

TOWN OF KENTON

Kent County, Delaware

2016 Comprehensive Plan



Adopted by the Town Council December 5, 2016

Certified by the Governor January 5, 2017

Prepared by

Institute for Public Administration
School of Public Policy & Administration
College of Arts & Sciences
University of Delaware



www.ipa.udel.edu
institute for Public Administration



STATE OF DELAWARE
OFFICE OF THE GOVERNOR
TATNALL BUILDING, SECOND FLOOR
WILLIAM PENN STREET, DOVER, DE 19901

JACK A. MARKELL
GOVERNOR

PHONE: 302-744-4101
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January 5, 2017

The Honorable Howard Coleman
Mayor, Town of Kenton
P.O. Box 102
Kenton, DE 19955

RE: Certification of 2016 Kenton Comprehensive Plan

Dear Mayor Coleman,

I am pleased to inform the Town of Kenton that as of January 5, 2017, per the recommendation of the Office of State Planning Coordination, the comprehensive plan for the Town of Kenton is hereby certified provided no major changes to the plan are enacted. The certification signifies that the comprehensive plan complies with the requirements of Title 22, Section 702 of the Delaware Code.

I would like to thank the Town for working with the State to incorporate our comments before adoption. We look forward to working with you as you implement your plan.

Once again, congratulations on your certification.

Sincerely,

A handwritten signature in blue ink, appearing to be 'JM' followed by a flourish.

Jack A. Markell
Governor

AN ORDINANCE BY THE KENTON TOWN COUNCIL
Adopting the 2016 Kenton Comprehensive Plan

WHEREAS, Section 2 (b) of the *Town Charter of Kenton, Delaware*, states that the “Town of Kenton shall have and enjoy all the powers possible for a municipal corporation, city, or town to have under the Constitution and Laws of the State of Delaware ...”; and,

WHEREAS, Section (b)(32) of the Town Charter of Kenton, Delaware, states that the Town of Kenton has the power “To make, adopt and establish all such Ordinances, Regulations, Rules, and By-Laws not contrary to the laws of this State and the United States as the Town Council may deem necessary to carry into effect any of the provisions of this Charter or any other law of the State relating generally to municipal corporations or which they may deem proper and necessary for the order, protection and good government of the Town ...”; and,

WHEREAS, pursuant to Title 22, Section 701 of the *Delaware Code*, the Town of Kenton established a planning commission and prepared the 2016 comprehensive plan and has included in that plan the elements required for municipal comprehensive plans in Title 22 Section 702(b) of the *Delaware Code*; and,

WHEREAS, the Town sought public participation in the development of the plan by distributing a town survey in September 2014 and held numerous planning commission meetings that were advertised and attended by residents and local officials including a public workshop on the final draft plan held on April 19, 2016; and,

WHEREAS, the Town sought comments on the final draft plan from Kent County, the Town of Smyrna, Town of Cheswold, and the Town of Clayton; and,

WHEREAS, the Kenton Town Council held a meeting to review and approve the transmitting of a draft of the comprehensive plan to the Office of State Planning Coordination on June 13, 2016; and,

WHEREAS, in a letter dated August 24, 2016, a copy of which is made a part of the Town of Kenton Comprehensive Plan as Appendix B, the Office of State Planning Coordination released comments on the draft plan; and,

WHEREAS, on October 10, 2016, at its regular meeting, the Town Council considered plan revisions based on the state PLUS comments and provided opportunity for additional public comments, and approved the plan by majority vote; and,

WHEREAS, in a letter dated October 20, 2016 the Office of State Planning Coordination sent a letter to the Town accepting the plan revisions: and

NOW, THEREFORE BE IT ORDAINED that the Kenton Town Council, having received and reviewed comments from the Office of State Planning Coordination hereby adopts the *Town of Kenton Comprehensive Plan*, dated October 2016, a copy of which is attached to and made a part of this Ordinance.

AND BE IT FURTHER ORDAINED that this plan be submitted to the Office of State Planning Coordination for certification by the Governor and this plan will go into effect upon receipt of the certification letter from the Governor.

AND BE IT FURTHER ORDAINED that this Ordinance shall take effect upon adoption.

AND BE IT FURTHER ORDAINED that this Ordinance shall take effect upon adoption.

ADOPTED this 5th day of December, 2016.

By

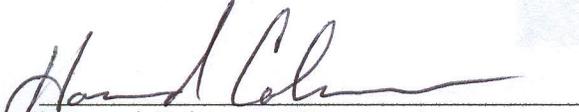

Howard Coleman, Mayor
Town of Kenton, Kent County Delaware



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TOWN, COUNTY, AND STATE OFFICIALS

TOWN OF KENTON

Current Mayor and Council

Howard Coleman, Mayor
Paul Caple, Vice Mayor
Kathy Lachmann, Secretary
Robin Kassing, Treasurer
Herb Boyles, Council

Former Mayor and Council Participants

Paul Caple, Former Mayor
Jessica Penawell, Former Mayor
Joan Lutrell, Council
John Blanchfield, Council
Marietta Darden, Council

Current Planning Commission

Rusty Penawell, Chair
Susan Swann
Jane Mosher

Former Planning Commission Participants

Herb Boyles
Michael Murray
Maria Bennett
Sue Klindienst
Howard Coleman

Town Solicitor

D. Barrett Edwards, IV, Esq.

KENT COUNTY

Levy Court

P. Brooks Banta, President/1st District
Bradley S. Eaby, Vice President/2nd District
Allan F. Angel, 3rd District
Eric L. Buckson, 4th District
George Jody Sweeney, 5th District
Glen M. Howell, 6th District
Terry L. Pepper, At-Large

County Administrator

Michael J. Petit de Mange, AICP

Planning Services Department

Sarah E. Keifer, AICP, Director

STATE OF DELAWARE

Governor

Jack A. Markell

Senate

David G. Lawson, 15th District

House of Representatives

Jeffrey N. Spiegelman, 11th District

Office of State Planning Coordination

Constance C. Holland, AICP, Director

INSTITUTE FOR PUBLIC ADMINISTRATION

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

Comprehensive plans produced by IPA are a true team effort. Martin Wollaston manages the IPA Planning Services Group and served as project manager of the Kenton Plan. IPA staff planners Linda Raab, AICP, and B.J. DeCoursey, AICP, provided research and drafted sections in the plan, and IPA Graduate Research Assistants Nicole Seymour, Evan Horgan, Kirsten Jones, and Gemma Tierney provided research and support on this work.

IPA DIRECTOR

Jerome R. Lewis, Ph.D.

KENTON COMPREHENSIVE PLAN TEAM

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ACKNOWLEDGEMENTS

In addition to the IPA staff listed above, many thanks go to David Edgell, the Office of State Planning Coordination's Circuit-Rider Planner for Kent County, and Jim Galvin, Dover/Kent County Metropolitan Planning Organization (MPO) for their assistance and guidance with this plan. Additionally, the Town would like to thank the Dover/Kent County MPO for providing funding assistance for developing this plan.

A Municipal Comprehensive Development Plan for Kenton, Delaware

INTRODUCTION

This comprehensive development plan is intended to serve as a document for the future development of the Town of Kenton. When adopted by the Town Council, it will be given official recognition as a guide for future planning efforts of the community and its representatives. Implementation of the goals and objectives of this plan will be developed in a land-use (zoning and subdivision) code and other municipal ordinances following the completion of this plan. This plan is a flexible document, and the updating or revision of planning goals and objectives is essential to keeping the planning program responsive to the changing needs of the community.

The plan is also an informational document for the public. Citizens, business people, and government officials can turn to the plan to learn more about Kenton and its policies guiding future land-use decisions. Potential new residents can use the plan as an informational resource about the town, including its characteristics and facilities, to help them make decisions about moving to Kenton. Community interest and commitment to practical planning and the timely implementation of the goals and objectives of this comprehensive development plan will contribute to a higher quality of life in Kenton. This plan also contains the most current information on population, transportation, housing, employment, and the environment, which may be of interest to land developers, economic-development professionals, and financiers.

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

CHAPTER 1. BACKGROUND

Kenton is an attractive small town located along an abandoned rail line in Kent County. The town has a lot of charm and character to offer for current residents, incoming families, and small businesses. This is the first comprehensive plan for Kenton and it aims to build upon the town's strengths and develop a vision for the town's future. This plan provides a profile of the town and in doing so highlights the importance of community input in the planning process. This plan presents the opinions and concerns of the town's residents and officials and assesses its current and future needs, including the town's consensus with regard to future land use and annexation. Following the formal adoption of the plan by the town and plan certification by the state, the plan will be used as the foundation for developing the town's first zoning ordinance and zoning map.

1-1. PLANNING AUTHORITY

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

Kenton's comprehensive-planning process also must demonstrate coordination with other municipalities, Kent County, and the state during plan preparation. In addition, a comprehensive plan for Kenton and other small communities is to be:

... document in text and maps, containing at a minimum, a municipal development strategy setting forth the jurisdiction's position on population and housing growth within the jurisdiction, expansion of its boundaries, development of adjacent areas, redevelopment potential, community character, and the general uses of land within the community, and critical community development and infrastructure issues (22 Del. C. 1953, § 702; 49 Del. Laws, c. 415, § 1).

State law requires that planning be an ongoing process and that municipalities identify future planning activities. This document is intended to span a ten-year planning period and be reviewed at least every five years. More importantly, this document carries with it the force of law. Therefore, any future development must be considered in accordance with this town plan.

1-2. PLAN DEVELOPMENT PROCESS

In 2013, the Town of Kenton contacted the Institute for Public Administration (IPA) at the University of Delaware to work with the town's elected and appointed officials and citizens to develop its first comprehensive development plan. In 2014, IPA began the task of drafting the plan document and working in coordination with Kenton's Planning Commission and Town Council to cooperatively develop this document that will help guide the town's future.

LOCAL PUBLIC PARTICIPATION

On June 3, 2013, IPA staff members Martin Wollaston, Linda Raab, and Theodore Patterson were joined by David Edgell from the Office of State Planning Coordination (OSPC) and Jim Galvin from the Dover/Kent County MPO to present an introduction to comprehensive planning to the members of the Planning Commission, Town Council, and community. This first meeting provided a basic overview of the elements of a comprehensive plan and the process and responsibilities of each participant.

The next meeting took place on June 2, 2014, with Theodore Patterson leading the discussion. The main topic was the town's demographics based on the 2010 U.S. Census. The meeting concluded with a discussion on the visioning process, the existing land use inventory, and the schedule for the town's comprehensive planning process.

On September 29, 2014, Martin Wollaston, Evan Horgan, Dave Edgell, and Jim Galvin met with the Kenton Town Council for an evening meeting. The impressive citizen turnout was a testament to the interest of Kenton's citizens in the future of their community. Mr. Wollaston presented a revised schedule for the completion of the comprehensive plan and described the purpose of defining existing land use. He advised the town officials that future land-use decisions be made carefully, utilizing the town's existing land uses as a guide. Mr. Jim Galvin of the Dover/Kent County MPO was also present. Mr. Galvin discussed various transportation recommendations, including the future possibility of creating Kenton's bike or pedestrian plan.

On April 28, 2015, Martin Wollaston, Linda Raab, and Jim Galvin met with the Kenton Planning Commission for an evening meeting. Once again there was good attendance consisting of town officials and citizens, and everyone participated in the discussions. The meeting started with several residents offering their nominations to serve on the Planning Commission to assist with the development of the town plan. Then IPA staff reviewed the status of the draft plan, focusing on current and future land use and potential annexations.

On January 11, 2016, Martin Wollaston, Linda Raab, and Jim Galvin met with the Kenton Planning Commission for an evening meeting. The purpose of the meeting was to review the draft plan. The main item of discussion focused on future land use, and the Commission worked with IPA staff to develop future land use for each parcel of land in Kenton. The future land-use map is very important since it will be used as the basis for establishing zoning for all parcels of land in Kenton. Commissioners also discussed annexation and growth plans for the town and decided to not designate any parcels outside of the town for annexation, but to establish an Area of Concern band of land around the town. The meeting concluded with the agreement that the Town will hold a public meeting to present the draft plan and solicit additional public comment.

On March 15, 2016, IPA staff members Martin Wollaston, Linda Raab, and BJ DeCoursey met with the Kenton Planning Commission and several town officials. Also present at the meeting was David Edgell, Luidmila Robinson from the Delaware Department of Transportation (DelDOT), and Jim Galvin. The meeting was held to provide an opportunity for the public to discuss the draft plan and maps. The attendance for this meeting was very low, and it was decided that another public meeting should be scheduled with more aggressive advertising.

On April 19, 2016, IPA staff members Martin Wollaston and Linda Raab were joined by Jim Galvin for the second public meeting to provide for public input and questions concerning the draft town plan. Attendance was good, consisting of several residents, Town Council, and the Planning Commission. The Planning Commission Chair opened the meeting and discussion focused on a few areas in the report where more information was offered (like history) and the future land-use map. It was agreed that IPA would make a few additions to the draft to include discussion of the historic district and more town history. The Planning Commission Chair would then present the plan to the Town Council for discussion.

On May 2, 2016, the Planning Commission approved the revised draft plan be submitted to the state for PLUS review and forwarded the draft to Town Council for its consideration. On June 13, 2016, the Town Council approved the draft plan for submission to the state for PLUS review.

INTERGOVERNMENTAL REVIEW

State PLUS Review

The draft plan and PLUS application was submitted to the state for PLUS review on June 29, 2016. The plan was reviewed by the PLUS committee on July 27, 2016, at its usual meeting location in Dover. Attending the PLUS meeting was Rusty Penawell from Kenton and Martin Wollaston. The PLUS comments were summarized and sent to the town officials in a letter dated August 24, 2016. Town officials developed their response to the PLUS comments and the response was reviewed by the Planning Commission and forwarded to the Town Council. The Kenton Town Council approved the responses and revisions to the plan on October 10, 2016. The state sent notification that their response and plan revisions were accepted in a letter dated October 20, 2016.

TOWN COUNCIL ADOPTION

On December 5, 2016 the Kenton Town Council adopted the plan. A copy of the council's ordinance adopting the plan is included in this document.

PLAN CERTIFICATION

On January 5, 2017, Governor Jack Markell certified the plan. A copy of the certification letter is included in this document.

1-3. OVERALL PLAN GOALS

The Town of Kenton has a unique identity. Understanding the town’s character will help in shape the vision for its future. All comprehensive plans contain goals—broad concepts that form the foundation for implementation actions for consideration following the completion and adoption of the plan. The following goals are presented as the guiding principles for the future of Kenton.

- Preserve the town’s friendly small-town character and quality of life in ways that coordinate with Kent County designated growth zones.
- Recognize the town’s rich agricultural heritage and strive to promote that heritage to residents and visitors.
- Promote the public health, safety, and welfare of current and future residents of Kenton.
- Enhance the quality of life of Kenton residents by providing for adequate open space and recreation opportunities throughout the community.
- Encourage orderly growth and conservation of the town’s historical character and assets through the establishment of zoning and land-use ordinances.
- Maintain an open dialogue concerning potential future commercial activity in the town, including where and what type of commercial areas should be developed.
- Provide residents with services and facilities necessary to maintain a good standard of living.
- Improve non-motorized travel options within the town to enable safer movement of bicycle, pedestrian, and vehicle traffic throughout town.
- Coordinate regularly scheduled social activities in town to maintain community spirit and increase civic engagement.
- Encourage the development of undeveloped parcels within the town boundaries, in accordance with the character of the town, prior to consideration of annexation of parcels outside the town. Coordinate with nearby municipalities, Kent County, and the state to mitigate the impacts of development of surrounding areas on the town, promoting open space preservation when possible.

1-4. SURVEY—PUBLIC PARTICIPATION, COMMUNITY VISION, AND GOALS

In September 2014, people living in or near the Town of Kenton were asked to complete a survey that would help the Town Council and the Planning Commission craft the town plan. This survey is a valuable tool for gauging the opinions of people living in or nearby about Kenton’s future needs, activities and issues, public services, transportation issues, future land-use needs, and annexation.

Eighteen surveys were completed at town meetings or subsequently mailed in. This section summarizes the results of this survey.

Town of Kenton Survey Participants’ Demographics

	Yes	No
Currently living in the Town of Kenton	78%	22%
Currently own property in Kenton other than home	28%	72%
Currently own property in town but do not live there	22%	78%

Town of Kenton Future Needs

The following items are new facilities or institutions that the residents of Kenton may want for their town. How important is each of these items to you?

Highly Desirable	Desirable	Acceptable	Undesirable	Highly Undesirable
1	2	3	4	5
			1 & 2	3
			4 & 5	
			28%	44%
			33%	39%
			39%	33%
			44%	22%
			17%	56%

Town of Kenton Activities and Issues

Officials in town are considering organizing activities to encourage more interaction among the town’s residents. How important are each of these items to you?

Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
1	2	3	4	5
			1 & 2	3
			78%	11%
			44%	44%
			56%	28%
			56%	33%
			19%	56%

Town of Kenton Most Important Issues

The following includes a general list of important issues. The survey asked participants to please rank these issues in order of most important to least important. Below are the results, with Crime/Safety ranking highest and Traffic Congestion ranking lowest.



Town of Kenton Services

The following are services that are provided in Kenton either by the town or by other providers. Please note your satisfaction with the current provision of these services.

Very Satisfied	Satisfied	No Opinion	Not Satisfied	Very Unsatisfied
1	2	3	4	5
			1 & 2	3 4 & 5
Sewer Service (by Kent County)			89%	--% 11%
Street Maintenance			78%	11% 11%
Snow Removal			89%	5% 6%
Firefighting Service (by others)			83%	17% --%
Emergency Medical Service (by others)			78%	11% 11%
Police Service (by town)			56%	28% 16%
Trash Removal (by others)			78%	6% 16%
Stormwater Management (by others)			69%	31% --%

Town of Kenton Transportation Issues

Please rate the importance of the following transportation issues in Kenton:

Extremely Important	Important	No Opinion	Not Important	Not an Issue in Kenton
1	2	3	4	5
			1 & 2	3 4 & 5
Amount of cars using Route 300			56%	22% 22%
Amount of trucks using Route 300			59%	12% 29%
Adequate public transportation linking Kenton to towns to the north like Wilmington			39%	28% 33%
Adequate public transportation linking Kenton to towns in the south like Dover			50%	22% 28%

Town of Kenton Future Land Use

One of the most difficult issues to address in a town's comprehensive plan is future land use. How do you feel about the following land-use issues?

Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
1	2	3	4	5
			1 & 2	3 4 & 5
Undeveloped land within town should be developed			18%	24% 58%
New development should be mainly for Residential uses			75%	12% 13%
If Residential: Single family homes on ½ acre lots			75%	12% 13%
Single family homes on smaller lots			44%	25% 31%
55 and older communities			35%	35% 30%
Townhouses			--%	11% 89%
Apartments			--%	6% 94%
New development should include Commercial uses			47%	12% 41%
If Commercial: Sit-down Restaurants			53%	24% 23%
Fast Food-type businesses			41%	18% 41%
Retail stores			35%	24% 41%
New development should include Institutional uses			27%	33% 40%
If Institutional: Churches			30%	40% 30%
Undeveloped land should remain undeveloped and the town should explore options to keep it undeveloped			56%	19% 25%

Town of Kenton Annexation

The policies written in the plan will be used to guide future decisions involving whether land currently outside of Kenton’s boundary should be annexed into the town. Annexations can only occur if the adjacent property owner(s) request annexation by signed petition and town property owners approves the request through a Special Election.

Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree	
1	2	3	4	5	
			1 & 2	3	4 & 5
Kenton should seek to annex adjacent properties that are proposed for development			44%	19%	37%
Kenton’s small town atmosphere should be preserved			69%	19%	12%
Urban growth should be balanced with the protection of farmland and open spaces in the Kenton area			81%	19%	--%

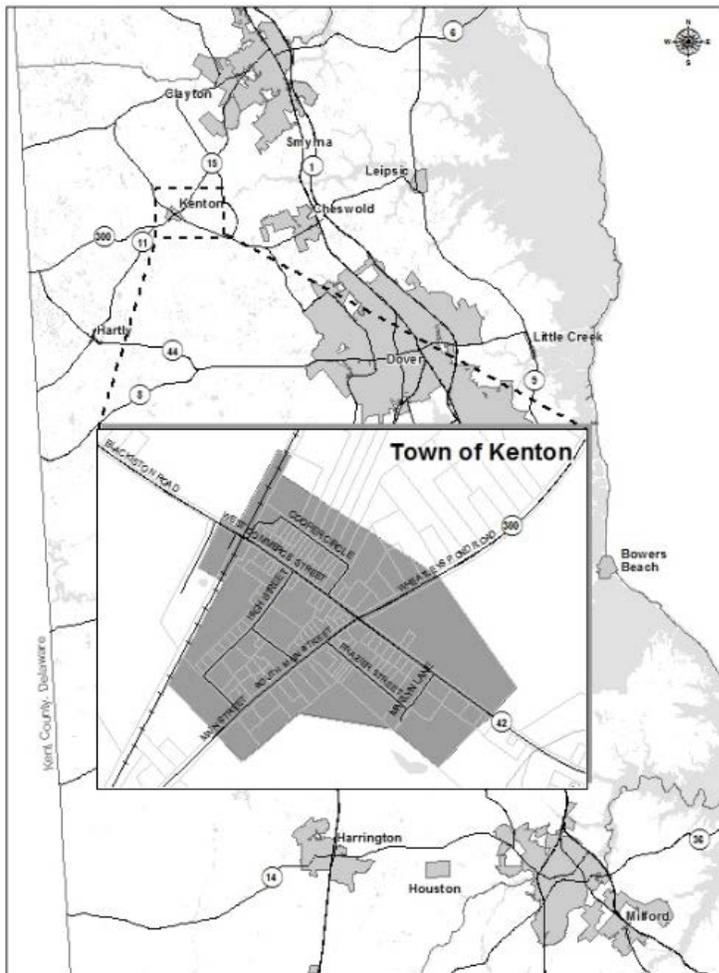
CHAPTER 2. MUNICIPAL DEVELOPMENT STRATEGY

2-1. COMMUNITY PROFILE

LOCATION

Figure 1 shows Kenton's location. As the figure shows, Kenton is located near the center of Delaware in Kent County at the intersections of State Route 42 and State Route 300. It is about 10 miles northwest of the state's capital, Dover. The center of Kenton is located at 39 degrees, 13 minutes 38 seconds north of the equator and 75 degrees, 39 minutes, and 56 seconds west of the Prime Meridian. The total land area of the town is about 0.2 square miles, or 128 acres.

