

An aerial photograph of a city grid, likely Georgetown, Delaware, serves as the background. The image is in a dark, monochromatic red-brown tone. Overlaid on the center of the grid is a white diamond shape, which contains a white circle. Inside the circle, there is a stylized cross or star-like pattern.

# Town of **Georgetown** Comprehensive Plan

February 2002



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

# Contents

<i>Contents</i> .....	1
<i>Preface</i> .....	3
<i>The Authority to Plan</i> .....	4
<i>Summary of the Planning Process</i> .....	5
<i>Town, County &amp; State Officials</i> .....	6
<i>Institute for Public Administration</i> .....	7
<i>I Part 1: Background Data</i> .....	8
1 Georgetown's Location .....	8
2 Natural Features .....	9
3 Georgetown's Heritage .....	9
4 Georgetown Population Characteristics .....	11
5 Housing .....	20
6 Economic Development and Town Revitalization .....	23
7 Historic Preservation and Urban Design .....	28
8 Recreation, Parks and Open Space .....	29
9 Utilities and Services .....	31
10 Transportation .....	34
11 Government and Community Services .....	42
12 Existing Land Use .....	50
<i>II Part 2: The Georgetown Plan</i> .....	52
1 Introduction: The Georgetown Plan Concept .....	52
2 Town Wide Goals and Recommendations .....	52
3 Neighborhood Planning Areas .....	65
4 Land Use Plan .....	96
5 Annexation Plan .....	101
<i>III Implementation</i> .....	103
1 Revision of the Zoning Code and Subdivision Ordinances .....	103
2 Intergovernmental Coordination .....	105
3 Other Town Policies .....	106
4 Future Planning Efforts .....	107

**Tables, Charts and Maps**

Table 1.	Estimated Hispanic Population 1991 -1998, Delaware and Counties .....	14
Table 2.	Level of Education .....	15
Table 3.	Sussex County Projected Population Growth .....	16
Table 4.	Georgetown Area – Draft Population Projections .....	17
Table 5.	Census 2000 Redistricting Data, Georgetown, Delaware .....	19
Table 6.	Georgetown Area – Draft Dwelling Unit Projections and Household Size .....	22
Table 7.	Major Employers in the Georgetown Area .....	23
Table 8.	Sources of Income and Poverty Rates .....	25
Table 9.	Employment Sectors used for Projections .....	26
Table 10.	Projected Composition of Georgetown’s Economy – 2000 to 2025 .....	26
Table 11.	Nationally Registered Properties, Georgetown 1997 .....	28
Table 12.	Georgetown Public Parks & Other Recreation Facilities .....	29
Table 13.	State Open Space Features near Georgetown .....	30
Table 14.	Breakdown of Future Average Daily Flow Estimates (20 Year Planning Period) ...	32
Table 15.	Water Wells and Capacity in Georgetown .....	33
Table 16.	DART Transit Destinations in Georgetown .....	38
Table 17.	Government Institutions in Georgetown .....	43
Table 18.	Non-profit Services in Georgetown .....	45
Table 19.	Community Organizations in Georgetown .....	46
Table 20.	Places of Worship in Georgetown (partial listing) .....	47
Table 21.	Public Schools Serving Georgetown Students .....	48
Table 22.	Neighborhood Planning Areas .....	65
Chart 1.	Georgetown Population Trend .....	13
Chart 2.	Sussex County Population Trend .....	13
Chart 3.	Racial Composition of Georgetown .....	14
Chart 4.	Age Profile: Sussex County and Georgetown .....	15
Chart 5.	Population Projections 1990-2020 -- Census Tract 505 .....	18
Chart 6.	Estimated Population for Georgetown 1990-2020 .....	18
Chart 7.	Age of Housing Stock in Georgetown, Sussex County & Delaware .....	20
Chart 8.	Ownership & Vacancy Rates in Georgetown, Sussex County & Delaware .....	21
Chart 9.	1990 Median Housing Values in Georgetown, Sussex County & Delaware .....	21
Chart 10.	Volumes and Increases of Annual Average Daily Traffic (AADT) 1988-1992 .....	36

## *Preface*

The intention of this comprehensive plan is to guide the officials of Georgetown in making decisions concerning the present and future of the town. This plan includes a description of existing conditions, the identification of issues, and the formulation of goals and specific actions to deal with identified issues. Together these plan elements provide a long-term decision-making basis and strategy for the Town's actions, investments, ordinances, and policies relating to development and growth.

The goal of this plan is to engage a wider community discourse about the future of the town. In particular it addresses the questions of how existing qualities can be preserved and enhanced, where and how future growth should take place, and which uses and qualities are desired by the community.

### *Planning Efforts*

In 1995, state funds became available for municipal comprehensive planning efforts. The Cabinet Committee on State Planning Issues awarded Georgetown a matching grant from the Limited Funding Pool of the Infrastructure Planning Account. These funds are earmarked to assist municipalities to conduct basic comprehensive planning activities, begin updating plans older than five years, or write an overall strategy for development. The Office of State Planning Coordination administers these planning grants.

In 1996, the Town of Georgetown contracted with the Institute for Public Administration in the College of Human Services, Education and Public Policy at the University of Delaware to undertake an effort to create a town comprehensive plan. The Institute assembled a team of professional staff and graduate research assistants to work on this task. The planning team has met with town officials and staff over the time period to learn Georgetown policies and determine major issues to be addressed by the plan.

In a series of public meetings with the Planning Commission and Town Council, the Institute has requested input from town officials and the public for the development of the plan and the major issues that need to be addressed. The planning team's presentations were based upon comments from members of the planning commission, mayors, town council members, town staff and concerned local citizens.

## *The Authority to Plan*

The preparation of a comprehensive development plan is the legal responsibility of the Town of Georgetown Planning Commission under Delaware enabling legislation. Title 22 of the Delaware Code Chapter 7 Section 702 specifies that

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

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

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

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

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

In 1996, the Mayor and Council of the Town of Georgetown received a Limited Funding Pool of the Infrastructure Planning Assistance Fund grant from the Governor’s Cabinet Committee on State Planning Issues. The following excerpts from the grant application define the requirements for the grant:

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

The grant especially highlights the need for intra- and intergovernmental coordination:

“Guided by the *Shaping Delaware’s Future* goals for the State, the Town and Institute for Public Administration will seek coordination among the Governments and agencies impacted by the Town’s planning decisions, as well as those which impact the Town’s decisions about future growth.”



## *Summary of the Planning Process*

The process for the development of an updated comprehensive plan for the Town of Georgetown is described below:

### **March 2001 - Draft**

This document was formally presented to the Planning Commission and Mayor and Council at a properly advertised public meeting on March 6, 2001. The preliminary draft consisted of the background study, recommendations for future land use and annexation proposals, a detailed analysis of 11 neighborhood areas in Georgetown, and an intergovernmental coordination policy for land use, infrastructure and development. The preliminary draft was available for review by the public and was submitted to the State of Delaware for review through the Land Use Planning Act procedures.

The March 2001 Draft of this plan was the subject of numerous public meetings which led to a series of revisions suggested by town residents, staff, the Planning Commission and the Town Council.

### **September 2001 – Draft**

The Georgetown Planning Commission held public hearings on the draft plan on April 24, 2001 and August 22, 2001. At those hearings they approved a number of revisions to the March 2001 Draft based largely on public commentary and suggestions. The IPA revised the plan to incorporate these revisions, and issued the September 2001 Draft at a public meeting on September 19, 2001.

### **Adopted and Approved Comprehensive Plan**

The Georgetown Planning Commission at its regularly scheduled meeting on September 19, 2001 approved the plan. The Georgetown Town Council approved the plan at its meeting on October 24, 2001. This document incorporates all comments, edits, and revisions approved by the Planning Commission, Mayor, and Council throughout the planning process. As such, it represents the final draft of the approved and adopted Town of Georgetown Comprehensive Plan, and shall serve as a guide for making land use, development, and infrastructure decisions by the Town of Georgetown

## *Town, County & State Officials*

### ***Town of Georgetown***

#### **Elected Officials**

Bob Ricker, Mayor  
John B. Roach, Jr., First Ward Council Person  
Michael Wyatt, Second Ward Council Person  
Gary Tonge Third Ward Council Person  
Lee Turek, Fourth Ward Council Person

#### **Planning Commission**

Edwin Lambden, Chairperson  
Lynda Messick, Commissioner  
Sue Barlow, Commissioner  
Gary McCrea, Commissioner  
Larry McCool, Commissioner

#### **Town Staff**

David W. Baird, Town Manager  
Debbie Pfeil, Director of Planning and Zoning  
William Topping, Chief of Police  
William Bradley, Public Works Director  
Keith Hudson, WWT Plant Supervisor

### ***Sussex County***

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

### ***State of Delaware***

Ruth Ann Minner, Governor, State of Delaware  
Thurman Adams, Jr., Senator, Nineteenth District  
Charles P. West, Representative, Forty-First District  
George Carey, Representative, Thirty-Sixth District  
Lee Ann Walling, Chair, Cabinet Committee on State Planning Issues  
Constance Holland, AICP, State Planning Coordinator

## *Institute for Public Administration*

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

Jerome R. Lewis is the director of the Institute. Alexander M. Settles, AICP, served as project planner, coordinated efforts of the staff and was the Institute liaison with officials and staff from the Town of Georgetown. Christian Schlosser, a doctoral student, prepared the plan maps and served as the primary technical writer for the draft plan. David L. Edgell, AICP, assisted with the review and editing of the draft of the plan, revised the plan documents based on comments from the town, and directed the public review and plan adoption processes. Lisa Moreland edited the final drafts for punctuation and grammar. Graduate students who worked on the plan included Bettina Burger, James Purcell, and Karina Halvorsen, and Leonard Frohlich.

### **Institute Director**

Jerome R. Lewis, Ph.D.

### **Georgetown Comprehensive Plan Team**

David L. Edgell, AICP, Policy Specialist / Planner  
Alexander M. Settles, AICP, Project Manager  
Christian Schlosser, Research Assistant

Bettina Burger, Research Assistant  
Leonard Frohlich, Research Assistant  
Karina Halvorsen, Research Assistant  
Lisa Moreland, Policy Specialist  
James Purcell, Research Assistant

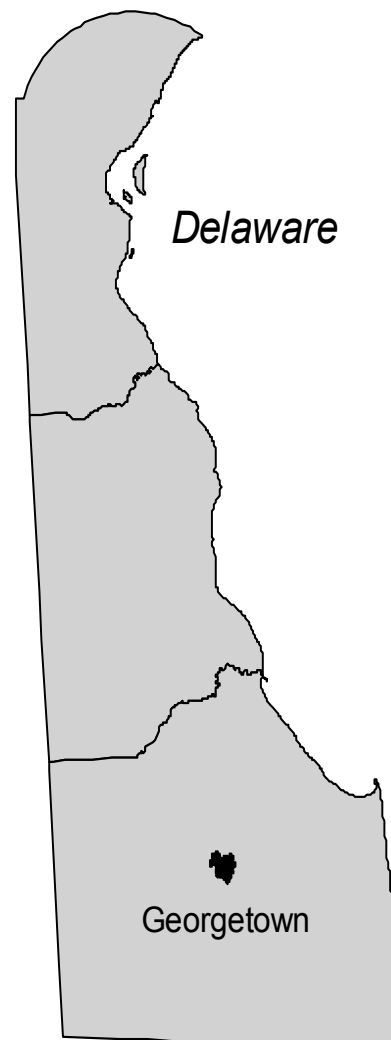


# I Part 1: Background Data

## 1 Georgetown's Location

The Town of Georgetown is located in central Sussex County, at the crossroads of U.S. Route 113 and Delaware Route 404. Many of the County's political, social and cultural activities take place in and around this historic town. In 1791, the County Seat of Sussex County was moved from Lewes to Georgetown. This move centralized county government to better serve both the eastern and western halves of the County. Georgetown's location near the geographical center of the county makes it an ideal location for the county government and other local, state and governmental services to operate. The town was originally laid out with town boundaries formed by half-mile radii emanating from the town circle. Originally a crossroads town, Georgetown still remains at the heart of major routes north-south and east-west. Route 113, a dual highway, runs from Dover to Pocomoke, Maryland and represents one of the major north-south arteries in Sussex County. Intersecting Route 113 are U.S. Routes 9 and 18 (404), both of which traverse the county from east to west.

Georgetown is within a 2 to 3 hour drive from many metropolitan areas such as Washington, D.C., Baltimore and Philadelphia. Georgetown is also close to some of the Mid-Atlantic region's finest summer resorts such as the Delaware towns of Rehoboth Beach, Dewey Beach, Bethany, Ocean City, Maryland and Cape May, New Jersey.



**Map 1. Location of Georgetown**

## **2 Natural Features**

This section of the plan describes the natural environment of Georgetown.

### **2.1 Climate and Topography**

The annual average temperature for the region is 56°F. Temperatures in January average about 36°F and 76°F in July. The rainfall averages about 49.76" per year. Snowfall averages about 18" annually, and the prevailing winds are from the S.W./S.E.

Most of the land in Georgetown consists of several types of unconsolidated sediments. The topography and geology of the area is consistent with the use of the land. Farmlands and woodlands dot the area in and around Georgetown. The farms are sectioned into various sizes with different uses. Feed corn and soybeans are the primary local crops. Some vegetable crops are grown to the east of Georgetown. Most of the wooded areas, especially to the north and west of Georgetown, are designated state forests. The Redden and Ellendale State Forests offer refuge to the region's various vegetation and wild life. According to the Sussex County Conservation Service, the soil of this region is very poorly drained to moderately well drained soil. Elevations in and around Georgetown average between 20 to 50 feet above sea level.

### **2.2 Hydrology**

There are no major rivers, streams, or bodies of water in the Georgetown limits; however, the State and County designate an area known as the Black Savannah Ditch in the North East quadrant of town as wetlands.

As determined by the Federal Emergency Management Agency (FEMA), the area around Georgetown is considered a Zone X, or outside the 500-year flood plain. However, the Black Savannah Ditch area is labeled as a 100-year special flood plain area. Despite this label, no base flood elevations have been determined by FEMA.

## **3 Georgetown's Heritage**

Georgetown, reportedly named in honor of land negotiator George Mitchell, has played a significant role in Sussex County's development since the 1700s. In 1791, the Delaware General Assembly moved the county seat to Georgetown. The town's geographically central location and existing crossroads made it a logical location for the new county seat. The courthouse, jail and town square became the focal point of a circle town limit, extending one-half mile in every direction from the center. As the county seat, Georgetown continued to grow and thrive.

The many historic homes, originally built for judges, lawyers and county officials, reflect Georgetown's rich history. As commerce grew, other businesses profited from the county seat's location. Taverns, restaurants, hotels and several types of shops were constructed along the major roads leading into the town circle to serve Georgetown's residents and workers. Bedford Street, Market Street and The Circle became the business hub of Georgetown.

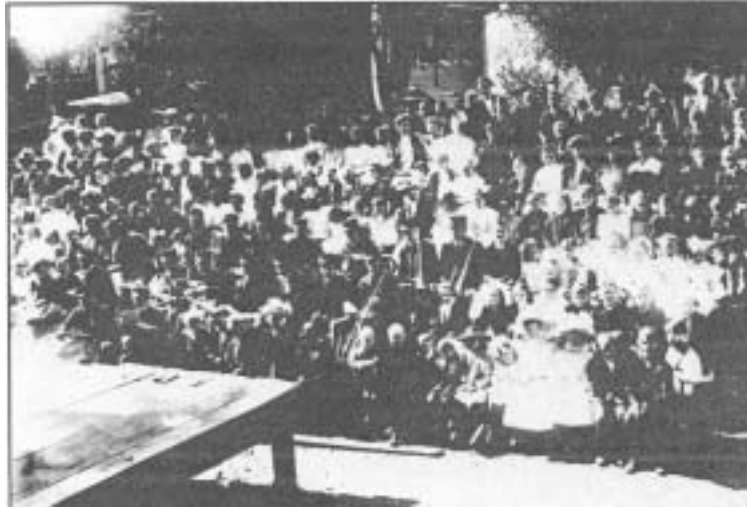
During the Civil War, Georgetown enjoyed its status as a commercial hub. This era included bouts of local divisiveness, a result of both the southern and northern sympathizers who inhabited the area. In fact, it wasn't unusual to see southern sympathizing militia practicing military exercises in the same area as northern militia. Following the Civil War, Georgetown continued to prosper as a small town and county seat through the industrial age and early part of the twentieth century.

Today, Georgetown remains the heart of Sussex County's legislative and judicial activity. New county offices and courthouse buildings have been built to accommodate the County's changing needs. Banks and state service offices have opened in and around Georgetown in order to meet the growing need for such services. The poultry industry has become a major employer of Georgetown and Sussex County residents, resulting in an increased demand for housing and municipal services.

Georgetown still retains its heritage as a center of government and politics through historical occasions such as Return Day. Return Day, once the only way for citizens to learn of election results, has remained a major town event following each general election (every two years). Before the times of modern communication, two days were needed to tabulate votes. After the votes were counted, the town crier would announce the results from the courthouse steps. People would journey to Georgetown for an all day outing, bringing food and drink to celebrate the occasion. This popular tradition continues today. On the first Thursday after the election, parties, a parade and an oxen roast are held in honor of the newly elected officials. As a dramatic gesture of reconciliation, the opposing candidates ride to the courthouse together and bury an actual hatchet! Georgetown's historic Return Day celebration has received national recognition.

## 4 Georgetown Population Characteristics

This section describes what is known about Georgetown's population, given available data resources.



### 4.1 About the Data

Several sources of data have been used in order to prepare this chapter. The first source of data is the 1990 United States Census. Indeed, Census data is the benchmark for most demographic projections. The Federal Government collects the data in a uniform manner once every ten years. In most parts of the country, Census data represents the most reliable estimates of population, demographics, and housing that are available from any source.

The 1990 Census data is used in this chapter to give a picture of Georgetown's population and demographic characteristics as *they existed in 1990*. Unfortunately for Georgetown, this data is a decade old. The Federal Government has just completed the 2000 Census, but the updated data will not be available until early in 2002 in sufficient detail to be of any use to a small town like Georgetown.

The second source of data used is the Annual Population Projections, Version 2000.0 prepared by the Delaware Population Consortium. This document provides population and household projections for Delaware's three counties, the state as a whole, and selected cities in the state. Projections for Georgetown are not included in this document.

The third source of data used is known as the Draft Population, Household, and Employment Projections for Sussex County. This data has been developed by the Center for Applied Demography and Survey Research at the University of Delaware, under contract with the Delaware Department of Transportation. This data is developed in close coordination with the Delaware Population Consortium. Numerous resources are used to create the data, ranging from the 1990 Census to actual field observations of land use activities. In the Sussex County, these are the best available population projections available for small areas.

The Draft Population, Household, and Employment Projections for Sussex County projects changes in population, households, and employment for small geographic areas known as "modified grids." These grids have been aggregated to form an area around Georgetown that

includes the current town boundaries and an area of land on the periphery of the town. This area is shown on Map 1, which can be found in the Map Appendix. An analysis of these projections is presented later in this chapter, and gives us an idea of future increases in Georgetown's population

In some cases, the Georgetown data is compared to the State of Delaware and Sussex County. The purpose of these comparisons is to show important similarities and differences in the population characteristics between Georgetown, the State and the County.

#### 4.2 The "Grain of Salt" Disclaimer

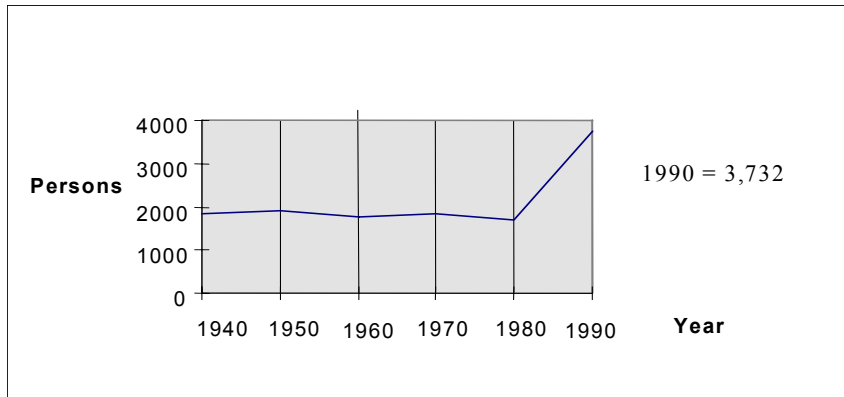
It must be noted here that no population estimate or projection is 100% accurate. Even in the U.S. Census, which is intended to be a count of all persons, there are undoubtedly errors, omissions, and overcounts. Population estimates and projections for small areas, such as Georgetown and the surrounding areas, are notoriously difficult to devise. While it may be possible to get reasonably accurate representations of a state or county, in areas the size of Georgetown small errors or omissions can have a significant impact on the results.

Although there is an acknowledged degree of error in the projections, there are several benefits to providing this demographic information in the plan. The 1990 Census data gives us a benchmark to begin our planning studies. With the Census as our base, the most current and detailed population estimates available for small areas have been chosen to characterize future population growth. While the Draft Population, Household, and Employment Projections for Sussex County is not yet in final form, it has been reviewed by knowledgeable planners at the State and the County levels, and is currently used for various transportation planning purposes. Knowing how many additional persons to expect in an area is important to inform planning efforts, such as this plan. Finally, and perhaps most importantly, this data can illustrate important demographic trends in Georgetown, especially when compared to the County and the State.

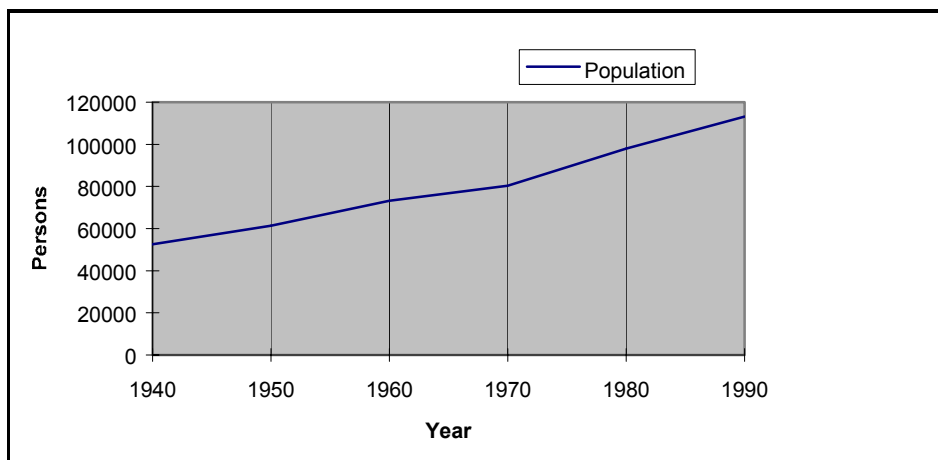
**So take this data with "a grain of salt." While the actual numbers may or may not be exactly accurate, the trends demonstrated by the projections can teach us a great deal about the town.** Also, keep in mind that a variety of factors, ranging from government policies to economic conditions, can change the eventual outcome of the projected population.

#### 4.3 Population Trends

As reflected in the 1990 Census data, Georgetown experienced growth between 1980 and 1990, increasing its population from 1,710 residents to 3,732 in 1990, an increase of 118.2 percent. Chart 1 demonstrates Georgetown's population trend from 1940 to 1990. As the chart indicates, Georgetown's population declined slightly between 1940 and 1980. By 1990, the town's population had increased by more than 100 percent, due to annexation that doubled the size of the town. This is in stark contrast to Sussex County's gradual, but steady growth trend depicted in Chart 2. It should be noted that the Sussex County Correctional Institution, which is just south of the town in Sussex County, was included in the population figure for Georgetown. There were 628 persons counted as residing in the correctional institution as of 1990.

**Chart 1. Georgetown Population Trend**

Source: 1990 Census, Compiled by IPA

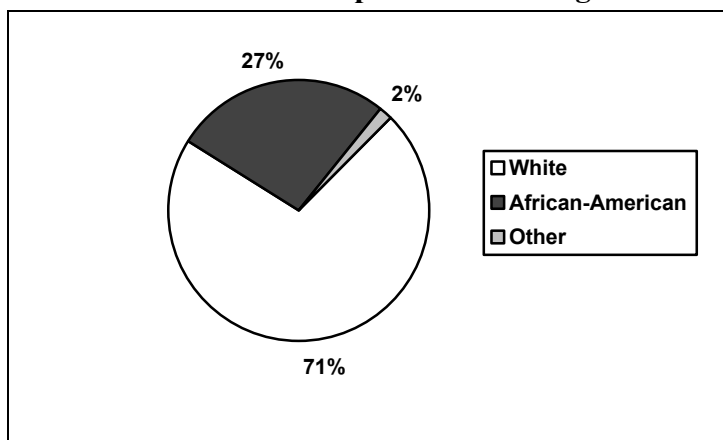
**Chart 2. Sussex County Population Trend**

Source: 1990 Census, Compiled by IPA

#### 4.4 Racial Composition

Chart 3 profiles Georgetown's racial composition as of the 1990 U.S. Census. At the time, Georgetown's population included 71.3 percent white and 27.1 percent African-American residents. Approximately 1.6 percent of the population were Asians, people of Native American origin and others.

**Chart 3. Racial Composition of Georgetown**



Source: 1990 U.S. Census, Compiled by IPA

#### 4.5 Hispanic Community – Migration to Sussex County

The 1990 Census counted only 54 or 1.4 percent of all residents in Georgetown as of Hispanic origin. Since the 1990 Census, there has been increased migration of people of Hispanic origin to Sussex County and Georgetown. Most of these new residents are employed by the local poultry industry. According to the Delaware Population Consortium, which produces annual estimates on state population and growth rates, Sussex County saw the number of residents of Hispanic origin grow by 262.5% between 1991 and 1998. It is estimated by the Delaware Population Consortium that the Latino population in the county grew from 2,668 people in 1991 to 9,672 in 1998, an increase of 7,004 persons. There is no adequate data to indicate exactly how many persons of Hispanic origin live in or around Georgetown.

As the following table demonstrates, the Hispanic population has grown much more rapidly in Sussex County than in other parts of the State.

**Table 1. Estimated Hispanic Population 1991 –1998, Delaware and Counties**

	1991	1998	Increase	% Change 91-98
Delaware	15348	31158	15810	103.0%
New Castle	10261	18896	8635	84.2%
Kent	2419	2590	171	7.1%
Sussex	2668	9672	7004	262.5%

Source: Delaware Population Consortium, Population Study Series, PS-00-01, May 2000

#### 4.6 Age Profile

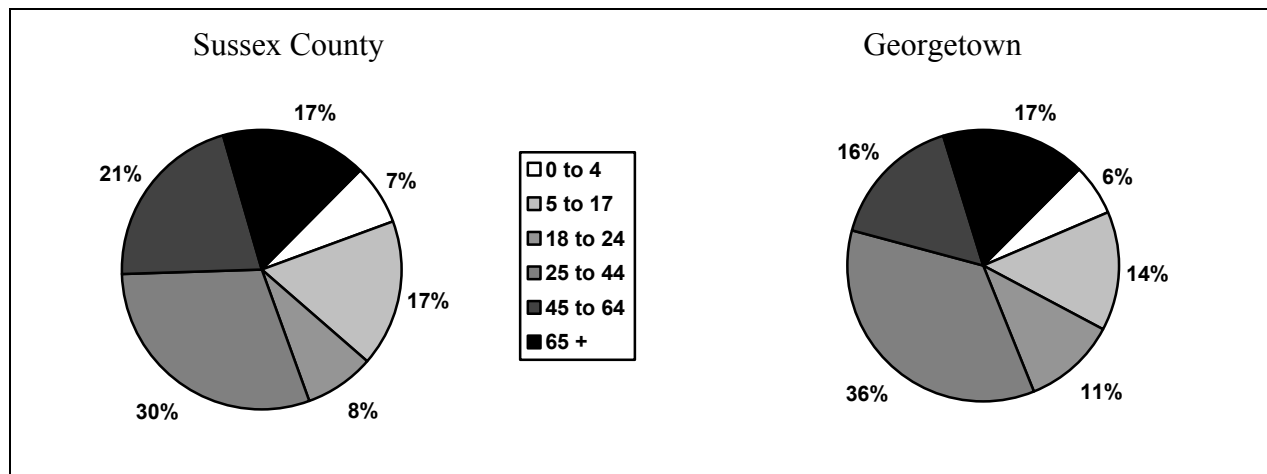
The median age of Georgetown residents in 1990 was 34 years. There were 2,974 adult residents (ages 18 and older), 19.6 percent of whom were over the age of 65 (645 in total).



School age children (ages 5-17) accounted for 532 residents, with a total child population (ages 0-17) of 758, or 20.3 percent of all residents.

The age profile for Georgetown shows a similar distribution of residents 65 and older as Sussex County, 17.1 percent and 16.7 percent, respectively. Both Georgetown and Sussex County have a higher percentage of residents 65 and older than Delaware's total of 12.1 percent. The median age of Delaware residents was reported as 32.9 percent, 1.2 years younger than that of Georgetown's median.

