; redevelopment of existing deteriorated and blighted areas; existing and enhanced community character; community facilities; public utilities; historic preservation; town center revitalization; conservation of natural resources' hydrology; open space; transportation, and critical community development and infrastructure issues. The comprehensive planning process must demonstrate consideration of and coordination with adjacent areas, with the county of jurisdiction and with the state of Delaware. The Plan is subject to the State review and certification process set forth in §9103 of Title 29, Delaware Code. All annexations by the municipality must be consistent with its most recently adopted and certified Comprehensive Plan meeting the requirements of Title 22, Chapter 7, Delaware Code. An area being considered for annexation must be depicted as an area for potential annexation in the adopted and certified plan. The Comprehensive Plan must be reviewed every 5 years and updated every 10 years. Comprehensive Plans are prepared and updated under the direction of the municipal Planning Commission, if there is one, adopted by Ordinance of the Town Council after public hearing and certified by the State of Delaware. The Comprehensive Plan guides the Zoning Ordinance, Subdivision and Land Development Regulations, other codes and ordinances as applicable, annexation policy and procedure, planning and zoning review fees, development impact fees and capital improvements projects for the municipality.

1-2. Planning Process

Delaware law requires that municipalities engage in comprehensive planning activities for the purpose of encouraging "the most appropriate uses of the physical and fiscal resources of the municipality and the coordination of municipal growth, development, and infrastructure investment actions with those of other municipalities, counties and the State…" This plan was written to fulfill the requirements of a municipal development strategy as described in the Delaware Code for towns with a population of 2,000 or fewer persons.

The municipal development strategy for a small community like Cheswold is to be a "development strategy setting forth the jurisdiction's position on population and housing growth within the jurisdiction, expansion of its boundaries, development of adjacent areas, redevelopment potential, community character, and the general uses of land within the community, and critical community development and infrastructure issues." In addition, the town's comprehensive planning process must demonstrate coordination with other municipalities, Kent County, and the state of Delaware during plan preparation (22 Del. C. 1953, § 702; 49 Del. Laws, c. 415, § 1).

Cheswold has an active Planning Commission that coordinates closely with municipal leadership. The Comprehensive Plan project has enabled the Commission to work closely with the citizenry to systematically organize its feelings and aspirations regarding the future of Cheswold.

1-2a. REASON for PLAN UPDATE

The original Comprehensive Plan for the Town of Cheswold was submitted and approved in 2003 and Updated in 2010. Although there has been only a slight population increase and some commercial development since the last update, the Town desires to meet the ten, (10), year update requirements of the State code, by reviewing and revising our plan for 2020 and the next ten, (10) years to reflect our current and anticipated future.

1-2b. COMPREHENSIVE PLANNING APPROACH

Cheswold understands that planning is a continuous process. The plan is based on the foundation that if a community knows where it wants to go, it possesses better prospects of getting there. From the outset, Cheswold has endeavored to cast as wide a net as possible and to gain a fuller understanding of its citizens' concerns, business community's interests, and the regional context in which the Cheswold Comprehensive Plan will function.

The comprehensive planning process involves establishing goals for the future of a municipal government, analyzing current and projected conditions, and laying out steps that can be taken to help a municipality reach its goals. Considerable time was invested in updating information and data to summarize existing and projected conditions Cheswold faces, and will likely face, in terms of demographic, infrastructure, environmental, economic, and land use conditions.

1-3. PUBLIC PARTICIPATION

Cheswold endeavors to obtain and engage participation from the citizens of Cheswold by holding monthly Planning Commission meetings which are scheduled, and agendas published, on the Town website, Facebook account, Post Office, Town Hall bulletin board and various commercial establishments throughout the Town. All Planning Commission meetings are held in the open meeting environment required by State and Federal FOIA requirements.

Various meetings were held from May 10, 2018 through September 8, 2020, in the completion of this Plan. *(See specific meetings in the Appendix section)*

The topics discussed during these meetings ranged from the Pre-Plus Comprehensive Plan review to Map Reviews and Questionnaire/Survey Development. *(See specific topics in the Appendix section)*

A major issue of concern for the Town Council and the Planning Commission is the growing display of apathy on behalf of residents, property owners and businesses as it applies to Town Government. Despite efforts to encourage participation through Facebook; Town website notices; newspaper, Town Hall, Post Office, retail store postings and even personal delivery to individual homes and locations within the Town, there is little to no attendance at Town Hall or Public Hearing meetings of any type.

The most success that has been obtained in a Public Workshop was in the Workshop conducted by the Police Department on September 19, 2019, at which safety and police patrols were the overwhelming Concern expressed by those in attendances. There was little to no concern or questions asked about The services provided by the administration of Town government, even though there were personnel in attendance to address any concerns that may have been expressed.

To obtain public participation and feedback, and as a result of the lack of attendance at meetings, the Planning Commission developed a survey consisting of ten, (10), questions and attempted to acquire community response through Facebook and at the Police Department Workshop. Even in this effort Town residents were lacking in response. Twelve hundred, (1200) surveys were distributed in tax Billings and hand deliveries and only 35 responses were received. *(Detailed survey data can be Reviewed in the appendix))*

Despite the lack of cooperation of Town resident's members of Town government proceeded with the process of beginning the update of the 2020 Comprehensive Plan by meeting with the Office of State Planning Coordination and various representatives of State agencies, on May 23, 2018 and received a written comment review on June 21, 2018.

On July 16, 2020, the Planning Commission held an open workshop meeting with the Town Council to review and discuss the updated 2010 Comprehensive Plan to be submitted as the 2020 Comprehensive Plan.

After changes, and revisions were agreed upon, a decision was made to hold a Public Hearing to obtain community comment on the proposed plan and update. Following the Public Hearing, held on September 8, 2020, this 2020 Comprehensive Plan was approved as an Ordinance by a unanimous vote of the Town Council pending Kent County and City of Dover agreement and State certification.

1-4. OVERALL COMMUNITY VISION and GOALS

CHESWOLD'S MISSION STATEMENT

We strive to serve and protect a diverse municipality of properties; residents; property owners; visitors and commercial and a few industrial businesses by managing, directing and providing ordinances; resolutions; processes and procedures adhering to Federal, State and County codes and laws through services for the maintenance and protection of property and the safety, health and welfare of all in the Town of Cheswold.

CHESWOLD'S VISION STATEMENT

Our geographic location situates us within fifteen minutes of both the State Capital and Kent County government facilities in Dover. We are also within two to three minutes of US Route 13 and DE State Route 1 both north and south. DE State Route 42 runs east and west and serves as our Main Street. And we are within one and a half hours away from US Route 301, north and south. This provides an ease of movement and accessibility not capable in most other Towns.

Additionally, we are positioned minutes away from the Dover Mall shopping center and the Dover Downs Casino and Hotel establishments, which not only provides a quick get-a-way from home, without getting away from home, but well-known entertainment as well. This positioning and understanding that our environment does not lend itself to a Main Street situation or a water-front type development fosters our development of neighborhood and US Route 13 corridor small commercial businesses such as nail salons; laundromats; pizza shops; gyms; barbershops; cafes; "doc-in-a-box"; bank kiosks; and other personal service types designed to support our new Town motto: ***"CHESWOLD is for LIVING".***

Over the past ten years, we have come to realize, accept and appreciate that Cheswold is not and will not be designed by environment or infrastructure for industrial or large commercial complexes. There may be an opportunity at times for some agricultural development, but for the most part Cheswold is and will be a residential community designed for young families, single family head of households and age-defined.

Community Character

Goals

- Attract personal service establishments to the neighborhood and Route 13 corridor commercial zones
- Re-zone manufacturing zones to industrial or commercial zones, where and when applicable
- Encourage citizen participation in the community
- Encourage citizen participation in Town government
- Maintain and preserve quiet safe Town environment

Community and Government Services

Goals

- Add two officers to Town Police Department
- Add administrative clerk to Town Police Department
- Provide a yearly Spring Clean-up to Town citizenry
- Provide a yearly Heritage Day celebration to Town citizenry
- Encourage citizen participation in local government
- Determine need for community facilities and new or expanded municipal service
- Install fire hydrants in "Old Town" to provide residential accessibility to public water distribution

Housing

Goals

- Improve New Street housing environment
- Annex additional residential developments
- Implement rental inspection Ordinance

Transportation

Goal

- Continue to pursue improvement of Main Street railroad pedestrian crossing
- Continue to pursue acquisition of safe street crossings at Cheswold Fire House and Main Street and Parkers Run Drive
- Work with the State and Kent County to address future potential increased traffic in Town and along Rte. 13 through the DelDOT Transportation Improvement Districts program.

Economic Development and Redevelopment

Goals

- Investigate the feasibility of providing agriculture development
- Investigate and develop possibility of New Street Housing Development

Environmental Protection

Goals

- Continue to participate in statewide MS4 activities
- Reduce the number of manufacturing zones in Town, where and when applicable
- Develop GIS maps to identify Town water and stormwater management facilities

Parks and Open Space

Goal

- Create programs to raise funds to begin development of Town park
- Continue to require open space as part of new development site plans

Future Land Use and Annexation

Goal

- Expand Town boundary to the east side of Route 13 and add 5867 North Dupont Highway
- Begin development of a Master Plan

Position on Housing and Population Growth

Based on the vision of the Town of Cheswold to be a location for the enjoyment of residential living, we anticipate, look forward to and are preparing for generous increases in both our population and housing market.

Our basic concern and challenge will be to attract viable personal service commercial businesses consistent with a safe comfortable energetic living environment that meets the needs of citizens while maintaining the small-town energy, character and presentation that is our heritage.

Goals

- Add a limited number of single family and/or duplex townhouse residential dwellings to our housing market
- Preserve appropriately zoned properties for employment and commercial economic development

CHAPTER 2. *COMMUNITY CHARACTER*

VISION

Our geographic location situates us within fifteen minutes of both the State Capital and Kent County government facilities in Dover. We are also within two to three minutes of US Route 13 and DE State Route 1 both north and south. DE State Route 42 runs east and west and serves as our Main Street. And we are within one and a half hours away from US Route 301, north and south. This provides a ease of movement and accessibility not present in most other Towns.

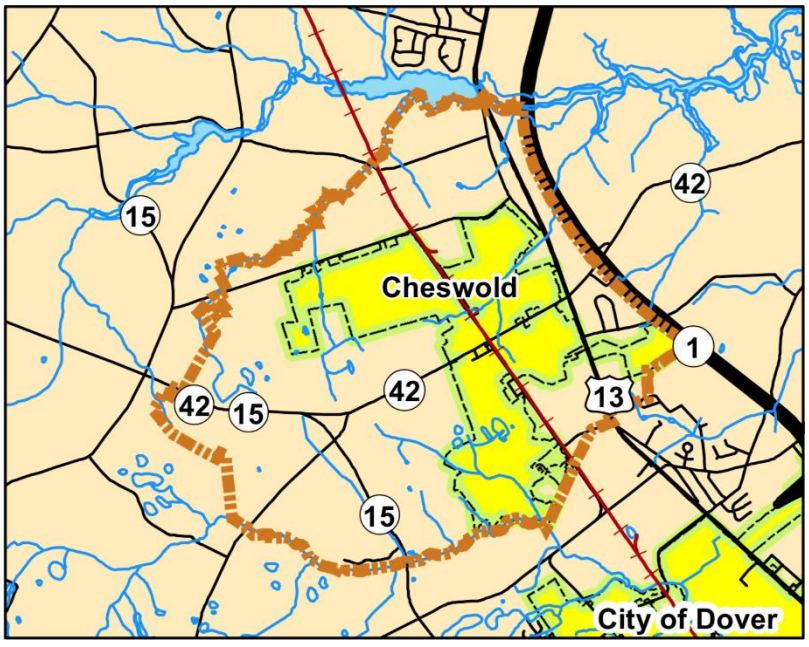
Additionally, we are positioned minutes away from the Dover Mall shopping center and the Dover Downs Casino and Hotel establishments, which not only provides a quick get-a-way from home, without getting away from home, but well-known entertainment as well.

This positioning and understanding that our environment does not lend itself to a Main Street situation or a water front type development fosters our development of neighborhood and US Route 13 corridor small commercial businesses such as nail salons; laundromats; pizza shops; gyms; barbershops; cafes; "doc-in-a-box"; bank kiosks; and other personal service types designed to support our new Town motto: **"CHESWOLD is for LIVING".**

2-1. *LOCATION*

The Town of Cheswold is located in Kent County and sits west of both Us Route 13 and State Route 1. State Route 42 runs east and west and serves as the Main Street of the Town. Cheswold has the benefit of additionally being located approximately fifteen, (15), minutes north of the State Capital city of Dover, Delaware. It is also only about five, (5) to ten, (10), minutes from being south of Smyrna, west of Leipsic and east of Clayton.

Figure 1. ***Cheswold Location***



2-2. ***HISTORY and HISTORIC and CULTURAL RESOURCES***

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

Fig. 1-b



Fig. 1-c

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

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 decedents were thought to have been the first generation of children from the marriages between colonial settlers and the Leni Lenape natives.

The Lenape have worked to preserve their unique history in Cheswold and their heritage as a community. Prominent Lenape 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 made strides to promote community activities that increase cultural awareness.

In the 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 also attempted to find and preserve any cultural artifacts that may have been otherwise destroyed during the last airport expansion.

Chief Dennis Coker of the Lenape Indian Tribe provided the following excerpt on the survival of the people of his tribe. *"We have survived as a tribal community in the homeland of our ancestors by outwardly adopting the material culture and practices of our Euro American neighbors. At the same time, we married within our own community and related communities in southern Delaware and southern New Jersey. We also used the structure of our churches, families and schools to govern our community, outside the governing structure of the wider society.*

In 1992, we reorganized as a formal Tribal organization. In 2009, we received a 'State Designated Tribal Area' status in connection with the 2010 Census. On August 3, 2016, Governor Jack Markell signed HB 345 officially recognizing the sovereignty of the Lenape Indian Tribe of Delaware's government."

Except for The Town of Cheswold being the home of the Lenape Indian Tribe of Delaware, we do not possess any other existing structural or cultural resources within our corporate limits.

But we would be remiss not to include the Cheswold Tigers as a significant part of our historical heritage. They were a magnificent group of minor league baseball players that were renown throughout this region for their pitching and hitting abilities.



Pictures are from back row to the bottom.
The Cheswold Tigers!

[1]Allen Reed,[2]Earl "Lovey" Ridgeway,[3]James "Scutt" Carney,[4]James "Junior" Coker,

[5]Jackie Johnson,[6]Walter "Peter Rabbit" Reed,[7]Creed Morgan,[8]Walter Seeney,

[9]Dawson "Daws" Pritchett,[10]Linwood "Woody" Johnson,[11]Calvin Carter,

[12]Zachary "Zach" Carter (batboy),[13]Garland Carney,[14]Roland "Nig" Carney,

[15]James "Carson" Johnson,[16]Calvin Durham.

Figure 1-c

And in 2013, the Town celebrated their memory, accomplishments and legacy in a recognition ceremony held at Town Hall.

Also, not to be forgotten, is J. Caleb Boggs, the 62nd Governor of the State of Delaware, (1953 – 1961), was born in Cheswold and he resided on the property on which our current Town Hall sits. Governor Boggs also served Delaware by serving as a US Representative from 1947 -1953 and a US Senator from 1961 - 1973.

However, our unique geographical location within Kent County and to Dover and Smyrna, Delaware provides easy fluid access to theatres, libraries, diverse restaurants, festivals, Native American Pow-Wows, etc.

2-2a. ***HISTORIC STRUCTURES***

Unfortunately, fires and past decisions have led to the destruction and/or demolition of all physical historic structures within the Town of Cheswold. Prior to these events, a building near the intersection of Main and Commerce Streets was reportedly a member of the Underground Railroad before and during the Civil War.

We note however, that the new statewide historic preservation plan, Partners in Preservation Planning for the future, Delaware's Historic Preservation Plan 2018 – 2022, is now available on-line at: https://history.delaware.gov/pdfs/2018-2022DelawareSHPOPlan.pdf, (single page version for printing also available)

The new plan emphasizes partnering to achieve common goals and connecting with other planning efforts. The Delaware SHPO encourages all municipalities to consider how the goals, and actions outlined in the new plan may support and be coordinated with their local planning efforts.

2-3. ***COMMUNITY DESIGN***

The Town of Cheswold is laid out in a somewhat carefree design, consisting of various residential, commercial and industrial areas. There are various residential housing types including modern single family with driveways and backyards; manufactured homes with parking pads; an extremely modern and award-winning age-defined development and the "Old Town" section of the Town that consists of the remainder of the original homes from the 19th and 20th century.

The Town is divided at Main and Commerce Streets, with Main Street running east and west and Commerce Street running north and south. The railroad runs parallel to Commerce Street in the "Old Town" section and limits parking space choices in that area. It is bordered on the east side mainly by US Route 13, except for recent annexations which have extended the Town across the highway towards State Route 1. This new acquisition now hosts a liquor store; pizza shop; nail salon and hearing-aid company with plans for a nationally known fast food restaurant and a townhouse residential development.

A commercial and industrial park reside on the west side of US Route 13 and a concrete company; a wholesale building supply company; a wholesale and retail battery company; a wholesale mail order parts company' a print shop company and used car sales business.

Commerce Street hosts only residential homes, all one family and is intersected by Main Street which Is hosts single family homes west of Main and Commerce along with a manufactured home park and a manufactured home park; Post Office; single family and duplex homes; the Cheswold Fire Company; a strip mall consisting of a liquor store; laundry mat; tobacco shop; storage center and mobile home storage area. As you progress east down Main Street single family homes and a age-defined manufactured home park along with a single-family home development; water company; retail sales store; a wholesale goods company; a gas station; quick grocery store; pizza shop and the Town Hall and Police Department exist.

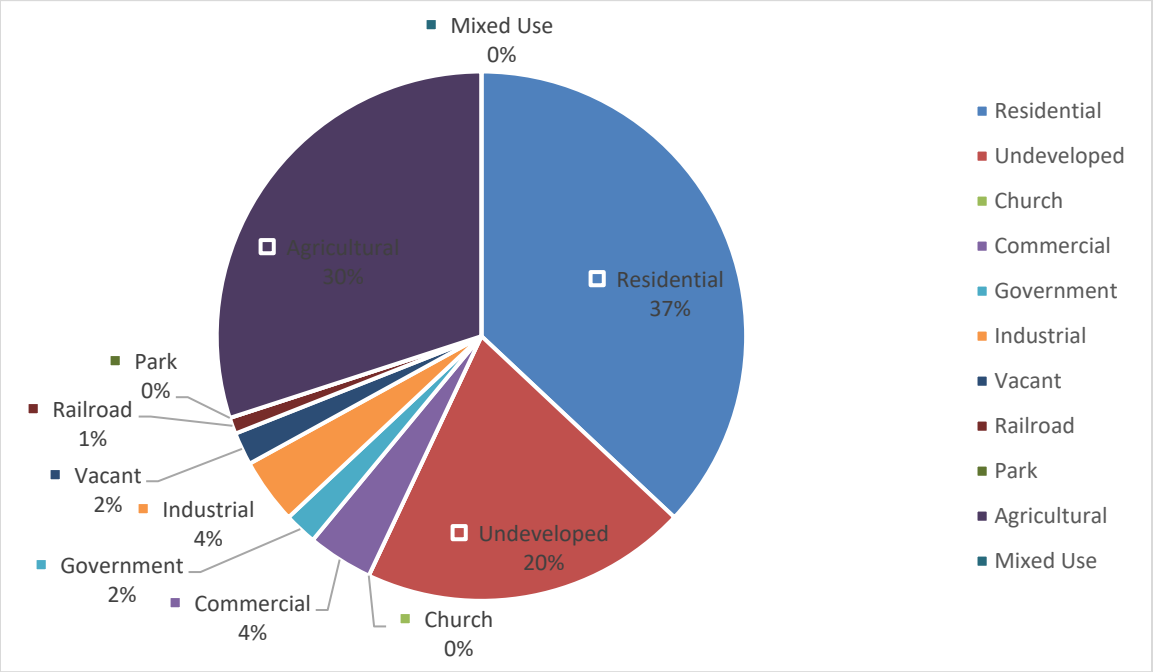
Located to the north of Main and Commerce a recently retired residential development is present on the west side of Commerce Street and to the east down Lynnbury Woods Road is a somewhat geographically disconnected single-family home development.