Figure 1. Kenton Location



HISTORY

The following history section was researched and contributed by the Town of Kenton's former Councilperson Marietta Darden.

The Village of Kenton is a crossroads community located at the intersection of Route 42 and Route 300 in Kenton Hundred, Delaware, as shown in the "Aerial View" map. Kenton was first laid out in 1796 by Philip Lewis who had begun to acquire property in the area five years before in 1791. While Lewis is

given credit for establishing the town and for owning the land in the area, he was only able to acquire the land that was south of Route 42 and Commerce Street, as the land on the north side was part of the Wilds' family holdings and remained so until the 1870s. Both the 1859 Byle's Atlas of Kent County and Beer's Atlas of Delaware in 1868 show details of the town and provide an idea of the growth of the town until 1868.

The town sits in the middle of a rich agricultural region and relied heavily on the trade of farmers. The roads that pass through the town were northwest from Dover to the Upper Chesapeake Bay and southwest from Duck Creek or Smyrna to Centerville, Maryland.

After a store, the first commercial enterprises to locate in the town were a blacksmith and a wheelwright. The business directory, printed with the 1859 Byle's map, lists two merchants, two doctors, and a hotel keeper. There was also a distillery in town along Main Street, owned by John Green, who was operating the Kenton Hotel at the time.

During the mid-eighteenth century, growing travel between Dover and the head of the Chester River resulted in the establishment of a Public House in Kenton to support the needs of travelers. Increasing commerce led to the growth of this village. First known as Grog-Town and Lewis' Cross Roads, the village was formally named Kenton in 1806. The village dates from the last decade of the 18th century, but did not achieve its peak until the last half of the 19th century when the Philadelphia (Wilmington and Baltimore Railroad) (Delaware and Maryland Railroad) line was put through from Clayton to Maryland.

A post office was established here in 1857. With the arrival of the Maryland and Delaware Railroad following the Civil War, the town became an important shipping point for local goods and products. By the 1880s, the town was home to 300 residents and a number of thriving businesses. On April 22, 1887, the Town of Kenton was formally incorporated by the Delaware General Assembly. Except for a few houses that date from the early settlement of the crossroads, most of the buildings in the district date from the last half of the 19th century and, more specifically, from the 1870s and 1880s. The three oldest standing structures are the Wilds-Prettyman House and the Wilds-Cooper House; both are brick dwellings that were built in 1780.

The Kenton Historic District was listed on the National Register of Historic Places in 1983. Other sites at or near Kenton on the National Register of Historic Places are the George Arnold House, Aspendale, Thomas Attix House, J. F. Betz House, Benjamin Blackiston House, W. D. Burrows House, Clark-Pratt House, Cooper House, Thomas Davis House, N. C. Downs House, T.H. Denny House, Green Mansion House, Robert Hill House, Hoffecker-Lockwood House, Alfred L. Hudson House, Kenton Post Office, Thomas Lamb Farm, Thomas Lamb House, and the Jefferson Lewis House.

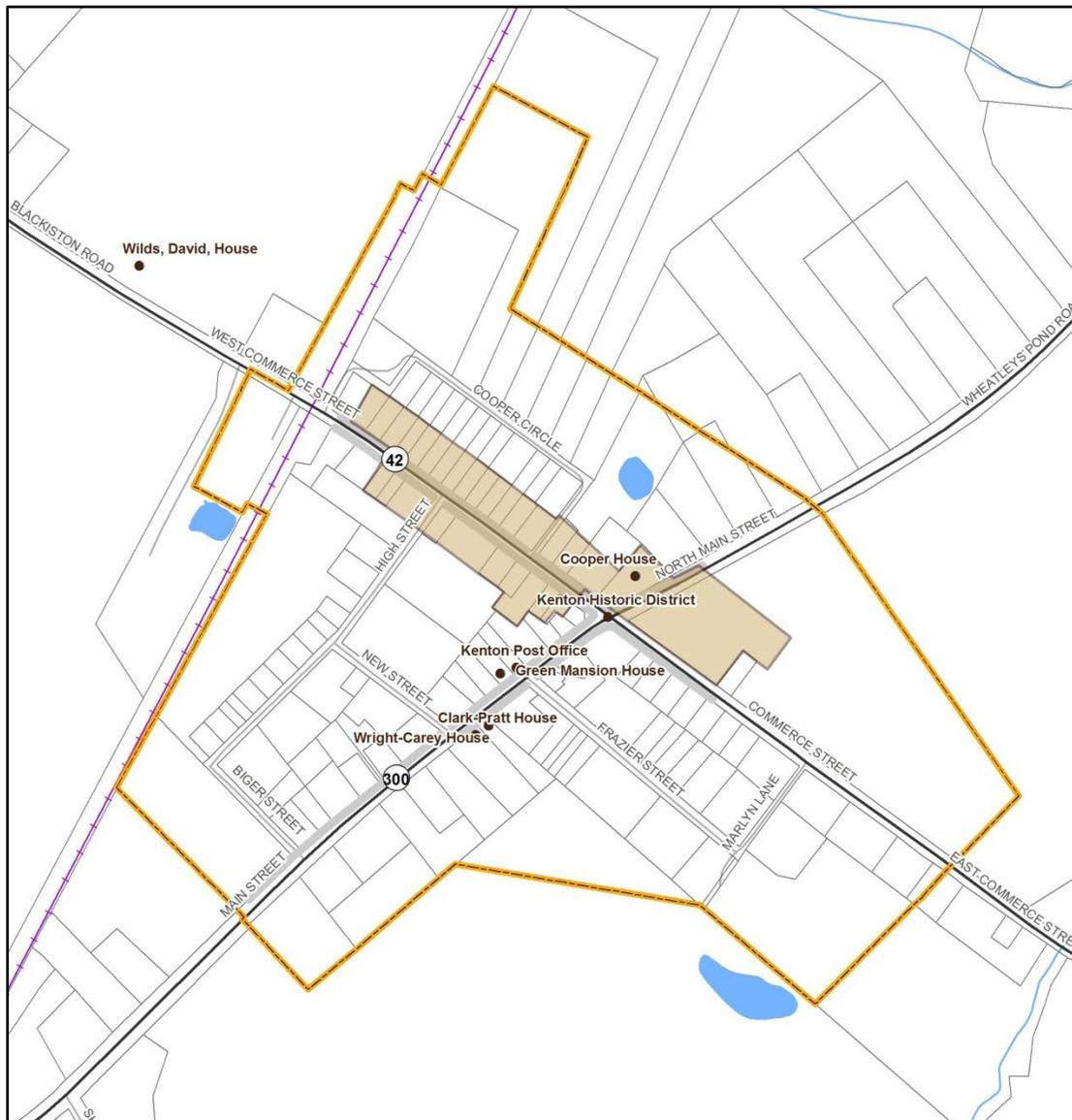
HISTORIC DISTRICT

The Kenton Historic District was recognized by the National Park Service as a significant historic resource to Delaware and the United States when it was placed on the National Register of Historic Places on August 29, 1983 (NRHP Reference Number 64000102) as the Kenton Hundred Multiple Resource Area. Authorized under the National Historic Preservation Act of 1966, the National Register is America's official list of cultural resources that merit preservation. National Register-listed properties number

more than 80,000 and can be districts, sites, buildings, structures, or objects recognized for their significance in American history, architecture, archeology, engineering, or culture. Owners of properties in the Kenton Historic District do not face any additional restrictions regarding the modifications they can make on their properties, provided that there is no federal money, such as tax credits, being used to modify or manage the property. However, owners are encouraged to contact the Delaware State Historic Preservation Office (SHPO) prior to making any modifications to discuss their renovation plans.

The shaded parcels on Figure 2 below depict properties that form the Kenton Historic District. The figure also identifies several historic sites labeled by name.

Figure 2. Kenton Historic District



POPULATION TRENDS

Table 1 compares Kenton’s population change between 1970 and 2010 with that of Kent County and Delaware. According to the 2010 U.S. Census, Kenton has 261 residents, which ranks its population 46th

of the 57 municipalities in Delaware. Kenton’s population of 261 in 2010 reflected a growth of about 10 percent from the 2000 population. This increase coincided with increases in the population of both Kent County and the state. From 2000 to 2010, Kent County was the fastest growing county in the state and as it continues to develop and create additional employment opportunities, it is expected that Kenton’s population will also continue to increase.

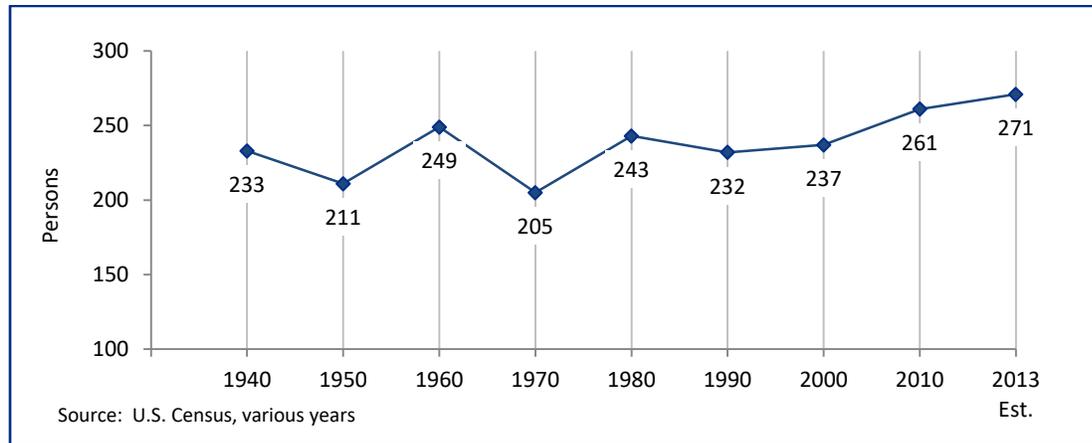
Table 1. Population Change, Kenton, Kent County, and Delaware, 1970–2010

Year	Kenton		Kent County		Delaware	
	Number	Change	Number	Change	Number	Change
1940	233		34,441		266,502	
1950	211	-9.4%	37,870	10.0%	318,085	19.4%
1960	249	18.0%	37,870	0.0%	446,292	40.3%
1970	205	-17.7%	65,561	73.1%	548,104	22.8%
1980	243	18.5%	98,219	49.8%	594,338	8.4%
1990	232	-4.5%	110,993	13.0%	666,168	12.1%
2000	237	2.2%	126,697	14.1%	783,600	17.6%
2010	261	10.1%	162,310	28.1%	897,934	14.6%
2013 Est.	271	3.8%	169,416	4.4%	925,749	3.1%

Sources: U.S. Census Bureau, 1990 Census of Population and Housing, *Population and Housing Unit Counts*, CPH-2-9, Delaware U.S. Government Printing Office, Washington, DC, 1993; U.S. Census Bureau, 2010 Census of Population and Housing, *Population and Housing Unit Counts*, CPH-2-9, Delaware U.S. Government Printing Office, Washington, DC, 2012.

Figure 3 shows Kenton’s population trend from 1940 to 2010. As the chart indicates, Kenton’s population decreased between 1940 and 1950 and between 1960 and 1970. There was an increase between 1970 and 1980 and a decrease between 1980 and 1990. Since 1990, population has increased steadily.

Figure 3. Kenton Population, 1940–2010



POPULATION PROJECTIONS

Population projections are often difficult to accurately create and are unreliable for small geographic areas because there is a large margin of error when manipulating small numbers. And there are no state sources to reference for population projections for towns the size of Kenton. However, there are several methods to use to try to gauge population growth in these small towns.

One method of estimating population is to project it as a percentage of the growth projected in the larger surrounding area. A second method is to project forward the existing trend line for growth based on past growth within the municipality. Finally, a third method is to calculate the build-out potential by assuming the development of vacant parcels. Each estimate provides unique results, which have been summarized in an average population projection.

The first scenario uses the U.S. Census population data and estimates for Kenton from 2000 to 2010 included in Table 1. Overall, during those ten years, Kenton grew by 10.16 percent. The population counts for this period indicate that population has fluctuated at an average annual rate of 1.0 percent (calculated using the formula for average annual rate of change) between 2003 and 2013. Using this figure as the standard for projection, a conservative population projection can be derived.

The second scenario calculates the town’s portion of the official Kent County population projection to 2040 based upon the percentage of the total Kent County population residing in Kenton in 2010 (approximately 0.160 percent). Population projections for Kent County are regularly updated by the Delaware Population Consortium. Using this method, another conservative projection is derived.

The third scenario is based on the amount of undeveloped property inside the town’s borders. As pointed out earlier, the 2010 U.S. Census reported the town’s population to be 261 persons. This scenario starts with the 2010 population data, and then bases projections on the number of vacant parcels in Kenton and the town’s future land-use policy. This scenario assumes that there will be no annexations. A second assumption for this approach is that all vacant parcels identified from the land-use survey would be developed as residential by 2030. The final assumption, which is based on the 2010 U.S. Census, is that Kenton’s average household size will be the same as Kent County, 2.73 persons per household.

As the “Existing Land Use” map shows, there are 16 vacant parcels in town. When these parcels are built out, Kenton will have 52 more people in town and the total population will be 261 + 52 = 313.

Table 2 displays the results of these three scenarios.

Table 2. Population Projection Scenarios, 2010–2040

Growth Scenario	2010	2020*		2030*		2040*	
	Number	Number	Change	Number	Change	Number	Change
Scenario 1: <i>Trend Projection of Decadal Growth</i>	261	287	10.0%	316	10.1%	348	10.1%
Scenario 2: <i>0.16% of Projected Kent County Population</i>	261	286	9.6%	309	8.0%	328	6.1%
Scenario 3: <i>Build-out at 2.73 Persons per Household</i>	261			313	20.0%		

Sources: IPA, U.S. Census, 2010, Delaware Population Consortium. Starred (*) items are IPA estimates.

HOUSEHOLDS

According to the 2010 U.S. Census, family households make up most of the housing population in Kenton, about 74 percent, and the average family size is about three people. Additionally, about 42 percent live in a home with children who are under the age of 18. And about 19 percent of households included one or more individuals 65 or older.

RACIAL COMPOSITION

Tables 3, 4, and 5 compare the racial and ethnic composition of the Town of Kenton, Kent County, and the state of Delaware. The data shows that despite increasing racial changes in Delaware, Kenton's diversity has largely remained the same over time.

Kenton is less racially diverse than Kent County and the state as a whole, but, as indicated in Table 4, diversity has increased slightly since 2000. However, due to the small size of the population of Kenton, it only takes a few individuals to produce a large statistical impact on the population. For example, one full percentage point represents only slightly more than two individuals. Therefore, it is hard to make meaningful statements based upon the percentage of the population, as reported by the U.S. Census, for such a small population.

Table 3. Racial Composition by Place, 2010

Race	Kenton	Kent County	Delaware
White	89.7%	67.8%	68.9%
Black	2.3%	24.0%	21.4%
Asian	0.0%	2.0%	3.2%
Other	8.0%	6.2%	6.5%

Source: U.S. Census, 2010.

Table 4. Racial Composition Change Kenton, 2000–2010

Race	2000	2010
White	94.5%	89.7%
Black	3.4%	2.3%
Asian	0.0%	0.0%
Other	2.1%	8.0%

Source: U.S. Census, 2000–2010.

Table 5. Hispanic or Latino Population, 2000–2010

Year	Kenton	Kent County	Delaware
2000	4.6%	3.2%	4.2%
2010	10.7%	5.8%	8.2%

Source: U.S. Census, 2000–2010.

AGE PROFILE

Table 6 provides some basic information regarding the age of persons living in Kenton, Kent County, and the state of Delaware. As the table shows, Kenton's 2010 population was generally younger than that of Kent County or Delaware. The proportion of the population age 64 and younger is approximately 6 percent higher in Kenton than in the state of Delaware.

Table 6. Age Groups and Median Age by Place, 2010

Age Range	Kenton	Kent County	Delaware
0–19 years	28.3%	28.4%	26.0%
20–64 years	63.3%	58.0%	59.5%
65+ years	8.4%	13.6%	14.5%
Median Age	34.5 Years	36.5 Years	38.8 Years

Source: U.S. Census, 2010.

Table 7 displays the age profile for adults for Kenton, Kent County, and the state. The proportion of adults age 15–19 is higher in Kenton than in Kent County and state. Additionally, the proportion of Kenton residents older than 65 is comparatively smaller than in the state by approximately 5 percent.

Table 7. Age Profile of Adult Population by Place, 2010

Age Range	Kenton	Kent County	Delaware
15–19 Years	9.6%	7.6%	7.2%
20–34 Years	21.8%	19.9%	19.4%
35–54 Years	30.3%	27.0%	28.1%
55–64 Years	11.1%	11.3%	12.3%
65–84 Years	8.0%	12.1%	12.7%
85+ Years	0.4%	1.5%	1.8%

Source: U.S. Census, 2010.

EDUCATIONAL ATTAINMENT

Table 8 summarizes the educational attainment of persons over the age of 25 in Kenton, Kent County, and Delaware. As shown in the table, Kenton has a higher percentage of residents who have taken some college courses than in Kent County or the state. Additionally, a higher percentage of Kenton residents have obtained a high school diploma in comparison to the state.

Table 8. Educational Attainment of Population 25 Years and Older by Place, 2013

Highest Level Achieved	Kenton	Kent County	Delaware
Less than High School	12.4%	4.9%	4.2%
Some High School	24.8%	9.9%	8.1%
High School Diploma	32.7%	33.5%	31.7%
Some College	23.0%	21.9%	19.9%
Associate's Degree	5.3%	8.4%	7.3%
Bachelor's Degree	0.0%	13.4%	17.2%
Master's Degree or Higher	1.8%	7.4%	11.7%

Source: U.S. Census American Community Survey, 2013 5-Year Estimate.

INCOME AND UNEMPLOYMENT

Table 9 presents the median household income census data for Kenton, Kent County, and the state of Delaware. The percentage of Kenton residents who work in the public or government sector is smaller than residents of the county or the state. Kenton's median household income is also slightly lower than the county and the state as a whole.

Table 9 provides median household income and employment data for Kenton, Kent County, and the state of Delaware. Table 10 gives a more specific breakdown of income distribution in the town. Both Kent County and the state have a higher median household income. Yet, Kenton holds a lower unemployment rate than the county and state. The percentage of Kenton residents who collect Social Security is similar to the county and state.

Table 9. Selected Income and Employment Data, 2013

Item	Kenton	Kent County	Delaware
Median Household Income	\$45,313	\$55,149	\$59,878
% Government Class of Worker	13.0	22.5	14.7
% of Population collecting Social Security	35.9	32.6	32.2
% of Population with retirement income	9.4	26.4	23.6
% of Population on Public Assistance	0.0	3.2	2.7
% of Civilian Labor Force Unemployed	4.2	9.8	8.9

Source: U.S. Census American Community Survey, 2013 5-Year Estimate.

Table 10. Kenton Household Income, 2013

Household Income	Number of Households	Percent
Less than \$10,000	6	9.4
\$10,000 to \$14,999	8	12.5
\$15,000 to \$24,999	4	6.3
\$25,000 to \$34,999	1	1.6
\$35,000 to \$49,999	26	40.6
\$50,000 to \$74,999	5	7.8
\$75,000 or Higher	9	14.1

Source: U.S. Census American Community Survey, 2013 5-Year Estimate.

Table 11 displays data regarding poverty status among the populations of Kenton, Kent County, and Delaware. Poverty status is determined by the U.S. Census by the use of specific poverty thresholds identified and refined each year by the federal government. Poverty thresholds are the statistical version of the poverty measure and are issued by the U.S. Census Bureau to calculate the number of people in poverty in different states and regions in the United States. For example, the average weighted poverty threshold for a family of four in the 2010 U.S. Census was an annual income of \$22,314, not including public assistance or other unearned income.

As shown in Table 11, Kenton's overall poverty rate and childhood poverty rate are higher than both Kent County and the state. The U.S. Census results also indicate that there are no people in Kenton over the age of 65 who are below the poverty level.

Table 11. Poverty Status by Age Group and Place, 2013

Age Group	Kenton	Kent County	Delaware
All Ages	33.6%	12.9%	11.7%
Related Children under 18	47.0%	20.6%	17.0%
65+ Years	0.0%	6.8%	7.0%

Source: U.S. Census, 2013 American Community Survey, 2013 5-Year Estimate.

