

PLAN GEORGETOWN



2021 COMPREHENSIVE PLAN UPDATE

TOWN OF GEORGETOWN
Sussex County, Delaware

Adopted by the Town Council July 14, 2021
Certified by the Governor July 27, 2021



VISION

Georgetown. Well Rounded.

MISSION STATEMENT

The Town of Georgetown partners with our community to deliver excellent service, and plans for the future while preserving, protecting, and enhancing the quality of life.

CORE VALUES

CULTURE OF EXCELLENCE

We **respect** members of the public and each other and treat all with courtesy and dignity. We rely on **teamwork** to provide a seamless experience for all customers. We uphold high **ethical standards** in our personal, professional, and organizational conduct. We **continuously improve** by promoting innovation and flexibility to best meet the needs of customers with available resources.

ACCOUNTABILITY

We accept responsibility for our personal and organizational decisions and actions, while delivering cost-effective and efficient services that are done right the first time.

COMMUNICATION

We openly communicate with the public and each other by sharing information and soliciting feedback to achieve our goals.

ENVIRONMENT

We are concerned about our natural, historic, economic, and aesthetic resources and work to preserve and enhance them for future generations.

SAFETY

We use education, prevention, and enforcement methods to protect life and property in the community, and maintain our infrastructure and facilities to provide a safe environment in which to live, work, shop, and play.

TRUST

We realize the perception of our organization is dependent upon the public's confidence in our commitment to our core values and to meeting the goals set collectively by the Mayor and Town Council.

ACKNOWLEDGMENTS

PLAN GEORGETOWN is the result of the dedication of community representatives and elected and appointed officials. These participants donated countless hours to this project and their efforts were invaluable to the Plan's completion. In addition to those listed below, we would like to thank the many citizens of the Town of Georgetown who participated in the planning process by attending public meetings, completing the community survey, or otherwise providing comments. Without their input, this plan would not have been possible.

TOWN OF GEORGETOWN

ELECTED OFFICIALS

Bill West, Mayor
 Steven M. Harstein, Ward 1
 Rebecca Johnson-Dennis, Ward 2
 Angela Townsend, Ward 3
 Penuel Barrett, Ward 4

PLANNING COMMISSION

Linda Dennis, Chair
 Steve Farrell
 Suraj Gyani
 Larry Rohlfing

BOARD OF ADJUSTMENT

Jane Hovington, Chair
 Thomas Baker
 Eric Evans
 Ronald Howard
 Thomas Sherman

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 Jocelyn Huff, Planning Administrator
 Jamie Craddock, Planning Assistant
 William Bradley, Director of Public Works
 Laura Givens, Finance Department
 Olga Holm, Finance Department
 Rick Hudson, Water Supervisor
 Randall Hughes II, Police Chief
 Michael Picarello, Code Enforcement Officer
 Eric Rust, Wastewater Superintendent

TOWN CONSULTANTS

COMPREHENSIVE PLAN CONSULTANTS



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 Nichole Davis, Planner
 Angela Rabjohn, Design Engineer

SUSSEX COUNTY

COUNTY COUNCIL

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 John L. Rieley, Vice President/District 5
 Cynthia Green, District 2
 Mark Schaeffer, District 3
 Douglas B. Hudson, District 4

COUNTY ADMINISTRATOR

Todd F. Lawson

PLANNING & ZONING

Jamie Whitehouse, Director

STATE OF DELAWARE

ELECTED OFFICIALS

John Carney, Governor
 Bethany Hall-Long, Lieutenant Governor
 Brian Pettyjohn, Senator, District 19
 Ruth Briggs King, Representative, District 37

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 Miriam L. Pomilio, GIS Coordination

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 Tim Willard, Solicitor
 Davis, Bowen & Friedel, Inc.
 KCI Technologies, Inc

We also wish to thank former Town Council members, Chris Lecates and Dave Anderson, and former Planning Commission members, Gary Tonge, Michael Barlow, John Painter, Bob Ricker, Sue Barlow, and Justin Illian for their input and participation. We would also like to thank Connie Holland, former State Planning Director, for her many years of service and dedication to planning in the State of Delaware.

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CHAPTER 1

INTRODUCTION



WELCOME TO PLAN GEORGETOWN

PLAN GEORGETOWN is the Town of Georgetown’s official guide for making decisions about growth and development. It is a summary of the recommended policies, strategies, programs, and projects that will enable the Town to achieve its mission of focusing on the future and working together to build strong neighborhoods, develop a sound economy, and provide a safe community.

ROLE OF THE COMPREHENSIVE PLAN

PLAN GEORGETOWN is a guide for future decisions about appropriate land uses, based on forecasts of existing land use patterns and anticipated trends. It addresses environmental resources, population, demographics, land use, transportation, water and wastewater utilities, community facilities, housing, economic development, historic resources, and interjurisdictional coordination between the Town of Georgetown (Town), Sussex County (County), and the State of Delaware (State).

PLAN GEORGETOWN establishes priorities and a direction to achieve desired future land use patterns. It identifies goals and recommendations to achieve the overall community vision and is intended to guide Town officials when making decisions about future land use issues, prioritizing infrastructure needs, and budgeting for capital projects.

AUTHORITY TO PLAN

The State of Delaware requires municipalities to participate in comprehensive planning to encourage the most appropriate uses of their physical and fiscal resources, as well as to coordinate growth, development, and infrastructure investments with other municipalities, counties, and the State. **PLAN GEORGETOWN** meets the municipal development strategy requirements described in the *Delaware Code* (Del. C.) for towns with a population greater than 2,000.

The comprehensive plan for larger communities is a 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. The comprehensive planning process shall demonstrate coordination with other municipalities, the County, and the State during plan preparation.

The comprehensive plan for municipalities of greater than 2,000 population shall also contain, as appropriate to the size and character of the jurisdiction, a description of the physical, demographic, and economic conditions of the jurisdiction; as well as policies, statements, goals, and planning components for public and private uses of land, transportation, economic development, affordable housing, community facilities, open spaces and recreation, protection of sensitive areas, community design, adequate water and wastewater systems, protection of historic and cultural resources, annexation, and such other elements that, in accordance with present and future needs, in the judgment of the municipality, best promotes the health, safety, prosperity, and general public welfare of the jurisdiction’s residents.¹

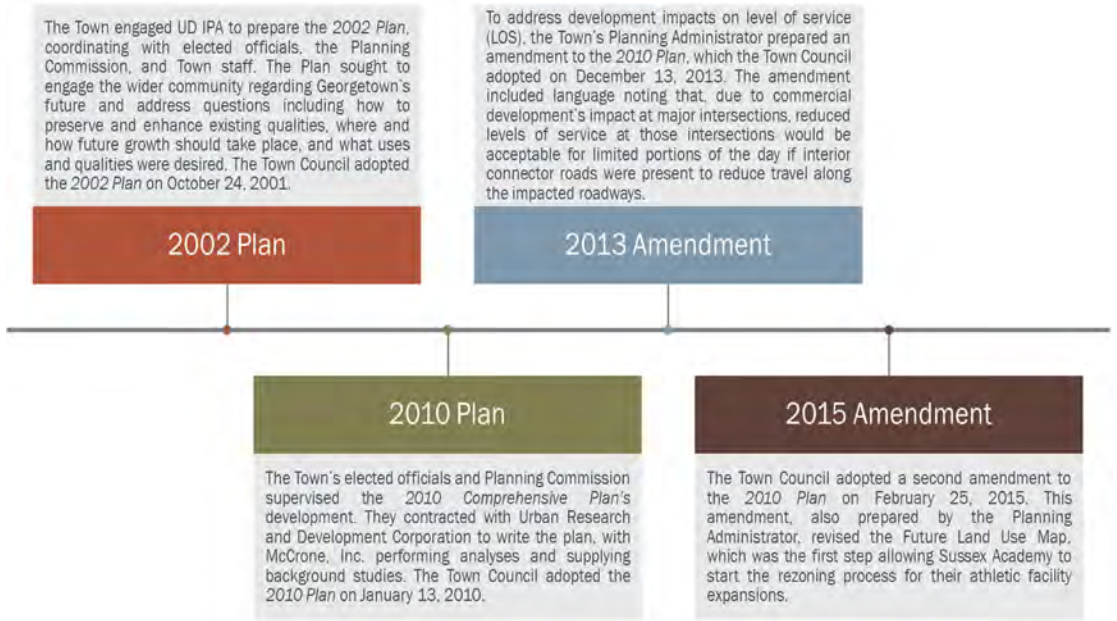
State law requires that planning be an ongoing process. **PLAN GEORGETOWN** is the Town’s comprehensive plan as required under these State laws. It has a ten-year planning horizon. The State requires reviews of all comprehensive plans at least every five years and updates every ten.

PLANNING HISTORY

PLAN GEORGETOWN provides an opportunity for the Town to build upon its successful efforts to improve the quality of life in Georgetown.

This planning effort is essential to maximize limited resources and achieve desired goals. Results can take years to bear fruit, but the Town can take incremental steps to achieve even more accomplishments.

Past planning efforts show how important prior work has been to Georgetown's growth, development, and preservation.



PLUS REVIEW HISTORY

Since the 2010 Plan's adoption, the State's Preliminary Land Use Service (PLUS) review agencies additionally reviewed and commented on the applications summarized in **APPENDIX B—SUPPLEMENTAL INFORMATION**.

PLANNING APPROACH

Comprehensive plans are not meant to be static documents—they should be reevaluated when local and regional conditions evolve. **PLAN GEORGETOWN** is the culmination of a five-year planning process that evaluated recent data and infrastructure improvements, as well as other pertinent studies, plans, and activities.

In 2014, Georgetown's Town Council recognized the importance of long-range planning and the need for a complete rewrite of the amended 2010 Comprehensive Plan. They also recognized that the Town was beginning to develop a plan for downtown revitalization, the *Downtown Development District Plan (DDD Plan)*, which would provide important information for the comprehensive planning process; the Town decided to wait for the adoption of the *DDD Plan* to start the comprehensive plan update.

In 2016, the Town contracted with KCI Technologies, Inc. to start the planning process, perform initial background analyses, draft preliminary narrative, and facilitate some of the early community outreach activities; the Town's Engineering Consultant, (Davis, Bowen & Friedel, Inc.) provided updated information on projected sewer capacities (see **CHAPTER 4—WATER & WASTEWATER SYSTEMS**). In 2018, in the midst of the land use analysis (see **CHAPTER 10—LAND USE**), discussions between the Town Manager, Town Solicitor, Planning Administrator, and consultant led to the project's pause to more thoroughly evaluate the Town's Zoning Regulations and identify possible revisions. In early 2020, the planning process encountered an additional delay due to the global COVID-19 pandemic, which limited public interactions. In October 2020, the Town contracted with Wallace Montgomery, LLP to update and finalize the background analyses, hold additional meetings with Town staff and the Planning Commission, design the document's layout, develop the plan's narrative and graphics, and facilitate the public review and adoption processes.

COMMUNITY ENGAGEMENT

Community outreach is particularly important to the comprehensive planning process. The opinions of residents, businesses, property owners, employees, and visitors help identify important issues and growth and preservation priorities.

PRESENTATIONS

The official responsibility for preparing the comprehensive plan rests with the Planning Commission. Seven Planning Commission meetings incorporated comprehensive plan presentations and workshops where they provided input and direction to planning consultants and Town staff.

PROJECT KICK-OFF

The Town held a joint project kick-off meeting of the Planning Commission and Town Council on August 24, 2016 in the Town Hall Council Chambers. Planning consultants discussed the comprehensive plan project scope and schedule, plans for the public outreach event, the community survey, and next steps in the project. Attendees completed a SWOT (strengths, weaknesses, opportunities, and threats) analysis for homework (see **SWOT ANALYSIS** on page 1-5).

DATA & TRENDS REVIEW

The second Planning Commission presentation meeting, held on November 16, 2016 in the Town Hall Council Chambers, focused on a review of applicable data and trends. Planning consultants gave a brief overview of the State requirements for a comprehensive plan, including what would be required after adoption (i.e. comprehensive rezoning process and implementation). They also briefly discussed how existing and future land uses impact zoning decisions. Consultants gave brief synopses of the outreach event held in conjunction with the Summer Concert Series (see **SUMMER CONCERT** on page 1-5), the Planning Commission/Town Council SWOT Analysis (see **SWOT ANALYSIS** on page 1-5), and the community survey (see **COMMUNITY SURVEY** on page 1-6). Consultants then gave an update on how the Town's demographic trends had shifted since the *2010 Plan*. The Commissioners were given several homework tasks, including reviewing all outreach event, SWOT, and survey responses to identify key issues. In addition, each Commissioner was asked to interview three community organizations, which consultants incorporated.

KEY ISSUES IDENTIFICATION

The Town held another joint Planning Commission/Town Council presentation on January 31, 2017 at the First State Community Action Agency (FS CAA), focusing on key issues. In the intervening time between the second and third meeting, planning consultants met with Town staff to discuss their interpretations of key issues. Consultants presented these interpretations to the Commissioners and Council Members in attendance, holding additional discussions that resulted in all issues being categorized. These lists informed the draft goals and positions presented at later meetings.

STATUS UPDATE

After the project's hiatus (see **PLANNING APPROACH** on page 1-3), planning consultants met with the Planning Commission on December 16, 2020 in the new Town Hall Council Chambers. Their presentation included an introduction to the new consulting firm, provided an overview on Delaware comprehensive plan purposes and requirements, highlighted prior work efforts, and reviewed the new project scope and schedule. They also discussed the general outline of the plan, provided an overview of land use considerations, and summarized draft positions, goals, and recommendations.



GOALS, POSITIONS & LAND USE

On January 20, 2021, the Planning Commission workshop focused on the draft positions, goals and recommendations, and proposed land use changes. Commissioners asked questions, discussed the various elements, and provided feedback. The planning consultants incorporated this feedback in the draft plan.

DRAFT PLAN REVIEW

The February 17 and March 17, 2021 Planning Commission workshops focused on reviewing draft **PLAN GEORGETOWN**. Planning consultants provided an overview of each chapter, highlighting major changes or additions since the *2010 Plan*. Commissioners asked questions, discussed the various chapter elements, and provided feedback. The planning consultants revised **PLAN GEORGETOWN**, incorporating this feedback in the Town Council Review/public release draft (see **PUBLIC HEARING & ADOPTION** on page 1-8).

OUTREACH EVENTS

PLAN GEORGETOWN utilized an outreach process to identify priority issues and visions for the future. In addition to technical analyses, its preparation included a community survey, SWOT analysis, stakeholder input, and outreach events.

SUMMER CONCERT

On September 1, 2016, the Town hosted a community outreach event in conjunction with the last Summer Concert of the year. The event, held at the former 16 Mile Brewing Company, aimed to inform the public that the comprehensive plan process had started and to launch the community survey (see **COMMUNITY SURVEY** on page 1-6). The Town advertised the event in the local newspaper and highlighted it on their website. Mayor Bill West introduced the project prior to the concert. Town staff and planning consultants staffed a project booth displaying project maps, explaining the project and answering questions. They also administered two outreach questions, summarized below, collecting 63 response cards (see **APPENDIX C—COMMUNITY ENGAGEMENT** for complete responses).

WHAT ARE THE TOWN'S STRENGTHS?

- Community
- Downtown
- Events
- History
- Location
- Small town feel
- The Circle
- Town staff and officials

WHAT ARE ITS WEAKNESSES?

- Building maintenance
- Business variety
- Property maintenance
- Residential overcrowding
- Revitalization needs
- Supportive housing concentration
- Traffic and parking



FIRST STATE CAA

On Saturday, April 22, 2017, the Town hosted morning and afternoon community outreach events at FS CAA. The Town publicized the events to local community organizations; posted announcements to its website, social media feeds, and listservs; made announcements at public meetings; and posted flyers throughout the downtown and at Town Hall. Their intent was to inform the community on comprehensive plan requirements and process, provide an update on previous outreach activities, and solicit additional feedback. After the planned presentation, attendees responded to two outreach questions, summarized below (see **APPENDIX C—COMMUNITY ENGAGEMENT** for complete responses). Turnout to these events unfortunately was low; however, community members were able to hold one-on-one conversations with the Town Manager, an FS CAA representative, and planning consultants.

WHAT ARE THE TOWN'S STRENGTHS?

- Business traffic
- Community resources
- Family-oriented
- Growth potential
- Location

WHAT ARE ITS WEAKNESSES?

- Competitive business growth
- Culture divide
- Housing and job availability

SWOT ANALYSIS

The Planning Commission, Town Council, and Town administrative staff conducted a SWOT analysis as a take-home exercise after the project kick-off meeting. Planning consultants collected 12 responses: five from Town Council, five from the Planning Commission, and two from Town staff. Planning consultants used these responses to help determine key issues, which they further used to develop **PLAN GEORGETOWN**'s goals and recommendations. Highlights from the responses are summarized on the next page (see **APPENDIX C—COMMUNITY ENGAGEMENT** for complete responses).

STRENGTHS		WEAKNESSES	
<ul style="list-style-type: none"> Business incentives and growth Community events, facilities, organizations, and services Educational opportunities: public, private, and higher ed 	<ul style="list-style-type: none"> Healthcare options Historic character Location Recent building and property maintenance Resident diversity Town beautification Town staff and officials 	<ul style="list-style-type: none"> Absentee landlords Building and property maintenance Business variety Concentration of supportive housing Housing variety Language barrier 	<ul style="list-style-type: none"> Property tax increases Reactive code enforcement Resident apathy Residential overcrowding Tax-exempt properties Traffic Water and sewer rates
OPPORTUNITIES		THREATS	
<ul style="list-style-type: none"> Airport industries Commercial development Communication variety Community policing Downtown Development District Family Court relocation 	<ul style="list-style-type: none"> Increased resident participation Proactive code enforcement Public events Residential community variety Retiree availability 	<ul style="list-style-type: none"> Business impediments Crime Cultural conflicts Homelessness Lowered standards Prison perception Reactive code enforcement 	<ul style="list-style-type: none"> Rental inspection limitations Residential overcrowding Restrictive historic preservation Supportive housing concentration Traffic

COMMUNITY SURVEY

A thorough understanding of citizen attitudes toward growth and development provides a strong foundation upon which to build policy for the Plan. In September 2016, planning consultants opened an online survey to all residents, business owners and operators, property owners, renters, employees, and visitors to the Town. The survey, accessed through the Town’s website, ran from September 1, 2016 through November 1, 2016. Both an English and Spanish translation was available in hard copy form at the Town Hall, La Esperanza Community Center, and FS CAA.

The Town created postcards describing **PLAN GEORGETOWN** and requesting survey responses, which they distributed at the community outreach event and various locations throughout the Town, in addition to emailing to various stakeholders and community organizations. Town staff manually entered paper survey results into the online survey for data analysis. The survey received a total of 153 responses; however, there were no Spanish versions completed. The survey’s purpose was to collect information on a variety of Town issues including land use, housing, transportation, utilities, community services, economic development, recreation, and other quality of life issues. It focused on the following areas:

- Uses the Town should encourage or discourage
- Where to direct future commercial and retail growth
- The importance of various housing types
- Income spent on housing and transportation
- Attributes that make a community appealing
- Satisfaction with Town and community services
- Travel purposes within the Town
- Factors encouraging use of public transportation
- Barriers to walking and bicycling
- Economic issue prioritization
- Importance of economic development strategies
- Types of shopping/services undertaken within Town
- Types of businesses sought
- Attributes of appealing commercial development
- Importance of quality of life elements
- Thoughts on historic preservation
- Thoughts on parking
- Concerns about Georgetown’s future
- Safety perceptions
- Recreational facilities, programs, and improvements
- Possible vision statements
- Important Town legacies
- What people like most and least about the Town
- What people value most about the Town

Highlights from the responses are summarized below (see **APPENDIX C—COMMUNITY ENGAGEMENT** for complete responses and survey instruments).