**Chart 4. Age Profile: Sussex County and Georgetown**



Source: 1990 Census, Compiled by IPA

#### 4.7 Residence

Georgetown is characterized by relatively high rates of housing moves and occupancy changes. In the five-year period after 1985, almost half of the residents had moved. The 1990 Census indicates that only 52.3 percent of Georgetown residents were living in the same house in 1990 as they had in 1985. Approximately 28.7 percent of Georgetown residents were living in Sussex County in 1985 while 14.5 percent came from a different state or from abroad since 1985. The rates in Georgetown are similar to Sussex County as a whole. A total of 55.5 percent of county residents lived in the same house in 1990 as in 1985 and 81.6 percent in Sussex County in 1985.

#### 4.8 Education

According to the Census, 69.8 percent of Georgetown residents 25 years old and older were high school graduates, attending college or college graduates. In comparison, 70 percent of Sussex County residents reported that they had received a high school diploma, attended college or received a college degree. Approximately, 13.4 percent of Sussex County residents had earned a bachelor's degree or higher compared to 15% for Georgetown residents.

**Table 2. Level of Education**

Jurisdiction	High School Graduate or Higher	Bachelor's Degree or Higher
--------------	--------------------------------	-----------------------------

Georgetown	69.8%	15%
Sussex County	69.7%	13.4%
Delaware	77.5%	21.4%

Source: 1990 Census, Compiled by IPA.

#### 4.9 Sussex County Population Growth

As the Sussex County Project Population Growth table shows, Sussex County is the fastest growing of all three counties. It is growing faster than even the state as a whole. It should be noted that these population estimates reflect the full time population only, and do not include seasonal residents. Seasonal residents are a significant factor in Sussex County.

**Table 3. Sussex County Projected Population Growth**

Residents	2000 (est.)	2020 (est.)	Increase	% Change
New Castle County	491409	533470	42061	9%
Kent County	126275	146014	19739	16%
Sussex County	143009	176744	33735	24%
State of Delaware	760693	856228	95535	13%

Source: Delaware Population Consortium Annual Population Projections, Version 2000.0

#### 4.10 Population Projections for the Georgetown Area

The Georgetown Area is comprised of a group of modified grids that include the current town boundaries and an area of land surrounding the town, as depicted in Map 1. The data depicts both full time residents, and seasonal residents. Seasonal residents may include part time workers, farm laborers, students and vacationers.

**Table 4. Georgetown Area – Draft Population Projections**

<b>Residents</b>	<b>2000 (est.)</b>	<b>2025 (est.)</b>	<b>Increase</b>	<b>% Change</b>
Georgetown Area - Full Time	4802	6479	1677	35%
Georgetown Area - Part Time	497	738	241	48%
<b>Georgetown Area - Total</b>	<b>5299</b>	<b>7217</b>	<b>1918</b>	<b>36%</b>
Sussex County - Full Time	143014	184431	42417	28.9%
Sussex County - Part Time	95666	123263	27597	28.8%
<b>Sussex County - Total</b>	<b>238680</b>	<b>307694</b>	<b>69014</b>	<b>28.9%</b>

Source: Draft Population, Employment, and Household Projections for Sussex County Prepared by the Center for Applied Demography and Survey Research at the University of Delaware under contract with the Delaware Department of Transportation

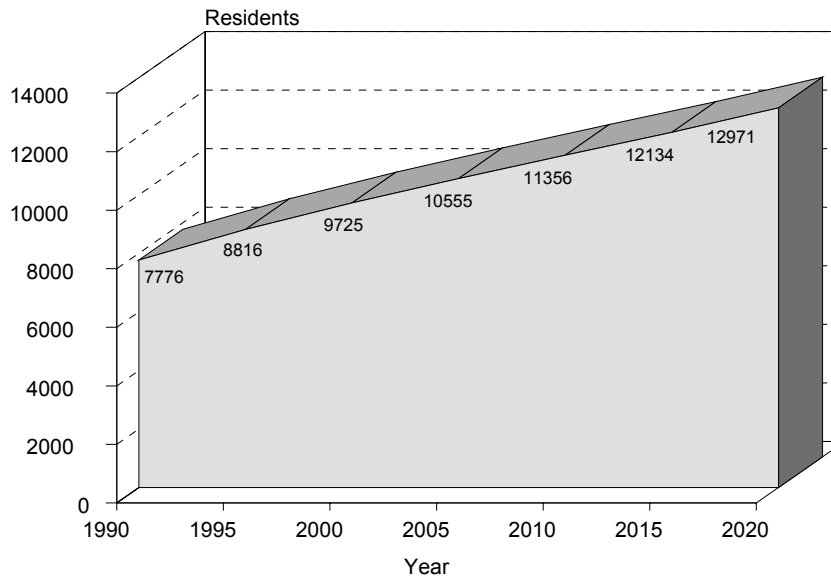
A noteworthy trend that is depicted in these projections is that the Georgetown Area is predicted to grow at a faster rate than the county as a whole. One would suspect that the coastal areas have a far greater amount of population growth, yet the areas in the western part of the county can be expected to grow at a relatively slower rate. Georgetown can be expected to grow at the reasonably fast rate of 36% over the 25 year period due to many factors. Although the town does not have the draw of the coastal areas, Georgetown does have a central location, is the seat of government, contains a concentration of educational and civic resources, and has a sizable manufacturing base.

Another trend that is highlighted is the 48% increase in seasonal residents. However, this only represents an additional 241 persons (about 3% of the total population), and does not appear to be of great significance.

#### **4.11 Population Projection for the Town of Georgetown**

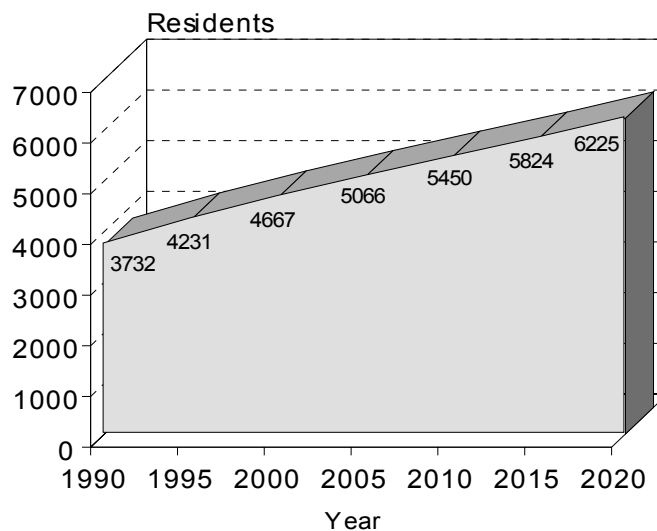
Assuming the Town of Georgetown did not annex any property between 2000 and 2020, what would the population of the town be? Due to the lack of accurate data about the town, projections for the area within the current boundaries are not easy to develop. One simple method is to project the future population of the town assuming that it will remain a consistent percentage of a known geographic area.

The population of the Town of Georgetown was 3,732 in 1990. The town is located within a larger area known as Census Tract 505, which had a population of 7,776 in 1990. Projections have been made for the future population of this area by Sussex County. Chart 5 illustrates those projections.

**Chart 5. Population Projections 1990-2020 - Census Tract 505**

Source: Sussex County 1999 Community Profile, Sussex County Economic Development Office  
(Experimental Population Projection Series)

If the ratio of the town's population to the census tracts population remains constant, it can be expected that Georgetown will have a population of 6,225 in the year 2020. Chart 6 shows the estimated population of the town. It is important to note that this estimate assumes that the town does not substantially increase its area by annexation, which may or may not be the case.

**Chart 6. Estimated Population for Georgetown 1990-2020**

Source: Projected by IPA on the basis of projected growth of Census Tract 505

#### 4.12 Census 2000 Redistricting Data

As this plan was being reviewed by the Georgetown Planning Commission, the U.S. Census Bureau released the Census 2000 Redistricting Data. The purpose of this data is to assist in

redefining legislative boundaries based on basic population and racial composition data. This data is presented in Table 5 below as an addendum to this chapter.

**Table 5. Census 2000 Redistricting Data, Georgetown, Delaware**

Race									
One Race									
Total Population	Total	White	Black or African American	American Indian and Alaskan Native	Asian	Native Hawaiian and other Pacific Islander	Some other race	Two or more races	Hispanic or Latino (of any race)
4,643	4,525	2,609	969	96	12	2	837	118	1,473

Source: U.S. Census 2000

## 5 Housing

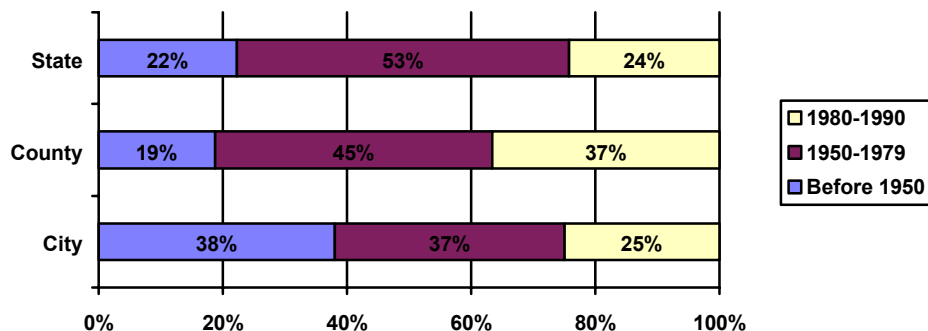
### *Analysis*

In this section, information about housing is outlined. It begins with a discussion of trends in the number of dwellings units for the Town of Georgetown. A comparison is then done comparing the type and age of housing stock with those of Sussex County and Delaware. Finally, it also compares Georgetown's housing stock with that of the County and State according to value and occupancy.

### 5.1 Trends

There are 1,376 housing units in Georgetown. Out of this total, 1,252 housing units or 90.9 percent are occupied. Compared to the County and State, Georgetown's housing stock is considerably older. The median year of houses built in Georgetown is 1958. In fact, a majority of Georgetown's housing units, approximately 60.5 percent, were built before 1970 (Age of Housing Stock Chart ).

**Chart 7. Age of Housing Stock in Georgetown, Sussex County & Delaware**



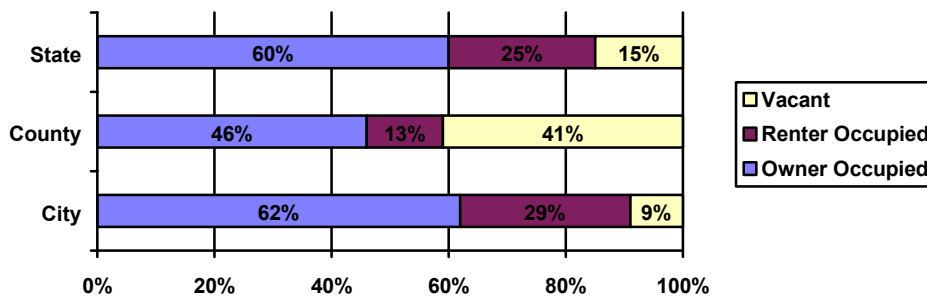
Source: U.S. Census, 1990, adapted by IPA

The next chart compares the proportion of vacant units, owner-occupied units, and renter-occupied units in the Town of Georgetown with that of Sussex County and the State. As illustrated in the chart, the Town had the highest percentage of home ownership, with 62 percent of its homes occupied by owners. In Sussex County, owner-occupied status was considerably lower at 46 percent, while the statewide owner-occupancy rate was 60 percent.

Rental housing units in Georgetown accounted for 29 percent of the total housing stock. This is 16 percent higher than the County renter-occupied housing stock, and is 4 percent higher than the statewide renter occupied rate. With respect to vacancy rates, Georgetown had considerably lower rates than the County and State. Nine percent of Georgetown's housing units are vacant. The vacancy rate in Sussex County is 41 percent, this high percentage reflects units which are

used, or have intended use during certain seasons, or reflect weekend and other occasional use throughout the year. Seasonal units include the housing units located in the County's resort areas. Typically, these units have interval ownership, and are rented or shared during certain times of the year. The state vacancy rate is 15 percent, which is 6 percent higher than Georgetown's vacancy rates.

**Chart 8. Ownership & Vacancy Rates in Georgetown, Sussex County & Delaware**



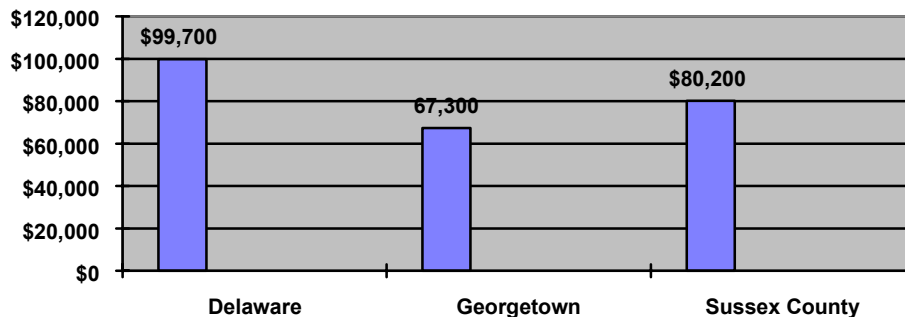
Source: U.S. Census, 1990, adapted by IPA

## 5.2 Housing Values

Compared to Sussex County and the State of Delaware, housing values in Georgetown are generally much lower. The median value of all housing units in Georgetown in 1990 was \$67,300. In comparison, the median housing value in Sussex County was \$80,200 and in Delaware \$99,700.

In Georgetown, 23% of the owner-occupied units fall within the \$75,000 to \$99,999 range. Despite a lower median housing value, the share of medium value units is almost identical to the respective percentages for the County and the State, which have 22% and 25% in this group. Consequently, the distribution points to a much higher number of lower value units and fewer high-value homes in the Town.

**Chart 9. 1990 Median Housing Values in Georgetown, Sussex County & Delaware**



Source: U.S. Census, 1990, adapted by IPA



### 5.3 Household Growth in the Georgetown Area

A dwelling unit is defined as a dwelling occupied by a family or a group of people living as a family. A dwelling unit may be a single family home, a duplex, a townhouse, an apartment, or a room in group quarters, such as a dormitory. The Draft Population, Household, and Employment Projections for Sussex County includes estimates of the number of dwelling units in the Georgetown Area through the year 2025. Table 6 below portrays these projections, and also relates this to the expected population to derive an estimated household size.

**Table 6. Georgetown Area – Draft Dwelling Unit Projections and Household Size**

	2000 (est.)	2025 (est.)	Increase	% Increase
Population (Full Time and Part Time)	5299	7217	1918	36%
Dwelling Units	2089	3091	1002	48%
Est. Household Size	2.54	2.33		

Source: Draft Population, Employment, and Household Projections for Sussex County

Prepared by the Center for Applied Demography and Survey Research at the University of Delaware under contract with the Delaware Department of Transportation

Table 6 illustrates a trend which is prevalent throughout the state, and across the nation. Demographic and lifestyle changes are occurring in our society that are leading to smaller household sizes. Generally, there are more single adults living alone, and more single parent households. In addition, the number of children per family is decreasing. Thus, as we can see from the projections above the average household size is expected to steadily decrease from 2.54 in 2000 to 2.33 in 2025.

With smaller household sizes, more housing will have to be built to house a similar sized population. This trend can be seen above, as dwelling units are expected to increase by 48% while population is only expected to increase by 36%. In general, the Georgetown Area could see the demand for as many as 1,002 new dwelling units over this period. Because of the changing demographic characteristics that are expected in the coming years, there may be less of a reliance on the typical large single-family homes, and more of a need for smaller homes, townhouses, and apartments.

## 6 Economic Development and Town Revitalization

### *Analysis: Economic Profile*

The following section profiles Georgetown's employment base, income sources and economic activity.

#### 6.1 Employment

Georgetown has a relatively diverse employment base compared to the agriculturally dominated Sussex County employment structure. As the county seat and the location for the Delaware Technical and Community College (Delaware Tech), Georgetown has concentrations in the government services, education, and professional sectors, in addition to its several agriculturally related industries. The following table displays the major employers in the Georgetown area and provides information on the location, type of business, and number of employees.

**Table 7. Major Employers in the Georgetown Area**

Business Name	Location	Type of Business	Number of Employees
Townsend, Inc.	2 miles east of Rt.113 on Rt. 24	Poultry, Packaging and Shipping	2,000
Perdue, Inc.	Savannah Rd.	Poultry: Processing and Marketing	875
Allen's Family Foods	5 miles east on Rt. 9	Poultry Processing	800
Sussex County Government	The Circle	County Government and Courthouse	350
Indian River School District	Georgetown Elem. N. Georgetown Elem. Sussex Central High Howard T. Ennis School	Public Schools	294
Delaware Technical and Community College	Rt. 404 west of Rt. 113	Technical Institute College	250 faculty and staff
Harrison House of Georgetown	110 W. North Street	Nursing Home	125
Megge Plumbing and Heating	3 miles east of Georgetown on Rt. 9	Plumbing and Heating	70
Wilmington Trust Company	Route 113	Banking	50
MFG Justin, Inc.	Airport Industrial Complex	Manufacturer of Fiberglass Tanks	49
Coastal Stock Tab, Inc.	2-4 Cedar Creek Street	Manufacturer of Computer Paper	39

Source: McCormick, Taylor & Associates, Inc. 1993, adapted by IPA

The large employers in the Georgetown area are agricultural facilities, which include Townsend, Inc., Perdue, Inc., and Allen's Family Foods. These operations are primarily poultry packing facilities, employing nearly 4,000 workers in total. The next largest employer is the Sussex County government, which employs approximately 350 individuals. The Indian River School District operates four schools in Georgetown and employs 294 employees, comprising of faculty, professional and support staff. Delaware Technical and Community College employs approximately 250 people and serves 6,000 students at its Georgetown location. The Sussex County Airport Industrial Air Park, located just to the east of Georgetown, has attracted new firms that have diversified the employment base of the area.

## **6.2 Sources of Income**

Table 8 compares selected income and poverty data from Georgetown, Sussex County and the State of Delaware for 1989. The income levels in Georgetown are substantially lower than the income levels for the County and the State as a whole. The median household income for Georgetown is 87 percent of the median household income for Sussex County, and only 67 percent of the median household income statewide.

Georgetown households were less likely to receive income than both County and State residents. Only 67.2 percent of Georgetown residents received either wages or salaries during 1989, compared with 72.7 percent for the County and 80.8 percent for the State. The percentage of households receiving social security income was higher in Georgetown than both Sussex County and Delaware, which is consistent with a higher proportion of elderly residents in Georgetown. The percentage of households receiving retirement income followed the same pattern as social security income, but it should be noted that the mean retirement income of Georgetown residents was nearly 30 percent less than the mean retirement income for the County and State.

The percentage of households receiving public assistance in Georgetown was 11 percent, substantially higher than the 6.7 percent in Sussex County and 5.2 percent in Delaware. While a larger proportion of Georgetown households received public assistance, those households received a lower mean public assistance income than households outside of Georgetown.

Georgetown has a poverty rate nearly twice that of Sussex County, and two and half times greater than that of Delaware. The poverty conditions in Georgetown affect the youngest residents; nearly a third of the families with children under the age of five live below the poverty line. Poverty has also affected Georgetown's elderly population (65 years and older), a fifth of whom live below the poverty line.

**Table 8. Sources of Income and Poverty Rates**

	<b>Town of Georgetown</b>	<b>Sussex County</b>	<b>State of Delaware</b>
Median household income	\$23,379	\$26,904	\$34,875
Households with wage or salary income	67.2%	72.7%	80.8%
Households with social security income	39.3%	34.9%	26.4%
Mean social security income	\$7,316	\$7,893	\$8,083
Households with retirement income	25.8%	21.4%	18.6%
Mean retirement income	\$6,959	\$9,843	\$9,987
Households with public assistance income	11.0%	6.7%	5.2%
Mean public assistance income	\$3,211	\$3,707	\$4,012
Population below poverty level	20.2%	10.7%	8.1%
Families with children under 5 below poverty level	27.2%	12.0%	3.6%
Elderly below poverty level	21.8%	12.2%	10.1%

Source: U.S. Census, 1990, adapted by IPA

### **6.3 Georgetown Workforce**

The residents of Georgetown were less likely to be employed by private firms than residents of Sussex County. The 1990 Census reported that 68 percent of Georgetown residents 16 years and older worked for private firms, while in Sussex County 77 percent of residents 16 years and older worked for private firms. The number of Georgetown residents 16 years and older who worked for local, state, or the federal government was reported at 24 percent of the town's total workforce as compared to 14 percent in Sussex County.

### **6.4 Projected Characteristics of Georgetown's Economy – 2000 to 2025**

The Draft Population, Household, and Employment Projections for Sussex County, which has been utilized in Chapters 4 and 5, include a detailed employment projection series. Employment (jobs) are projected based on 10 standardized sectors of employment (known as the "Standardized Industrial Code" or SIC). Table 8 describes the sectors used:

**Table 9. Employment Sectors used for Projections**

Employment Sector	Description
Construction	Jobs in the construction industry
Manufacturing	Jobs in manufacturing (i.e. the primary production of goods)
TCPU	Transportation, Communications, and Public Utilities
Wholesale	Jobs in wholesale trade, sales of goods from manufacturers to merchants
Retail	Jobs in retail trade, sales of goods to consumers
FIRE	Finance, Insurance, and Real Estate
Business Services	Jobs providing services to businesses
Personal Services	Jobs providing services to individuals
Professional Services	Services of a professional nature (i.e. lawyers and doctors)
Public Administration	Jobs in government (town, county, or state)

Source: SIC, summarized by IPA

The following table depicts the estimated composition of Georgetown's economy in 2000, and compares it with the projected composition of the economy in 2025.

**Table 10. Projected Composition of Georgetown's Economy – 2000 to 2025**

	2000 (est.)	% of total jobs	2025 (est.)	% of total jobs	Change in Jobs	% Change
Cons.	314	5%	410	5%	96	31%
Manu.	1514	24%	1426	17%	-88	-6%
TCPU	677	11%	840	10%	163	24%
Whol.	60	1%	54	1%	-6	-10%
Retail	753	12%	569	7%	-184	-24%
FIRE	384	6%	1034	12%	650	269%
Bus Svcs.	276	4%	512	6%	236	86%
Per Svcs.	45	1%	37	>1%	-8	-18%
Prof. Svcs.	1125	18%	1836	21%	711	63%
Pb Admin.	1170	19%	1911	22%	141	63%
Total	6318		8629		2311	37%

Source: Draft Population, Employment, and Household Projections for Sussex County

Prepared by the Center for Applied Demography and Survey Research at the University of Delaware under contract with the Delaware Department of Transportation

This analysis reveals several aspects about Georgetown's economy. The most important sectors in the Georgetown Area's economy are manufacturing (including poultry production, and the businesses at the airport), professional services (including education, lawyers, etc.), and public administration. Of these main sectors, both professional services and public administration are

expected to grow between 2000 and 2025. Manufacturing employment is expected to decrease slightly, which mirrors national trends due to increased automation and other factors.

The finance, insurance, and real estate sector is expected to increase dramatically (269%), adding 650 jobs. Business services, a closely aligned sector, is also expected to increase in prominence, adding 236 jobs. These factors combined illustrate that Georgetown is predicted to become a very prominent administrative center in Sussex County. Manufacturing will still remain an important component of the economy, but Georgetown will likely be known for business, finance, government, and educational facilities.

## 7 Historic Preservation and Urban Design

### *Analysis*

Historic preservation has enjoyed a long-standing tradition in Georgetown. The Georgetown Historical Society in coordination with the State Historic Preservation Office and the Sussex County Tourism Commission have contributed to preserving the parcels around The Circle. The area between Front Street and Race Street and Laurel Street and Pine Street contains twenty of the twenty-four historical sites in Georgetown limits. The Circle, which is on the National Register of Historic Places, is the focal point of historic Georgetown. Although relatively young for many communities in Sussex County, Georgetown has some of the finest homes and unique architectural styles in Delaware.

Preservation is administered through a Historic District Zoning Ordinance requiring architectural and site specifications for parcels in the historic district zone. The properties subject to architectural review are zoned historic district. Whenever property owners want to make alterations, construct a new building, or demolish a structure, they must present plans to the Planning Commission. The Commission then reviews the plans to make sure that they are compatible with the architectural features of the surrounding structures.

According to the State Historic Preservation Office, Georgetown contains twelve sites that have been registered as national historic sites. These sites are listed below in the Table 11. Other historically significant sites have been delineated by the Georgetown Historical Society and are kept on record by the Historical Georgetown Society.

**Table 11. Nationally Registered Properties, Georgetown 1997**

<i>Date Registered</i>	<i>Property</i>	<i>Location</i>
11/13/79	The Brick Hotel	The Circle
09/5/85	Faucett House	West Laurel St.
09/30/85	Georgetown Coal Gasification Plant	North Railroad Ave.
11/13/79	Judge's House and Law Office	100 and 104 W. Market St.
09/9/87	Dr. John W. Messick, House and Office	144 E. Market St.
03/24/71	Old Sussex County Courthouse	Pine St. and S. Bedford St.
09/5/85	Thomas Sipple House	N. Bedford and New St.
11/13/79	St. Paul's Episcopal Church	E. Pine St.
06/4/73	Sussex County Courthouse and Circle	The Circle
11/15/79	Gardiner Wright Mansion	228 S. Front St.
07/26/79	Richards Mansion	N. Bedford St. and The Circle
08/28/98	Joseph T. Adams House	12 E. Pine Street

Source: State Historic Preservation Office, compiled by Institute for Public Administration



## 8 Recreation, Parks and Open Space

### *Analysis*

Table 12 lists park and recreational facilities within the Town of Georgetown. As the table indicates, these facilities are at city-owned parks and public schools and private institutions situated within the limits. In addition, there are many recreation areas in close proximity to Georgetown.

**Table 12. Georgetown Public Parks & Other Recreation Facilities**

<i>Park/Facility</i>	<i>Location</i>	<i>Acres</i>	<i>Type of Facility</i>
Delaware Tech Community College	Rt. 404		Pavilion, picnic tables, ballfields and a fee based pool
East Georgetown Elementary	Railroad Ave.	6	Playground
Georgetown Circle	Market and Bedford		Historical park with benches, memorial flag pole and fountain
Georgetown Little League	E. Market St.	7	Baseball complex with concessions and parking
Georgetown Public Library Park	Between Bedford & Market near The Circle		Benches, small grassy lot with landscaping
Kimmey Park	Pepper St. and New St.		Playground, benches and mosaic land mark
King Street Park	King Street off Rt. 9		Next to Little League, playground, picnic tables
Layton Tract	Open Space	95	Wooded and open field
North Bedford Park	Bedford St. and Edward St.		Playground, hard court, picnic tables
Old Sussex County Courthouse	Market	.2	Historic monument
Richard Allen Elementary	S. Railroad Ave. and Stevenson Ln.		Playground
Rosa Street Park	Rosa St. between Kimmey and King		Playground
Sussex Central Sr. High & Georgetown Elementary	301 W. Market St.	29	Basketball courts, tennis courts and extensive open space area
Wilson Park	Market St. and Railroad tracks		Brick walkway, flower garden and landscape
Noah's Park	Behind Grace Church		Playground

Source: Town of Georgetown, Delaware Department of Natural Resources & Environmental Control, Division of Parks & Recreation, compiled by IPA.

There are several recreational areas and open spaces in the Georgetown area. Residents have access to municipal parks, state forests, ball fields and school ground recreation areas. Municipally managed parks include King Street Park off Route 9, Wilson Park on Market Street, Kimmey Street Park, Rosa Street Park, and Bedford Park. The Georgetown Little League Park on East Market Street is used for baseball practice and games.

The historic Georgetown Circle and the Old Sussex County Court House serve as sites for town celebrations and events. Georgetown public schools and Delaware Technical and Community College also have basketball, tennis courts, football fields and other areas in which to recreate.

Georgetown is also located near many state designated parks, open spaces, forests, wild life habitats and greenways and waterways.

Located on Route 113, the Redden and Ellendale State Forests, maintained by the Delaware Department of Agriculture, provide space for hiking, softball, hunting and camping. Combined, the forests cover over 6,500 acres of open space.

Located on Route 24, Trap Pond State Park offers a variety of activities such as horseback riding, hiking, swimming, picnicking, camping and hiking. It also contains the northernmost publicly owned Bald Cypress area in the United States.

**Table 13. State Open Space Features near Georgetown**

<i>Park</i>	<i>Location</i>	<i>Acres</i>	<i>Features</i>
Redden State Forest	Rt. 113	5269	Softball field, no hunting permits required. Lodge facility available to rent.
Ellendale State Forest	Rt. 113	1613	Picnic tables and pavilion.
Lang Tract-in Redden Forest	Rt. 113	147.5	Pedestrian access.
Trap Pond	Rt. 24		Horseback riding, hiking trails, swimming, picnicking, camping and handicapped access for special water activity.

Source: Delaware Department of Natural Resources & Environmental Control, Division of Parks & Recreation, adapted by IPA.

### *Georgetown Little League*

The Georgetown Little League is managed and governed by a private board of officers and contributors. The League is funded primarily through charitable donations, fundraisers and gifts.

About 750 children participate in the League each year, which begins with tryouts in March, practice in April, and a season that runs through June. All-star games are held in July. The League is divided into major, minor, senior, and big league teams. At the start of each season, the League, in coordination with the Town, hosts a parade, flea markets, and celebrations. Recently, the League initiated a fall baseball program, which starts in September.