Table 12 provides some specific income-related data for the Town of Kenton, Kent County, and the state of Delaware. In every income classification, residents of Kenton had a lower mean annual income than in the county or state.

Table 12. Selected Income Data by Place, 2011

Income Type		Kenton	Kent County	Delaware
Wage or Salary	% of Households	83.3	77.4	79.1
	Mean Annual Income	\$55,633	\$64,474	\$76,538
Social Security	% of Households	31.5	30.1	30.6
	Mean Annual Income	\$14,653	\$16,775	\$17,605
Retirement or Pension	% of Households	13.0	25.6	23.5
	Mean Annual Income	\$6,129	\$22,269	\$24,040
Supplemental Security Income	% of Households	0.0	3.5	3.5
	Mean Annual Income	\$0	\$8,399	\$9,379
Public Assistance	% of Households	0.0	3.1	2.4
	Mean Annual Income	\$0	\$2,525	\$3,073

Source: U.S. Census, 2011 American Community Survey 5-Year Estimate.

Table 13 gives a general overview of the occupations of the residents of Kenton. While there is not one industry that employs the majority of the population, the most common employment category for Kenton residents is *“Educational, Health, and Social Services.”* *“Manufacturing”* ranks as a close second in employment category for residents, followed by *“Construction”* and *“Retail Trade.”*

Table 13. Occupation by Industry, 2013

Occupation	Percent
Wholesale Trade	0.0
Information	0.0
Arts, Entertainment, Recreation, Accommodation and Food Services	3.3
Construction	19.6
Manufacturing	20.7
Retail Trade	16.3
Transportation and Warehousing, and Utilities	0.0
Educational, Health and Social Services	21.7
Public Administration	5.4
Finance, Insurance, Real Estate, and Rental and Leasing	0.0
Professional, Scientific, Management, Administrative, and Waste Management Services	7.6

Source: U.S. Census, 2013 American Community Survey 5-Year Estimate.

2-2. HOUSING

This section of the plan addresses the current and future housing needs of Kenton. Housing concerns focus on the availability of residential structures in the town and whether there is adequate housing to meet the needs of residents.

HOUSING UNITS

Housing, or dwelling, units are defined as “one or more rooms, designed, occupied, or intended for occupancy as a separate living quarter with cooking, sleeping, and sanitary facilities provided within the dwelling unit for the exclusive use of a single family maintaining a household.” Table 14 displays shows the trends in the number of housing units for the town, county, and state between 1970 and 2010. As the table indicates, Kenton’s housing stock grew between 1970 and 1980, declined in both 1990 and 2000, then increased from 2000 to 2010 by almost 20 percent. From 2000 to 2010, total housing units in Kent County increased by about 30 percent and in the state increased by about 18 percent.

Table 14. Housing Units, Kenton, Kent County, and Delaware 1970–2010

Year	Kenton		Kent County		Delaware	
	Number	Change	Number	Change	Number	Change
1970	82		25,242	73.4%	180,233	22.8%
1980	99	20.7%	35,354	40.1%	238,611	32.4%
1990	93	-6.1%	42,106	19.1%	289,919	21.5%
2000	87	-6.5%	50,481	19.9%	343,072	18.3%
2010	104	19.5%	65,388	29.5%	405,885	18.3%

Sources: U.S. Census Bureau, 1990 & 2010 Census of Population and Housing, *Population and Housing Unit Counts*, CPH-2-9, Delaware U.S. Government Printing Office, Washington, DC, 1993 & 2012.

HOUSING TYPES

Table 15 provides data regarding the types of residential structures located in Kenton. Detached single-family dwelling units are the dominant type of housing, with the remaining housing comprised of mobile homes, boats, and other types of structures. Unlike in the county and state, there is no multi-family housing in Kenton.

Table 15. Housing Types, 2011

Housing Type	Kenton	Kent County	Delaware
Single-Family, Detached	75.9%	65.2%	57.9%
Single-Family, Attached	0.0%	8.5%	14.9%
Multi-Family	0.0%	13.0%	17.5%
Mobile Home, Boat, Other	24.1%	13.4%	9.6%

Source: U.S. Census, 2011 American Community Survey 5-Year Estimate.

AGE OF HOUSING STOCK

Table 16 displays 2011 American Community Survey data regarding the age of local housing stock compared to the county and state. In general, Kenton housing is older than housing in Kent County and the state. Most of the housing in Kenton was built before 1939 or after 2000.

Table 16. Age of Housing, 2011

Period Built	Kenton	Kent County	Delaware
2000 or Later	37.9%	27.1%	18.5%
1990–1999	3.4%	19.4%	16.4%
1980–1989	10.3%	14.5%	15.3%
1970–1979	13.8%	13.8%	13.3%
1960–1969	0.0%	8.9%	11.5%
1940–1959	0.0%	9.8%	15.5%
1939 or Earlier	34.5%	6.7%	9.5%

Source: U.S. Census, 2011 American Community Survey 5-Year Estimate.

OCCUPANCY AND USE

Tables 17 and 18 display data regarding occupancy and vacant housing units in Kenton compared to Kent County and the state. In 2010, Kenton had a vacancy rate of nearly 12 percent, which was higher than the county’s figure but lower than the state’s. For small towns, with a low number of total housing units, this rate can fluctuate widely during the year since just a couple of units will significantly change the percentage.

Table 17. Occupancy Status for Kenton, Kent County, and Delaware, 2010

Housing Status	Kenton		Kent County		Delaware	
	Number	Percent	Number	Percent	Number	Percent
Occupied Units	92	88.5	60,278	92.3	342,297	84.3
Vacant Units	12	11.5	5,060	7.7	63,588	15.7
Total Housing	104	100	65,338	100	405,885	100

Source: U.S. Census, 2010 Summary File 1.

Table 18. Vacancy Status for Kenton, Kent County, and Delaware, 2010

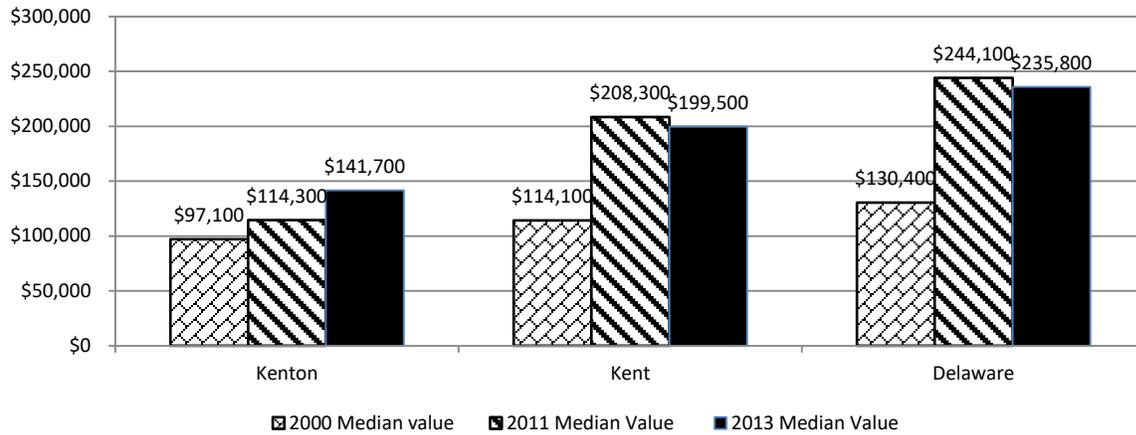
Housing Status	Kenton		Kent		Delaware	
	Number	Percent	Number	Percent	Number	Percent
Rental Property	1	2.0	1,572	31.1	11,399	17.9
For Sale	5	41.7	1,168	23.1	5,985	9.4
Not Occupied	2	16.7	344	6.8	1,687	2.7
Seasonal	1	8.3	457	9.0	35,939	56.5
Migratory Workers	0	0	8	0.2	43	.1
Other Vacant	3	25.0	1,511	29.9	8,535	13.4
Total Vacant Units	12	100	5,060	100	63,6588	100

Source: U.S. Census, 2010 Summary File 1.

HOUSING VALUE

Figure 4 displays data regarding the value of housing in and around Kenton. As shown in Figure 4, the median housing value in Kenton in the 2010 U.S. Census was less than housing in the county and the state. The value of housing in Kenton significantly increased between 2000 and 2013, but is still less than in the surrounding area. This implies that housing is relatively more affordable in Kenton for those who wish to purchase housing in the region. The low median housing value might also be correlated with the fact that many houses were constructed before 1940.

Figure 4. Median Housing Value, 2000, 2011, and 2013



Source: U.S. Census Summary File 1 2010, American Community Survey 2013 5-Year Estimate.

Since the 2010 U.S. Census data are over five years old, an attempt was made to develop more recent information on the cost of housing. Table 19 shows the trend for the average value of housing in central Kent County, which includes Kenton, Camden, Wyoming, Felton, and Viola. The average home price steadily decreased from 2010 to mid-2012, but has generally increased since then.

Table 19. Real Estate Data, Central Kent County Average Home Price, 2010–2014

Year	January–March	April–June	July–September	October–December
2010	188,500	191,000	190,000	190,000
2011	171,000	170,000	178,700	165,000
2012	161,000	174,500	180,000	184,900
2013	169,000	180,000	185,250	177,900
2014	186,000			

Source: Delaware State Housing Authority.

POSITION ON HOUSING AND POPULATION GROWTH

Kenton is a small town located in a predominantly agricultural area of Kent County. The town’s position on housing and population growth is to encourage the restoration and upgrading of existing housing, encourage the development or redevelopment of housing on vacant or abandoned properties within the town limits, and consider the annexation of adjacent properties during the 5-year plan review after the Town of Kenton has developed a land use and development code and a zoning map. Additionally, Kenton would welcome the addition of small commercial businesses that fit with the town’s family atmosphere.

2-3. GOVERNMENT, COMMUNITY SERVICES AND FACILITIES

This section provides an overview of the town's government structure and the variety of community services and facilities available to the residents of Kenton.

TOWN GOVERNMENT

The Town of Kenton was incorporated by the Delaware General Assembly on April 22, 1877, and reincorporated on July 7, 1992. Its governing body consists of five Town Council members elected at-large and whose terms of office are two years. Candidates for the Town Council must be at least 21 years of age and have lived in Kenton for at least one year prior to Election Day. Elections are held on the first Monday in March, and persons who have lived in Kenton for at least 30 days and are at least 18 years of age prior to the election are eligible to vote.

Following each election, the Town Council holds an organizational meeting. At that meeting, council members elect the mayor, vice mayor, and secretary from among themselves. Other elected offices are town treasurer and assessor. The charter authorizes several appointed positions including town manager, police chief, and deputy treasurer. Some of these positions are often vacant.

Compensation for council members and those in appointed positions is determined by Town Council. Information regarding the description of the roles of town employees and information about town services and departments is available in the town charter, which can be found online at:

<http://charters.delaware.gov/kenton.pdf>

COMMUNITY SERVICES

Public Safety

Police services in Kenton are provided by the Kenton Police Department and the Delaware State Police. Kenton's Police Department was re-established in 2012 by unanimous vote of the Town Council. Currently the department is made up of a police chief and a corporal who work on a part-time basis. The police office is located in Kenton's municipal building on Main Street (Route 300). In the future, the Kenton Police Department hopes to start a Police Athletic League for the community's youth to engage in productive and safe activities.

Prior to the Town Council's decision to re-establish the town's Police Department, the Delaware State Police and surrounding town police departments, mainly Clayton and Smyrna, responded to emergency calls from Kenton. The State Police will also continue to provide support for the Kenton community. Troop 9, located in Odessa, responds to traffic issues, and Troop 3 in Camden handles criminal matters.

Fire and Emergency Medical Services

The Cheswold Volunteer Fire Company responds to emergencies in Kenton and is located about five miles from Kenton in downtown Cheswold. The company has four fire trucks, one heavy rescue truck, two grass-fire trucks, two ambulances, and a boat. Kent County provides countywide 911 Emergency Medical Services and the closest stations, are located in Dover and Smyrna.

Libraries

The Town of Kenton is served by four libraries: Kent County Public Library, Kent County Bookmobile, Smyrna Public Library, and the Dover Public Library. All programs are free and open to the public. The Kent County Bookmobile is a mobile unit that provides free and convenient service to its patrons and makes weekly stops throughout the county. Some of the programs offered by the Kent County Public Library range from cross-stitching classes to literacy development and financial workshops.

Schools

Kenton is in the Smyrna School District. As Table 20 shows, the district includes eight schools. There are four elementary schools (grades K–5): Clayton Elementary School, North Smyrna Elementary School, Smyrna Elementary School, Sunnyside Elementary School; three middle schools (grades 6–8): John Bassett Moore Intermediate School, Clayton Intermediate School, Smyrna Middle School; and one high school (grades 9–12): Smyrna High School.

In 2014, 5,279 students attended schools in the Smyrna School District. The school district has about 800 employees, including 360 teachers, 30 specialists, 31 administrators, 12 guidance counselors, 9 nurses, 4 software technologists, 35 secretaries, 60 custodians, 79 child nutritionists, and 80 paraprofessionals. Children from Kenton attend the Sunnyside Elementary School, John Bassett Moore Intermediate School, and Smyrna High School.

Table 20. Public Schools Operated by the Smyrna School District

School Name	Location	Enrollment 2014	Performance Rating 2012
Clayton Elementary	Clayton	475	Above Target/Superior
North Smyrna Elementary	Smyrna	500	Above Target/Superior
Smyrna Elementary	Smyrna	521	Above Target/Superior
Sunnyside Elementary	Smyrna	588	Above Target/Superior
John Bassett Moore Intermediate	Smyrna	403	Meets Target/Commendable
Clayton Intermediate	Clayton	475	---
Smyrna Middle	Smyrna	883	Meets Target/Commendable
Smyrna High	Smyrna	1,434	Below Target/Academic Watch

Source: State Releases 2012 School Ratings, Delaware Department of Education, 2014.

More information and full reports can be found at the following website:

School testing scores: www.profiles.doe.k12.de.us/EntitySearch.ASPx.

Health Care

The closest major hospital facility to Kenton is Bayhealth Kent General located about 11 miles from town in Dover. This facility provides both outpatient healthcare and emergency medical services to all residents and visitors in the region. Bayhealth Kent General also offers family-centered birth services, da Vinci® Si™ Surgical System, cancer care, orthopedic and rehabilitation services, and a host of other advanced services. There are 439 beds, 455 physicians, and 2,892 employees. In addition, the Bayhealth Emergency Center is located in Smyrna, located about five miles north of Kenton at Wheatley's Pond and Carter Roads and the Christiana Care Smyrna Health & Wellness Center provides outpatient services at its facility located in downtown Smyrna.

State Service Center

State service centers are one-stop locations offering a wide variety of health and social services. The closest center to Kenton is the James W. Williams State Service Center located at 805 River Road in Dover. The center staff can assist the public obtain services provided through the Delaware Department of Health and Social Services, the Delaware Department of Services for Children, Youth and Their Families, and the Delaware Department of State, as well as help connect people with many nonprofit community-services groups.

Refuse Collection and Recycling

Private companies, such as Waste Industries, RPJ Waste Services, Inc., Independent Disposal Services, and Waste Management, provide refuse collection in Kenton. Recycling services from these companies are available for an additional fee and the closest community collection facilities are available in Smyrna.

Postal Services

The Kenton Post Office is located at 24 Frazier Street. Residents can utilize USPS services from Monday to Saturday.

Utilities

Kenton does not provide or invoice for utility services. Delmarva Power provides electric service to Kenton residents and businesses. Customers purchase electricity directly from Delmarva, which maintains the system. There is no natural-gas service located within the town.

Comcast has a franchise agreement with the town to provide cable, phone, and broadband Internet services. Other connectivity options include satellite service from a variety of companies. Additionally, the town has discussed that it may formally request Verizon to consider providing broadband or Fios services in Kenton.

2-4. WATER, WASTEWATER, AND STORMWATER MANAGEMENT

WATER SUPPLY

According to the Department of Natural Resources and Environmental Control (DNREC) records, there are no public-water wells within the town limits. Water supply for all of the residents and businesses in the town is provided by individual private wells. During the development of this plan, there were a number of comments made by residents concerning quality and quantity problems that have been experienced over the years. Some of the residents have had treatment systems installed to improve the quality of their drinking water.

However, there seems to be little interest in having public water system service to the town. The main reason expressed is the costs—both for installation of the system and then daily operations. But since there have been reports of individuals having well problems, it is important that the Town of Kenton tries to track information from its residents about their water supply conditions so it will be prepared to act if quality or quantity problems become more severe and widespread.

Should public water service be needed or desired to accommodate existing or future development, the Town of Kenton must work with a public water-service provider to arrange for the service including

obtaining a Certificate of Public Convenience and Necessity (CPCN) to provide public water service in Kenton. The closest subdivision on public water is Whitetail Run, located east of Kenton on State Route 42, and is served by Tidewater Utilities.

Wastewater Treatment

Kent County owns, operates, and maintains the wastewater-treatment infrastructure that serves Kenton. In 1998, the Kent County Levy Court created a sanitary sewer district to bring sewer service to Kenton to replace failing septic systems. Every property in Kenton is included in the boundary of the district except for portions of the Roos properties in the northeast corner of the town. These properties were annexed in 2001 after the sanitary sewer district boundaries were established. The town is part of Kent County Sewer Service District #1 for that area. As part of the agreement that established the district, Kent County has guaranteed wastewater service for all new development within the current town boundaries. However, if the Town of Kenton was to annex adjacent land and wanted the annexed land to receive sewer service, Kent County would have to approve an expansion of the sewer district for the annexed land to be included.

Sewer service has been available in Kenton since the early 2000s, but not every property owner has connected to the system. User fees are being assessed to all property owners of developed properties regardless of whether a connection has been made. Within the sanitary district, sewer service is available to undeveloped properties at one EDU (Equivalent Dwelling Unit) or 250 gallons per day.

There are two main sewer transmission lines servicing Kenton—one line flows south along State Route 300 toward Hartly and the other flows east along State Route 42. A pump station, located just east of town on State Route 42, is part of the Kent County collection system that consists of over 550 miles of sewer and force mains and more than 85 pump stations. All wastewater collected through this system is then transmitted many miles to the Kent County Regional Resource Recovery Facility located south of Frederica. Transmission capacity may be a limiting factor for some areas in the county.

The Kent County Regional Resource Recovery Facility is a secondary waste-treatment facility, meaning it is designed to degrade the biological components of sewage through a process known as biological-nutrient removal. After the effluent is disinfected, the treated wastewater at this facility is then discharged through a man-made ditch to the Murderkill River. The facility is currently treating an average flow of about 12.5 million gallons per day (mgd) of wastewater from all of Kent County. The plant has been upgraded to treat up to 16.3 mgd, so there is still treatment capacity available.

However, discharge load limits, delineated by the NPDES (National Pollution Discharge Elimination System) permit issued by DNREC for discharges into the Murderkill River, must be observed regardless of total treatment capacity. According to the current Kent County Comprehensive Plan adopted in 2008, if growth in the county continues at the rate expected, the load limits for nutrients will soon be reached. At that point, Kent County plans to utilize spray irrigation on lands near the treatment facility to dispose of any treated effluent in excess of the discharge limits.

Kenton's wastewater-disposal needs are provided by Kent County and the town's future treatment needs within its current boundaries are guaranteed. Kent County's current policy is to provide

wastewater-treatment service in county growth areas whenever technically feasible, however Kenton and the surrounding area is not within the county's identified growth area.

STORMWATER MANAGEMENT AND SURFACE-WATER PROTECTION

Stormwater management is an important factor in protecting surface waters, or water collecting in streams, rivers, lakes, wetlands, or oceans. There is a direct relationship between the percentage of impervious cover and water quality in streams—as impervious cover increases, stormwater runoff increases. The increased runoff that comes into contact with pollutants transfers these pollutants into the waterways. Pollutants that accumulate due to runoff include nutrients such as nitrogen and phosphorus, metals such as copper and lead, or organic chemicals such as oil and gas.

A system of vegetative or structural measures to control the volume and rate of stormwater runoff and to reduce erosion should be enacted in accordance with Kent County regulations to aid in surface-water protection.

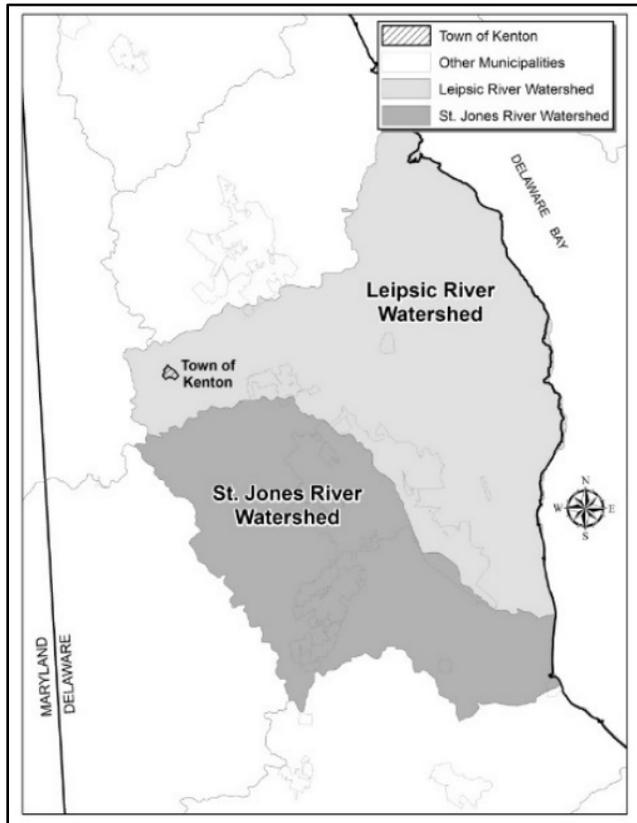
There are various ways to compensate for inadequate stormwater management to reduce pollutant loads and flooding. Some of these methods include the incorporation of stream- and wetland-buffer regulations, the integration of “green” development methodologies such as low-impact development, limitations on impervious surface levels in new development and redevelopment, and increased stormwater-management requirements for redevelopment of properties. As more development occurs in town, Kenton should continue to work with the state, Kent County, Kent County Conservation District, and other agencies to identify a strategy that will work for the needs of the town as well as for the surrounding ecosystem.