- Preference for increasing single-family detached homes and senior housing (55+) over apartments or secondary units in single-family homes
- Desire for the Town to plan for walkable/bikeable communities, offer more senior and assisted living opportunities, encourage workforce housing for moderate-income residents and families, and plan for mixed-use communities that offer diverse housing types and nearby essential services
- Overall high level of satisfaction with the majority of the Town’s services with lowest satisfaction for pedestrian and bicycle paths, parks and recreation, code enforcement, broadband, and sidewalks
- Primary mode of travel within the Town is via personal vehicle; no primary use of car- or vanpool, bicycle, or public transportation
- Over 90% of respondents indicated they never travelled via public transportation, noting that more

direct routes between home and destination, increased feeling of safety, and increased frequency of departure would encourage more frequent public transportation use

- Important economic development strategies include desire for the Town to continue ensuring that infrastructure is built and maintained to serve existing

development and encourage improvements to rundown structures

- Preference for restaurants, theaters, and bakeries within the Town
- Value of Georgetown’s small-town character, friendly community, and historic charm

ROAD TO ADOPTION

GOVERNMENT COORDINATION

As the Town, nearby communities, and the County continue to see growth, it is important to be aware of how other jurisdictions manage future development—and for the Town to promote and encourage communication, cooperation, and coordination with other governmental agencies when developing growth management strategies and policies. This means collaboration with County and State agencies on issues of mutual interest. In the past, the Town worked with the State and County on various development and annexation projects. To stay up to date on local and regional issues, the Town participates in two professional associations—the Sussex County Association of Towns (SCAT) and the Delaware League of Local Governments (DLLG).

COUNTY COORDINATION

On March 31, 2021, the Town sent Sussex County an electronic copy of the draft **PLAN GEORGETOWN** for review and comment. The County’s comments were minor in nature (see **APPENDIX AE—PUBLIC COMMENTS** for a copy of the email transmittal as well as the response comments).

TOWN COORDINATION

On May 3, 2021, the Town sent the Town of Millsboro an electronic copy of the draft **PLAN GEORGETOWN** for review and comment; the Town had no comments (see **APPENDIX AE—PUBLIC COMMENTS** for a copy of the email transmittal as well as the response comments).

PLUS REVIEW

29 Del. C. §9203 requires State review and comment of major land use change proposals, including county and municipal comprehensive plans, including their amendments. The Office of State Planning Coordination organizes the PLUS review and comment process. Multiple State departments and agencies provide comments:

- Office of State Planning Coordination (OSPC)
- Delaware Department of Agriculture (DDA)
- Delaware Department of Transportation (DelDOT)
- Delaware Transit Corporation (DTC)
- Department of Natural Resources & Environmental Control (DNREC)
- State Historic Preservation Office (SHPO)
- State Housing Authority (DSHA)

PRE-UPDATE REVIEW

The Town submitted an application for pre-update review of the *2010 Plan* to OSPC in August 2014, requesting comments on the existing Plan and general direction for **PLAN GEORGETOWN**. Several State agencies attended the PLUS meeting and provided comments on September 25, 2014. The Town considered these comments while preparing **PLAN GEORGETOWN**.

In addition to the pre-update review, the Town also submitted five comprehensive plan amendments to OSPC. Four of these amendments included changes to the Future Land Use Map; the fifth amendment added new language on Route 113 improvements (see **APPENDIX AB—SUPPLEMENTAL INFORMATION** for detailed PLUS review history).

PLUS REVIEW

On March 31, 2021, the Town submitted an application for PLUS review of **PLAN GEORGETOWN** to OSPC. Several State agencies attended the PLUS meeting on April 28, 2021; they provided comments on May 25, 2021. The Town considered these comments and revised the Plan accordingly, at the direction of Town Council and the Planning Commission. The Town provided a copy of the revised Plan, along with comment responses, to OSPC on June 11, 2021 (see **APPENDIX AE—PUBLIC COMMENTS** for copies of the State comments and Town response documents).

PUBLIC HEARING & ADOPTION

The Town posted the draft plan on its website on April 1, 2021 and began advertising its availability and the official 30-day public comment period. On April 14, 2021, the Town Council held a public hearing for **PLAN GEORGETOWN**, after the Town published a legal notice advertising the meeting in the Cape Gazette on March 30, 2021. Planning consultants presented information on **PLAN GEORGETOWN**'s development, the outreach process, the Town's vision, the Plan's goals and recommendations, and various maps developed as part of the planning process, highlighting key issues and major changes from the *2010 Plan*.

The Town received one comment from the public during the public comment period. Town staff met with the planning consultants to review these comments, as well as those provided through the PLUS process, to develop recommendations for how the Town should address them (see **APPENDIX AE-PUBLIC COMMENTS** for comments and recommendations).

On June 9, 2021, The Town held a joint meeting of the Town Council and Planning Commission for planning consultants to provide an overview of the public comments received (including those from PLUS and the County) as well as suggested recommendations. The Town Council and Planning Commission provided consultants with specific direction on how they should address the comments and held the first reading of the adoption ordinance.

Planning consultants revised **PLAN GEORGETOWN** to address the direction provided by the Town Council and Planning Commission. They also developed a response document detailing how the revised Plan addressed PLUS comments. The Town submitted the revised Plan and response document to OSPC on June 11, 2021. OSPC provided the Town with a letter on July 7, 2021, advising that certification items were addressed and noting that the Town should adopt **PLAN GEORGETOWN** as written, pending State certification (see **APPENDIX AE—PUBLIC COMMENTS**). On July 14, 2021, the Town Council held the second reading of the adoption ordinance and voted to adopt **PLAN GEORGETOWN**; the Governor issued a certification letter on July 27, 2021 (see **APPENDIX AF—ADOPTION DOCUMENTS** for copies of the adoption ordinance and certification letter).

VISION, GOALS & TOWN POSITIONS

During this planning process, Town residents expressed what they most value about Georgetown and identified issues that should be addressed over the next 10-20 years. The vision statement for **PLAN GEORGETOWN** was shaped by citizens' comments and the Town's mission to create strong neighborhoods, a sound economy, and a safe community. These vision, goals, and positions represent the community's creative efforts to lay a successful foundation for Georgetown's future. Each of **PLAN GEORGETOWN**'s goals and related recommendations help the Town achieve that vision, along with the official positions the Town states, as required by the Delaware Code.

GEORGETOWN MISSION & CORE VALUES

On June 10, 2020, the Town adopted an official vision, mission statement, and core values. These, along with **PLAN GEORGETOWN**'s community vision, goals, and Town positions, drive the efforts related to the comprehensive plan.



VISION

Georgetown. Well Rounded.

MISSION STATEMENT

The Town of Georgetown partners with our community to deliver excellent service, and plans for the future while preserving, protecting, and enhancing the quality of life.

CORE VALUES

CULTURE OF EXCELLENCE

We **respect** members of the public and each other and treat all with courtesy and dignity. We rely on **teamwork** to provide a seamless experience for all customers. We uphold high **ethical standards** in our personal, professional, and organizational conduct. We **continuously improve** by promoting innovation and flexibility to best meet the needs of customers with available resources.

ACCOUNTABILITY

We accept responsibility for our personal and organizational decisions and actions, while delivering cost-effective and efficient services that are done right the first time.

COMMUNICATION

We openly communicate with the public and each other by sharing information and soliciting feedback to achieve our goals.

ENVIRONMENT

We are concerned about our natural, historic, economic, and aesthetic resources and work to preserve and enhance them for future generations.

SAFETY

We use education, prevention, and enforcement methods to protect life and property in the community, and maintain our infrastructure and facilities to provide a safe environment in which to live, work, shop, and play.

TRUST

We realize the perception of our organization is dependent upon the public's confidence in our commitment to our core values and to meeting the goals set collectively by the Mayor and Town Council.

COMMUNITY VISION

PLAN GEORGETOWN’s primary purpose is to support the Town of Georgetown’s vision, Well Rounded, and to maintain the quality of life and the small-town character of the community while protecting the health, safety, economic vitality, and welfare of Georgetown’s citizens. The Town recognizes that responsible and sustainable use of land and natural resources is critical to its economic growth.

PLAN GEORGETOWN GOALS

PLAN GEORGETOWN assess where the Town currently stands (e.g., values, assets, opportunities, threats) and strategizes on how the Town is going to achieve its vision. The Plan does this through a number of goals and recommendations; PLAN GEORGETOWN’s goals are listed below, while specific recommendations are found in related chapters.

COMM-1

Provide high-quality community facilities and services in the most cost-efficient manner, addressing the needs of future growth.

OSR-1

Maintain and improve the Town’s parks, recreation sites, and open spaces, ensuring adequate provisions for current and future development.

ED-2

Encourage economic development opportunities within the downtown.

TR-1

Maintain and improve all modes of transportation within the Town, encouraging a variety of mobility and access options.

H-1

Provide for appropriate housing densities throughout Town.

LU-1

Ensure consistency between the Town’s Zoning Map and PLAN GEORGETOWN.

W-1

Maintain and improve the Town’s water and wastewater systems, ensuring adequate provisions for current and future development.

H-2

Promote redevelopment and rehabilitation for older housing units.

LU-2

Ensure the orderly use and development of the land within and surrounding Georgetown.

ENV-1

Conserve important natural features, with a special emphasis on waterways, wetlands, and mature woodlands.

HCR-1

Maintain, preserve, and improve the Town’s unique character and charm.

LU-3

Promote infill and redevelopment in appropriate areas within the Town.

ENV-2

Encourage new or expanded environmental protection regulations.

ED-1

Encourage diversification of the Town’s economic base.

LU-4

Encourage compatible development adjacent to Town borders and appropriate annexations of land to the Town.

TOWN POSITIONS

22 *Del. C. §702(b)* requires a number of official positions:

POPULATION GROWTH

Georgetown's population will continue to grow over the next twenty years through planned and recorded new developments, infill development, redevelopment of existing properties, and new development in appropriate locations. The Town anticipates growth consistent with the densities depicted on the Future Land Use Map.

HOUSING GROWTH

The Town continually plans for growth with continual upgrades and assessments of the infrastructure and services it provides. Its Comprehensive Plan and Zoning Code provide guidelines for that growth. Georgetown recognizes the importance of affordable housing and supports a balance of housing stock for all ages and incomes, including workforce housing and home ownership opportunities. While some of the Town's existing affordable housing units are privately owned and may experience expiration of resident income limit restrictions, there remains a high concentration of subsidized housing, transitional housing, and human service facilities. Respondents to the Town's Comprehensive Plan survey supported offering more senior and assisted living opportunities, encouraging workforce housing for moderate income residents and families, and planning for mixed-use communities offering diverse housing types and essential services in close proximity, rather than seeking to attract additional subsidized units. The Town also supports services and encourages opportunities to rehabilitate and renovate its existing housing stock, ensuring that both rental and owner-occupied units are code compliant for safe occupancy.

COMMUNITY CHARACTER

Georgetown will continue to value and protect its unique history, character, and position as the Sussex County seat, while also identifying opportunities to grow and improve where and when it is deemed appropriate. The Town encourages the reuse and rehabilitation of its older buildings and promoting compatible infill development that complement and strengthen Georgetown's historic architecture, strong neighborhoods, vibrant and revitalizing commercial areas, and walkable development pattern.

COMMUNITY DEVELOPMENT ISSUES

Georgetown's downtown is rich in history and has the capacity and infrastructure to absorb growth. The Town has placed a high level of emphasis on cultivating positive and context-sensitive change in this area, not only by investing in numerous planning studies but by making public investments in the downtown. While these positive efforts continue with its designation as a Downtown Development District, it still faces challenges in creating the right mix of uses and promoting day and night activity. Promoting its

market, economic, and social diversity helps to create a more vibrant place, leverage its development opportunities, and result in the live-work-play community it desires to be.

REDEVELOPMENT POTENTIAL

Georgetown seeks opportunities to maximize the use and value of existing developed properties by allowing for their redevelopment. It is understood that this may entail allowances for higher densities and greater flexibility in zoning and land uses at those locations, per the Future Land Use Plan. Georgetown also emphasizes and encourages redevelopment in defined areas within the Town, such as its Downtown Development District or designated Opportunity Zone.

KEY INFRASTRUCTURE ISSUES

Georgetown will continue to provide adequate infrastructure for its residents, businesses, and within its proposed annexation area. The Town supports context-sensitive transportation improvements to increase safety and mobility, while also reflecting its character and position as the Sussex County seat. Georgetown is committed to ensuring the presence of reliable infrastructure to meet future needs.

THE GENERAL USE OF LAND

The Comprehensive Plan's Land Use Chapter provides the critical foundation for all infrastructure-related decisions including transportation, economic development, utilities, community facilities, and environmental protection. While over half of the total number of parcels in Town are a form of residential use, Georgetown enjoys a mix of commercial, industrial, institutional, and open space/recreation land uses. After conducting an existing land use survey for this Plan, care was taken to analyze future land uses, resulting in some changes to better align with the Town's zoning classifications. These revised and simplified future land use categories provide informed guidance to the Town to implementing regulations and assess future development proposals. The Plan's vision and goals are embodied in these future land uses and are further implemented through the Zoning Code.

DEVELOPMENT OF ADJACENT AREAS

Georgetown supports compatible development in adjacent area, meeting the goals established by the Town, Sussex County, and the State of Delaware.

EXPANSION OF BOUNDARIES

Georgetown recognizes the importance of growth and the expansion of Town limits. It focuses on providing controlled growth, expansion of Town services, a sense of community, and clear regulations. The area identified for future annexation consideration was created by reviewing development demands, utility expansion opportunities, and adjacency to existing Town limits.

USING PLAN GEORGETOWN

PLAN GEORGETOWN is a dynamic document, updated by the Town to ensure its usefulness and relevance to the community. Changes reflect shifts in demographic and economic trends that occur over time, as well as changes in policies, strategies, programs, and project status. It also serves to document the implementation of new projects.

PLAN GEORGETOWN's design reflects the varied ways elected and appointed officials, Town staff, residents, businesses owners and operators, developers and investors, and others with an interest in the future of Georgetown will use it, including:


- establishing the vision for what Georgetown can achieve and aspires to be
- consolidating and coordinating in one comprehensive document the policies that relate to the Town's physical and economic growth and development
- recommending capital improvements and investment priorities
- guiding evaluation and decision-making for zoning map and text amendments and discretionary development approvals
- identifying short- to long-term strategic actions that the Town will monitor to ensure implementation and accountability

PLAN GEORGETOWN intends to be easy to read and accessible to all. Background data on topics and key issues support policies and recommendations and the Plan illustrates major points and improves text legibility through a variety of graphics, maps, photos, and charts.

As Georgetown's primary policy and planning document addressing the Town's physical development, **PLAN GEORGETOWN** serves the interests of elected officials who must adopt it and fund its implementation, appointed officials who will use it as a guide to discretionary decisions, as well as Town departments that are charged with its implementation.

PLAN GEORGETOWN is also an important source of information and guidance to builders, developers, and investors. The Land Use Chapter and Future Land Use Map discuss classification preferences, giving clear guidance for rezoning petitions, site plans, and subdivisions. The Plan also helps the private sector anticipate future public investment priorities and brings more predictability to the zoning and development review and approval process for developers, property owners, and concerned citizens alike.

Finally, the **PLAN GEORGETOWN** is a resource for those seeking general information on how the Town may change, as well as those who want or need to understand how the Town plans to respond to particular issues and problems.



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CHAPTER 2

COMMUNITY CHARACTER

INTRODUCTION

A community’s character is what makes it a unique place—it is the collective impression the community makes on residents and visitors. Community character is shaped by the built environment, natural features, demographic traits, and ultimately the ways residents live. It is important to note that aesthetics and design are just one component of community character. Built and natural features, residents, and the way they interact give a community its identity.

Georgetown is located at the heart of Sussex County—it is the County seat, where individuals and businesses from across southern Delaware meet for work and play. Many enjoy calling Georgetown home due to its central location and beautiful scenery.

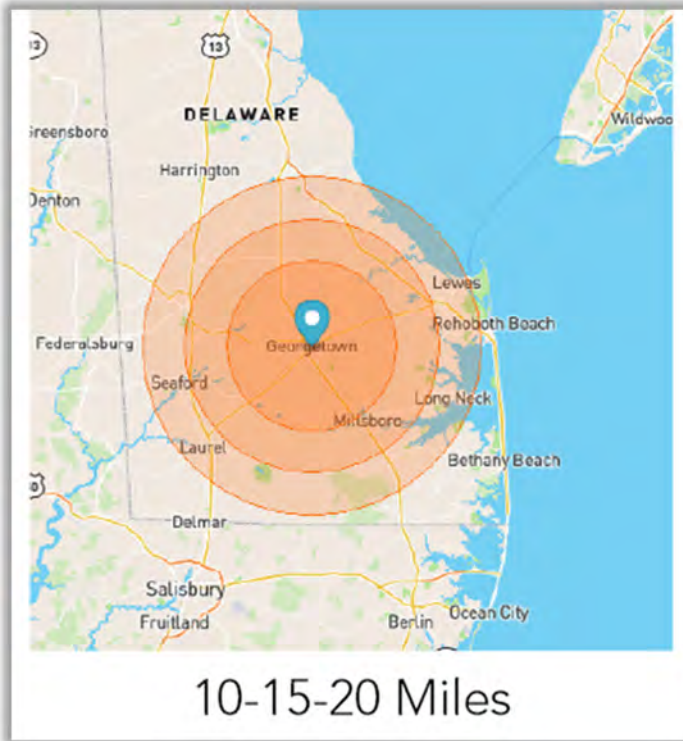
This chapter details some of the elements that define Georgetown’s character and recommends approaches designed to protect and enhance those elements.

FIGURE 2-1 shows Georgetown’s regional location and **MAP 2-1** displays the Town boundary and an aerial view of Georgetown’s vicinity. The Town is located in central Sussex County, at the crossroads of U.S. 113 and State Route (SR) 404. Many of the County’s political, social, and cultural activities occur in and around the historic town. In 1791, the

Sussex County Seat moved from Lewes to Georgetown to centralize County government and better serve both the County’s eastern and western halves. Georgetown’s location near the County’s geographical center makes it an ideal location for the County government and other local, State, and government services to operate. The Town was originally laid out with boundaries formed by half-mile radii emanating from the Town circle. Originally a crossroads town, Georgetown still remains at the heart of major north-south and east-west transportation routes. U.S. 113, a dual highway, runs from Dover to Pocomoke City, MD, and represents one of the major north-south arteries in Sussex County. Intersecting U.S. 113 are U.S. 9 and SR 18/404, both of which traverse the County from east to west.

Georgetown is within a two- to three-hour drive from many metropolitan areas, including Washington, D.C., Baltimore, and Philadelphia. The Town is also close to some of the Mid-Atlantic region’s finest resorts, including Lewes, Rehoboth Beach, Dewey Beach; Bethany Beach, South Bethany, and Fenwick Island in Delaware; Ocean City and Assateague Island in Maryland; and Cape May and Wildwood in New Jersey.

Figure 2-1. Regional Location



GEORGETOWN HISTORY

TOWN FOUNDING

The City of Lewes was the first County seat—it was the first colony in Delaware, founded by the Dutch in 1631, and it remained the only significant European settlement in the region for some time. When English colonist William Penn organized the three southern counties of Pennsylvania (now the State of Delaware), Lewes was the natural choice for the location of Sussex County’s Seat of Justice.

Sussex County was not well defined until after 1760, following resolution of a dispute between William Penn’s family and Frederick Calvert, 6th Baron Baltimore, after intervention from the Crown. This border dispute delayed discussion over the location of the County seat. Earlier Charles Calvert, 5th Baron Baltimore, argued that the County ended with Lewes, while Penn’s sons stated it continued into Fenwick Island, which it now does. The Mason-Dixon line was surveyed as part of the agreement between the Penns and Lord Baltimore and it has since defined the western and southern County borders.