The current "scattered" community design is stable as is and there are no anticipated changes except for expansion of an existing age-defined community to the west and south of Commerce Street. Future design decisions will be based on annexations associated zoning assignments and projected re-zoning classifications. The Town anticipates a long-term expansion to the east of US Route 13 with the development of a townhouse community and north of Main and US Route 13 with the development of another age-defined community. It is also anticipated that a large area on the west side of Commerce Street, north of Main Street will eventually be requested to be zoned and used as an agricultural property.

2.3a. Existing Land Uses

A review of the existing physical land uses within Cheswold was conducted by the Land Use Administrator and compared to the revised Existing Land Use Map. 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. below, illustrates the proportion of each land use category existing within the current Town limits.



In the period from 2010 to 2020 there has been a subtle change in land use types in the Town of Cheswold. The following titles and descriptions explain the land use types displayed in Figure 1 -2.

Residential – Residential land uses in Cheswold are made up of single-family dwelling units, with a mix of traditional single-family homes and manufactured and mobile homes. This land use category is approximately 37% of the mix of land uses and is projected to grow to be the majority land use type.

Commercial– Commercial businesses such as convenience stores; laundry mats; a gas station; pizza shop; wholesale vending company and a liquor store located along Main Street have grown to include a national chain Family Dollar on Main Street and a wholesale battery and lumber business on Route 13. In addition, the annexation of property on the east side of Route 13 has resulted in the addition of a national chain pizza shop; a nail and massage parlor; another liquor store; an insurance company and a plan for a beer bar. And the local pizza shop on Main Street is converting its laundry mat into an extended restaurant area. There is also a wholesale mail order parts business located just off Route 13 and has added to the current 15% land use by commercial types. (4%)

Industrial – Existing industrial uses in Town make up 4% of the entire Town's land use, all of which are 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 2010 Comprehensive Plan addressed the loss of a 1998 lawsuit by the Town to deny permits necessary to construct a hot-mix plant. The loss of the suit bankrupted the Town and the hot mix plant was constructed. No other development occurred in the park since that time. In 2018 the Town appealed the right to require applicants for development in the business park to process such applications through the current Land Use Ordinance requirements and the Town won.

For purposes of this document, the undeveloped land in the Business Park is not included as a Vacant Land use type but is added to the Industrial land use type.

Government – There are several government land uses located along Main Street. These uses include the Post Office, Fire Company and First Aid Station, Town Hall, and the Police Department. The State Department of Transportation has a maintenance facility located along State Route 42, also Known as Main Street, on the western end of Town that ends the Town's boundaries. The proposed Town Hall and government center to have been located on the Saratoga sub-division will not be realized as the new property owner does not desire to fulfill the promises of the former owner. (2%)

Church – There are two, (2), Churches located within the corporate limits of the Town of Cheswold. Both are Methodist and located on Main Street, one on the east end of Town and the other at the west end of Town. Although a very small percentage, (0%), of the geographic area of Cheswold, the churches are an integral part of the Town's history and its future.

Parks – One park currently exists in the Town and it's located on School Lane. Plans for development continue to be pending and are dependent upon the financial stability of the Town. (0%)

Mixed Use – Currently, there is only one property that can be classified as mixed use. It is acreage that houses both a residential dwelling that and a commercial battery business on U.S. Route 13. This area does not even constitute 0% of the total land use types in Town.

Undeveloped – It has been decided by the Planning Commission to make a distinct difference between land use types that are designated as undeveloped and vacant. Undeveloped land is described as land that has never been developed for any type of land use. It has been barren from construction of all types. Lands that fall into this category are at a 20% percentage rate and remains as the 3rd largest type of land use.

Vacant – Vacant land uses are now described as lands that may have, at some time, contained some type of construction, but currently it is not capable of providing any type of use for Immediate occupation. The Town of Cheswold has no acreage that falls into this category. (2%)

Railroad – Railroad property consists of all property contiguous with the rail line that traverses the Town from north to south and vice-versa.

Agriculture – Agriculture is the latest category added to the list of land uses and it is the second largest land use type, (30%), in the Town. It currently consists of a single 327.55 acre property located north of the airpark and west of Commerce Street and on the south side Lynnbury Woods Road. Based on several owner conversations, it is anticipated that this property will remain undeveloped for many years to come.

2.4 COMMUNITY CHARACTER *and DESIGN GOALS and RECOMMENDATIONS*

Goal – Attract personal service establishments to the neighborhood and Route 13 commercial area

Objectives:

- Determine the types of needs for personal services desired by Cheswold citizens
- Re-join Central Delaware Chamber of Commerce to explore opportunities for attracting small businesses, such as barber shops; gyms, dance studios, etc., to Cheswold
- Meet with small business owners within the corporate limits of Cheswold to develop a business alliance

Goal – Re-zone manufacturing zones to industrial or commercial zones, when and where applicable

Objectives:

- Complete legal requirements of removing Section 16-6. Vested rights provision of Central Delaware Business Park as directed by Superior Court
- Honor re-zoning requests of Central Delaware Business Park property owner as quickly and efficiently as possible
- Coordinate with owner of Central Delaware Business Park and Town legal representative to properly re-zone where applicable

Goal – Encourage citizen participation in Town government

Objectives:

- Host at least 2 yearly Town activities designed to attract all Town citizens in the recognition of the service of the Town government
- Post monthly notices of Town Council meetings and minutes
- Post monthly notices of Planning Commission meetings and minutes

Goal – Encourage citizen participation in the community

Objectives:

- Develop survey to determine citizen concerns and ideas for community participation
- Develop Town activities based on survey feedback
- Obtain community activity ideas from other municipalities and sources

Goal – Maintain and preserve quiet safe Town environment.

Objectives:

- Expand Police Department by two employees
- Install community cameras
- Add two vehicles to Department
- Conduct yearly Department Town Hall with community

CHAPTER 3. *COMMUNITY PROFILE*

3-1. POPULATION TRENDS

Table 1 summarizes the town's population between 1960 and 2010, alongside those of Kent County and Delaware as a whole. From 1970 to 2000 the population as well as the housing unit market remained mostly stagnant with little to no increase. Between 2000 and 2010, the population of Cheswold almost quadrupled, with the inclusion of the Parkers Run and Stonington developments. There was an equal increase in the housing unit market. The population and housing unit increases slowed considerably during the decline in the nation-wide housing market, but both are slowly increasing with the annexation of the age-defined development of Nobles Pond. And it is expected that growth in both areas will continue with the expected completion of the Stonington development, along with the continued expansion of the age-defined community. Our growth projections also based on our understanding and acceptance that our Town is designed for residential living at its best and should be marketed as such.

Table 1. Population and Housing Units 1960 to 2010

Year	Population			Housing Units		
	Cheswold	Kent County	Delaware	Cheswold	Kent County	Delaware
1960	281	65,651	446,292	n/a	19,915	143,725
1970	286	81,892	548,104	67	25,242	180,233
1980	269	98,219	594,338	72	35,354	238,611
1990	321	110,993	666,168	108	42,106	289,919
2000	313	126,697	783,600	122	50,481	343,072
2010	1380	162,310	897,934	521	65,338	405,885

Source, 2010 Census, sf1

3-1a. POPULATION PROJECTIONS

For the purposes of this demographic section, population projections will rely upon the established methodology used by the Delaware Population Consortium, Version 2020.0 and estimates derived from the U.S. Census. **Table 2**, below, shows the projected population for Cheswold by year 2050.

Table 2. Cheswold Population Scenarios

Scenario 1 – Historic 40-Year Growth Rate			
2020	**2030**	**2040**	**2050**
1468	1556	1644	1732
Scenario 2 – 20-Year Trend			
1468	1556	1644	1732

Scenario 3 – Delaware Population Consortium			
1501	1776	1857	2006

Population projections for small communities like Cheswold are difficult. There are few Cheswold-specific data and even small errors in projected growth rates can equal wild swings in potential population levels over 20–30 years. Moreover, recent history has shown that growth and population are indeed often influenced by political events, market forces, or other factors beyond the purview of traditional demography.

A somewhat more reliable option is to try and establish a range, given certain assumptions, applicable to possible scenarios.

Scenario 1 *(Historic 10-Year Growth Rate)* – In the fifty, (50), year period from 1960 to 2000 the total population increase was a mere 42 residents. But during the ten, (10), year period from 2000 to 2010 Cheswold's population grew by 1,067 residents. This scenario captures Cheswold's historic growth and pattern which is currently continuing. During this time, Cheswold's population grew by a rate of 6.39 percent on average. This growth rate was used to calculate the population projections for Scenario 1.

Scenario 2 (*20-Year Trend*) – As Cheswold's population has steadily increased since 2000, and the increase in the housing market is expected to continue on a steady pace, the 20-yearTrend is identical to to the Historic 10 -Year Growth Rate.

Scenario 3 (Delaware Population Consortium) – The Delaware Population Consortium, (Scenario 3), projects growth to slow considerably for Kent County in the coming decades, however, there should be a slow but steady growth in Cheswold, resulting in a total projected growth in residents of 505 between 2020 and 2050.

POSITION on HOUSING and POPULATION GROWTH

Cheswold anticipates and is planning for an expected growth in its housing market and the associated population increase over the next twenty, (20), years. Planning for the continued development of the Police Department and attracting personal service type businesses to satisfy and fulfill the motto that Cheswold is for Living, will occupy the attentions of the Cheswold Town Council and Planning Commission.

The Town has also noted the recommended revision to its Residential Rental Property Registration and Rental Inspection Ordinance through the review of the Delaware State Housing Authority and will remove Section 10.5d, as advised.

It is the overall and continuing intent of the Town to ensure the cleanest and safest fair housing opportunities available at all times.

3-1b. DEMOGRAPHIC CHARACTERISTICS

The Census Bureau has changed the method by which it now collects and disseminates much of its information. The Bureau no longer distributes the old long-form survey that historically provided data on a number of demographic factors that were published as "Summary Files 3 & 4." These included indicators on social statistics such as education, poverty, income, and commuting patterns. These summary files were replaced by the American Community Survey (ACS) data, available in one-, three-, and five-year estimates.

The difference in the ACS (survey) and the old long-form (count) data is analogous to polls versus elections. A poll extrapolates likely data based on a sampling of respondents. Whereas a full-on counting of all respondents is akin to tallying votes. Obviously, a full count is much more accurate, but is also more costly. Surveys can be conducted more often. Unfortunately, in the case of municipalities or geographic areas below a threshold population of 50,000, the margin of error for the survey data can be very significant.

HOUSEHOLD and FAMILIES

Table 3 summarizes household and family characteristics for Cheswold, Kent County, and the State of Delaware. A household is any occupied housing unit comprising all of those people living in the unit. A family is a household with a householder and at least one other related person, whether it is by marriage, birth, or adoption. Families are also households, but households can sometimes consist of unrelated persons.

Household and family sizes were on almost the same average tract for Cheswold as it was for the State and Kent County as reported by the Summary Population and Housing Characteristics - U.S. Census Bureau, 2010 Census. Households averaged at 2.62% for the State and 2.55% for Kent County, while Cheswold averaged at 2.89%. Average family sizes were reported as 3.06% for the State and 3.09% for Kent County. Cheswold was slightly higher at 3.32%.

Table 3. Household and Family Characteristics, 2010

Item	Cheswold	Kent County	Delaware
Total Population	1380	162,310	897,934
Total Households	478	60,278	342,297
Total Family Households	346	42,290	230,731
Average Household Size	2.89	2.62	2.55
Average Family Size	3.32	3.09	3.06

Source: 2010 Census

RACIAL COMPOSTION

Table 4 summarizes racial composition in Cheswold, Kent County, and the state in 2010. Cheswold's racial diversity in 2010 was more diverse than Kent County and the State as a whole. 46 percent of Cheswold's population identified as nonwhite, compared to 32.3 percent in Kent County and 31.1 percent in Delaware.

Table 4. Racial Composition Cheswold, Kent County, and State, 2010

Race	Cheswold		Kent County		Delaware	
	Number	%	Number	%	Number	%
White	743	53.8	109,999	67.8	618,617	68.9
Black	465	33.7	38,913	24	191,814	21.4
Other	172	12.5	13,398	8.3	87,503	9.7
Totals	1380	100	162,310	100	897,934	100

Source: 2010 Census, *White = reporting one race, Black= (or African American reporting one race) Other (including those reporting two or more races)

Table 5 summarizes the changes in racial composition in Cheswold between 2000 and 2010. Racial diversity actually increased from 2000 to 2010. In 2000, 33 percent of the population identified as nonwhite compared to 46 percent in 2010. This change in diversity can be attributed to 34 percent of residents reporting as black in 2010 up from 10 percent in 2000.

Table 5. Changes in Cheswold's Racial Composition, 2000–2010

Race	2000		2010		Change, 2000–2010	
	Number	%	Number	%	Number	%
White	345	76.8	743	53.8	+398	+115.4
Black	43	9.6	465	33.7	+442	+981.4
Other	61	13.6	172	12.5	+111	+38.3
Totals	449	100	1380	100	+951	+1135.1

Source: 2000, and 2010 Censuses, *White = reporting one race, Black= (or African American reporting one race) Other (including those reporting two or more races)

Table 6 summarizes the changes in Cheswold's population reporting Hispanic or Latino origin between 2000 and 2010. In 2010, 95.36 percent of residents reported as not Hispanic or Latino versus 92.4 percent in 2000. This increase can be attributed to the 3 percent decline in residents reporting themselves as Hispanic or Latino origin from 2000 to 2010.

Table 6. Cheswold's Population Reporting Hispanic or Latino Origin, 2000–2010

Item	2000		2010	
	Number	Percent	Number	Percent
Hispanic or Latino (of any race)	34	7.6	64	4.6
Not Hispanic or Latino	415	92.4	1316	95.4
Total Population	449	100	1380	100

Source: 2000 and 2010 Censuses

Table 7 shows Cheswold's age distribution of its population. The town has a slightly higher percentage of children under five than Kent County or the state as a whole. Roughly 60 percent of Cheswold's residents are in their prime working years, slightly higher than the state and Kent County. Adults over 60 years of age accounted for nearly 13percent of the population, which is less than Kent County and the state.

Table 7. Age Distribution, 2010

Age	Cheswold		Kent County		Delaware	
	Number	%	Number	%	Number	%
Under 5 Years	100	7.3	11,150	6.9	55,886	6.2
5 to 17 Years	296	21.5	34,775	21.4	177,917	19.8
18 to 64 Years	812	58.8	85,429	52.6	481,741	53.6
65 Years and Over	172	12.4	30,956	19.1	182,390	20.7
Totals	1380	100	162,310	100	897,934	100
Median Age	40.6		36.6		38.8	

Source: 2010 Census

Table 8 shows which age cohorts grew fastest in Cheswold from 2000 to 2010. Every category increased including those age 60 years and over, which grew by 12 percent. 18 to 64 years old saw the greatest increase of 238 percent. Based on these trends, the town can expect increased demand in services of all age groups in the future.

Table 8. Cheswold's Age Distribution Change, 2000–2010

Age	2000		2010		Change	
	Number	Percent	Number	Percent	Number	Percent
Under 5 Years	35	7.8	100	7.3	65	185.7
5 to 17 Years	99	22.3	296	21.5	197	199
18 to 64 Years	240	53.5	812	58.8	572	238.2
65 Years and Over	75	16.4	172	12.4	97	129.3
Totals	449	100	1380	100	931	752.2

Source: 2000 and 2010 Censuses

EDUCATION

Table 9 compares Cheswold's educational attainment for the population age 25 years or more with that of Kent County and the state. As the table shows, Cheswold's levels are lower than the county and the state in relation to high school graduation, associate degrees and bachelors or greater. There is a higher percentage of "not high school graduates" compared to the state and county.

Table 9. Educational Attainment, 2014

Educational Level	Cheswold		Kent County		Delaware	
	#	%	#	%	#	%
Not HS Graduates	160	24	15,422	13.5	72,355	11.1
Graduated HS, No Degree	330	47	64,925	57	325,796	50
Associate's Degree	44	10	9,357	8.2	52,556	8.1
Bachelor's Degree or Greater	91	19	24,266	21.3	201,929	30.9

Source: 2014 American Community Survey

ECONOMIC CHARACTERISTICS

Tables 10 summarizes the 2014 American Community Survey (ACS) income and poverty data for Cheswold, Kent County, the State, and the Nation. ACS data show above average median household incomes for Cheswold residents. Though the typical household in Kent County and the state surpass the national figures, Cheswold's figures are higher. Median household incomes are $60,375 versus $55,169 in Kent Country, $60,231 in Delaware, and $53,482 in the United States. Median family incomes were shown as $61,528 compared to $64,357 in Kent County, $72,683 in Delaware, and $65,443 in the United States.

Table 10. Household and Family Annual Income, 2014

Income	Amount in Dollars			
	Cheswold	Kent County	Delaware	United States
Median Household Income	60,375	55,169	60,231	53,482
Median Family Income	61,528	64,357	72,683	65,443

*Source: 2014 American Community Survey * Table 10 figures per US Census Bureau may not be accurate.

Table 11 summarizes the 2014 ACS on income distribution and poverty data comparing Cheswold, Kent County, Delaware, and the United States. The ACS data suggests poverty is an issue in Cheswold. Single-parent, female-headed households under the poverty line account for 24 percent of households, and the number of individuals below the poverty line was nearly even with the national average. There were also more individuals over 65 living above the poverty line in Cheswold than in Kent County or the state.

There was a lower percentage of households, (14%), with an annual income under $25,000, and the number of families living below the poverty line was even lower. This may be attributed to the traditional nuclear family structure common to small towns like Cheswold.

The number of households with an annual income of $100,000 or more was approximately four percent higher than in Kent County, but nearly the same (26%) as Delaware and the United States.

Table 11. Selected 2014 Income Distribution and Poverty Data (Total 424 Households in 2014)

Item	Cheswold		Kent County		Delaware		United States	
	#	%	#	%	#	%	#	%
Households with Annual Income Under $25,000	59	14	12,213	20.7	63,368	18.7	26,987,652	23.2
Households with Annual Income of $100,000 or More	102	24	11,924	20.2	88,137	26	26,826,850	23
Families Below Poverty Level	57	14	4,019	9.7	18,683	8.2	8,850,177	11.5
Female-Headed Families, No Husband Present, with Related Children Under 18 Years, Below Poverty Level	N/A	N/A	2,014	31.7	9,332	30.5	4,018,530	40.5
Individuals Below Poverty Level	N/A	N/A	20,938	12.9	107,101	12	47,755,606	15.6
Individuals 65 Years and Over, Below Poverty Level	N/A	N/A	1,635	6.9	9,673	7.1	3,926,219	9.4

Source: 2010–2014 American Community Survey

3-2. SUMMARY of KEY ISSUES

The town's 2010 population increased approximately four times in 30 years between 1980 and 2010. Several new communities have brought age, population, education and income distribution closer to, if not higher than, the State of Delaware and the national average.

If the population growth continues at its current levels Cheswold has the potential to transform itself into a highly educated, well defined and popular housing market consisting of buyers with increased income levels.

This change will result in the need for an increase in d police officers and a building to accommodate their services. Long range planning for such a building should also include facilities for the expansion of the administrative services provided by the Town, such as the Tax Office; Public Works; Mayor; Council; Land Use Administration; Planning Commission; Town Clerk and general assembly for Town Council meeting.

Financial stability continues to be an issue that remains elusive. The Town is in a position of long-term recovery from the loss of a 1998 lawsuit. And although a long-standing loan has been paid off, the balance of the lawsuit continues to acquire interest and delays the final payment and thus the ability to begin the construction of the Police Department building.

The other most outstanding issue is the lack of fire hydrants in the "Old Town" area of Town. Water to this area of Town has always been served by individual wells and there are presently no Town approved municipal water distribution pathways to the area. This situation has resulted in the delay of providing fire service to several house fires as the Fire Company was required to expend suppression time in locating alternate water sources. Besides the loss of a culturally historical home, there has also been the lost of one life. The Town and our representatives to the State Legislature have been able to acquire donations and grants from various State of Delaware agencies. In addition, Tidewater has agreed to be the Project Coordinator and they will also provide the ability for residents to connect to Public water should they so desire. The completion of this project will be a tremendous safety factor for the residents of "Old Town" and a major accomplishment for the Town.

And not to be forgotten is the relationship between the Lenape Indian Tribe of Delaware and the Town of Cheswold. The tribe is the source of the historical structure of the Town every effort will be made to acknowledge and retain that relationship as evidenced by yearly Heritage Day celebrations.

CHAPTER 4. GOVERNMENT, COMMUNITY SERVICES, and INFRASTRUCTURE

4-1. Government

COUNCIL - The governing body of the Town of Cheswold consists of a six, (6), person Council elected by Town residents and a Mayor is then elected by that Council from among those six, (6), persons.