### *Delaware Technical and Community College Campus*

The facilities located on the Delaware Technical and Community College campus are also contractually leased to civic groups from around the County. Georgetown and County residents also use the grounds, athletic fields, and swimming facilities contractually.

## 9 Utilities and Services

### *Analysis*

Utilities include such services as public water, sewer, electricity, natural gas, telecommunications, and cable television.

#### 9.1 Sewer Treatment Facilities

Georgetown provides sewage treatment to most of the town, and for some areas in the County. Within the town itself, the primary land use not served by the municipal wastewater treatment system is the Perdue plant, which is located on Savannah Road. Perdue, Inc. has its own sewage treatment facility.

The Delaware Department of Natural Resources and Environmental Control (DNREC) regulates wastewater treatment facilities and discharges. Under a recent court order to reduce water pollution in the inland bays, DNREC has instituted a program to limit the Total Maximum Daily Loads (TMDL) of nutrients that are discharged into the waterways. Some of the key nutrients polluting the bays, primarily nitrogen and phosphorus, are present in wastewater discharges from municipal sewage treatment plants. DNREC has taken the position that all point source discharges must be removed from the inland bays watershed. Towns must utilize other methods of wastewater disposal that do not discharge directly to surface waters. At the present time, spray irrigation is the preferred method to accomplish this goal.

The Town currently operates two sewage treatment facilities. The first facility is a mechanical sewage treatment plant, located on Stevenson Lane. This plant has a capacity of 500,000 gallons per day. The plant employs secondary and tertiary treatment methods, and discharges treated effluent to the Eli Walls Tax Ditch. The tax ditch is within the inland bays watershed, and as such all discharges eventually reach the bays. The Stevenson Lane plant is in poor condition and in need of extensive upgrades according to the *Georgetown Wastewater Facilities Plan*, prepared by Davis, Bowen & Friedel, Inc. and last revised on June 30, 1997.

The second sewage treatment plant is a spray irrigation facility located on 80 +/- acres of land along Sussex Road 317, 3.5 miles southwest of town. This plant was constructed in 1991, and can treat 250,000 gallons per day. Spray irrigation facilities, such as this one, discharge tertiary treated wastewater by spraying it on farm fields. The water contains nutrients, which act as a fertilizer for crops. As of April 1997, the combined effluent from both treatment plants averaged approximately 700,000 gallons per day. Fifteen pumping stations located throughout the town facilitate the transfer of sewage to the two treatment facilities.

Georgetown has decided to expand the spray irrigation facility and abandon the mechanical plant on Stevenson Lane. This decision has been made due to both the high cost of repairs and upgrades necessary at the Stevenson Lane plant and the regulatory requirements of DNREC. The Town has obtained a combination of loans and grants from the State in order to fund the expanded facility, which has a project cost of over \$8 million. Additional storage lagoons and treatment facilities will be constructed on the original 80 acre site owned by the Town. The

Town has entered into a long-term lease with a local farmer to spray the treated wastewater on 150 +/- acres of farmland, located nearby. The project is currently in the design stages, and it is anticipated to go through the DNREC permitting process prior to the end of 2000.

In addition to treating wastewater generated by the town, Georgetown has agreements to treat wastewater from two additional sources. The first is the Sussex County Correctional Institution, which is located nearby. This facility alone is responsible for generating an average of approximately 115,000 gallons of sewage per day. In addition, Georgetown has agreed to treat wastewater from a sewer district in Ellendale, a small town located approximately eight miles north of Georgetown.

When sizing the new facility, consideration was given to both the existing wastewater flow and anticipated future growth. The 1997 *Georgetown Wastewater Facilities Plan* estimated the necessary future capacity in accordance with the following table. The table has been revised to include the anticipated flows from the Ellendale district.

**Table 14. Breakdown of Future Average Daily Flow Estimates (20 Year Planning Period)**

<i>Description</i>	<i>Flow (gpd)</i>
Fiscal Year 1996 Flows	660,000
Sussex Correctional Institution	115,000
Sussex County Industrial Park	50,000
Cheer Center, Route 9	40,000
Delaware Technical and Community College	20,000
State Offices (DelDOT & Motor Vehicles)	10,000
Future Commercial Growth, Route 113	30,000
Residential Single Family, in town (150 EDUs based on historic growth rates)	45,000
Residential Multi-Family (233 EDUs along S. Bedford Street)	70,000
Residential Single Family, outside town limits (200 EDUs, potentials are Cabbage Corner, Golf Village, and Country Club Village)	60,000
<b>Subtotal, Growth Related</b>	<b>440,000</b>
<b>Total Required Treatment Plant Capacity (Table 1B)</b>	<b>1,100,000</b>
Ellendale Sewer District*	110,000
<b>Revised Total Required Treatment Plant Capacity*</b>	<b>1,210,000</b>

Source: Georgetown Wastewater Facilities Plan, Table 1B

\* Ellendale Information from Mr. Hans Medlarz, P.E., of Davis, Bowen, & Friedel, Inc.

The necessary plant capacity is calculated to be an average of 1,210,000 gallons per day for the 20 year planning period. The upgrades to the spray irrigation system are being designed for this capacity. Peak daily flows may be higher, and the design of the new system will take this into account. Georgetown has become the sewer service provider for the general region surrounding the town. With the upgrades and expansions to the spray irrigation facility that are currently

planned, Georgetown will have the wastewater treatment capacity to handle existing needs and growth in the area for the foreseeable future.

Sources:

*Georgetown Wastewater Facilities Plan*, Davis, Bowen & Friedel Inc., last revised June 30, 1997.

Conversations with:

Mr. Hans Medlarz, P.E., Davis, Bowen, & Friedel, Inc.

Mr. David W. Baird, Georgetown Town Manager

Mr. Peder Hansen, DNREC Division of Water Resources

Mr. Ron Graeber, DNREC Division of Water Resources

## 9.2 Water Supply

The Town of Georgetown provides municipal water service to homes and businesses located within its boundaries. According to the 1990 census, 868 housing units were served by the Georgetown municipal public water system, while 504 housing units in the town were served by individual wells. A review of Department of Natural Resources & Environmental Control (DNREC) information indicates that Georgetown operates six wells for its source of water supply. Four of the wells are less than 145 feet deep, utilizing the Columbia Formation. The other two wells are about 310 to 350 feet deep and draw water from the Manokin Aquifer. These six wells have a total combined annual allocation permit from DNREC of 300 million gallons (mg), a 30-day allocation pumping limit of 30 mg, and a daily limit of 1.3 mg.

The following table summarizes Georgetown's well data as provided by DNREC.

**Table 15. Water Wells and Capacity in Georgetown**

<i>Well #</i>	<i>Date Drilled</i>	<i>Screen Interval</i>	<i>Aquifer</i>	<i>Pumping Rate (gallons per day)</i>
1	1948, 1992	0 - 120 ft	Columbia	720,000 gpd
1A	1992	330 - 354 ft	Manokin	288,000 gpd
2	1996	40 – 92 ft	Columbia	720,000 gpd
2R	1948, 1985	90 – 129 ft	Columbia	720,000 gpd
3	1992	108 – 143 ft	Columbia	720,000 gpd
3A	1992	313 – 329 ft	Manokin	288,000 gpd

Sources: Delaware Department of Natural Resources & Environmental Control (DNREC); Town of Georgetown

In 1999, Georgetown had a total annual water usage of about 297 mg, a total monthly water usage for its maximum month of about 34.6 mg (July) and an average daily demand of 0.81 million gallons per day (mgd). A comparison of permitted water withdraws to current water usage indicates that Georgetown's water allocation is very close to its annual permit limit of 300 mg and went over its monthly limit four months in 1999 (June – September). Therefore, it is recommended that the Town begin discussions with DNREC concerning its need to increase its allocation permit limits. This would be essential to accommodate anticipated residential and economic growth.

### **9.3 Stormwater Management**

The Sussex County Conservation District enforces stormwater management regulations in Georgetown. The stormwater and sewer systems are not combined.

### **9.4 Solid Waste Disposal**

Waste Management is contracted by the Town of Georgetown to provide weekly trash services.

### **9.5 Recycling**

The town government in coordination with the Delaware Solid Waste Authority provides two locations for recycling. The first location is Delaware Technical and Community College Campus on Route 404. An oil recycling igloo is also provided at this location. The second location is on Market Street next to the Little League Complex. Currently, all recycling in Delaware is voluntary, with no plans to make it mandatory.

All recycled materials are collected weekly by the Solid Waste Authority and transported to the Delaware Recycling Plant located in Wilmington.

### **9.6 Electricity**

Conectiv and the Delaware Electric Co-op provide electrical power. Power is generated at the Conectiv plant in Millsboro. All residents in and surrounding the town limits negotiate direct service with Conectiv as the only provider of electrical power in Georgetown. Conectiv supports and maintains a sub station within the town limits, located on East Market Street.

### **9.7 Cable Television**

Television cable is provided by Comcast Cable. Comcast offers its customers a complete range of cable services, including premium and pay-per-view channels.

### **9.8 Natural Gas and Oil**

Several independent companies in the Georgetown vicinity provide gas and oil sources of power and heating.

## **10 Transportation**

### *Analysis*

This section describes the transportation system serving the Town of Georgetown and vicinity. It includes streets and highways, public transportation, bicycle and pedestrian facilities, rail services, and airports.

See Appendix for Map 2. Transportation Base Map.

### 10.1 Streets and Highways

As noted earlier, Georgetown's location is geographically centered in Sussex County. Route 113, a four-lane dual highway, runs from Dover to Pocomoke, Maryland and represents one of the major north/south arteries in Sussex County. Intersecting U.S. Route 113 are U.S. Route 9 and State Route (SR) 18 (404), both of which traverse the County from east to west.

Georgetown is laid out in a square grid pattern; most streets are perpendicular to one another. Market and Bedford Streets form a central axis where they converge at The Circle. The Circle is not only at the center of Georgetown's transportation system, but it is the central point of the overall community. Although annexation has expanded the town limits, Market and Bedford Streets still remain the primary thoroughfares in and out of Georgetown. The majority of secondary streets that branch from Market and Bedford Streets are narrow, residential streets which are inefficient as thoroughfares due to the many intersections and residential properties. Commercial traffic not conducting business in Georgetown is encouraged to use alternate routes around the center of town. The Delaware Department of Transportation (DelDOT) and the Town of Georgetown have placed signs in locations identifying truck routes around Georgetown. DelDOT has also implemented upgrades at the intersection of Rt. 244 and Rt. 266 and renovations of existing truck routes (U.S. 9 TR).

Street maintenance and construction are a shared responsibility. DelDOT has jurisdiction over and maintains highways and state roads in town limits, while the Town is responsible for the maintenance of all municipal streets.

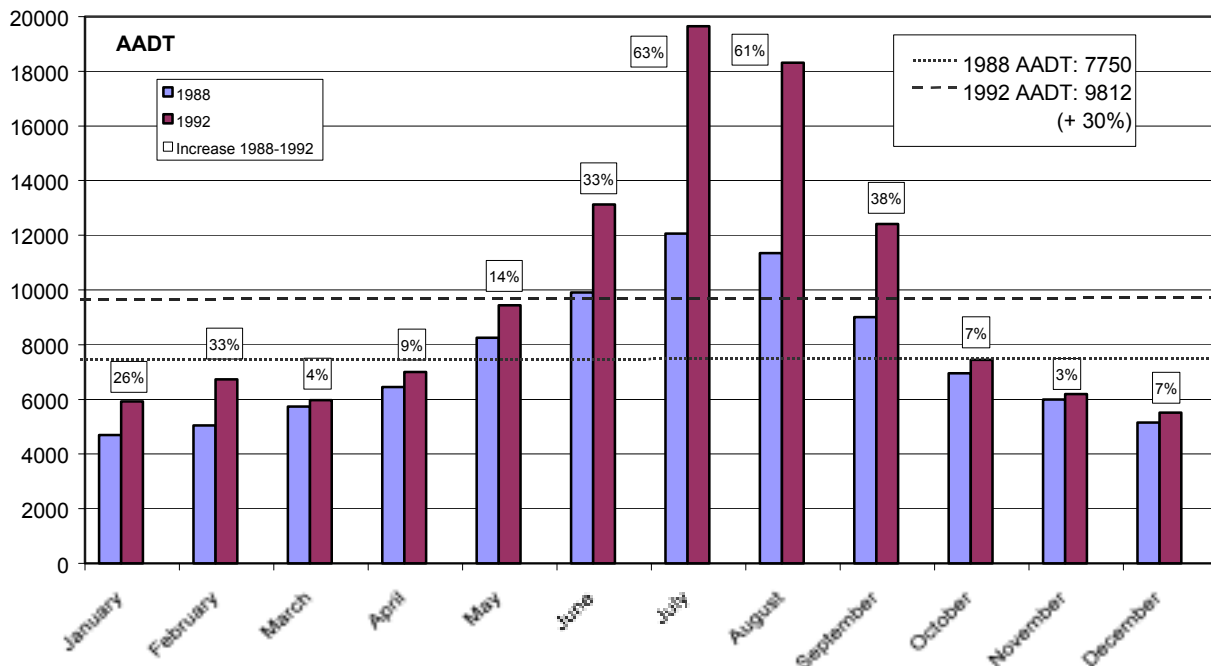
#### *Local Traffic Characteristics*

An analysis of Georgetown's local roadways by the Delaware Department of Transportation (DELDOT) has determined that traffic volumes are expected to rise as Georgetown's annexed lands are developed. This analysis included studies of year round traffic conditions from 1986 to 1993 to determine traffic trends in the Georgetown vicinity.

The final recommendations were laid out in the *Georgetown Transportation Study* prepared by DELDOT and McCormick, Taylor & Associates, Inc. in February 1996. The Georgetown study describes the existing conditions, proposes alternatives, and recommends viable alternatives for the state, county and municipality to pursue. The recommended alternatives include extending the already existing transit systems and a proposed new transit system to link Georgetown with other connected communities. Additionally, the study proposes pedestrian and bicycle path improvements in and around Georgetown. In order to curb industrial truck traffic, the study recommends truck route improvements. Furthermore, recommendations were made to extend U.S. 9 TR to provide an alternate travel route through Georgetown. Doing so would facilitate the separation of traffic with various needs.

The long-term option favored by the Town to redirect through-traffic is to build a by-pass north of the town from Route 113 (DuPont Boulevard) in the west to Route 9/404 (Seashore Highway) on the eastern side of town crossing Savannah Road north of the Perdue plant.



**Chart 10. Volumes and Increases of Annual Average Daily Traffic (AADT) 1988-1992**

Source: DELDOT, Bureau of Traffic Count Station #8073, adapted by IPA

As a crossroads town, Georgetown experiences a range of traffic congestion, particularly during the tourist season (May-September). Tourist traffic currently uses U.S. Route 9 (404), which passes through the center of town from west to east and U.S. Route 113, which passes through the commercial district on the west side of town. Traffic volume characteristics for Georgetown, provided by the Delaware Department of Transportation (DELDOT), compare average daily volumes in 1988 with daily volumes in 1992. There was an increase in traffic volumes from 1988 to 1992. Moreover, there was an increase in volume in the summer months, reflecting the tourist traffic traveling through and around Georgetown (Chart 10).

According to DELDOT, the data is based on Average Daily Traffic (ADT) encountered by motorist on a typical, non-holiday weekday. ADT volumes do not account for seasonal variations or weekend traffic. The Annual Average Daily Traffic (AADT), on the other hand, is for total annual traffic volume divided by the number of days in the year. Because AADT volumes account for weekly and monthly fluctuations, they usually differ from ADT volumes.

### ***Seasonal Traffic Demands***

Traffic demands in Georgetown vary greatly depending on the season, day of the week and time of the day. Seasonal variations reflect the social, recreational, resort-oriented and commercial activity in and around Georgetown. Traffic demands typically increase substantially between April and October. Looking at monthly variations in traffic volumes throughout Georgetown, the peak month for traffic is July, while the month of January has the lowest amount of traffic

volume. Roadways considered to be high volume and pose potential concern for Georgetown include:

- U.S. 113
- Del Rt. 404
- U.S. 9
- Sussex 114
- Market and Bedford Street (Georgetown Circle)

## **10.2 Public Transportation**

As a result of a DELDOT recommendation for public transportation in Sussex County, the Delaware Transit Corporation (DTC) now provides weekday service in Sussex County. Georgetown serves as the public transportation center for Sussex County. Three routes traverse the County through Georgetown.

The purpose of each of these routes is to provide residents access to area medical facilities, government services, schools, shopping centers and employment centers. Bus Rt. 206 provides Georgetown residents with service to Rehoboth six times a day, Monday through Friday. From Memorial Day to Labor Day there is also weekend service on this route. Bus Rt. 210 connects residents to communities north of Georgetown such as Ellendale, Milton and Milford eight times a day, Monday through Friday. Bus Rt. 212 provides Georgetown residents with access to services in the Bridgeville, Laurel and Seaford areas.

All routes begin and end at the Georgetown transfer station located at the Delaware Technical and Community College Owens Campus on Route 404. The fee for service on any round-trip from Georgetown is \$1.00. In addition to fixed service routes, DART is also providing Dial-a-Ride services. The adult fare for the Dial-a-Ride Connector is \$2.00. For all transit services offered in Georgetown, there is potential opportunities with respect to marketing and service improvements.

**Table 16. DART Transit Destinations Georgetown**

<i>Bus Route</i>	<i>Destination</i>	<i>Georgetown Terminus</i>	<i>Cost (round trip)</i>	<i>Operation Time and Frequency</i>
Route 206	Lewes, Rehoboth	DTCC Owens Campus	\$1.00	M-F, 7 round trips per day during summer
Route 210	Ellendale/Milton Milford	DTCC Owens Campus	\$1.00	M-F, 4 round trips per day
Route 212	Bridgeville/Seaford/ Laurel	DTCC Owens Campus	\$1.00	M-F, 3 round trips per day
(Route 303)	Dover/ Milford/ Harrington	None – riders may connect in Milford	\$2.00 to \$5.00	M-F, 4 round trips per day

Source: Compiled by IPA from <http://www.DartFirstState.com/routes/>

### *Transportation for the Elderly and Disabled*

The Delaware Transit Corporation (DTC) also provides transportation for Georgetown's elderly and disabled populations. Residents of Georgetown age 60 and older or disabled individuals of any age can contact DTC 24 hours prior to the day of desired use, and DTC will provide them with transportation to and from their chosen destination. Participants in the DTC program must be registered and meet application requirements. DART First State Paratransit provides transportation for ADA certified customers.

## **10.3 Downtown Parking**

The Town maintains on-street parking meter spaces around The Circle, and on East Market Street to the railroad tracks. There are also metered spaces one block on either side of East Market Street on Race Street. Free on-street parking is available on Layton Avenue. Local merchants and the Sussex County government maintain other parking facilities in the central business district.

According to a survey completed by DELDOT for the *Georgetown Transportation Study*, there is a strong public perception that parking availability in downtown Georgetown is insufficient. The parking inventory counted 964 total spaces within a two minute walking distance of The Circle, this includes 269 on-street and 695 off-street spaces. The study showed that certain downtown parking facilities were heavily used, especially around the county complex buildings; however, other parking facilities were underutilized. Street parking was found to be adequate due to the quick turnover rate of parking spaces on streets around The Circle. Parking surveys indicated that a majority of the parking facilities were used for work purposes and that on-street parking spaces were constantly available. As a result, the studies concluded that parking improvements are not necessary.

## **10.4 Rail**

Two railroad lines, Norfolk-Southern and the Delaware Coast Line Rail Company, service Georgetown. Operating north-south with Georgetown as through-stop, Norfolk-Southern provides service south with stops in Millsboro, Dagsboro, and Frankford. From Frankford this line continues southward with termination in Snow Hill, Maryland. The rail line from Frankford south is owned by the Maryland and Delaware Railroad. North of Georgetown, Norfolk-

Southern's line passes through Ellendale and extends west through Milford, and converges in Harrington with another north-south Norfolk-Southern line.

The other railroad route in Georgetown is an east-west line owned by the State of Delaware and operated by the Delaware Coast Line Railroad Company. Georgetown serves as the western terminus of this line that ends in Lewes at the Delaware Bay. There are two rail customers on this line. One customer is Barcroft industries in Lewes, which receives raw materials for pharmaceutical products by rail. The other customer is the Mountaire grain terminal at Gravel Hill, which receives grain by rail for distribution to farmers.

There are two trains that operate along the route between Harrington and Frankford, carrying a mixed freight of grain, chemicals, food products, and hazardous materials. One train passes through Georgetown during the day, the other at night, but neither has specific run times. The second north-south Norfolk-Southern train carries coal between Harrington and the Indian River Electrical Plant south of Georgetown. Three trains pass through Georgetown, primarily during daylight hours with no fixed time schedule. All the trains carry coal, with the length of the train changing as needed.

## **10.5 Air Transportation**

Located one mile east of Georgetown is the Sussex County Airport, which is owned and operated by Sussex County. Currently, the airport is used for general aviation, corporate aviation and some helicopter activity. It is the largest airport in Sussex County. Although the airport is capable of handling commercial service, it is currently limited. Aircraft at the airport are used mainly for recreation. In addition, the National Guard and Delaware State Police use the facility to house some of their aircraft.

To encourage future use and development of the airport, Sussex County has invested money to renovate the facilities. Renovation plans include resurfacing the main landing strip, and adding new taxiway lights. Sussex County officials are currently exploring potential investors of light industry and aircraft related companies to encourage future development. The airport also serves as a County industrial complex providing space for light manufacturing and storage.

## **10.6 Pedestrian and Bicycle Circulation**

Recommendations for pedestrian and bicycle circulation have been addressed in the *Georgetown Transportation Study*. These improvements include restriping and putting signs at the crosswalks throughout the downtown area.

Pedestrian traffic within one block of The Circle along Bedford and Market Streets from observation is moderately heavy. Outside of the downtown and The Circle area, pedestrian movement is characterized as light to moderate. Improvements to existing pedestrian crosswalks and the placement of warning signs along major pedestrian walkways are strongly recommended by DelDOT. These improvements would consist of new pavement markings and signs at major intersections within the town limits. Sidewalks in the original town limits are well maintained. Some areas, particularly ones newly incorporated since 1986, lack sidewalk connections to

downtown. Sidewalk construction and maintenance has not kept pace with newly annexed portions of town.

Bicycle movement in Georgetown has increased. Currently there are no designated bicycle routes or storage facilities. The addition of bicycle routes and adequate storage facilities will promote the use of alternative forms of transportation, especially in the central business district. It is anticipated that these improvements and general maintenance of pedestrian walkways will create a safer and more pleasant pedestrian environment in downtown Georgetown.

### **10.7 DelDOT Access Management and Corridor Capacity Preservation Programs**

The Delaware Department of Transportation (DelDOT) constructs and maintains all regional roadways in the State. DelDOT also maintains many of the local streets in unincorporated areas. It will be important for the Town to collaborate with DelDOT in the future regarding road planning, design, and access issues. The following two DelDOT programs will directly affect Georgetown, and should be considered by the Town when making land use, zoning, and subdivision decisions.

#### *Access Management*

Access Management is a comprehensive policy that is intended to regulate the frequency and spacing of entrances along state maintained roadways. The goal is to preserve road capacity and enhance safety by ensuring the number, type, and design of access points is appropriate to the road type and function. At this time, the policy is still under review and consideration, and has not been fully adopted. However, DelDOT staff is using the proposed policy to help them inform access decisions while the document is being formalized.

All state maintained roads receive an “Access Designation,” which relates to the function and conditions on the roadway. In Georgetown, the following roadways have received access designations under the proposed policy:

**Route 404/18 and Route 9, including The Circle:** This roadway has been designated Access Level 4 (AL4), Transit Arterial. The draft policy characterizes this access level as “. . . major streets and highways that shall be managed to encourage pedestrian activity and facilitate the use or future development of transit service. . . These design standards and principles facilitate multi-modal access to higher density land uses and *encourage* rather than simply *accommodate* pedestrian circulation along and across the AL4 highway.”

**Truck Route 9:** This roadway has been designated Access Level 5, Minor Arterials and Major and Minor Collectors. The draft policy characterizes this access level as “The use of reasonable motor vehicle access may be required where available.” This is one of the least restrictive access designations, and the design standards are intended to promote safe access that meets current engineering standards for signal spacing, median crossovers, and other similar standards.

**All Other Roadways:** All other roads have been designated Access Level 6, Local Streets. In general, safe access along these streets is encouraged and regulated by local ordinances.

### *Corridor Preservation*

Route 113 is regulated under DelDOT's Corridor Preservation Program. The goals of this program are to preserve the capacity of the regional arterial roadways while providing alternative access to businesses, where possible. New access points are discouraged, and opportunities to remove existing access points are actively explored.

There are several different roadway designations under this program, which are based on the *Strategies for State Policies and Spending* as approved by the Cabinet Committee on State Planning Issues in December 1999. The first of these two areas are those designated as "Rural" by the State. These are areas outside of municipalities where all new access is discouraged. The Department utilizes shared access, alternative access, and in some cases purchases development rights in these areas. There are no such areas in Georgetown.

The second category within this program is the "Community" areas. These areas correspond to municipalities or urbanizing areas. Access for businesses and other uses is encouraged. The Department focuses on shared access, alternative access, and the construction of service roads in these areas. Route 113 within Georgetown is considered a "Community" area.

The *Strategies for State Policies and Spending* designates two other categories of land. "Primary Developing Areas" are immediately adjacent to Community Areas where development activity is likely within the foreseeable future. "Secondary Developing Areas" are along the periphery of the other areas, and represent land which may be developed in the longer term future. DelDOT will consider granting access in the Primary Developing Areas similar to that which is permitted in the Community Areas. Entrances will only be permitted in the Secondary Developing Areas for low traffic generating uses. The lands to the north and south of the current town boundaries are within the Primary and Secondary Developing Areas. Private developers and town officials may expect some access restrictions if these lands are annexed into the town.

DelDOT is available to work with communities to plan service roads and alternative access ways for their commercial corridors. This planning process is the first step in obtaining design and funding assistance for service roads.

## 11 Government and Community Services

Georgetown has variety of government institutions, community services, and local community organizations.

### 11.1 Town Government

A mayor and a four-member council govern Georgetown. The Council constitutes Georgetown's legislative body, which is responsible for passing laws, and providing advice and consent of the Mayor's appointments. Council members are elected for two-year terms and represent one of the four town wards. The boundaries of Georgetown's wards include:

First Ward- the area south of centerline of East Market street and east of centerline of South Bedford street.

Second Ward- the area north of the centerline of East Market Street, and east of centerline of North Bedford Street.

Third Ward- the area north of center line of West Market Street, and west of centerline of North Bedford.

Fourth Ward- the area north of center line of West Market Street, and west of centerline of North Bedford Street.

The Mayor is elected for a two-year term, and serves as Council President. The Town Council appoints a Town Manager, a Solicitor, the Police Chief and any committees deemed necessary for the operation of the town.

The Town Manager is the chief administrative officer of the town, and serves at the pleasure of the Town Council. The Manager is ultimately responsible to the Council for the Georgetown's daily operations. All town employees are hired or dismissed by the Town Manager. Additionally, the Manager oversees all public works functions, and supervises the collection of taxes, fees and other charges due to the town. The Town Manager also calculates and formats the town budget each fiscal year.

The Clerk or Secretary of the town is responsible for keeping custody of legislative records, birth certificates, certain licensing privileges, journals, and other official town documents. The town records are housed in Town Hall and are considered public information.

The Town Solicitor is an attorney who advises the Mayor and Council on legal matters. The Solicitor serves an indefinite term.

The Chief of Police is appointed by the Mayor to serve a one-year term, or until a successor is approved by the Town Council. The Georgetown Police Department represents the primary public safety and law enforcement agency in the town limits of Georgetown.

## 11.2 Other Government Institutions and Services

As the County Seat, Georgetown is the center of several government functions in Sussex County. Table 17 gives an overview over the various government services and departments located in Georgetown.

**Table 17. Government Institutions in Georgetown**

Department of Elections	Department of Labor
Department of Motor Vehicles	Department of Revenue
Department of Social Services	Georgetown Fire Company Inc.
Georgetown Police Department	Georgetown Public Library
Internal Revenue Service	Probation and Parole
Social Security Administration	State Police Troop 3
Sussex County Paramedics	

Source: Town of Georgetown

### *Public Safety Institutions*

Public safety services include police protection, fire fighting, and rescue activities. Public safety services provided to Georgetown residents include the municipal police, state police, volunteer fire and ambulance and the Sussex County Emergency Medical Service (EMS) response teams.

#### 11.2.1 Georgetown Police

The Georgetown Police Department provides police services. The department is located on the corner of Race and New Streets. The officers are trained and certified at the Delaware Police Academy. The police department's operating budget is drawn mainly from city tax revenue. Funds from federal and state programs are also received to support the department. The police force includes 11 uniformed officers, 2 detectives, the chief, a victim services employee and a dispatcher.