2-5. NATURAL RESOURCES

Natural resources are important to the residents and leaders of Kenton. There is a lot of undeveloped and agricultural land in the town, and a very large amount of undeveloped land surrounding the town which is currently mostly being used for agricultural purposes. Open space and natural areas are important for maintaining the town's character and quality of life.

LEIPSIC WATERSHED

There are four major drainage basins in Delaware. The Town of Kenton is located within the Delaware Bay Basin, meaning that precipitation that falls on Kenton will eventually flow into the Delaware Bay. The Delaware Bay Basin is about 814 square miles in size (520,960 acres) and is divided into 16 watersheds. Kenton is located within the Leipsic Watershed (Figure 5) and is bordered by the Smyrna River Watershed to the north and the St. Jones Watershed and Little Creek Watershed to the south.

Figure 5. Leipsic River Watershed

The Leipsic Watershed covers approximately 27,138 acres (105 square miles) of land. The land use in this watershed is about 47 percent forest and wetlands and 42 percent agricultural. The main body of water in the watershed is the tidally influenced Leipsic River that meanders in a general eastern direction toward the Delaware Bay. The largest lake in the watershed is Garrison Lake. As the river approaches the bay, it flows into the Bombay Hook National Wildlife Refuge, which is one of the largest remaining tidal salt marshes in the mid-Atlantic.

The Leipsic River Watershed has productive agricultural soils, comprising about 40 percent of the land area. The remaining area in the watershed is about 38 percent wetlands, 7 percent urban/residential, 7 percent water, 6 percent forests, and 2 percent other. Most of the wetland areas are tidally influenced marshes near the Delaware Bay.

TOTAL MAXIMUM DAILY LOAD

Total Maximum Daily Load (TMDL) regulations are authorized under federal code, but states are charged with developing and implementing standards to support the federal legislation that ensures the water of the United States meets certain thresholds for fishing, swimming, and drinking. The purpose of TMDL programs is to reduce the overall amount of pollution entering waterways through best management practices that take a comprehensive approach to the entire watershed. A few examples of best management practices include stormwater management, erosion control, and nutrient-management plans.

Section 7421 of the *Delaware Administrative Code* establishes the regulations governing TMDLs in the Leipsic River watershed. These regulations set specific limits for pollutants that can enter into watershed and still protect water quality that supports activities such as swimming and fishing. In Delaware, strategies for pollution control are typically managed on a watershed basis by a coordinated effort between DNREC and tributary action teams made up of stakeholders and the general public. Implementation of strategies to meet these TMDL regulations is achieved through the development and implementation of a pollution-control strategy by the tributary action team. To date, a pollution-control strategy has not yet been completed. DNREC has been collecting water quality data in the Leipsic River since the mid-1970s through various programs

The main impact to the Leipsic Watershed is from nonpoint sources and includes excess nutrients and bacteria, low levels of dissolved oxygen, and elevated levels of chlorophyll-a. The watershed has dissolved oxygen levels less than the state minimum of 4mg/L, which severely limits the viability of certain plant and animal species. The origin of nonpoint-source pollutants is determined according to the type of land use. Areas such as forests and wetlands naturally add minimal amounts of nutrients and bacteria to waterways. Agricultural uses add nutrients and bacteria from animal-feed lots, nutrients from fertilizers, and sediments from runoff. Urban uses increase nonpoint pollution due to increased impervious cover and nutrients from septic systems, residential fertilizers, industrial wastes, and pet wastes.

Since the land use in Kenton is primarily residential and agricultural, a nutrient-runoff-mitigation strategy to reduce nitrogen and phosphorus loading from land-use activities could be considered. The Town of Kenton should consider working with DNREC, the Kent County Conservation District, and other local and county governments to aid in nutrient reductions. In the event of future development, Kenton should try to implement more progressive stormwater-management techniques, including the use of green-technology stormwater-management practices in lieu of conventional open-water stormwater-management structures, and encouraging the use of pervious materials wherever possible to reduce runoff and facilitate infiltration.

Table 21 summarizes the TMDLs that have been established for nonpoint-source pollutants for the Leipsic River watershed. More information can be found in the August 2006 TMDL report located at: http://www.dnrec.delaware.gov/swc/wa/Documents/TMDL_TechnicalAnalysisDocuments/7_LeipsicTMDLAnalysis.pdf

Table 21. Leipsic River Watershed Nonpoint Total Maximum Daily Loads

Pollutant	Total Maximum Daily Load	Reduction from 2002 to 2003 Baseline
Total Nitrogen (pounds per day)	559.40	40%
Total Phosphorus (pounds per day)	61.98	40%
Enterococcus (number of colony forming units per day)	1.08E+11	75%

Source: *Delaware Administrative Code*, Title 7, Section 7421, adopted December 1, 2006.

Many of the issues involving surface-water quality in Kent County focus primarily on the health of the Delaware Bay. The protection of these sensitive natural resources and the surrounding waterways and water bodies is dependent upon the efforts of public, private, and corporate stakeholders alike. The Town of Kenton is a member of this group of necessary participants in the protection of the regional environment and should participate along with the many other stakeholders whose actions have an impact on regional water quality.

FLOOD-HAZARD AREAS

A floodplain is defined as a flat, low-lying area adjacent to a watercourse that is subject to periodic inundation with water. While every flood event will have a unique floodplain, based on the amount of rainfall received, the 100-year floodplain is accepted as the “regulatory” limit of flooding for flood insurance purposes and for many jurisdictional zoning and development practices. Since Kenton is not located within a 100-year floodplain, there is a low risk of flooding within the town.

WETLANDS

Wetlands protect water quality by naturally filtering runoff on its way to water bodies. They also provide wildlife habitat and protection from flooding. Regulatory protection of wetlands is mandated under Section 404 provisions of the federal Clean Water Act. Certain wetlands (mainly in tidal areas or sites containing regulated headwater streams) are accorded additional regulatory protection under Title 7, Chapter 66 provisions of the *Delaware Code*. Verification of the presence of wetlands is provided through a U.S. Army Corps of Engineers–approved field-wetlands delineation and/or an official DNREC wetland jurisdictional determination.

SOILS

According to the U.S. Department of Agriculture (USDA) soil survey found at <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>, almost all of the soils in Kenton soils are Hambrook sandy loam (HbB) or urban land complex (HkB) soils. Hambrook soils are classified as well-drained soils with slopes ranging from 0 to 5 percent. As demonstrated by the predominant land use surrounding the town, the soils in and around Kenton are well suited to support farming activities.

TREES

There are many mature trees located throughout the town in both residential and institutional settings. These trees and ornamental plants contribute greatly to the visual appeal and healthy environment in Kenton. The Delaware Forest Service’s Urban and Community Forestry Program provides annual funding for tree-planting, tree-care, and tree-management projects on publicly owned lands. In addition, the U.S. Forestry Service’s Tree City USA Program, offered through the National Arbor Day Foundation, provides additional funding for tree-protection, education, and public awareness projects. A number of Delaware municipalities participate in the Tree City USA program. Participation in the program requires that the Town of Kenton establish a tree board or department, a tree-care ordinance, a community forestry program with a budget of at least \$2 per capita, and an Arbor Day observance or proclamation.

PARKS AND OPEN SPACE

Kenton has one public park that is located behind Town Hall. There are also a number of acres of privately owned land that are not developed within the town. DNREC’s Division of Parks and Recreation provides grant assistance to local governments through the Delaware Land and Water Conservation Trust Fund (DTF) for land acquisition and park development. The Town of Kenton may be eligible to apply for funding from this program to develop the town park.

2-6. TRANSPORTATION

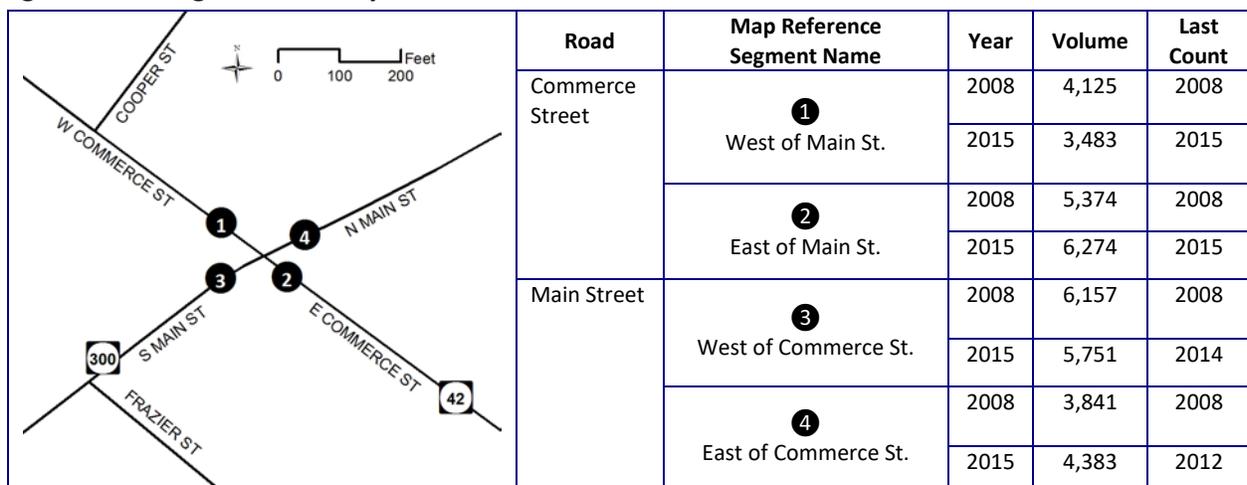
This portion of the plan focuses on the roads and transportation modes that serve or are available to the Kenton community. Since transportation involves linking areas within and outside of the town, this section of the plan includes a regional context and an intergovernmental approach to planning. This transportation section also highlights opportunities for transportation-related improvement in Kenton.

ROADWAY FACILITIES

The “Transportation Network” map details the transportation network serving Kenton. The primary transportation routes that run through the town are State Route 300 and State Route 42. State Route 300, built in 1938, starts to the north in Smyrna and runs through Clayton, southwest through Kenton, and west into Maryland. As the road approaches Kenton from the north, it is also referred to as Wheatleys Pond Road. State Route 300 is state-maintained and identified as North Main Street and South Main Street within the town boundaries. As State Route 300 continues westward, it turns into Maryland 300.

State Route 300 intersects with State Route 42 near the town’s center. State Route 42 originates to the east at State Route 9, runs west across U.S. Route 13, through the middle of Cheswold, and then northwest through Kenton. State Route 42 is also maintained by the state. It is identified as Commerce Street within Kenton and is then called Blackiston Road.

Figure 6. Average Annual Daily Traffic



Source: Delaware Department of Transportation, 2016.

MUNICIPAL STREETS

As shown in the “Transportation Network” map, there are only a few municipal streets in Kenton. According to the Fiscal Year 2015 Municipal Street Aid Fund Distribution Tabulation table, there are 0.94 miles of municipal streets for which Kenton received \$5,417.72 from the state.

The residents of Kenton have reported that an increasing problem for the town has been large, heavy trucks using the municipal streets. Trucks are often parked on a couple of the side streets in the town while the drivers take meal breaks. These side streets were not constructed to handle the weight of these trucks, and town officials reported that these roads are now failing. The Town of Kenton has been working with DeDOT officials and is discussing options for controlling access to these roads by trucks as well as road repairs.

BUS TRANSPORTATION

At this time, Kenton is not served by DART/First State. The nearest bus route is DART’s Dover-Cheswold-Smyrna Route 120 that runs mainly along U.S. Route 13. DART provides paratransit service for elderly and disabled riders. The service is door-to-door, and rides need to be arranged at least one day in advance. Also available is the Senior Citizens Affordable Taxi (SCAT) service, which provides elderly or disabled persons with a 50 percent discount on taxi fares from participating companies. An intercity bus service, Greyhound, also currently stops at 654 North DuPont Highway (7-Eleven store) in Dover.

RAIL TRAVEL

The closest commuter rail stations are located in Wilmington and Newark. Amtrak provides daily services in and out of the state. Amtrak also advertises a curbside bus stop that is located at 654 North DuPont Highway (7-Eleven store) in Dover. The Southeastern Pennsylvania Transportation Authority (SEPTA) provides regional rail service as far south as Newark, Delaware. The Newark/Wilmington line connects riders to Amtrak services and also makes stops at Churchmans Crossing and Claymont in New Castle County as it travels north to connecting transit in Philadelphia.

AIR TRAVEL

The closest large commercial passenger service airports for Kenton residents are the Philadelphia International Airport or the Baltimore-Washington International Airport. The New Castle Airport offers limited commercial flights to other parts of the nation, but the most recent service provider, Frontier Airlines, closed its operation there in 2015. There are currently no commercial airlines operating at New Castle Airport.

There are a number of smaller airfields for private planes in central Delaware. The closest is the Delaware Airpark located a couple miles to the east of Kenton. This small airpark serves both corporate and recreational flyers year-round. It is also the home of the Delaware State University’s flight training program. The airport is especially busy during the summer months when Delaware State University conducts NASA and Air Force ROTC pilot training.

PEDESTRIANS AND BICYCLES

The Pedestrian Environment/Walkability

Overall, the pedestrian environment of Kenton probably can be described as friendly and welcoming. The Town of Kenton has that small-town, “don’t need to lock your doors” feel to it. There are no “scary places,” like a poorly lit parking garage. There are also no super-centers or big-box retail that could make pedestrians feel out of place. Although sidewalks are not everywhere in the town, almost anywhere there is a sidewalk, as a pedestrian, one feels like they are reasonably physically secure.

The one danger the pedestrian environment doesn’t always successfully address is vehicular traffic. As noted, the town has its fair share of truck traffic, and it was observed that even in the middle of the day (not rush hour) Commerce Street and Main Street had a steady stream of cars and trucks.

Overall, the town’s sidewalks are narrow and sit very near, often flush to, the street. Obstacles like utility poles in the sidewalk, overhanging shrubbery, and spots where the sidewalk could use maintenance leave one with the distinct feeling that they are walking along a busy street. Some areas have a grassy buffer, but in all cases it’s a narrow strip of grass. Building maintenance is also more important to a pedestrian than the passing motorist. The town’s building stock is generally in fair to good condition. However, there are a few structures that are in need of repair, which might lead a pedestrian to wonder if they’ve crossed into a “bad area.”

The Town of Kenton might consider regulating fences in town by ordinance. There is very large chain link and/or barbed wire fencing within the town. Fencing in the front of properties is often unsightly and also can be a deterrent to pedestrians.

A complete pedestrian environment should also be well lit so sidewalks can be seen during both the day and at night. Most of the lighting in Kenton is from streetlights installed to light the roads and, in most areas, these lights do not adequately light the sidewalks. There are many factors that can influence the effectiveness of lighting, including the height of the pole supporting the light fixture, the type of bulb, shielding around the light fixture, and objects located between the light fixture and the surface such as trees.

Pedestrian Network

The “Transportation Network” map identifies the streets with sidewalks. Kenton is essentially a crossroads town, sitting at the convergence of State Route 42 and State Route 300 (Commerce and Main Streets, locally). High Street, Cooper Street, New Street, Biger Street, Frazier Street, and Marlyn Lane are the principal minor arterial/collector roads in the community. None of these roads have sidewalks or marked shoulders. However, traffic on these streets is minimal, and the IPA survey team witnessed residents comfortably walking and bicycling along them.

North Main Street

Though the statewide sidewalk layer indicates sidewalks on the western side of North Main Street, in fact, there are none. The western side of the street does have a paved drainage ditch, which was probably mistaken for a walkway during aerial interpolation. The ditch is steeply sloped and cannot be walked upon.

East Commerce Street

There are no sidewalks on the northern side of Commerce Street east of Main Street. The street's southern edge has a narrow sidewalk that extends about halfway to Marlyn Lane before abruptly stopping. The sidewalk is buffered from the roadway by a thin grass strip.

South Main Street

South Main Street's western edge has a continuous sidewalk from the intersection to the edge of the municipal limits where it ends in front of Kenton's Town Hall. The sidewalk is generally flush up against the roadway with a curb acting as the only buffer to passing traffic. Shortly before the schoolhouse, a three-foot grassy buffer is introduced. The sidewalk is in generally fair to good condition. A patch where grass is visibly beginning to compromise the surface can be observed just south of New Street.

The street's eastern edge only has sidewalks for half that distance, ending roughly where New Street and South Main intersect. Utility poles sit nearly in the center of it every 20 or so yards. Again, the sidewalk directly abuts the street. Though there is a curb, there are several fairly large curb cuts. As a result, the sidewalk slopes directly toward Main Street in several spots.

West Commerce Street

West Commerce probably has the best sidewalk coverage of any of the areas visited. Its north and south sides host continuous sidewalk from the main intersection in town west, nearly to the municipal boundary. Both sides end at an abandoned railroad right-of-way. The sidewalks service all of the homes on both sides of the street.

Unfortunately, the walkway on the street's northern side has almost no buffer from traffic. The sidewalk directly adjoins the narrow shoulder. Also, the curb is very slight, perhaps averaging two to three inches in height. Though traffic on Commerce Street wasn't observed moving very fast, a vehicle going only several miles per hour would easily be able to roll up on the curb and sidewalk.

The southern side of West Commerce Street is better protected. It has a thin grass buffer for the majority of its length. Also, the utility poles are placed in the buffer. This has the effect of presenting a hard barrier to passing traffic. Though not tall, the curb generally measures at least six inches.

DESTINATIONS

All destinations in town are less than a 10–15 minute walk from any other point in the municipality. The town really is a place where residents can live, eat, work, pray, and play without having to drive much, if at all. Kenton has a gas station/convenience store, a town hall, a church, liquor store, park, thrift shop, and post office abutting the sidewalk network. A food distributor and furniture store are located on West Commerce Street near the town's western edge. The post office is centrally located, as is the gas station, thrift shop, liquor store, and church.

The Town Hall is a bit more distant, but easily reached on foot in just a few minutes. The park sits behind Town Hall. It's a fairly expansive space with picnic facilities, ball field, and a basketball court. Oddly, the court is striped for parking cars, or a basketball hoop was installed in the parking lot. In either case, the site has adequate room to remedy this dual use.

CLAYTON-EASTON RAIL- TO -TRAIL MASTER PLAN

In 2005, DelDOT developed a statewide rails-to-trails master plan to assess the potential for using abandoned or unused railroad corridors for pedestrians and bicyclists. One of the projects included in this master plan involves the railroad corridor that runs along the western edge of Kenton. This corridor, called the Clayton-Easton Line, starts at the historic train station in Clayton and runs about 14.4 miles through Kenton and Hartly to Marydel at the Delaware-Maryland border. This old railroad corridor still has the original rails and ties in place and is covered by light grass and scrub vegetation. The corridor right-of-way is 65 to 75 feet wide. The entire corridor is owned by the State of Maryland Transit Administration. The ownership by Maryland is reportedly a very complicating issue for this project.

The Town of Kenton supports this project and believes that development of a rail-trail could provide numerous opportunities for the town's residents and businesses. Nationally, rails-to-trails projects have provided an economic stimulus for nearby areas. These projects often increase the attractiveness of an area that can also increase property values.

2-7. RECOMMENDATIONS FOR CONSIDERATION

This section sets forth the recommendations for consideration developed in Chapter 2.

GOVERNMENT, COMMUNITY SERVICES, AND FACILITIES

- Establish, in conjunction with Kenton Police Department, a Police Athletic League for the community's youth to engage in productive and safe activities.
- Explore requesting Verizon to provide broadband or Fios services in Kenton.

WATER, WASTEWATER, AND STORMWATER MANAGEMENT

- Consider collecting information about issues affecting individual water wells in town to better determine if problems are localized or widespread.
Water supply for all residents and businesses is provided by individual wells and there have been a number of comments made by residents concerning the water quality and quantity problems these residents have experienced over the years.
- Consider the development and adoption of a source-water ordinance to protect drinking water
The Town of Kenton relies on groundwater as its sole source of water supply and must be careful to protect the quantity and quality of the groundwater. The state requires source-water-protection measures for jurisdictions in Delaware with populations over 2,000, so the Town of Kenton is not required to adopt a source-water ordinance to better protect its drinking water sources. However, it would be prudent for the town to consider adopting protective measures, since it is always less costly to protect drinking water supplies than it is to clean them up or replace them if they become contaminated. In addition, a large portion of the town is on top of an excellent groundwater recharge potential area as shown on the "Environmental Features" map.
- Work with Kent County and the Conservation District to make sure stormwater management for lands within town is as stringent as required on lands outside of town.
Stormwater management has reportedly not been a major problem within Kenton, although localized problems occur from time to time. As more land is developed in town, it will become

increasingly important to work with Kent County and the Conservation District to make sure the town develops ordinances that include modern regulations for managing stormwater.