Annual elections for Town Council are held on the last Tuesday in March, typically at the Cheswold Fire Hall, but elections must be held within Town limits. Three, (3), members are scheduled for election every year, on a rotating basis of every two, (2), years. Within seventy-two, (72), hours following the election, the newly elected and carry-over Council members assume their duties, including an election of a Mayor, which happens every year and a swearing-in ceremony. This meeting occurs in either the Town Hall or the Cheswold Fire Hall.

Currently none of the members of the Council are paid for their service, they all operate on a volunteer basis. The detailed specifications and requirements of the election process and the organization of the Council are documented in Sections 5 and 6 of the Town of Cheswold Town Charter.

PLANNING COMMISSION - In association with the Land Use Ordinance of the Town of Cheswold and Title 22, Section 701 of the State of Delaware Code – Section 702(a), a Planning Commission has been created and implemented to administer land use proposals and to make recommendations to the Town Council, as well as to develop and submit required and timely Comprehensive Plans. Sub-division development and Concept plans; Re-Zoning, Preliminary and Final Plans, as well as Annexation requests are also reviewed by the Planning Commission who forwards advise to the Town Council for approval or denial.

Four, (4), residents and one, (1), property owner representative are members of the five, (5), person Cheswold Planning Commission and are appointed and serve as specified by the Delaware Code. The Town Engineer and Town Land Use Administrator assist the Commissioners as consultants.

ADMINISTRATION – The offices of the Town Administrator, Town Clerk, Public Works consisting of Building Inspection and Code Enforcement provide the municipal services of the Town. The Town Administrator is an unpaid position which makes the day-to-day decisions associated with directing Town activities and in association with the Town Clerk who manages tax collections and handles all human resources and payroll requirements. Engineering and legal support are contracted services.

Due to a long standing financial legal obligation, the Town budget has flip-flopped over the past five, (5), years between large surpluses and large deficits. The 2019 – 2020 budget closed with a cash surplus of #35.954.19.

The Town consists of a combination of Town owned streets, privately owned residential manufactured home parks and homeowner association communities. As a result, the Town is responsible for street maintenance, snow removal and street lighting only on Town owned streets. Trash maintenance is the responsibility of individual homeowners or the owners of the residential areas. Town Ordinances, however, apply to all properties and residents within the corporate limits of the Town of Cheswold.

PUBLIC SAFETY – The **Police Department** has grown significantly in the past seven, (7) years and consists of a Chief and four, (4), officers, two, (2), of which are Corporals. Attendance at community policing events; diversity classes, and safety training beyond Academy requirements are serving to prepare Town officers for the 21st century. They currently are testing the provision of twenty-four, (24), hour service to the Town and enhanced their service by the addition of video cameras in the most needed areas of the Town.

The Cheswold Fire Company 42 and associated EMT's provide fire and ambulance services to the Town. The Company consists of fifty, (50), volunteers and two, (2), paid fire fighters, along with three, (3), non-fire-fighting volunteers. They are located at 37 Main Street just west of Town Hall, which is just about the center of Town.

4-2. COMMUNITY SERVICES

Solid-Waste Disposal

As stated on Page 26, trash maintenance is the responsibility of individual homeowners or the owners of the residential areas. Residents, and property owners also have the option of contracting for trash removal from a State licensed and approved disposal company or obtaining additional trash disposal information from the Delaware Solid Waste Authority, (DSWA), website: https://dswa.com/facilities/collections-stations/

It is noted that re-cycling is accepted at the collection stations as well, and that re-cycling collection services are required to be offered anytime trash collection services are offered for a contract.

Additionally, DNREC, Division of Waster & Hazardous Substances reviewed their database and found that there are no remediation sites within Town limits.

Libraries

As with most small municipalities in Delaware, Cheswold does not host a structural facility as a library, within its' corporate limits. However, due to our proximity to the capital city of Dover, access to one of the newest and largest libraries in Kent County can be visited in approximately 6 miles and 15 minutes. The library is open every day of the week, with varying hours on weekends and events and services are provided for toddlers to seniors. In addition, flexibility of travel is enhanced by the provision of the Book Mobile which comes to Cheswold every Wednesday and locates itself across from the Cheswold Fire Company at 371 Main St.

Postal Service

The Cheswold Post Office, located at 262 Main Street, with a zip code of 19936, provides mailing and post office box service. Due to the minimal size of the building, postal delivery is accomplished through the Main Post Office located in downtown Dover and requires all users within Cheswold's corporate limits to employ the zip code of 19904. This arrangement is not only confusing to new residents and business operators in Cheswold and it may well have a negative impact on our 2020 Census data.

Senior Services

The geographic central location of the Town of Cheswold affords seniors the opportunity to choose between three, (3), senior service centers. One center is located in neighboring Smyrna at the Marie A. Warren Senior Center, 1715 Wheatley's Pond Road. The second center is located at 410 Main Street in Clayton and the third is the Modern Maturity Center located at 1121 Forrest Avenue in Dover. The Modern Maturity Center provides physical activities and the associated equipment; swimming; game boards; library facilities and occasional trips and banquets. It is also the center closest to Cheswold.

Health Care

Bayhealth-Kent Campus serves as the only hospital in the immediate area and participates as part of the statewide Bayhealth Foundation hospital system. According to their website they offer a "comprehensive array of services to the residents of central Delaware, including cardiac surgery and diagnostic and interventional cardiac catheterizations; endovascular surgery; da Vinci® Si™ Surgical System; neurosurgery; family-centered birth services and neonatal care; cancer care; orthopedic and rehabilitation services; advanced digital imaging; inpatient and outpatient medical and surgical care; intensive, intermediate and coronary care; and a 24-hour emergency department." The system also includes an additional off-campus 24 hour Emergency Center located in Smyrna at 401 North Carter Road. This service is added to their Wound Care Center; Sleep Care Center; Same Day Surgery Center and three, (3), retail stores located within the Kent Campus hospital.

State Service Center

Cheswold is served by the James W. Williams State Service Center at 805 River Road in Dover. The center offers a wide variety of public services to assist request for health and human concerns. The Center provides various services through the State Department of Health and Social Services, the State Department of Services for Children, Youth, and their Families, and the Delaware Department of State, along with several non-profit community service organizations.

Veterans Services

Per their website – "The Delaware Office of Veterans Services works directly with Delaware veterans and their families to help secure benefits, engage with government agencies, and connect to service organizations in the community. OVS employs a team of Veteran Service Officers assigned to each county who are experts in navigating issues affecting veterans from all walks of life. OVS also administers Delaware's two Veterans Memorial Cemeteries" located in Bear and Millsboro. Their main office is centrally located at 802 Silverlake Boulevard, Dover and can be reached at 1-800-344-9900. Cheswold also has the distinct honor to have the Executive Director of Veterans Services for Delaware as a member of our Town Council.

4-3. EDUCATION

As a result of the School Choice Program of Delaware, implemented on July 1, 1996 as part of the Delaware Code, Title 14 – Education, parents and students residing in Cheswold have the opportunity to apply to any participating Public School District or Charter School in Delaware. Our geographic location provides a variety of options including the Smyrna School District, grades K – 12 and includes 4 elementary schools, 1 middle school, 2 intermediate schools and a high school. The Dover area hosts 2 School Districts, grades K-12; the Capital School District which includes 6 elementary schools, 2 middle schools, 1 almost new high school in Dover with the space to add 2 additional middle schools, and 2 special needs schools. The corresponding Cesar Rodney School District has one elementary school. And existing as its' own School District is PolyTech, which provides educational services to both high school students and adults.

In addition to PolyTech, adults may achieve higher education at four different institutions, all located in Dover. The largest of these is Delaware State University, (DSU), which occupies a 356 acre campus on North Dupont Highway. DSU offers degrees in 42 undergraduate fields of study and 16 master's degree programs and five doctoral degree programs.

Delaware Technical & Community College operates a 112 acre facility and is commonly known as DelTech. It too is located on and just off North Dupont Highway. The facility is part of a State-wide Community College operation as the Terry Campus. The College offers comprehensive educational opportunities including career goals, general, developmental, and transfer education, as well as workforce training, lifelong learning, and youth programs.

Wilmington University operates two locations in Dover. One is on North Dupont Highway and the other is at Dover Air Force Base. Wilmington University is noted for business programs and supporting both traditional college students and working adults. Their on-line learning courses provides education to 44% of its total student body. Currently, they are also investigating the feasibility of providing educational services to municipal government agencies.

The smallest of the four institutions is Wesley College. Located in downtown Dover, just two blocks from some of the State Capital facilities, the College covers more than 30 acres of study in arts and sciences, business, health sciences, education and fine arts.

4-4. WATER SUPPLY, WASTEWATER DISPOSAL, and STORMWATER MANAGEMENT

4-4a. Water Supply

Water is supplied to Cheswold through two sources – private wells and the Tidewater, which is a public utility that obtains its water from the Cheswold aquifer. The Cheswold aquifer also supplies water for irrigation, for commercial uses and provides base flow for local streams. As an unconfined aquifer it is Replenished through infiltration and thus makes it susceptible to contamination from surface pollutants, and thus makes local wells also accessible to pollution.

For this reason, Cheswold has been transitioning to Tidewater services for many years and currently only the Old Town section of Cheswold continues to use private wells. Tidewater possesses the CPCN, (Certificate of Public Convenience and Necessity), for the Town and the Land Use Ordinance requires property owners to connect to Tidewater should their wells become contaminated and Tidewater is available**.**

In addition, wells prohibit the installation of fire hydrants and as a result the area is extremely susceptible to house fires and it forces the Fire Company to seek alternate sources of water to tamper fires. The Town is engaged in a plan with Tidewater and members of the State assembly to provide fire hydrants to the area, which will provide a safer environment to Old Town and the opportunity to connect to Tidewater when required.

4-4b. Excellent Groundwater Recharge Potential Areas

A groundwater recharge area is land on top of an aquifer. Precipitation falling on the land surface provides the water that recharges aquifers. Groundwater recharge potential areas are classified as excellent, good, fair, and poor according to how rapidly rainwater filters through the ground to the underlying aquifer. Aquifers are layers of gravel and sand, within which, water is stored and moves underground. Maintaining good water quality in local aquifers is especially important because portions of Cheswold obtains drinking water from private wells drilled into aquifers. Care must be taken when developing within groundwater recharge potential areas to ensure that precipitation is not contaminated with surface pollutants that could potentially carry these contaminants into the aquifers. It is also vital that excellent groundwater recharge potential areas remain permeable and allow sufficient infiltration to recharge the aquifer below. Impervious surfaces such as rooftops, roads, parking lots, and soils compacted through construction or landscaping generally cause runoff, not infiltration. The ability of soils to recharge groundwater resources has been approximated and mapped by the Delaware Geological Survey. Areas of excellent, good and fair ground-water recharge potential are shown on the Environmental Features Map.

In general, the vast majority of Cheswold and its surroundings are classified as good groundwater recharge areas. The Town park to the south west and undeveloped lands to the north, west and east of the Town serve as groundwater sources. Excellent groundwater recharge potential areas consist of predominantly sandy soils that allow precipitation to rapidly infiltrate to the underlying aquifer.

Delaware Code (7 Del. C. 6082©) requires municipalities with populations of 2,000 or above to protect excellent groundwater recharge potential areas through limitations on the percent of impervious area permitted by new development. Cheswold's population does not currently meet this regulatory threshold. If our population reaches 2,000 such measures will be considered.

4-4c. Wastewater Disposal

Kent County owns, operates and maintains the collection and treatment system that serves the Town of Cheswold and surrounding areas which is part of the Kent County Sewage Disposal District No. 1.

Kent County created a service area for properties of the Town of Cheswold and surrounding areas in October of 1974 and completed construction of the sewer system in 1976. The county directly bills property owners on a quarterly basis. Connections, disconnections, and building modifications affecting the sewer collection and transmission system require County issued permits and payment of fees.

All new homes, sub-divisions and commercial businesses are required to obtain a Kent County Sewer permit to provide service prior to being issued an approved building permit by the Town of Cheswold.

Prior to annexation or approval land development plans by the Town of Cheswold, Kent County Department of Public Works shall review, comment and provide approval with regards to sewer availability, capacity and the design of the sewer system in accordance with Kent County Code Chapter 180 . Should the expansion or modification of Kent County Sewage Disposal District No. 1 be pursued, it must follow Chapter 180, of the Kent County Code and Title 9, Chapter 46 of the Delaware Code.

4-4d. Stormwater Management

Stormwater runoff is the rain and snow that does not soak into the "soil: and "runs" over paved streets, parking lots, and rooftops. The rooftop gathers trash, chemicals, oils, and dirt that pollutes rivers, lakes, bays, and oceans. If left untreated, polluted stormwater can make its way into Delaware's waterways.

- **MS4** – a Municipal Separate Storm Sewer System, is a publicly owned conveyance or system of conveyances, (i.e., ditches, curbs, catch basins, underground pipes, etc.), designed to collect and convey stormwater that discharges to surface waters such as rivers. In Cheswold, the stormwater system is separate from the sewage collection system. Most of the Town's stormwater runoff is collected by a combination of street gutters, storm sewers, and catch basins. Most of the runoff from the norther portion of Town is conveyed through pipes, (the MS4), to the Leipsic River and a small amount of runoff goes to the Saint James River, both located in the Delaware Bay Watershed.

  Cheswold was designated an MS4 in 2015. Since that time, after further population review thresholds, Cheswold has been proffered the opportunity to receive a waiver from DNREC and will apply when the official waiver period is open. The location of catch-basin, drainage ditches and waterways have been documented as part of our stormwater management plan and residential and business educational documents are under development and the Town will continue to monitor and address potential stormwater runoff issues.

- **Engineering Plans –** In Cheswold, the Kent Conservation District, (with the exception of State and Federal lands), reviews engineering plans for stormwater management and erosion control under the Delaware Sediment and Stormwater Regulations. These regulations have a goal of reducing stormwater runoff for the rainfall events up to the equivalent one-year storm, 2.7 inches in 24 hours, or a maximum of one inch of runoff.

  Runoff reduction practices encourage runoff to infiltrate back into the soil as in an open-space condition and results in pollutant removal and stream protection. The Kent Conservation District recommends best management practices that encourage infiltration or reuse of runoff, such as porous pavements, rain gardens, rain barrels and cisterns, green roofs, open vegetated swales, and infiltration systems, should be allowed for new development sites within the municipality.

  Furthermore, the Kent Conservation District encourages limiting land disturbance on new development projects and limiting impervious surfaces by allowing narrower street widths, reducing parking requirements, and allowing pervious sidewalk materials will be necessary to help achieve the runoff goals in the revised regulations.

4-5. Electricity

Delmarva Power Company and Delaware Electric Cooperative provides electricity to all establishments within the corporate limits of the Town of Cheswold. Both permit customers to choose their power supplier based on cost, environmental impact, and power source. In addition, many residences have chosen to add solar panels to their homes to reduce the overall cost of electric service.

4-6. Telecommunications

Both Verizon and Comcast hold franchise agreements for providing landline telephone service in the Town of Cheswold, thus providing a choice to customers. However, the advent of cell phone service has resulted in a sharp decline in landline phone service as consumers, not only in Cheswold but across the nation, now choose from a plethora of providers for their cell phone service, which provides a flexibility of costs, service types, usage types and service locations.

4-7. Natural Gas

Chesapeake Gas Company provides gas service to the majority of Cheswold residents and businesses except for some of the manufactured home communities, which are serviced by refillable propane tanks owned by the property company.

CHAPTER 5. HOUSING

5-1. Housing Characteristics

Over the past ten years the housing unit types in the Town of Cheswold have transitioned from a majority of manufactured and mobile homes to single family un-attached homes. These homes are in the communities of Parkers Run, Stonington and the recently annexed Age Defined community of Nobles Pond. With the expansion of Nobles Pond and the completion of Stonington it is expected that approximately 75% of the housing units in Town will be single family un-attached dwellings. Currently, there are no apartment buildings or multi-tenant dwellings.

There is a plan for a sub-division to be known as Alston's Walk to be located off Main Street, across from the Post Office which will provide 85 attached townhouse units, divided into 16 separate structures.

The remainder of the housing units are manufactured homes, existing in the parks of Fox Pointe and Strimmels, which are both privately owned. Mobile homes located in the Blanton Mobile Home Park are the oldest housing unit types in Town, next to a couple of homes that are almost 100 years old in the Old Town section. All three locations are accessed from Main Street and account for the balance of the home types in Cheswold.

The geographic and historical layout of Cheswold provides little to no opportunity for multi-family dwellings and the single- family housing unit development will be encouraged as the safest unit type for housing growth.

Position on Housing and Population Growth

Cheswold anticipates and is planning for an expected growth in its housing market and the associated population increase over the next twenty, (20), years. Planning for the continued development of the Police Department and attracting personal service type businesses to satisfy and fulfill the motto that **Cheswold is for Living**, will occupy the attentions of the Cheswold Town Council and Planning Commission.

5-2. Housing Inventory

Table 12 summarizes the distribution of housing unit types in Cheswold and contrasts Cheswold's housing stock with Kent County, and the State of Delaware according to a 5 year estimate by the U.S. Census American Community Survey. Although the single-family detached units was estimated to be considerably lower than Kent County and somewhat median to the State, it is anticipated that 2020 Census reports will reflect a decidedly higher percentage of single family units due to the completion of the Parkers Run sub-division and the annexation of the Nobles Pond sub-division. It can also be projected that over the next five years that the single-family detached units will greatly surpass all other types of dwelling units in the Town of Cheswold.

Table 12. Housing Type, 2018

HOUSING TYPE	Cheswold		Kent County		Delaware	
	#	%	#	%	#	%
Single-Family Detached	252	49	44,794	66	244,886	59
Single-Family Attached	0	0	5,912	9	62,003	15
Multi-Family	0	0	8,727	13	74,298	18
Manufactured Homes	260	51	8,628	13	36,608	9
TOTALS	512		68,061		417.775	

Source: U.S. Census American Community Survey 2012–2016 5- Year Estimates.

Table 13 shows the occupancy status for structures in Cheswold, Kent County, Delaware, and the nation. As of the 2011–2015 American Community Survey, Cheswold's vacancy rate of 13 percent was just 3 percent higher than that of Kent County, but compared extremely favorably to Delaware's rate.

Table 13. Occupancy Status, 2015

Status	Cheswold		Kent County		Delaware		United States	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupied	446	87	60,571	90	344,022	83	116,926,305	87.7
Vacant	67	13	6,744	10	70,394	17	16,425,535	12.3
Total	513	100	67,315	100	414,416	100	133,351,840	100

Source: U.S. Census American Community Survey 2011–2015

5-3. Housing Pipeline

From 2010 to 2014, building permits for single-family dwelling units averaged 4 per year. In the 5-year time frame from 2015 to 2019, building permits for single-family dwelling units averaged 31 per year and it is anticipated that there will be a steady increase over the next 5 to 10 years in single-family dwelling units. Manufactured home development has not had such a steady or predictable increase. In the 5-year span from 2010 to 2014 building permits averaged .5 per year and from 2015 to 2019 it's been 4 per year. There is a possibility of a new manufactured home development consisting of approximately 10 single-family units, but their addition will not compete with the number of building permits for "stick" built single-family units.

Stonington plans to complete its sub-division by adding approximately 80 new single-family "stick" built single-family homes; Nobles Pond, a age-defined community is in the process of completing 200 single-family homes and it is anticipated that they will eventually annex 2 additional phases with an estimate of 200 homes each into the Town and Alston's Walk is a townhome community plan that will add 85 single-family homes to Cheswold. So, the future of the Town as a residential community is almost assured.

5-4. Housing Needs

Beginning with the housing boom of the early 2000's, Cheswold has operated and continues to operate its housing needs on a "build them and they will come" basis. An abundance of undeveloped land provided the opportunity for residential developers to construct single-family housing dwellings in new sub-divisions known as Parkers Run and Stonington. Unfortunately, they fell victim to the housing crash of 2007 and beyond and both developments stalled. And then fortunately due to the revitalization of the housing market beginning in 2015, Cheswold benefitted significantly with the completion of the Parkers Run development over the next three years and the introduction of the Nobles Pond age defined community, which combined has resulted in 155 new residential single-family dwelling units.

Growth in single-family units is anticipated through the completion of the Stonington development and the continued development of the Nobles Pond age defined community, scheduled to be completed in two additional phases. Adding to the "they will come" basis is also a townhouse community of 85 single-family units known as Alston's Walk and anticipated to be started and completed by the end of 2020.