The Mayor with the consent of the Town Council appoints the Chief of Police. The department has 11 patrol vehicles. In addition to auto patrols, the department conducts foot, motorcycle and bicycle patrols in the two business districts and around the county complex on the Town Circle. Furthermore, to deal with the growing needs of the Hispanic population in Georgetown, the police department has hired a bilingual officer who is responsible for community policing and public safety education for the Latino residents. A victims services employee has also been added.

#### 11.2.2 State Police

Located in the greater Georgetown area is Troop 4 of the Delaware State Police. Troop 4 consists of twenty uniformed officers, a criminal investigative unit and other technical law enforcement resources and services available to Georgetown residents. The Georgetown Police, State Police and the community enjoy a strong and cooperative relationship. The Georgetown and State Police forces provide several community programs to promote neighborhood crime prevention, community relations, and road and child safety.



### 11.2.3 Fire Services

Fire protection in Georgetown is provided by the Georgetown Volunteer Fire Company, Inc., located on South Bedford Street, near The Circle. Approximately 100 volunteers serve a district that extends north to Ellendale, south to Millsboro, east halfway to Lewes, and west toward Bridgeville. Georgetown's Fire Chief indicated that access to the fire station was difficult due to heavy traffic volumes at times, usually in the afternoons and especially on Fridays and during the tourist season.

### 11.2.4 Ambulance

Ambulance service is provided by Sussex Post # 8 American Legion Ambulance, located at North Front and West North Streets. Approximately forty volunteers serve the same area as the Fire Company.

### 11.2.5 Healthcare

Medical service is available at three area hospitals each located approximately 15 miles from The Circle at Georgetown: Beebe Medical Center in Lewes, Milford Memorial Hospital in Milford, and Nanticoke Hospital in Seaford each provide emergency, in-patient and out-patient care. In addition, several state Health Care Centers and a variety of private agencies provide a range of clinical services to Georgetown residents. Specialized care for mental illness and retardation is provided at the Stockley Center, which is located near Georgetown.

### 11.2.6 Emergency Services

The Sussex County Emergency Medical Service (EMS) administration operates and coordinates its 5 stations with a staff of sixty from Georgetown. The five stations in the County consist of five non-transport Medic units staffed by forty-eight full time trained Advanced Life Support (ALS) Paramedics. Georgetown's servicing station is located at the Stockley Center, just south of the town limits. The EMS responds to all 911 calls and provides ALS treatment as needed, and accompanies the ambulance to the hospital as required. However, the local ambulance groups connected with the Fire and Rescue services perform all medical transfers.

## *Public Community Services*

### 11.2.7 Libraries

The Georgetown Public Library is located on West Pine Street. The library is supported by county and state funds. The planning and administration of the library is conducted by a five-member board, and employs three full time staff members. The library is a member of the Delaware Inter-Library Loan network, enabling it to share resources with other public and academic libraries. The library houses a special collection including history, census data and statistics on Delaware. Computer and card index catalog the library's volumes. Currently, the library supplies one computer for word processing and Internet access. There are plans to extend this service, pending the availability of funds.

### 11.2.8 United States Post Office

The U.S. Post Office of Georgetown was originally located on The Circle in the town center. As the town's population grew, space and accessibility to the facility became an issue, and in 1992 the post office was moved to King Street on the east side of town. The facility is twice the size of the old post office building and is equipped to provide more efficient services locally and countywide.

### 11.3 Private and Nonprofit Community Services

In addition to numerous government institutions, Georgetown also has a broad range of non-profit service providers. Table 18 gives an overview over these services.

**Table 18. Non-profit Services in Georgetown**

American Cancer Society	Delaware Blood Bank
American Diabetes Association	Easter Seal Society
American Heart Association	First State Community Action
American Legion Ambulance	Georgetown Aid
Catholic Social Service	Geriatrics Services
CHEER Center	Mothers Against Drunk Drivers
Crisis House	Salvation Army
Crisis Pregnancy Center	United Way
La Esperanza	Primeros Pasos /Telamon Corporation
La Red Health Center	

Source: Town of Georgetown, La Esperanza

#### *Senior Services*

Sussex County Senior Services, Inc. provides assistance, resources and activities to Georgetown senior citizens. It offers an array of programs and services to area seniors. Line dancing, exercise classes, bridge and field trips are only some of the activities seniors can choose from. This non-profit facility is open from 9:00 am through 2:00 pm weekdays. The center is a state designated nutrition site, serving lunch Monday through Friday. Additionally, the center uses its own bus to transport seniors on mini trips to the post office or the grocery store. Approximately 35 seniors a day participate in senior center activities. The center can accommodate up to 70 people at any one time. Senior Surreys and the DART Paratransit bus program offer supplemental transportation.

#### *Warren L. and Charles C. Allen, Jr. CHEER Community Center*

Sussex County Senior Services, Inc. also operates the Warren L. and Charles C. Allen, Jr. CHEER Community Center located on the corner of East Market Street and Road 319 in Georgetown. The facility serves as a countywide resource and activities center which other senior centers can utilize. The center, scheduled to be completed in three phases, includes a multi-purpose room/community center, housing for independent living and a nursing home. The multi-purpose room includes an Alzheimer's area, adult day care and space for activities. Transportation to and from the CHEER site is provided by DTC for all seniors countywide. The center is available to seniors during the day and community groups at night (for a rental fee). An

on-site kitchen and catering service is accessible to all that use the center. The senior program in the State Service Center continues to operate, resulting in a myriad of options for seniors.

#### 11.4 Civic Organizations

Georgetown has two civic organizations committed to business, social, cultural and commercial issues. The Georgetown Chamber of Commerce and the Historic Georgetown Association represent the concerns and visions of the community's commercial, social and cultural base. The whole spectrum of community groups in Georgetown is shown in Table 19.

**Table 19. Community Organizations in Georgetown**

A.A.U.W.	Georgetown Little League
American Legion	Mary Rebekah Lodge #15
Boy Scouts of America	Midland Grange
Chamber of Commerce	N.A.R.F.E.
D.A.R.	New Century Club
Franklin Lodge AF & AM	Odd Fellows
Greater Georgetown Jaycees	OES Chapter #9
Girl Scouts of America	PHI Sorority
Historic Georgetown Association	Pop Warner Football
Georgetown Historical Society	Rotary Club
I.O.O.F. Union Lodge #3	Ruritan Club
Improved Order of Redmen	Sussex BPW
Kiwanis Club	V.F.W.
Lions Club	

Source: Town of Georgetown

##### 11.4.1 Historic Georgetown Association

In 1993, The Historic Georgetown Association (HGA) a non-governmental civic association, began researching and identifying future development concerns for the community. HGA consists of community, civic, and business leaders with eight of the members serving as directors. Application and membership in the organization is open to the public. This association has drafted a series of reports on city government structure, economic development, housing issues, tourism, and historic preservation as well as planning and infrastructure concerns.

##### 11.4.2 Chamber of Commerce

Located at the historic railroad station on Layton Avenue is the Greater Georgetown Chamber of Commerce. The chamber promotes commerce and economic development in Georgetown. The chamber also offers services, resources and information to the members and general community about services offered in the greater Georgetown area.

The Chamber of Commerce also sponsors and organizes several annual community events and the Christmas Parade.

##### 11.4.3 Places of Worship

Georgetown has numerous places of worship, some of which belong to the Georgetown Association of Ministers. This group of churches is very active in the social, religious and cultural development of the community. Table 20 is a partial listing of the places of worship in Georgetown.

**Table 20. Places of Worship In Georgetown (partial listing)**

<b>Church</b>
Abundant Life Church
Apostolic of Georgetown
Booker Street Church of God
Calvary Baptist Church
Church of God
Faith Deliverance
First Baptist Church
Georgetown Presbyterian Church
Grace United Methodist Church
Kingdom Hall of Jehovah's Witness
Mount Zion Baptist Church
Prospect A.M.E.
St. Michael Catholic Church
St. Paul's Episcopal Church
Primary Street Church of God
Wesley United Methodist Church of God
Wesleyan Church

Source: Town of Georgetown

## **11.5 Educational Institutions**

### **11.5.1 Schools**

Georgetown is served by the Indian River School District, geographically the largest school district in the state. Georgetown, which is home for four of the District's ten schools, is a major source of students and funding for the district. The District is governed by a local school board and administered by a superintendent and professional staff located at the district office in Millsboro. The four Indian River District schools in Georgetown employ 294 people. This staff includes administration, teachers and support staff.

For grades 9-12, Georgetown students attend Sussex Central High School, one of two high schools in the district. Sussex Central Senior High is located on West Market Street between Sussex Central Drive and School Lane. As of 1996, the estimated student enrollment at Sussex Central was 1,015 students. The Indian River School District is currently in the early stages of designing and building a new high school adjacent to the grounds of the Stockley Center, which is located south of the town. When this school is constructed, the existing high school will most likely be converted to another grade level. Students from Georgetown would travel by bus or private car to the new school site.

In addition, vocational and technical education is available at Sussex Technical High School. Located about three and one-half miles outside of town on U.S. Route 9, southwest of

Georgetown, this school accepts students from all over Sussex County. Its 1995-96 enrollment totaled 1,115 and 325 of those students were from the Indian River District.

**Table 21. Public Schools Serving Georgetown Students**

<i>Grade Levels</i>	<i>School</i>	<i>Address</i>
Primary (grades K-2)	Georgetown Elementary	301 W. Market Street
Primary (grades 3-5)	North Georgetown Elementary	North Bedford Street
Secondary (grades 6-8) – Charter School	Sussex Academy of Arts and Science	21777 Sussex Pines Road
Secondary (grades 9-12)	Sussex Central Senior High	301 W. Market Street
Secondary (grades 9-12)	Sussex Technical High School	Route 9
Alternative education services (all grades)	Howard T. Ennis School	Ennis Street, near Route 9
Elementary (vacant)	Richard Allen Elementary	Railroad Avenue

Source: compiled by IPA

There are numerous educational opportunities for young children in Georgetown. Primeros Pasitos is a federally funded early head start program which serves children from 6 weeks to 3 years old with educational and developmental health opportunities. There are also many pre school programs offered in Georgetown. First State Community Action Agency, Primeros Pasos, Project Village, and Delaware Tech's Early Childhood Center all offer Head Start and Early Childhood Access Program classes to eligible 4 year olds to prepare them for Kindergarten.

The Georgetown Elementary School services grades K-2, and is situated in the same location as the Sussex Central High School. As of 1996, enrollment at Georgetown Elementary was approximately 471 students. Located on North Bedford Street is North Georgetown Elementary, which services students in grades 3-5. The enrollment at North Georgetown Elementary is 472 students.

Servicing the needs of special students is the Howard T. Ennis School. This school is located on Ennis Street near U.S. Route 9 and has enrollment of 167 students. This school is operated by the Indian River School District, and provides alternative educational services to all Sussex County students who require specialized schooling for all grade levels.

The Indian River School District maintains a vacant school located on Railroad Avenue. The District currently uses the building as a technology center and storage facility. There are no capital improvements or plans to reopen this school for students in the near future.

#### 11.5.2 Post Secondary Education

The Delaware Technical and Community College (Delaware Tech) is located on Del. 404 just west of U.S. 113. The Delaware Tech Campus is located within the municipal boundaries of the Town of Georgetown. Delaware Tech offers associates, bachelors and certificate programs in several disciplines. Also, on this campus are satellite offices and programs that are offered by the

University of Delaware, Delaware State University and Wilmington College. These satellite offices are housed in the Higher Education Building on the west end of the Delaware Tech campus. The Higher Education Building, a joint venture by Delaware Tech, the University of Delaware, Delaware State University and Wilmington College, primarily houses continuing education programs as well as graduate education programs.

The facilities located on the Delaware Tech campus are also contractually leased to civic groups from around the county. Georgetown and county residents also use the grounds, athletic fields and swimming facilities contractually.

## 12 Existing Land Use

The following section first describes the general distribution of land uses in Georgetown.

Map 4 depicts the existing land use pattern in Georgetown. It delineates uses for each individual tax parcel. Most of the land within the current municipal boundaries is already developed. Two types of vacant land are identified. First, there are smaller parcels that are scattered throughout the town within built-up areas. Second are larger vacant areas in active agricultural use west of Route 113 and south and east of downtown. These areas will likely be the sites of new large scale development activity.

See Appendix for Map 3. Existing Land Use from 1997 Aerial Photography and Map 4. Existing Land Use by Parcel.

### *Developed Land*

The majority of land uses in Georgetown is residential. Some exceptions are the government and commercial uses in the downtown area and the highway commercial and government offices along Route 113. Additionally, there are large scale poultry industry operations north of downtown. The following section describes the distribution of different uses in more detail.

### *Residential*

Most residential development in Georgetown is in the form of single-family homes. However, there are also several multi-family housing complexes. Senior housing apartment complexes are located east of Rt. 113 and in the vicinity of the new CHEER facility on the eastern end of the town on Route 9. There is one larger affordable housing area east of downtown and north of the railroad. Besides these larger structures there is also a number of individual multi-family buildings scattered in the town.

### *Government Functions*

Government functions and public offices define the downtown historical district; Town Hall and the majority of County government offices are located there. However, there are additional locations of government offices in other parts of the town. There is a branch of Delaware Health and Social Services which is just south of the town east of Rt. 113, and a County facility southeast of the Rt. 113 and Rt. 9 intersection.

### *Commercial*

Georgetown and the surrounding area offers residents a wide range of shopping options. Highway commercial is located along U.S. 113 within the town limits. These shopping areas consist of grocery stores, department stores, specialty shops, fast-food restaurants and gas stations. The stores serve both Georgetown and the immediate area. In downtown Georgetown, located on Bedford and Market streets are several eateries, delis and diners patronized mostly by government workers. Also along these streets are antique shops, boutiques, hardware stores, a florist, some thrift shops, several banks and legal services. In addition to commercial services in Georgetown, many residents travel to nearby communities for additional services. Office buildings are located both in downtown and on Route 113.

*Industrial*

Although Georgetown is mostly shaped by residential, commercial, and government functions, there are also industrial uses in the town. The Perdue, Inc. poultry processing plant north of downtown is the largest industrial facility in Georgetown. There is also a large undeveloped parcel zoned for industrial use at the east side of the town. The former industrial lands northwest of the downtown may be reused, but these properties should be evaluated for potential contamination as a condition of any new development approvals.

*Recreation and Open Space*

There are a variety of park and recreation areas in Georgetown and the surrounding areas. Moreover, there are also several agricultural lots scattered throughout the town.

*Vacant Land*

There are two types of land for new development in Georgetown.

1. First, there are vacant lots suitable for infill development. A number of single lots within the existing built-up area of Georgetown are vacant or unimproved. Map 3 shows the distribution of these lots. There are also lots that are underused relative to the existing fabric of the town. Some specific examples include the unimproved back lots along the railroad line north of downtown. Many of these lots are too large or too long for any private use and do not fit into the existing residential pattern.
2. The second type of vacant land is large undeveloped parcels available for development. These mostly large tracts of farmland are on the outskirts of the town, both within and outside the municipal boundaries, can serve as sites for new buildings and subdivisions.

On the basis of Georgetown's tax assessments, Map 5 depicts all unimproved lots. Though the map also contains parks, it nevertheless gives a good indication about the high number of vacant lots that are available for development within existing built-up areas of the town.



## **II Part 2: The Georgetown Plan**

### **1 Introduction: The Georgetown Plan Concept**

The *Georgetown Plan* section will include the goals and recommendations that form the basis of the Georgetown Comprehensive Plan. First, town wide goals and recommendations will be discussed. These broad points should guide the town in making general policy decisions regarding land use, growth, development, annexation, and the provision of public facilities and services.

In addition to the town wide goals and recommendations, the town has been divided into 11 Neighborhood Planning Areas. Each of these areas corresponds to a unique neighborhood, corridor, or land use type. The areas are described and analyzed based on the general goals, and then specific goals and recommendations were developed for each of the areas. This approach highlights the distinctive characteristics of each neighborhood, and allows the plan to be sensitive to local characteristics.

### **2 Town Wide Goals and Recommendations**

#### **2.1 Housing**

The goal of the town is to accommodate the present and future housing needs of all population groups.

- Because Georgetown is characterized mainly by its residential areas and there is a diversity of residents with different income levels living in the town, providing a diverse range of housing in the community for all residents is desirable. A mixture of single-family housing and multi-family housing creates a rich environment that caters to different housing needs. Senior housing developments guarantee housing availability for senior citizens.
- Housing should be affordable to serve all sectors of the population.
- Attention should also be given to the creation of affordable housing units. Establishing these units in mixed areas avoids the concentration of low-income housing and resulting problems for the community. Such an approach prevents the emergence of “pockets of poverty” and supports the overall goal of the community to achieve a balanced housing supply for families with a variety of income levels and housing needs.

#### **2.2 Economic Development**

Georgetown is a major employment center in central Sussex County. Economic development

efforts by the town should aim at maintaining and strengthening this position. Overall, a balanced economic base, which has the highest economic and social benefits for the community, should be encouraged. A major goal in this context is to attract high quality employment opportunities for Georgetown residents.

A particular focus of economic development initiatives should be on Georgetown's downtown, because shops, restaurants and other businesses are essential for a vivid town center that is the cultural focus of the community. To create the investment that is necessary for maintaining an attractive urban environment, attention should be given to attract businesses to downtown.

### *Retail*

- The overall goal for retail is to establish more compact retail development in neighborhood shopping centers throughout the town.
- Due to the current distribution of shops in Georgetown, neighborhood retail should be encouraged by future zoning decisions. Commercial uses conforming with residential areas could be allowed throughout the town via conditional use zoning to provide needed services to residents.
- The expansion of further strip mall highway commercial along Route 113 should be discouraged.
- Additional highway commercial should be accommodated in a way that does not affect highway capacity. Also minimum standards for landscaping should be established.

### *Offices*

- Overall, the Town should encourage new office facilities within its municipal boundaries while downtown locations should be the primary focus, particularly for smaller offices and personal services.
- For other locations Georgetown should designate the most appropriate areas for office uses and also encourage a mix of uses through multi-functional buildings and locations. One example of such an area is the Airport Business Area, located adjacent to the Sussex County Airport.

### *Industrial*

- Since Georgetown views its function primarily as a residential, office, and retail center, new properties for industrial use should be considered carefully.
- The Town should focus on light industrial uses that do not produce major noise emissions or air pollution.

For major heavy industrial uses, it is recommended that the Town develop a combined strategy with the County for marketing land at the Sussex County Aeropark to attract interested companies.

### **2.3 Historic Preservation**

Georgetown has a number of historic buildings that are an important part of its heritage and history. The historic center is the town's most important architectural asset. To preserve this unique quality of Georgetown, buildings should be properly maintained and structural and physical damages removed. One goal in this context is to encourage the restoration and redevelopment of historic properties throughout Georgetown. Additionally, the preservation of historic properties through the use of the historic preservation regulations should be continued. Historic and archeological resources on properties annexed into town should be preserved.

- To achieve these goals, it is recommended that the Town develop consistent guidelines to determine which buildings are worth protecting and on what basis. Additionally, the specific requirements for restoration should be laid out. Major attention in this process should be given to potential state or federal grants for historic preservation that are available to private owners or the town.

#### *Building Design*

Another concern in Georgetown related to housing is the maintenance and improvement of the quality of buildings in Georgetown. Besides striving for a balanced housing supply and preservation of historic buildings, the Town should also emphasize the physical and architectural quality of new development. This is important both for the outside image of the town and the quality of life citizens associate with living in Georgetown.

The visual appearance and design of the streetscape is important to the image of the town. For all new developments the Town should define required elements which will enhance the appearance and functionality of residential streets. Curbs, sidewalks, landscaping and trees improve the quality of the urban environment and create an overall pleasant atmosphere for citizens. These elements also have numerous safety and environmental benefits, and can reduce street maintenance costs over the long term. This consideration is reflected in the Town's site plan and subdivision ordinances.

### **2.4 Recreation, Parks, and Open Space**

Open space and parks for residents contribute to a more livable and healthy environment and should therefore be a priority for Georgetown.

For existing built-up areas, the goal of the Town is to maintain the quality of recreational facilities and improve linkages to residential areas. The goal for new development is to ensure the provision of adequate new open space by developers.

- While the Town has a variety of parks and recreation opportunities, the linkage between their locations and most residential areas is often unsafe or inconvenient for non-motorized traffic. This is particularly serious for playgrounds that are predominantly frequented by children. Since retrofitting existing residential areas with parks or playgrounds is often not feasible, the main recommendation for existing built-up areas is to improve access to nearby open spaces, playgrounds, and sport facilities. Underlining the recommendations made in the transportation section of the plan, it is proposed to create on- and off-street bike paths and connecting footpaths and trails.
- For new developments, the Town's subdivision plans should require that public open space and playground facilities and interconnecting trails for pedestrians and cyclists are planned and created by the developer. This requirement should include provisions for the future maintenance of the recreation area through the developer or a homeowner's association.

#### *Future Park Planning*

- Currently, Georgetown has no major public park. An opportunity for a new park is a portion of the undeveloped land located on the eastern fringe of Georgetown that is currently zoned for industrial use. This area has been designated as the Regional Park Area on the Neighborhood Planning Areas and Future Land Use Maps, and will serve as both a recreational resource and a buffer between the residential areas of the town and the industrial and aviation uses anticipated on and near the Sussex County Airport. It is recommended that when this park area is developed that proper buffering be provided between the recreational facilities and any nearby office or light industrial uses. Pedestrian and bicycle linkages should be provided between the park and the residential areas of the town.
- Since it would be difficult for the Town to afford maintenance of a park on a long-term basis, it is recommended that Georgetown work towards reaching arrangements with citizens, volunteer groups, or private sponsors to guarantee the long-term public availability of such an amenity. The Town Council already has appointed a committee to draw on an established group such as the Boys and Girls Club for future planning and development. One potential collaborator in developing the park and recreational facilities is the proposed Delmarva Christian High School, which is located adjacent to the park area.

## **2.5 Utilities and Services**

With respect to utilities like water and sewer, the main goal of Georgetown is to provide services in an efficient way. Therefore, the use of existing infrastructure should be maximized and investment in new services realized at least possible expenses. Concerning the quality of services, the provision of safe and reliable supply of drinking water and of adequate sewage treatment capacity is essential for Georgetown residents and their quality of life.

- For delivering adequate infrastructure and services cost-efficiently, a particularly relevant issue is the fiscal impact of new development. To avoid financial burdens for the Town and its citizens caused by growth in housing or commercial uses, Georgetown should utilize provisions that make new development reflect the associated costs necessary to extend or

upgrade existing infrastructure such as water and sewer lines or required pumping stations. New development should essentially pay for itself.

- *Water and Sewer Availability:* Town water and sewer services are available on the outskirts of the existing town limit lines. It is recommended that extensions may be made at the cost of the developer on a case-by-case basis. The developer should be subject to Impact Fees for the new construction.
- *Impact Study:* New developments or projects equivalent to 12 EDU's or higher will require an impact study. The Town currently addresses a sewer impact study and it is recommended that an impact study be completed on water as well. A feasibility study may also be required at the discretion of the Mayor and Council on a case-by-case basis.
- The Town should undertake a study of the existing sanitary sewer system to determine any deficiencies or excess capacity. The study should evaluate whether upgrades or enhancements need to be made in the existing system to accommodate expected growth. This study can develop a work plan for capital improvements and maintenance, and should be the basis for designing extensions of sewer service to new areas.
- A comparison of permitted water withdraws to current water usage indicates that Georgetown's water allocation is very close to its annual permit limit of 300 mg and went over its monthly limit four months in 1999 (June – September). Therefore, it is recommended that the Town begin discussions with DNREC concerning its need to increase its allocation permit limits. This will be essential in order to accommodate anticipated residential and economic growth.

## **2.6 Transportation**

The overall transportation goal for Georgetown is to find a balance between motorized and non-motorized traffic.

Currently, Georgetown's transportation system has some deficiencies in several areas. Generally, the existing transportation infrastructure lacks intermodal qualities. On most major streets of the town there are no pedestrian facilities and bikeways. Major intersections, particularly along Route 113, lack safe crossing facilities for non-motorized traffic. With the exception of peak services and transportation for special groups as described earlier, public transit options are very limited in Georgetown. Automobile traffic is affected by congestion arising from seasonal traffic peaks and higher traffic volumes. The management of existing parking spaces in the town center could be improved. Another major issue linked to land use decisions is the question of access to major highways and the reduction of road capacity through increased highway development.

To achieve the transportation goals, measures should be implemented to make car travel more efficient, improve conditions for pedestrians and cyclists, and extend transit services. Therefore, the Town should work towards providing a safe, efficient and economical multi-modal transportation system. Improving transportation choices within the town and links to areas

outside can help to minimize vehicle miles traveled (VMT) and also relieves parking pressure and reduces pollution and congestion in the town.

Creating a balanced transportation system safeguards equal access to services and opportunities for residents that do not own or drive a motor vehicle. Because substantial parts of the residency, including children, seniors, or low-income citizens, do not drive, creating equal access is also an important social task as it significantly increases the mobility options available to these groups. Finally, integrating transportation investments with land use and zoning decisions is another significant element for reducing traffic congestion and widening mobility options for all residents.

### *Vehicle Traffic*

Georgetown's goal for vehicle traffic is to increase efficiency and safety of movement and parking, while minimizing the impacts of motorized traffic on residents. A particular goal is to balance the seasonal through traffic with the needs of the local community.

Most traffic congestion problems in Georgetown are concentrated on major arterials managed by the State. Conflicts arise between regional through-traffic and crossing local traffic. Seasonal traffic peaks induced by travelers to the beach further worsen the situation.

- The Town should work closely with DelDOT to manage through-traffic on Route 113 and seasonal traffic on Route 9 to achieve a balance between local and regional traffic and different modes of transportation.
- Potential options include changing traffic light patterns, introducing traffic calming schemes in residential areas to reduce the negative impacts of through-traffic on the community, or altering signage at regional level to direct cars away from the town by strategically placing signs for "resort areas" at major intersections that are frequented by beach traffic. One local alternative to relieve traffic could be to sign Rt. 9 through downtown as "business" and existing "Truck Route 9" as "9".
- A significant measure to reduce impacts of vehicle traffic on residential areas is to incorporate traffic calming features in new subdivisions and existing residential areas. Instead of applying traditional technical traffic calming devices (e.g., speed bumps or cul-de-sacs) overall emphasis should be given to general neighborhood improvements, human scale development and design features that visually slow down motorists. Improving safety by addressing motorists' perception of speed requires narrowing the visual profile of streets through planting trees, creating pedestrian and bicycle facilities and promoting a human-scale, small-grained development pattern of buildings and on-street parking rather than large parking lots.

### *Road Construction Projects*

a) Relief from through-traffic:

- Georgetown's favored alternative to divert through-traffic away from downtown and residential areas is the construction of a limited access by-pass north of the town limits to assist the flow of traffic to and from the resort areas. The proposed route would originate from Route 18 West, go across Route 113 north of the town limits, extend north of the Perdue plant, cross Sandhill Road, and connect with Route 9 East. Limited access points would be on Route 113 and Savannah Road (especially for truck traffic). The Town has explored other options, including proposals to convert downtown streets to one way traffic, and has decided that the northern by-pass is the best option. One way street options are not compatible with Georgetown's historic fabric, and will not likely achieve any measurable improvement in traffic. See the Map Appendix: Map 7 Recommended Land Use. A potential alignment for this roadway is shown in red on Map 7.

b) Road projects serving local traffic:

- The first project planned by the Town is the construction of a local roadway connecting Route 18 West before CR 319 to Route 9 West of Georgetown Plaza across the south side of Trap Pond Road (Old Laurel Road). There the road would cross Route 113 to Park Avenue, flow into the County's proposed Airport Road extension and connect back into Route 9 East. Alternatively, the existing Industrial Air Park Road could be used for a further east connection. This would allow several access options within the town. This proposed local road network should be designed as a "residential boulevard" as it traverses through the Southern Development Area. New residential subdivisions should be designed to incorporate this concept in this area. See the Map Appendix: Map 7 Recommended Land Use. A potential alignment for this roadway is shown in blue on Map 7.
- A second proposed roadway is to extend the existing Edward Street West across Rt. 113 behind Shepherds Point and tie it into an interior roadway that connects Ennis Street with Rt. 9 West by the shopping center entrance. See the Map Appendix: Map 7 Recommended Land Use. A potential alignment for this roadway is shown in blue on Map 7.
- The new local street network on the southern side of town should at some point intersect with Route 9 and the new "northern by-pass" at some point east of town. The intersection of these roads should be designed to safely manage the anticipated mixture of local traffic, seasonal traffic traveling to and from the resort areas, and truck traffic traveling to and from the airport and the poultry processing operations.

c) Study and Implementation

- These road projects are long-term solutions to Georgetown's transportation needs. Potential road alignments must be explored in greater detail by the Town in conjunction with representatives of DelDOT. Environmental factors, particularly wetlands and mature forests, will be obstacles that will require creative solutions to overcome. Due to the complex nature of these roadway improvement projects and their importance to both the regional and local transportation systems, it is recommended that the Town and DelDOT begin talks to develop the scope of work for a future study of these projects. If

possible, the study should be initiated in the near term, perhaps in conjunction with the Sussex County Transportation Plan which is currently being developed.

### *Downtown Parking*

With regard to parking, Georgetown's goal is to both improve conditions for visitors to government offices, restaurants, and stores but also to accommodate appropriate space for employee parking.