NATURAL RESOURCES

- The Town of Kenton should pursue funding assistance through grants from the Delaware Land and Water Conservation Trust Fund (DTF) to assist with park development and future park land acquisition.

TRANSPORTATION

- Continue working with DeIDOT to address the issue of large trucks driving and parking on municipal streets that were not built to handle them.
- Consider adopting a sidewalk ordinance to provide a continuous sidewalk network for pedestrians and bicyclists to safely move around the town.
- Consider working with DeIDOT to develop a Transportation Alternatives project to address some of the sidewalk issues described in this section, including the relocation of poles located in the sidewalks.
- Consider adopting of a fence ordinance to better manage the type and placement of fencing in town, particularly along pedestrian walkways.
- Consider supporting the advancement of the Clayton-Easton Rails-to-Trails project.

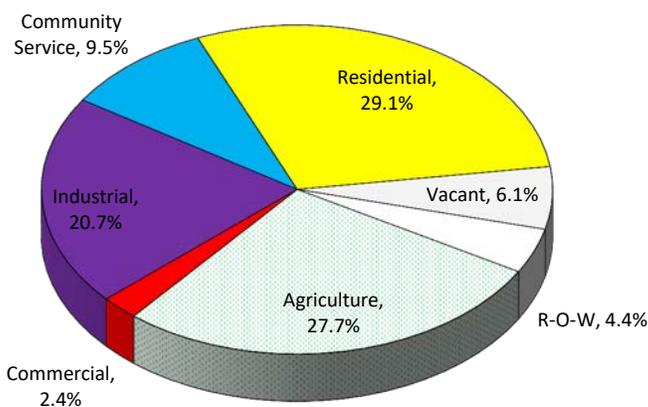
CHAPTER 3. LAND USE

Land use is a term used to describe how land is used or occupied. This chapter discusses Kenton's existing land uses, prescribes the desired future land uses in the town, and addresses the town's position on growth outside of its current boundaries.

3-1. EXISTING LAND USE

Existing land use reflects a jurisdiction's current development pattern; it shows how land is being used currently. Kenton's existing land uses are displayed on the "Existing Land Use" map, and Figure 7 below summarizes the distribution of these land uses.

Figure 7. Kenton Existing Land Use Distribution



Compiled by IPA and Town of Kenton, 2016.

AGRICULTURAL

Kenton's agricultural areas are at the edges of town. The largest agricultural parcel is a 15-acre farm at the northeast corner of Commerce Street and Main Street. A second area being farmed is on the east side of Cooper Street and the north side of North Main Street. A third agricultural area is a two-acre parcel at the corner of High Street and New Street that is farmed by members of the Ruritan Club. A fourth agricultural area includes two parcels adjacent to, and under the same ownership, as the Byler farm located outside of Kenton's town limits.

RESIDENTIAL

Almost 30 percent of Kenton's land use is residential. These uses are concentrated along Main Street and Commerce Street as well as on the west side Cooper Street and on both sides of High Street. Single-family detached homes are the most common type of residential use, and most of these homes are oriented toward the street.

COMMERCIAL

Typical commercial land uses include retail sales and service establishments as well offices and eating places. Kenton's commercial establishments are clustered primarily in the southwest quadrant of Main

Street and Commerce Street. They include a gas station/convenience store, a liquor store, and a thrift shop. There is another business at 109 Cooper Street.

INDUSTRIAL

Uses are generally classified as industrial if they involve establishments where items are made, assembled, or processed. Storage and handling of goods are also considered industrial. Kenton has four industrial areas located on the northern and southern edges of town. The largest of these industrial operations is the Roos Food Processing plant on Cooper Street north of Commerce Street, which is currently closed.

COMMUNITY SERVICE

Nonprofit, religious, and public uses generally are categorized as community service uses. Examples of these types of uses are governmental and public safety facilities, healthcare facilities, libraries, parks, places of worship, public recreation facilities, and schools. Infrastructure uses are those required for land-use activities such as natural gas, electric, water, sewer, and telecommunications systems are part of this land use.

Community service land uses account for seven percent of Kenton's land uses. They include the Town Hall, the Post Office, the Kenton Ruritan Club, the right-of-way for the Clayton-Easton Rail Trail, and the Kenton United Methodist Church.

One important community service land use is the parcel on which the Town Hall and town park are situated. This parcel is located on the westernmost edge of town between Main Street and the Clayton-Easton Trail. The Town Hall occupies about half of the parcel and fronts on Main Street. The building is an example of an adaptive reuse having once been an elementary school and a daycare center.

The town park is behind the Town Hall and adjoins the Clayton-Easton Rail Trail, which the Town of Kenton supports for development as a rail-trail. It includes picnic facilities, a ball field, and a basketball court and is often used as gathering place for town-wide events.

VACANT

Vacant areas have no land-use activity. They include undeveloped or unimproved lots not being farmed. Approximately six percent of Kenton is vacant.

Rights-of-Way (R-O-W)

Land dedicated to streets and roads are shown as rights-of-way accounting for less than five percent of the town.

3-2. FUTURE LAND USE

Future land use looks beyond a jurisdiction's current development pattern and focuses on its desired development pattern. It serves as a guide for development decisions and forms the basis for the adoption of land-use regulations and the zoning map.

Kenton’s desired development pattern is depicted on the “Future Land Use” map, and Table 22 describes how the land uses identified on the future land-use map were framed.

Table 22. Kenton Future Land-Use Descriptions

Land Use	Description
Agriculture	Areas intended for farming operations including compatible farm-related activities.
Residential	Areas intended for development with single-family detached dwellings or similar uses as well as compatible home-based businesses.
Commercial	Areas intended for development with small-scale retail, office, service, restaurants, or similar businesses that would be consistent with small family-oriented towns.
Industrial	Areas suitable for development with smaller-scale establishments making new products, processing, wholesale trade, or storage.
Community Service	Areas suitable for, or depicting current locations of, institutional, infrastructure (as defined in the section describing existing land use), or other compatible uses; intended to be permitted in all zoning districts.

Since most of Kenton is developed, the future land-use map reflects current uses of land. The map identifies a small area for commercial expansion at the southwest corner of Main and Commerce Streets. This would provide an opportunity for the new retail and/or a sit-down restaurant supported by more than 70 percent of respondents to the survey referred to in Chapter 1.

The town park and Town Hall are important components of Kenton’s future development as a municipal focal point. The park adjoins Clayton-Easton Rail Trail making it an ideal candidate for a trailhead. In addition, it is the only site within the town boundaries available for community park and open space. Also, more than 70 percent of the respondents to the survey referred to in Chapter 1 indicated support for “a town park with updated recreation facilities.” Finally, the *Strategies for State Policies and Spending* depicts the town park as such. Accordingly, this plan supports maintaining the town park for park, open space, and recreation uses and the Town Hall as a municipal center.

It is important to point out that adoption of this comprehensive plan and its future land-use map does not “zone” land. The Kenton Town Council must enact a separate ordinance adopting a zoning map following adoption of this plan.

3-3. GROWTH AND ANNEXATION

The issue of annexation is often difficult for towns. Towns that annex risk growing beyond their ability to manage the resulting increased population and housing, which often results in changes to the character of the town. However, towns that do not annex risk becoming stagnant, sometimes experiencing population decline and little opportunity for increasing town revenues to meet constantly growing expenditures. In addition, towns often end up dealing with the consequences of development outside their boundaries without receiving any of the benefits.

This section begins with an outline of the annexation process. It continues with a discussion of the items affecting the decision-making process on whether to identify areas for annexation. It concludes with Kenton’s position on annexation.

ANNEXATION PROCESS

Annexation is a process where land outside of Kenton becomes incorporated into the town. The annexation process involves complying with the state code and Kenton's charter.

State Law

Title 22, Section 101 of the *Delaware Code* outlines the state provisions governing municipal annexations.

- Areas proposed for annexation must be identified in the comprehensive plan.
- Any parcel proposed for annexation must be contiguous to the existing municipal boundary. "Contiguous" means that some part of a parcel proposed for annexation must be co-terminus with the boundaries of the annexing municipality and roads or rights-of-way cannot be used to create "corridor" annexations.
- Before a municipality can approve an annexation, a plan outlining how public services will be provided must be approved by the state. This review is organized by the Office of State Planning Coordination (OSPC).
- At the time of annexation, the municipality must enact an ordinance placing the newly annexed area in a zoning district that is consistent with the comprehensive plan.
- As part of the annexation process, a municipality must provide public notice to affected parties and hold public hearings in a manner that complies with state and local statutes. The public outreach must include at least a 30-day comment period.

Kenton Town Charter

Section 1(b) of the Kenton Town Charter outlines the town's annexation process. It authorizes alteration of the town boundaries and, like the *Delaware Code*, states that non-contiguous properties may not be annexed. The section goes on to specify the annexation procedure that includes holding a special election in the area(s) proposed for annexation.

ANNEXATION CONSIDERATIONS

This section identifies a number of key considerations for annexation decisions.

Strategies for State Policies and Spending

Since Kenton is located within a predominantly rural area, high priority must be given to the *Strategies for State Policies and Spending*. The *Strategies* document outlines the needs and concerns for future state planning and growth and identifies geographic areas where the state is most prepared for growth. The *Strategies* were adopted in 1999 and updated in 2004, 2010 and, most recently, 2016.

Comprising text and maps, the *Strategies* document classifies the entire state into four investment levels based on the predominant type of current development. These levels form the basis for determining where state-supported growth should occur and establishes guidelines for state investment in those areas. The state is most prepared for growth and state spending to occur in Levels 1 and 2. In Level 3 areas, development is not anticipated in the immediate future, but is not precluded, since these areas are adjacent to, and sometimes within, built-up areas in Levels 1 or 2. Small towns in rural areas, like Kenton, are often identified as Level 2 or 3 areas.

In Level 4 areas, development, and therefore state investment, is generally not expected. State investment in these areas is focused on agriculture and industries that support it, such as processing companies, cooperatives, and seed and fertilizer operations. Limited infrastructure expenditures are envisioned except to address public health, safety, or welfare. As noted in the *2010 State Strategies for State Policies and Spending* (page 25):

... the state's investments [in] and policies [governing Level 4 areas] should retain the rural landscape and preserve open spaces and farmlands, support farmland-related industries, and establish defined edges to more concentrated development.

"Out of Play" areas are lands not available for development. They include publicly owned land, land having serious legal and/or environmental constraints (e.g., flood-prone areas), lands with permanent open-space protection, and conservation easements in the state farmland preservation program.

The "State Investment Strategies for Policies and Spending" map and Figure 8 show that, except for a number of properties along and to the northeast of State Route 42 that are Level 2, every other property within the town boundary with the exception of the park is in Investment Level 3. The town park is considered out-of-play because the parcel is owned by the Town of Kenton. Lands outside of the Kenton's boundary are in Level 4.

Adjacent Farmland

Consideration must also be given to Delaware's Farmland Preservation Program. This program authorizes the creation of preservation districts and easements.

- *Preservation District*—To create a preservation district, a farm must include at least 200 acres of usable farm and/or forest land. The property owner must sign a voluntary agreement pledging to use his/her property for agriculture or forest land for ten years. At the end of ten years, the property owner may withdraw from the program, continue the preservation easement for at least five years, or make application to create an agricultural easement. Owners who elect to continue in the preservation program after the initial ten years are eligible to re-apply every five years.
- *Conservation Easement*—Delaware's farmland preservation program provides for purchase of the development rights of agricultural or forest land that have been in Agricultural Preservation Districts for a minimum of ten years. Lands placed in conservation easements are considered "out-of-play."

As Figure 8 indicates, a number of farms near Kenton are enrolled in the state's farmland preservation program. Most of these farms are permanently preserved easements because their development rights have been sold; they cannot be developed.

Sewer Service

As pointed out earlier and shown in Figure 8, Kent County provides sewer service to most of Kenton. Development at densities requiring sewer service outside of the sanitary sewer district would require a change to the district boundaries. Section 180-21 of the County Code outlines the process for requests to create, extend, or modify the boundaries of sanitary sewer districts. Districts may be created,

modified, or extended to eliminate existing onsite septic systems if the Levy Court authorizes filing a funding application and 60 percent of the property owners in the area agree in a referendum. An extension of the sanitary sewer district boundary also would involve preparation of a technical feasibility study, recommendation of the Kent County Regional Sewer Advisory Board, and final approval by the Levy Court.

Position on Annexation and the Development of Adjacent Areas

Kenton's town leaders and residents discussed the development of adjacent areas and potential annexations at several meetings and included the issue in the town questionnaire to residents. Respondents were almost evenly split between those who favored annexations and those opposed. Recognizing this, the town's leaders decided it should enact a land use and development code and adopt a zoning map before identifying areas for annexation. Once the code and zoning are in place, annexation areas could be considered during the plan review that takes place at the fifth year following the adoption of this plan. The Town of Kenton is most concerned about the parcels that are partially in town and partially in Kent County and would consider these areas of higher priority, although current preference is to have the areas surrounding the town remain active agricultural areas.

3-4. AREAS OF CONCERN

Even though this plan does not identify annexation areas, Kenton, like many Delaware towns, is concerned about nearby development. The Area of Concern depicted on the "Future Land Use and Area of Concern" map is a rough representation of what Kenton's boundaries would look like if the town were to grow from its current 0.2 square miles to one square mile. In this area, Kenton is especially concerned about the effects of development proposals.

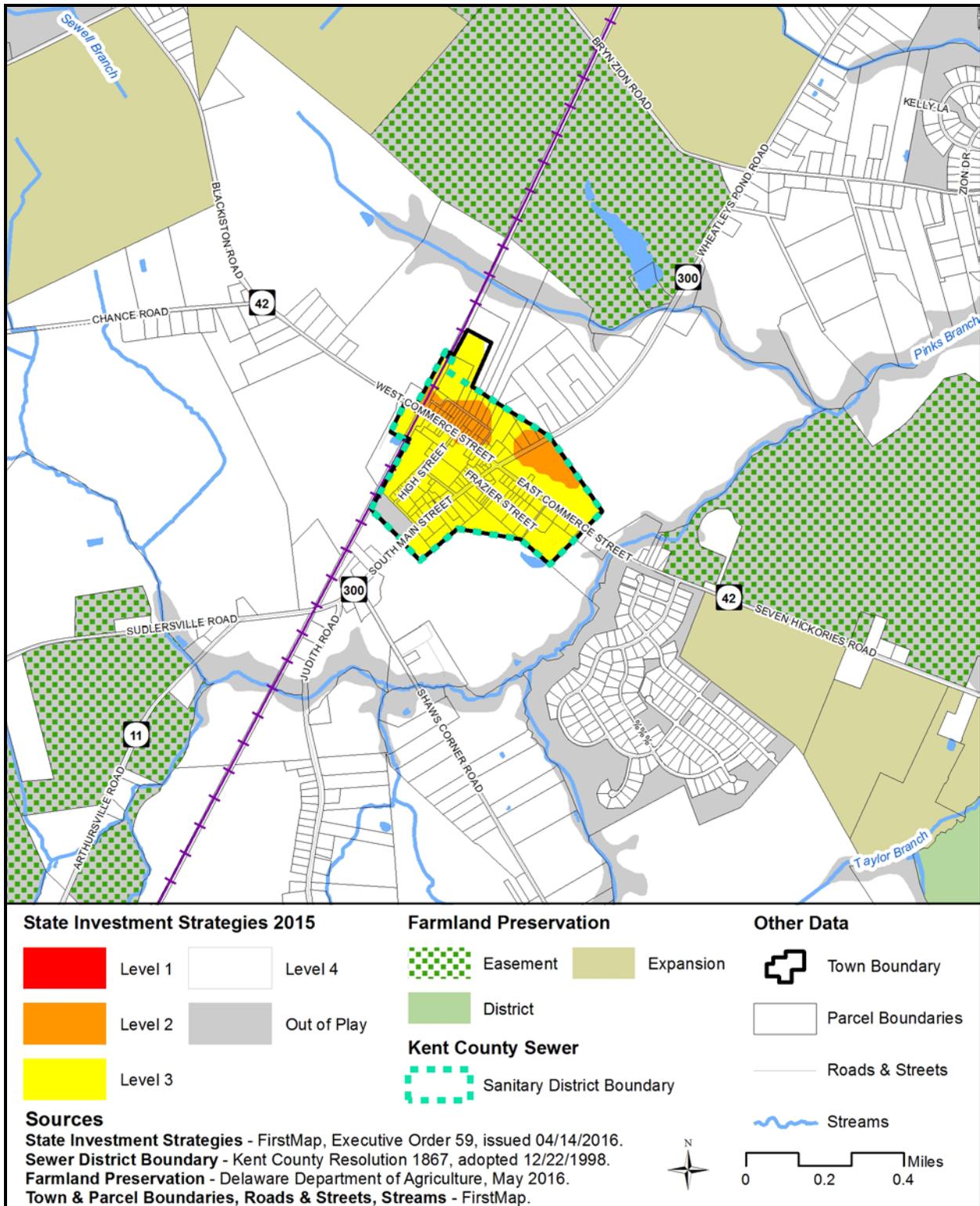
Perhaps the most important concern is increased traffic from nearby development. A second concern is whether the character of new development would be compatible with the character of the town. A third concern is that some of these properties adjacent to the town may be of interest for future long-term growth (5–10 years and beyond).

Town officials believe it is essential to monitor development proposals in the Area of Concern. Accordingly, they would like to have development applications in its Area of Concern submitted to Kent County shared with the town for its review and comment, and Kenton would reciprocate this courtesy to Kent County.

3-5. RECOMMENDATIONS FOR CONSIDERATION

- Adopt a land use and development code.
- Adopt a zoning map as part of the land use and development code.
- Execute a memorandum of understanding with Kent County for administration of the land use and development code by county staff as is doing done for property maintenance.
- Work with Kent County Department of Planning Services to ensure that development proposals in each jurisdiction's area are shared with the other and that each jurisdiction is given opportunities to review and comment.

Figure 8. State Strategies, Farmland, and Kent County Sewer



CHAPTER 4. IMPLEMENTATION AND INTERGOVERNMENTAL COORDINATION

The comprehensive plan is the key component of Kenton's planning process. The land-use map depicts the general locations for, character of, and density of development in the town. It serves as a basis for the community's subsequent decisions concerning new development and redevelopment. This chapter identifies laws, policies, and actions for consideration that will help carry out the plan's goals and objectives.

4-1. REQUIRED IMPLEMENTATION ACTIONS

This section of the plan identifies the provisions of Title 22 of the *Delaware Code* with which each jurisdiction must comply following adoption of a comprehensive plan.

COMPREHENSIVE REZONING

Section 702(c) directs that every municipality:

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

PLAN UPDATE

Section 702(e) requires that:

At least every 5 years a municipality shall review its adopted comprehensive plan to determine if its provisions are still relevant given changing conditions in the municipality or in the surrounding areas. The adopted comprehensive plan shall be revised, updated and amended as necessary, and readopted at least every 10 years ...

This means that in 2021 Kenton must review this Comprehensive Plan to determine if it continues to meet the development needs of the town. A full plan update will be due in 2026.

ANNUAL REPORT

Section 702(f) requires the submission of annual reports to the Office of State Planning Coordination on July 1.

4-2. LAND USE AND DEVELOPMENT CODE

The primary mechanism for implementing a comprehensive plan is a set of regulations governing land use. Over the last 15 years, a number of Delaware local governments have merged zoning and subdivision regulations into a single ordinance. Accordingly, it is recommended that Kenton consider adopting a single land-use code instead of adopting separate codes for zoning and subdivision regulations.

A land-use code consists of a written document and a zoning map. It divides a municipality into districts or zones and establishes regulations governing the use of land in each district. The code specifies what types of activities (uses) can occur in each district either as a matter of right (in all circumstances) or

under certain conditions (conditional uses/special exceptions). It also regulates building height, lot sizes, setbacks, yards and green space, the number and sizes of signs, space for off-street parking, and signage. Some land use and development codes incorporate environmental-protection standards, governing flood hazard areas, source water areas, and wetlands.

A land-use code also regulates subdivision. Subdivision refers to the process of splitting up or assembling land for development. The regulations governing this process designate utility locations, street rights-of-way, open space, and common areas. They also outline the services, such as water, sewer, gas, and electricity, and amenities that a developer must supply prior to the sale of subdivided land.

Further, a land use and development code contains standards for administering ensuring compliance with its provisions. These standards include reviewing building permit applications to ensure that only permitted uses are established and that structures are located in accordance with setback (yard) minimums, height maximums, and lot coverage. It also sets forth procedures for variances and conditional uses, procedures to amend the text and zoning map, and fines for violation.

Finally, an important component of a land use and development code is the zoning map that delineates the boundaries of the zoning districts. As pointed out earlier, Kenton must adopt a zoning map within 18 months of the adoption of this comprehensive plan. The “zones” on the zoning map must be consistent with the land uses shown on the future land-use map.

This plan recommends that the Town of Kenton consider contracting with the Kent County Department of Planning Services for the administration of a land use and development code. A compelling reason for this arrangement is that the county is already administering the issuance of building permits and the town’s property maintenance code.

This plan also recommends that the Town of Kenton consider involving county planning staff in the process of creating a land use and development code, especially for the standards governing code administration. A further recommendation for consideration is that county zoning and subdivision regulations be incorporated into the Kenton code, where feasible.