Nobles Pond residents have increased the overall income levels of the Town and they have also increased the overall educational and professional levels of the Town. As an age-defined community, Nobles Pond will also increase the senior population, without placing demands on the Town for senior activities as Nobles Pond provides its own recreational and physical activities in their facilities and on planned trips. The Town, however, should engage in efforts to provide some level of senior care for the remainder of the aging population of Cheswold and recreational and physical activities for Town youth.

5-5. Affordable Housing and Housing Rehabilitation

Housing costs in the Town of Cheswold have been consistently stable and achievable for most income levels over the past 10 years. The offer of mobile and manufactured homes, ranging from $75.000 to $200,000 has been and remains available to all income levels. Single-family homes, ranging from $200,000 to $400,000 have been available in the Parkers Run, Stonington, and Nobles Pond residential developments. The layout of the Town has mixed the mobile and manufactured homes neatly into the geographic locations of the single-family homes, thus generating a mix of home types and income and educational levels.

As a result of this mix of housing types, there is not a current issue concerning affordable housing in Cheswold. However, there are several vacant homes in the "Old Town" section of Cheswold. These homes range from $25,000 to $150,00 and they are part of the rehabilitation market of Town.

The increase in income levels experienced in Cheswold over the past five years has also resulted in a collaborative increase in the affordability of housing. And as reported by Neighborhood Scout, Cheswold has some of the newest housing in the nation. The projected increase in single-family residential building permits will probably result in Cheswold retaining this housing view for years to come.

Although owner occupied homes greatly outnumber rentals, there is a growing number of single-family rental properties, which has led to the development and pending implementation of the Rental Inspection Ordinance to ensure the safety and maintenance of the inhabitants and the property. The Ordinance is to be enforced by Code Enforcement Officer.

The Town has bridged the gap between the cost values of housing types and in doing so, should sustain an affordable housing position for years to come.

It is the intent of the Town to continue the development of single-family residential homes, accompanied by the development of small neighborhood businesses designed to provide residents the opportunity to benefit from various personal service types and products.

Goal - **HOUSING REHABILITATION**

Objectives

- Promote the Weatherization Assistance Program by DNREC
- Seek CDBG funds, when required and deemed necessary

Goal – CODE ENFORCEMENT

Objectives

- Have Code Enforcement Officer become ICC certified in Property Maintenance
- Implement Rental Inspection process
- Identify owners, addresses, and associated information of rental properties

CHAPTER 6. TRANSPORTATION

This chapter provides an inventory of the transportation system in Cheswold and identifies issues that may need to be addressed. It details planned transportation improvements and makes recommendations to foster maximum mobility, via all modes, for residents and visitors using Cheswold's transportation network.

The Roads and Boundaries Map in the appendix shows Cheswold's transportation network. It includes streets and roads, sidewalks, trails, and bicycle routes.

Paratransit - Paratransit service operates in the same areas and during the same days and hours as the fixed route buses. All Delaware County Transit buses have lifts and are 100% accessible to serve riders who use mobility devices such as wheelchairs, or have difficulty walking up and down steps. Every bus is equipped with securements for mobility devices.

Under the ADA, (Americans with Disabilities Act), there are three categories under which a person can be eligible for ADA Paratransit Services:

1. The person is unable, as the result of a physical or mental impairment, to independently, get on or get off a bus on the fixed route; or
2. The person needs the assistance of a wheelchair lift or other boarding assistance and is able to get on, ride, and get off a bus, but such fixed route bus is not available on the route when the individual wants to travel; or
3. The person has a specific impairment-related condition that prevents travel to or from a bus stop in the system.

6-1. TRANSPORTATION PLANNING TRENDS and DEVELOPMENTS

Delaware has increasingly focused on non-motorized transportation modes, namely walking and cycling, in many of its planning and policy initiatives. Motor vehicle projects are, and likely will continue to be, the largest recipient of infrastructure projects. However, the State of Delaware has made significant investments in a series of trails and paths within major population and employment centers. Moreover, updated planning and engineering procedures have been enacted with the goal of ensuring bicycle and pedestrian improvements are incrementally built into the state's transportation network as regularly scheduled maintenance and construction is carried out.

Governor Jack Markell signed Executive Order Number Six in 2009, providing the policy underpinning of the administration's Complete Streets policy. A key provision of the order was that it compels the Delaware Department of Transportation, (DelDOT), to ensure that the needs of bicyclists and pedestrians are taken into account whenever the state builds or does significant maintenance work to existing state-maintained roadways. Effectively, the order strengthened the standard concerning the presence of bike and pedestrian amenities to the level where their exclusion must be demonstrated to be wholly infeasible or impracticable.

In 2011, the State of Delaware established dedicated funding with the passage of Senate Concurrent Resolution 13, to explore and plan how "to create contiguous systems or networks of walkways and bikeways within and between cities and towns in Delaware in order to provide travelers with the opportunity for safe, convenient, cost-effective and healthy transportation via walking and bicycling." Later that year, a memorandum of understanding (MOU) between DNREC and DelDOT was initiated to implement the resolution. A number of projects have been completed, are underway, or are being planned. Over 75 miles of trails and pathways have reportedly been installed since 2011 alone. For more information, please visit http://trails.delaware.gov/.

Operationally, DelDOT has been making a concerted effort to connect directly and electronically with its customers. In addition to traditional tools like variable message signs, traffic hotlines, and traffic radio, the State of Delaware has deployed an interactive website and, more recently, the DelDOT App, a smartphone traffic application.

One feature in particular, the "Where's My Bus" tool, allows subscribed transit users to see when their bus will arrive and also to track their bus in real time. DelDOT also shares this data with Google, so transit riders using that service's navigation services also will see actual bus arrivals and departures, not scheduled times. This feature came online late in 2016 and its full impact has yet to be determined. However, it has the potential to make transit a much more attractive and viable option.
Most recently, in May 2016, Senate Bill 130 was signed into law, creating the framework for Complete Community Enterprise Districts. These districts would encourage master planning, development supportive of transit, and an interior transportation network conducive to the first- and last-mile pedestrian and cycling trips that are so often the weakest link in fixed-route transit. Creation of said districts would require one or several jurisdictions to enter into an MOU with DelDOT. No initiatives were yet underway at the time of this plan's completion.

6-2. ROADS and TRAFFIC

The transportation system in the Town of Cheswold consists of roadways, rail, sidewalks, and rideable shoulder. This section of the transportation chapter provides a brief overview of the major modes of transportation currently found in Cheswold.

6-2a. Roadways

The major intersecting roadways in the Town of Cheswold, Commerce and Main Streets, are both State of Delaware owned and maintained streets. Approximately 0.45 miles of the streets in Cheswold are Town owned and maintained and they are all located in the "Old Town" section. Main Street, runs east and west and Commerce Street runs north and south. They intersect at the railroad crossing in the middle of Town.

All other streets are owned and maintained either by private property owners or Home-owners Associations. The streets in Parkers Run, which are administered by a Home-owners Association present a unique problem to the Town and the homeowners. The developers failed to bond the streets during construction and as a result the Town refused to take ownership of the streets at the completion

of the development. Now the streets are only partially paved in some areas of the development while other areas are suffering with multiple and increasing potholes. The Association currently does not possess the funds to complete the paving and the Town does not have the finances to assist. The development has transitioned through several different developers, none of which are currently available to provide paving funds or to sue.

Cheswold sits directly between the capital city of Dover on the south and Kent County on the north, east and west sides. To the north of Kent County is the growing city of Smyrna, and Leipsic is just 3.75 miles from Cheswold, but bisected by Kent County. The small town of Kenton lies on the west side of Kent County, and is 3.75 miles from Cheswold. Cheswold's geographic location provides easy and quick access to major US and State highways and roads.
US Rte. 13 runs north and south, along with State Road 1 on the east. US 13 can be accessed within five minutes from any location in Town and SR1 within ten minutes. State Road 42, also known as Main Street traverses east to west through Town and connects with State Road 300, which connects to US Rte. 301 and eventually to US Rte. 1, thus providing highway access from Maine to Florida. The same access to US Rte. 301 also leads to US Rte. 50, which leads directly into the nation's capital of Washington, DC. Roadway access is one of the most fluent attributes of residing in Cheswold.
Like most historic, railroad-era towns, Cheswold's original street network was laid out in a grid pattern. However, housing developments have changed this pattern into the disconnected, cul-de-sac, "spaghetti" streets commonly associated with suburban development. Sidewalks exist in the new residential communities and the "Old Town" section, but they are almost non-existent in the mobile and manufactured home developments. Except for Main Street, there are no shoulders available for bicycling or leisurely walking throughout Town without having to be extremely cognizant of encountering motor vehicle traffic.

Kent County has yet to meet the population thresholds for a Congestion Management Plan (CMP), typically overseen by the Metropolitan Planning Organization (MPO). The Delaware Population Consortium estimates this may happen by 2035. According to the Dover/Kent MPO, CMP has not yet been a major factor in its project prioritization process.

6-3. NON-AUTOMOTIVE TRAVEL

The businesses which are an attraction to pedestrian consumers are located on the north and south sides of Main Street. Except for Commerce St., School Lane, Fulton Street, and a cross over at the railroad tracks on Main Street, access to those stores may be obtained through sidewalk travel.

The other local businesses in Town, are located on the east side of US Rte. 13 and although in walking distance from most residences, crossing US Rte. 13 is not recommended on foot. The installation of a cross-over walkway would benefit both Cheswold and visitors to the shopping area, who travel there by public transporation.

With little to see or visit, except for residences or the Post OfFice, for the most part all travel to, from and within Cheswold is conducted via motor vehicles. Most pedestrian traffic is conducted by young persons. Seldom is seen adults or older adults walking through Town

6-3a. Bicycle Traffic

According to DelDOT's cycling portal, available at http://www.bikemap.com/de, Cheswold has a regional bike path extending approximately 1.2 miles from Bishop's Corner, (intersection of Main Street and US Rte.13) to Durham Lane, (entrance to Delaware Airpark Airport). There are no covertures or ascents or descents in the path, thus the route is typically easy riding with few distractions.

The 2017 Regional Bike Plan created by the Dover/Kent County MPO does not contain any future bike path plans for the Town of Cheswold. As the main throughfare, Main Street, serves as the path for the majority of vehicular traffic from Maryland and surrounding areas, including tractor trailer traffic, it would probably be unwise and unsafe to extend bike paths in Town.

6-3b. Pedestrian Ways

Many of the municipality owned streets have sidewalks. However, there are streets where the sidewalk network is fragmented. There also tends not to be sidewalks in any of the mobile and/or manufactured home developments. The newer residential single-family home developments such as, Parkers Run; Stonington and Nobles Pond, all have sidewalks. Despite a somewhat strong sidewalk network, most movement in Town is accomplished by motor vehicles, except for movement by children who will walk to local stores and local school pick-up locations.

A growing major concern is the lack of a traffic light any where on Main Street that will permit children and adults to cross from one side to other in a safe manner. DelDOT has been approached concerning the potential for such an installation, but the request has been denied. As the population and traffic increases, it Is hoped that a fatality not be the impetus for a solution to the situation.

6-3c. Railroads

The major north-south railroad line runs roughly parallel with US Rte.13 and perpendicular to Main Street, as it bisects the Town. Although Cheswold was at one time a major stop on the line, that is no longer the case as trains simply pass through. The line is owned and operated by Norfolk Southern and presently only hauls freight.

6-3d. Public Transportation

DART, (Delaware Authority Regional Transport), operated by DelDOT, (Delaware Department of Transportation), provides bus service across the State of Delaware. The Town of Cheswold is serviced by one bus route, (#120), which operates north to south and vice-versa on US Rte. 13, between Smyrna and Scarborough Road in Dover. Traveling from the Scarborough Road bus stop to other points across

the State can be accomplished by taking Bus #112 to the Dover Transit Center and points north, south, east and west or by taking Bus #301 to Wilmington or #302 to Newark.

Bus service from the Town of Cheswold provides the same ease and flexibility of travel across the State as motor vehicles.

6-3e. Aviation

The Delaware Airpark Airport located immediately west of Cheswold is a well-maintained, 45-acre general aviation airport. It has a runway with a parallel taxiway and a newly paved aircraft parking ramp, as well as non-precision approaches. Delaware Airpark Airport also known as 33N is an all weather operation open and attended 24 hours a day, 7 days a week. The single runway is 3,582 feet by 50 feet with a public ramp space and congestion-free airspace with no delays.

It is also home to Delaware State University's flight training program, providing its students with year-round flying capability. Delaware State operates the only full-service, university-based flight school in the mid-Atlantic area. DSU states that their "*Professional Pilot graduates will complete their FAA requirements for the Private Pilot License, Instrument rating, Commercial License, Multi-Engine and Certified Flight Instructor ratings while earning a bachelor's degree. Graduates of our FAA Approved Part 141 Aviation program get hired into a Professional Pilot job leading to a career in aviation. The DSU flight training program opens the door to commercial and/or military aviation careers for those with the ability and tenacity to meet the rigorous academic and physical skills demanded of them.*"

And twice a year, when Dover plays host to NASCAR racing events at the ever-exciting Dover Downs International Raceway, many race teams, drivers and fans use the Delaware Airpark because of its close proximity to the track.

6-4. PLANNED TRANSPORTATION IMPROVEMENTS and STUDIES

The Dover/Kent County Metropolitan Planning Organization, (MPO), is the federally mandated agency responsible for the development of the Metropolitan Transportation Plan and coordinating transportation planning and investments in the Kent County, metropolitan area.

The MTP, now known as Innovative 2045, and adopted early in 2021, is a long-range, big-picture, regional planning and guidance document compiled by the Dover/Kent MPO in close coordination with Kent County, DelDOT, the Office of State Planning Coordination (OSPC), and some municipalities. The most recent iteration was adopted on January 4, 2017. The public presentations and workshops were held during the year of 2016 and were directed at larger municipalities. The approved plan can be viewed at **https://doverkentmpo.delaware.gov/files/2015/06/MTP-for-Web-1.pdf**

The MTP has simplified its 2040 Vision Goals to be:

- MOVE PEOPLE SAFELY AND EFFICIENTLY

- STRENGTHEN COMMUNITIES
- PROMOTE ECONOMIC DEVELOPMENT

Although Cheswold lies squarely within a Level 1 Investment Area, (*Level 1 areas are in municipalities and urban portions of the County. The Strategies indicate that "in Level 1 Areas, state investments and policies should support and encourage a wide range of uses and densities, promote a variety of transportation options, foster efficient use of existing public and private investments, and enhance community identity and integrity." These are the State's top priority areas for focusing transportation investment, particularly in terms of preserving existing facilities, improving safety, developing context-sensitive solutions, enhancing transit, and promoting alternatives to the motor vehicle*.), there has not been a major road improvement in the past 10 years. And there is only one proposed roadway improvement project that will affect Cheswold according to the 2040 vision. It is a safety improvement for State Rte. 42 from Kenton to US Rte.13, but with a 0.50 rating will Probably not be completed any time soon.

The following website provides concise information concerning the Dover/Kent County MPO: **https://doverkentmpo.delaware.gov/files/2019/01/annual-report-web.pdf.**

6-5. ADDITIONAL TRANSPORTATION ISSUES

As stated earlier, throughout Section 6, Cheswold is somewhat plagued by Main Street serving as a State transportation passageway for all types of commercial and tractor trailer trucks. Main Street also serves as the access and egress points for school buses, thus increasing the potential of danger to the children of the Town. As the population increases, the danger will incrementally increase not only to children, but adults as well. Minor discussions have been had concerning the possibility of providing a by-pass to prohibit truck from Main Street, but little to nothing has been done to progress these discussions toward reality.

Also, the increase in commercial businesses located on the east side of US Rte. 13 suggests that discussions should begin concerning the construction of an over-head by-pass to accommodate pedestrian traffic from one side to the other. The extension of sidewalks along Main Street will also facilitate foot traffic to the bus stops on US Rte.13 and to the McGinnis Green/Walmart shopping plaza on the east side of the highway.

There is little or no need to extend bike paths beyond the current layout in the Town.

Goal – Truck by-pass for State Road 42

Objectives

- Request Mayor or Council to attend MPO meetings
- Have attendee address potential for a truck by-pass of SR 42

Goal – Overhead walkway on US Rte. 13

Objectives

- Request Mayor or Council to attend MPO meetings
- Have attendee address potential for a n overhead walk-way

CHAPTER 7. ECONOMIC DEVELOPMENT and REDEVELOPMENT

7-1. Major Employers - Most of the employers within the corporate limits of the Town of Cheswold are small, (local), to medium, (State-wide locations), businesses. And of those businesses, only two, (2), employ Town residents. One is employed by a local establishment and the other by a medium employer. In addition, of the seven Town employees, only one, (1), resides within the Town boundaries.

Most Town residents work for the State of Delaware in Dover or satellite locations or commute to employment positions in Wilmington and some to Philadelphia.

7-2. EMPLOYMENT and UNEMPLOYMENT

Information provided by the Delaware Department of Labor and the 2015 American Communities Survey showed Cheswold with an estimated labor force of 502 persons, and an unemployment rate of 7.0 percent. Table 14 represents the employment status for persons in the labor force in Cheswold, Kent County, Delaware, and the United States.

Table 14. Employment Status

Employment Status	Cheswold		Kent County		Delaware		United States	
	#	%	#	%	#	%	#	%
Employed	502	56	74,707	95.8	449,673	95.7	159,640,000	95.3
Unemployed	63	7	3,131	4	20,380	4.3	7,529,000	4.7
Not in Labor Force	326		77,983		470,053		152,111,000	

Sources – Delaware Department of Labor, U.S. Bureau of Labor Statistics. Figures from December 2016. Cheswold labor force drawn from 2011–2015 American Community Survey 5-Year Estimates

7-3. COMMUTING to WORK

Commuting to Work Table 15, (below), indicates how people in Cheswold travel to work. According to the 2017 American Communities Survey, nearly 60% of Cheswold residents reported work commutes of 24 minutes or less. Roughly 40% spent less than 20 minutes. A small cohort of distance commuters raised the average travel time to 28 minutes.

Table 15. Method of Commuting to Work

METHOD	PERCENTAGE
Drove Alone	81%
Carpooled	11%
Public Transportation	8%
Walked	0%
Other	4%

7-4. ECONOMIC DEVELOPMENT and REDEVELOPMENT PLAN

Town survey results from 2019 indicate that residents and property owners are interested in personal service type businesses. There were a few requests for businesses types that are typically found in the mall environment, such as a drug store and chain restaurant. But overwhelmingly, the following types of businesses were preferred:

- Farmers Market
- Barbershop
- Bank Kiosk/ATM
- Gym
- Café
- Dog Care
- Bakery
- "Doc-in-a-Box"
- Hairdresser
- Fish Market
- Hot Dog Vendor

There are long term benefits to having the Delaware Airpark Airport annexed into Town. Doing so would not provide an immediate boom to Cheswold's economic situation, but over years, the business types required to sustain the Airpark would potentially be a benefit to the growth of the Town.

The development of the Cheswold Business Park also has the potential to provide immediate economic growth. However, a coordinated effort on behalf of the owner, the real estate agent and the Town is required.

Goal SMALL PERSONAL BUSINESSES

Objectives

- Create an Economic Development Team
- Develop a plan to implement economic development
- Join and participate in Central Delaware Chamber of Commerce
- Identify and contact potential small business owners who meet residents identified needs and wants

Goal ANNEX DELAWARE AIRPARK AIRPORT

Objectives

- Continue to participate on Delaware Airpark Technical Advisory Committee
- Continue to pursue feasibility and possibility of Airpark annexation
- Continue to participate in Airpark activities as requested

CHAPTER 8. NATURAL RESOURCES

Cheswold like most environmentally aware and conscious municipalities is making efforts to educate the property owners, business owners, residents and visitors of the requirement to engage in safe and healthy practices as they relate to the current and future environment of the Town and surrounding areas. The Town is actively participating in the Municipal Separate Storm Sewer System Program implemented by the EPA and administered by DNREC. This program provides education on the protection of one of our greatest resources – water.

Unfortunately, the placement of a concrete/cement crushing business in our Town does not aid in the protection of our other greatest resource – air. However, the lack of other industries in Town that may add to the depletion of air quality aids in sustaining it.

Over the years, Cheswold has transitioned from a significant agricultural land use to a mostly residential land use. However, a great portion of the land in Cheswold is yet undeveloped and is shown as 50% undeveloped, which is equivalent to 544.6 acres. Recently, the owner of a large portion, (362.0 acres), of the undeveloped land, petitioned and received permission to use it as agricultural.

Cheswold prefers, and is committed to, preserving its small-town atmosphere. It is generally disinclined to pursue high-impact patterns of development, other than residential and small neighborhood commercial businesses designed to support and facilitate the lives of its residents, property owners and visitors. Cheswold is supportive of environmental preservation and has a strong interest in helping to preserve the quality and available supply of clean safe water and air.