Parking is an important issue, particularly in the town center. Studies indicate that there is a sufficient number of parking spaces in the downtown area. To encourage economic development in downtown, it is essential to manage the available amount most efficiently.

- Establish an integrated system of parking management and signage throughout the town center. Usage of existing on-street and off-street parking areas should be evaluated to determine if existing areas could be used more efficiently. The two different "parking markets" should be addressed differently. On-street parking should be reserved for short term parking by visitors, while government and other employees should be directed to appropriate long-term parking lots. To improve parking supply for visitors, long-term parking by employees should be discouraged at on-street parking spaces. Signage to currently underused downtown parking lots should be improved.

### *Pedestrians and Bicycles*

Georgetown's goal for pedestrians and cyclists is to make walking more comfortable and popular, because one of the major characteristics of a livable community is pedestrian circulation. The main policy to achieve this goal is to improve quality and availability of pedestrian and bicycle infrastructure and improve connections between residential areas and main places of activity.

- In a first step, the Town should evaluate the results from the sidewalk inventory. Retrofitting roads with sidewalks or bike lanes and improving existing ones should be prioritized in relation to the amount of pedestrian and motorized traffic and existing or potential conflicts along roads or intersections. Because dangers are highest on intersections without safe crossings and along roads where heavy and fast vehicle traffic mixes with high volumes of pedestrians and cyclists, improvements should start there.
- Georgetown should work on creating a safe town-wide network of either combined or separated pedestrian and bicycle trails or paths that connect residential areas with main places of activity such as shopping, offices and other commercial, cultural, recreational and park facilities. On this basis, the Town should develop a capital improvement plan for annual, incremental sidewalk or bike lane construction and improvements and explore potential funding contributions from state and federal sources.
- The Town should work with DelDOT's enhancement program to improve pedestrian and bicycle amenities along state maintained roadways, including Route 113.



*Future Bicycle Paths*

Bicycle paths should be provided to link all areas of the town. Particularly important are connections to recreation areas, parks, and historic areas. This includes the following educational, cultural, and recreational institutions:

- North Georgetown Elementary
  - Delaware Technical & Community College
  - North Bedford Park
  - Chamber Train Station Office
  - Georgetown Little League Park
  - Sussex County Senior Service Center
  - Delmarva Christian High School Academy
  - Boys and Girls Club
  - The Circle
  - St. Paul's Episcopal Church
  - Georgetown Public Library
  - Sussex Central High School
  - Marvel Museum
  - Sussex Academy of Arts and Science
- The Town should seek funding to develop a comprehensive bicycle and pedestrian plan to accomplish the linkage of these institutions with the residential neighborhoods in the town.
  - New development projects of all land use types should provide pedestrian and bicycle facilities in order to accomplish this plan. Once the plan is developed, bicycle paths can be reserved along designated alignments.

*Transit*

The goal for transit in and around Georgetown is to create a local and regional network to provide viable transportation alternatives.

- To improve transit options, the Town should work with the Delaware Transit Corporation (DTC) to explore potential options.
- A first aspect of such cooperation with the State would be to initiate a survey in the community to get information about the residents' needs for transit services within Georgetown and to other towns in and outside of Sussex County. On the basis of this survey, the Town should consider with DTC how to improve frequency, quality and area coverage of existing local and regional bus service. An immediate, low-cost measure to improve local services would be to extend existing regional services 206, 210, and 212 that now terminate at DHSS into downtown or the eastern part of the town.
- In lieu of expanding fixed route transit, efforts could be made to focus on alternatives to conventional transit, for instance expansion of Dial-a-Ride service area, community vanpools, and coordination of existing transit services provided by non-profit agencies and

for profit providers. Coordination and cooperation between DTC and private and public providers could lead to better service for a broader population base.

## **Linking Land Use and Transportation Decisions**

### *Mobility Friendly Design*

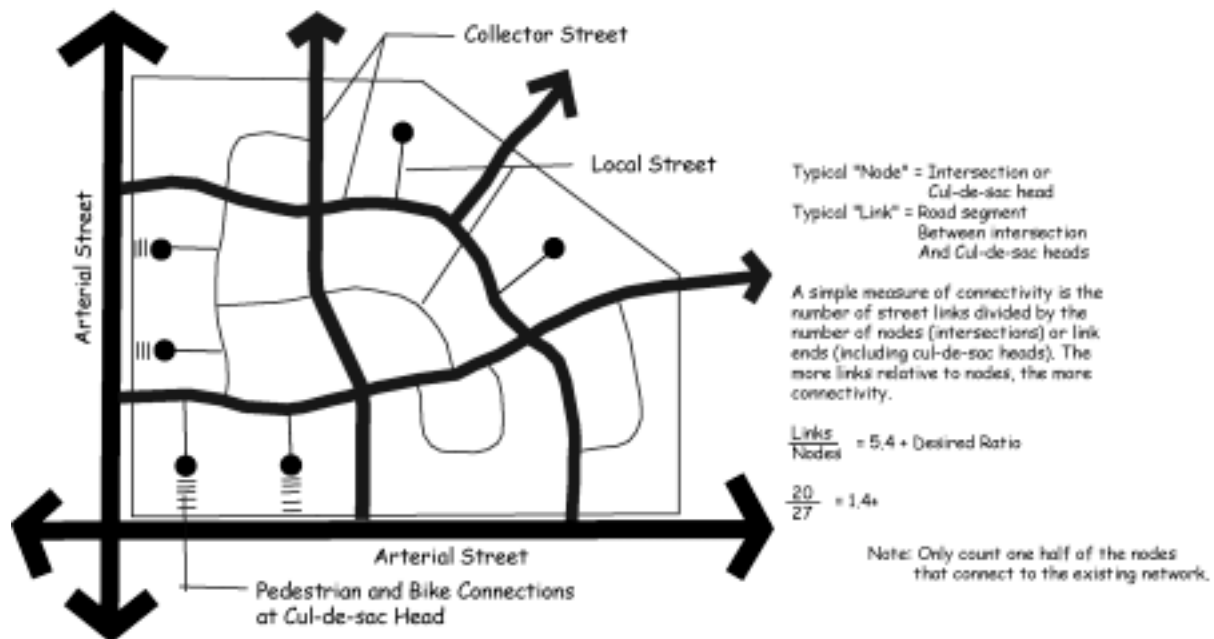
The first aspect to link transportation and land use decisions is to promote interconnectivity for pedestrians, cyclists, and motorists in new subdivisions.

- The Town should require developers to provide pedestrian and bike connections and focus on transit friendly subdivision design. Cul-de-sacs should be avoided. This is not only relevant for conventional busses but also for efficient school bus transportation. Because of the proximity to the rest of the town, the new residential area south of Georgetown High School is a prime candidate for creating interconnectivity for pedestrians and bikes.
- To relieve major arterials from local traffic, new developments and subdivisions should extend their street networks to tie into a service road network, where feasible.
- All developments should have cross access to adjacent parcels to minimize the need for customers to enter the regional highway when they stop at multiple destinations.
- For all developing areas in Georgetown, the Town should retain public right-of-ways that later could serve as pedestrian paths, bicycle links, or access to infill-development. The Town should also make sure that roads with intensive commercial activity have adequate provisions for pedestrians and cyclists. As a criteria for commercial rezoning and other development decisions, the Town should favor proposals that are within walking distance of residential areas and/or to other centers of activity to encourage pedestrian circulation and mixed use.
- All new subdivisions should be required to have sidewalks. Only in special circumstances should this provision be waived. To achieve this goal, the Town should upgrade subdivision codes to require curbs and sidewalks in all developments installed by the developer to town standards.
- As part of the overall strategy, Georgetown should develop community design criteria in cooperation with other local, regional, and state agencies to promote the aesthetic appeal and good use of transportation facilities.

### *Recommended Street Layout for New Subdivisions*

The illustration below demonstrates the recommended development pattern for new subdivisions. The diagram may be used as a guide when reviewing subdivision plans.

## Desired Development Pattern



This illustration also demonstrates the advantages of connectivity by design. A conventional subdivision pattern places a high impact on arterial roads. By providing additional options, the capacity of arterial roads can be preserved. Connections for pedestrians and bikes, also shown on this figure, increase the options for alternative modes of transportation. By combining this layout with traffic calming measures, through-traffic and shortcuts through residential areas can be avoided.

- Collector streets should be established as properties are developed to provide additional routes to cross town.

### *Transportation Impacts*

Major new subdivisions and commercial developments have a significant traffic generating impact on the overall network. Part of the overall strategy to coordinate land use decisions with transportation is therefore to analyze the transportation consequences of major land use decisions.

- It is recommended that the Town, in coordination with DelDOT, develop a policy for requiring a developer-funded transportation impact analysis of major annexations, rezonings or subdivisions.

### *DelDOT's Access Management and Corridor Preservation Programs*

- It is recommended that the Town obtain a copy of the Access Management regulations when they are adopted, and work with DelDOT to ensure that future land use decisions are compatible with the regulations and the goals of the program.
- It is recommended that the Town initiate a “Memorandum of Understanding” with DelDOT, in which the Department agrees to review and comment on development applications prior to their approval by the Town. There are similar agreements in place between DelDOT and the three counties, as well as some of the larger towns and cities, such as Dover. A pre-review of subdivisions and major site plans is usually very informative in the planning and design process. Such a review can also minimize conflicts which sometimes occur “after the fact” when the municipality grants approval to plans which then have difficulty obtaining entrance approvals.
- In regards to the Corridor Preservation Program, it is recommended that Georgetown initiate talks with DelDOT to begin the service road planning process. During this process, representatives of the Department meet with representatives from the Town to design service roads and alternative access strategies. The resulting Corridor Preservation Plan will lead to greater predictability regarding future access for new businesses, and could result in direct funding to complete service road projects. Economic development opportunities along Route 113 can be enhanced with a Corridor Preservation Plan approved by DelDOT. Such a plan will also improve traffic flow and improve safety along the roadway.

## **2.7 Government and Community Services**

### *Government Functions*

Currently, Georgetown is a major center of government and public services in Sussex County. The main goal is to retain and strengthen this important role in the future.

- It is recommended that Georgetown work with the State and Sussex County to consider their long-term location plans for future offices or other facilities. Aspects to consider are the implications for parking or other factors affecting the town and how to accommodate the State’s and County’s needs.

### *Education*

The goal of the town is to retain all existing educational establishments and locate all new public or private educational institutions within the town limits.

Through their impact on other services such as restaurants or shops and their linkage to other community services, particularly libraries and sport facilities, schools are overall activity centers that have a positive influence on the community.

- The Town should work with the Indian River School District to retain educational functions in town.
- The Town should work with new private or charter schools planned or built in Georgetown to accommodate their needs and coordinate infrastructure requirements.

- The Town should coordinate with Delaware Tech, particularly with regard to transportation and housing matters.

*Community Services and Organizations*

- To maintain and strengthen the diversity of associations and services in Georgetown, the Town should cooperate closely with community service providers and organizations to accommodate their needs.

### 3 Neighborhood Planning Areas

For the purposes of this section, the town has been separated into 11 Neighborhood Planning Areas, as described in the table below:

**Table 22. Neighborhood Planning Areas**

<i>Planning Area</i>	<i>General Location</i>
1. Old Georgetown Area	The downtown core area, including The Circle and surrounding historic blocks.
2. Town Residential Area	Georgetown's residential neighborhoods, surrounding the Old Georgetown Area to the northwest, west, and southwest.
3. North Race Street/Railroad Area	Along N. Race Street and the railroad corridor.
4. Redevelopment Area	The older residential neighborhoods to the northeast and east of Old Georgetown.
5. Northern Residential Area	Isolated residential areas along N. Bedford Street.
6. Southern Development Area	Vacant lands in the southern portion of the town.
7. Route 113 Corridor	The highway corridor, including adjacent commercial lands.
8. Western Development Area	Several pockets of vacant land in town limits west of the Route 113 corridor.
9. Northern Industrial Area	The existing Perdue poultry processing facility.
10. Eastern Development Area	The northeastern portion of the town, including the Cheer Center.
11. Regional Parks and Recreation Area	Vacant lands in the eastern portion of the town boundaries, adjacent to the Sussex County Airport.

Neighborhood Planning Areas developed by: Mr. David Baird, Georgetown Town Manager and Ms. Debbie Pfeil, Georgetown Town Clerk

The Neighborhood Planning Areas are graphically depicted in the Map Appendix at the end of this document.

#### **Downtown Georgetown**

##### **3.1.1 Purpose**

The purpose of the Downtown Georgetown District is to establish a planning area that preserves the Town's rich history and the character of its historic structures through the planning of compatible redevelopment and revitalization efforts.

### 3.1.2 General Features

The Downtown Georgetown District is located within the center of the town. This district includes The Circle, Courthouse, Old Courthouse as many other properties that are located on the National Register of Historic Places. Most of the structures in this area were built in the late 1800s and early 1900s and served as homes and offices for Georgetown's citizens. Today, many of these original structures still exist in this area. The focus of this district is The Circle and East Market Street, which contain the majority of the commercial activity within the district. Throughout the neighborhood you can find a mixture of structures used as single family dwellings and professional office buildings.

### 3.1.3 Historic Preservation

#### Current Conditions:

- Expansion of Courts and other Government Buildings
- Conversion of large old single family dwellings to professional offices
- Small number of residential rental properties. Still a large number of owner occupied dwellings
- Union Cemetery is located on the southern edge of this district at the end of South Race Street
- Recent renovations to the Episcopal Church, Wesley U.M. Church and Presbyterian Church
- East Market Street Improvements
- Renovations to The Circle
- High concentration of historic properties within this area

#### Desired Conditions:

- Appearance of buildings off of the Circle and Market Street to be that of single family dwellings
- Historic signage throughout the district
- Streetscape improvements
- Stronger historic preservation codes that encourage the reuse of older dwellings
- The exterior appearance of the structure shall be that of a two story, single-family dwelling preserving the character of the surrounding dwellings
- Utilization of federal and state historic preservation programs
- Public/Private partnerships to lead the preservation effort

### 3.1.4 Economic Development

#### Current Conditions:

- Small retail and specialty shops, professional offices and government buildings
- Empty storefronts
- Current businesses focus on working and transient population more than the local community
- Poorly identified parking areas that create an atmosphere of additional need for parking
- Current zoning districts permit the appropriate and desired uses

Desired Conditions:

- Continuation of retail and specialty shops that serve the business, transient and local population
- Continuation of professional uses off of The Circle and Market Street
- Fine-tune the zoning for the area to support the unique architecture of the district to encourage renovation and reuse
- Incentives for locating within the district
- Support state and national versions of Main Street and Enterprise Community Funds

### 3.1.5 Housing

Current Conditions:

- Mixture of single family and one and two unit apartments in association with permitted commercial/professional uses
- Exclusively single family homes south of Adams Street

Desired Conditions:

- Encourage the continuation of existing conditions and trends
- Anything more than a two family dwelling should not be permitted in this area

### 3.1.6 Recreation, Parks, and Open Space

Current Conditions:

- The Circle
- Old Courthouse
- North Bedford Street Park
- Few vacant lots

Desired Conditions:

- Renovation of The Circle
- Pedestrian and bicycle facilities throughout the area
- Focus community events in The Circle and N. Bedford St. Park

### 3.1.7 Utilities

Current Conditions:

- Entire area is served by water and sewer



- Entire area has a stormwater collection system
- Overhead electric, cable, and telephone utilities

Desired Conditions:

- Relocation of overhead utilities underground
- Improved street lighting to encourage pedestrian traffic
- Curbing in areas where it currently does not exist to improve stormwater management and the appearance of the planning area

### 3.1.8 Transportation

Current Conditions:

- Poor street conditions and alleys
- Poor pedestrian and bicycle network
- Difficult pedestrian crossings at the Circle, Market and Bedford Streets
- Major traffic routes DE 18/US 404 and US 9
- Crowded streets with parking on both sides of the street (East Pine Street between S. Bedford St. and S. Race Street)
- Improvements to East Market Street
- Poorly identified parking areas that create an atmosphere of additional need for parking
- Awkward intersection at South Railroad Ave. and East Pine St

Desired Conditions:

- Explore signal operations at East Market and Race Street
- Improve pedestrian and bicycle networks that link business community, residential area and all points of interest
- Improve signage to available parking
- Improve the streetscape that encourages pedestrian and bicycle traffic
- Enforce one way south-bound traffic flow from the East Market Street entrance of South Railroad Avenue to the Pine Street intersection
- Remove on-street parking on East Pine Street from South Bedford Street to South Railroad Avenue on the northern part. Parking would only be allowed on the south side of the street in this area to eliminate traffic congestion.

## 3.2 Town Residential Area

### 3.2.1 Purpose

The purpose of the Town Residential District is to establish a planning area that maintains and improves the character and quality of living that is found in the primary residential neighborhoods of the Town of Georgetown.

### 3.2.2 General Features

This district is located to the west of North Bedford Street and to the east of Route 113. This is the primary residential area within the town and is comprised of primarily single-family

dwelling while also housing a couple of multi-family complexes. The planning district is split by West Market Street (Route 9). West Market Street is one of four major thoroughfares in the town and is home to numerous professional offices, one retail store, Sussex Central High School/Georgetown Elementary School Complex, and single family homes. The district is also home to the Georgetown Church of God and St. Michael's Catholic Church.

### 3.2.3 Historic Preservation

#### Current Conditions:

- Recent efforts to preserve older, stately homes on West Market Street
- Limited number of structures that would qualify as a historic structure
- Qualifying homes are located along West Market, South Front, and West Pine
- Professional uses permitted along West Market Street through variance or rezoning

#### Desired Conditions:

- Utilization of federal and state historic preservation programs
- Allow professional offices to utilize large older homes and convert to professional use through a conditional use approval process

### 3.2.4 Economic Development

#### Current Conditions:

- The area is primarily residential with multiple professional uses and one retail use along West Market Street
- Encourage mixed use professional and residential along West Market Street

#### Desired Conditions

- Professional business activity limited to West Market Street through conditional use process
- Retail enterprises should not be permitted in this planning area

### 3.2.5 Housing

#### Current Conditions:

- Primarily single family residential throughout the district
- Multi-family complexes within the district at Briggs Apartments (W. Pine Street), Dunbarton Apartments (Edward St—W. North Street), Northgate Townhomes (W. North Street), Acorn Acres in planning process (West Way-Lynch's Lane)
- Density decreases in the district from north to south
- Single family homes are primarily owner-occupied
- Multi-family complexes are located on the fringe areas of the district between Rt. 113 Corridor and downtown Georgetown
- Single family subdivision in southern portion of district offers largest new single family homes in Georgetown
- Minimum lot size in most areas of the district is 7,200 sq. ft. (60x120)

## Desired Conditions:

- Continue to maintain single family detached owner-occupied homes as the primary type of housing in this district
- Consideration should be given to increasing newly created minimum lot size since many lots currently exceed 10,000 sq. ft
- Continuation of Phase II of Cinderberry Estates and infill of existing lots for use as single family homes that fit the character of existing neighborhoods

## 3.2.6 Recreation, Parks, and Open Spaces

## Current Conditions:

- A public park is located at North Bedford, North Front, and Edward Streets that provides passive recreational opportunities as well as a few swings and other children's play equipment
- Large open space owned by St. Michael's Catholic Church on Edward, Robinson and James Streets that is used for numerous community events
- Playground equipment is available for limited use at Sussex Central High/Georgetown Elementary Complex
- Subdivisions are not required to provide open space or recreation. It is at the discretion of the Planning Commission and Town Council
- No clearly defined pedestrian/bicycle link to connect parks and residential areas
- New library is planned to be located on West Pine Street between the school and South Front St

## Desired Conditions:

- Consideration given to stronger requirements for open space and facilities within new subdivisions that would have to be maintained by the developer
- Improve opportunities and appearance of North Bedford Street Park
- Utilize L&WCTF and Greenways programs to support recreational facilities
- Large recreational complex should not be located within this district, however, space should be considered for bike paths, trails, etc., to link a large recreational facility to this district

## 3.2.7 Utilities

## Current Conditions:

- Entire area (developed and undeveloped) is served by water and sewer and older lines are in good condition
- Stormwater collection system is provided throughout the entire district, however it is inadequate in some areas
- Overhead and underground utilities in the older neighborhoods. All utilities underground in new subdivisions

## Desired Conditions:

- Town should evaluate all utility conditions at the time road/street construction is being planned
- All utilities located underground in new subdivisions
- Curbing and appropriate storm drains should be installed in areas with poor drainage
- Evaluate street lighting to ensure proper coverage of lighting

### 3.2.8 Transportation

#### Current Conditions:

- Many of the streets and alleys are in very poor condition
- Approximately 50% of the streets have curbing and less have sidewalks
- Poor pedestrian and bicycle network
- Recently completed Comprehensive Street Evaluation (spring 2000) that identified all street conditions and recommended 5-7 year projects for capital funding
- Implementing street maintenance program
- Major parking issues in the areas that surround Sussex Central High School

#### Desired Conditions:

- Sidewalks should be considered on heavier traveled roads (Edward St., Front St., W. North St., etc.) while existing residential streets should be adequate once surfaces are improved
- Utilization of Municipal Street Aid and Suburban Street Fund program to assist in funding of street maintenance projects
- Work with the school to identify alternative parking areas that do not have a negative impact on the surrounding neighborhoods. Improve signage to assist in this
- Utilize Comprehensive Street Evaluation to formulate maintenance plan for streets
- Incorporate pedestrian and bicycle facilities into street construction and maintenance programs
- Avoid cul-de-sacs in new subdivisions
- Require new development to evaluate impact of traffic on existing roadways
- Require new development to set aside land for or build pedestrian and bicycle links

### **3.3 North Race Street/Railroad Area**

#### **3.3.1 Purpose**

The purpose of the North Race Street/Railroad Planning Area is intended to encourage the current mixed use character of this part of Georgetown, while improving the overall condition of the various structures within it.

#### **3.3.2 General Features**

This planning area is located along North Race Street in the vicinity of the railroad. Historically, this area consisted of predominantly industrial uses in some ways related to the railroad. Today, many of these structures have been converted to other uses. The area is now a mixture of small businesses, social service agencies, light industrial uses, and dwellings. Surprisingly, these uses coexist with little conflict.

#### **3.3.3 Historic Preservation**

##### **Current Conditions:**

- Due to the variety of uses in this area, there is not a consistent historical style or pattern present in the neighborhood. Modern structures and industrial uses are interspersed with historic structures throughout the area
- Some individual structures have historical merit

##### **Desired Conditions:**

- The demolition of older structures should be evaluated on a case-by-case basis. Efforts should be made to preserve, renovate, and reuse structures with significant historical merit.

#### **3.3.4 Economic Development**

##### **Current Conditions:**

- There are a diverse variety of commercial and industrial land uses in this area, including office buildings, contractors, small shops, warehousing, and bulk storage of petroleum

##### **Desired Conditions:**

- Encourage the continuation of the current mixture of uses. This area may serve as a small business incubator, where local entrepreneurs may find suitable and affordable facilities to start businesses
- Due to limited transportation resources and the proximity of residential uses, any intensification of existing uses or new heavy industrial or commercial uses should be discouraged. Uses that generate excessive truck traffic should also be discouraged.

#### **3.3.5 Housing**

##### **Current Conditions:**

- There are a variety of housing types scattered throughout the area, including single family detached, duplex, and multi-family units

Desired Conditions:

- The current mixed-use pattern of housing should be continued. Housing can be expected to coexist with the other uses in this area
- The Town should encourage the proper maintenance and repair of housing units through the enforcement of the housing code and other incentives

### 3.3.6 Recreation, Parks, and Open Space

Current Conditions:

- There are no parks, recreational facilities, or other open spaces within or near this area

Desired Conditions:

- There are few opportunities for the creation of parks or other open spaces within this area
- The Town should pursue linkages (sidewalks, bike paths) between this neighborhood and parks and cultural attractions elsewhere in the city
- Require open space in this neighborhood during re-development or new development of land

### 3.3.7 Utilities

Current Conditions:

- The area is served by existing older utilities in good working condition. There are no serious deficiencies at this time

Desired Conditions:

- The utilities should be maintained as needed
- Opportunities to upgrade utilities should be explored in conjunction with street repair work. Where possible, sewer and water lines should be repaired or modernized, and electric lines should be relocated underground.

### 3.3.8 Transportation

Current Conditions:

- The grid street network provides good access to properties
- Truck traffic has difficulty maneuvering the short blocks, narrow streets, and tight turning radii in this older section of town
- Truck traffic must travel through residential neighborhoods to access businesses in this area
- There are some gaps in the pedestrian network

Desired Conditions:

- Discourage new land uses that generate additional truck traffic

- Improve the pedestrian network, and provide linkages to recreational and cultural attractions in other areas of town

### **3.4 Redevelopment Area**

#### **3.4.1 Purpose**

The purpose of the Redevelopment Area is to encourage and enable the revitalization of several important working class neighborhoods in Georgetown.

#### **3.4.2 General Features**

The Redevelopment Area encompasses portions of four residential neighborhoods: Douglas Avenue; Kimmey Town; King Street and East Pine Street; and Ingram Town. These neighborhoods are characterized by a dense urban development pattern. The housing stock consists of a diverse mixture of single-family homes, older structures converted to apartments, and multi-family complexes. Neighborhood businesses are interspersed throughout the area. In general, the housing stock is in fair condition with some newer residences and some residences in need of maintenance and repairs. There are portions of the housing stock in poor condition, which detracts from the overall character of these neighborhoods. Many employees of the poultry operations reside in this planning area. These neighborhoods are located within walking distance of the poultry plant and provide numerous affordable housing opportunities.

#### **3.4.3 Historic Preservation**

##### **Current Conditions:**

- These are older neighborhoods, with many historic working class homes in various states of repair. Working class homes are valuable historic assets in any community.

##### **Desired Conditions:**

- The demolition of older structures should be evaluated on a case-by-case basis. Efforts should be made to preserve, renovate, and reuse structures with historical merit.

#### **3.4.4 Economic Development**

##### **Current Conditions:**

- Although the area is primarily residential, there is a node of commercial activity on East Market Street
- Neighborhood businesses are interspersed throughout the area. These businesses include those that provide needed goods and services to residents, as well as small start up businesses, such as contractors, that are operating out of former residences converted to commercial use.

##### **Desired Conditions:**

- Existing neighborhood businesses should be allowed to continue, except where their operation is incompatible with the surrounding residential uses

- New neighborhood businesses should be allowed conditionally, after reviewing the businesses impact and contributions to the surrounding neighborhood. Special consideration may be given to proposals which involve the renovation, repair and reuse of abandoned structures or structures in poor condition.

### 3.4.5 Housing

#### Current Conditions:

- Overall, the neighborhoods are medium to high density, with a mixture of single family and multi-family dwellings. Most of the building lots are small, urban lots.
- The dwellings in these neighborhoods vary in condition. Some new homes exist in these neighborhoods, as well as some homes that have been extensively renovated. There are also some homes that have code violations, and are generally in poor repair.
- The majority of homes in this area are renter occupied. Absentee landlords own many of these units.

#### Desired Conditions:

- New and renovated housing should consist of single-family detached style dwellings, which historically has been the predominant housing type in this area
- Multi-family units should only be permitted on land that has been reserved for this purpose, such as the parcel in the northwest corner of the Redevelopment Area. Other multi-family units should be relatively small scale so as not to detract from the character of the neighborhood.
- This area will remain a medium to high density, working class neighborhood
- Home ownership should be encouraged in this area
- The Town should encourage the proper maintenance and repair of housing units through the enforcement of the housing code and other incentives
- Promote incentives to owner occupied dwellings

### 3.4.6 Recreation, Parks, and Open Space

#### Current Conditions:

- There are a number of neighborhood parks in the area, including: Kimmey Street Park; North Port Park; Wilson Park; and the Little League fields behind the church

#### Desired Conditions:

- Preserve the neighborhood parks. Consider enhancing the parks in response to neighborhood needs.
- Ensure that all parks and playground equipment are properly maintained
- Get citizens in the neighborhoods involved with the maintenance, repairs, and upgrades to the parks. This will reduce the burden on the town maintenance staff while giving citizens a sense of pride and ownership of their neighborhood open spaces.



### 3.4.7 Utilities

#### Current Conditions:

- The area is served by existing older utilities in good working condition. There are no serious deficiencies at this time

#### Desired Conditions:

- The utilities should be maintained as needed
- Opportunities to upgrade utilities should be explored in conjunction with street repair work. Where possible, sewer and water lines should be repaired or modernized, and electric lines should be relocated underground.

### 3.4.8 Transportation

#### Current Conditions:

- The area is well connected to the rest of the town by virtue of a dense, urban grid street pattern
- The typical street section includes a relatively narrow paved cartway without sidewalks, curbs, or gutters
- Many of the streets are in fair to poor condition

#### Desired Conditions:

- Improve the pedestrian network with the addition of sidewalks and possibly bicycle paths along the existing streets. Provide linkages to parks and other cultural and employment facilities in the town.
- Repair and upgrade the streets in poor condition
- Work with Perdue and any future employers to ensure that truck traffic continues to use the northern access at Savannah Road. Truck traffic through these neighborhoods should be avoided if at all possible.
- Discourage new land uses that generate additional truck traffic
- Truck traffic on South Railroad Avenue generated by the businesses in the area should be diverted to come by the airport (TR 9) rather than through town

## 3.5 Northern Residential Area

### 3.5.1 Purpose

The purpose of the Northern Residential Area is to encourage the development of low density residential uses in the proximity of the North Georgetown Elementary School. These uses should be adequately buffered from the railroad.