Lewes continued to serve as the County seat throughout much of the 18th century, although it was inconvenient for the growing population to the west—some residents had to travel more than a day over the poor roads to reach Lewes to conduct County business. After 979 western County inhabitants presented two petitions asking that the County seat be moved from Lewes to a more central location, the Delaware General Assembly passed an act on January 29, 1791 to centralize the County seat’s location. The act authorized the removal of the County seat from Lewes to a new site at ‘James Pettyjohn’s old field or about a mile from where Ebenezer Pettyjohn now lives,’ as the original order states. At the time, the land in central Sussex County was largely uninhabited, wooded, and included larger wetland areas than are present today. The same act named ten commissioners— George Mitchell, Robert Houston, William Moore, John Collins, Nathaniel Young, William Perry, Rhodes Shankland, Woodman Stockley, Daniel Polk, and Thomas Batson—and charged them to purchase up to 100 acres of land, build a courthouse and jail, and sell 60’ x 120’ lots in the area that was to become Georgetown.

On May 9, 1791, the commissioners, under the leadership of Delaware State Senator George Mitchell, met at the house of Abraham Harris and negotiated the purchase of 50 acres from him, also buying 25 acres from Rowland Bevins and one acre from Joshua Pepper. Commissioner Shankland began surveying the Town the same day, laying out ‘a spacious square of 100 yards each way.’ Eventually, Georgetown was laid out in a circle one mile in diameter and centered around the original square Shankland surveyed. The area within this circle (The Circle) is listed on the National Register of Historic Places and is dominated by the red brick Greek Revival courthouse built in 1839 (see

CHAPTER 8—HISTORIC RESOURCES for more information on the National Register and Georgetown’s historic structures). The new location proved better as an administrative center—Georgetown is still said to be ‘sixteen miles from everywhere’ in Sussex County.

The County Courthouse and Jail were built in the southeastern section of The Circle. Given this progress, the General Assembly officially removed the Seat of Justice to the new County Seat on October 26, 1791 and named it Georgetown in honor of lead commissioner George Mitchell.

Georgetown became a crossroads for County residents—it was the location where residents paid their taxes, bought and sold goods, and exchanged information. Unique to Georgetown is Return Day, an event that evolved from this historical exchange of information. Two days after the biennial General Election, County residents would gather in Georgetown to hear the Town Crier announce the election results from the courthouse steps. The winning and losing candidates would parade around The Circle together in open horse-drawn carriages and ceremonially ‘bury the hatchet’ amid celebration and feasting on ox roast sandwiches. Return Day is still a holiday for all State and County employees in the County and has been recognized by the U.S. Congress as a ‘local legacy.’

Building on its role as the County seat, new businesses developed on the Town’s primary streets—Bedford Street, Market Street, and The Circle. These businesses included stores, banks, hotels, and taverns. Early homes included varying styles—Greek Revival, Queen Anne, Italianate, Gothic Revival, and Colonial—many of which are well-maintained today. The surrounding area revolved around the raising of corn, livestock, and lumber.

CIVIL WAR

During the Civil War, Delaware was a key border state where slavery was legal; however, it did not leave the Union. There were varying sympathies among residents between the North and South—men enlisted on both sides of the War, with some fighting for the Union and others for the Confederates. At times, there were northern- and southern-sympathizing militias practicing military exercises in the same field outside of Georgetown. The Town and even some of its prominent families were divided by these split loyalties. Slavery did not end in the area until after the end of the Civil War.

INDUSTRY EXPANSION

In 1869, the Delaware, Maryland, and Virginia Railroad extended to Georgetown. This opened opportunities for the sale of many types of products, including fresh fruit. Following the availability of new products was the opportunity for new industry (e.g., canneries followed the

fresh fruit). The mass production of chickens started in Sussex County in the 1920s. The related poultry processing industry grew to be a major part of Georgetown’s economy, as well as surrounding areas.

Since the turn of the 21st century, Perdue Farms has been a major employer, with a large chicken processing plant. The plant has attracted numerous immigrants from Haiti and Guatemala as workers, stimulating population growth and changing the Town’s demographics. Georgetown has a more diverse population than one might expect in a small Delaware inland town. Many residents speak Haitian French or Creole, while others speak Spanish, in addition to those whose first language is English. In 2000, approximately one-third of the population was Hispanic or Latino and one-fifth was Black or African American (including Haitians) (see **POPULATION PROJECTIONS**

IN 2020, the Delaware Population Consortium (DPC) developed population projections for each of the 57 municipalities in the State. **TABLE 2-1** provides the projections for the Town, County, and State. It also provides information on how the population is estimated to change each decade. Between 2010 and 2050, the DPC projects that the Town’s population will increase by 55.7%; the DPC projects that the County’s population will increase by a similar 51.4%, while the State’s population will increase by only 17.2%. It is important for Town officials to keep these projections in mind when planning for the future.

Table 2-1. Population Projections²

Year	Town		County		State	
	No.	Change	No.	Change	No.	Change
2010	6,452	—	197,957	—	900,463	—
2020	7,721	19.7%	239,241	20.9%	977,035	8.5%
2030	8,635	11.8%	270,727	13.2%	1,021,433	4.5%
2040	9,403	8.9%	290,591	7.3%	1,049,382	2.7%
2050	10,046	6.8%	299,737	3.1%	1,055,483	0.6%

Race & Ethnicity on page 2-5 for more information on the Town’s racial and ethnic composition).

RECENT HISTORY

The Town grew commercially, particularly along U.S. 113, and residentially in many directions. Increasingly, it has also become a center for State government activities.

Town activity is still concentrated on The Circle, where the historic Sussex County Courthouses are located. County residents still venture to Georgetown every two years for Return Day festivities, and candidates still parade in horse drawn open carriages housed year-round at the Marvel Museum.

DEMOGRAPHIC CHARACTERISTICS & TRENDS

The following section offers a demographic profile for the Town. Most of the data was drawn from U.S. Census products. Due to sampling and surveying error, the data contained cannot be construed as an irrefutable measure of existing conditions.

The U.S. Census Bureau has also changed the method it uses to collect and disseminate much of its information. Beginning with the 2010 Decennial Census, the Census Bureau stopped distributing the traditional ‘long form’ survey that historically provided enhanced data, published as Summary File 3 and Summary File 4. These included social statistics (e.g., educational attainment, household relationships, veteran status, disability status, ancestry, language spoken) and economic data (e.g., employment, occupation, poverty status). These summary files were replaced by American Community Survey (ACS) data, which are available in five-year estimates. For this Chapter’s purposes, all references to ACS data is assumed to mean the 2015-2019 American Community Survey, unless otherwise noted; references to the Census refers to the decennial U.S. Census and will note the applicable year.

POPULATION

According to the ACS, the Town had an estimated population of 7,259 residents. This is a 13.0% increase from the 2010 Census population count of 6,422, but a very notable 56.3% increase from the 2000 Census population count of 4,643. During the same period, The County saw a similar increase of 13.8% from 2010, but a smaller increase of 43.2% since 2000. The State saw a 6.6% increase since 2010, but an even more meager increase of 22.2% since 2000. **FIGURE 2-2** through **FIGURE 2-4** depicts the population trends for the Town, County, and State, respectively, since 1920.

Figure 2-2. Population Trends—Town¹

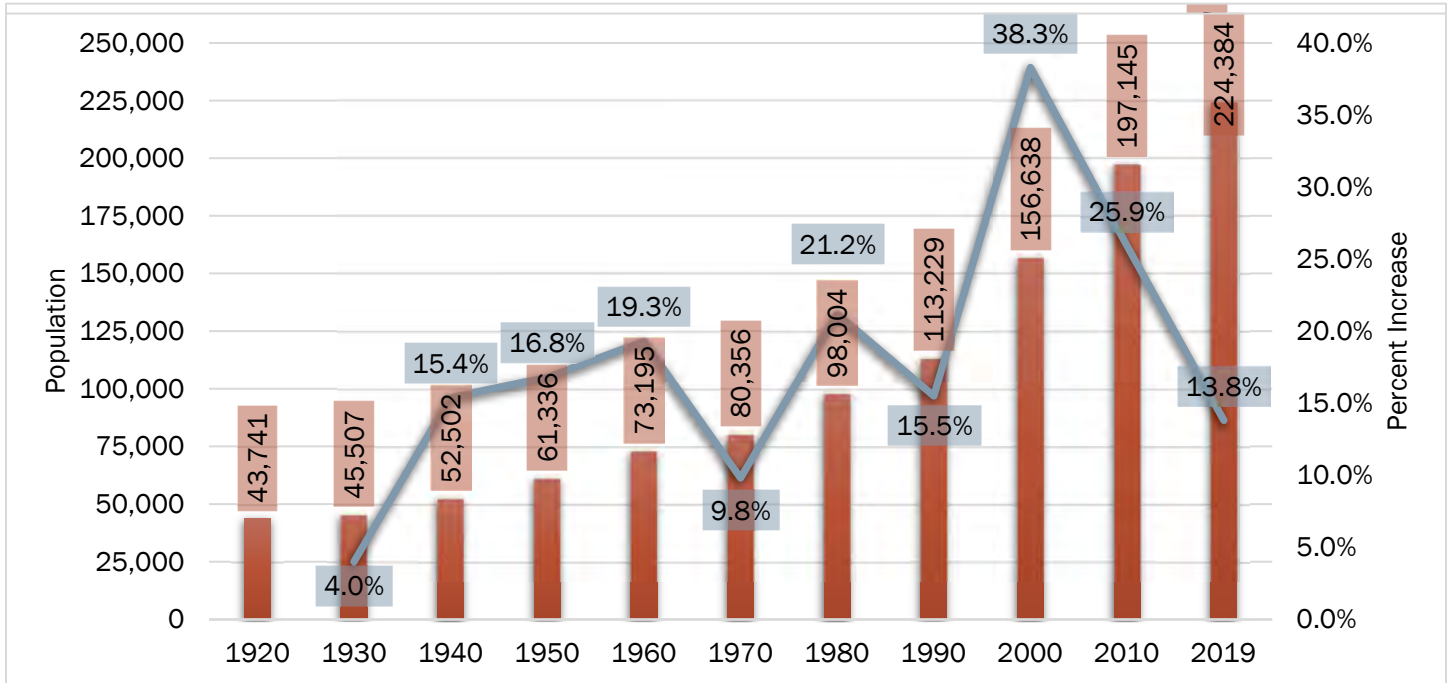


Figure 2-3. Population Trends—County¹

Figure 2-4. Population Trends—State¹

POPULATION PROJECTIONS

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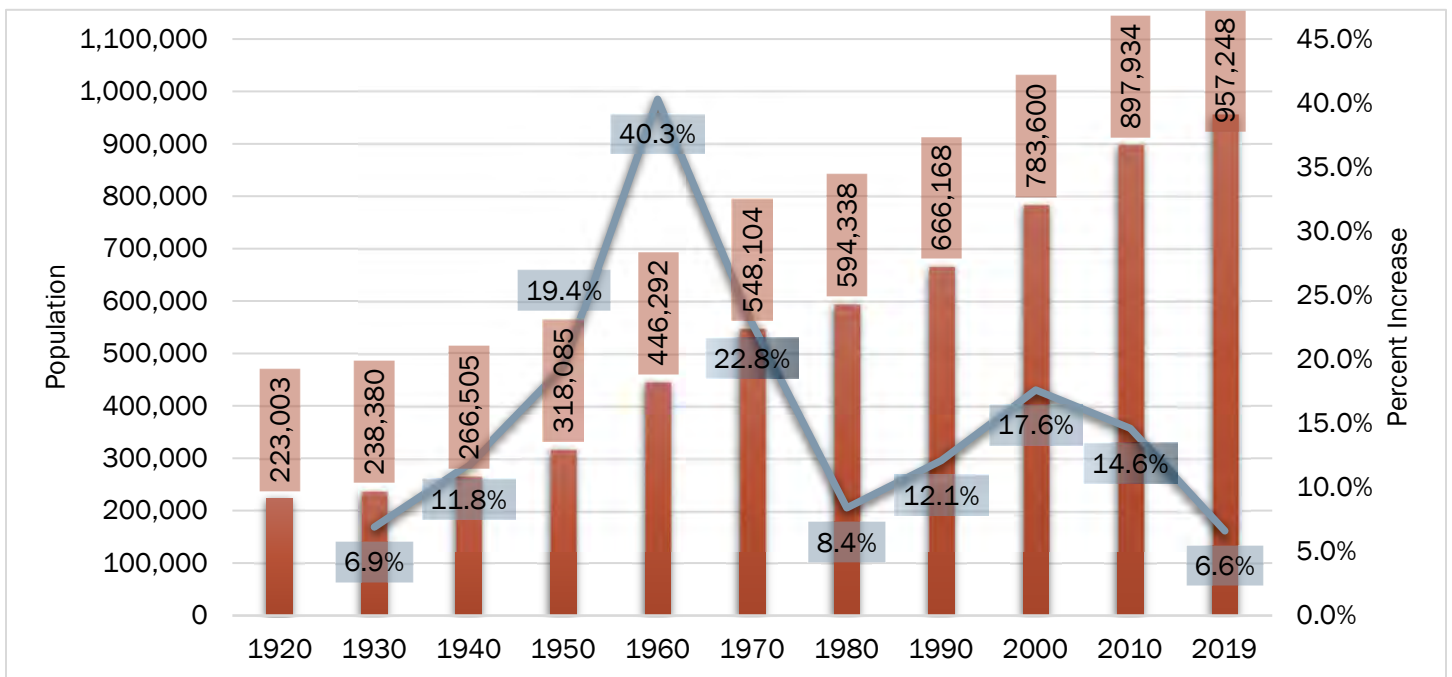


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2040	9,403	8.9%	290,591	7.3%	1,049,382	2.7%
2050	10,046	6.8%	299,737	3.1%	1,055,483	0.6%

RACE & ETHNICITY

TABLE 2-2 compares the Town’s racial composition to that of the County and State in 2019. **TABLE 2-3** summarizes changes in the Town’s racial composition from 2000-2019. In 2019, the Town was more racially diverse than the County, but less racially diverse than the State. The Town saw increases in its White population over these two periods, along with significant increases in its Asian and Native Hawaiian populations. By contrast, it saw decreases in its Black or African American population.

Table 2-3. Racial Composition Comparisons³

Race	Town		County		State	
	No.	%	No.	%	No.	%
One Race	7,162	98.7%	219,188	97.7%	930,169	97.2%
White	5,621	77.4%	184,098	82.0%	658,237	68.8%
Black or African American	925	12.7%	26,918	12.0%	212,302	22.2%
American Indian & Alaska Native	4	0.1%	777	0.3%	3,729	0.4%
Asian	326	4.5%	2,753	1.2%	37,009	3.9%
Native Hawaiian & Pacific Islander	183	2.5%	258	0.1%	542	0.1%
Some Other Race	103	1.4%	4,384	2.0%	18,350	1.9%
Two or More Races	97	1.3%	5,196	2.3%	27,079	2.8%
Total Population	7,259		224,384		957,248	

Table 2-4. Change in Town Racial Composition⁴

Race	2000		2010		2019		Change		
	No.	%	No.	%	No.	%	00-10	10-19	00-19
One Race	4,525	97.5%	6,185	96.3%	7,162	98.7%	36.7%	15.8%	58.3%
White	2,609	56.2%	2,991	46.6%	5,621	77.4%	14.6%	87.9%	115.4%
Black or African American	969	20.9%	933	14.5%	925	12.7%	-3.7%	-0.9%	-4.5%
American Indian & Alaska Native	96	2.1%	277	4.3%	4	0.1%	188.5%	-98.6%	-95.8%
Asian	12	0.3%	70	1.1%	326	4.5%	483.3%	365.7%	2616.7%
Native Hawaiian & Pacific Islander	2	0.0%	9	0.1%	183	2.5%	350.0%	1933.3%	9050.0%
Some Other Race	837	18.0%	1,905	29.7%	103	1.4%	127.6%	-94.6%	-87.7%
Two or More Races	118	2.5%	237	3.7%	97	1.3%	100.8%	-59.1%	-17.8%
Total Population	4,643		6,422		7,259		38.3%	13.0%	56.3%

TABLE 2-4 summarizes changes in the Town’s ethnic composition from 2000-2019. The absolute number of people reporting Hispanic or Latino origins increased from 2000-2010, but decreased from 2010-2019; however, the overall number during the period increased nearly twofold.

Table 2-5. Town Hispanic or Latino Origin⁴

Ethnicity	2000		2010		2019		Change		
	No.	%	No.	%	No.	%	00-10	10-19	00-19
Hispanic or Latino (any race)	1,473	31.7%	3,067	47.8%	2,823	38.9%	108.2%	-8.0%	91.6%
Not Hispanic or Latino	3,170	68.3%	3,355	52.2%	4,436	61.1%	5.8%	32.2%	39.9%
Total Population	4,643		6,422		7,259		38.3%	13.0%	56.3%

RACE & ETHNICITY CATEGORIES

The U.S. Office of Management and Budget (OMB) defines the race and ethnicity categories that federal agencies must use to collect data—including the Census Bureau. Local, state, tribal, and federal programs use these data, and they are critical factors that inform numerous policies, particularly for civil rights.

In the 1970s, Latino advocacy groups lobbied the federal government to create a separate category for Hispanics and Latinos. Before this time, both categories were grouped under the “White” race. When surveys were distributed, they often did not reach Hispanic and Latino households; those that did were not in Spanish, so results were far from accurate.

Once the US OMB provided for the distinct categories, government and other agencies began using these data to evaluate programs and policies to ensure that they fairly and equitably serve the needs of the Hispanic population and to monitor compliance with antidiscrimination laws, regulations, and policies. While some may expect to see the Hispanic or Latino category as part of the race question, it is currently asked separately because people of Hispanic origin may be of any race(s). Each decade, prior to the decennial census, questions on race, ethnicity, and ancestry are reviewed to determine if the categories and wording continue to reflect the country’s diverse and rapidly changing population.

AGE

As **TABLE 2-5** indicates, Georgetown’s population is very young, compared to that of the State and County. The median age of Georgetown residents in 2019 was 32.2 years, compared to 49.6 countywide and 40.6 statewide. **TABLE 2-6** shows that age distribution in the Town did not change significantly from 2000-2019; however, the absolute increases in population among all age groups may require different services to serve those populations effectively, especially among preschool (under 5) or senior citizen (65 years and over) age categories.

Table 2-6. Age Distribution Comparisons³

Age	Town		County		State	
	No.	%	No.	%	No.	%
Under 5 Years	831	11.4%	11,459	5.1%	54,830	5.7%
5 to 19 Years	1,362	18.8%	34,517	15.4%	173,874	18.2%
20 to 64 Years	3,783	52.1%	117,919	52.7%	554,370	58.0%
65 Years & Over	1,283	17.6%	60,489	26.9%	174,174	18.2%
Median Age	32.2		49.6		40.6	
Total Population	7,259		224,384		957,248	

Table 2-7. Town Age Distribution⁴

Age	2000		2010		2019		Change		
	No.	%	No.	%	No.	%	00-10	10-19	00-19
Under 5 Years	382	8.2%	753	11.7%	831	11.4%	97.1%	10.4%	117.5%
5 to 19 Years	997	21.5%	1,288	20.1%	1,362	18.8%	29.2%	5.7%	36.6%
20 to 64 Years	2,621	56.5%	3,595	56.0%	3,783	52.1%	37.2%	5.2%	44.3%
65 Years and Over	643	13.8%	786	12.2%	1,283	17.6%	22.2%	63.2%	99.5%
Total Population	4,643		6,422		7,259		38.3%	13.0%	56.3%

EDUCATION

TABLE 2-7 compares the Town’s educational attainment for the population age 25 years or older with that of the County and State. As the table shows, Georgetown has a lower percentage of high school graduates than both the County and State, as well as those with associate’s, bachelor’s, or other advanced degrees. The percentage of those without high school degrees is more than twice that of the County or the State. It may be worthwhile to try and ascertain the underlying reason to see if there are any State, County, or local programs that could be instituted to try and reverse these trends, particularly for those not receiving high school diplomas, as there are studies showing a higher correlation between those without high school diplomas and higher rates of criminal activity and drug and alcohol abuse.