This chapter presents a summary of these natural resources and environmental policies, identifies issues of concern, and provides recommended actions for implementing natural resource management policies.

8-1. PHYSICAL CHARACTERISTICS

Cheswold is in an upland region, where the topography is relatively flat with an elevation of 12m, which is equivalent to 39 feet above sea level. The longitude is 75.582978 and the latitude is 39.2214269. with a barometric pressure of 101KPa, *(KPa is a unit used for measuring pressure)*.

A Coastal Plain Region is a low-lying flat area next to an ocean, and Kent County, and Sussex County along with Cheswold area a part of the Coastal Plain of Delaware. While New County is a part of the Piedmont Region. Depending upon the location of the region also determines the soil types of the land masses within the region.

Since 1903 soil type names have expanded from eight, (9), to 35 in the Kent County/Dover area, Cheswold inclusive. And according to the Delaware State Kent County First Maps of 2017, Cheswold maintains a variation of three, (3), soil types, all of which are highly suited for farming. They include the Hambrook sandy loam with a 0 to 2% slope; the Fallsington loan and the Sassafras sandy loam. These loams provide an environment in which to successfully grow such agricultural products as corn; soy beans; wheat; barley; rye; alfalfa hay; cloverleaf hay; tall grass; legumes; apples and peaches.

8-2. WATER RESOURCES

The quality and quantity of water available in the Town of Cheswold is key to the health and well-being of its residents and to ensuring the long-term viability of the town. This section discusses water-quality issues and actions the town can take to minimize negative impacts on water quality within Cheswold and the surrounding watershed, as well as the town's commitment to thoughtful stewardship of the Cheswold Aquifer.

8-2a. Watersheds

A watershed is all the land that water moves across or under while flowing to a specific body of water and includes the plants, animals, and humans who live within it.

Cheswold is a part of the Leipsic River watershed, which is located northeast of Dover and is part of the St. Jones River watershed on the southwest. And on the east by the Delaware Bay and on the north and west by the Smyrna River and Chester River watersheds, respectively. It comprises 105 square miles of land.

After performing water quality monitoring, DNREC has determined that the waters of the Leipsic River and several of its tributaries and ponds are impaired by high levels of bacteria and elevated levels of the nutrients nitrogen and phosphorous, and that the designated uses are not fully supported due to levels of these pollutants in these waterways.

Under Section 303(d) of the 1972 federal Clean Water Act (CWA), states are required to identify all impaired waters and establish TMDLs to restore their beneficial uses (e.g., swimming, fishing, and drinking water). A TMDL defines the amount of a given pollutant that may be discharged to a water body from point, nonpoint, and natural background sources and still allows attainment of maintenance of the applicable narrative and numerical water quality standards. A TMDL is the sum of the individual Waste Load Allocations (WLAs) for point sources and Load Allocations (LAs) for nonpoint sources and natural background sources of pollution. A TMDL may include a reasonable margin of safety (MOS) to 74 account for uncertainties regarding the relationship between mass loading and resulting water quality. In simplistic terms, a TMDL matches the strength, location, and timing of pollution sources within a watershed with the inherent ability of the receiving water to assimilate the pollutant without adverse impact. A Pollution Control Strategy (PCS) specifies actions necessary to systematically achieve pollutant load reductions specified by a TMDL for a given water body and must reduce pollutants to levels specified by state Water Quality Standards.

8-2b. Excellent Groundwater Recharge Potential Areas

The Environmental Features Map shows that the groundwater recharge potential areas of Cheswold range from fair to excellent.

Excellent groundwater recharge potential areas are places where soil composition and slope allow precipitation to readily infiltrate to such a depth that unconfined underground aquifers may be recharged and replenished. Excessive soil compaction, paving, or otherwise developing these areas with impervious cover, such as rooftops, driveways, and parking lots can diminish their function. This can lead to increased issues with stormwater and runoff, and, potentially, deplete the aquifer. Delaware code (7 Del. C. 6082©) requires municipalities with populations above 2,000 persons to develop and enforce source water protection regulations, protecting excellent groundwater recharge potential areas

and wellhead protection areas. This is typically accomplished by setting upper limits on impervious lot coverage and, in the case of wellheads, prohibiting the storage of toxic pollutants. Cheswold has no wellhead protection areas in, or near, town.

With the planned installation of fire hydrants and Town approved water distribution lines becoming available to all homes in the Town, it is anticipated that the Town will transition from wells to public sanitized water within a short period of time.

8-2c. Wetlands

The Environmental Features Map depicts wetlands in and around Cheswold. Specifically, to the north and west of the Parkers Run sub-division; to the west of the Delaware Business Park; to the north of School Lane and in and around the Nobles Pond sub-division. There are no regulated, tidal wetlands in, or in proximity to, the town. Likewise, there are no non-tidal wetlands within the municipal boundary. There are, however, significant non-tidal wetlands surrounding the town. North of the town, Alston's Branch defines a wetland area which flows as a six, (6), mile tributary into the Leipsic River.

In addition to providing wildlife habitat, wetlands provide protection from flooding and protect water quality by naturally filtering runoff on its way to water bodies. Protection of wetlands falls under the regulatory jurisdiction of Section 404 provisions of the federal Clean Water Act. In Delaware, tidal and non-tidal wetlands are regulated by the U.S. Army Corps of Engineers (USACE) under this act; however, tidal wetlands are subject to additional and more stringent regulatory protection under Title 7, Chapter 66 provisions of the Delaware Code.

Although Cheswold has not implemented any specific wetland ordinances, the Environmental & Space chapter of the Land Use Ordinance clearly defines the requirements for stormwater management; wellhead protection; source water areas; excellent recharge areas; drainage and erosion and sediment control. In addition, new construction projects are required to obtain written approval from the Kent Conservation District prior to the issuance of building permits and site approvals for sub-divisions or construction projects.

8-2d. Floodplains

The *Natural Features* Map details floodplains in proximity to Cheswold. As a result of the geographic location of Alston's Branch tributary and its' relationship to Cheswold, the government of Cheswold, passed a Flood Plain Ordinance on January 7.2008. The Ordinance identified Flood Plains within its jurisdiction and stated rules and regulations that it or other government agencies to ensure that control of flood plain areas will not be violated. In Cheswold, the Flood Plain Area includes all areas adjacent to areas subject to be inundated by the waters of the 100-year flood.

8-3. RELEVANT PROGRAMS, POLICIES, and REGULATIONS

This section provides information about the following:

- Surface Water Protection
- Air Quality
- Sub-division Regulations

8-3a. Surface Water Protection—Total Maximum Daily Load (TMDL)

The Clean Water Act and the U.S. Environmental Protection Agency's Water Quality Planning and Management Regulations were developed to maintain the health of our nation's waters. They provide for the regulation of impaired waters (those polluted to the extent that they no longer meet their designated uses). Designated uses are identified in state water-quality standards.

Table 16. TMDL (Nitrogen, Phosphorus, Bacteria) Requirements for Cheswold' Watersheds

Delaware River and Bay Drainage	N- Reduction Requirements	P- Reduction Requirements	Bacteria- Reduction Requirements
Leipsic	40%,	40%,	75%
St. Jones	40%	40%	90%

With participation from local stakeholders, DNREC developed pollution control strategies (PCS) to meet the TMDL designated reductions. A PCS is a document that specifies where pollution reductions can be made to meet TMDL targets. The PCS for St. Jones was completed in 2012 and can be viewed here https://dnrec.delaware.gov/swc/wa/Documents/WatershedPlans/St%20Jones%202012%20PCS%20final.pdfand There is no published link for a PCS for the Leipsic Watershed. Pollution control strategies were designed to reduce nutrient loadings from existing and future land use practices. If implemented as designed, the combination of actions delineated in the strategy should lead to the achievement of the TMDL. DNREC reviews the strategies every ten years to assess if adequate progress is being made.

8-3b. Air Quality

Though there have been marginal improvements in the past several years, air quality remains a regional concern according to the American Lung Association's "State of the Air" report (February 2017). Kent County was graded a "B." Cheswold is committed to playing its part in regional air quality. Though land use regulations in Delaware for moderately sized municipalities don't typically regulate air quality, Cheswold hopes its goals for retaining trees; requiring defined landscaping in new developments; improving pedestrian walkways and crosswalks and developing the industrial park into environmentally friendly establishments will assist the region in meeting its air quality goals.

8-3c. Subdivision Regulations

The Town of Cheswold is strongly committed to assuring environmental wellness in the Town and the Land Use Ordinance devotes an entire section to Environment & Open Space as it applies to subdivisions. It addresses and provides specific requirements for:

- Floodplains
- Construction Controls
- Wellhead Protection Areas
- Source Water Areas
- Excellent Recharge Areas
- Drainage
- Permanent Stormwater Management
- Erosion & Sediment Control
- Landscaping & Tree Preservation
- Open Space Standards

In addition, Cheswold revised its Floodplain Management Ordinance, (01-07-08-003), and received confirmation and approval of the revision from the FEMA office on July 8, 2014.

Major subdivisions are not only required to participate in the PLUS process, but they must also receive the appropriate approvals from the Kent Conservation District, as well as from all other applicable utilities. KCD, generally requires wetland delineations and 50-foot buffers from floodplains and wetlands.

GOAL– Coordinate with relevant agencies and committees to improve water quality in the St. Jones and Leipsic watersheds.

Objective:

- Participate in the St. Jones and Leipsic watershed Tributary Action Teams to assist in the development of pollution control strategies for the municipality's watersheds.

GOAL – Preserve the water quality and water supply for Cheswold's citizens.

Objectives:

- Provide fire hydrants to "Old Town" section of Cheswold
- Provide municipally approved water distribution system to "Old Town" section of Cheswold
- Participate in MS4, (Municipal Separate Storm Sewer System) Consortium

CHAPTER 9. PARKS, RECREATION and OPEN SPACE

The Town is committed to providing high-quality public open space facilities and services. The Town recognizes that public open space and recreational activities are an integral part in the development of the community.

9-1. OPEN SPACE

Except for open space required by the Land Use Ordinance as part of subdivision developments, open space within the Town is at a premium. Two parcels consisting of 3.16 acres are located on School Lane, immediately east and south of the Fox Pointe manufactured home community. The area is zoned as R-2, (Single Family – Residential), but should probably be zoned as restricted for park use.

9-2. PARKS and RECREATION

Cheswold has no community parks or recreational sites. However, there are a handful of county and state parks and recreation areas within a reasonable drive of Cheswold. Park and recreational facilities closest to Cheswold are located in Dover and Smyrna.

9-2a. Local Park and Recreation Facilities

Table 17. Park and Recreation Facilities – DOVER

Facility Name	Location	Acres	Features
Dover Park	1210 White Oak Road	28.2	Parking; Tennis Courts; Basketball; Pickleball; Softball Fields; Multi-Purpose Field; Playground; Shuffle Board; Golf Courses; Pavilions
Schutte Park	10 Electric Avenue	7.1	Playground; Baseball; Softball Fields; Mult-Purpose Field; Small Pond; Walking Paths; Wooded Trail; Cross Country; 3 Parking Lots
Silver Lake Park	Intersection of Washington & N. State Street	18.2	Parking; Walking; Fishing; Jogging; Picnicking; Lake; Playground; Pavilions

Table 18. Park and Recreation Facilities – SMYRNA

Facility Name	Location	Acres	Features
George C. Wright Memorial Park	North Main St. e/o Glenwood Ave.	Unav.	Basketball Courts; Softball Fields; Skateboard Park; Playground; Picnic Tables; Gazebos; Covered Picnic Areas; Barbeque Grills; Restrooms
Green Meadows Park	North end Fairfield Drive	Unav.	Basketball Court; Playground Equipment
Lake Como	420 South Dupont Blvd.	Unav.	Beach area; Designated swimming area; Fishing; Playground; Pavilions; Picnic tables; Boating; Kayaking
Smyrna-Clayton Bike Path	Route 300	N/A	1.5 mile paved bike path
Sunnyside Park	Dairy Drive & Liborio Lane	Unav.	Playground equipment; Paved walking trail

There is also a YMCA located in Dover at 1137 South State Street, and a Boys & Girls Club located at 1685 New Burton Road in Wyoming and at 240 East Commerce Street, in Smyrna. Each of these facilities offer the typical recreational programs usually offered by their establishments.

9-2b. County, State, and Federal Park and Recreation Facilities

Cheswold residents has few regional parks and recreational facilities to choose from, though most are beyond typical walking and biking distance.

Abbott's Mill Nature Center at **15411 Abbots Road**, is operated by the Delaware Nature Society. Abbott's Mill sports a working gristmill, an extensive nature preserve; visitor center; miles of trails, and seasonal educational programming. The Nature Center is 35 minutes and 29.5 miles south of Cheswold, off DE Rte.1 south of Milford.

Big Oak Park consists of 90 acres of open fields interrupted by a parking lot; picnic benches and tables; a playground suited for small and young adolescent children; walking trails and baseball fields. Geographically, it is the closest County park to Cheswold being a **7 minute ride of 4.2 miles north of Town off of Route 13.**

Bombay Hook National Park is a federal maintained wildlife refuge park. It is located at **2591 Whitehall Neck Road in Smyrna** and consists of twelve, (12), miles of wildlife driving paths; five, (5), walking trails and three, (3),, observation towers. It protects one of the largest remaining expanses of tidal salt marsh in the mid-Atlantic region. It too is extremely close to Cheswold at the intersection of Rt. 42 and DE9N, a mere 7.7 mi. and 12 minutes away.

Brecknock County Park, located at **80 Old Camden Road i**n **Camden,** is the nearest county park to Cheswold. The park provides extensive parking; playground equipment; nature trails; pavilions; meeting buildings; volleyball courts; horseshoe pits and football fields. The park is large enough to host hayrides and Halloween activities every October and wedding venues in their pavilions. A trip from Cheswold to Brecknock Park takes approximately 16 minutes and consists of 11.3 miles.

Brown's Branch County Park was opened in 2004 by Kent County. The park protects nearly 40 acres of forested wetland. The upland, formerly agricultural, portions of the park were converted to active recreation (baseball, soccer, volleyball, horseshoes). Significant forested buffers and natural areas remain and support more passive activities like hiking and birdwatching. **It is located 31 minutes and 25.4 south of Cheswold.**

Cape Henlopen State Park is somewhat distant but provides sun and fun within a reasonable drive of Cheswold. Surf fishing, picnic areas, and a variety of recreational activities accompany its sandy shoreline offerings. **A ride of one hour and 50.8 miles down DE! South will take you to 15099 Cape Henlopen in Lewes, DE.**

Cedar Creek Boat Ramp is located in Slaughter Beach. The facility provides eight 16-foot-wide concrete launch lanes, five floating boarding docks, and a lighted parking area to accommodate 141 vehicle/trailer combinations. **The Marina is located at 100 Rd., 204 A, Mildford at a distance of 37 minutes and 31.8 miles away from Cheswold.**

***Kesselring County Park**, also known as the Kent County Recreation Center,* at **1683 New Burton Road** in **Wyoming,** consists of a 75,000 square foot facility which was built in partnership between Kent County and the Greater Boys & Girls Club. The County recreation center has 30,000 square feet of various courts and an outdoor field for recreational activities. It's a 16 minute drive of 8.6 miles from Cheswold to Kesselring County Park.

Killen's Pond State Park is the nearest state park to Cheswold. The 66-acre Mill Pond is the park's centerpiece, supporting public boating and fishing activities. There is also a campground, playgrounds, exercise trail, and waterpark and is located **30 minutes and 24.4 miles away from Cheswold.**

St. Jones Greenway - This Greenway is a planned 14-mile long river-side pathway linking the Greater Dover, Central Kent County area to the Delaware Bay. The 3 mile Issacs branch Section was completed in 2007 that links the DelDOT complex with Rt. 10. In 2014, the Capital City Trail section was completed which links the north end of Issac's Branch to downtown Dover on Silver Like Park. To the south the path crosses Rt. 13 and the St. Jones River on the new dedicated non-motorized Bridge. This will link into the Hunn Nature Park. Plans are still being determined on where the path will go, but the ultimate goal is to reach the John Dickinson plantation and the St. Jones Reserve east of Rt. 9. Access from Cheswold take**s 15 minutes and covers 9.5 miles.**

Prime Hook National Wildlife Refuge is a 10,144-acre refuge located along the Delaware Bay that serves as a sanctuary for migratory birds. Activities such as lecture programs, bird walks, and educational activities are provided throughout the year. **Prime Hook is located 44 minutes and 40.4 miles south of Cheswold via DE Rte.1 in Milton.**

Redden State Forest at 18074 Redden Forest Drive is operated by the Delaware Department of Agriculture. At 12,400 acres, Redden is the largest state forest in Delaware. Its 44 miles of trails support hiking, horseback riding, cycling, and birdwatching. **Located in Georgetown, the ride from Cheswold is 46 minutes and 39.8 miles.**

Tidbury Creek Park – is a Kent County Park, **(2233 South State Street),** hidden behind a suburban residential development and just a few miles south of Dover. This eighteen, (18), acre park, was created from an old sand and gravel excavation site and includes 2 man-made ponds. Approximately 1.3 miles of walking trails, most of which are natural dirt, have been used to add an uphill/downhill difficulty to the hikes. The recreational facilities include a playground area (ages 5-12); stocked fishing ponds and boat launch; fishing pier on the creek; picnic Pavilion with tables and grill and a 1.0± acre Dog Park. There are separate areas for small and large dogs, which include drinking water stations. ***It's close proximity to Cheswold, (18 minutes and 12.4 miles), makes it ideal for quick visits.***

9-4. RECREATION NEEDS—STATE COMPREHENSIVE OUTDOOR RECREATION PLAN (SCORP)

The State Comprehensive Outdoor Recreation Plan (SCORP) is a statewide plan prepared by DNREC every five years. The most recent SCORP plan was published in 2018. It assesses public outdoor recreation use, analyzing the estimated supply and demand for various activities. Data are gathered via an extensive phone survey, and the results assist the state in future planning and investment for recreation facilities.

Building an Outdoor Legacy in Delaware is a planning and policy document that identifies needs in outdoor recreation throughout the state of Delaware. Identification of these needs guide the investment of funding for outdoor recreation, specifically in the distribution of Federal Land and Water Conservation Trust Fund (LWCF) and Delaware Outdoor Recreation, Parks, and Trails Program (ORPT) monies, as well as other public and private funds. In order to remain eligible to receive LWCF grants, states are required by the Land and Water Conservation Fund Act, through administration by the Department of Interior, National Park Service, to develop a Statewide Comprehensive Outdoor Recreation Plan (SCORP) every five years.

Importantly, the document includes tools and references for a variety of partners to better understand how Delawareans participate in outdoor recreation activities, rate facilities, and their preferences for funding projects and programs. The SCORP also includes valuable information on digital inventories of outdoor recreation lands and amenities, geospatial level of service analyses, and ties to public health and the economy. This information can help build support, assist with planning, and increase collaboration around outdoor recreation.

Cheswold is located in Region 3 of the study. The following priorities were highlighted by residents in Region 3:

Table 19. Region 3 SCORP Household Outdoor Recreation Participation (Chart 2.13)

Walking or Jogging	Football
Swimming at the Beach	Basketball
Visiting Historic Sites	Softball
Fishing	Horseshoes
Swimming in a Pool	Soccer
Picnicking	Volleyball
Visiting a Zoo	Roller Blading/Roller Skating
Bicycling	All-Terrain Vehicle Use
Dog Walking	Golf
Camping	Mountain Biking
Hiking	Horseback Riding
Using Playgrounds	Paddle Boarding
Gardening	Skateboarding
Boating-Power	Tennis
Boating-Canoe/Kayak	Lacrosse
Hunting	Flying Drones
Bird Watching/Wildlife Viewing	Disc Golf
Participating in Nature Programs	Pickleball
Baseball	

Source: DNREC SCORP 2018 Report (Only a partial list of preferred outdoor activities in Region 3)

9-5. Agricultural Open Space

The area surrounding Cheswold hosts a great deal of open space and some agriculture.

Just north and outside of Town, on DE Rte.42, are farms employed for seasonal growth of corn; plants; and soybeans. Corn and soybeans are also grown on the south side and which is also outside of Town and off McKee Road.

Only one property has been zoned as agriculture within the corporate limits of Cheswold, but it currently sitting as open space and no active agriculture is occurring.