### 3.5.2 General Features

The North Georgetown Elementary School is located in the northern portion of this planning area. The bulk of this area is comprised of a number of deep lots which run generally from North Bedford Street Extended to the railroad tracks immediately to the south of the elementary school. There are some single-family homes on the front portion of these lots, but the rear portions are largely vacant. When consolidated, there is enough land for a sizable residential

development. The Carriage Place is a residential development that contains 15 self-help housing lots. This development is located on the southern portion of this area. The Northern Development Area also includes a small enclave of single-family houses to the west of North Bedford Street Extended.

### 3.5.3 Historic Preservation

#### Current Conditions:

- Most of the structures in this area are contemporary, except for perhaps a few agricultural out buildings

#### Desired Conditions:

- None

### 3.5.4 Economic Development

#### Current Conditions:

- There are no businesses in this area

#### Desired Conditions:

- This area should remain residential. No businesses should be permitted.

### 3.5.5 Housing

#### Current Conditions:

- There are a few single-family houses fronting on North Bedford Street Extended, and an enclave of single-family residences between North Bedford Street Extended and the commercial businesses along Route 113
- The Carriage Place self-help housing project is located in this area. This is a subsidized single-family residential subdivision. Homeowners must provide a certain amount of “sweat equity” and assist in the construction of their homes.
- The vacant land between North Bedford Street Extended and the railroad tracks is large enough for a sizable residential development, although it is currently broken up into a number of narrow, deep lots
- Access to the vacant lands will be difficult unless they are consolidated

#### Desired Conditions:

- Low density, single-family residential housing should be promoted in this area
- The narrow, deep vacant lots should be consolidated and developed as a single subdivision. This is the only reasonable way to obtain adequate access to the interior parcels. Such a consolidation will also be a more efficient use of the existing land, and most likely will yield more units.
- Any new development in this area should have bicycle, pedestrian, and vehicular connections to the existing Carriage Place development
- Any new development in this area should have at least bicycle and pedestrian connections to the elementary school. The Town and the School District should

evaluate whether or not a vehicular connection to the school is desirable at the time of development.

- Access points onto North Bedford Street Extended should be limited, and aligned with existing roadways where possible. Opportunities should be explored to consolidate existing entrances.
- Any new residential development should be adequately buffered from the railroad. Some combination of evergreen trees, earthen berms, and solid fences should be employed.

### 3.5.6 Recreation, Parks, and Open Space

Current Conditions:

- The only parks and recreational facilities in the area are associated with the elementary school

Desired Conditions:

- Small park areas should be included within any new subdivision
- Residents of the area should be able to utilize the open space and playground facilities at the elementary school

### 3.5.7 Utilities

Current Conditions:

- The current uses are served with public utilities
- There are no existing utilities in place to serve the vacant area

Desired Conditions:

- Public utilities must be extended to serve any new residential development.

### 3.5.8 Transportation

Current Conditions:

- North Bedford Street Extended does not have sidewalks or bike lanes.
- There are a number of driveways directly accessing North Bedford Street Extended

Desired Conditions:

- Improve North Bedford Street Extended to include appropriate sidewalks and bike paths linking the developments, the elementary school, and the town
- Consolidate entrances and driveways along North Bedford Street Extended to reduce the number of conflict points on the roadway
- Connect Carriage Place with any new residential subdivision with a local street, sidewalks and bike paths. Sidewalks and bike paths should be provided to the elementary school, and possibly a vehicular connection.
- Create a connector road along the western side of the railroad tracks to allow frontage access for future parcel splits along the deep North Bedford Street lots.

This connector road would also allow flow off Donovan Road for the local school.

### **3.6 Southern Development Area**

#### **3.6.1 Purpose**

The purpose of the Southern Development Area is to encourage low to medium density single-family housing that is well integrated with the town's existing street network.

#### **3.6.2 General Features**

This area is currently vacant, and is a mixture of woodlands, wetlands, and fields in active agricultural use. The area is adjacent to the existing town to the north, and Route 113 to the west. It is envisioned that this area will be developed as one or more residential subdivisions. These subdivisions should be well integrated into the town's street network, and be designed around sensitive natural features such as mature woodlands and wetlands.

#### **3.6.3 Historic Preservation**

- The area is currently vacant

Desired Conditions:

- None

#### **3.6.4 Economic Development**

Current Conditions:

- There are currently some scattered businesses in the area

Desired Conditions:

- This commercial area should provide goods and services directed at residents of the neighborhood, rather than a regional or town-wide market. This community commercial area should be well linked to the residential neighborhoods with roadways, sidewalks, and bike paths.
- Promotion of recreational use in this area with a primary residential buffer

#### **3.6.5 Housing**

Current Conditions:

- There are single-family dwellings scattered on South Bedford Street, Zoar Road and Park Avenue which are mostly owner occupied

Desired Conditions:

- One or more residential subdivisions should be constructed in this area. The predominant land use in this area should be residential.
- Single-family housing should be the predominant type of housing in this area. However, other housing styles may be allowed in cluster developments in order to preserve significant environmental features.

- Low to medium residential densities are anticipated

### 3.6.6 Recreation, Parks, and Open Space

#### Current Conditions:

- The Marvel Museum is located in this area and currently owned by the Town.

#### Desired Conditions:

- Small park areas should be included within any new subdivision. Whether or not this area develops as a single subdivision, it is desirable to have parkland reserved in a central location that is easily accessed by all residents.
- There is an opportunity to preserve sensitive environmental features in this area. As such, these preserved areas may be used for passive recreation, such as nature trails and greenway connections to the town.

### 3.6.7 Utilities

#### Current Conditions:

- The majority of the properties are currently using utilities in this area

#### Desired Conditions:

- Development proposals will have to be reviewed on a case-by-case basis to determine the most efficient and effective way to extend utilities

### 3.6.8 Transportation

#### Current Conditions:

- The area is between several major roads, including Route 113 to the west, Arrow Safety Road to the south, and Park Avenue to the east
- There are a number of town roads along the northern portion of the property that can be extended to provide access to this area

#### Desired Conditions:

- Develop an integrated street network in this area, with connections to the town through existing residential streets to the north
- Develop an integrated pedestrian and bicycle network in the area, with linkages to the recreational, cultural, and institutional facilities in the older area of town
- Develop a residential boulevard through the middle of the district. This boulevard should connect to Route 113 and be aligned with a proposed residential street in the western development area. The boulevard should connect Route 113 with Park Avenue to form an intersection with South Bedford Street. The developer or developers of this area should construct this road.

### **3.7 Route 113 Corridor**

#### **3.7.1 Purpose**

The purpose of the Rt. 113 Corridor District is to establish a planning area that promotes commercial use while preserving the vehicle capacity along U.S. 113.

#### **3.7.2 General Features**

The district is located along Route 113 on the western side of the town and runs from the northern limits to the southern limits of the town. The eastern side of Route 113 is heavily developed from Route 18/404 to Route 9, while the western side remains relatively undeveloped. The Town is starting to feel development pressures on the western side of Route 113 and a large percentage of the property west of Route 113 that is not developed is for sale. Recent development in this district was located north of Route 18/404 and there are approximately 80 acres remaining that is available for commercial development.

#### **3.7.3 Historic Preservation**

Current Conditions:

- None

Desired Conditions:

- None

#### **3.7.4 Economic Development**

Current Conditions:

- This district is one of the primary districts for commercial activity in the town
- Recent development west of Route 113 and north of Route 18/404
- Available land for commercial use west of Route 113
- Commercial activity concentrated east of Route 113 and between Route 9 and Route 18/404
- Mix of professional office and larger retail
- Two large retail centers located on the West side of Route 113; one to the south of Route 9 and the second to the north of Route 18/404

Desired Conditions

- Continuation of larger retail to be located in this district
- Additional strip mall development should be cautiously considered
- Encourage the design of commercial development that will offer highway exposure while preserving roadway capacity
- Create opportunities through land use and planning to encourage existing business to expand, new business to locate within the Town, in an effort to create additional job opportunities
- Focus should be on the development west of Route 113 between Routes 18 and 9

- Encourage mixed-use developments that include on site services such as convenient stores, banks, restaurants, etc. that have safe access from the community as well as the transient population on the highway
- Encourage attractive commercial development throughout the district as a mechanism to enhance the character of the Town while presenting an image that the Town is attractive for commercial growth. This could be done through landscaping, building design, and signage requirements.

### 3.7.5 Housing

#### Current Conditions:

- There is a single-family neighborhood (Swain Acres) along Route 113 south of Ennis Street and another single-family sub-division is planned to connect to Swain Acres from the south
- Scattered single-family homes within the district are being marketed as commercial properties
- Recently, single-family properties have been sold for commercial development

#### Desired Conditions:

- Residential uses in this district should be limited to what currently exists
- New and existing residential properties should be linked to all types of transportation options

### 3.7.6 Recreation, Parks, and Open Space

#### Current Conditions:

- The only public open space in this district is found at Delaware Technical and Community College
- Vacant land is available, but is privately owned and used for agricultural purposes or is being marketed for commercial activity

#### Desired Conditions:

- Public parks should be discouraged within this district
- Open space and parks should be designed on the fringe of neighboring districts and have access from the commercial district and neighboring districts

### 3.7.7 Utilities

#### Current Conditions:

- All areas to the east of Route 113 are served with water. Sewer is served to the west Route 113 from the northern town limits to Ennis Street. The area around the Georgetown Plaza Shopping Center is also served with water and sewer.
- Stormwater collection system is provided throughout the entire district, either through the state road system, tax ditches or stormwater management ponds.

**Desired Conditions:**

- The Town should evaluate all utility conditions at the time road/street construction is being planned.
- All utilities should be located underground in new development
- Curbing and appropriate storm drains should be installed in all areas.
- Consideration should be given to combining stormwater management ponds to reduce the number of ponds that are required.

**3.7.8 Transportation****Current Conditions:**

- The major roads are Route 113 and Route 18/404

**Desired Conditions:**

- Sidewalks should be considered on heavier traveled roads (Edward St., Front St., W. North St., etc.) while existing residential streets should be adequate once surfaces are improved
- Utilization of Municipal Street Aid and Suburban Street Fund programs to assist in funding of street maintenance projects
- Work with the school to identify alternative parking areas that do not have a negative impact on the surrounding neighborhoods. Improve signage to assist in this
- Utilize Comprehensive Street Evaluation to formulate maintenance plan for streets
- Incorporate pedestrian and bicycle facilities into street construction and maintenance programs
- Avoid cul-de-sacs in new subdivisions
- Require new development to evaluate impact of traffic on existing roadways
- Require new development to set aside land for or build pedestrian and bicycle links

**3.8 Western Development Area****3.8.1 Purpose**

The purpose of the Western Development Area is to allow a mixture of land uses along the western fringe of the town. Educational uses are anticipated in the north of this area, adjacent to the Delaware Technical and Community College (Delaware Tech) campus. Commercial, office, and multi-family residential uses are anticipated immediately adjacent to the highway commercial areas along Route 113. Lower density residential uses are anticipated in the western portion of the town, leading into a rural area on the fringe.

**3.8.2 General Features**

The Western Development Area consists of three separate areas, all within the town limits and west of Route 113 and the highway commercial areas that are associated with it. The northern



most of these areas contains the Delaware Tech campus and some vacant land that has recently been annexed along Bridgeville Road (Route 9). The vacant parcel is proposed to contain a mixture of multi-family housing and commercial uses that are intended to complement the college.

The second area is adjacent to a single-family residential neighborhood that is only partially complete. The vacant land that is within the town limits is designated as a future phase of the subdivision, and will most likely be developed as single-family housing.

The third area is immediately adjacent to the highway commercial uses along Route 113, from south of the residential area to the southern limits. The desired land uses in this area include a mixture of commercial, office, and multi-family uses that will serve as a transition into the suburban and rural areas to the west of town.

### 3.8.3 Historic Preservation

#### Current Conditions:

- There are currently few, if any, historic structures in this area except for some agricultural out buildings adjacent to Route 113

#### Desired Conditions:

- The demolition of older structures should be evaluated on a case-by-case basis. Efforts should be made to preserve, renovate, and reuse structures with significant historical merit.
- It is anticipated that the older structures along Route 113 will be removed as part of any commercial development along the highway

### 3.8.4 Economic Development

#### Current Conditions:

- There are no existing businesses in the vacant areas within town boundaries. However, these areas are adjacent to the highway commercial uses along Route 113. Delaware Technical and Community College in the northern portion of the area also generates economic activity.

#### Desired Conditions:

- Areas adjacent to the highway commercial areas would be appropriate for a mixture of commercial and office uses. These uses may also be appropriate in the vicinity of Delaware Tech.

### 3.8.5 Housing

#### Current Conditions:

- There is currently one residential subdivision in this area

#### Desired Conditions:

- The second phase of the existing subdivision should be completed

- Low density residential uses will be appropriate in the western portion of this area to serve as a transition to the rural areas west of town
- Multi-family residential areas are appropriate in the vicinity of Delaware Tech

### 3.8.6 Recreation, Parks, and Open Space

#### Current Conditions:

- The sports facilities at Delaware Tech represent the only recreational facilities in this area

#### Desired Conditions:

- Preserve the recreational and sports facilities that are associated with the Delaware Tech campus
- Small park areas should be included within any new subdivision or multi-family complex

### 3.8.7 Utilities

#### Current Conditions:

- Existing uses in and adjacent to this area are served by public utilities. Utility extensions will be required in order to serve the vacant parcels.
- The Town does not own the utilities on the Delaware Tech campus. New utilities in this area will have to go around the campus, or developers will have to deal directly with college officials to gain access to their utility network.

#### Desired Conditions:

- Development proposals will have to be reviewed on a case-by-case basis to determine the most efficient and effective way to extend utilities

### 3.8.8 Transportation

#### Current Conditions:

- Existing developments are served by the major roads in the area, including Route 9, Route 113, Route 18, Route 404, and Ennis Street
- There is a general lack of sidewalks and bikeways in the area

#### Desired Conditions:

- The Town is proposing a new local street network. A new road would extend generally from the southern portion of the Delaware Tech campus and intersect with Route 113 at approximately the southern town limits. It would then cross the highway and align with a proposed residential boulevard through the southern development area. A connection to Route 113 would be provided in the middle of this area, aligned with Edwards Street.
- The actual alignment of this road network will be determined in concert with the site designs and subdivision plans for properties in the area. Individual developers would construct portions of the road.

- New development in this area should be designed to access this new public street network.
- Pedestrian and bicycle enhancements are recommended in all areas, but especially between Delaware Tech and the downtown Georgetown area. A safe pedestrian and bicycle crossing of Route 113 is needed.

### 3.9 Northern Industrial Area

#### 3.9.1 Purpose

The Northern Industrial Area is intended to allow for the continuation and limited expansion of the existing poultry operations in the northern portion of the town. This district is also intended to allow the establishment of new industrial businesses in this general area *if and when* a northern by-pass is constructed.

#### 3.9.2 General Features

The Northern Industrial Area is located in the northern portion of the town, and includes the existing Perdue chicken processing plant and associated facilities. This plant employs over 800 workers, and is a significant contributor to the local economy.

#### 3.9.3 Historic Preservation

##### Current Conditions:

- Modern poultry processing plant, with associated structures and industrial facilities

##### Desired Conditions:

- None

#### 3.9.4 Economic Development

##### Current Conditions:

- Over 800 employees
- Trucks access the site from the north via Savanna Road
- A significant contributor to the town's economy

##### Desired Conditions:

- A continuation of the poultry operations
- Limited expansion of the existing facility, given available land and infrastructure
- The establishment of new industrial uses on lands to the north of the poultry operations *if and when* a northern by-pass of the town is constructed. Access for trucks will be limited without such a roadway.
- The establishment of industrial uses that are more intense than the existing poultry operations should be discouraged due to this area's proximity to residential neighborhoods, and limited transportation resources

#### 3.9.5 Housing

Current Conditions:

- There are a few scattered single-family homes in this area

Desired Conditions

- The establishment of housing in this planning area should be discouraged, as residential uses are incompatible with the existing and anticipated industrial facilities

### 3.9.6 Recreation, Parks, and Open Space

Current Conditions:

- There are no parks in this area. The only open spaces are farm fields to the north of the poultry operations.

Desired Conditions:

- Parks and recreational facilities would be inappropriate in this area, and should be discouraged
- The open farm fields may be converted to industrial uses, provided that the northern by-pass is constructed

### 3.9.7 Utilities

Current Conditions:

- Utility service is adequate for the existing poultry operation
- Expansion to the utilities will be necessary to serve any new industrial development
- Perdue maintains its own wastewater treatment system

Desired Conditions:

- The expansion of utility services to serve any new industrial development
- Perdue should continue to operate its own wastewater treatment facility

### 3.9.8 Transportation

Current Conditions:

- Truck access is limited. Currently, Perdue voluntarily routes its trucks into the area via Savannah Road, north of town. The only other alternative would be to route trucks into the plant along town streets, through a dense residential area.
- Savannah Road is narrow and has a number of curves, making it a less than ideal truck route
- There are no sidewalks leading from the industrial area to the adjacent residential neighborhood, although many employees currently walk to work

Desired Conditions:

- Perdue should continue its voluntary policy of routing trucks into their site via Savannah Road

- Any future industrial user of the Perdue site, or any new industrial user should also continue this policy
- ***If and when*** a by-pass is constructed to the north of the town, trucks should be directed to use that road
- Appropriate sidewalk and bikeway connections should be constructed between the plant and the adjacent residential neighborhoods

### **3.10 Eastern Development Area**

#### **3.10.1 Purpose**

The purpose of the Eastern Development Area is to identify lands and to promote development patterns that will foster residential, light commercial and community facility uses.

#### **3.10.2 General Features**

This district is located on the eastern side of Georgetown from Parsons Lane to the eastern town limits and further along the Route 9 Corridor. East Market Street separates the district. Current development is off of the East Market Street Corridor, however approximately 50% of the development area remains open or is used for agricultural purposes.

#### **3.10.3 Historic Preservation**

##### **Current Conditions:**

- There are no historic properties within the district
- Consideration should be given to older homes located along East Market Street to preserve the character of the existing homes and neighborhood

##### **Desired Conditions:**

- New homes constructed along East Market Street should reflect the character of the existing homes
- Maintain the appearance of a tree lined street

#### **3.10.4 Economic Development**

##### **Current Conditions:**

- Small businesses located at Parsons Lane and west of the Burton Street and East Market Street intersection
- Mixed-use homes for professional use existing along East Market Street between Parson's Lane and Burton Street
- Railroad line operated by DART Transit that connects Georgetown and Lewes
- Adjacent to the Sussex County Airport
- Commercially zoned property just outside of the town limits on East Market Street/Route 9
- CHEER Community Facility
- Delmarva Christian High School planned for west side of Airport Road

Desired Conditions:

- Small/professional businesses should not be permitted any further east than Burton Street
- Continuation of CHEER project through a controlled Planned Unit Development (PUD)
- Commercial growth of small retail or other low intense commercial uses should be focused for expansion along Route 9 outside of the existing town limits, where retail and commercial business currently exists
- Zoning for areas adjacent to CHEER should consider supporting CHEER facility
- Community facilities to act as a buffer between commercial uses and single-family residential areas.

### 3.10.5 Housing

Current Conditions:

- Predominately single-family in the area, with the exception of the CHEER Apartments
- Approximately 90% owner occupied
- Undeveloped subdivision (Greenlea Place). Subdivision will probably need to be redesigned prior to construction due to new regulations with all regulatory agencies.
- Housing stock that is estimated to be constructed in the 1930s through the 1960s

Desired Conditions:

- Continuation of single-family development
- Careful consideration of newly proposed subdivisions since Greenlea Place is existing although undeveloped
- Any mixed housing should be incorporated through a PUD and located on the buffer areas between the residential and commercial similar to CHEER

### 3.10.6 Recreation, Parks, and Open Space

Current Conditions:

- There is no public open space included within the district
- Georgetown Little League has property along Burton Street that is for Little League use only
- Delmarva Christian High School (DCHS) will have athletic facilities within the district that will be used for the school and possibly community use
- CHEER has limited open space but does offer a wealth of recreational opportunities for seniors

Desired Conditions:

- Bicycle/pedestrian facilities that will link this district with CHEER, DCHS, and downtown Georgetown.

- Possibility of an outdoor recreational facility off of Sand Hill Road, Airport Road or Route 9.

### 3.10.7 Utilities

#### Current Conditions:

- Water and sewer is provided to all areas within the corporate limits of the town
- The Town has received requests to extend services to the east on Route 9 and north on Sandhill Road
- Poor stormwater management with the exception of Route 9
- Commercial uses will bring large stormwater management ponds
- Expansion of water and sewer is planned along the railroad line to service DCHS

#### Desired Conditions:

- Consideration to expand services to the east and north at the expense of the developer
- A water tower is needed in the east side for future growth

### 3.10.8 Transportation

#### Current Conditions:

- East Market Street is the primary route through this area
- Increased demands along Airport Road with the development of Delmarva Christian High School and Sussex County Airport
- Intersection of East Market Street and Sandhill/Airport Road needs to be improved as development occurs. A signal will be installed when the school is built and a flashing light at all other times.
- Increased traffic demands on Sandhill Road with the development of the CHEER Center
- Pedestrian facilities on north side of East Market
- Wide shoulder on East Market allows for bicycle traffic since few residents park on East Market Street
- Vehicles tend to use a high rate of speed along East Market Street
- Numerous accidents with residents stopping on East Market Street to turn into driveways or onto Murray Lane

#### Desired Conditions:

- Any development in the northern portion of this district should consider alternate access points from Sandhill Road or Savannah Road
- All new development should be linked by pedestrian/bicycle facilities
- Consideration given to a future by-pass from the north to connect to Route 9 east of Sandhill Road
- Reduced speed limit east of town limits at the bend in the road

- Require traffic impact studies that take into consideration undeveloped subdivisions in the district at the buildout year
- Pedestrian and bicycle extensions to the new school and the CHEER Center
- Improvements to Airport Road are needed in conjunction with future development along Airport Road and at the Sussex County Airport
- Status of the railroad line on Airport Road and future possibilities

### **3.11 Regional Park Area**

#### **3.11.1 Purpose**

Currently, there are no regional parks or public recreational facilities in central Sussex County. The purpose of this area is to provide a central location for the development of regional parks and recreational facilities. These facilities should include playgrounds, sports fields, and passive recreation areas as needed for the larger areas population. Cooperation with the County, the State, and non-profit groups will be necessary to fund, maintain, and manage these facilities.

#### **3.11.2 General Features**

Currently, much of the land in these areas is vacant. A portion of it is wooded, and the remainder is in active agricultural use. This planning area is located on the eastern side of town, adjacent to the Sussex County Airport. To the north of this area is a large parcel that is the future site of a large private high school. The regional park would serve as a buffer and a transition between the residential neighborhoods within the town and the industrial and airport uses at the Sussex County Airport.

#### **3.11.3 Historic Preservation**

Current Conditions:

- The area is currently vacant

Desired Conditions:

- None

#### **3.11.4 Economic Development**

Current Conditions:

- There are no businesses in this area. Agricultural production is currently the primary economic activity.

Desired Conditions:

- New businesses are not proposed in this area
- An attractive regional park facility will greatly increase the quality of life in Georgetown, and in the surrounding areas of central Sussex County. Amenities such as parks can influence companies to stay in the area or expand, and can be a marketing tool to attract new companies.



- By reserving these lands as a regional park, the Town of Georgetown is supporting Sussex County's goal to attract new businesses to the industrial park at the airport. New industry will be directed to locate there.

### 3.11.5 Housing

#### Current Conditions:

- There are a few single-family residences scattered throughout the area

#### Desired Conditions:

- None

### 3.11.6 Recreation, Parks, and Open Space

#### Current Conditions:

- There are currently no parks in this area

#### Desired Conditions:

- The vacant lands should be developed as a regional park, designed to meet the needs of a variety of users
- The population that would use such a park will be drawn from central Sussex County. Such a park will benefit town residents as well as county residents
- The town should cooperate with the County, the State and non-profit groups to fund, manage, and maintain the park
- The park may include regional sports facilities (soccer, football, softball, baseball, etc.), passive recreational facilities (picnic areas and nature trails), and playgrounds and other facilities for children
- Important natural features on the sites, such as wetlands and woodlands, should be preserved and integrated into the park design
- Other community oriented facilities, such as day care centers, indoor recreational facilities, swimming pools, etc. may be appropriate when integrated into the overall design of the park

### 3.11.7 Utilities

#### Current Conditions:

- There are no facilities currently using utilities in this area

#### Desired Conditions:

- Utilities should be expanded in a limited way to serve the park uses as needed

### 3.11.8 Transportation

#### Current Conditions:

- The area is currently served by a number of roadways, including Airport Road and Park Avenue

**Desired Conditions:**

- Roadways should be improved to the extent that is necessary to allow people to safely access the park
- Adequate parking facilities should be developed for the park uses. Consideration should be given to developing gravel or stone parking lots for large-scale team sports in order to reduce costs and stormwater impact. Grass fields can also be used for overflow parking, allowing them to be utilized for recreation at other times.
- It is essential that strong pedestrian and bicycle linkages be developed between the town and the park facility. There should also be pedestrian and bicycle linkages developed between the new private high school and the park.
- Airport Road should be extended to Park Avenue as part of the concept of a connected network of local streets in the southern portion of the town.

**3.12 Airport Business Area****3.12.1 Purpose**

The airport business area is created allow for the expansion of business and light manufacturing that could utilize the Sussex County Airport facility and operate within a business park setting.

**3.12.2 General Features**

This district is located in the southeast area of Town and is directly adjacent to the Sussex County Airport. Recently, Sussex County has made significant investments in the Airport and Airpark facilities that have produced increases in employment and business activity at these facilities. There are no buildings in this area and the land is either wooded or used for agriculture.

**3.12.3 Historic Preservation****Current Conditions:**

- None

**Desired Conditions:**

- None

**3.12.4 Economic Development****Current Conditions:**

- There is no building activity in this area. Sussex County is constructing a new airport terminal building directly across from this district.

Desired Conditions:

- The establishment of new business/light manufacturing sites
- Any manufacturing should be within a completely enclosed building
- The area should be developed in a business park setting versus an industrial park
- All future business park uses should be compatible with the aviation activities that occur at the Sussex County airport

3.12.5 Housing

Current Conditions:

- None

Desired Conditions:

- None

3.12.6 Recreation, Parks, and Open Space

Current Conditions:

- There are no public parks in the area, however the district is adjacent to the Regional Park Area
- The land is undeveloped and is used for agriculture or remains in woodlands

Desired Conditions:

- Design of the facilities should give consideration to landscaping of the grounds
- Appropriate buffers should be considered between sites to encourage the preservation of existing natural features. Buffers should also be provided between the business park area and the Regional Park area.

3.12.7 Utilities

Current Conditions:

- Water is available to the district from Airport Road and South Railroad Avenue
- Sewer could be made available by extending the sewer line from South Railroad Avenue or from the Delmarva Christian High School on Airport Road

Desired Conditions:

- Maintain and continue to look for opportunities to improve current systems in an effort to provide the best possible service to the area

3.12.8 Transportation

Current Conditions:

- Airport Road provides easy access to East Market Street (Route 9)
- South Railroad Avenue provides access to downtown Georgetown

- Airport facility is adjacent to this district
- New airport terminal is under construction
- Area is adjacent to railroad lines
- Difficult to access U.S. 113 and other points to the west without going through the downtown area and navigating narrow streets.

Desired Conditions:

- Improve intersection of East Market Street (Route 9) and Sandhill/Airport Road
- Continue to work toward the extension of Airport Road to Park Avenue (Route 9 Truck Route) to allow for easier access to Route 113 and points west
- Appropriate sidewalk and bikeway connections should be constructed between the airport and the downtown area
- Traffic design should allow for easy access into the Airport terminal and related facilities
- Utilization of railroad lines as an alternative for transporting goods

## 4 Land Use Plan

The following section integrates the previous specific considerations into recommendations for future land use and growth areas in Georgetown.

The overall goal of the plan's land use policies is to encourage a compact pattern of development.

Georgetown should use existing opportunities efficiently and provide provisions for orderly future expansion of the town. An emphasis should be placed on redevelopment and the use of vacant land within the community. New development should be built at locations that increase efficiency of service delivery and minimize infrastructure costs. Another important aspect of future land use is to strive for a better mix of compatible uses. Overall, new growth should be shaped to represent an overall benefit to the community.

### 4.1 State Investment Areas

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

The strategy map shows state investment levels for all communities in Delaware. Georgetown is classified as a "community" which describes the highest priority of state investment. Map 6 shows the specific boundaries of the different levels for Georgetown and surrounding areas.

See the Map Appendix for a map of the State Investment Areas.

### 4.2 General Direction of Recommended Growth

In order to encourage efficient and orderly future development of the town, the plan identifies three main categories for future growth. Existing development and designated growth areas provide for short term development, while transition land represents medium and long range reserves. Preservation areas surrounding Georgetown should be kept agricultural or open space. Growth areas are identified with the intention to strengthen the existing community by steering development to most suitable areas with respect to infrastructure and service provision.