4-3. BUILDING CODE

A building code establishes standards for the construction of new buildings and additions or substantial changes to existing buildings. A building code specifies the types of materials that may or may not be used and mandates standards for structural integrity and general design. To ensure compliance with the provisions of the building code, permits are required, and inspectors make routine inspections at certain milestones in the construction process. Building permits in Kenton are administered by Kent County.

This plan recommends that the Town of Kenton consider having Kent County continue to administer the issuance of building permits.

4-4. PROPERTY-MAINTENANCE CODE

A property-maintenance code establishes standards regarding how properties are maintained. It is different from a building code, which specifies regulations for construction. The Town of Kenton

contracts with the Kent County Department of Planning Services for property maintenance through a memorandum of understanding adopted April 10, 2014. This memorandum covers abandoned vehicles, weeds and grass cutting, and the disposal solid waste not properly left out for collection.

This plan recommends that the Town of Kenton consider continuing contracting with Kent County for property maintenance code administration.

4-5. BOUNDARY MAINTENANCE

Section 1(a) of the Kenton Town Charter provides that the town boundaries be recorded with the Kent County Recorder of Deeds. It also provides that, a new boundary must be recorded following each annexation.

Kenton's most recent annexation occurred on April 7, 2001, and was recorded with the Kent County Recorder of Deeds on May 15, 2001. Typical steps to map and record the town boundaries might include:

- Working with the Kent County Geographic Information Service (GIS) Division for assistance in developing a GIS map depicting Kenton's current town boundary that shows current parcel lines and a clear outline of the town boundary.
- Enacting an ordinance adopting the town boundary.
- Recording the ordinance and map with the Recorder of Deeds.
- Forwarding the recorded ordinance and map with the Recorder of Deeds stamp to the Office of State Planning Coordination.

A further recommendation is that the boundary of each subsequent annexation area and the new town boundaries resulting from every annexation be adopted by ordinance, recorded with the Recorder of Deeds, and forwarded to the Office of State Planning Coordination.

4-6. IMPLEMENTATION RECOMMENDATIONS FOR CONSIDERATION

- Adopt a land use and development code.
- Contract with the Kent County Department of Planning Services for the administration of a land use and development code.
- Continue contracting with Kent County for property maintenance code administration.
- Continue having Kent County administer the issuance of building permits.
- Record boundary with the Kent County Recorder of Deeds.
- Monitor development activity in the Kenton vicinity.

4-7. INTERGOVERNMENTAL COORDINATION

The residents of Kenton and the services and operations of the town will be affected by activities occurring within the town and on surrounding lands within Kent County's jurisdiction. Therefore, it would be of great benefit to Kenton and Kent County to continue to maintain a cooperative relationship. The Town of Kenton should continue to meet with Kent County officials to discuss matters for which the town might be interested in receiving or providing assistance. Likewise, Kent County may find that this enhanced relationship can help keep them informed of issues that arise in Kenton—issues that could adversely affect residents living outside of town in Kent County.

All new development, or redevelopment, that occurs around Kenton is relevant to the town due to the economic and social impacts that it may have upon the town. It will be very important that Kenton remains aware and informed of land-use changes and development proposals in nearby areas that would likely affect the town. The Town of Kenton should consider designating a member of Town Council or the Planning Commission to follow and comment on these proposals through the state PLUS processes or through the planning process in Kent County. Town officials should also consider reviewing the Kent County Comprehensive Plan and participate in the Kent County Plan update that recently began in August 2016 to understand the potential types of land use that would be permitted on the lands in Kent County that surround Kenton's boundaries. Kenton should also consider reviewing and commenting on DelDOT and Dover/Kent County MPO transportation plans, since pass-through traffic will continue to be a major issue for Kenton.

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

Kenton sent a copy of the draft plan to Kent County's Department of Planning for its review and asked that comments and concerns be forwarded prior to the Kenton Council's consideration of the final plan that will be sent to the state for review and certification. It is always important for towns to be aware of their "neighboring" towns, so Kenton also shared the draft plan with Cheswold, Smyrna, and Clayton, asking them to review the draft plan and forward any concerns to Town Council for consideration. The only responses from these jurisdictions were congratulatory and complimentary of Kenton's first town plan.

APPENDIX A: MAPS

Aerial View

Environmental Features

Transportation Network

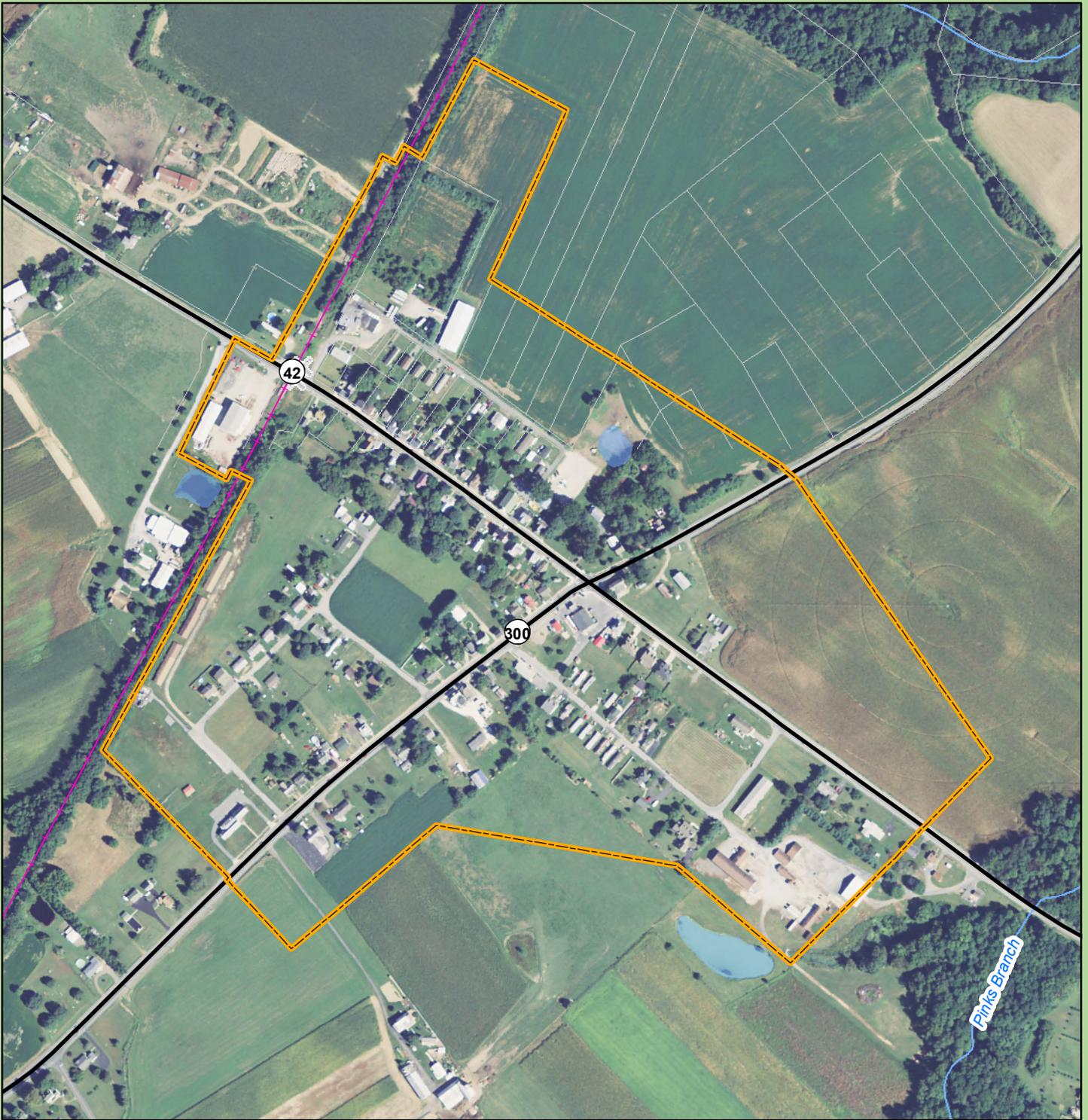
Existing Land Use

Future Land Use

State Investment Strategies for Policies and Spending

Future Land Use and Area of Concern

Surrounding Zoning

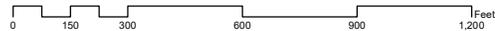


Town of Kenton, Delaware - Aerial View

-  Town of Kenton
-  Kent County Parcels
-  Rivers and Streams
-  Bodies of Water
-  Railroad Crossing
-  Railroads



*Adopted by the Kenton Town Council 12/05/2016
Certified by the Governor 01/05/2017*

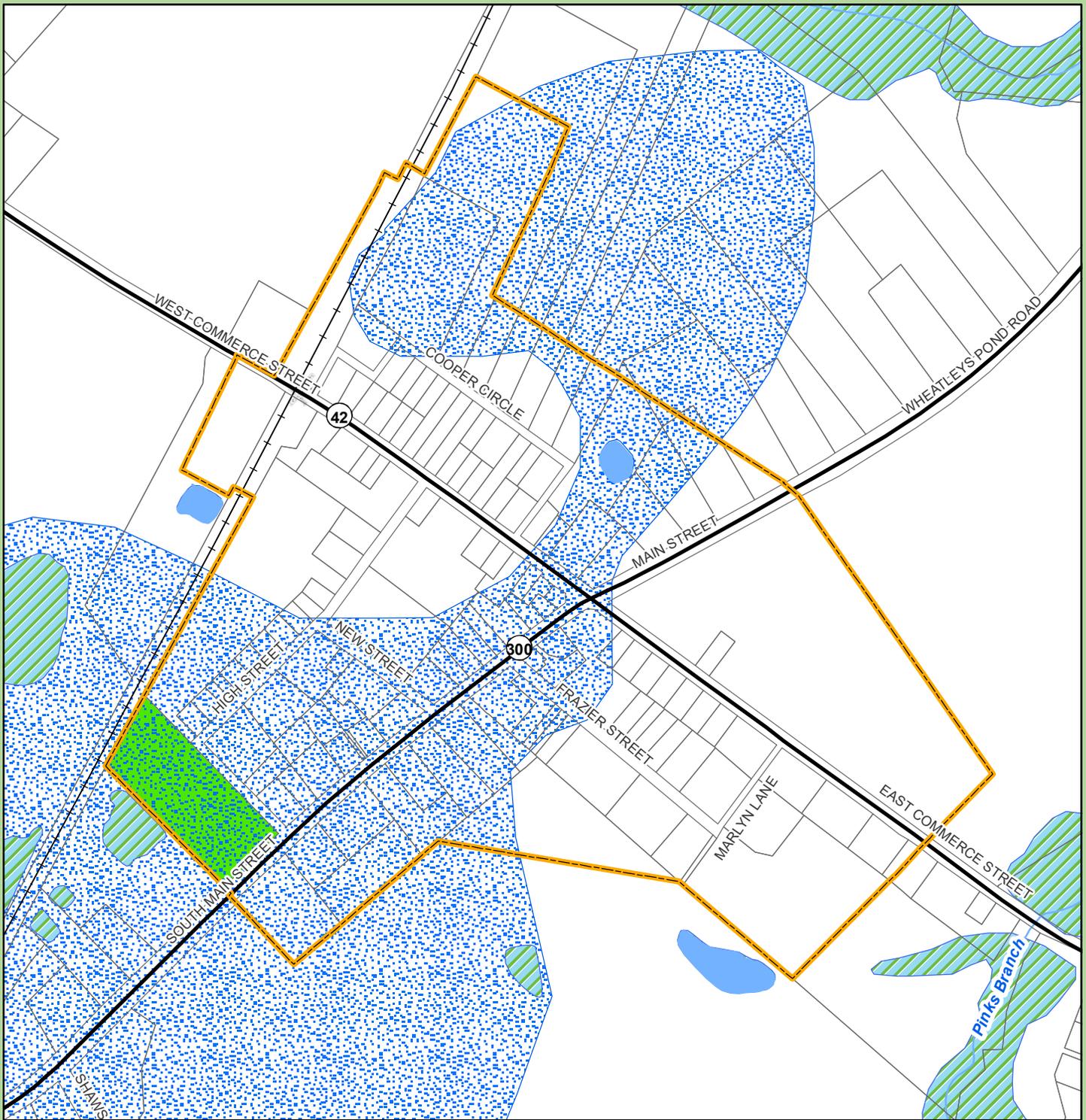


Sources:
Orthophotography - DEMAC 2013.
Municipal Boundaries - Delaware Office of State Planning
Coordination, FirstMap 05/15.
Road and Rail Network - Delaware Department of Transportation,
FirstMap 02/15.
Hydrography - National Hydrography Dataset (NHD), USGS and EPA,
FirstMap 02/15.

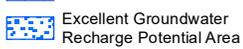
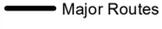
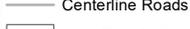
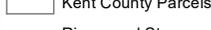
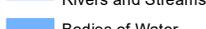
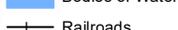
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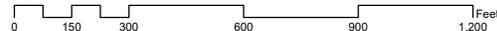


Town of Kenton, Delaware - Environmental Features

-  Wetlands
-  Excellent Groundwater Recharge Potential Area
-  Public Protected Lands
-  Town of Kenton
-  Major Routes
-  Centerline Roads
-  Kent County Parcels
-  Rivers and Streams
-  Bodies of Water
-  Railroads
-  Railroad Crossing



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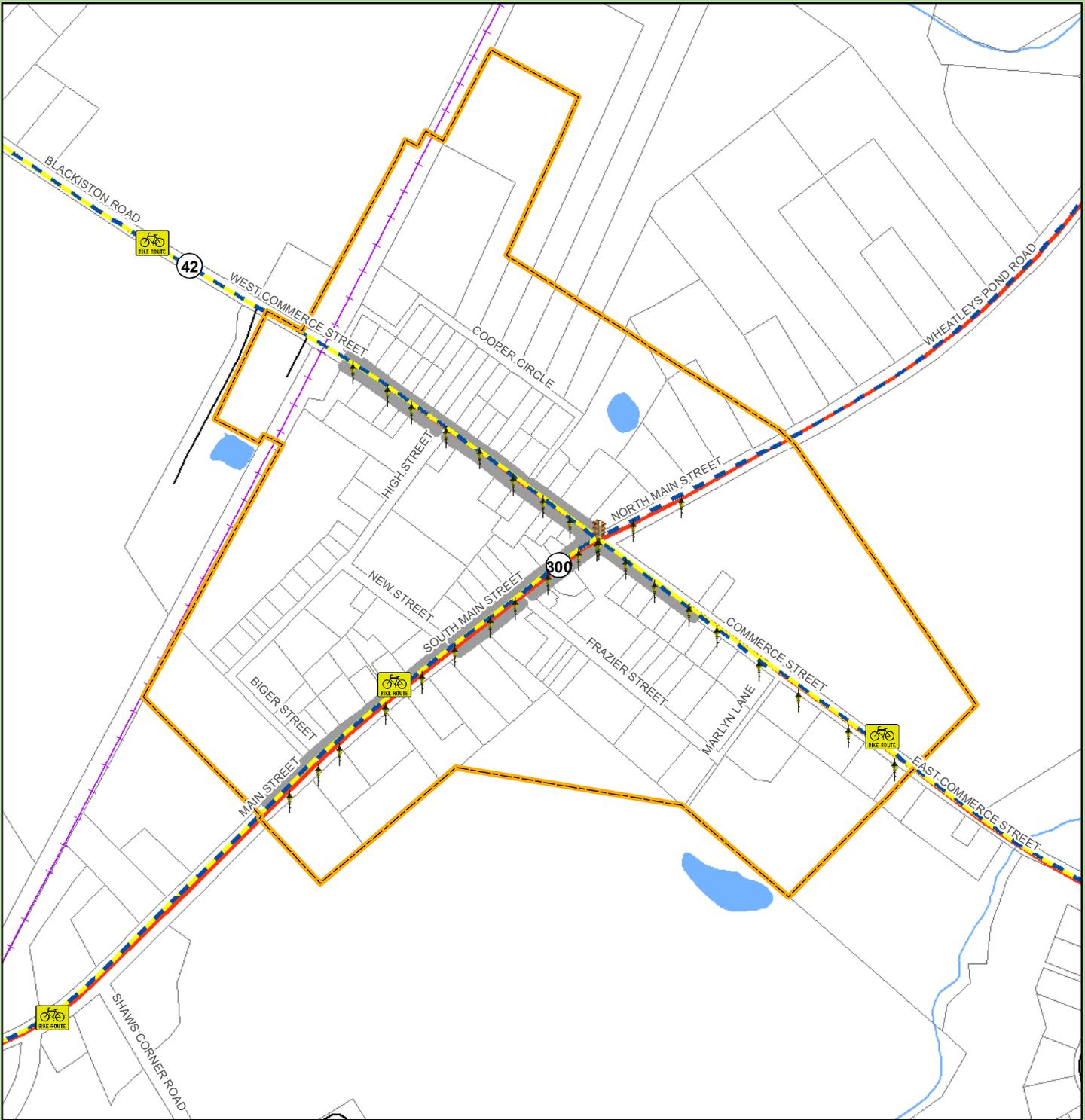


Sources:
 Recharge Areas - Department of Natural Resources & Environmental Control, FirstMap 08/16.
 Public Protected Lands - Department of Natural Resources & Environmental Control, FirstMap 08/16.
 Parcel Boundaries - Kent County GIS Department, FirstMap 02/15.
 Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 02/15.
 Road and Rail Network - Delaware Department of Transportation, FirstMap 02/15.
 Hydrography - National Hydrography Dataset (NHD), USGS and EPA, FirstMap 02/15.

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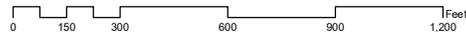


Town of Kenton, Delaware - Transportation Network

- Town of Kenton
- State Light Poles
- Signal Poles
- Bike Facilities
- Bike Routes Connector
- Kent County Parcels
- Major Routes
- Delaware Centerline
- Private or Proposed Streets
- Kenton Sidewalks
- Major Rivers
- Bodies of Water
- Railroad



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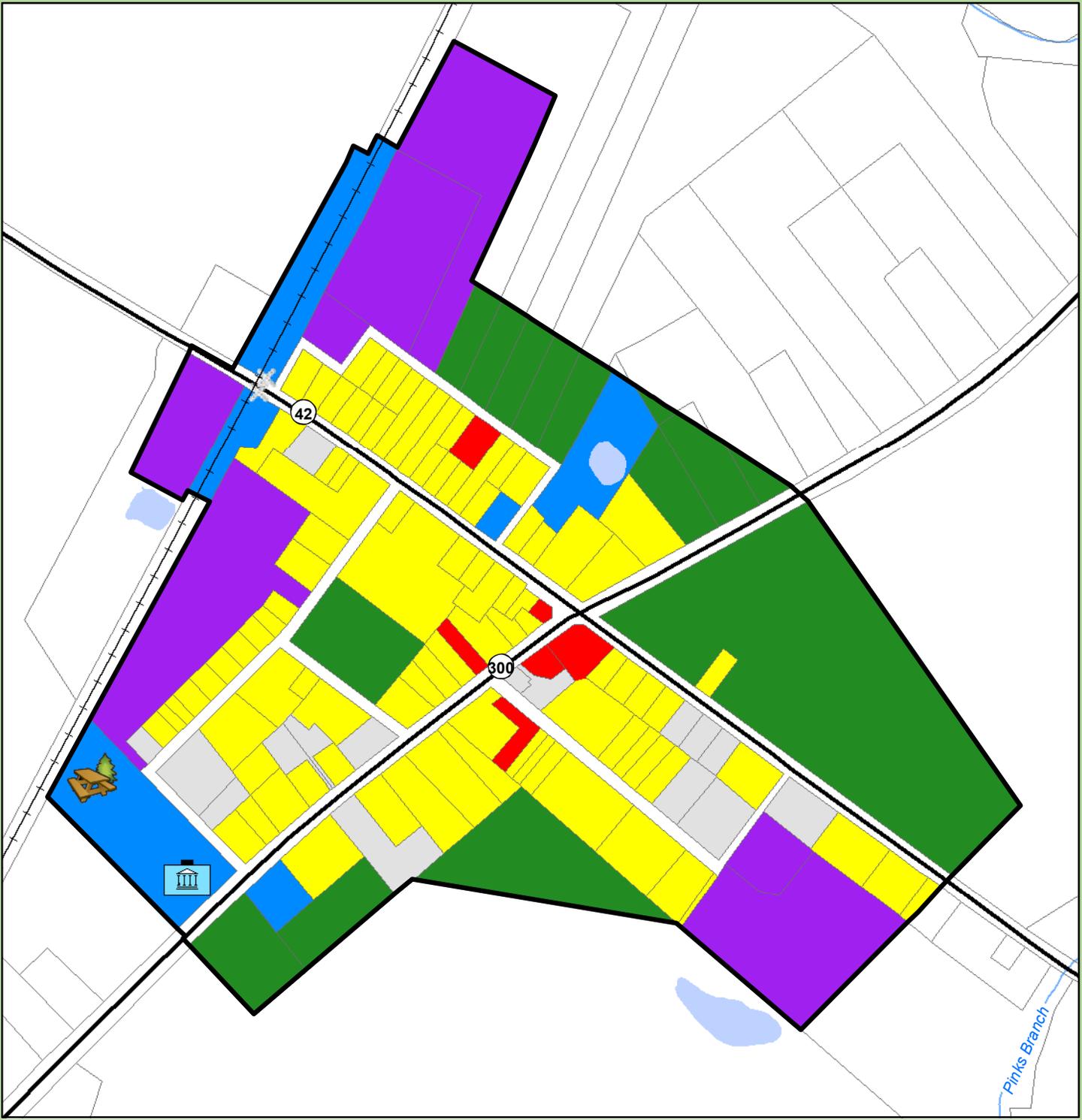


Sources:
 Municipal Boundaries - Delaware Office of State Planning
 Coordination, FirstMap 09/16.
 Road and Rail Network - Delaware Department of Transportation, FirstMap 09/16.
 Bike Routes and Sidewalks - Delaware Department of Transportation, 2014, sidewalks
 edited by IPA per State PLUS comments, 09/16.
 Hydrography - National Hydrography Dataset (NHD), USGS and EPA.