Table 2-8. Educational Attainment³

Education Level	Town		County		State	
	No.	%	No.	%	No.	%
Not High School Graduates	1,338	29.1%	19,950	11.9%	66,816	9.9%
High School Graduate	1,379	30.0%	52,373	31.2%	209,449	31.3%
Some College, No Degree	861	18.7%	32,083	19.1%	126,281	18.9%
Associate’s Degree	337	7.3%	16,053	9.6%	52,636	7.9%
Bachelor’s Degree	366	8.0%	27,081	16.1%	124,632	18.6%
Graduate Degree or Higher	314	6.8%	20,400	12.1%	89,506	13.4%
Population 25 Years & Over	4,595	63.3%	167,940	74.8%	669,320	69.9%

TOWN & COMMUNITY SERVICES

Town facilities and community services are those provided for the public good. In Georgetown, public and private agencies provide these. Public facilities include land, buildings, equipment, and whole systems of activity provided on behalf of the public. Some facilities are necessities, such as clean drinking water and adequate sewer treatment and disposal, while others are highly desirable for cultural and educational enrichment, such as libraries and parks. The quality of community facilities contributes to the quality of life in Georgetown and these facilities are essential to creating a functional, sustainable community.

GOVERNANCE & ADMINISTRATION

Under the Town’s Charter, Georgetown has the authority to own and operate public property, such as the water and sewer systems, roads, and buildings. The Town also has the power to enforce certain activities that provide for the general public safety and benefit, such as maintenance of sidewalks, curbs, and gutters; regulate landscaping of streets, parks, and other public open spaces; and control of drainage and snow removal. The Town also provides for public safety either directly or in cooperation with other agencies for police, fire, and emergency medical services.

ELECTED OFFICIALS

The Town’s Mayor and Council serve as Georgetown’s executive body. The Town’s residents elect four Councilpersons within designated districts (Wards) to represent them on the Town Council. The Mayor and members of the Town Council serve two-year terms; Third and Fourth Ward elections occur in even years and First and Second Ward elections occur in odd years. Georgetown Ward boundaries are shown on **MAP 2-2, WARD BOUNDARIES** and include:

- FIRST WARD** The area within Town limits south of the East Market Street centerline and east of the South Bedford Street centerline.
- SECOND WARD** The area within Town limits north of the East Market Street centerline and east of the North Bedford Street centerline.
- THIRD WARD** The area within Town limits north of the West Market Street centerline and west of the North Bedford Street centerline.
- FOURTH WARD** The area within Town limits south of the West Market Street centerline and west of the South Bedford Street centerline.

The Mayor is a voting member of Council and presides at its meetings. The Mayor is also recognized as the head of Georgetown’s government for ceremonial purposes and by the Governor for purposes of military law.

The Town holds regular monthly Council meetings on the second and fourth Wednesdays of each month, except for November and December when meetings only occur on the second Wednesdays. Regular Council meetings begin at 7:00pm, while public hearings begin at 6:45pm.

TOWN ELECTIONS

The Town’s local Election Day is held on the second Saturday in May from 8:00am to 6:00pm. Town residents can register to vote with the Sussex County Department of Elections at 119 North Race Street. Candidates for Mayor or Council must complete a Statement of Candidacy at Town Hall during regular business hours.

BOARDS & COMMISSIONS

PLANNING COMMISSION

The Planning Commission is comprised of five members serving three-year terms, who are appointed by the Mayor and subject to Town Council approval. Each commissioner must have an interest in urban and rural planning and development. The Town holds Planning Commission meetings on the third Wednesday of the month beginning at 6:00pm.

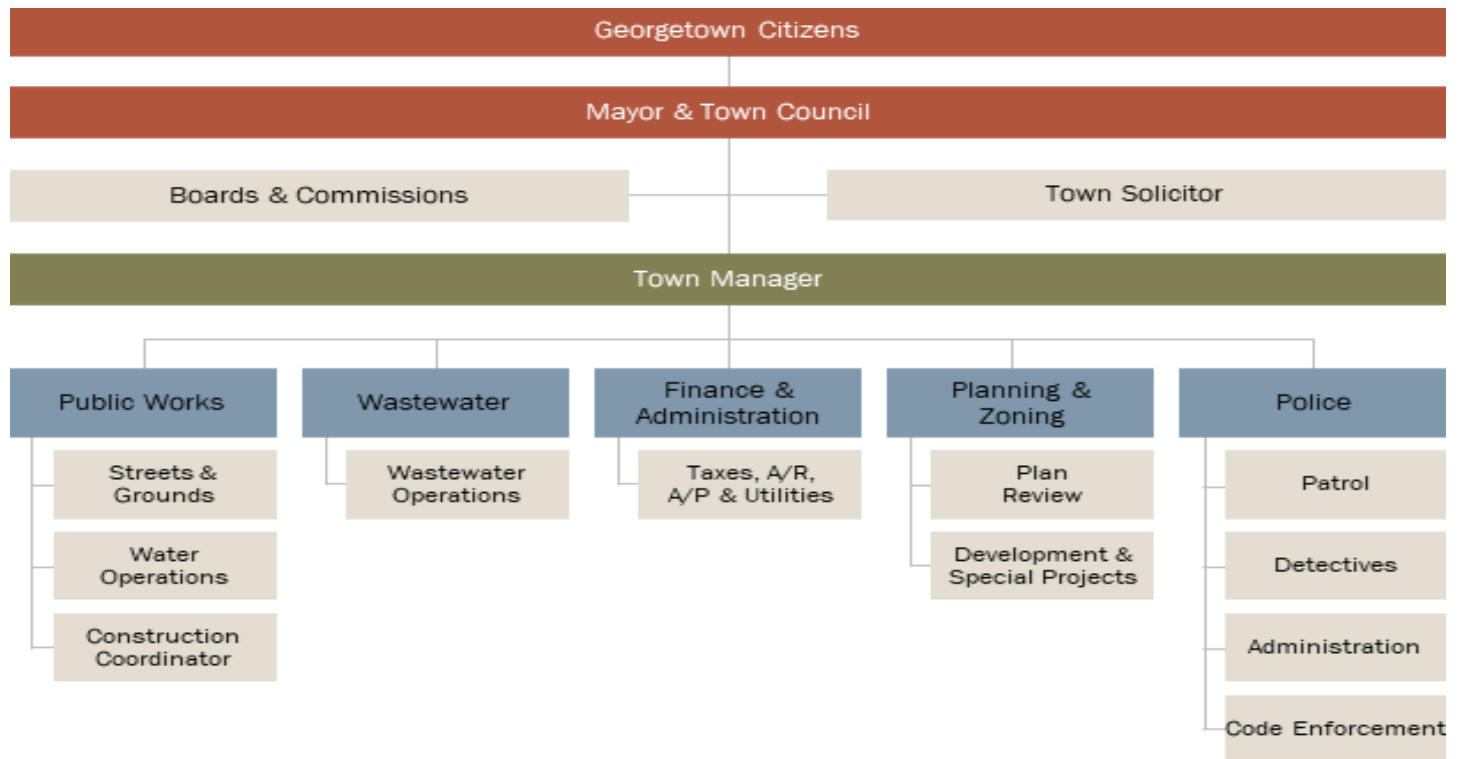
BOARD OF ADJUSTMENT

The Board of Adjustment is comprised of five members, who are appointed by the Mayor and subject to Town Council approval. Each member must be a Town resident with knowledge of urban and rural development issues. The Town holds Board of Adjustment meetings on the first Wednesday of the month beginning at 5:00pm.

TOWN DEPARTMENTS⁵

The Town maintains a number of appointed positions and staff to perform its day-to-day operations. It is divided into administrative departments with appointed management staff: Town Administration, Finance, Planning, Police, Public Works, Wastewater, and Water. These departments all work in conjunction with the Town Manager to serve the needs of the community.

Figure 2-5. Town Organizational Structure



TOWN MANAGER⁶

The Town Manager is the chief administrative officer for the Town and is responsible for the execution of policies established by the Town Council and for providing administrative direction for all Town departments. The Town Manager’s major functions include:

- analyzing primary policies and preparing alternative actions;
- supervising department directors;
- working closely with the Town Solicitor;
- developing and monitoring the annual work program;
- preparing and monitoring the annual budget;
- providing interface with federal, State, and local institutions and agencies;
- serving as the public information center for the Town; and
- acting as the Town’s representative in negotiations, intergovernmental efforts, and ceremonial activities as requested by Council.

ADMINISTRATION⁶

The Administrative Department performs critical administrative work including maintaining the Town's official municipal records and serving as support staff for the Mayor and Council, Department heads, and the Town Manager. These duties and responsibilities include:

- providing administrative support to the Town Manager, Mayor and Town Council; preparing correspondence; establishing and maintaining files and records; scheduling appointments; assisting with citizen inquiries;
- providing administrative assistance in meeting management; assembling and distributing background materials; preparing agendas, minutes, public notices, and recording action items for the Town Council and any other organizations as may be assigned;
- assisting in the development of notices, flyers, brochures, newsletters, media releases, news articles, and other informational materials about Town business;
- updating the Town website with current information;
- preparing and publishing legal notices, as required; and
- indexing and filing legislative activity and other public records; overseeing the codification of ordinances into the municipal code.

Over the past decade, this department has consistently employed between 5-8 persons to fulfill these various functions. This count includes Finance employees (see next section). Additional information about this department, including Town Manager Reports, Year in Review, and Public Permits are posted to the Town's website.

FINANCE⁷

Finance manages the Town's accounting, financial management services, property assessments, tax billings, and utility billings and also assists the Town Manager in the annual budget development and implementation. Finance sends utility bills at the beginning of each quarter and bills property taxes annually on May 1.

Additional finance information including audited financial statements; availability charge explanations; budgets; cash disbursement reports; lodging tax information; property taxes; statements of revenues, expenditures, and expenses; utility and property tax schedules and fees; and utility bills are posted to the Town's website.

PLANNING⁸

The Georgetown Town Council created the Planning and Zoning Department in July 2001. In the mid-2000s, Planning was also responsible for Code Enforcement with six staff members. Since that time, Code Enforcement duties were transferred to the Police Department and Planning has only employed two staff members since 2013. In the past several years, Planning has seen an increased volume in issues involving permitting, site plans, subdivisions, and annexation reviews since its establishment.

The Planning Administrator is responsible for the Town's mapping needs (e.g., zoning, boundaries, parcels, addresses, map/tax work orders), annexations, variances/exceptions, monthly and annual reports, special projects, coordinating predevelopment meetings, development application reviews, and reviewing and approving building permits and business license applications. The Planning Administrator also acts as a liaison to the Board of Adjustment and Planning Commission by attending meetings, providing staff reports, and preparing meeting minutes.

The Planning Assistant is responsible for Planning's purchasing, reviewing and approving building permit and business license applications, Board of Adjustment and Planning Commission support (e.g., agendas, meeting notifications, packet preparation), posting agendas and public notices in local newspapers, attending and taking minutes for predevelopment meetings, development application reviews, and assisting the general public.

Additional planning information including Downtown Development District information, building permit information, Zoning Map and associated zoning by tax map/parcel number, the Walkability and Connectivity Study, the Comprehensive Plan, predevelopment meeting information, development design standards, design and construction standards, the fee schedule, and other Town maps are posted to the Town's website.

PUBLIC WORKS⁹

Public Works is responsible for street cleaning with the street sweeper, street repairs including potholes or other hazards, parking meter repairs, street sign maintenance, stormwater drainage system cleaning, building and ground maintenance, and park maintenance. The Public Works Department consists of the Director and six full-time employees; this number has been fairly consistent, fluctuating between a total of six and seven employees since 2005.

Additional public works information including the department's purpose, a staff directory, emergency contact numbers, and related public documents are posted to the Town's website.

WATER¹⁰

The Water Department is located at 7 North King Street and employs two licensed water operators to ensure quality water to every connection. The department maintains all service connections and water mains with an average daily flow of 720,000 gallons per day filtering through two water plants, which are tested seven days per week. The water plants are located at North King Street and Stevenson Lane.

Additional Water Department information including the department's purpose, water plant locations, a staff directory, emergency contact information, and Water Consumer Confidence Reports are posted to the Town's website. Information on the Town's water system can be found in **CHAPTER 4—WATER & WASTEWATER SYSTEMS**.

WASTEWATER¹¹

The Georgetown Wastewater Reclamation Facility is located at 24027 Cedar Lane and provides treatment and land disposal for Georgetown and nearby suburbs, the Delaware Technical Community College Owens Campus, the Sussex Correctional Institution, the Sussex County Industrial Park, Sussex Pines County Club, the Ellendale Sanitary Sewer District, and Sussex Central High School. The Reclamation Facility employs a Wastewater Superintendent and four Wastewater Operators.

Additional wastewater reclamation information including the facility's purpose, a staff directory, emergency contact information, and permit limits are posted to the Town's website. Information on the Town's wastewater system can be found in **CHAPTER 4—WATER & WASTEWATER SYSTEMS**.

PUBLIC SAFETY

GEORGETOWN POLICE DEPARTMENT¹²

Located at the corner of Race and New Streets, the Georgetown Police Department (GPD) provides police services to the Town. Known as the 'Guardians of Georgetown,' GPD takes immense pride in providing contemporary, ethical, and transparent police services to all Town residents. They are committed to listening to the Town and working in collaboration to solve issues. GPD's promise is continually to strive to provide a safe and secure environment so that all can enjoy the rich heritage of the community.

GPD is an accredited law enforcement agency that meets the standards of the Delaware Police Accreditation Commission (DPAC); the Chief of Police commands the department, which patrols 4.13 square miles. During 2020, it employed 20 sworn officers and 6 civilian staff.

GPD's Patrol Division is the agency's foundation. Officers in the Patrol Division serve the public 24 hours a day, 7 days a week, and are responsible for handling various calls for service including civil disputes, medical emergencies, collisions, domestic violence, assaults, burglaries, robberies, and death investigations. Between calls for service, officers conduct traffic enforcement, property checks, and deter crime through proactive patrols of the Town's corporate limits.

GPD also has a Criminal Investigative Division, whose mission is to investigate all crimes while building trust-based relationships efficiently and effectively with the community,

providing a holistic and trauma-informed approach when dealing with victims of crime. Often, victims and survivors are left to cope with unfamiliar emotions, feel overwhelmed, and might not know where to seek professional assistance. To address this, GPD's Victim Services Specialist works with victims of violent crime by providing direct support, crisis intervention, court accompaniment, information, and access to community services—all with the hope of reducing and eliminating additional trauma. The goal is to increase positive interaction between survivors of crime and law enforcement all while being survivor-centered and trauma-informed.

GPD's *Guardian Program* enlists the services of certified mental health professionals to assist the community. Its clinicians focus on identifying resources for individuals in crisis, enhancing public safety efforts. GPD also has a dedicated School Resource Officer.

GPD is also responsible for the Town's code enforcement. Code enforcement is the prevention, detection, investigation, and enforcement of violations of statutes or ordinances regulating public health, safety and welfare, public works, business activities, building standards, and land use. Additional code enforcement information can be found in **CHAPTER 7—HOUSING** and information on the Town's Vacant Structure Registration Program can be found in **CHAPTER 9—ECONOMIC DEVELOPMENT**.

The overall reported criminal activity in Georgetown has trended downward over the last three years. While the calls for police service have slightly increased, criminal arrest and

traffic related arrests have declined during the reporting period (see **TABLE 2-8**).

Table 2-9. GPD Activity (2018-2020)

	2018	2019	2020
Calls for Service	6,079	6,203	6,089
Felony Reports	381	275	263
Felony Arrest	230	121	138
Misdemeanor Reports	1,310	1,331	1,332
Misdemeanor Arrest	660	595	597
Drug Arrest	64	68	82
Traffic Arrest	2,259	1,706	1,656
Traffic Warnings	999	1,421	1,434
DUI arrest	64	68	82



GPD participates in and hosts several events throughout the year:

DRIVE LIKE YOUR CHILD LIVES HERE CAMPAIGN

GPD recognizes the importance of safety on Town roadways. In efforts to call attention to the subject of safe driving, the department created this campaign featuring yard signs, which were supplied to residents and businesses throughout Town.

COFFEE WITH A COP

GPD hosted its second *Coffee with a Cop* event in March 2020 at the local Starbucks, which graciously partnered with GPD to facilitate the event. It was well attended and provided the community a comfortable atmosphere to converse with officers.

IRSD CONSTABLE TRAINING

GPD facilitated active shooter training for Indian River School District (IRSD) constables. IRSD employs a constable at each of their school buildings and collaborative training is integral to creating a safe learning environment.

GEORGETOWN JUNIOR POLICE ACADEMY

2020 marked the fifth consecutive year of the Georgetown Junior Police Academy, facilitated by GPD’s School Resource Officer. The academy involves interagency collaboration, providing instruction during the week-long event held each summer. Since its inception, the program has graduated 100 students.

Additional information about GPD can be found on the Town’s website or on their Facebook page.

STATE POLICE

The Delaware State Police’s Troop 4 is located in the greater Georgetown area. Troop 4 consists of uniformed officers, a criminal investigative unit, and other technical law enforcement resources and services available to

Georgetown residents. Georgetown Police, State Police, and the community enjoy a strong and cooperative relationship. Georgetown and State Police forces provide several community programs to promote neighborhood crime prevention, community relations, and road and child safety.

SUSSEX CORRECTIONAL INSTITUTION¹³

The Sussex Correctional Institution (SCI) is located just south of the Town’s boundary, near the DuPont Boulevard—Speedway Road and Zoar Road—Wood Branch Road intersections. Opened in 1931, SCI houses an all-male population and is one of Delaware’s oldest correctional facilities. It houses maximum-, medium-, and minimum-security inmates, as well as the Youthful Criminal Offenders Program (YCOP). SCI is also home to the nationally recognized substance abuse treatment program, KEY South, an intense discipline-based therapeutic substance abuse treatment program for 180 offenders. To reduce crime and recidivism, Governor Carper and the Delaware Department of Correction (DOC) unveiled the program on February 10, 1998. Several programs designed to facilitate rehabilitative efforts are in place at SCI, including educational opportunity, vocational training, work assignments, spiritual/religious opportunity, and a variety of other classes and programming. Between April 1997 and April 2000, SCI sponsored a major expansion project, adding 760 beds to the facility for a total capacity of 1,109 beds. The expansion brought the institution’s total capacity to 1,206.

GEORGETOWN FIRE COMPANY¹⁴

The Georgetown Volunteer Fire Company provides fire protection for the Town and a large surrounding area. The Company’s one station is located at 100 S. Bedford Street, south of The Circle. The Fire Company has discussed building satellite stations in various locations.

Approximately 90 volunteers make up the Fire Company. Over the long term, the Fire Company may consider adding a limited number of paid firefighters to serve during

weekday mornings and afternoons, if sufficient numbers of volunteers are not available. There should continue to be Mutual Aid agreements among nearby fire companies to promote cooperation and to provide the personnel and apparatus needed for major events.

AMERICAN LEGION AMBULANCE^{15, 16}

American Legion Ambulance Station 93, located at 406 N. Front Street, provides ambulance services for the Town. The Station has more than 30 employees, who deliver basic emergency medical services (EMS) in several capacities. The Station’s mission is to deliver excellent basic EMS to the residents of Georgetown, the surrounding area, and the travelling public.