The recommendations for future land use plan are based on three main principles:

1. To soften demand for new land, using existing built-up areas most efficiently should be the most important component of the town's strategy. Infill strategies should address properties that are currently underused or in bad physical condition. Also preservation and renovation of existing redevelopment or reuse of previously developed lots are important elements.
2. The second priority of future land use should be given to vacant undeveloped land within contiguous built-up areas of the town.
3. Demand for development that goes beyond vacant properties or redevelopment should be directed to locations close to existing built-up areas rather than to properties that are distant from the community.

With respect to the character of new development, the underlying principle of the recommendations is to create diverse and efficient urban areas. For the different types of land use the following policies are recommended to foster the general goal of preserving and improving Georgetown as a viable community.

### **4.3 Recommended Growth Areas for Specific Uses**

#### **4.3.1 Residential development**

- The Town has identified the area south of Sussex Central High School and adjacent to existing developed land as the primary growth area for future residential use, primarily for single-family homes. This area is both relatively close to the town center and to the commercial district on Route 113. Pedestrian and bike circulation should be encouraged as many business and leisure services will be within walking distance of this new housing development. To create opportunities for all parts of the population, a diversity of housing types can be realized through a mixture of single-family housing, multi-family housing, and second homes.
- In this large, future residential area south of the high school, the Town should design an interconnected grid style pattern of streets. The goals of this strategy are to integrate the new development into the fabric of the existing town; provide enhanced mobility for vehicles, pedestrians and bicycles; and encourage development that fits into the character of Georgetown. This will likely involve working with various developers to reserve rights-of-ways and stub streets to connect with other developments. The Town should develop a concept plan for the future street network in this area to help guide future developers when they are designing subdivisions in this area.
- The Town should focus residential growth on existing vacant lots or subdivisions before encouraging new developments or annexing new residential lands.

- Emphasis should be given to renovation and efficient use of the existing housing stock. Renovation or redevelopment efforts should be directed towards substandard housing that exists in several areas of the town.
- The Town should encourage the development and completion of existing subdivisions before actively promoting new development areas. There are many existing lots in subdivisions with streets and other infrastructures which are currently vacant.
- For new growth, compact patterns of residential development that are close to services are recommended.
- In all residential areas housing should be available for all levels of income.
- Another major area for additional development is west of the new CHEER facility. Because of its proximity to CHEER, this area is most suitable to accommodate new senior and mixed housing. A buffer should be provided between these residential areas and non-residential uses.
- Residential uses should be properly buffered from the arterial roadway (Route 113), and should access the proposed “Boulevard” street network in this area rather than Route 113 where feasible.

#### 4.3.2 Retail Commercial

- It is recommended that the amount of commercially zoned land along Route 113 is kept at the current level or reduced, especially in areas that are remote to existing built-up areas.
- Commercial development in the central portion of the corridor is to be anticipated, and should be encouraged in conjunction with service roads, alternative access points, and pedestrian and bicycle connections to the remainder of the community. Appropriate landscaping, safe access, and an integrated pedestrian network can help this development match the character of Georgetown, while also achieving commercial development success.
- Locations for neighborhood commercial uses should be identified close to residential areas and on major intersections throughout the town. Examples are areas next to the CHEER facility, next to the poultry operations in the north of the town, or south of the town’s neighboring residential areas. To ensure that commercial uses are compatible with the surrounding neighborhoods, the Town should utilize a conditional use review process.

#### 4.3.3 Offices

- Efforts to create new office space should focus on downtown resources. This is especially important for smaller offices and specialized services, such as lawyers or doctors.
- It is also recommended that the Town explore opportunities for larger office space in downtown that can be integrated into the existing fabric.

- If demand for office properties cannot be met in downtown due to the size or other qualities required by developers, new offices should be primarily located next to existing retail, office, or government developments southeast of the intersection of Rt. 113 and 9 west or southeast of Delaware Technical and Community College.
- For new major office buildings, the Town should require multifunctional buildings and projects to foster places that provide a mix of offices with retail, and restaurants, or other services. By increasing the mix of uses, such combined locations significantly minimize travel. For instance, customers or employees can conduct other business after their visit, during lunch breaks, or after work all in one place.

#### 4.3.4 Industrial

- Proposed growth areas for industrial development in Georgetown are north and northwest of the existing Perdue processing plant.
- Light industrial can also be incorporated next to existing commercial areas on Route 113. Another appropriate area for light industrial uses is the Airport Business Area, located adjacent to the Sussex County Airport. Light industrial uses should be compatible with the office and other uses that are anticipated in this area.
- Sussex County Airport is seen as an ideal location for new heavy industrial establishments.
- Any industrial facilities should be properly separated from residential areas and be located in proximity to existing similar uses, such as industrial uses in the north of the town.

#### 4.3.5 Public Uses

##### *Government*

- The important role of government functions for the historic district should be further strengthened when expansions or additional offices are being built. With the exception of services that either have an extremely high frequency of clients or that are specifically highway related (e.g., vehicle testing or DelDOT maintenance facilities) the primary location of new government offices should be downtown.
- If there are no adequate properties available or the type of facility does not fit into the town center, new facilities should be located next to existing government buildings southeast of the Rt. 113/9 intersection. By strengthening existing clusters of government and other services, more multi-purpose stops will be possible. As a result, convenience for citizens will be increased and motorized traffic reduced. Closely related to the goal of strengthening the town center is the improvement of parking management as discussed in the transportation section.



*New School Sites*

- The Town encourages all existing schools to stay in the town limits if the need for new facilities due to overcrowding occurs. A proposed area for future growth for educational uses is the corner of South Bedford Street and Arrow Safety Road located south of the town.
- In general, new schools should be located close to residential areas where most of the future students are living, so that students can reach the schools by foot. New elementary schools should be in proximity to existing residential areas to minimize bussing needs. Primary sites for new schools are therefore either properties next to existing schools or the designated growth area on the south side of town. To create mixed-use environments, secondary school facilities should also be located within town or existing uses. The positive impact on the community and infrastructure considerations further support this goal.

*Expansion Reserves for Delaware Technical and Community College (Delaware Tech)*

- The western boarder of the current Delaware Tech campus should also form the western limits of the municipality and of development in general. The recommended direction for potential expansions of Delaware Tech is south of the existing property adjacent to existing development west of Route 113. Such areas for potential extensions can either serve educational purposes or the integration of residential components. Student housing would have positive effects with respect to parking and traffic around the campus.

*Open Space*

- As specified in the parks and recreation section, it is recommended that a new public park is established on the town-owned property on the eastern fringe of Georgetown. If the project is implemented, pedestrian and bicycle connections to other residential areas should be established or upgraded at the same time.

See the map titled “Recommended Future Land Use” in the Map Appendix.

## 5 Annexation Plan

There have been a number of recent properties annexed into the Town of Georgetown. It is anticipated that the Town will continue to receive requests to annex adjacent properties. The Town should use the Annexation Area depicted on Map 12 to guide future annexation activities. Lands in this area represent the outer extent to which annexation should be considered.

These Annexation Areas correspond to the Secondary Developing Area found on the Strategies for State Policies and Spending Maps, adopted by the Cabinet Committee for State Planning Issues on December 23, 1999. The Town should review this annexation plan in conjunction with any future revision of these maps, or any revision of the Sussex County Comprehensive Plan. It should also be noted that the Annexation Area is not necessarily based upon current parcel boundaries. Properties proposed for annexation should not be dismissed solely because some portion of the property is not within the mapped Annexation Area.

The Town should use the following policies to evaluate all proposed annexations, regardless of the property's location in the Annexation Area shown on Map 12.

- Properties which are currently surrounded by lands that are within the current town limits should be annexed, unless there are substantial extenuating factors which make such an annexation undesirable. "Islands" of unincorporated lands within the town limits are often small parcels, subdivisions, or enclaves that have not been incorporated into the town for one reason or another. These properties are in most cases already benefiting from being surrounded by the town, yet they are generating no tax revenue. Annexation will most likely not have a significant impact on town resources, and may allow the Town to formalize service arrangements with the property owner or provide new services.
- Properties which are partially or minimally adjacent to the town boundaries should be evaluated on a case-by-case basis. These parcels may range from small lots to large vacant tracts that are the subject of sizable development proposals. Through annexation, the Town may take control of areas that have not traditionally been served by town services. The evaluation of these annexation proposals may include:
  - The potential benefit to the town in terms of tax revenue, jobs, services, or facilities to be provided.
  - If development is imminent, the desirability of controlling the type and style of development using town codes should be considered.
  - The impact of the development on town services and utilities must be evaluated. These impacts *may* include sewer; water; fire service; police service; administrative costs; long-term maintenance of infrastructure; impact of the development on town facilities; and other criteria to be defined by the Council and the Town Manager.

- The property's location within the State Investment Strategies Map should also be reviewed. Parcels within the Primary Developing Area classification should be considered favorably. The State has defined these areas for growth in the near term future, and will be most likely to commit to infrastructure improvements in the area. Proposed annexations in the Secondary Developing Areas or in Rural Areas should be approached cautiously. State resources may not be available in these areas, which may greatly increase the financial burden on the town.

### III Part 3: Implementation

The adoption of the plan is but the first step in achieving the goals and recommendations found within the document. It will be necessary for the Town to work towards implementation in a consistent manner.

In order to accomplish plan implementation it is recommended that the Planning Commission form ad hoc committees to address the six main plan themes: historic preservation; economic development; housing; recreation, parks, and open space; utilities; and transportation. Each committee would be responsible for working with the Planning Commission and other members of the community to develop specific recommendations for implementing the plan.

The following sections list some specific actions that should be considered by the committees in order to implement the plan.

#### 1 Revision of the Zoning Code and Subdivision Ordinances

The achievement of many of the goals outlined in the plan, including flexibility, mobility, mix of land uses, and development of employment centers, will require a revision of the Zoning Code and Subdivision Ordinances. The modification of zoning districts and changes in the standards in the subdivision code will be needed to influence the type and character of development within Georgetown.

##### *Zoning ordinance changes:*

###### *Comprehensive Rezoning*

- The first task that should be undertaken to implement the plan is a comprehensive rezoning. To accomplish this task, the Town should undertake an evaluation of the existing zoning map to ensure that the zoning of each parcel is consistent with the land use plan. Parcels that are inconsistent should be changed to an appropriate zone. This task should be initiated immediately after the adoption of the plan, and should be completed with no later than one year following adoption.

###### *Evaluation of Existing Zoning Districts*

- After the comprehensive rezoning has been accomplished, the Town should evaluate the current zoning districts to ensure that the regulations are suitable to accomplish the plan's goals. This project may be accomplished in stages, over a period of several years. For example, one stage may be to review all of the residential zones. The results of the analysis might be to amend the permitted uses, the bulk standards, or other provisions found in the zoning text. There may also be recommendations made to add additional zones, with the regulations tailored to specific neighborhoods, housing types, or housing needs in the community.

*Mixed Use Classification*

- The existing zoning ordinance should be evaluated to determine which zones permit appropriate mixtures of uses, and amended if necessary to encourage a diverse and vibrant urban environment.

By introducing mixed-use zoning classifications, a more diverse and viable pattern of urban uses can be created in Georgetown. With the exception of industrial plants, most currently separately zoned uses in Georgetown can be regarded as compatible to each other. For example, small neighborhood stores can be located in residential areas, or offices in shopping areas. With such changes for mixed-uses, existing spot zoning in strictly residential zoned areas can be removed and zoning districts can be consolidated.

*Conditional Uses*

- To achieve a better mix of uses, a provision for conditional uses in residential areas should be established. Through such a provision, certain types of unconventional uses can be allowed by the Town on the basis of specific criteria. Since permission for conditional uses is only granted to a specific owner for a specific project, the municipality still remains in control over design and impact the area. Flexibility is increased while non-conforming uses are prevented.
- Conditional use zoning provides an opportunity to allow commercial uses without the necessity to rezone an area to commercial.
- The Town should create a “Neighborhood Service Conditional Use Ordinance” to encourage neighborhood services. This draft ordinance should set limits for density and size of such establishments. Additionally, other relevant performance criteria (e.g., noise or traffic indicators) can be included.

*Subdivision Plans*

- To implement the previous recommendations for achieving a multifunctional character in the town, new subdivision plans should contain elements that encourage mixed-use and intermodal transportation.
- Sidewalks should be required in every new development to facilitate internal pedestrian circulation.
- The subdivision ordinance should be revised to require interconnections to other neighborhoods as well as to vacant land to be developed in the future.
- The Town should pay particular attention to future road networks in the large area south of the high school. As subdivisions develop in this area care should be taken to reserve

adequate collector and internal circulation road right-of-ways. A central park or recreation area should also be reserved in this section of town.

- Conceptual circulation plans for automobiles, pedestrians, and cyclists should be required of all major developments. These plans should include conceptual plans demonstrating how the proposed transportation network will interact with existing developments and surrounding undeveloped areas.

Land should also be set aside for open space, playgrounds, and neighborhood parks. However, there should also be a provision giving discretionary power to the Town to waive certain requirements because for some subdivisions these general principles and standards might not be applicable.

#### *Historic Preservation Zone and Guidelines*

- To foster historic preservation, Georgetown should adopt a rehabilitation code and guidelines that give consistent advice to property owners.
- Existing building codes should be reviewed and checked for provisions that hinder the restoration of historic buildings.

## **2 Intergovernmental Coordination**

The Town of Georgetown has recognized that intergovernmental coordination is essential to accomplish the goals identified in the planning process. The coordination of Town, County and State plans and actions in the Greater Georgetown area will have a direct impact on the well being and quality of life for all Georgetown residents. In several policy areas, close coordination between the town and other government agencies is crucial.

#### *Cooperation Procedures*

- For land use planning and transportation, establishing and maintaining close coordination with the Delaware Office of State Planning Coordination, the Delaware Department of Transportation, and Sussex County is crucial. Other important state agencies are the State Historic Preservation office, the Department of Natural Resources and Environmental Control (DNREC) and the Delaware Economic Development Office (DEDO).
- Coordination with the State is also relevant with respect to various funding opportunities. Federal TEA 21 grants for improving local streets. State infrastructure grants, which can be significant sources for the town, are administered by the State.
- With the intergovernmental coordination act, the State established formal procedures for coordination of land use planning in neighboring jurisdictions. Therefore, Sussex County is an important partner for the Town, particularly with regard to annexation and development in peripheral areas and for economic development in general. As a result, the Sussex County

Land Use Planning Department and Economic Development Department are important partners. Specific areas to address are annexation, retail, and industrial development and issues relating to the nearby Sussex County Industrial Park.

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

- It is recommended that Georgetown develop a coordinated strategy with the County about zoning, subdivision plans, and the type of development occurring in neighboring areas.
- Areas that are likely to be annexed in the future should be identified. Such a strategy will enable the most efficient and coordinated extension of roads, sewer, and other infrastructure systems in both jurisdictions.
- Besides coordinating the location of new shopping and residential uses, a particular focus should be given to farmland preservation. Preserving farmland has numerous benefits for Georgetown. First, there are positive impacts for the local microclimate and air quality. As important, however, is the rural setting to the small town feeling among residents and visitors that is a significant part of Georgetown's identity. Georgetown should coordinate farmland preservation activities and strategies with the Delaware Department of Agriculture.

### **3 Other Town Policies**

#### *Infill Strategies*

Infill strategies are an important aspect to prevent sprawl, promote compact development, and maximize efficiency of infrastructure.

- For vacant lots that are within the exiting built-up area, the Town should cooperate with the owners to explore options for development of their properties.
- Another element in this approach is to identify absentee landlords and make sure that maintenance of their buildings meets the standards.
- To strengthen the downtown commercial area on East Market Street, the Town should create an incentive program to expand and upgrade the existing downtown businesses. Examples are waiving of building permits fees, a 50 % tax break, or the transfer of tax exempt status.

#### *Capital Improvement Programming*

- To implement the recommended improvements of streetscape, transportation, or parks, the Town should determine the financial requirements of certain projects, prioritize them, and incorporate the most important schemes into its long-term capital improvement budget.

## **4 Future Planning Efforts**

There have been issues raised by this comprehensive plan that will require additional study. These studies, and subsequent recommendations, will be important to fully implement the goals of the plan.

### **4.1 Bicycle and Pedestrian Master Plan**

The plan recommends a comprehensive network of sidewalks and bicycle paths connecting the town's residents and visitors to educational, cultural, and recreational attractions. Further study will be needed to determine the best routes for new sidewalks and bike paths, and which types of facilities are appropriate in each area of the town.

### **4.2 Downtown Georgetown Plan**

Downtown Georgetown is perhaps the most important cultural, institutional, and historic area in the community. Because of its age and diverse mixture of uses, special strategies are needed to allow the downtown to adapt to modern uses, yet preserve its historic character. Small lots, a street network developed before the advent of the automobile, parking, and business recruitment and retention will be additional challenges. A comprehensive study of this important area of the town will help better define issues, and develop strategies to deal with them.

### **4.3 Corridor Preservation/Service Road Plan**

It is recommended that Georgetown initiate talks with DelDOT to begin the service road planning process. During this process, representatives of the Department meet with representatives from the Town to design service roads and alternative access strategies. The resulting Corridor Preservation Plan will lead to greater predictability regarding future access for new businesses, and could result in direct funding to complete service road projects. Economic development opportunities along Route 113 can be enhanced with a Corridor Preservation Plan, approved by DelDOT. Such a plan will also improve traffic flow and improve safety along the roadway.

### **4.4 Northern By-Pass; Southern Street Network Plan**

The plan recommends the construction of a limited access by-pass north of town to alleviate congestion caused by regional traffic and serve industrial uses on the northern side of town. In addition, an interconnected network of local streets is proposed in the southern portion of the town. These road projects are long-term solutions to Georgetown's transportation needs. Potential road alignments must be explored in greater detail by the Town in conjunction with representatives of DelDOT. Environmental factors, particularly wetlands and mature forests, will be obstacles that will require creative solutions to overcome. Due to the complex nature of these roadway improvement projects, and their importance to both the regional and local transportation systems, it is recommended that the Town and DelDOT begin talks to develop the scope of work for a future study of these projects. If possible, the study should be initiated in the near term future, perhaps in conjunction with the Sussex County Transportation Plan which is currently being developed.



#### **4.5     Annexation Plan**


Georgetown is emerging as the central governmental, educational, and commercial hub of central Sussex County. It is likely that a number of the properties surrounding the town boundaries will be developed during the planning period. The Town should prepare a more detailed annexation plan to evaluate the desirability of annexing some of these properties, and to develop a strategy for future growth and expansion of the town's boundaries. In the interim, the Town should use the Annexation Plan found in Part 2, Section 5 of this plan to guide annexation activities. However, a more comprehensive annexation plan is recommended in the future to guide the town through the planning period.

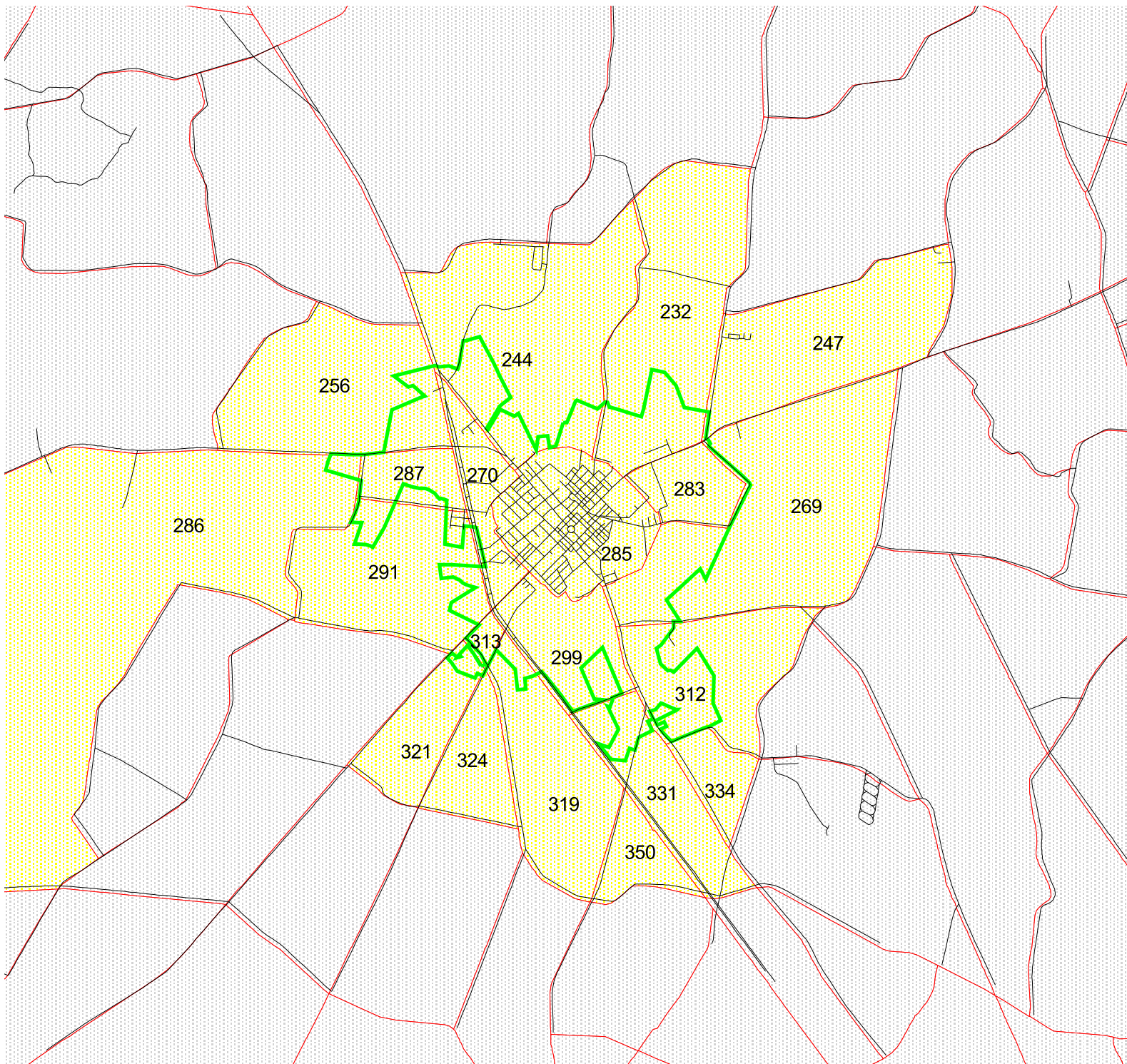
# Georgetown

## Map 1. Overview Modified Grids

 Georgetown Boundary


Modified Grids  
Georgetown Area

 Modified Grids  
with ID #

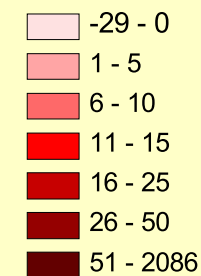


# Georgetown

Map 2a.  
Population Change  
2000 - 2025  
in %

 Georgetown Boundary

Population Change  
2000 - 2025  
in %



Source:  
Draft Population,  
Employment, and Household  
Projections for Sussex  
County prepared by the Center  
for Applied Demography and  
Survey Research at the University  
of Delaware under contract  
with the Delaware Department  
of Transportation

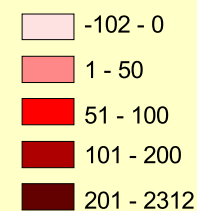


# Georgetown

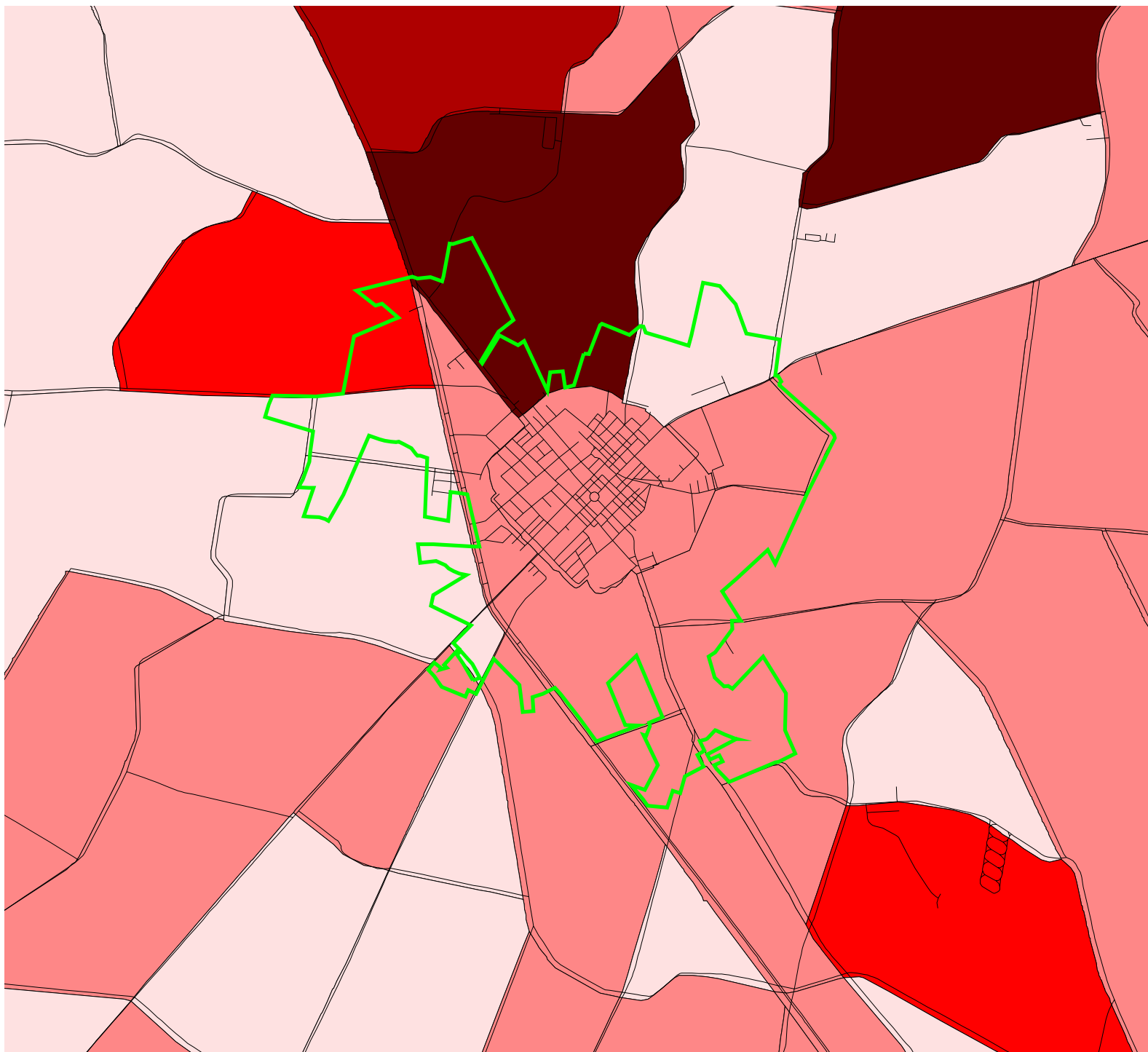
*Map 2b.*  
*Population Change*  
*2000 - 2025*  
*total numbers*

 Georgetown Boundary

Population Change  
2000 - 2025  
total numbers



Source:  
Draft Population,  
Employment, and Household  
Projections for Sussex  
County prepared by the Center  
for Applied Demography and  
Survey Research at the University  
of Delaware under contract  
with the Delaware Department  
of Transportation

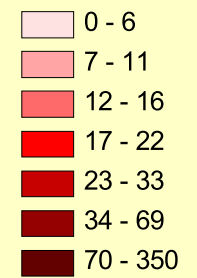


# Georgetown

Map 3a.  
Change  
Dwelling Units  
2000 - 2025 in %

 Georgetown Boundary

Change  
Dwelling Units  
2000 - 2025  
in %




Source:  
Draft Population,  
Employment, and Household  
Projections for Sussex  
County prepared by the Center  
for Applied Demography and  
Survey Research at the University  
of Delaware under contract  
with the Delaware Department  
of Transportation