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Town of Kenton, Delaware - Existing Land Use

- Agricultural
- Residential
- Community Service
- Commercial
- Industrial
- Vacant
- Town of Kenton
- Kent County Parcels
- Centerline
- Major Routes

- Town Hall
- Town Park
- Rivers and Streams
- Bodies of Water
- Railroads
- Railroad Crossing



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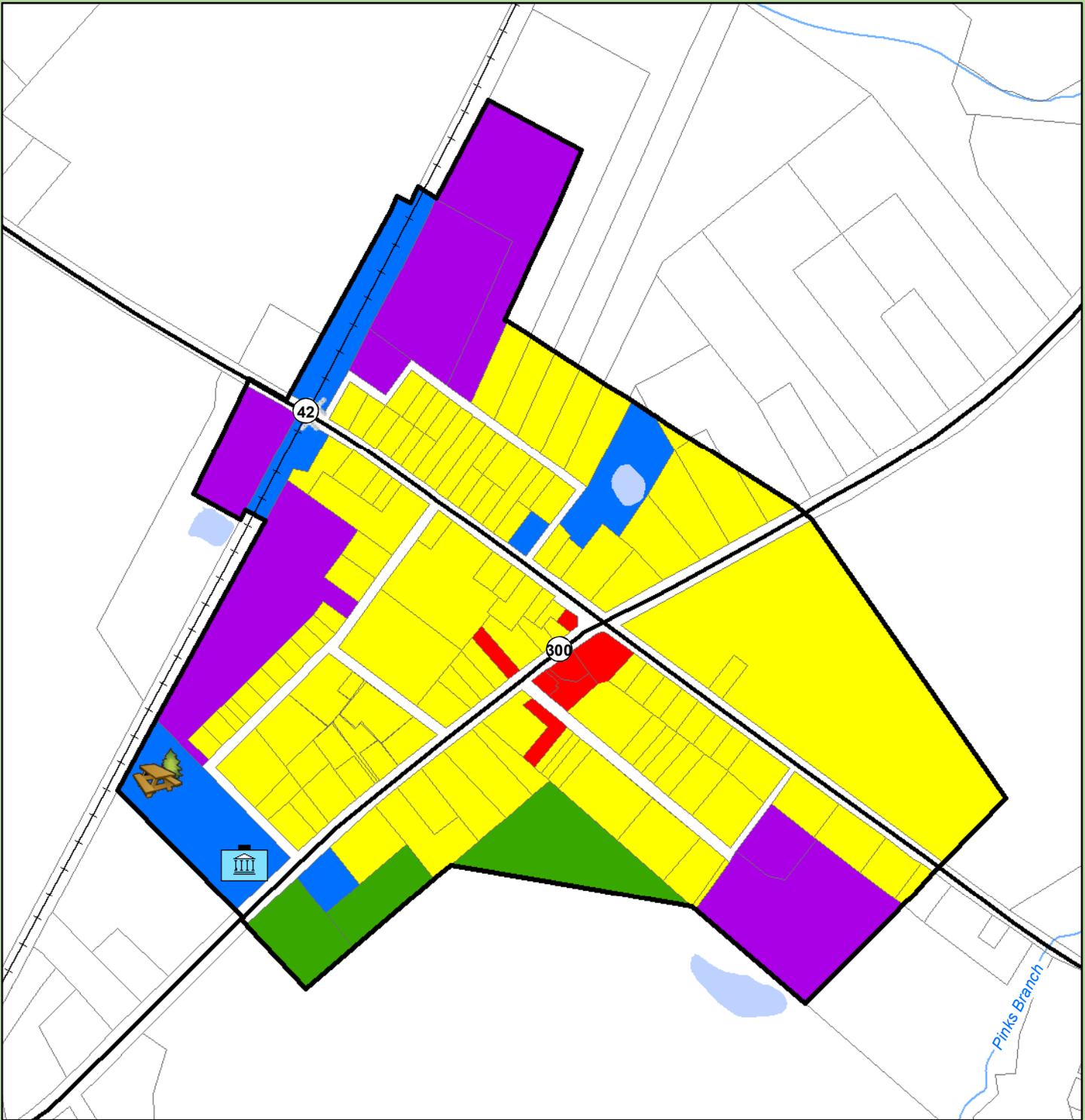


Sources:
Existing Land Use - Field survey completed by the UD Institute for Public Administration (IPA) solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are made by IPA, nor will IPA be held responsible for any use of this document for purposes other than which it was intended.
Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 09/16.
Road and Rail Network - Delaware Department of Transportation, FirstMap 09/16.
Hydrography - National Hydrography Dataset (NHD), USGS and EPA, FirstMap 09/16.



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Town of Kenton, Delaware - Future Land Use

- Agricultural
- Residential
- Commercial
- Industrial
- Community Service
- Town of Kenton
- Kent County Parcels
- Town Hall

- Town Park
- Major Routes
- Centerline
- Rivers and Streams
- Bodies of Water
- Railroad Crossing
- Railroads



Adopted by the Kenton Town Council 12/05/2016
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0 115 230 460 690 920 Feet



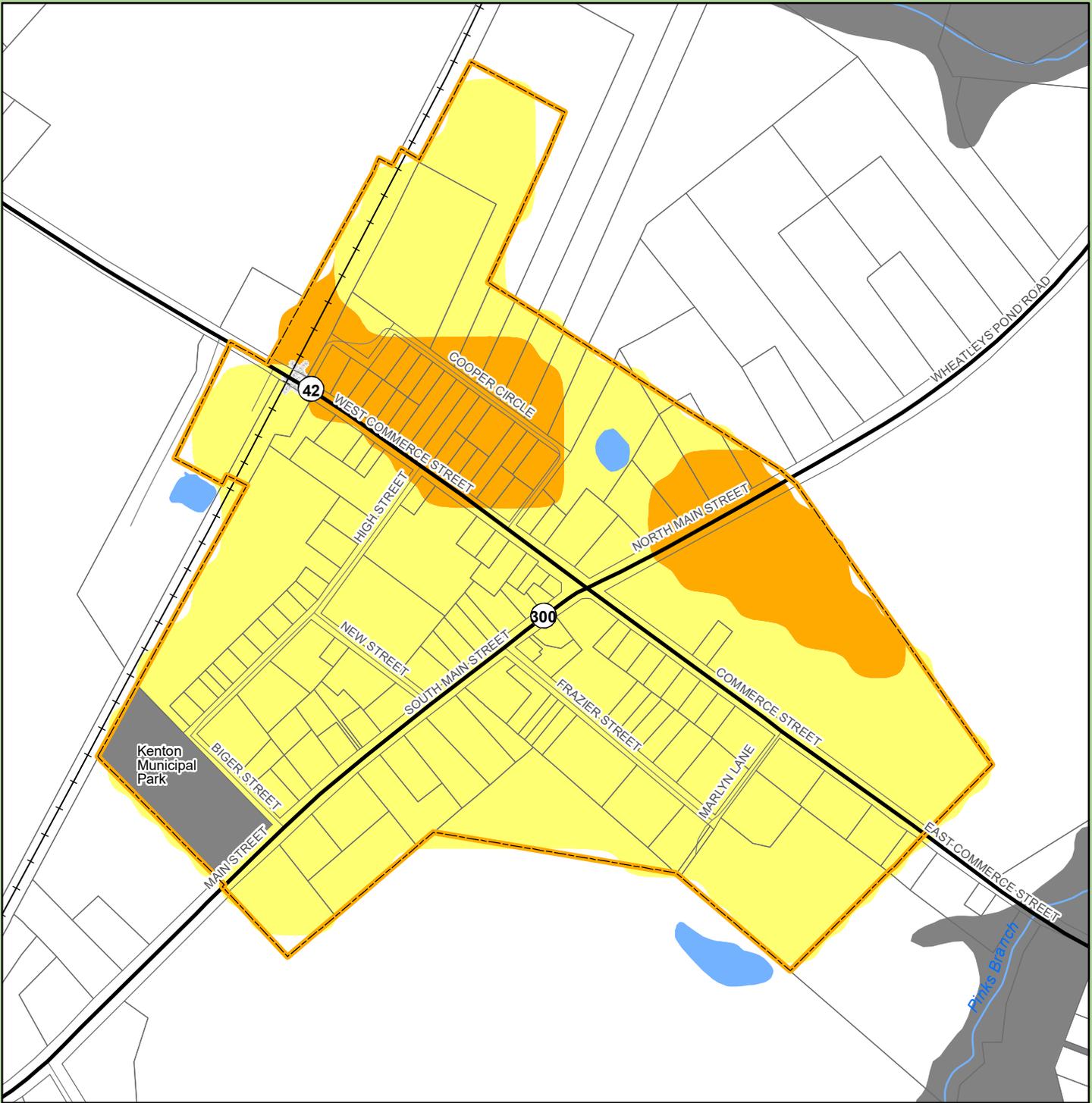
Sources:
 Future Land Use - Town of Kenton, Delaware 01/13/16.
 Municipal Boundaries - Delaware Office of State Planning
 Coordination, FirstMap 09/16.
 Road and Rail Network - Delaware Department of Transportation,
 FirstMap 09/16.
 Hydrography - National Hydrography Dataset (NHD), USGS and EPA,
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Town of Kenton, Delaware

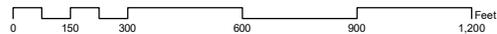
State Investment Strategies for Policies and Spending

- Level 1
- Level 2
- Level 3
- Level 4
- Out of Play
- Municipalities
- Kent County Parcels
- Major Routes
- Minor Roads
- Water Bodies
- Major Rivers

- Railroad Lines
- Railroad Crossing



Adopted by the Kenton Town Council 12/05/2016
Certified by the Governor 01/05/2017

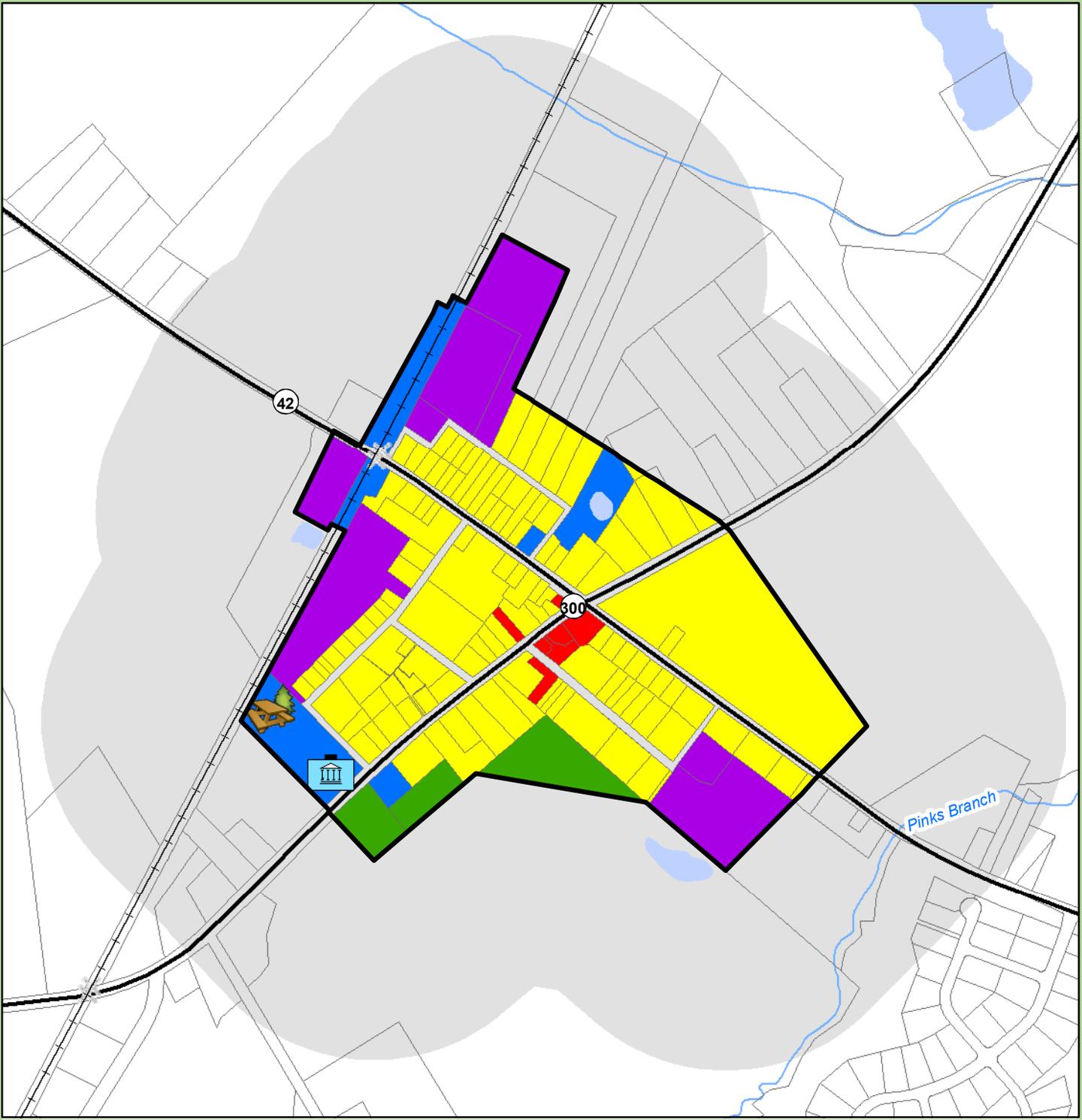


Sources:
 State Investment Strategies for Policies and Spending - Office of State Planning Coordination, 2015.
 Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 05/15.
 Road and Rail Network - Delaware Department of Transportation, FirstMap 02/15.
 Hydrography - National Hydrography Dataset (NHD), USGS and EPA, FirstMap 02/15.

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Town of Kenton, Delaware - Future Land Use and Area of Concern

- Agricultural
- Residential
- Commercial
- Industrial
- Community Service
- Town of Kenton
- Area of Concern
- 1 Mile Buffer
- Town Park

- Town Hall
- Kent County Parcels
- Major Routes
- Centerline
- Rivers and Streams
- Bodies of Water
- Railroad Crossing
- Railroads



Adopted by the Kenton Town Council 12/05/2016
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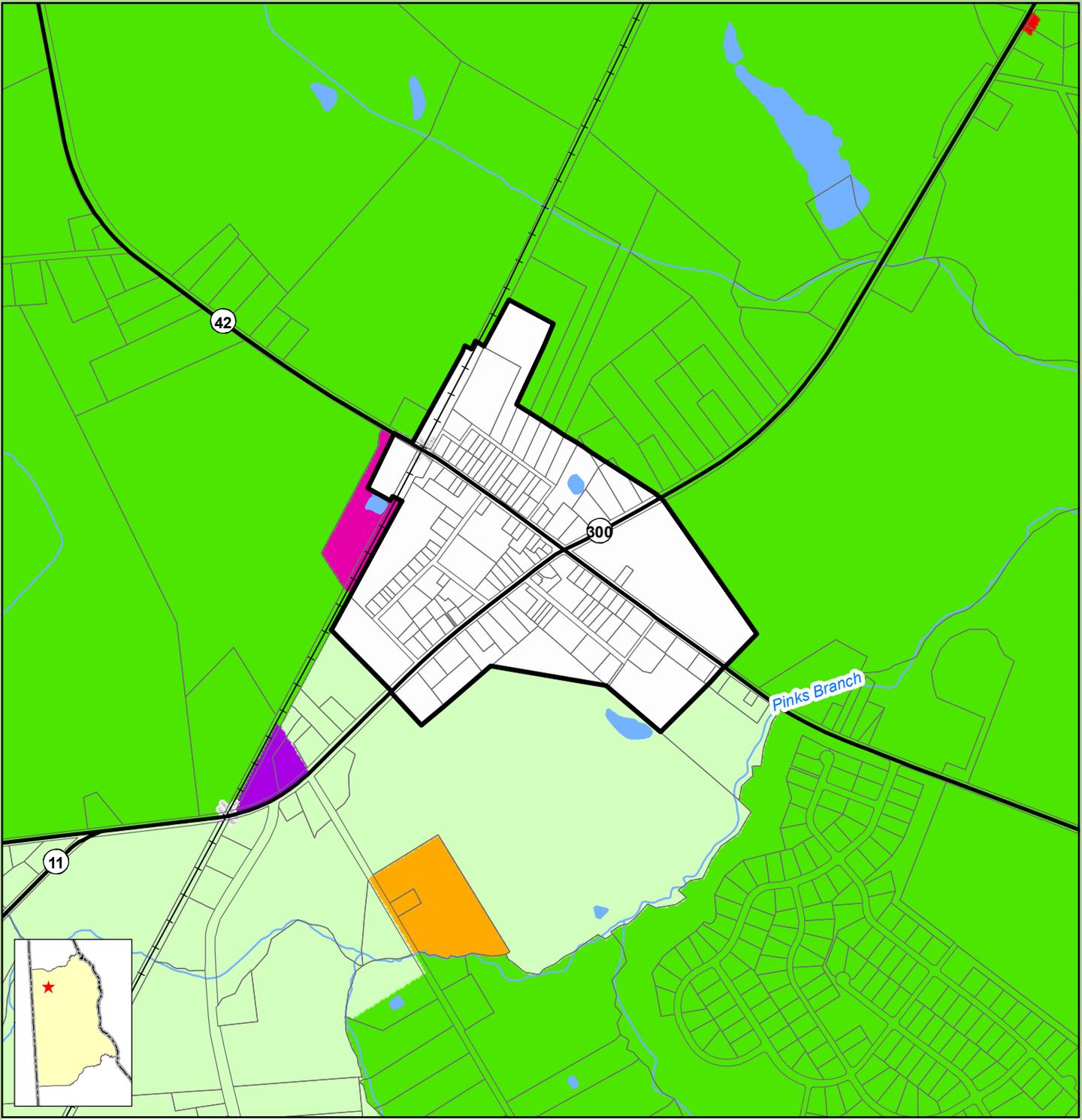


Sources:
 Future Land Use - Town of Kenton, Delaware 01/13/16.
 Area of Concern - defined as a 1 mile buffer from current Town of Kenton municipal boundary 01/13/16.
 Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 09/16.
 Road and Rail Network - Delaware Department of Transportation, FirstMap 09/16.
 Hydrography - National Hydrography Dataset (NHD), USGS and EPA, FirstMap 09/16.

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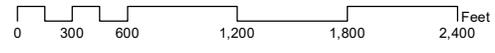


Town of Kenton, Delaware - Surrounding Zoning map

- | | | |
|----------------|-----|---------------------|
| Town of Kenton | BN | Kent County Parcels |
| AC | BN1 | Major Routes |
| AR | BG | Railroads |
| RS1 | OC | Railroad Crossing |
| RS5 | IL | Rivers and Streams |
| RM | IG | Bodies of Water |
| RMH | | |



*Adopted by the Kenton Town Council 12/05/2016
Certified by the Governor 01/05/2017*



Sources:
Kent County Zoning - Kent County GIS Department, 04/15.
Municipal Boundaries - Delaware Office of State Planning
Coordination, FirstMap 09/16.
Road and Rail Network - Delaware Department of Transportation,
FirstMap 09/16.
Hydrography - National Hydrography Dataset (NHD), USGS and EPA,
FirstMap 09/16.

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APPENDIX B: STATE PLUS REVIEW LETTER



STATE OF DELAWARE
EXECUTIVE DEPARTMENT
OFFICE OF STATE PLANNING COORDINATION

August 24, 2016

Rusty Penawell
Town of Kenton
P.O. Box 102
Kenton, DE 19955

RE: PLUS review 2016-07-02; Town of Kenton Comprehensive Plan

Dear Rusty:

Thank you for meeting with State agency planners on July 27th, 2016 to discuss Kenton's comprehensive plan. State agencies have reviewed the documents submitted and offer the following comments. Please note that changes to the plan, other than those suggested in this letter, could result in additional comments from the State. Additionally, these comments reflect only issues that are the responsibility of the agencies represented at the meeting.

Certification Comments: These comments must be addressed in order for our office to consider the plan update consistent with the requirements of Title 22, § 702 of the Del. Code.

- Title 22, Section 702 Del C., requires towns with populations less than 2,000 to state their position on population and housing growth. The Town of Kenton's draft Comprehensive Plan provides data on its population and housing. However, it does not contain a position on housing growth. The plan must be revised to include a position on housing growth.
- Title 22, Section 702 Del C., requires towns with populations less than 2,000 to state the town's position on the development of adjacent areas. There is some discussion of adjacent areas, particularly in the section on "Areas of Concern." However, the Town's position on the development of adjacent areas is not clear. The plan must be revised to clearly describe the Town's position on the development of adjacent areas.
- Title 22, Section 702 Del C., requires towns with populations less than 2,000 to demonstrate coordination with the State, the County, and other municipalities. There is a Chapter in the plan titled "Implementation and Intergovernmental Coordination." This chapter discusses implementation but not intergovernmental coordination. The plan must be revised to demonstrate intergovernmental coordination.