CHAPTER 10. LAND USE and GROWTH MANAGEMENT

This chapter begins with a discussion of Cheswold's existing land use. It then focuses on the discussion of planning efforts that have been considered during the development of Cheswold's future land uses. The future land uses are designated for the area within the municipal boundary, and the link between land use and zoning is provided. The chapter discusses recommendations concerning land use and zoning, concluding with a discussion on growth and annexation.

10-1. Existing Land Use

Existing land use is a snapshot of the town's current development pattern. This development pattern is depicted on the Existing Land Use Map. The map identifies the land use for each parcel as of June 2020.

10-1a. Existing Land Use Designations

Table 20 explains how land was classified into the uses shown on the Existing Land Use Map.

Table 20. Existing Land Use Designations

Land Use	Description
Residential	Areas developed with any type of dwelling unit.
Undeveloped	Privately owned, incorporated, lands that have yet to be built upon.
Church	Places of worship
Commercial	Areas developed with retail, office, service and similar uses.
Government	Federal, state, and local facilities, public safety facilities, public and private schools; public works buildings; water and wastewater facilities.
Industrial	Areas developed with manufacturing, processing and similar uses.
Vacant	Undeveloped lots in recorded subdivisions, other undeveloped lots not being farmed, abandoned properties or structures.
Railroad	Lands or parcels within the rail line's right of way and associated structures and facilities.
Park	Publically or privately owned lands with the primary purpose of providing active or passive recreational opportunities to the community at large
Agriculture	Incorporated lands in active agricultural use.
Mixed Use	Parcels and/or structures hosting more than one of the above listed uses

Table 21 summarizes the distribution of land uses within the town. As shown in the table, Cheswold is a largely residential community, (37%), with significant capacity for growth in undeveloped lands (20%). Commercial uses (4%) and industrial uses, (4%), comprise significantly lower percentages and are generally located in proximity to the industrial park between Moorton Road and U.S. Rt. 13. A large farm on the town's northwest edge at 30% usage, now accounts for the second largest amount of municipally incorporated lands.

Table 21 – Existing Land Use Breakdown

Use	*Acres*	*Percent*
Residential	398.98	37
Undeveloped	217.05	20
Church	3.62	0
Commercial	43.84	4
Government	24.46	2
Industrial	43.07	4
Vacant	20.03	2
Railroad	5.29	1
Park	2.96	0
Agriculture	327.55	30
Mixed Use	1.0	0
Total	**1087.85**	**100**

10-2. Planning Environment

The Comprehensive Plan effort has reviewed other applicable plans that influence the Cheswold area in context with Cheswold's consensus position on both population and housing growth.

Position on Housing and Population Growth

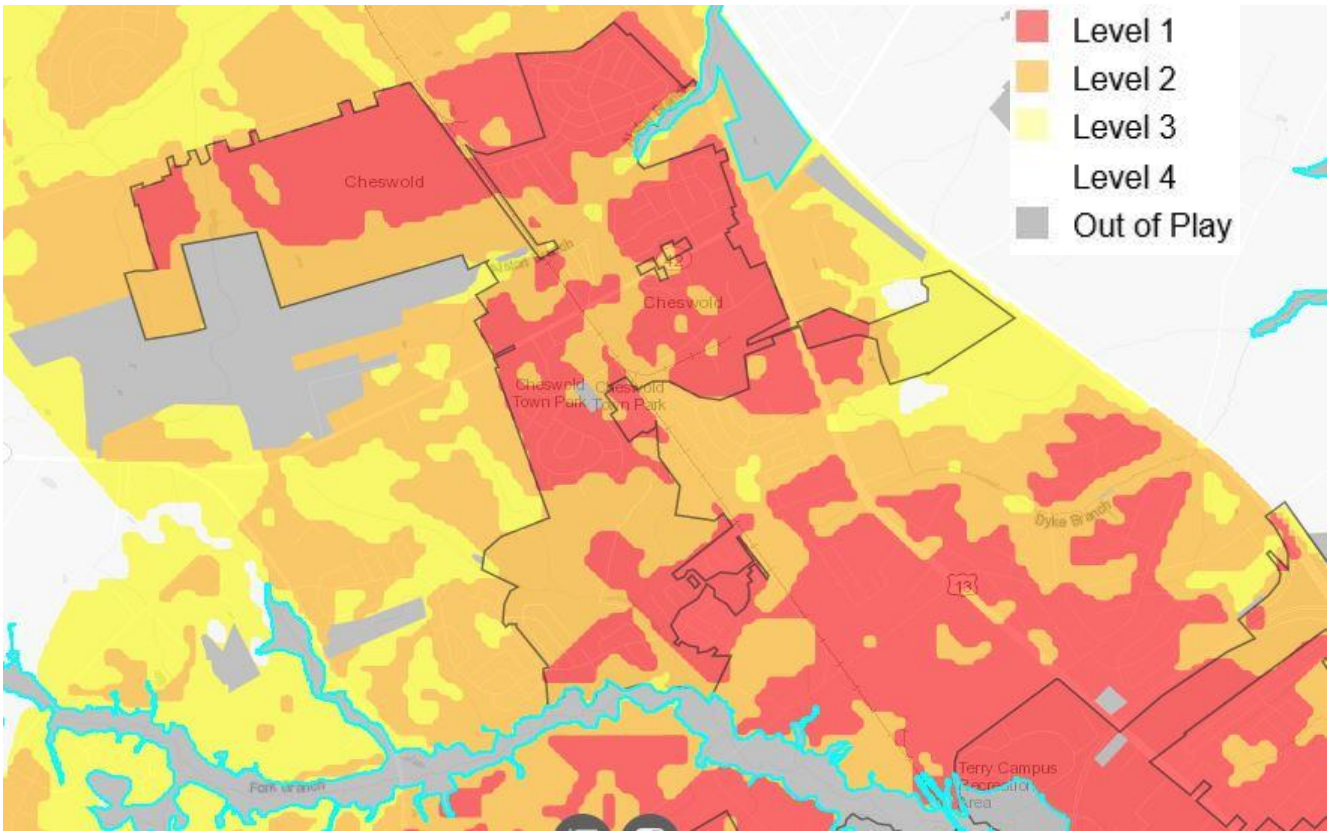
"Based on the vision of the Town of Cheswold to be a location for the enjoyment of residential living, we anticipate, look forward to, and are preparing for generous increases in both our population and housing market.

Our basic concern and challenge will be to attract viable personal service commercial businesses consistent with a safe comfortable energetic living environment that meets the needs of citizens while maintaining the small-town energy, character and presentation that is our heritage."

10-2a. Strategies for State Policy and Spending

Delaware's Strategies for State Policies and Spending, prepared by the Delaware Office of State Planning Coordination and adopted by Executive Order 42 by Governor Markell on July 23, 2020, identifies "Level of Investment" areas that are guidelines for land use as well as state investment. Figure X, below, and the Strategies Map in the appendix, show Level of Investment Areas within the town. Cheswold is comprised, almost entirely, of level one and two areas, with the only notable exception being the town's easternmost parcel. It is shown as mostly level three. The state defines level one as mature, established areas; level two as "urbanizing areas," generally with adequate existing or planned infrastructure to support growth. Level three areas are loosely defined as "developing" areas; lands that may be experiencing development pressure, but may lack the requisite infrastructure, and could benefit from more advanced planning. For those interested, the Office of State Planning Coordination hosts a comprehensive set of resources detailing the Strategies for State Policies and Spending at https://strategies.stateplanning.delaware.gov/

Figure 2. Delaware Strategies for State Policies and Spending



10-2b. Kent County

Kent County recently updated the county-wide plan in the late fall of 2018.

A longstanding principle of the county is its growth overlay feature. Kent County has long sought to direct and encourage residential growth to areas and municipalities within the identified zone. It aims to discourage unnecessary sprawl, preserve high-value agricultural lands, promote growth near existing infrastructure and services, and increase efficiencies in the provision of public services.

A key feature of this approach is the county's recognition of municipalities as central to this approach. The county's 2018 plan identifies the entirety of incorporated Cheswold and the town's identified annexation areas as within the growth zone (see Kent County Plan Map 7-b). Moreover, the county's land use strategy map (7-c) is quite consistent with Cheswold's growth plans, characterizing nearly the entire Cheswold area as "village." According to its plan, these are areas where residential and/or neighborhood commercial uses exist or have been approved. Future development in these areas should, "consist of low to medium density residential and neighborhood commercial uses as well as significant investment in infrastructure," (Kent County 2018 Plan).

One area worth noting is the site of the air park and adjoining properties. The county's plan characterizes the air park as industrial, regarding future land use, on map 7-b, but identifies a notably larger area as industrial on map 7-c, future land use strategies. Map 7-b is largely consistent with

Cheswold's vision. Map 7-b is largely consistent with Cheswold's vision. This plan respects the plan for the airpark area as defined in the current Kent County Comprehensive Plan and will continue to be a neighbor and supporter of the airpark. At such time as the airpark may present an interest in annexing into the corporate limits of the Town of Cheswold, the Town will contact Kent County and discuss the feasibility of a joint area plan.

Kent County shared their vision; guiding principles; current and projected demographics; overview of economic development; housing stock; community facilities and recommendations for their future in a document emailed to the Town of Cheswold in July 2018.

At the same time, they also provided a draft copy of their 2018 Comprehensive Plan for review and comment by the Council of the Town. It was decided that the Town of Cheswold had no disagreements with the contents of the draft of the 2018 Kent County Comprehensive Plan.

The receipt of a future land use map from the County in 2019 also did not present any areas of conflict.

10-2c. City of Dover

The City of Dover recently updated its comprehensive plan in December of 2019. Both squarely within the growth zone, it certainly appears the two municipalities are destined to share a municipal boundary. Dover's plan shows potential annexations, essentially squaring off its northern boundary with McKee Road (S.R. 155) and also a single area north of the roadway, bound by the Fork Branch, immediately south of the Noble's Pond property. As of yet, neither municipality has documented annexation intentions that would conflict with the other. However, as the likelihood of the municipal boundaries meeting within the next 20 years would appear to be a near certainty, this plan document recommends establishing an MOU with the City to keep both municipalities informed of any annexation petitions or procedures contemplated by either within an identified area. Given that both municipalities are only a year apart in their comprehensive plan update cycle, ideally, ongoing intergovernmental coordination and communication would allow the next iteration of each jurisdiction's plan document (roughly 2025) to position an ultimate boundary between the two.

On November 9, 2018, the Director of Planning & Inspections for the City of Dover met with the Land Use Administrator for the Town of Cheswold to discuss the future of their Comprehensive Plans. It was agreed that Dover had no desire to expand further north than Fork Branch and McKee Roads, which the Town of Cheswold has no desire to venture any further south than those limits. It was additionally agreed that Cheswold's western boundary will not exceed Kenton Road; it's southeastern boundary will remain as is.

Subsequently on January 10, 2020, the Town of Cheswold forwarded a formal written document of review and agreement to Dover's 2019 Comprehensive Plan as it may apply to the Town of Cheswold.

10-2d. Town of Smyrna

Smyrna's most recent comprehensive plan appears to have been adopted in 2012. Though the two municipalities are not far apart, Smyrna's most recent annexations and growth would loosely suggest its expansion to the north, rather than south. Even so, as with Dover, it would appear likely that the municipalities may meet, geographically, within the next two or three planning cycles. This plan document recommends that Cheswold reach out to Smyrna during its coming plan update and begin to explore the ultimate disposition of lands between the two towns. Garrison lake and the Leipsic River would, at first blush, appear to be an obvious limit for both parties.

10-3. Future Land Use within Town

The Future Land Use Map, in the appendix, illustrates Cheswold's desired configuration for, at least, the next five to ten years. As noted in 10-2, the town's existing land use map utilized an "undeveloped" classification and, to a lesser extend, a "vacant" classification. The future land use map largely assigns a combination of residential, commercial, agricultural and industrial uses to these areas.

The largest of these is the large agricultural parcel west of Moortown Road, Just south of Lynbury Woods Road and just north of the air park. The town envisions this area's future land use as agricultural, possibly with allowances for limited low-density residential use, similar in nature to that allowed by Kent County's agricultural reserve classification.

South of this parcel, still adjoining Moortown, as far as Main St. (SR 42) the town envisions identified undeveloped areas as industrial, with the exception of five small parcels fronting Main Street that it has identified residential.

Still in the same area, now just south of Main Street, Cheswold envisions a commercial future land use for the undeveloped areas fronting Main and a change from a residential existing land use to commercial for a single parcel fronting Commerce Street, roughly midway between Main and New Streets.

East of Moortown Road/Commerce Street and North of Main Street, the future land use map assigns a future residential land use to all areas identified as vacant or undeveloped with all other parcels remaining as they were with the exception of the eastern-most parcel in town on the north side of Main. Its future land use is now identified as residential.

South of Main Street, still east of Commerce, Cheswold identifies a mix of commercial future land uses; mostly industrial on the south side of the park, mostly commercial to the north and east. A single parcel fronting the south side of Main Street, just west of Holly Oak Lane is envisioned residential. One parcel, at the corner of Holly Oak and Twin Oak that was identified as having a commercial existing land use is envisioned as industrial for future land use.

East of U.S. 13, the bulk of "undeveloped" areas are envisioned as residential, concerning future land use. One undeveloped parcel, adjoining a commercial use to its west is, likewise, given a commercial future land use.

10-3a. Future Land Use Designations

Cheswold's chosen future land use designations for the most part remain consistent with existing land use designations and there is little to no anticipation of any changes within the next ten years.

Grey areas on the map are not distinctly classified but apply solely to the roadways and infrastructure parcels within the industrial park.

10-3b. Future Land Use Designation Descriptions

The projected future of the Town is based mainly on residential growth, with a modicum of retail commercial growth to support the need for personal residential services. It is not anticipated that industrial growth will develop with any significance, and therefore the Future Land Use Designations Descriptions, (as shown on Table 23), reflect projected life in Cheswold for the near future.

Table 22. Future Land Use Designation Descriptions

LAND USE	DESIGNATION DESCRIPTION
Residential	Areas predominately developed with any type of dwelling unit
Church	Areas used solely for purposes of worship
Commercial	Areas developed for retail, office, service and similar types of operations
Government	Federal; State; and local; public safety facilities or public or private schools; public works; water and stormwater facilities
Industrial	Areas developed for manufacturing; processing and similar uses
Railroad	Lands owned and maintained by the rail line; including right-of-way; associated parcels and structures owned by rail line.
Park	Publicly owned, or privately designated and preserved lands with the primary use of providing active and/or passive recreation to the community.
Agriculture	Land actively being farmed
Mixed Use	Areas where multi-purpose structures accommodating more than one use may be permitted.

10-4. Land Use and Zoning

The link between land use and zoning is important because Title 22, Section 702(c) of the Delaware Code requires that municipalities:

> "…within 18 months of the adoption of a comprehensive development plan or revision thereof, amend its official zoning map to rezone all lands within the municipality in accordance with the uses of land provided for in the comprehensive development plan."

Zoning is the chief means for implementing the Comprehensive Plan, consisting of a written document and a series of maps. The maps show a number of districts or zones into which the municipality is divided to regulate the use of land. The document specifies the types of activities (uses) that can occur in each district either as a matter of right (in all circumstances) or under certain conditions (conditional uses). It also regulates building height, lot sizes, setbacks, yards and green space, the number and sizes of signs, and space for off-street parking. Some municipalities incorporate environmental protection standards in zoning ordinances, while others have stand-alone ordinances with cross-references to zoning standards.

Zoning works with subdivision regulations. Subdivision refers to the process of splitting up or assembling land for development. The regulations governing this process designate utility locations, street rights-of-way, open space, and common areas. They also outline the services, such as water, sewer, gas, and electricity, and amenities that a developer must supply prior to sale of subdivided (or assembled) land. Increasingly, the distinction between zoning and subdivision regulations is becoming blurred.

Development plan approvals cannot take place without making sure that plans are in compliance with zoning and subdivision codes. Over the past several years, a number of Delaware municipalities have consolidated subdivision and zoning regulations into a single land use code.

10-4a. Cheswold's Existing Zoning Classifications

The Cheswold Area Zoning Map, in the appendix, illustrates Cheswold's existing zoning. It was last amended in 2019. It is included in this document as Map 10 and depicts zoning in Cheswold with the recent addition of the A-1 (Agricultural), zone.

It is important to clearly state that the map that appears in the appendix of this document is **not Cheswold's Official Zoning Map**. It was recreated for inclusion into this document for discussion. Likewise, the textual characterization of the town's zoning ordinance is also a snapshot in time, dated to the publication of this plan document. Updates to either or both are likely in the months and years after this document's publication. Interested parties can view the Official Zoning Map and code at the municipal offices or on Cheswold's official website."

There is a M-1, (Industrial District) zoning code displayed in the legend, but it is important to note that the code is defunct. It was a part of the previous Zoning Ordinance that was superseded by the approval and implementation of the current Land Use Ordinance adopted in 2007. The code had been assigned to a few lots within the Central Delaware Business Park. Since that time, the validity of the

code has been a part of a couple court challenges, and ultimately the Superior Court of the State of Delaware granted the Town of Cheswold the authority to zone undeveloped lots within the Park. The Town has thus stopped assigning M-1 and through attrition it is expected that the code will ultimately disappear and be replaced by appropriate zoning codes.

Regarding zoning, the town has a number of classifications for residential, commercial, and industrial uses, seemingly designed to tailor desired uses and intensities.

Residential **-** The "R" districts span from R-1 to R-5. R-1 applies largely to the older areas in town, generally with smaller lot sizes. R-2 makes provision for single family and duplex-style homes. R-3 is perhaps the most permissive, making provision for townhomes, duplexes, multi-family, apartments above commercial, home based businesses, and a variety of neighborhood-scale retail and office uses. Multi-family style residential typically requires a site plan. Most commercial-style or office-related uses are conditional uses. R-4 is largely limited to single-family manufactured and modular homes. R-5 regulates age-restricted communities.

Commercial **-** "C" districts are broken up into C-1 (neighborhood) and C-2 (highway). In practice, Cheswold has generally only given a highway designation to properties fronting U.S. Rt. 13. Generally speaking, C-1 allows smaller scale retail, service, and office uses, by right, with an approved site plan. Some more intensive uses, i.e. drive throughs, may be allowed as conditional uses.

Industrial – The "I" districts are divided into I-1 (light) and I-2 (heavy). I-1 allows only what is termed as "light" industry, as well as a variety of wholesale, storage, and larger-scale medical uses, as well as gas and service stations. I-2 is largely focused on more intensive industrial processes, though "heavy" is not well defined. A number of potential "heavier" uses are offered in the code but are permissible only as conditional uses.

Agricultural – There is also an A-1 district in the code that permits all farming activities related to plant growth and farm related services. Low density residential development is also permitted, along with parks and open space.

Agricultural uses are permitted in by-right, without a site plan, in R-2, R-3, C-1, and C-2.

10-4b. Suitability of Existing Land-Use Ordinance

Cheswold's land use ordinances are best described as a consolidated document, as it addresses traditional zoning and subdivision standards in a unified document in a contemporary manner. It also makes provision for environmental concerns, most notably, source-water; offering protections for wellheads and areas of excellent groundwater recharge potential.

The code has a fair degree of granularity, offering a variety of intensities and styles of development. It nicely accommodates older, existing residential and provides a number of options for greenfield and

infill development. It does; however, have some shortcomings the town would like to address upon completion of the comprehensive plan.

- The A-1 Zoning Code; along with the R-5 Zoning Code is not currently included in the on-line version of the Land Use Ordinance, as the total Ordinance is under revision. The separate Ordinances implementing these codes, however, can be found on the Town's website.

- Additionally, not existent in the Land Use Ordinance is the M-1, (manufacturing) Code, which was created as part of the now defunct Town of Cheswold Zoning Code and a part of several law suits, that has been resolved to the favor of the Town. Although the Code exists for some grandfathered properties, it will never be assigned in the future and thus has not been included in any current assignment documents.

- Overlay implementation has proven problematic in Delaware in the years since the adoption of the Land Use Ordinance. The Ordinance contains a fair number of overlays. These have not been put into practice and upon direction from the Office of State Planning Coordination may be removed from the Ordinance in its entirety.

- The language in the description of permitted uses specific to varied zones requires revision to provide some precision, particularly as related to light and heavy industrial. As M-1 will not be assigned, as explained above, it will be included in the text as an assignment not but cannot be discarded until all currently zoned properties are re-zoned.

10-5. Growth and Annexation

The Potential Annexation Area Map, (Map 8), in the appendix of this document, illustrates the areas Cheswold may be prepared to annex within the coming five- to ten-year planning period. Since this document's last update, the large agricultural parcel north of the air park and a residential subdivision (now the town's north-east corner) have been incorporated, along with a portion of the planned aged defined community. Although the map has been updated to reflect the annexations, the proposed annexation area has not changed since the last plan update and is bound on the annexation map in the appendix within the "Cheswold Planning Area" symbology.