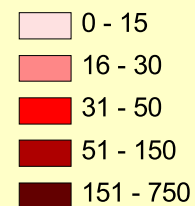


# Georgetown

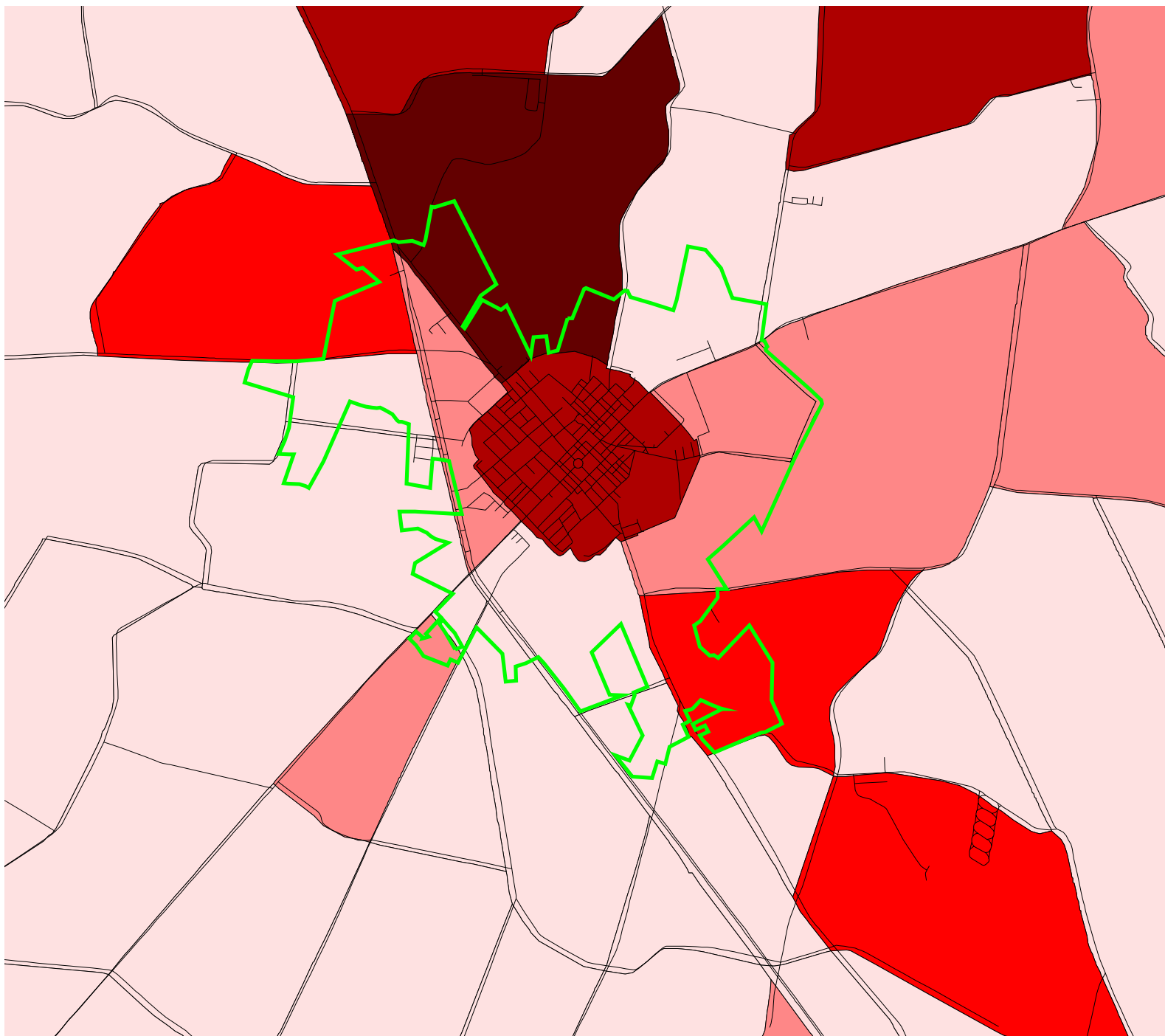
*Map 3b.  
Dwelling Units  
2000 - 2025  
total numbers*

 Georgetown Boundary

Dwelling Units  
2000 - 2025  
total numbers




Source:  
Draft Population,  
Employment, and Household  
Projections for Sussex  
County prepared by the Center  
for Applied Demography and  
Survey Research at the University  
of Delaware under contract  
with the Delaware Department  
of Transportation

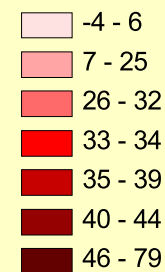


# Georgetown

*Map 4.*  
*Total Employment*  
*Change 2000 - 2025*  
*in %*

 Georgetown Boundary

Total Employment  
Change 2000 - 2025  
in %





Source:  
Draft Population,  
Employment, and Household  
Projections for Sussex  
County prepared by the Center  
for Applied Demography and  
Survey Research at the University  
of Delaware under contract  
with the Delaware Department  
of Transportation





# Georgetown

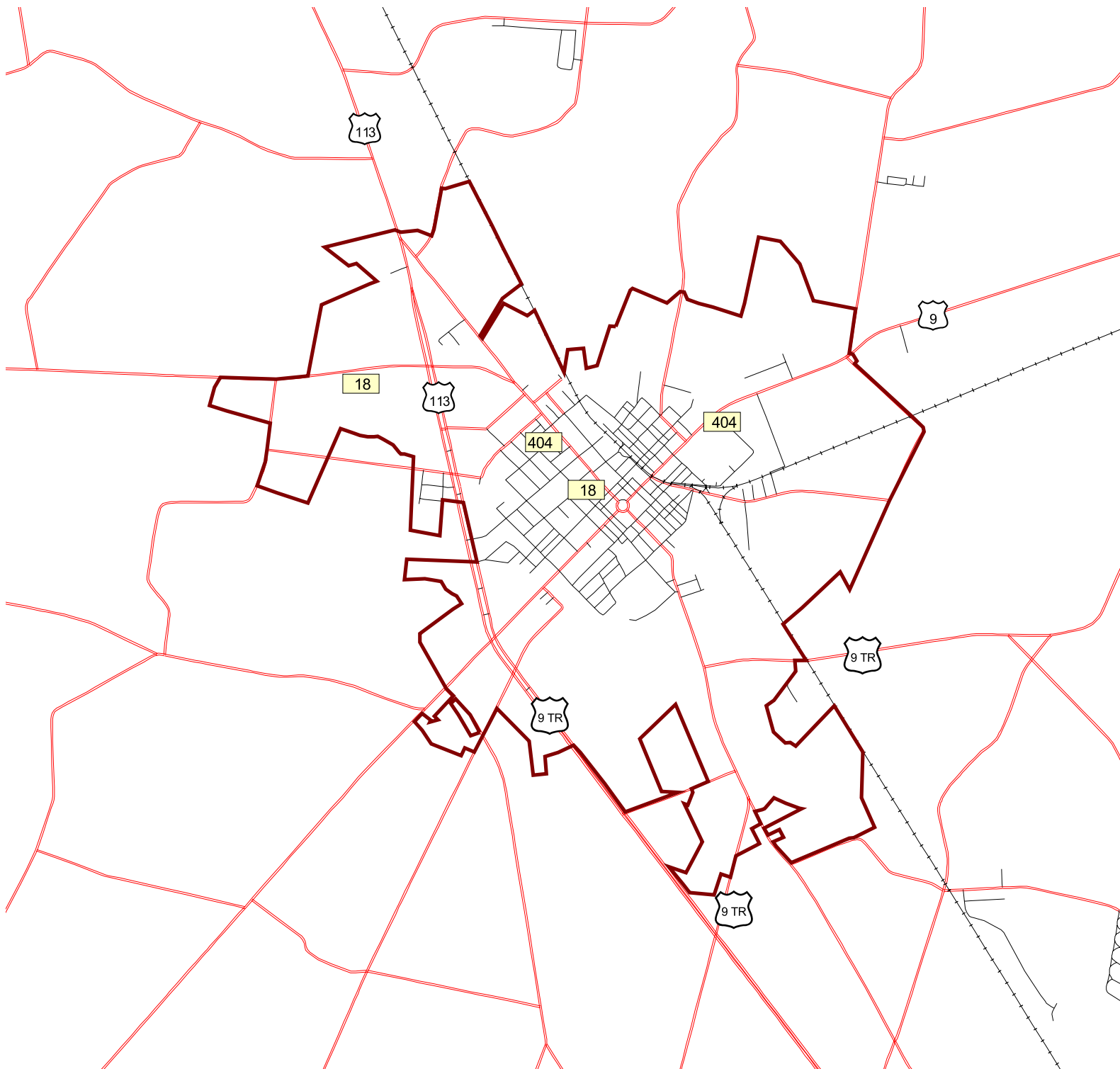
## Map 5. Transportation Base Map

 Georgetown  
Boundary

 Railroads

 Roads

0 2000 Feet  






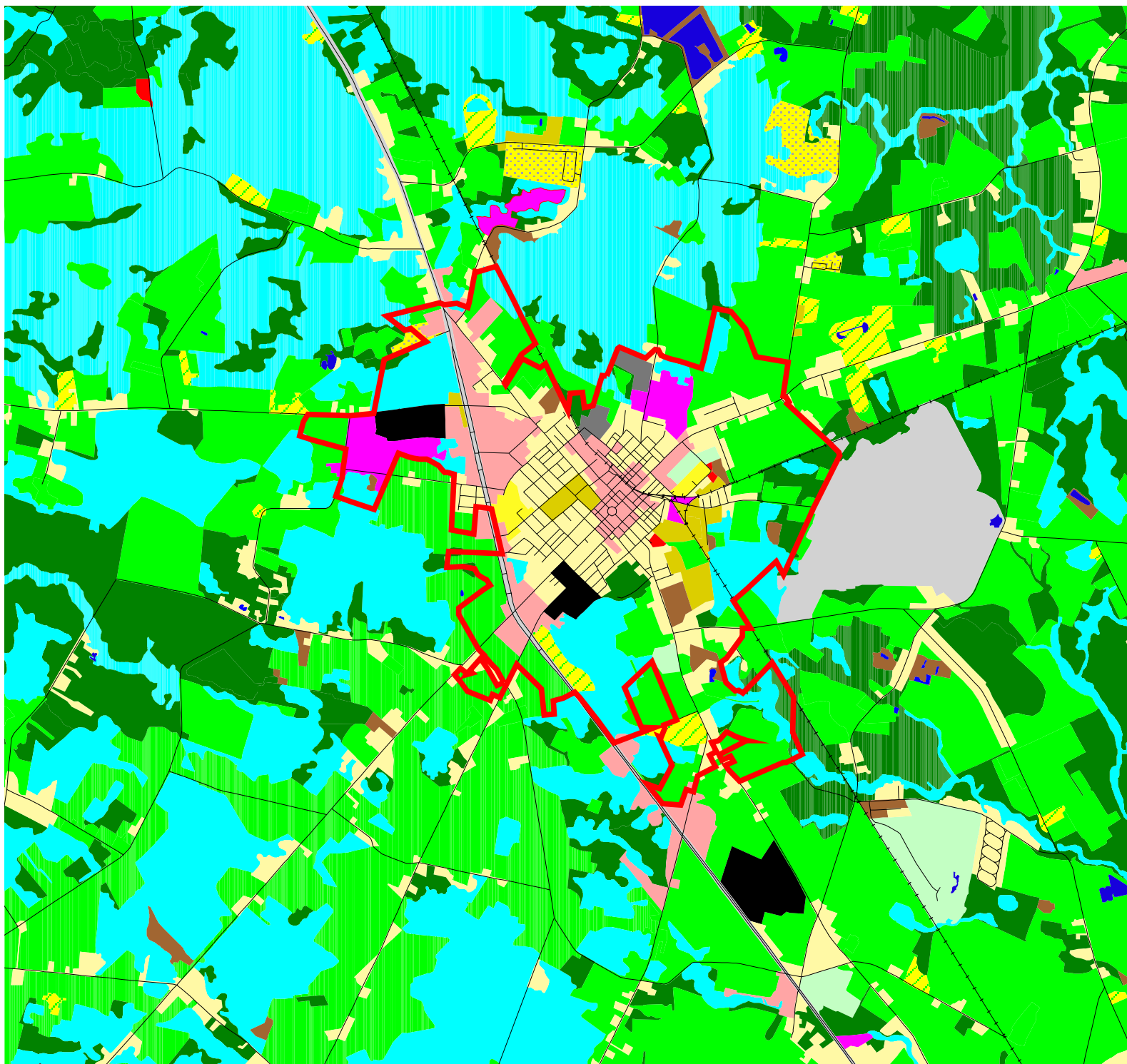
# Georgetown

Map 6.  
Existing Land Use  
from 1997 Aerial  
Photography

-  Georgetown Boundary
-  Railroads
-  Roads
- Urban Uses**
  -  Single Family Dwellings
  -  Multi-family Dwellings
  -  Manufactured Homes/Courts
  -  Commercial
  -  Retail Sales/Wholesale/  
Professional Services
  -  Industrial
  -  Highways/Roads/Access Roads  
Freeways/Parking Lots/Airports
  -  Utilities
  -  Mixed Urban or Built-up Land
  -  Institutional/Governmental
  -  Recreational
- Non-Urban Uses**
  -  Farmsteads and Farm  
Related Buildings
  -  Agriculture/Horticulture/  
Rangeland/Pastures
  -  Forest
  -  Waterways/Streams/  
Canals/Reservoirs
  -  Wetlands
  -  Beaches and River  
Banks/Sandy Areas
  -  Extraction/Transitional



1000 0 1000 Feet














# Georgetown

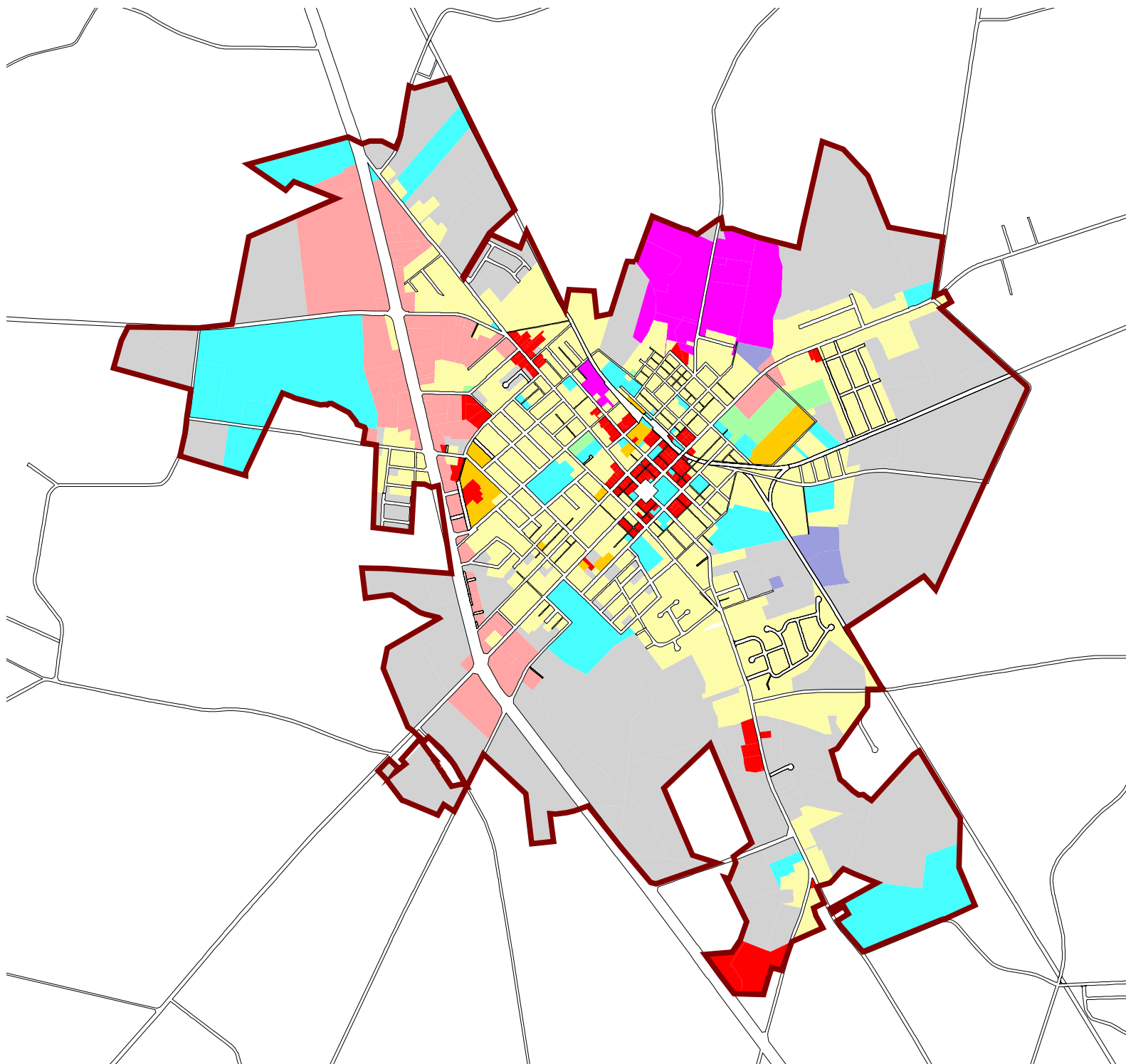
## Map 7. Existing Land Use

 Georgetown Boundary

### Land Use


-  Roads/  
Out of Town Parcels
-  Vacant
-  Residential
-  Multi-family Residential
-  Community uses
-  Commercial
-  Highway Commercial
-  Utilities
-  Industrial
-  Open space
-  Agriculture/Forest

1000 0 1000 Feet










# Georgetown



## Map 8. Recommended Future Land Use

 Georgetown Boundary

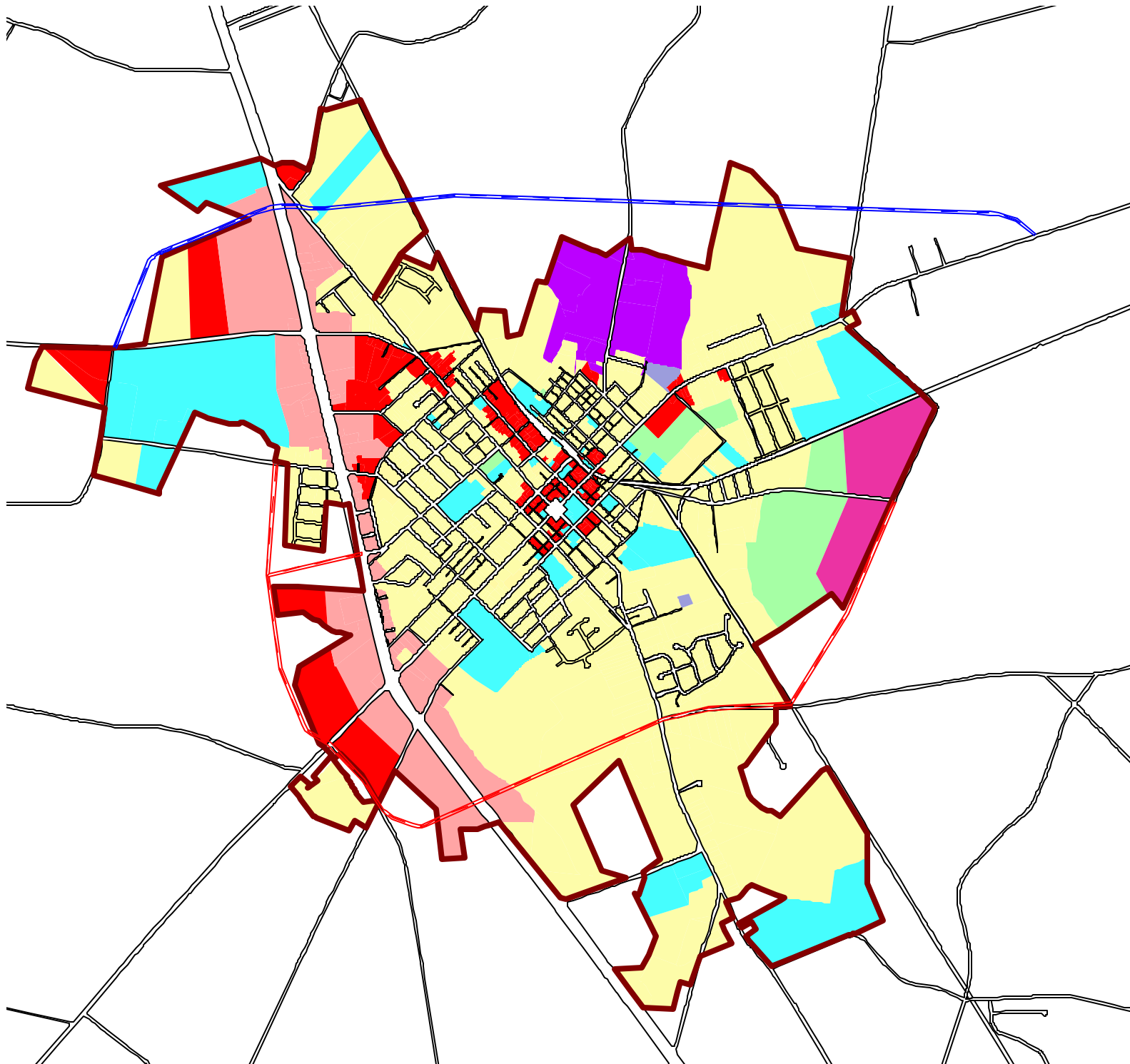
### Recommended Land Use

-  Roads/  
Out of Town Parcels
-  Residential
-  Community Uses
-  Community Commercial
-  Highway Commercial
-  Utilities
-  Industrial
-  Business Park
-  Open Space

### Proposed roads


-  Bypass - Potential Alignment
-  Service Road / Boulevard Concept

1000 0 1000 Feet

















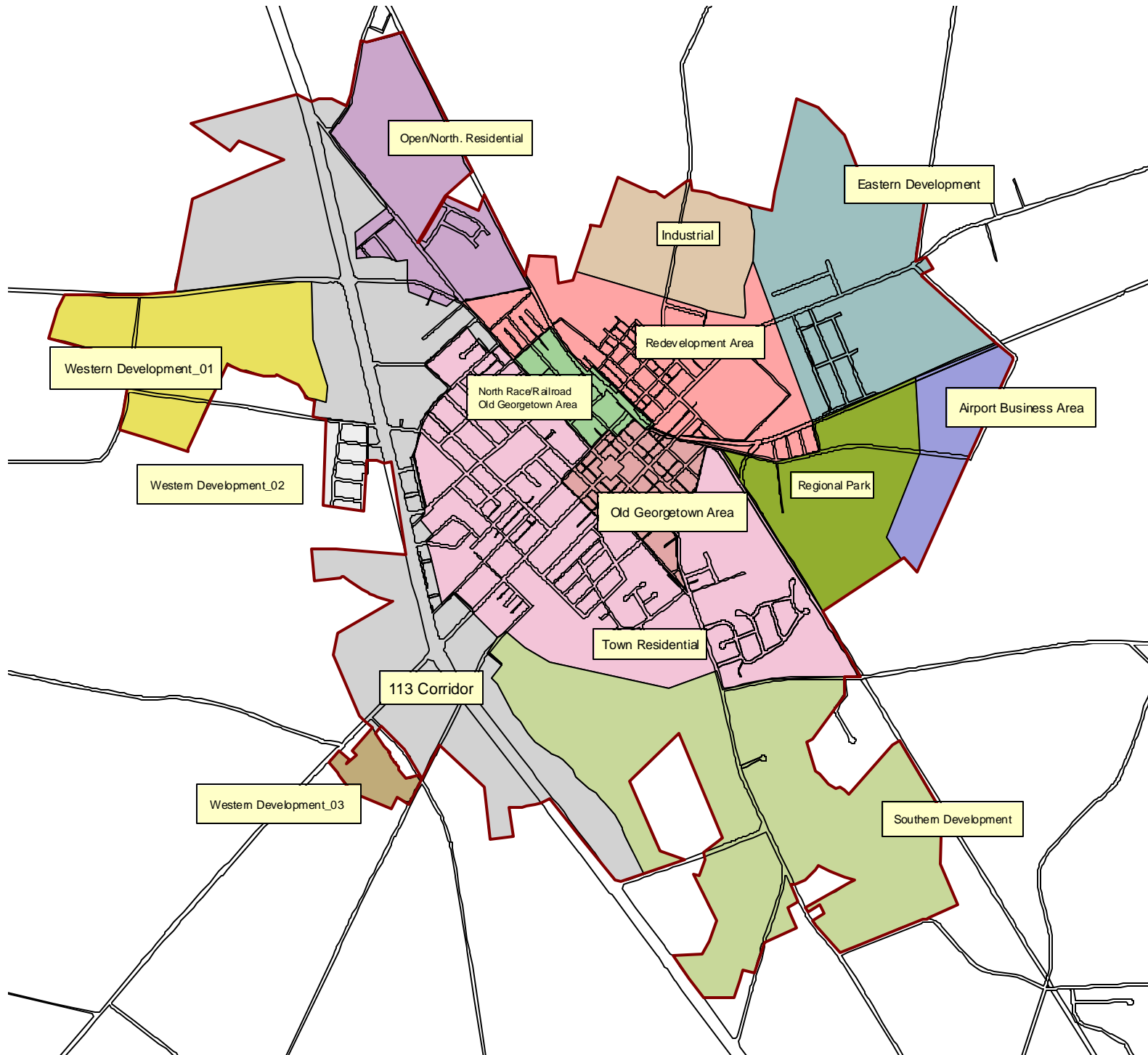
# Georgetown

## Map 10. Neighborhood Planning Areas

 Georgetown Boundary


### Neighborhood Planning Areas

-  113 Corridor
-  Eastern Development
-  Industrial
-  North Race/Railroad
-  Old Georgetown Area
-  Open/North. Residential
-  Redevelopment Area
-  Regional Park
-  Southern Development
-  Town Residential
-  Western Development 01
-  Western Development 02
-  Western Development 03
-  Airport Business Area








# Georgetown

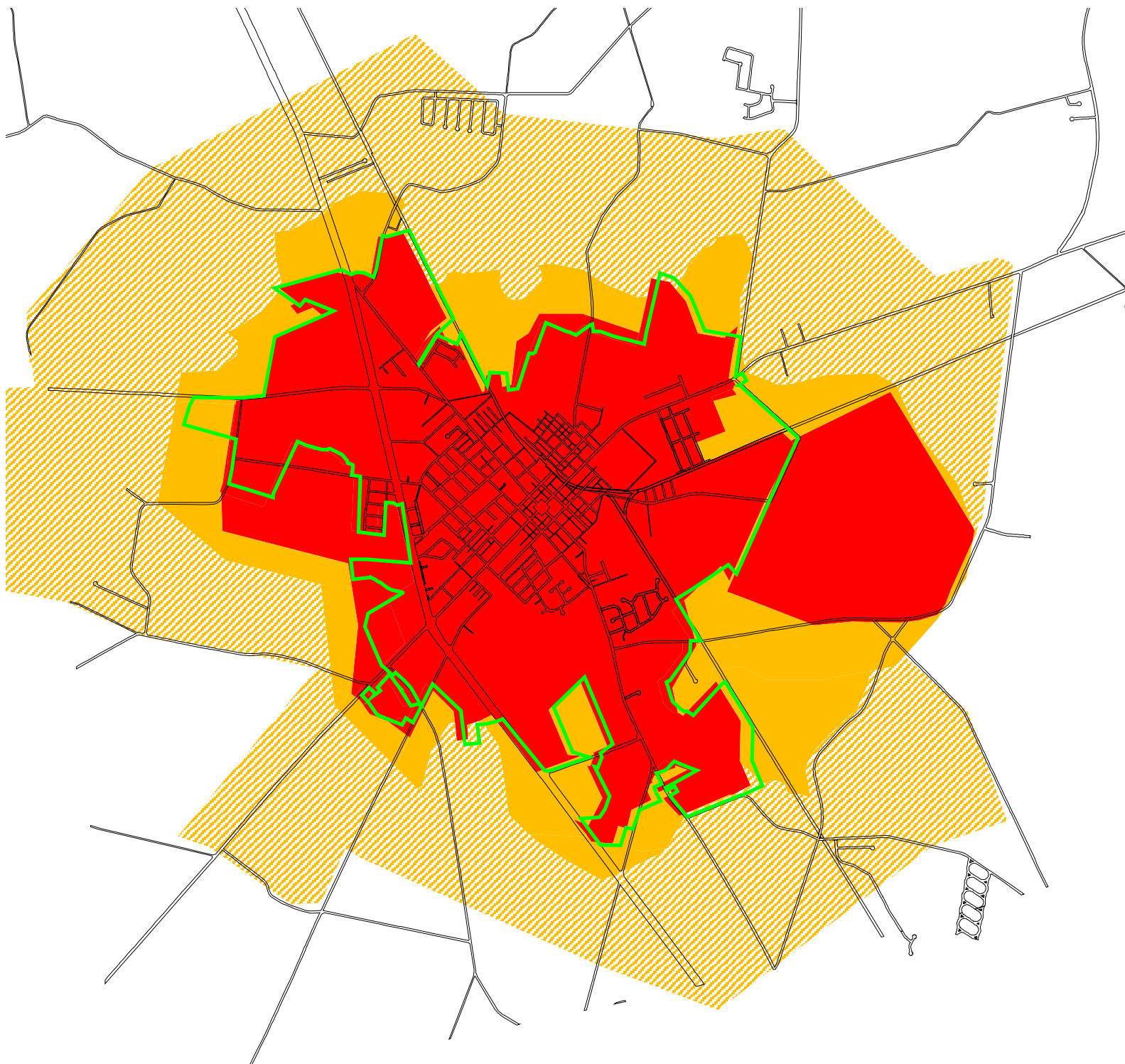
## Map 11. State Investment Areas

 Georgetown  
Boundary

### State Investment Areas


-  Community
-  Developing Area
-  Secondary  
Developing Area
-  Rural Area

1000 0 1000 Feet  






# Georgetown

Map 12.  
Annexation Plan

 Georgetown Boundary

Annexation Areas

 Community

 Annexation Area