- The plan includes a discussion about the ongoing update of the Strategies for State Policies and Spending. That process has been completed, and the updated Strategies were implemented by Governor Markell's Executive Order # 59 on April 14, 2016. Please amend the plan accordingly.

Recommendations: Our office strongly recommends that the Town consider these recommendations from the various State agencies as you review your plan for final approval.

Office of State Planning Coordination – Contact: David Edgell 739-3090

Our office would like to commend the Town of Kenton for developing their first comprehensive plan. The plan was a community driven effort to envision the future of the Town. It is an excellent plan for a small town, and provides detailed information and actionable implementation steps in a format that is easily accessible. Our office looks forward to helping Kenton implement the plan in the coming years.

We do have one recommendation to help improve the plan. The plan discusses Future Land Use in the form of a brief chapter and a table (Table 22). The simplicity of this table is admirable for a small town as it is easy to understand. However, because it is so simple it may also be easily misinterpreted. A bit more detail in the table may be helpful to the town in order to guide development, inform the future zoning ordinance, and avoid disputes. For instance, the “Residential” category is defined as “areas intended for development as dwellings or similar uses. . .” What type of dwellings are envisioned? Single family and mobile homes on small lots similar to existing homes in town? Or, is the town envisioning high rise condominiums and garden apartments to diversify the housing stock? As written, it could be interpreted as either or both of the above. It may be helpful to mention which general type or pattern of land use the town is anticipating in each land use category.

Department of Transportation – Contact: Bill Brockenbrough 760-2109

- On pages 3 and 4, the section on Local Public Participation describes attendance at the public meetings in general terms. If records were kept, we suggest mentioning the specific numbers of residents or property owners who attended these meetings.
- On pages 8 through 10, the history of the Town is outlined and the Kenton Historic District is mapped and discussed. There are other buildings in town outside the District, notably the Town Hall, which appear eligible for designation as historic. We suggest that consideration be given to nominating additional properties, either separately or as additions to the District.
- We are aware of at least three errors in Table 20, on page 21. We recommend a review of the table by someone from the Smyrna School District. The errors we know are as follows:

- John Bassett Moore Intermediate School was occupied in 1925 and was most recently renovated within the last five years.
- Smyrna High School is located in Smyrna.
- The current Smyrna High School was completed in 1970 and was renovated within the last ten years.
- On page 21, in the Health Care section, consider mentioning Christiana Care’s walk-in clinic in Smyrna.
- On page 22, the discussion of State Service Centers should mention the one in Smyrna.
- On page 28, Figure 6 shows Annual Average Daily Traffic (AADT) Volumes from 2002 and 2014, derived from DelDOT’s Vehicle Volume Summary (formerly Traffic Summary, available at http://www.deldot.gov/information/pubs_forms/manuals/traffic_counts/index.shtml). It is important to understand that while the Summary volumes are updated annually, they are updated much less often. In between counts, the volumes are factored based on data from counts at roads with a similar function but that factoring may or may not be consistent with actual traffic growth on the roads where the factors are applied. The 2014 Commerce Street volumes are based on counts from 2011 west of Main Street and 2012 east of Main Street. The 2014 Main Street volumes are based on counts from 2014 west of Commerce Street and 2012 east of Main Street. The 2002 volumes all date to 2000 or earlier.

We recommend that the Town update Figure 6 to use the 2015 and 2008 volumes shown in the table below as they are more recent and subject to less factoring.

Road	Segment	Year	Volume	Yr of Last Count
Commerce St. (SR 42)	West of Main St.	2008	4,125	2008
		2015	3,483	2015
		2008	5,374	2008
Main St. (SR 300)	West of Commerce St.	2015	6,274	2015
		2008	6,157	2008
		2015	5,751	2014
	East of Commerce St.	2008	3,841	2008
		2015	4,383	2012

- On page 29, consider moving the discussion of the Amtrak bus stop in Dover from the Rail Travel section to the Bus Transportation section. Also, consider mentioning the Greyhound intercity bus stop in Dover.
- On page 31, in the Pedestrian Network section there is mention of utility poles in the sidewalk along South Main Street, yet the only suggested means of improving the sidewalks is adoption of a sidewalk ordinance. DelDOT supports the adoption of a sidewalk ordinance but a DelDOT capital project may be needed to address removal of the poles. Accordingly we recommend that the Town consider adding to the Plan the idea of a Transportation Alternatives project to address sidewalk along Main Street. The Transportation Alternatives Program addresses small projects like this one, primarily for bicycle and pedestrian improvements. More information is available from Mr. Jeff Niezgod, who is our Assistant Director of Planning for Local Systems Improvement. Mr. Niezgod may be reached at (302) 760-2178.
- As a general comment, we suggest that the tone of the Pedestrian and Bicycles section, on pages 30 through 32 be edited to be more authoritative. Specifically, on page 31, a sidewalk is described as ending at “what appears to be an abandoned railroad right-of-way.” The sidewalk does end there. The railroad right-of-way is addressed on page 32 and in that discussion it is said that “The ownership by Maryland is reportedly a very complicating issue for this project,” meaning the Clayton-Easton Rail Trail. A slightly longer discussion of the issue could let the reader see for themselves how Maryland’s ownership of the right-of-way complicates the project.
- The text of the Plan, on page 31, explains in detail how in “the statewide sidewalk layer” a paved drainage ditch along the west side of North Main Street was apparently mistaken for a sidewalk where no sidewalk exists, but the Transportation Network Map replicates that mistake. We recommend that the map be corrected.

**The Department of Natural Resources and Environmental Control – Contact: Kevin Coyle
739-9071**

DNREC offers several comments and suggestions to improve conservation and protection of the Town’s resources. While the cumulative impact of various program suggestions and concerns may sound negative, the intent is to improve the plan elements related to environmental protection, open space, recreation and water quality and supply. DNREC requests an opportunity to meet with the Town in a collaborative manner to discuss these recommendations and possible future ordinances.

Recommendations for Comprehensive Plan Revisions

Water Supply (Pages 22-23).

- There is an area of excellent ground water recharge potential within the Town’s municipal boundaries. However, no wellhead protection areas were identified.

The text states, in part, that DNREC records show one public well within the town limits. There are additional public wells within the town limits; however, only public wells that are part of a public water system regulated by the Division of Public Health's (DPH) Office of Drinking Water (ODW) have delineated wellhead protection areas. Current data¹ does not show any active public water systems within the Town's municipal boundaries. The wellhead protection appears on the Environmental Features Map and should be removed.

The Town of Kenton acknowledges the excellent groundwater recharge potential area within its municipal boundaries. However, the text uses the term 'excellent water recharge area'. This should be corrected to 'excellent groundwater recharge potential area'. DNREC applauds the Town's acknowledgment that it would be prudent to protect this area.

As a municipality with a population of less than 2,000 persons, the Town is not required to develop source water protection ordinances per 7 Del. C. 6082(c). The Town may adopt, after consultation with DNREC, an ordinance that is protective of the resource. If adopted, the ordinance shall refer to the most current official source water map and relevant data, as provided in the current Comprehensive Plan and as amended from time to time or include a map update procedure.

¹ http://opendata.firstmap.delaware.gov/datasets/02ba35ddabd047c3af7fdd60af50f7f3_0

Wetlands (Page 27).

- Please correct the statement that there are no wetlands within the Town of Kenton. Based on the State Wide Wetland Mapping Project mapping (SWMP), there are wetlands mapped in the Town. Additionally, some wetland associated hydric soils are mapped in the Town as well – hydric soils are important because they are one of three key parameters (the other parameters are hydrophytic vegetation and hydrology) used to define and delineate wetlands. Thus, the presence of hydric soils substantiates the potential existence/presence of wetlands. There is also a possibility that some unmapped wetlands may be present as well. Ultimately, proof of wetland presence can only be definitively assessed and confirmed through a field-based wetlands delineation.

Soils (Page 27).

- The Comprehensive Plan is primarily intended as a tool to ensure proper and appropriate community planning for future growth and development, not agricultural production. Therefore, it is not necessary to describe soils in terms of their suitability for farming. Please revise.

Critical Natural and State Resource Areas (Page 27).

- Please delete this section in its entirety as there are no critical natural and/or State Resource Areas in the Town.

Parks and Open Space (Page 28).

- In August of 2011, the Delaware Division of Parks and Recreation conducted a telephone survey of Delaware residents to gather information and trends on outdoor recreation patterns and preferences as well as other information on their landscape perception. These findings are the foundation of the 2013-2018 Statewide Comprehensive Outdoor Recreation Plan (SCORP) providing guidance for investments in needed outdoor recreation facilities and needs within county and municipal comprehensive plans. For the purpose of refining data and research findings, Delaware was divided into five planning regions. The Town of Kenton is located within SCORP Planning Region 3.
- When looking at the findings from the 2011 telephone survey, it is apparent that Delawareans place a high importance on outdoor recreation. Statewide, 93% of Delaware residents indicated that outdoor recreation had some importance in their lives, while 67% said it was very important to them personally. These findings are very close to the results of the same question asked in the 2008 public opinion telephone survey, indicating a continued demand for outdoor recreation opportunities throughout the State.
- Placing high importance on outdoor recreation resonates throughout the five SCORP regions. In Region 3 (Kent County), 63% said it was very important to them personally.

Outdoor Recreation Needs/Priorities

Based on the public opinion survey, the most needed outdoor recreation facilities in Farmington include:

High facility needs:

- Walking and Jogging Paths
- Public Swimming Pools
- Bicycle Paths
- Fishing Areas
- Playgrounds
- Community Gardens
- Picnic Areas
- Off-Leash Dog Areas

Moderate facility needs:

- Hiking Trails
- Camping Areas
- Ball Fields
- Basketball Courts
- Football Fields

- Public Golf Courses
- Soccer fields
- Boat Access
- Canoe/Kayak Launches
- Tennis Courts

Air Quality.

- With the acknowledgment of Kenton having an “increasing problem [of] large, heavy truck[s] using municipal streets” (page 29) and with “side streets not [being] constructed to handle the weight of [such] trucks and town officials report[ing] that these roads are now failing,” it is recommended that Kenton work in conjunction with DelDOT to remedy this problem. The Town of Kenton and DelDOT should work together to find an appropriate alternative truck route to preserve the delicate buildings and wonderful historical nature of the town.
- In addition, up to 90 percent of air emissions can be attributed to the transportation sector, with some trucks emitting as much pollution into the air as up to 150 cars. According to U.S. Census numbers, 19.5 percent of Kenton’s population is comprised of senior citizens above the age of 55 and approximately 29.3 percent aged 0-19 (page 14). Both of these demographics (the elderly and the young,) as well as those with pre-existing respiratory or cardiac conditions, such as emphysema or asthma, fall under the “high-risk” or “sensitive” category in terms of negative health effects of air pollution. Therefore, the problem of truck traffic through Kenton is not only a matter of traffic flow and structural damage but also one with a detriment to human health.
- The Town of Kenton is encouraged to implement transportation alternatives and land use measures that will substantially enhance air quality and reduce air emissions. Among these transportation alternatives are efforts to provide increased connectivity to the nearest bicycle, pedestrian and sidewalk networks as well as “links” to any nearby mass transport systems including parks, public and cultural facilities and residential neighborhoods. DNREC commends the Town’s efforts to “consider adopting a sidewalk ordinance to provide a continuous sidewalk network for pedestrians and bicyclists” and well as the advancements of the Clayton-Easton Rails to Trails project (page 33). A walkability study would be beneficial if one has not been conducted already. DNREC also highly encourages the inclusion of public transit as a transportation opportunity in the Kenton area as “at this time, Kenton is not served by DART/First State” with the nearest bus route being Dover-Cheswold-Smyrna’s Route 120 (page 34).
- Lastly, DNREC supports efforts to beautify the Town of Kenton through the planting of urban trees and shrubbery that would aid in both cleaning the air of pollutants and replenishing oxygen into the air. Also, urban trees provide shade for parking areas, help to reduce heat island impacts, and, by extension, help to minimize the potential for localized ground-level ozone formation. Such measures can also have the additional benefit of channeling or infiltrating storm water.

There are additional measures that can be implemented to reduce the impact of growth and development on air quality in Kenton. The Division of Air Quality point of contact is Lauren DeVore, and she can be reached at lauren.devore@state.de.us or at (302)739-9437.

Recommendations for Ordinances and Plan Implementation

Stormwater Management and Surface-Water Protection:

- The Department recommends that the Town of Kenton incorporate a requirement for a stormwater review into the Town's preliminary approval requirements for new development requests. The *Delaware Sediment and Stormwater Regulations* have been revised and became effective January 1, 2014. A three-step plan review process is now prescribed in the regulations:
 1. Submit a Stormwater Assessment Study for the project limits of disturbance and hold a project application meeting with the reviewing delegated agency,
 2. Submit stormwater calculations, and
 3. Submit construction drawings

Following the project application meeting, a Stormwater Assessment Report will be completed by the reviewing agency and the developer and forwarded to the Town. This Stormwater Assessment Report will rate the anticipated engineering effort necessary to overcome certain stormwater assessment items such as soils, drainage outlets, and impervious cover. The Sediment and Stormwater Program recommends that the Town consider the ratings from the Stormwater Assessment Report in making a decision to issue preliminary approval for any development request. Further, the Sediment and Stormwater Program recommends that the Town incorporate the Stormwater Assessment Report as a required element when a plan is submitted to the Town's preliminary plan approval process.

- The revised *Delaware Sediment and Stormwater Regulations*, effective January 1, 2014, have a goal of reducing stormwater runoff for the rainfall events up to the equivalent one-year storm, 2.7 inches of rainfall in 24 hours. Runoff reduction encourages runoff to infiltrate back into the soil as in the natural pre-development system and results in pollutant removal and stream protection. Best management practices (BMPs) that encourage infiltration or reuse of runoff, such as porous pavements, rain gardens, rain barrels and cisterns, green roofs, open vegetated swales, and infiltration systems should be allowed for new development sites within the Town. Furthermore, limiting land disturbance on new development projects and limiting impervious surfaces by allowing narrower street widths, reducing parking requirements, and allowing pervious sidewalk materials will be necessary to help achieve the runoff reduction goals in the revised regulations.

Wetlands:

- Kenton may consider developing a buffer ordinance to protect wetlands within their town. A 100-foot vegetative buffer is often recommended to protect the function and

integrity of wetlands. Upland buffers also serve as habitat for many terrestrial species that are dependent on aquatic and wetlands habitats for a portion of their annual life cycle. Lot lines, roadways, and infrastructure should not be placed within this buffer zone. Buffers are an integral component of aquatic and wetland habitats, reducing the amount of sediments, pollutants, and other non-point source material that may affect the function and integrity of habitat and the condition and survivability of aquatic organisms.

Wetlands Delineations:

- *Recommendation:* Require all applicants to submit to the Town a copy of the development site plan showing the extent of State-regulated wetlands (as depicted by the State Wetland Regulatory Maps), and a United States Army Corps of Engineers (USACE) approved wetlands delineation as conditional approval for any new commercial and/or residential development. Additionally, the site plan should depict all streams and ditches which are jurisdictional pursuant to the Subaqueous Act (7 Del. C., Chapter 72) as determined by DNREC.

Freshwater Wetlands Protections:

- *Recommendation:* Implement regulations to protect freshwater wetlands where regulatory gaps exist (i.e., isolated wetlands and headwater wetlands).

100-Foot Upland Buffer:

- Based on a review of existing buffer research by Castelle et al. (Castelle, A. J., A. W. Johnson and C. Conolly. 1994. *Wetland and Stream Buffer Requirements – A Review*. J. Environ. Qual. 23: 878-882.), an adequately-sized buffer that effectively protects water quality in wetlands and streams, in most circumstances, is about 100 feet in width. In recognition of this research and the need to protect water quality, the Watershed Assessment Section recommends that the applicant maintain/establish a minimum 100-foot upland buffer (planted in native vegetation) from all water bodies (including ditches) and wetlands.

Recommendation: Require a 100-foot upland buffer width from all delineated wetlands (approved by the USACE and DNREC) or water bodies (including ditches).

Impervious Surface Mitigation Plan:

- *Recommendation:* Require the calculation for surface imperviousness (for both commercial and residential development) take into account all constructed forms of surface imperviousness - including all paved surfaces (roads, parking lots, and sidewalks), rooftops, and open-water storm water management structures.
- *Recommendation:* To encourage compact development and redevelopment in the Town's central business area, require an impervious surface mitigation plan for all residential and commercial developments exceeding 20 percent imperviousness outside that area, or at least in excellent recharge areas outside that area. The impervious surface mitigation plan should demonstrate that the impervious cover in excess of 20 percent will not

impact ground water recharge, surface water hydrology, and/or water quality of the site and/or adjacent properties. If impacts to groundwater recharge, surface water hydrology will occur, the plan should then demonstrate how these impacts will be mitigated. If the impacts cannot be mitigated, the site plan should then be modified to reduce the impacts from impervious cover.

Poorly Drained (Hydric) Soils:

- *Recommendation:* Prohibit development in poorly or very poorly-drained (hydric) soil mapping units. Building in such areas predictably leads to flooding and drainage concerns from homeowners, as well as significant expense for them and, often, taxpayers. Proof or evidence of hydric soil mapping units should be provided through the submission of the most recent NRCS soil survey mapping of the parcel, or through the submission of a field soil survey of the parcel by a licensed soil scientist.

Green Technology Stormwater Management:

- *Recommendation:* Require the applicant to use “green-technology” storm water management in lieu of “open-water” storm water management ponds whenever practicable.

Stormwater Utility:

- *Recommendation:* Explore the feasibility of a stormwater utility to fund upgrades to existing stormwater infrastructure. Upgrades to the stormwater system may reduce pollutant loads and help reach the established total maximum daily load for nitrogen, phosphorus, and bacteria. Reach out to Kent County, the Conservation District, and the Delaware Clean Water Advisory Council as partners in funding stormwater retrofits.

Drainage Easements:

- *Recommendation:* The Town should pursue drainage easements along waterways and storm drains where currently there are none.

State Historic Preservation Office – Contact: Terrence Burns 302-736-7404

- The Kenton Historic District (K-4982) is a part of the Kenton Hundred Multiple Resource Area (K-2896), which is listed in the National Register of Historic Places. In addition, the Cooper House, the Kenton Post Office, the Green Mansion House, the Wright-Carey House, and the Clark-Pratt House are listed individually in the National Register as part of the same multiple resource submission. We recommend that the Town initiate a plan-to institute a historic zoning ordinance, demolition review, or other tool to support the preservation and rehabilitation of these properties. If the Town pursues this goal, it can establish protections to preserve its historic properties and overall character. The Town could also make known to its citizens the availability of federal and state tax credit programs to assist owners in maintaining and rehabilitating historic properties This office can assist the Town by providing technical assistance on these topics.

State Housing Authority – Contact: Karen Horton 739-4263

- DSHA has developed a website, **Affordable Housing Resource Center**, for communities to learn about resources and tools to help create housing for households earning 100% of median income or below. Our website can be found at: www.destatehousing.com "Affordable Housing Resource Center" under Other Programs.

Department of Agriculture – Contact: Scott Blaier 698-4532

- The Department of Agriculture congratulates the town on a well-written comprehensive plan. The Department encourages the town to continue working with the Delaware Forest Service to meet its tree canopy goals, as outlined on pages 27 and 28 of the plan.
- The Department is pleased to see farmland preservation discussed on page 38 of the plan. We encourage the town to consider the large area of preserved farmland in any future annexation plans to expand the town's incorporated area. Preserved farms have statutory protections from developing adjacent and adjoining parcels.
- We encourage you to periodically download the latest GIS layer showing current Farmland Preservation Districts and Easements as they change frequently. You can contact Jimmy Kroon at the Department of Agriculture 698-4530 for the latest layers.

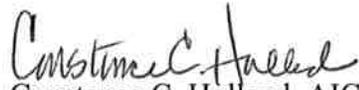
Approval Procedures:

- Once all edits, changes and corrections have been made to the Plan, please submit the completed document (text and maps) to our office for review. **Your PLUS response letter should accompany this submission.** Also include documentation about the public review process. In addition, please include documentation that the plan has been sent to other jurisdictions for review and comment, and include any comments received and your response to them.
- Our office will require a maximum of 20 working days to complete this review.
 - If our review determines that the revisions have adequately addressed all certification items (if applicable), we will forward you a letter to this effect.
 - If there are outstanding items we will document them in a letter, and ask the town to resubmit the plan once the items are addressed. Once all items are addressed, we will send you the letter as described above.
- Once you receive our letter stating that all certification items (if applicable) have been addressed, the Planning Commission and Council should adopt the plan pending State certification. We strongly recommend that your Council adopt the plan by ordinance. The ordinance should be written so that the plan will go into effect upon receipt of the certification letter from the Governor.
- Send our office a copy of the adopted plan along with the ordinance (or other documentation) that formally adopts your plan. We will forward these materials to the Governor for his consideration.

- At his discretion, the Governor will issue a certification letter to your Town.
- Once you receive your certification letter, please forward two (2) bound paper copies and one electronic copy of your plan to our office for our records.

Thank you for the opportunity to review this Comprehensive Plan. If you have any questions, please contact me at 302-739-3090.

Sincerely,



Constance C. Holland, AICP

Director, Office of State Planning Coordination

CC: Martin Wollaston, University of Delaware



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