As part of the future planning process associated with annexation, the Town is considering the development of an "Annexation Map" that will identify areas within and contiguous with Town boundaries that may be suitable for annexation. The anticipated map will be described in areas as follows:

Area 1 – Between U.S. Rt. 13 and S.R. 1 – Cheswold envisions S.R. 1 as it's likely terminal eastward boundary. A recently annexed proposed townhouse development, (Cheswold Village(, already adjoins S.R. 1. It is anticipated that within the next ten to twenty years, Cheswold will annex properties east of the village but no further north than Alston's Branch.

Area 2 – East of the rail line and west of U.S. Rt. 13 – A handful of small enclaves sit in area two and would be entertained for annexation consistent with their current uses or as mixed-use dependent on potential owner desires. Also, the PPG Industries property may be considered for annexation as a commercial or light industrial use dependent on the effect of the business type on residents closely located. Currently, the Town has little to no interest in the annexation of the existing and established Lake Shore Village Development located north and east of the PPG property.

The Town is considering the annexation of all residential and commercial properties that line the east and west side of Rt. 13 to Lamplighter Park Drive but has little to no interest in the annexation of the residential community of Lake Shore Village. In addition, the Town would welcome a school site.

The southern border of Jerome Drive on the east and west side is the desired terminal border for the Town with anticipated annexations of all commercial properties on the east and west side of Rte. 13, between those borders.

Area 3 – The Town has no desire for annexation of property west of the large agricultural property on the south side of Lynnbury Woods and Moorton Roads.

Area 4 – West of Moorton Road between Lynbury Woods Road and (SR 42) is a complicated area – the Delaware Airpark.

Although the State has recently purchased a large portion of land that extends the Airpark further into the corporate limits of the Town of Cheswold, (down to Moorton Road), uncertainty remains about the ultimate disposition and/or expansion of the air park and the westernmost areas may be prone to groundwater issues.

Certainly, the Town would be amenable to annexation requests from residential parcels fronting the south side of Lynnbury Road. However, the Town has little to no interest in annexing west and northwest of the Airpark on the north side of SR 42, at this time.

Within the next five, (5) to ten, (10), years the Town may countenance annexations primarily of a lower density residential character, accepting the odd small scale or home-based rural business in the north and northwest areas mentioned above.

Area 5 - South of SR 42, West of Moorton Road/McKee Road/Commerce Street – Roughly bound to the south and west by the Fork Branch, area five is sizeable. It is comprised of substantial wooded areas, agricultural uses, and some large lot subdivisions, particularly to the west.

The bulk of the land mass in this area would probably be considered longer term and somewhat dependent upon the ultimate disposition of the Airpark and its immediate surrounds.

The prospect of a potential school site compels the town to practice diligent planning and retain the area as a possibility. The eastern segment of Area Five may be more feasible to medium and long0term planning.

The Town is entertaining extending Nobles Pond annexations to the west out to Kenton Road, which will expand the age restricted development significantly. Also, to the south, the Town has agreed with the City of Dover to border Cheswold at Fork Branch Road.

immediately west of the Fox Pointe Development, Kenton Road serves as the anticipated annexation border and the Town is willing to annex existing, smaller, rural scale institutional and commercial uses and small residential properties within that area.

10-6. Community Development Plan – Future Land Use and Annexation

As clearly articulated in the plan's overall vision and, in particular, Cheswold's position on population and housing growth, Cheswold is accepting of, and happy to continue its role as a great bedroom community, capable of providing good governance, environmental protections, limited employment opportunities, and adequate commercial and recreational facilities.

10-6a. Goals and Objectives

- Update the town's zoning and subdivision ordinance to reflect the desired character of the chosen future land uses and general modernization
    - Create or adjust zoning classifications to reflect the town's vision for "agricultural" areas.
    - Consider regulatory alternatives to zoning overlays.
    - Consider greater precision, or the use of examples, in describing and regulating permitted uses within the varied zoning classifications.
    - Ensure continuity between any and all zoning classifications and/or categories between the municipality's official zoning map and the text of the associated ordinance(s).

- Prepare for the eventuality of border sharing with the City of Dover
    - Consider ongoing correspondence, or the creation of a working committee, to reach a consensus on the preferred disposition of the remaining parcels/areas between Dover and Cheswold. This could also take the form of a small area joint master plan.
    - Consider gateways or transitions between the two municipalities.
    - Consider trying to coordinate the plan cycles for each municipality's 2025 update or 2030 plan overhaul.

- Develop a set of criteria to utilize in evaluating potential annexations. Potential factors to include may be
    - Fills/eliminates an existing enclave
    - Includes important community services (schools, healthcare, etc.)
    - Broadens tax base
    - Maintains continuity with the existing municipal boundary
    - Does not create additional enclaves (except in cases where property is unlikely to ever be developed).
    - Brings local services and amenities to nearby residents.

- Consider a joint master plan with the property owners and business proprietors associated with the air park and its surrounds.

- Consider annexation outreach or public meetings regarding potential annexations east of U.S. Rt. 13., and in other areas shown as high priority by a (to be developed) annexation analysis.
    - Determine the perspective of other property and business owners in this area

- Add a limited number of single family and/or duplex townhouse residential dwellings to our housing market

- Preserve appropriately zoned properties for employment and commercial economic development

- Coordinate with the Capital School District regarding potential district expansions in and around Cheswold.
    - Establish an MOU with the District to ensure the town is informed of potential district activities within the identified Cheswold Planning Area.
    - Explore the possibility of set asides within large undeveloped areas (either in town or potential annexations) that may incentivize school siting favorable to Cheswold

- Coordinate, to the extent possible, with the District to ensure in (or near) town school sites mesh well with the surrounding land uses and afford non-driving age students ample and safe pedestrian and bicycle access.

CHAPTER 11. IMPLEMENTATION AND INTERGOVERNMENTAL COORDINATION

11-1. Post-Plan Requirements

This section summarizes the provisions of the Delaware Code that must be complied with following adoption of this Comprehensive Plan.

- Section 702(c) – Adopt comprehensive rezoning within 18 months after adopting this Plan.
- Section 702(e) – Within five years following adoption, review this plan to determine if its provisions are still relevant.
- Section 702(f) – Submit annual reports to OSPC each July 1.

11-2. Intergovernmental Coordination

The Town of Cheswold possesses not only limited staff but limited financial resources as well. To accomplish and implement many of our Town goals and objectives, we must rely on the cooperation of other municipal, county and state agencies.

Notable Objectives include:

- Coordinate planning efforts with Kent County required to periodically update the Town of Cheswold and Kent County Comprehensive Plans
- Coordinate planning efforts with City of Dover required to periodically update the Town of Cheswold and City of Dover Comprehensive Plans
- Participate in DelDOT activities to provide new and upgraded sidewalks; streets. and street scape improvements
- Contact DelDOT to develop a plan to upgrade the Main and Commerce Street crossing to meet ADA and pedestrian crossing requirements
- Approach DelDOT to discuss feasibility of implementing north to south and vice versa street crossings along Main Street
- Engage in discussions with the property owner of the Central Delaware Business Park and the Economic Development Office of the State to develop compatible business establishments within the Park
- Inform neighboring jurisdictions of, and invite comment on, significant development of Town of Cheswold annexation plans
- Request Kent County to inform the Town of Cheswold of any significant developments, building permits or building improvements that may impact the quality of life of the Town

11-3. Implementation

Below, the town's goals and objectives are recounted. The objectives are classified and color coded either as **short-term items expected to be addressed within 12 to 18 months (blue)**, **medium-term** items **hoped to be undertaken within three to five years (purple**), and longer-term items that may be accomplished if the opportunity presents itself **within** the next **five years or beyond (red**). Items that are predominantly ongoing processes remain in the standard font color.

COMMUNITY CHARACTER *and DESIGN GOALS and RECOMMENDATIONS*

Goal – Attract personal service establishments to the neighborhood and Route 13 commercial area

Objectives:

- **Determine the types of needs for personal services desired by Cheswold citizens**
- **Re-join Central Delaware Chamber of Commerce to explore opportunities for attracting small businesses, such as barber shops; gyms, dance studios, etc., to Cheswold**
- **Meet with small business owners within the corporate limits of Cheswold to develop a business alliance**
- **Meet with property realtors to encourage businesses to locate in Cheswold**

Goal – Re-zone manufacturing zones to industrial or commercial zones, when and where applicable

Objectives:

- **Complete legal requirements of removing Section 16-6. Vested rights provision of Central Delaware Business Park as directed by Superior Court**
- **Honor re-zoning requests of Central Delaware Business Park property owner as quickly and efficiently as possible**
- **Coordinate with owner of Central Delaware Business Park and Town legal representative to properly re-zone where applicable**

Goal – Encourage citizen participation in Town government

Objectives:

- **Host at least 2 yearly Town activities designed to attract all Town citizens in the recognition of the service of the Town government**
- **Post monthly notices of Town Council meetings and minutes**
- **Post monthly notices of Planning Commission meetings and minutes**
- **Host an event designed to encourage citizen participation in local government**
- **Develop Protest Plan as part of Risk Reduction Practices**

Goal – Encourage citizen participation in the community

Objectives:

- **Develop survey to determine citizen concerns and ideas for community participation**
- **Develop Town activities based on survey feedback**
- **Obtain community activity ideas from other municipalities and sources**

Goal – Maintain and preserve quiet safe Town environment.

Objectives:

- **Expand Police Department by two employees**
- **Install additional community cameras**
- **Add two vehicles to Police Department**
- **Conduct yearly Police Department Town Hall with community**

Government, Community Services and Infrastructure Goals and Recommendations

Goal – Improve overall personnel, infrastructure and community environments

Objectives:

- **Add administrative clerk to Town Police Department**
- **Add administrative clerk to Administrative Department**
- **Provide a yearly Spring Clean-up to Town citizenry**
- **Provide a yearly Heritage Day celebration to Town citizenry**
- **Determine need for community facilities and new or expanded municipal service**
- **Install fire hydrants in "Old Town" to provide residential accessibility to public water distribution**
- **Explore the need to provide senior citizen center/senior care facility**
- **Develop Protest Plan as part of Risk Reduction Practices**

Housing Goals and Recommendations

Goal – Maintain long term residential plan to develop Cheswold as a community designed for "living"

Objectives:

- **Add a limited number of single family and/or duplex townhouse residential dwellings to our housing market**
- **Preserve appropriately zoned properties for employment and commercial economic development**
- **Promote the Weatherization Assistance Program by DNREC**
- **Seek CDBG funds, when required and deemed necessary**
- **Have Code Enforcement Officer become ICC certified in Property Maintenance**
- **Have Code Enforcement Officer become ICC certified in Residential Building Code**
- **Implement Rental Inspection process**
- **Identify owners, addresses, and associated information of rental properties**

Transportation Goals and Recommendations

Goal – Develop plans that will provide safe pedestrian and vehicular traffic routes and paths throughout the Town

Objectives:

- **Develop a truck by-pass for State Road 42 in partnership with MPO**
- **Mayor or Councilmember to attend MPO meetings**
- **Pursue a plan for an overhead walkway on US Rte. 13**
- **Continue to pursue improvement of Main Street railroad pedestrian crossing**
- **Continue to pursue acquisition of safe street crossings at Cheswold Fire House and Main Street and Parkers Run Drive**
- **Work with the State and Kent County to address future potential increased traffic in Town and on Rte. 13 through the DelDOT TID program**

Economic Development and Re-development Goals and Recommendations

Goal – Develop and implement plans that will result in economic growth

Objectives:

- **Investigate and develop possibility of New Street Housing Development**
- **Create an Economic Development Team**
- **Develop a plan to implement economic development**
- **Identify and contact potential small business owners who meet residents identified needs and wants**

Natural Resources Goals and Recommendations

Goal – Participate with agencies and committees created to improve, maintain and restore natural resources

Objectives:

- **Continue to participate in statewide MS4 activities**
- **Reduce the number of manufacturing zones in Town, where and when applicable**
- **Develop GIS maps to identify Town water and stormwater management facilities**

GOAL – Preserve the water quality and water supply for Cheswold's citizens.

Objectives:

- **Provide fire hydrants to "Old Town" section of Cheswold**
- **Provide municipally approved water distribution system to "Old Town" section of Cheswold**
- **Participate in MS4, (Municipal Separate Storm Sewer System) Consortium**

Parks, Recreation and Open Space Goals and Recommendations

Goal – Provide recreational facilities within the Town

Objectives:

- **Create programs to raise funds to begin development of Town park**
- **Continue to require open space as part of new development site plans**

Future Land Use and Annexation Goals and Recommendations

Goal – Reach a decision of the maximum future annexation limits of the Town and potential land uses

Objectives:

- **Expand Town boundary to the east side of Route 13**
- **Begin discussion of development of a Master Plan**

Goal - **Annex Delaware Airpark Airport**

Objectives:

- **Continue to participate on Delaware Airpark Technical Advisory Committee**
- **Continue to pursue feasibility and possibility of Airpark annexation**
- **Continue to participate in Airpark activities as requested**
- **Conduct an annual open house in coordination with DRBA at Airport**

Intergovernmental Coordination Objectives

- **Coordinate planning efforts with Kent County required to periodically update the Town of Cheswold and Kent County Comprehensive Plans**
- **Coordinate planning efforts with City of Dover required to periodically update the Town of Cheswold and City of Dover Comprehensive Plans**
- **Participate in DelDOT activities to provide new and upgraded sidewalks; streets. and street scape improvements**
- **Contact DelDOT to develop a plan to upgrade the Main and Commerce Street crossing to meet ADA and pedestrian crossing requirements**
- **Approach DelDOT to discuss feasibility of implementing north to south and vice versa street crossings along Main Street**
- **Engage in discussions with the property owner of the Central Delaware Business Park and the Economic Development Office of the State to develop compatible business establishments within the Park**
- **Inform neighboring jurisdictions of, and invite comment on, significant development of Town of Cheswold annexation plans**
- **Request Kent County to inform the Town of Cheswold of any significant developments, building permits or building improvements that may impact the quality of life of the Town**

CHAPTER 12. INTER-GOVERNMENTAL REVIEWS

12-1. Kent County

Thu 9/17/2020 4:54 PM

RE: DRAFT - 2020 COMPREHENSIVE PLAN 0F TOWN of CHESWOLD

Sarah Keifer Sarah.Keifer@CO.KENT.DE.US

To: Sam Callender sam.callender@townofcheswold.org

Sam,

I apologize for the delay in responding. Thank you for the opportunity to review Cheswold's comprehensive plan. Kent County Planning Services has no objection to the plan. I'll send it to our Public Works Department to see if they have any comments as well.

Thanks,

Sarah

From: Sam Callender [mailto:sam.callender@townofcheswold.org]
Sent: Friday, August 28, 2020 3:54 PM
To: Sarah Keifer; Dave Hugg
Subject: DRAFT - 2020 COMPREHENSIVE PLAN 0 TOWN of CHESWOLD

Good afternoon,

Attached, is a copy of the Draft of the 2020 Comprehensive Plan for the Town of Cheswold.

It is by no means as in-depth or comprehensive as yours, but comprehensive none the less and should take little to no time to review.

If at all possible, I would like to receive your written response, including suggestions, corrections or an agreement as to submitted by Friday, September 18, if not sooner.

I'm available by phone or email to answer any questions or concerns you may have.

Thank you for taking the anticipated time to review and comment.

Sam

Town Administrator/Land Use Administrator
Town of Cheswold; 691 Main Street; P.O.. Box 220; Cheswold, Delaware 19936
P: 302-734-6991
F: 302-734-1355
Email: sam.callender@townofcheswold.org; Web: www.cheswold.delaware.gov

12-2. Kent County – Public Works

RE: DRAFT - 2020 COMPREHENSIVE PLAN 0F TOWN of CHESWOLD

Mon 9/21/2020 3:56 PM

Andy Riggi <Andy.Riggi@CO.KENT.DE.US>

To: Sam Callender sam.callender@townofcheswold.org

Sam,

Looks good to me.

From: Sam Callender [mailto:sam.callender@townofcheswold.org]
Sent: Monday, September 21, 2020 12:14 PM
To: Andy Riggi <Andy.Riggi@CO.KENT.DE.US>
Cc: Sarah Keifer <Sarah.Keifer@CO.KENT.DE.US>; Diana Golt <Diana.Golt@CO.KENT.DE.US>; Brian Hall <Brian.Hall@CO.KENT.DE.US>
Subject: RE: DRAFT - 2020 COMPREHENSIVE PLAN 0F TOWN of CHESWOLD

Andy and Sarah,

Please see revised copy of DRAFT reflecting suggested change of Item 4-4c. Wastewater Disposal.

If this meets with your request, I would be most appreciative of receiving a formal letter of review and acceptance suitable for OSPC PLUS review.

Thank you,
Sam

From: Andy Riggi <Andy.Riggi@CO.KENT.DE.US>
Sent: Friday, September 18, 2020 5:48 PM
To: Sam Callender <sam.callender@townofcheswold.org>
Cc: Sarah Keifer <Sarah.Keifer@CO.KENT.DE.US>; Diana Golt <Diana.Golt@CO.KENT.DE.US>; Brian Hall <Brian.Hall@CO.KENT.DE.US>
Subject: RE: DRAFT - 2020 COMPREHENSIVE PLAN 0F TOWN of CHESWOLD

Sam

Below is our recommended revisions to the comp plan with regards to wastewater:.

4-4c. Wastewater Disposal

Kent County owns, operates and maintains the collection and treatment system that serves the Town of Cheswold and surrounding areas which is part of the Kent County Sewage Disposal District No. 1. Kent County created a service area for properties of the Town of Cheswold and surrounding areas in October of 1974 and completed construction of the sewer system in 1976. The county directly bills property owners on a quarterly basis. Connections, disconnections, and building modifications affecting the sewer collection and transmission system require County issued permits and payment of fees. All new homes, sub-divisions and commercial businesses are required to obtain a Kent County Sewer permit to provide service prior to being issued an approved building permit by the Town of Cheswold.
Prior to annexation or approval land development plans by the Town of Cheswold, Kent County Department of Public Works shall review, comment and provide approval with regards to sewer availability, capacity and the design of the sewer system in accordance with Kent County Code Chapter 180 . Should the expansion or modification of Kent County Sewage Disposal District No. 1 be pursued, it must follow Chapter 180, of the Kent County Code and Title 9, Chapter 46 of the Delaware Code.

Have a good weekend.

Sincerely,

Andrew Riggi, P.E.
Kent County Public Works
Assistant Director of Engineering
Tel. 302-744-2430

Cell. 302-943-2929
Fax. 302-736-2100

Andy.Riggi@co.kent.de.us

12-3. City of Dover

Planning Coordination

Tue 3/2/2021 2:10 PM

Hugg, Dave dhugg@dover.de.us

To: Sam Callender sam.callender@townofcheswold.org

Sam:

As you are aware, we met back in November 2018 to discuss land development and growth boundaries between Dover and Cheswold. That meeting was in regard to the work on Dover's Comprehensive Plan, adopted in January 2020. Subsequently, at your request in October 2020, we reviewed the draft of the Cheswold plan and provided comments for your consideration. I have recently reviewed Map 7, Five Year Growth Plan and Proposed Land Use Plan for the Town of Cheswold. We have no issues with your proposed growth area and appreciate the opportunity to comment. We look forward to continuing coordination with you should any development issues occur involving our communities.

I wish you well on your ongoing planning initiatives.