The American Legion, outside of its EMS services, works with Boy Scouts for merit badges and other functions, and performs some minor fundraising activities. Its Ambulance Division works with the public with outreach programs concerning health and safety. They also conduct a shadow program to assist in recruitment. The American Legion and its Ambulance Division both have officers involved in

compiling historical data and memorabilia. The Ambulance Station has a small display of EMS memorabilia.

In a **PLAN GEORGETOWN** interview, the American Legion Ambulance expressed a concern for their ability to continue to deliver services and support given the amount and types of growth that consume an inordinate amount of their services and time, including transitional housing, clinics, walk-in health facilities, and mental or behavioral health institutions.

EMERGENCY MEDICAL SERVICES^{15, 16}

Sussex County Emergency Medical Services’ (SCEMS) headquarters are located along the east side of Route 113 in Georgetown—one of seven paramedic stations in the County. SCEMS provides Advanced Life Support (ALS) to the entire County and uses eight non-transport rapid response vehicles. SCEMS answers more than 15,000 emergency calls per year and works closely with the Basic Life Support (BLS) services provided by the American Legion and other organizations. A State Police medical evacuation helicopter is based at the nearby Delaware Coastal Airport.

EDUCATION¹⁷

The Town is located within the Indian River School District (IRSD), which is administered by the Indian River Board of Education. IRSD has over 10,000 students and 14 schools covering more than 360 square miles of service area. In 2020, IRSD passed a referendum for over \$58 million for a new high school, with capacity for 2,200 students.

GEORGETOWN ELEMENTARY



Georgetown Elementary School (GES), located at 301 West Market Street, services a diverse population of students in Pre-Kindergarten through Fifth Grade. As a community school, GES has English Language Learner (ELL) programs that service approximately 125 ELL students. This school focuses on academic instruction and provides activities in art, gym, music, library, counseling, and computer to enrich student education. School staff members, parents, students, and the community work together to provide a school environment conducive to learning. Through the partnership, GES is able to offer additional programs to enhance student learning such as mentoring, early bird, pullout, and after school programs. Some of these programs are located at outside agencies such as La Casita, Boys and Girls Club, and Delaware Prevention Network.

The staff at GES is committed to providing students with the academic and behavior skills needed to help them meet their current and life-long goals. It is their mission to prepare

students to become successful, contributing members of society. It is also their purpose to increase student learning and help all students reach their fullest potential.

NORTH GEORGETOWN ELEMENTARY



North Georgetown Elementary (NGE) School, located at 664 North Bedford Street, educates grades K-5. It was recognized as a National Blue Ribbon School and a State Distinguished Title I School in 2006. NGE was also recognized by the State and the Southern Regional Board of Education as one of three schools in Delaware that are “Beating the Odds.” The school offers instructional programming that challenges students in the areas of math, reading, science, social studies, writing, and technology. La Casita, First State, and Georgetown Boys and Girls Club are among the community partners that help provide extended learning opportunities for students. NGE uses an Early Bird (before-school program) to provide intervention support and previewing opportunities for learners and also participates in the Creative Mentoring Program.

NGE teachers plan using the Delaware State Standards (Common Core State Standards) using IRSD-approved curricular resources. They differentiate and scaffold instruction to best meet the needs of all learners. Curriculum highlights include Bridges Math Program, ELL co-teachers who work with reading teachers to include small group previewing and a focus on language, weekly 90-minute Professional Learning Communities, flexible reading/math groups in the classrooms, 95% Phonics, STAR and DIBELS assessments, Scholastic Reading Counts, the Lucy Caulkins Writing Program, and the Treasurers Reading program supplemented with novels at the upper grade levels. Teachers and staff adhere to all state and district Response to Intervention guidelines, which provide interventions and extension opportunities for students. The Smithsonian Science project serves as the main science curriculum as NGE moves into the Next Gen Science Standards.

GEORGETOWN MIDDLE

Georgetown Middle School (GMS), located at 301 W Market Street, has a mission to ensure that its students attain the knowledge, skills, and attitudes needed to realize their potential, meet the challenges of their life choices, and fulfill their responsibilities as citizens of the State, nation, and world, through a partnership of students, parents, staff, administrators, Board of Education, and community. In addition to its standard curriculum, GMS also offers band, chorus, math league, and a student council, in addition to a chapter of Business Professionals of America. GMS offers a range of sports activities including football, field hockey, soccer, volleyball, basketball, wrestling, baseball, softball, track and field, and cheerleading.



SUSSEX CENTRAL HIGH

Sussex Central High School (SCHS), located at 26026 Patriots Way, was one of six schools in Delaware to be recognized by the State Chamber of Commerce as a Superstar in Education award winner for their staff professional learning program via Schoology and the blended learning format. This work has enabled SCHS teachers to better promote 21st century college and career skills to all students. Additionally, 2016 witnessed the largest number of students receiving college and career ready qualifying scores on the SAT, Advanced Placement (AP), and International Baccalaureate (IB) assessments.

SCHS' goals are to:

- increase student achievement through deep implementation of Delaware standards so that all students meet or exceed their fullest potential;
- increase student access to technology to continue the development of 21st century college and career readiness skills;
- hire and retain a diverse, highly qualified staff and provide them the opportunities for continued learning and growth, while working toward a shared vision;
- develop, provide, and monitor support and services for the District's most struggling students; and
- create and maintain a safe, orderly learning environment that maximizes students' opportunities to achieve.



HOWARD T. ENNIS SCHOOL

The Howard T. Ennis School, located at 20346 Ennis Road, offers services to all students (preschool through 21 years old) with significant disabilities within the IRSD and sending districts that demonstrate a need for highly specialized educational support. Special education services are provided by trained and experienced teachers, therapists, nurses, and paraeducators under the leadership of a coordinating team of administrators.



SUSSEX ACADEMY

Sussex Academy of Arts and Sciences (SAAS), located at 21150 Airport Road, is a public charter school offering an accelerated academic program for the students of Delaware in grades 6-12. The academic program is based on an instructional model that uses the successes of best practices in interdisciplinary curriculum and project-based learning in the middle school grades and the International Baccalaureate program for the high school grades. Students achieve high academic performance through critical, independent thinking and reflection and develop social

consciousness through service and community partnerships. The school is proud of its talented and qualified staff that has developed and maintains a challenging curriculum in a supportive and caring environment for its students.

All students at the SAAS follow an accelerated curriculum that meets or exceeds State standards. Throughout the school year, students and teachers are involved in interdisciplinary learning expeditions to promote self-discovery and construct knowledge. To support these experiences, teachers, students, and school leaders build a culture of respect and high expectations. The school schedule is built around large flexible blocks of time. The middle school team of teachers are responsible for teaching the content standards and skills in reading, writing, mathematics, social studies, and science. The high school teams instruct students in ELA, Spanish, STEM, science, social studies, mathematics, and various content related electives. Other subjects such as physical education, art, music, computer, STEM, and other co-curricular classes are taught outside the core academic areas are referred to as middle school exploratories or high school electives.



SUSSEX TECHNICAL HIGH SCHOOL¹⁸

Sussex Technical High School (STHS), located at 17099 County Seat Highway, provides a unique, focused, and rigorous educational program for each student who chooses to attend. All ninth-grade students have an opportunity to explore six technical programs. The core technical program that is chosen by the student at the end of the exploratory experience provides the framework for technical and academic coursework in Grades 10-12.

STHS is committed to providing quality career-technical and academic programs. Students graduate with strong career-technical and academic backgrounds. Each student engages in a challenging program of study that fosters preparation for success in the workplace, post-secondary education, and advanced apprenticeship training. Each program of study exceeds state-mandated graduation requirements and aligns with the State's content standards, Carnegie unit course work, and career pathway standards

(knowledge and skills). In addition to meeting graduation requirements, each student must meet State-mandated high school diploma requirements. Graduating students receive a diploma and a career-technical certificate. Each student works closely with their counselor to carefully consider available post-secondary options as well as to develop a comprehensive and sequential educational and career plan.



DELMARVA CHRISTIAN HIGH SCHOOL¹⁹

Delmarva Christian High School (DCHS), located at 21777 Sussex Pines Road, is a non-denominational, regional Christian high school, serving students in grades 9-12. In the school's twelfth year of operation, enrollment has grown to 210 students. The 48-acre campus includes practice and playing fields and a school education building, complete with 17 classrooms, two science labs, nurse's office, cafeteria with kitchen, and a Student Union with a library. The most recent addition to the campus is a 27,000 square foot Arts & Athletics Center that houses offices, classrooms, green screen studio, training/weight room, men's and women's locker rooms, stage, second Student Union, and three regulation-size basketball/ volleyball courts.

DCHS teachers have developed an academic curriculum that is unique to the school. The classically oriented curriculum is taught at the college preparatory level and offers Advanced Placement courses in English, social studies, science, and math. Online and on-campus dual enrollment college courses are also offered to high school juniors and seniors. For those in need of focused assistance in a particular area of study, DCHS provides a learning enrichment program, known as LEaP. Academic support for all students is provided through after-school academic



coaching and special needs support. All students use iPad technology and are tested annually with the Terra Nova Achievement Test. In addition to the classic curriculum, students engage in Bible study and other religiously affiliated teachings.

HIGHER EDUCATION

The Delaware Technical and Community College (DelTech) Jack F. Owens Campus is located on SR 404 just west of US 113. The DelTech campus is located within the municipal boundaries of the Town. DelTech offers associates,

bachelors, and certificate programs in several disciplines. Also located on this campus are satellite offices and programs that are offered by the University of Delaware, Delaware State University, and Wilmington University, allowing for the completion of bachelor’s, master’s, and doctoral degrees all in one location.

The facilities located on the DelTech campus are also contractually leased to civic groups from around the County. Town and County residents also use the grounds, athletic fields, and swimming facilities contractually.

LIBRARY SERVICES²⁰

The Georgetown Public Library was established and founded in 1899 by the Georgetown New Century Club. The first library was housed on the second floor of the Lacey Building. In 1926, the Club moved to West Pine Street and dedicated a separate room for the library. The building on West Pine Street was the culmination of an eleven-year dream of the building fund committee. The Club had started their building fund with 82 cents that Miss Julia Burton earned from the sales of her garden plants. The West Pine Street building was renovated in the early 1980s.

In 2010, the library relocated to its current location at 123 West Pine Street. The new facility is 29,400 square feet and hosts a collection of over 27,000 books. The Town now has a modern, attractive, and convenient full-service library.

The mission of the Georgetown Public Library is to bring people, information, and ideas together to enrich lives and build community. There are currently eight paid staff, including the full-time Director and Assistant Director. Part-time staff include a youth services worker, four circulation assistants, and one cataloguer.

The Library provides many programs including year-round story time for toddlers and preschoolers on Wednesday mornings, Wednesday afternoon afterschool programs for school-aged children, weekly study time for teens, a bi-monthly book club for adults, a weekly knitting group, various special events including a spa day for teens, and monthly adult programs including music and speakers. Rooms are also available for rental by various

organizations—Toastmasters meets at the Library twice monthly; computer terminals are also available for access by the public.

The Library also offers a job center where state and federal funds provide for a state coordinator to assist members with job searches, resume writing, video conferencing for business development, and assistance with incorporation. In addition, “Money School” is a portion of the job center where information can be obtained on financial and estate planning.

The Library hosts several annual events including the Friends of the Library Annual Fall Fundraising Gala, a 5K walk/run, book sales twice yearly, commemorative brick sales as a fundraiser, and summer reading programs for all ages.

In interviews for **PLAN GEORGETOWN**, the Library noted the following:

- The Georgetown Public Library is always in need of more volunteers!
- The Library has a growing collection of Spanish books and reference materials.
- The Library is in need of a bilingual staff person.
- The Library has hosted some activities for the Hispanic community and plans to expand outreach efforts to the Hispanic community.

Additional information about the Georgetown Public Library can be found on their website.



SOCIAL & HUMAN SERVICES

In addition to the facilities and services noted below, the State funds 15 State Service Centers that deliver more than 160 programs and services through approximately 665,500 visits annually.

SENIOR SERVICES²¹

While the Town does not have its own Senior Center, the Georgetown CHEER Center, located at 20520 Sand Hill Road operates in a similar capacity. All CHEER Centers are open to individuals aged 50 and older. Annual membership can be used at all CHEER Center locations. All Centers are open Monday through Friday, 8:00 am to 4:00pm. Special activities may include additional hours on selected dates.

Heart-healthy, midday meals are available to persons aged 60 plus for a donation. Lunch is served Monday through Friday, 11:30 am through 1:00 pm. Individuals under the age of 60 may eat at the Centers for any additional donation. Breakfast and evening meals are occasionally served with special activities.

Daily transportation to and from the Centers is available to persons aged 60 plus for a donation. Weekly transportation to the bank, post office, grocery store, and pharmacy are available to seniors aged 60 plus.

During the day, members can enjoy a variety of activities including exercise programs, Tai Chi, yoga, Zumba, games, support groups, craft classes, health seminars, concerts, educational and cultural trips, bingo, and much more. Activities vary—a calendar is available with the schedule of events and activities on their website. Also on this site is the daily menu and membership application.

HEALTH & MEDICAL SERVICES

The Town is home to several key facilities dedicated to serving the community's health care needs:

- Beebe Walk-in Care—21635 Biden Avenue
- La Red Health Center—21444 Carmean Way
- PAM Rehabilitation Facility—22303 Dupont Blvd
- Sun Behavioral Delaware—21655 Biden Avenue
- Sussex County VA Clinic—21748 Roth Avenue
- Tidal Health Immediate Care—503 W Market Street

Five hospitals are located within 30 miles of the Town: TidalHealth Nanticoke in Seaford, DE (12.3 miles); Beebe Medical Center in Lewes, DE (14.3 miles); Bayhealth Hospital—Sussex Campus in Milford, DE (16.5 miles); TidalHealth Peninsula Regional in Salisbury, MD (23.8 miles); and Atlantic General Hospital in Berlin, MD (26.2 miles). Each hospital provides emergency, in-patient, and out-patient care.

PLACES OF WORSHIP

Currently, Georgetown has 18 places of worship located within Town limits. These religious institutions play an important role in the community and the majority of them are very active. Listed below are their locations:

- Abundant Life Church—20488 Donovans Road
- Calvary Baptist Church—22860 DuPont Boulevard
- Church of God—10 Booker Street
- Church of God of Prophecy—21950 Zoar Road
- Discover Church—406 S Bedford Street
- First Baptist Church—20304 DuPont Boulevard
- Georgetown Presbyterian Church—203 N Bedford St
- Georgetown Wesleyan Church—618 N Bedford Street
- Grace United Methodist Church—7 S King Street
- Iglesia Abundante Vida—207 Primary Street
- Iglesia Metodista Unida Betel—310 S Railroad Avenue
- Jesus is Lord Church—40 Ingramtown Rd
- Restoration Worship Center—201 N Railroad Avenue
- Shechinah Empowerment Center—231 S Race Street
- St. Georges Church—23737 DuPont Boulevard
- St. Michael the Archangel Church—202 Edward Street
- St. Paul's Episcopal Church—122 E Pine Street
- Wesley United Methodist Church—102 E Laurel Street

SOLID WASTE & RECYCLING

GFL Environmental provides the Town's weekly solid waste and biweekly recycling collection.

ELECTRONIC GOODS RECYCLING

Town residents can participate in the Delaware Solid Waste Authority's (DSWA) Electronic Goods Recycling Program to recycle their unwanted electronic products. This program lets homeowners and businesses drop off unwanted items for free at facilities statewide.

HOUSEHOLD HAZARDOUS WASTE COLLECTION

The DSWA offers a free Household Hazardous Waste Collection Program for State residents.

OIL FILTER & WASTE OIL RECYCLING PROGRAM

The DSWA operates the first oil filter collection program in the United States. It collects waste oil filters from over 400 repair shops and service stations for a fee. DSWA

also allows residents to take their waste oil and waste oil filters to over 40 drop centers throughout the State. The waste oil is collected and recycled. The waste oil filters

are collected by DSWA staff and then sent to steel mills for recycling.

COMMUNITY ORGANIZATIONS

AAUW—COASTAL GEORGETOWN BRANCH²²

AAUW is an advocacy group for women and girls, whose focus is on economic security, education, and advocacy. The Coastal Georgetown Branch supports the national mission:

- Encouraging public policy awareness and action opportunities
- Leading monthly meeting programs relevant to the AAUW mission
- Understanding international policy through Great Decisions seminars
- Supporting and promoting community outreach through service to food pantries, resource centers, and community services
- Conducting career path and skills education via workshops for high school girls
- Offering scholarships for high school women seeking college degrees and DelTech women returning to further a college education
- Recognizing STEM careers
- Promoting and participating in AAUW Work Smart—Start Smart classes
- Increasing awareness of diversity through the Diversity Book and American Library Notable Book discussion groups

CATHOLIC CHARITIES²³

Catholic Charities has a Sussex County office, located at 406 S Bedford Street. It is a faith-based, social service organization that delivers critical direct care human services. The Basic Needs Program includes multiple services to help resolve financial crises: case management services, financial literacy education, budget counseling, job readiness, rent/mortgage/utility assistance, diaper bank, food assistance, and information and referral services. The Food Cooperative Program helps families and individuals stretch their limited incomes by providing a supplemental bag of groceries monthly. The Emergency Food Pantry is stocked with donated food and USDA commodities and provides 3-4 days of food for persons who are in crisis and cannot buy food.

FIRST STATE COMMUNITY ACTION AGENCY²⁴

First State Community Action Agency has a goal of working toward the elimination of poverty and making less severe the effects of poverty on people with low incomes. Their main office is located at 308 N Railroad Avenue. The organization also has offices located in Kent and New Castle Counties. First State has 60 full-time employees including receptionists, counselors, maintenance workers, managers, directors, and finance and human resources staff.

In 1964, the poverty rate in the United States hovered around 19%. During President Johnson’s State of the Union address in January of 1965, he attacked the problem head-on and officially declared a “War on Poverty.” Congress responded by passing the Economic Opportunity Act of 1964, thereby creating the Office of Economic Opportunity to administer federal funds for use by states on anti-poverty fighting measures. The funds would be distributed to a network of Community Action Agencies (CAAs)—nonprofit private and public organizations established by the Economic Opportunity Act to fight America’s War on Poverty. Around this same time, a group of concerned citizens in the Georgetown area formed the Sussex County Community Action Agency. The group applied for federal recognition of non-profit status and was incorporated on April 12, 1966, becoming Delaware’s first and only federally recognized Community Action Agency. In 1996, the Sussex Community Action Agency went state-wide, becoming the First State Community Action Agency, maintaining its administrative office in Georgetown, but serving all of Delaware. First State provides many programs to the community:

EMERGENCY ASSISTANCE

First State offers an array of services for families in crisis. Their ultimate goal is to stabilize the family unit and prevent crisis situations whenever possible, while understanding that the unexpected happens. Emergency services are currently offered at the Georgetown location, providing assistance with:

- Emergency food;
- Eviction prevention;
- Mortgage foreclosure prevention;
- Shelter locations;
- Disconnection/shut off notices for utilities; and
- Medical prescriptions.

SENIOR EMPLOYMENT

The Senior Community Service Employment Program provides part-time training opportunities in support of community service activities and works to transition participants to unsubsidized jobs that will provide them with greater economic self-sufficiency. Older workers needing to acquire or brush up on job skills are placed at diverse partner non-profit and government agencies where they are paid a subsidized salary while they learn. When they are ready and the opportunity arises, they are placed in unsubsidized employment and successfully transitioned back to the mainstream workforce.

SENIOR COMPANIONS

Senior Companions are volunteers who provide assistance and friendship to seniors and other

individuals who have difficulty with daily tasks. The service helps others live independently in their homes.

COMPREHENSIVE CASE MANAGEMENT

Case managers assist low-income families in obtaining employment, income, education, stable housing, and access to transportation.