David S. Hugg III

Director, Planning & Inspections

City of Dover

March 2, 2021

APPENDIX

Town of Cheswold Plan Preparation Meetings

The following meetings and topics were covered in preparation of this Plan:

- June 21, 2018 – Pre-Plus Comprehensive Plan Review
- IPA Project Agreement:
    - September 13, 2018 – Signed Agreement
    - November 13, 2018 – Planning Commission Training Session
    - January 9, 2019 – Comprehensive Plan Development Discussion
    - January 10, 2019 – Planning Commission Training Session
    - March 14, 2019 – Planning Commission Training Session
- March 25, 2019 – Comprehensive Plan Survey Development
- Comprehensive Plan Survey Reviews
    - April 1, 2018
    - June 24, 2019
    - July 11, 2019
    - August 19, 2019
    - October 23, 2019
    - November 14, 2019
    - December 12, 2019
    - January 8, 2020
- Map Reviews
    - February 20, 2019
    - February 27, 2019
    - March 14, 2019
    - November 14, 2019
- Future Land Use Map Development
    - March 27, 2019
    - April 11, 2019
    - April 18, 2019
- Comprehensive Plan Re-write Reviews
    - April 1, 2019
    - June 24, 2019
    - July 11, 2019
    - August 19, 2019
    - October 23, 2019
    - November 14, 2019
    - December 12, 2019

APPENDIX – *"continued"*

- January 8, 2020
- February 12, 2020
- March 14, 2020
- May 14. 2020
- June 11, 2020

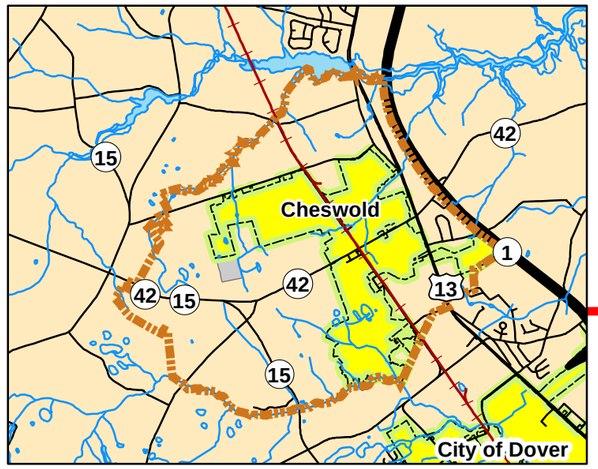
- **Planning Commission and Town Council Comprehensive Plan Workshop**
  - July 16, 2020
  - July 30, 2020 *(Master Plan Training Session – David Edgell, Instructior)*
  - August 20, 2020 via Zoom
  - September 10, 2020

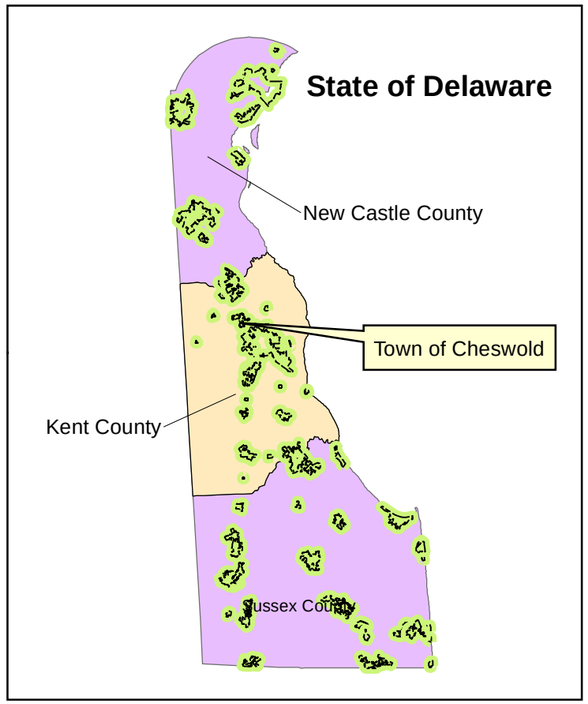
- **Public Hearing**
  - Tuesday, October 5, 2020
    Cheswold Town Hall
    691 Main Street
    Cheswold, Delaware, 19936

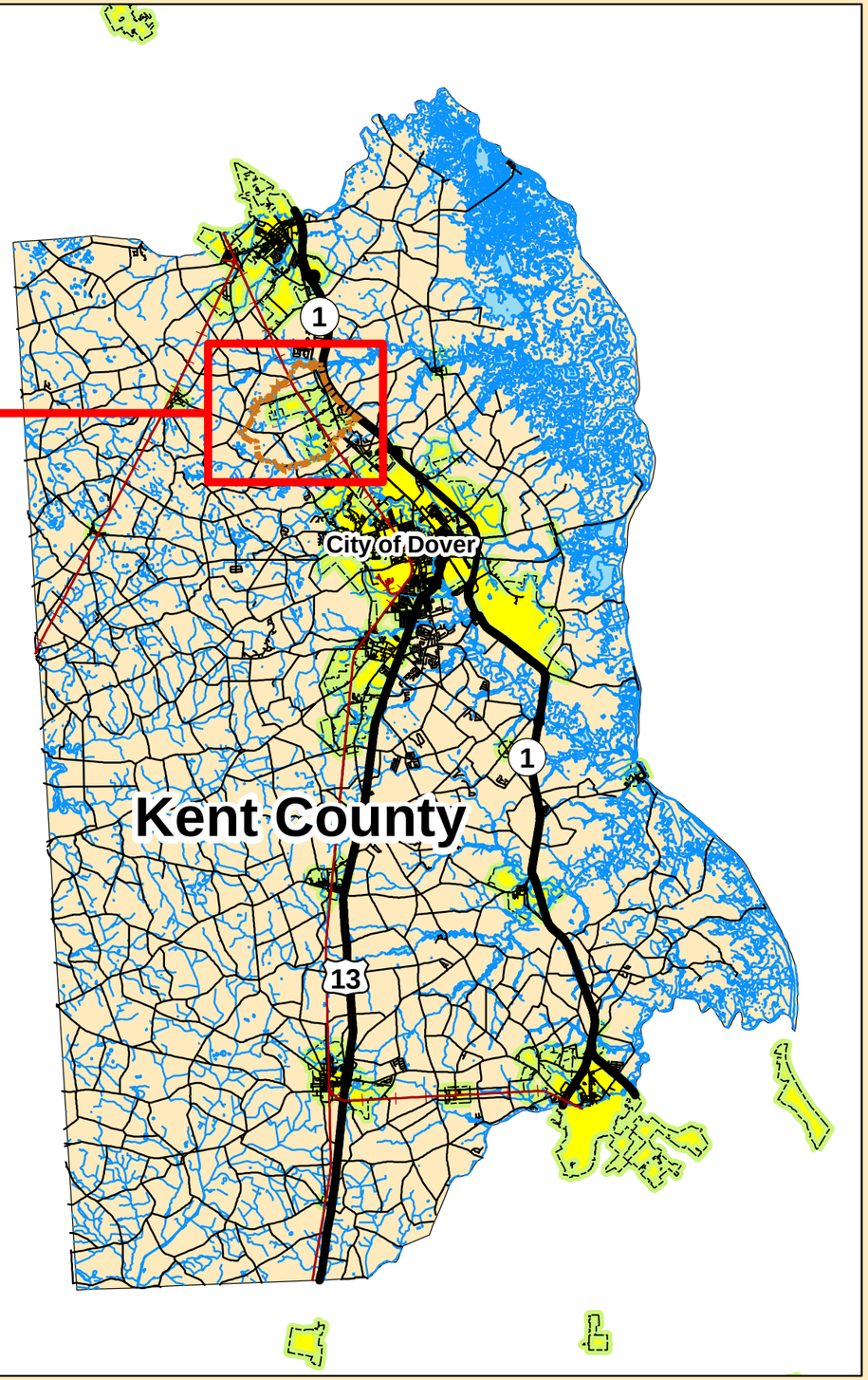
- **MAPS**
  1. Location Overview
  2. Roads and Boundaries
  3. In-Town Existing Land Use
  4. In-Town Future Land Use
  5. State Spending & Policy Strategies
  6. Environmental Features
  7. Five Year Growth Plan and Proposed Land Use Plan
  8. Growth Phasing for the Land Use Plan
  9. Planning Area and Proposed Aviation Policy Areas
  10. Zoning

MAP 1
Location Overview

Town of Cheswold Planning Area







Legend

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

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Town of Cheswold, DE
COMPREHENSIVE PLAN

UPDATED 2021

Carroll Engineering Corporation

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Notes: 1) Tax Parcel outlines based on GIS data available through Kent County, circa 2018, 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.

MAP 2
Roads and Boundaries

Legend

- Town Boundary
- Roadway
- Railroad
- Waterway

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Town of Cheswold, DE
COMPREHENSIVE PLAN

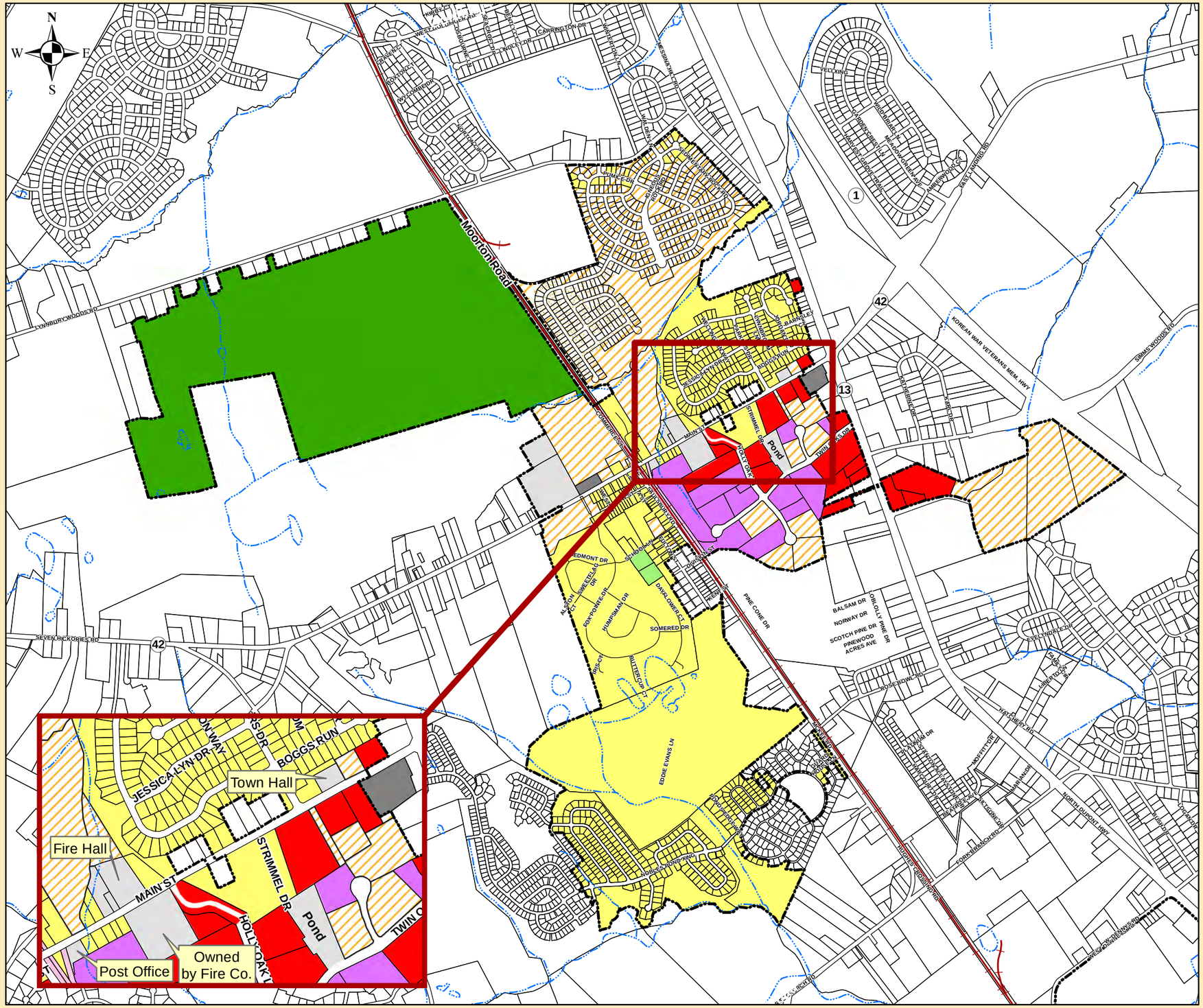
UPDATED 2021

Carroll Engineering Corporation

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Notes: 1) 2017 Orthophoto base courtesy of the Delaware FirstMap
2) Tax Parcel outlines based on GIS data available through Kent County, circa 2018, 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.

MAP 3
In-Town
Existing Land Use



Legend

- Town Boundary
- Tax Parcel Boundary
- Railroad
- Waterway

Existing Land Use

- Residential
- Commercial
- Agricultural
- Industrial
- Government
- Church
- Park
- Mixed Use
- Railroad
- Undeveloped
- Vacant

Town of Cheswold, DE
COMPREHENSIVE PLAN
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Notes: 1) Land Use as of 2019 survey by Planning Commissioners
2) Tax Parcel outlines based on GIS data available through Kent County, circa 20199, 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.

MAP 4
In-Town
Future Land Use

Legend

- Water
- Railroad
- State Parcels
- Town Boundary

Future Land Use

- Residential
- Commercial
- Agricultural
- Industrial
- Government
- Church
- Park
- Mixed Use
- Railroad

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Town of Cheswold, DE
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Notes: 1) Tax Parcel outlines based on GIS data available through Kent County, circa 2020, with modification through the Town of Cheswold GIS projects.
2) Framework data courtesy of DNREC, DelDOT, DGS, Kent County Planning Services and the Delaware Geographic Data Committee, various releases.

MAP 5
State Spending & Policy Strategies

Legend

- Town Boundary
- State Parcels
- Agricultural Districts
- Agricultural Easements

2020 State Strategies

- 1
- 2
- 3
- 4
- Out of Play

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 https://strategies.stateplanning.delaware.gov.

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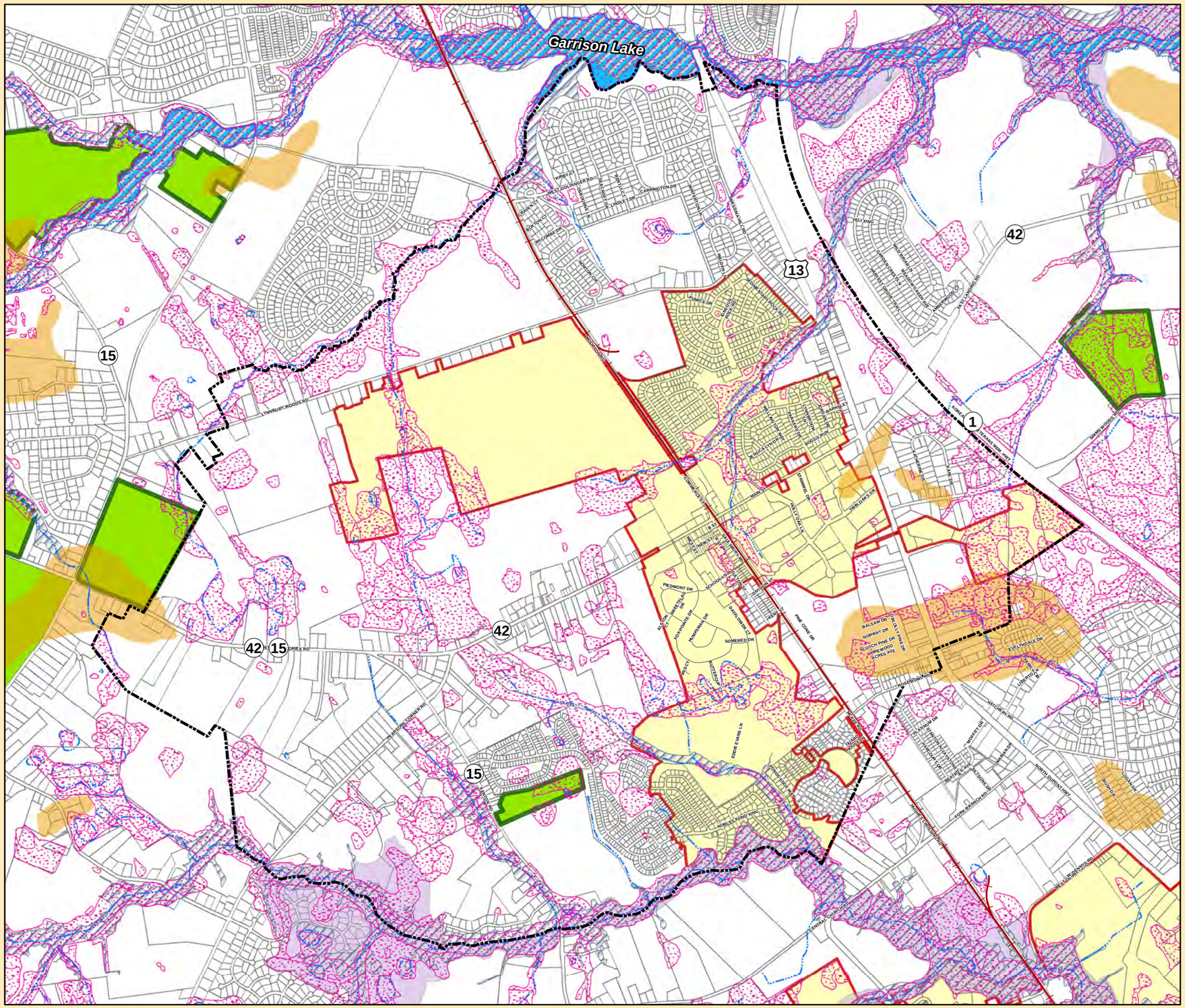
UPDATED 2021

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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 Groundwater Recharge Potential Areas
- State-mapped Wetlands
- FEMA 100-yr Flood Plain
- State Resource Areas

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Town of Cheswold, DE
COMPREHENSIVE PLAN

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Carroll Engineering Corporation

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Notes:
1) Recharge areas mapped by the Delaware Geological Survey
2) Flood Plain data were obtained from the Federal Emergency Management Agency (FEMA), Effective 6/20/2018.
3) Tax Parcel outlines based on GIS data available through Kent County, circa 2019, with modification through the Town of Cheswold GIS projects.
4) Framework data courtesy of DNREC, DelDOT, DGS, FirstMap and the Delaware Geographic Data Committee, various releases.

MAP 7
Five Year Growth Plan and Proposed Land Use Plan

Legend

- Town of Cheswold
- Cheswold Planning Area
- Capital 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
- Church
- Mixed Use - Commercial and Residential
- Permanently Restricted
- Agricultural

Areas of Local Interest of Concern

- Area "A" - Delaware Airpark - Expansion Buildout
- Area "B" - Groundwater Issues (Not Being Considered for Future Annexation)

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.

Town of Cheswold, DE
COMPREHENSIVE PLAN

ADOPTED 10-2003 • UPDATED 2019

REMINGTON & VERNICK ENGINEERS
UNIVERSITY OFFICE PLAZA, BELLEVUE BUILDING
262 CHAPMAN ROAD, SUITE 105, NEWARK, DE 19702
(302) 266-0212, FAX (302) 266-6208, WWW.RVE.COM
Certificate of Authorization: 34 GA 2800300
~ENGINEERING EXCELLENCE~

Notes: 1) Tax Parcel outlines based on GIS data available through Kent County, circa 2018, with modification through the Town of Cheswold GIS projects.
2) Framework data courtesy of DNREC, DelDOT, DGS, Kent County Planning Services 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, REMINGTON & VERNICK ENGINEERS, CANNOT VERIFY ITS ACCURACY AND ASSUMES NO RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS INCORPORATED INTO IT.

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MAP 8
Growth Phasing for the Land Use Plan

Legend

- Town of Cheswold
- Cheswold Planning Area
- Capital School District - Possible School Site
- Airport - Runway Clear Zone Area
- Out of Play - Very Limitied Potential for Annexation
- State Parcels

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 years
- Potential Enclave - Annex if requested
- Possible Annexation to Prevent Development

Areas of Local Interest of Concern

- Area "A" - Delaware Airpark - Expansion
- Area "B" - Groundwater Issues (Not Being Considered for Future Annexation)

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.

Town of Cheswold, DE
COMPREHENSIVE PLAN
UPDATED 2021

Carroll Engineering Corporation

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MAP 9
Planning Area and Proposed Aviation Policy Areas

Legend

- Town of Cheswold
- Cheswold Planning Area
- Capital 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.

Town of Cheswold, DE
COMPREHENSIVE PLAN
UPDATED 2021
Carroll Engineering Corporation

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City of Dover

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2) Framework data courtesy of DNREC, DelDOT, DGS, Kent County Planning Services and the Delaware Geographic Data Committee, various releases.

MAP 10
Zoning

Legend

Tax Parcel Boundary

Town Boundary

Zoning Districts

- A-1 Agricultural
- C-1 Neighborhood Business
- C-2 Highway Commercial
- I-1 Light Industrial
- I-2 Heavy Industrial
- M-1 Industrial District*
- R-1 Old Town Residential
- R-2 One and Two Family Residential
- R-3 Family Residential and Townhome
- R-4 Manufactured Homes
- R-5 Age-Defined Community

* M-1, (Industrial District), is a defunct Zoning Code and is no longer valid for assignment.

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Town of Cheswold, DE
COMPREHENSIVE PLAN

UPDATED 2021

Carroll Engineering Corporation

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