PROMOTING SAFE & STABLE FAMILIES

Social, physical, and emotional factors such as lack of resources and support, stress and crisis, child behavioral difficulties, and certain parental characteristics can often challenge a parent’s coping skills and have a negative impact on a child’s well-being. The Promoting Safe & Stable Families (PSSF) program exists to serve families experiencing stress from these factors and to ensure a safe and stable environment for the children.

STATE RENTAL ASSISTANCE PROGRAM

The Delaware State Rental Assistance Program serves individuals at risk requiring affordable housing who are exiting State-supported facilities, institutions, and foster care.

EMERGENCY SERVICES

This program offers limited emergency assistance with food, rent, utilities, evictions, medical and prescriptions, and provides emergency shelter for victims of fire or domestic violence.

COMMUNITY DEVELOPMENT

First State assists low-income communities with increased services and programs to meet the needs of community residents. Community Development staff are assigned to mobilize residents, increasing engagement in the democratic process.

YOUTH PROGRAMS

First State’s youth programs provide a safe, engaging environment that motivates and inspires learning outside of the regular school day. The programs combine academics, enrichment, cultural and recreational activities to guide learning and engage children and youth in wholesome activities. Activities are developed to meet the particular needs of the youth who are served. First State partners with the local school districts that provide or refer certified teachers and formulates relationships that help close the achievement gap between children living in poverty and other children. In Georgetown, services are located at the Georgetown Middle School and La Casita Educational Program on North Railroad Avenue and Race Street.

LA CASITA OUTREACH

La Casita Outreach offers resources and services to enable the Hispanic population in Georgetown and surrounding areas to fully enjoy and be involved in their communities. The goal is to build support for clients and to ensure they have access to the resources they need in

order to live a productive life. Through a combination of useful and educational services, individuals can become well-informed, successful Delaware residents.

HOUSING COUNSELING PROGRAMS

Housing and financial education programs provide objective information, education, and guidance to all housing customers for obtaining, maintaining, and retaining appropriate housing.

CULINARY ARTS PROGRAMS

The youth culinary arts program, “Now We’re Cooking,” training program is conducted at the Central Sussex Training Facility located at 211 Race Street in Georgetown. Students are placed by referral from their home school district. The Adult Culinary Arts Training Program taps into one of Delaware’s fastest growing industries—the food industry. A total of 273 culinary arts jobs were added in Delaware in just one year. These new jobs in the full-service restaurant industry made up 13% of the total number of new jobs in Sussex County.

EVENTS

In addition to these programs, First State Community Action Agency also hosts two annual events each year:

- Annual Gala – In November each year, First State hosts their Annual Gala, the agency’s biggest fund raiser, which celebrates the prior year’s successes assisting low income clients
- Miniature Golf Tournament – In August each year, First State holds a miniature golf tournament at Jolly Rodgers as a fundraiser to support Youth Services

FRANKLIN MASONIC LODGE²⁵

Freemasonry is a society of men concerned with moral and spiritual values. Its members are taught its principles by a series of ritual dramas that follow ancient forms and use customs and tools as guides.

On June 27, 1823, a charter was granted to Franklin Lodge No. 12 by Grand Master James Derrickson, naming Caleb Layton (Worshipful Master), Kendal Batson (Senior Warden), and Asaph Buck (Junior Warden). Their meeting place was the third story of the Eagle Hotel where they continued to meet until 1838. Freemasonry and Georgetown have been synonymous in Sussex County since the town was founded in 1791 and a lodge constructed in 1792. This first lodge was chartered by the Grand Lodge of Maryland, only to become dormant four years later in 1796. Just recently has the only known return of this early lodge been located, dated 1794 and listing 36 members.

After a 27-year lapse of Masonic activity in Georgetown, Franklin Lodge No. 12 came to light in 1823. Franklin Lodge No. 12 is located at 201 E Market Street. Stated communications are held on the second and fourth Tuesday of each month at 7:30 p.m.

GEORGETOWN CHAMBER OF COMMERCE²⁶

Located at 827 East Market Street, the Greater Georgetown Chamber of Commerce is a business corporation dedicated to serving its membership. The non-profit is organized to promote and advance the business of its members and through group effort, expand and improve the economic, physical, and social welfare of the Greater Georgetown area. The mission is carried out by the Board, the staff, and the various standing committees that include Membership, Economic Development, Ethics, Government Relations, Finance and Budget, Long-range Planning, Nominating, Personnel, and PR/Media.

The Chamber was incorporated in 1979. After renting office space for many years, the Chamber purchased the building housing its current offices on East Market Street in 2014. It has a tenant and partner, South Delaware Tourism. This enables the organizations to come together to provide a Tourism Center that promotes tourism and activities throughout the County. It is a one-stop location where the public can access information about all towns in Sussex County and their respective activities and events throughout the year.

Currently, the Chamber has two employees – an Executive Director and a part-time Administrative Assistant. Under the direction and in concert with the Board of Directors, the Executive Director is responsible for the day-to-day operations of the organization, consistent with the mission and business plan for the organization. The Administrative Assistant, under the direction of the Executive Director, manages the office functions to ensure that the business of the Chamber is handled in a timely manner.

The Chamber sponsors the Farmers’ Market in the spring through summer months; provides a forum for business leaders; hosts mixers, breakfasts, and lunches with speakers; provides forums for home-based business; hosts ribbon cuttings in celebration of new business openings; and produces a monthly newsletter to all members and community leaders. The Chamber also holds several annual events including a Spring Easter Egg Hunt, Christmas Parade, Wings and Wheels, Art Crawl and Foodie Fest, and Business of the Year awards.

GEORGETOWN HISTORICAL SOCIETY²⁷

The Georgetown Historical Society’s mission is to preserve, protect, and display local Georgetown history and to also maintain and display the legacy of the Marvel Carriage Museum and the old 1791 Courthouse at 10 S Bedford Street. The Society is comprised solely of volunteers who provide tours and organize historical speakers. The Georgetown Historical Society is part of the First Saturday free tours that take place April through October.

GEORGETOWN KIWANIS CLUB²⁸

Kiwanis is a global organization of volunteers dedicated to improving the world, one child and one community at a time.

The six permanent objectives of Kiwanis International were approved by Kiwanis Club delegates at the 1924 Kiwanis International Convention in Denver, Colorado. Through the decades, they have remained unchanged:

- To give primacy to the human and spiritual rather than to the material values of life.
- To encourage the daily living of the Golden Rule in all human relationships.
- To promote the adoption and the application of higher social, business, and professional standards.
- To develop, by precept and example, a more intelligent, aggressive, and serviceable citizenship.
- To provide, through Kiwanis clubs, a practical means to form enduring friendships, to render altruistic service, and to build better communities.
- To cooperate in creating and maintaining that sound public opinion and high idealism, which make possible the increase of righteousness, justice, patriotism, and goodwill.

Over the years, the Georgetown Kiwanis Club has been involved with many programs and functions within the community. Scholarships, the Little Miss Georgetown Pageant, Christmas Party for the Stockley Center patients, and Read-Aloud are examples of the community involvement.

COMMUNITY RECOGNITION

The Club reaches out to community leaders by presenting an award to honor the chosen individual. The recognition consists of an award certificate, letter of congratulations, and a gift certificate.

SCHOLARSHIP

The Club awards a one-time scholarship to a graduating SCHS annually, worth \$500.

FUNDRAISING

The Club operates a barbecue pit on SR 404 just outside of Town. There, members purchase, cook, and sell barbecue chicken platters. Proceeds support Club causes. When members are unavailable, the Club collaborates with other community organizations that support youth by allowing them access and use of the pit.

COMMUNITY SUPPORT

The Club provides monetary support to several other community organizations including Boy Scouts, Little League, Crisis House, Rotary Club, Boys & Girls Club, as well as other groups and churches.

EVENTS

Annual events include the Memorial Day Program, held on the Sunday preceding the holiday. It is a community-wide celebration of the contributions made by those in the military, with an emphasis on those who lost their lives. This program is a collaborative effort between the Club and the Town. Wreaths are presented and laid in

honor of veterans and fallen heroes. The guest speaker is usually a retired individual with a military background.

In addition, the Club supports the efforts of the Salvation Army by providing volunteers to ring the bells and raise funds for support of the local community. Kiwanis members volunteer on an annual basis.

The Georgetown Kiwanis Club meets at 6:00 p.m. on the second and third Tuesdays of each month

GEORGETOWN LIONS CLUB

The Georgetown Lions Club has the motto, “We Serve.” The Club currently provides three programs: they provide eyeglasses to the community; they provide scholarships; and they support the Little League, Scouts, and Special Olympics.

GEORGETOWN LITTLE LEAGUE²⁹

The Georgetown Little League aspires to be an outstanding educational-athletic organization that provides a high-quality experience, in which every athlete:

- Is coached using the principles of the Little League Double-Goal Coach;
- Has fun playing the game;
- Feels like an important part of the team, regardless of performance;
- Learns “life lessons” that have value beyond the playing field; and
- Learns the skills, tactics, and strategies of the game and improves as a player.

The Little League has no paid employees, but rather is a volunteer organization comprised of a board of directors, managers, coaches, and team moms. Each year, opening day activities are held in April. These activities include an annual chicken BBQ fundraiser. The season begins on this opening day and ends in July.

The Georgetown Little League provides the following programs for children, ages 4 through 18:

- Tee Ball, ages 4 – 6
- Coach Pitch, ages 6 – 8
- Minor League, ages 8 – 10
- Major League, ages 10 – 12
- Junior League, ages 13 – 14
- Senior League, ages 15 – 16
- Big League, ages 17 – 18

Georgetown Little League began in 1959 and were the 1981 World Series Champs in Senior League Baseball.

GEORGETOWN-MILLSBORO ROTARY³⁰

The Georgetown-Millsboro Rotary Club’s mission is to provide service to others; promote integrity within professions; and advance world understanding, goodwill and peace through business, professional and community fellowship. The Club, founded in 1926, is a group of over three dozen professionals, community, and business leaders—it is one of the 39 clubs that make up Rotary

District 7630 that includes all of Delaware and Maryland’s Eastern Shore.

“Service above Self” is the Rotary motto. The group provides a variety of programs, projects, and services of benefit to the people of the Georgetown and Millsboro areas: college scholarships, food baskets for needy families at Thanksgiving and Christmas, providing a dictionary to every third grade student in Georgetown and Millsboro area schools, staffing the Robin Hood Thrift Shop on Saturday mornings in the fall and winter, ringing the bell for the Salvation Army at Christmas, and much more. The Club also sponsors the Flags for Heroes project, which enables heroes, past and present, to be remembered and celebrated, in a significant manner. In 2016, nearly 700 flags were displayed the week before Memorial Day through Flag Day around The Circle in Georgetown, along SR 404 at Delaware Technical Community College, across from the Millsboro Post Office, and at the east entrance to Town.

The Club meets every Tuesday at noon in the Georgetown Presbyterian Church, 203 North Bedford Street.

HISTORIC GEORGETOWN ASSOCIATION³¹

The Historic Georgetown Association (HGA) is dedicated to preserving Georgetown’s past while looking toward the future. HGA, formed after a series of meetings in 1993 by members who joined together with a common thread of love for their hometown and County Seat. HGA is involved in preserving Georgetown’s past while planning for the future.

LA ESPERANZA³²

La Esperanza is a place of hope (esperanza) for Hispanic immigrants and their families. Their logo includes a sun and a grasshopper; the sun represents a new beginning and the grasshopper is a biblical symbol of the triumph of people in a new land.

La Esperanza is located at 216 North Race Street. Its mission is to integrate Latino individuals and families into the community through advocacy, education, and support services. Their programs focus on individual and family empowerment. The organization was founded in 1996 by several Hispanic leaders and three Carmelite Sisters of Charity—Sister Maria Mairlot, Sister Rosa Alvarez, and Sister Ascencion Banegas—to address the needs of the increasing number of Guatemalan immigrants and Mexican migrant workers arriving to southern Delaware. La Esperanza is now the second largest multi-service agency for Hispanic immigrants in Delaware and the only bicultural and bilingual agency specifically dedicated to serving Hispanic communities in Sussex County and the surrounding areas. The organization helps clients as they gain access to employment, housing, education, permanent residency, U.S. citizenship, naturalization, and self-sufficiency. It is also the only agency in Sussex County that provides culturally and linguistically appropriate programs and services in the areas of family empowerment, immigration, and victim services for Hispanic adults, children, and families.

La Esperanza offers services in the following categories:

FAMILY STABILIZATION

Meeting immediate needs and restoring hope

- Emergency assistance and referrals
- Victim Services
- Immigration legal support and assistance

EDUCATION & ADVOCACY

Connecting clients to programs and information

- DE-Lead Program lead-hazard control
- Pre- and post-natal care
- Parenting workshop
- Advocacy

GROWTH AND FULFILLMENT

Services that help individuals persevere

- Youth leadership
- Skills development
- Financial coaching

RETURN DAY COMMITTEE³³

The Sussex County Return Day Committee hosts “Return Day,” which is held two days after the general election,

starting with a gathering on Wednesday evening to roast the ox and share an evening of family activities. On Thursday following a reception, a parade is held where winners and losers from the election ride together. Immediately after the parade, ceremonies on The Circle include the traditional “Burial of the Hatchet,” symbolizing the end of the election and the putting aside of campaign tactics, hard feelings, and working together.

In addition to organizing the Return Day activities, the Committee gives talks to local schools and other organizations about Return Day. They also host various fundraisers to help offset the cost of hosting the event.

SUSSEX CO. DEMOCRATIC PARTY³⁴

The Sussex County Democratic Party is one of four statewide subdivisions, comprised of nine local county representative districts. The organization’s County headquarters is located at 21141 Sterling Avenue in Georgetown.

SUSSEX CO. REPUBLICAN COMMITTEE³⁵

The Sussex County Republicans are a group of individuals who believe in conservative principles. Their County headquarters is located at 131 E Market Street in Georgetown.

GOVERNMENT INSTITUTIONS & SERVICES

Additional County, State, and federal government institutions and services are located in the Town and surrounding area, including:

- | | |
|---|---|
| <ul style="list-style-type: none"> ▪ Attorney General’s Office ▪ Capitol Police ▪ Delaware Court of Chancery—Sussex County ▪ Delaware Court of Common Pleas—Sussex County ▪ Delaware Department of Natural Resources ▪ Delaware Family Court—Sussex County ▪ Delaware Justice of the Peace Court 14 ▪ Delaware Superior Court—Sussex County ▪ Delaware Supreme Court—Sussex County ▪ Department of Elections ▪ Department of Labor | <ul style="list-style-type: none"> ▪ Department of Motor Vehicles ▪ Department of Public Health ▪ Department of Revenue ▪ Department of Social Services ▪ Internal Revenue Service ▪ Probation & Parole ▪ Public Defenders ▪ Social Security Administration ▪ State Legislative Assembly Office ▪ Superior Court of Delaware ▪ U.S. Postal Service |
|---|---|

COMMUNITY CHARACTER & DESIGN

A community’s character is defined by its built environment in terms of its buildings, physical layout, streetscape, parking, pedestrian orientation, and property maintenance and vacancies. Character is also defined by a community’s history, natural environment, and other features that make that community unique.

Georgetown’s character can generally be described as a residential small town with a strong government and cultural heritage. Key community features such as the Town Hall, various parks, The Circle and numerous businesses, County facilities, and non-profit enterprises are all easily accessible for pedestrians within the downtown.

As mentioned earlier in this Chapter, the Town was originally established in an attempt to move the County seat to a more centralized location in the County. It grew over the years as more residents came to the area and both businesses and government services expanded within the Town’s boundaries. In planning for its future, the Town should consider its heritage as the county seat, desired future growth, and implications of increasing traffic and siting of government and social services.

Referring back to the introduction and community character definition, the Town continues to consider its built environment, natural features, and its residents and visitors as it works toward improving its identity. It is important that the Town incorporate all three components to create a livable community for its residents and destination for visitors.

PHYSICAL CONDITIONS & CLIMATE

Most of Georgetown’s land consists of several types of unconsolidated sediments. The area’s topography and geology is consistent with the use of the land. Farmlands and woodlands dot the area in and around Georgetown. Farms are sectioned into various sizes with different uses—feed corn and soybeans are the primary local crops; some vegetable crops are grown to the east of the Town. Most of the wooded areas, especially to the north and west of the Town, are designated State forests—the Redden and Ellendale State Forests offer refuge to the region’s wildlife

and vegetation. The region’s soil is very poorly drained to moderately well drained soil. Elevations in and around Georgetown average between 20-50 feet above sea level.

Georgetown’s annual average temperature is 55°F. Temperature averages range from 26°F in January and 85°F in July. Rainfall averages about 44.3” annually; snowfall averages about 12.5” annually. Prevailing winds are from the southwest. **TABLE 2-9** details the Town’s monthly weather averages and records.

Table 2-10. Monthly Weather Averages & Records³⁶

Month	Average					Record			Days with...		
	Low	High	Wind	Rain	Snow	Low	High	Wind	Rain	Thunder	Fog
January	26°F	41°F	8mph	3.13”	5.52”	-5°F	72°F	68mph	11	1	13
February	28°F	43°F	8mph	3.01”	6.19”	0°F	76°F	79mph	9	1	12
March	35°F	52°F	9mph	3.90”	2.09”	9°F	87°F	85mph	11	1	13
April	44°F	62°F	8mph	3.27”	0.20”	21°F	90°F	59mph	10	3	13
May	54°F	72°F	7mph	3.60”	0.00”	33°F	97°F	62mph	11	5	16
June	63°F	81°F	6mph	3.35”	0.00”	43°F	100°F	67mph	9	5	16
July	68°F	85°F	6mph	4.19”	0.00”	52°F	103°F	71mph	9	7	18
August	67°F	83°F	5mph	4.48”	0.00”	48°F	101°F	60mph	9	6	21
September	60°F	77°F	6mph	3.55”	0.00”	39°F	97°F	69mph	8	2	18
October	49°F	66°F	6mph	3.03”	0.00”	24°F	91°F	59mph	7	1	16
November	39°F	56°F	7mph	3.43”	0.59”	14°F	83°F	59mph	9	1	14
December	30°F	45°F	8mph	3.57”	2.21”	-4°F	74°F	70mph	10	1	13

TOWN ARCHITECTURE

Georgetown is unusual among Delaware municipalities as the town was constructed around a circle, instead of the more traditional park square. Located at "The Circle" are the Town Hall, state and county buildings, and the historic Sussex County Courthouse. The original Courthouse was replaced by the current structure, which was built in 1837 on South Bedford Street. It was restored in 1976 and is managed by the Georgetown Historical Society. Lawyers' offices, stores, a bank, and the Brick Hotel, which has recently completed renovation, also line the Circle. This layout is similar to that found in Annapolis, Maryland. The center of Georgetown's circle is a small green park with a fountain. Georgetown's oldest church, St. Paul's Episcopal Church, was constructed in 1844 and remodeled in 1881 in the early Victorian Gothic style; its congregation organized in

1794, shortly after the close of the American Revolutionary War. It is listed on the National Register of Historic Places (NRHP).

Other recognized historic properties are the Joseph T. Adams House, Brick Hotel, Peter S. Faucett House, First Broiler House, Georgetown Coal Gasification Plant, Stella Pepper Gyles House, Judge's House and Law Office, Dr. John W. Messick House and Office, Old Sussex County Courthouse, David Carlton Pepper Farm, Redden Forest Lodge, Forester's House and Stable, Richards Mansion, St. John's Methodist Church, Short Homestead, Thomas Sipple House, Sussex County Courthouse and the Circle, Gardiner Wright Mansion and McColley's Chapel, all listed on the NRHP.

COMPLETE COMMUNITIES³⁷

Recently, the issue of community livability and sustainability has come to the forefront of federal transportation policy and planning. Advocates urge an integrated approach to

plan for communities that provide a good quality of life and meet the needs of people of all ages, abilities, ethnicities, and income levels. This integrated approach to

transportation planning, land use planning, and community design—called Complete Communities—has also gained momentum at the state and local government levels. The objective is to use less land and reduce the separation of land uses in order to achieve a variety of values including open space protection, community vitality, affordable housing, air quality, transit use, and more walkable places. To create a “Complete Community,” the following five elements should be considered:

COMPLETE STREETS

A “Complete Street” is safe, comfortable, and convenient for travel by automobile, foot, bicycle, and transit, regardless of age and disability. Complete streets are planned, designed, built, and maintained to safely accommodate travelers of all ages and abilities—motorists, pedestrians, bicyclists, and public transit users—including children, non-drivers, older adults, and persons with disabilities. Tools for establishing complete streets can include the Americans with Disabilities Act, context-sensitive solutions, streetscaping, transit-oriented development, Transportation Improvement Districts (TIDs), and walkable communities.

EFFICIENT LAND USE

Efficient land use provides a mix of complementary land uses, supports compact building design, and strengthens and revitalizes downtown commercial areas and “Main Streets.” Tools for establishing efficient land use can include traditional land use planning tools, form-based codes, master planning, infill and redevelopment, and mixed-use development.

HEALTH & LIVABILITY

A healthy community is one that enables people to maintain a high quality of life and productivity. A livable community is one that has affordable and appropriate housing, supportive community features and services, and adequate mobility options, which together facilitate personal independence and the engagement of residents in civic and social life. Tools for establishing healthy and livable communities can include aging-friendly environments, parks and recreation master planning, and walkable communities.

INCLUSIVE & ACTIVE

An inclusive and active community is conscious of, yet goes beyond, built form concerns by recognizing the need for citizens to be involved in their community, through various means, in an effort to make it a better place to live. This not only encourages community empowerment, but it also fosters greater citizen satisfaction with their community. Tools for establishing inclusive and active communities can include walkability exercises, historic preservation tools, placemaking, and public engagement.

SUSTAINABILITY & RESILIENCY

Sustainable communities are those planned, built, or modified to promote sustainable living. This may include sustainability aspects relating to reproduction, water, transportation, energy, waste, and materials. They tend to focus on environmental sustainability (development and agriculture) and economic sustainability. Tools for establishing sustainable and resilient communities can include Downtown Development Districts, GIS story maps, green building practices, rural land management, economic development, and Flood-Ready Communities.

HEALTHY COMMUNITIES³⁸

Chronic diseases are the leading cause of death and disability in the United States, accounting for 70% of deaths each year and affecting nearly half of all Americans; however, chronic diseases such as diabetes and heart disease are also highly preventable. Top risk factors include lack of exercise, unhealthy eating, and tobacco use. In general, the physical structures of communities (built environment) have played a major role in fostering these behaviors:

- Modern transportation systems led to predominantly car-dependent populations;
- Uneven distribution of grocery stores and supermarkets reduce access to healthy foods; and
- Haphazard development cuts off many families from parks and open spaces.

Comprehensive planning and sustainable design principles can address these shortcomings. Social structures also play a role and much can be done to motivate healthy behaviors

within work and school environments and institutions. Creating both social and physical environments that promote good health for all is one of the overarching goals of *Healthy People 2020*, a set of objectives released every ten years by the U.S. Department of Health and Human Services to guide national health promotion and disease prevention.

Communities across the country are taking the lead in reducing the threat of chronic diseases. Central to these activities is the Centers for Disease Control and Prevention’s (CDC) Healthy Communities Program. There are several elements of community planning and design that contribute to whether a community fosters healthy lifestyles. While there can be many unique items and strategies, IPA describes the five overarching principles of planning for a healthy community:

BICYCLE & PEDESTRIAN ACCESSIBILITY

Every effort should be made to provide facilities that allow for the safe movement of pedestrians and bicyclists throughout the Town for both transportation and recreation. Basic facilities should include sidewalks, bike lanes, and multi-use trails.

COMPLETE STREETS PRINCIPLES

While bicycle and pedestrian accessibility is one of the main components of Complete Streets, truly complete streets are convenient and accessible for all users of the transportation system—motorists, transit users, pedestrians, and bicyclists of all ages and abilities. This convenience and accessibility includes accessory factors such as streetscape improvements and human-scaled design practices. The Town should strive for all aspects of Complete Streets principles in addition to basic infrastructure.

PARKS & OPEN SPACES

Sufficient parks and open spaces should be available to Town residents for active and passive recreational

opportunities. Open spaces also enhance the visual attractiveness of an area while helping to improve air quality.

COMPACT & MIXED-USE DEVELOPMENT

The design and benefits of compact and mixed-use development often go hand-in-hand. The Town should provide for these areas because of the increased opportunities to walk or bicycle to common destinations, such as grocery stores and restaurants. The Town should also encourage compact development, as low-density development results in destinations that are physically separated by long distances, requiring automobile transportation. Municipalities can encourage more compact development by using context-sensitive designs that result in destinations that are close enough to access by bicycling or walking.

CONVENIENT ACCESS TO HEALTHY FOOD

Every Town resident should have convenient access to healthy food retailers. These locations should be accessible by automobiles as well as pedestrians, bicyclists, and transit users.

COMMUNITY EVENTS

Georgetown has a history of promoting the Town and showcasing residents’ civic pride through community events. In recent years, the Town increased the number of community and multicultural events, as their popularity increased among residents of all ages. As noted in the introduction, community character includes built and natural features, but it is also about the people that reside in and visit a town. Community events and Town traditions all contribute to building Georgetown’s community character.

Below is a list of major events held in the Town:

MEMORIAL DAY SERVICE

Taking place on Memorial Day, this event is sponsored by the Georgetown Kiwanis Club, Korean War Veterans Association, and the Georgetown-Millsboro Rotary Club. The event, held at The Circle, features a keynote speech, presentation of colors by the SCHS Junior Army ROTC, invocation and benediction, singing of the National Anthem and America the Beautiful. Memorial wreaths are placed by local veterans’ groups and service organizations in tribute to those who died in World War I and World War II, Korea, Vietnam, and more recent conflicts to protect the nation’s freedoms. The Town’s Boy Scouts Troop 95 assist with the wreath ceremony as well as provide programs. The Delaware National Guard’s 198th Signal Battalion, stationed at the Georgetown Armory, perform the rifle salute, while SCHS students perform taps.



SUMMER CONCERT SERIES

The Town’s concert series boasts a dozen concerts featuring rock and roll, classic rock, new and classic country, and golden oldies, typically spanning June through September. Most recently, the grounds of the Nutter Marvel Carriage Museum have been the concert venue. Typically, concerts draw an audience up to 1,200 people.



HISPANIC FESTIVAL/FESTIVAL HISPANO

In the past few years, thousands of people have visited North Race Street for *Festival Hispano*—a day to appreciate and celebrate the diversity of Hispanic cultural heritage in Southern Delaware. Those who attended enjoy songs and dances performed by local and out-of-state groups, traditional arts and crafts, and of course, delicious typical food with an emphasis of Latino cuisine. The annual event is sponsored by La Esperanza.



WINGS & WHEELS

This popular Saturday event features a ‘fly-in’ of WWII-era and other vintage aircraft, classic car show, local music, and craft and food vendors. The festival also includes WWII encampments and reenactors. The event is sponsored by the Greater Georgetown Chamber of Commerce, the Delaware Aviation Museum, and the Historical Vintage Car Club of Delaware.



RETURN DAY

Every two years, the Town hosts Return Day, a half-day-long parade and festival held in even years, two days after Election Day. It stems from colonial days, when the public would congregate in Georgetown two days after the election to hear the results—it would take that long to deliver the results to the courthouse by horseback from the State capital in Dover. The winners of that year’s elections parade in horse-drawn carriages around The Circle. Together with the losers and the chairs of the County’s political parties, they ceremonially “bury the hatchet” in a tub of sand. The afternoon of Return Day is a holiday for County and State workers in the County. The day’s events are marked by a traditional ox feast and the beginning of the next round of campaigns.



SANTA HOUSE

The Town erects Santa’s House on The Circle, where children can talk to Santa. When Santa is not in Georgetown, kids can leave notes in the provided mailbox.

CHRISTMAS PARADE

Each year, the Greater Georgetown Chamber of Commerce hosts a Christmas parade through the downtown, featuring a variety of participants. The parade also marks the Town’s tree lighting and opening of Santa House.



Year’s festivities with friends and family. Popular local bands provide a musical backdrop. For chilly evenings, the Town provides a large heated tent and bonfire pits as well as a photo booth. Food and beverage vendors are also present. The event’s highlight arrives just before midnight with a countdown to the new year: a large crane slowly raises a 6-foot digital LED ball into position, 65 feet in the air, ushering in the New Year.



NEW YEAR’S EVE CELEBRATION

Every year, the Town offers a ‘Raise the Ball’ New Year’s Eve celebration on the Circle. It is a safe place to enjoy the New

TOWN POSITIONS

POSITION ON POPULATION GROWTH

Georgetown’s population will continue to grow over the next twenty years through planned and recorded new developments, infill development, redevelopment of existing properties, and new development in appropriate locations. The Town anticipates growth consistent with the densities depicted on the Future Land Use Map.

POSITION ON COMMUNITY CHARACTER

Georgetown will continue to value and protect its unique history, character, and position as the Sussex County seat, while also identifying opportunities to grow and improve where and when it is deemed appropriate. The Town encourages the reuse and rehabilitation of its older buildings and promoting compatible infill development that complement and strengthen Georgetown’s historic architecture, strong neighborhoods, vibrant and revitalizing commercial areas, and walkable development pattern.

GOALS & RECOMMENDATIONS

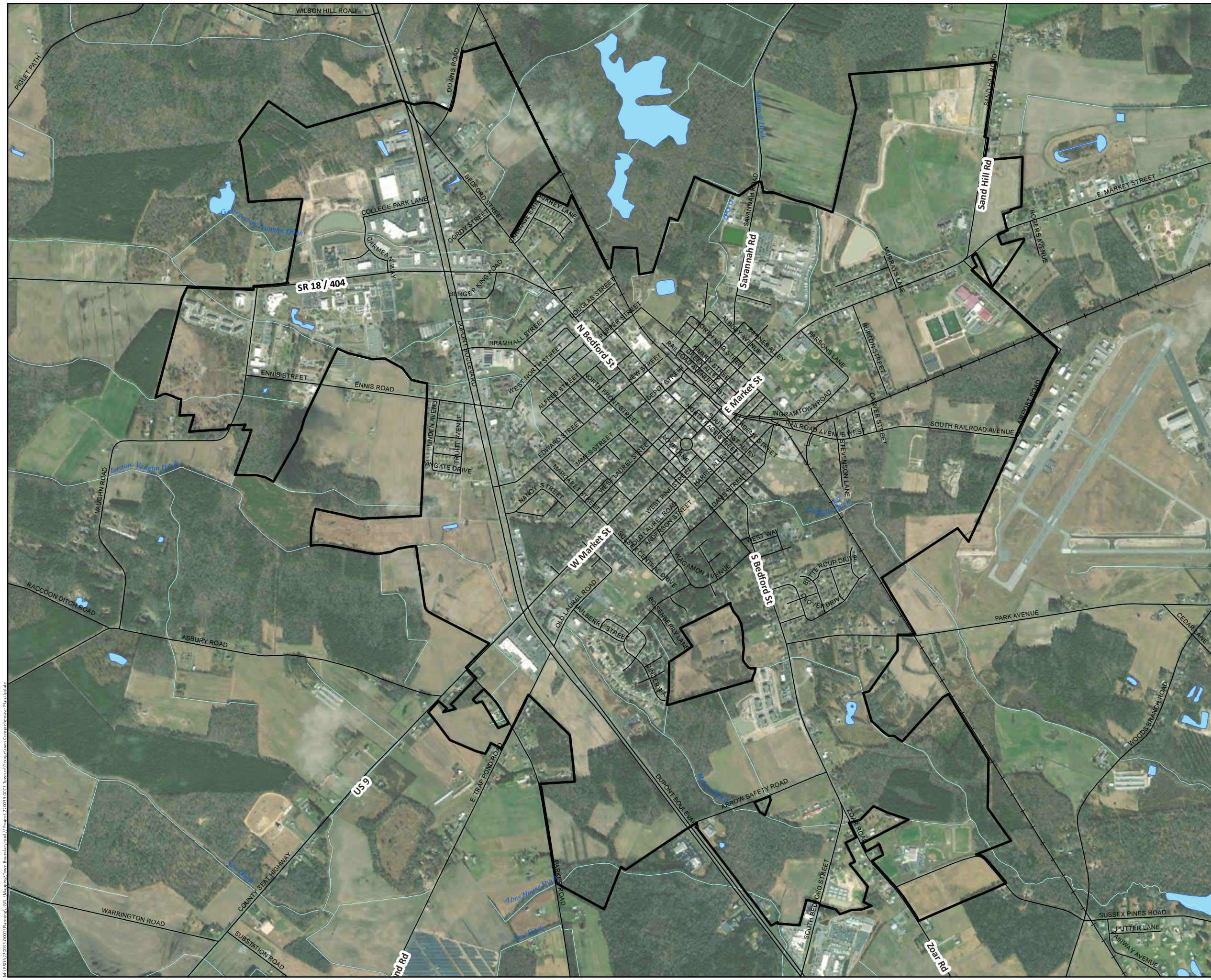
COMM -1: Provide high-quality community facilities and services in the most cost-efficient manner, addressing the needs of future growth.

1. Continue to provide existing Town services while planning for potential future growth.
2. Ensure the street system, water system, wastewater system, and stormwater drainage are able to accommodate expected future development.
3. Regularly monitor level of service provided by private utility companies and vendors.
4. Continue to support community services.
5. Encourage expansion of broadband services.
6. Continue full cooperation and coordination of municipal and emergency services with the County and nearby towns.



Legend

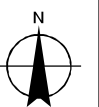
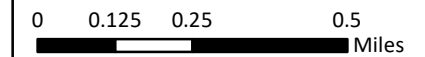
- Town Boundary
- Water Bodies
- Streams & Ditches
- Railroad
- Roads



Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

July 2021



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Legend

- Town Boundary
- Parcels
- Railroad
- Water Bodies
- Streams & Ditches

Ward

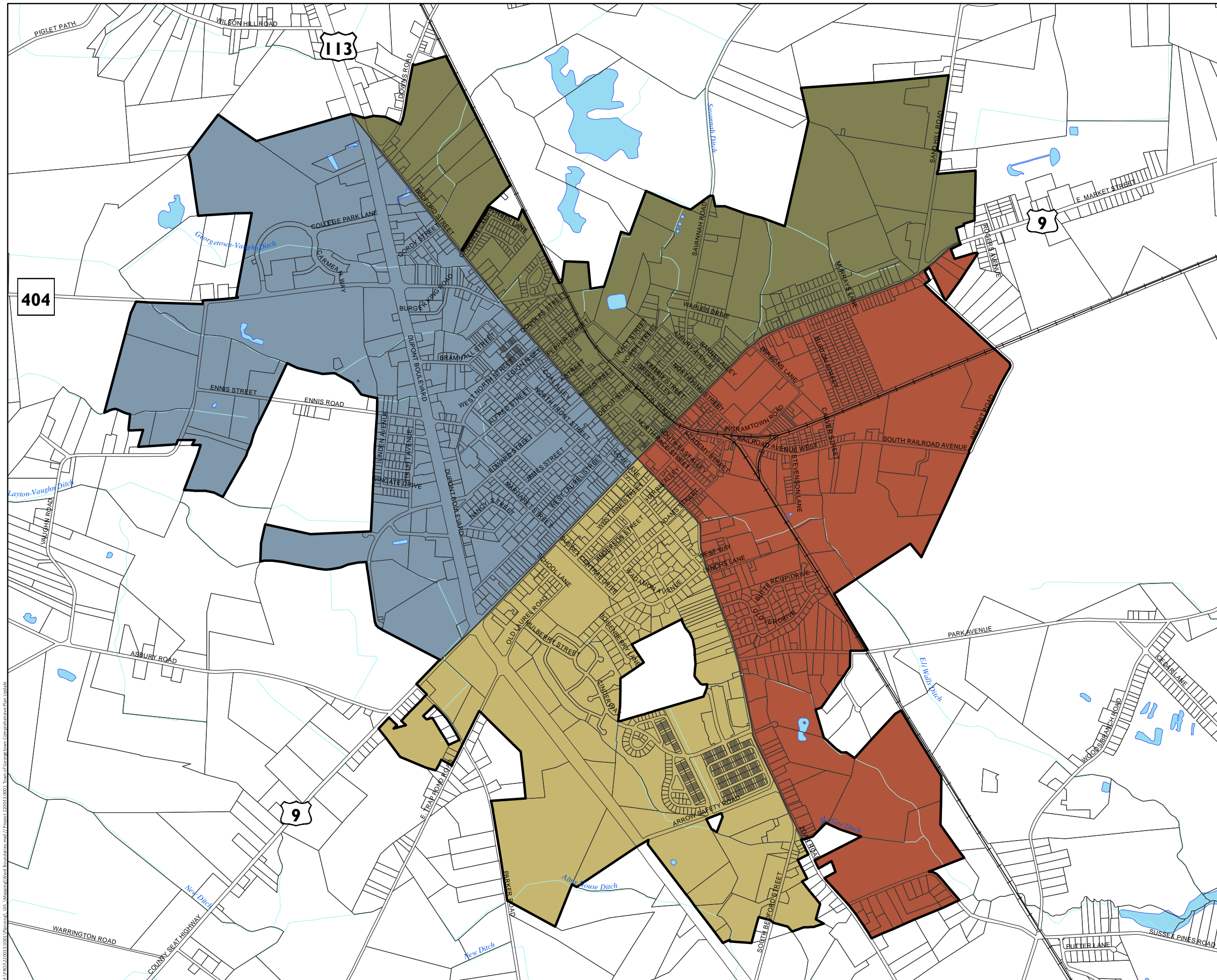
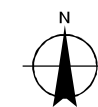
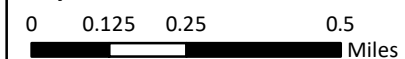
- First Ward
- Second Ward
- Third Ward
- Fourth Ward



Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

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July 2021



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Legend

- Town of Georgetown
- Water Bodies
- Stream & Ditches

Town Government

- Town Hall & Administration

Public Safety

- Police
- Fire

Educational Facilities

- Public
- Higher
- Private

Civic & Social

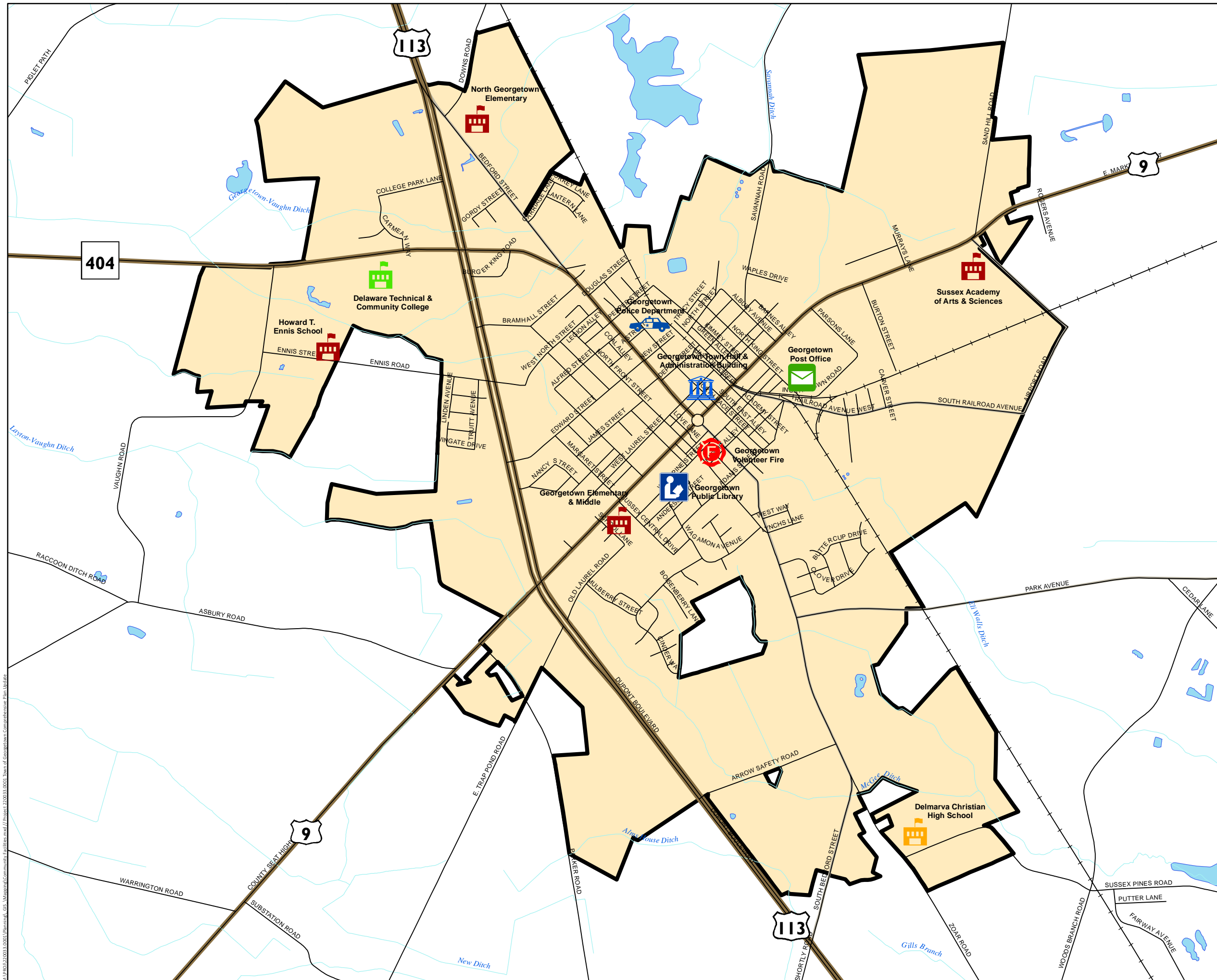
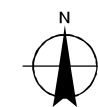
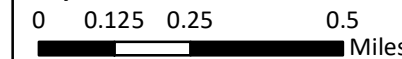
- Post Office
- Library




Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

July 2021



Map 2-3/2021/03/15/0001/Planning/GIS/Montgomery/Community_Facilities.mxd // Project 210031/0001/Town of Georgetown/Comprehensive Plan Update



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IMPROVEMENTS & STUDIES.....	3-12
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GOALS & RECOMMENDATIONS	3-17

CHAPTER 3

TRANSPORTATION

INTRODUCTION

Georgetown is geographically located in central Sussex County. US 113, a four-lane, dual highway runs from Dover, DE to Pocomoke City, MD and represents one of the major north/south arteries in the County. Intersecting US 113 are US 9 and SR 18/404, both of which traverse the County from east to west.

Georgetown developed in a block and grid pattern: most streets are perpendicular to one another. Market and Bedford Streets form a central axis where they converge at The Circle. The Circle is not only at the center of the Town's transportation system, but it is the central point of the community. Although annexation has expanded Town limits, Market and Bedford Streets still are the primary thoroughfares in and out of Georgetown. Most secondary streets branching from Market and Bedford are narrower, residential streets that are inefficient as thoroughfares due to the presence of many intersections and residential properties. Commercial traffic not conducting business in Georgetown is encouraged to use alternate routes around the center of Town.

The Town recognizes the importance of developing a balanced, efficient, multimodal transportation network that minimizes impacts to the environment and reinforces the livability of neighborhoods. This chapter is meant to guide future development of its corridors, roads, and highways for motorized and non-motorized transportation including public transportation systems, bicycle, and pedestrian networks.

SYSTEM DESCRIPTION

Main transportation corridors within the Town are owned and maintained primarily by DeIDOT. The Town maintains many of the roads adjacent to these State-owned corridors. Private entities including developers and property owners' associations also have maintenance responsibility for some roads within their developments. **MAP 3-1, ROADWAY NETWORK**, shows the Town's overall roadway network.

Within the Town, State-maintained roadways carry the majority of north-south and east-west traffic. The most heavily used State road is US 113, which bisects the Town from its north to south boundaries. The Town works closely with DeIDOT on development entrance and exit locations, traffic studies, and roadway improvements. As part of the entrance approval process with DeIDOT, all new development projects must obtain approvals on any State-maintained roadways. The Town would like to see these State roads effectively maintained to the standards identified in Delaware's Transportation Improvement Program (TIP). This includes ensuring that safety for all transportation modes is of the highest priority.

The State classifies roads based on their function throughout the area. This functional classification defines the role each element of the roadway network plays in serving the travel needs of the community as well as the surrounding region. DeIDOT periodically evaluates roadway functions, and their classification may change over time. **TABLE 3-1** indicates the various functional roadway classifications for the State-maintained roadways found in

Georgetown, according to DeIDOT and the Federal Highway Functional Classification System:

PRINCIPAL ARTERIAL. Principal arterial roads are typically the primary roads that serve regional traffic. The primary function of principal arterials is to move traffic, with the provision of access to abutting properties being a secondary function.

MINOR ARTERIAL. Minor arterials collect and distribute traffic from principal arterials to lesser-classified streets or allow for traffic to directly access their destination.

MAJOR COLLECTOR. Major collectors carry traffic from local roads and minor collectors, primarily serving a mobility function while also balancing direct access to destinations.

LOCAL ROADS. Local roads are the lowest order road and carry low traffic volumes. These roads are dispersed throughout the Town and are expected to carry traffic from residences to the collector network.

The Town maintains approximately 25.5 miles of roadway within its municipal boundaries. Most of the Town-maintained roads are local roads, providing access to the State-maintained network and other residential streets. The Town's Public Works Department maintains all street signs, painted curbing, and Town roadway. See **APPENDIX AB** for a list of Town-maintained roadways.

Table 3-1. State-Maintained Roadways¹

Name	Class*	Start	End	AADT**	Year***
Airport Road	LR	Lewes Georgetown Hwy	S Railroad Ave	523	2000
Arrow Safety Road	LR	DuPont Blvd	S Bedford St	2,690	2000
Bridgeville Road (SR 18/SR 404)	PA	DuPont Blvd	N Bedford St	13,116	2018
County Seat Highway (US 9)	MA	W Town Boundary	DuPont Blvd	11,673	2014
DuPont Boulevard (US 113)	PA	N Town Boundary	S Town Boundary	30,242	2018
East Market Street (US 9/SR 404)	PA	The Circle	Railroad Ave	14,392	2014
Ennis Road	LR	Vaughn Rd	DuPont Hwy	1,300	2000
Lewes Georgetown Highway (US 9)	PA	Railroad Ave	E Town Boundary	14,734	2014
Little Street	LR	County Seat Hwy	Trap Pond Rd	309	2000
North Bedford Street (SR 18/SR 404)	PA	The Circle	Bridgeville Rd	17,270	2018
	MC	Bridgeville Rd	DuPont Blvd	3,397	2000
Park Avenue (US 9 TR)	MC	S Bedford St	E Town Boundary	4,754	2015
Sand Hill Road	LR	Lewes Georgetown Hwy	NE Town Boundary	3,911	2012
Savannah Road	LR	Albury Ave	NE Town Boundary	4,583	2000
Seashore Highway (SR 18/SR 404)	PA	W Town Boundary	DuPont Blvd	16,611	2015
South Bedford Street	MC	The Circle	DuPont Blvd	7,870	2015
Sussex Pines Road	LR	Zoar Rd	E Town Boundary	864	2000
The Circle (US 9/SR 404)	PA	Bedford St	Market St	16,125	2014
Trap Pond Road	LR	W Town Boundary	DuPont Blvd	1,863	2012
Vaughn Road	LR	Seashore Hwy	S Town Boundary	1,698	2000
West Market Street (US 9)	MA	DuPont Blvd	The Circle	13,750	2014
Zoar Road	LR	S Bedford St	S Town Boundary	4,914	2000

*Functional Classifications: PA Principal Arterial; MA Minor Arterial; MC Major Collector; LR Local Road. **AADT - Average Annual Daily Traffic. The total volume of a road’s vehicle traffic for a year divided by 365 days; the standard measurement for vehicle traffic load or how busy a road is. ***Year AADT last counted.

TRAFFIC CALMING & SAFETY

During many times of the day, it is difficult to cross Market Street, Bedford Street, and The Circle as a pedestrian or bicyclist. This often discourages a person from visiting multiple businesses and discourages employees from visiting other locations in the downtown during their lunchtime and after work. There are pedestrian crossing signals installed at some intersections, but they are not exclusive meaning that pedestrians must watch for turning vehicles. At most intersections, there are no pedestrian signals of any kind.

DeIDOT published the *Traffic Calming Design Manual*, to promote methods to reduce speeding, minimize traffic on local residential streets, and to make streets more pedestrian-friendly. Suggestions from this manual include:

- Adding signage to tell motorists that they have a legal obligation to stop at major pedestrian crossings for pedestrians who are in the crosswalk;
- Making crosswalks more visible, which can involve the use of patterned asphalt or to use a textured material to make them more visible and generating a noise as vehicles drive over them;
- Combine crosswalks with a speed table, where the crosswalk is slightly elevated above the road surface to create a mini-speed bump;

- Install a center median within heavily traveled roads at pedestrian crossings where sufficient road width exists, to provide safe refuge for pedestrians so they only need to cross one lane of traffic at a time; and
- Consider extending curb cuts outward (bulb-outs) at intersections with high pedestrian traffic, with the goal of reducing the width of the street that a pedestrian needs to cross and designed so that these extensions would not interfere with turns by trucks or buses or cause the loss of any on-street parking spaces.

CORRIDOR CAPACITY PRESERVATION

In 1996, the Delaware General Assembly passed legislation (17 Del. C. 145), enabling DeIDOT to develop a program to protect corridors serving statewide or regional travel. The law established a roadway nomination process and called for nominations through DeIDOT’s *Long Range Transportation Plan*. Four corridors were identified for the Corridor Capacity Preservation Program (CCPP) including SR 48, SR 1, US 113, and US 13. Affecting Georgetown, US 113’s inclusion was proposed as part of the original program and was formally adopted into the CCPP in February 1997.

CCPP has five primary goals:

- maintain a road’s ability to handle traffic safely and efficiently;

- minimize the impacts of increased economic growth;
- preserve the ability to make future improvements;
- prevent the need to build an entirely new road; and
- sort local and through traffic.

In addition to these goals, CCPP is designed to maintain the regional significance and intended function of existing designated routes. The social, environmental, and economic benefits gained through a management and preservation program outweigh the impacts associated with constructing a new route or new alignment. CCPP's methods include:

IDENTIFY BEST FUTURE DESIGN

An overall approach for the corridor is developed that considers the locations of existing and future intersections or interchanges, driveways, service roads, environmental constraints, and County land use plans. This approach becomes the basis for decisions about roadway management and improvement, including entrance applications.

REVIEW PERMITS

Counties and local governments submit rezoning, subdivision, and entrance permit applications that DeIDOT reviews for consistency with corridor capacity preservation plans.

COORDINATE ACTIONS

To ensure mutually supportive efforts, DeIDOT coordinates actions with County and local government comprehensive plans.

MANAGE ACCESS

DeIDOT works with property owners to find alternative access to their property other than directly onto the corridor. Access management limits the number of points where vehicles enter and exit highways to existing intersections or as few intersections as possible, to reduce congestion and increase safety.

REFINE SITE DEVELOPMENT PLANS

DeIDOT works with property owners to achieve a site design that conforms to the CCPP and meets the goals of both the owners and the program.

PURCHASE ACCESS RIGHTS

DeIDOT can purchase access rights from a property owner. The property owner retains the ability to develop the property and pursue alternate access.

PURCHASE DEVELOPMENT RIGHTS

If necessary, DeIDOT can purchase the development rights attached to a property without purchasing the property outright (e.g., a farm owner could be paid to permanently restrict the property for agricultural use; the property would continue to generate a low level of traffic

and the farm owner is able to preserve its current use, while still maintaining ownership).

PURCHASE PROPERTY

DeIDOT can also preserve capacity by purchasing property, in whole or in part, to ensure that it is available for any necessary transportation improvements in the future such as service roads or bus lanes.

DEVELOP INDIVIDUAL PROJECTS

Following an overall preservation program, DeIDOT can develop and implement individual projects as the need for them arises. Types of projects include intersection improvements, route changes, service road connections, local road connections, and the construction of interchanges, among others.

PROVIDE CONSULTATION

DeIDOT can make suggestions to property owners and developers about site planning so they can best accommodate CCPP's requirements.

The plan for US 113 is to minimize new entrances and traffic signals along the corridor and, over time, convert the facility to a limited access highway, potentially including bypasses around existing municipalities. This will be accomplished by coordinating with local municipalities and property owners along the corridor, developing the location of on-alignment and off-alignment improvements, and determining a phased approach to construct the limited access highway.

DeIDOT conducted a feasibility study in coordination with Sussex County in 1999. The *US 113 North South Study* included a recommendation to change the US 113 CCPP into its own project, with an emphasis on converting the existing alignment into a limited-access facility. The Federal Highway Administration (FHWA) completed the *Georgetown Area Environmental Assessment* in February 2014, which looked at various alternatives. See **US 113 IMPROVEMENTS** on page 3-13 for additional information.

DOWNTOWN PARKING

In early Spring 2021, the Town introduced 'Pay by Plate' parking metering. This allows individuals parking on the street to pay for parking by either mobile phone app (Flowbird) or fixed meter kiosk. Users must enter their license plate information and desired time. Kiosk locations include:

- 2 kiosks—East Pine Street (between S Bedford and S Race Sts)
- 1 kiosk—South Front Street (between W Pine and W Market Sts)
- 1 kiosk—North Front Street (between W Market and West Laurel Sts)
- 2 kiosks—East Market Street (between Race St and The Circle)

On-street metered parking, one block off The Circle (i.e. South Race Street, North Race Street, East Laurel Street, West Laurel Street) allows users to pay by mobile phone app or stationary kiosk.

A February 1996 survey completed by DeIDOT for the *Georgetown Transportation Study* indicated a strong public perception that downtown parking availability was insufficient. This perception was confirmed in more recent surveys during development of the *Georgetown Downtown Development District Plan* and **PLAN GEORGETOWN**. For the *1996 Transportation Study*, the parking inventory counted 964 spaces within a two-minute walking distance of The Circle, including 260 on-street and 695 off-street spaces. The Study showed that certain downtown parking facilities were underutilized. Street parking was found to be adequate due to the quick turnover rate of parking spaces on streets around The Circle. Parking surveys indicated that a majority of parking facilities were used for work purposes and that on-street parking spaces were constantly available. As a result, those studies concluded that parking improvements were not necessary.

While it is essential to not only provide sufficient amounts of parking, it is also important to properly manage the spaces that are available. Many people have come to expect a

parking space close to their destination. It is desirable to continue to limit the most sought after parking spaces, generally those that are metered, to a reasonable time limit (e.g., 15 minutes or 2 hours, depending on nearby uses) so that they are available for higher turnover use by many throughout the day. Parking tickets are unpopular, but they are essential to avoid the use of these regulated parking spaces by a single vehicle throughout the entire day. If this is routinely allowed to happen, patrons wishing to visit a downtown business may turn away and not return.

People visiting the downtown should be directed to locations where parking is currently underutilized (e.g., along the railroad). Cooperative efforts are needed between the Town and County to find ways to provide additional parking without harming the urban fabric along pedestrian-oriented streets.

One of the *Georgetown Downtown Development District Plan's* recommendations is to complete a new parking study of the downtown area, to look at similar issues as the 1996 parking survey to determine whether parking is adequate. The goal is also to provide mechanisms to downtown visitors to more easily find available parking areas.

NON-AUTOMOTIVE TRANSPORTATION

PEDESTRIAN & BICYCLE FACILITIES

SIDEWALKS

Sidewalks are basic transportation infrastructure in any town and allow pedestrians to safely circulate between destinations and from home to work, to places of worship and to parks and civic spaces. Georgetown is fortunate that it has an extensive network of sidewalks through much of its downtown and residential areas. Generally, existing sidewalks are in good condition and many of these sidewalks also have ADA compliant ramps with crossings at intersections.

There are, however, many locations in Town that would benefit from the construction of new sidewalks. Specific locations for new sidewalks would be based on a Town-wide sidewalk inventory, site reconnaissance, and input from Town staff and the public.

Traditionally, pedestrian traffic around The Circle and adjacent blocks during the work week is moderately heavy. Pedestrian mobility outside of the downtown is considerably lower. Improving crosswalk labeling and access points throughout Georgetown would increase pedestrian mobility. Ensuring that pedestrian access points connect to one another for full fluid movement around Town is recommended.

Crosswalks can be delineated in several ways. Continental crosswalks (also known as piano keys or zebra stripes) are

the most common and highly visible. These are preferred by DeIDOT and most other regulatory agencies. Continental crosswalks are constructed with thermoplastic materials embedded into the asphalt paving and is highly durable, generally with an effective life span of up to ten years (dependent on traffic). In recent years, thermoplastic materials have been preferred to pavers placed in the crosswalks since they can become loose and subject to damage from snowplows.

BICYCLE FACILITIES

DeIDOT published a statewide *Bicycle Facility Master Plan* in 2005 to recommend statewide, regional, and connector bicycle routes. One of the proposed statewide routes would create a bicycle route from Wilmington to Selbyville, passing through Georgetown. The Plan viewed Georgetown's Circle as an obstacle.

Regional routes passing through Georgetown include the Maryland border to Georgetown route, which utilizes SR 18 and US 113 and passes through Bridgeville on route to Georgetown. Another regional route would follow US 9 from Laurel to Lewes via Georgetown. The Plan listed several barriers to this bicycle route including bridges across Broad Creek and the Lewes and Rehoboth Canal drawbridges lacking shoulders or designated bicycle lanes; increased traffic volumes, access points, turning movements, and sporadic shoulders or space for bicycles on US 9; and the presence of parking in the outer lane in The Circle in Georgetown.

See **MAP 3-2, MULTIMODAL TRANSPORTATION** for more information on the Town’s non-automotive transportation network.

STATEWIDE BICYCLE PLAN²

The 2005 *Bicycle Facility Master Plan* was superseded in April 2018 with DeIDOT’s publication of *Blueprint for a Bicycle-Friendly Delaware*. Its intent was to build upon existing accomplishments, filling in gaps, and taking advantage of opportunities for improvements. The statewide policy plan identifies Delaware specific goals, adopts new and best practices for cycling, integrates stakeholder efforts into a focused implementation strategy, and increases coordination and leveraging of resources. Recommendations for planning, design, and implementation have been included.

As part of its planning activities, DeIDOT published a new bike route plan that focused on utilizing low-stress routes for designated bike routes. These routes are typically low volume, low speed roads where less experienced or confident cyclists will feel confident and safe.

LEVEL OF TRAFFIC STRESS

Level of Traffic Stress (LTS) analysis uses factors including traffic speed, traffic volume, and number of lanes to rate roadway segments on a scale of 1-4, where 1 is a low-stress place to ride and 4 is a high-stress place to ride. It analyzes the total connectivity of a network to evaluate how many destinations can be accessed using low stress routes.

Figure 3-1. Cycling Comfort Levels

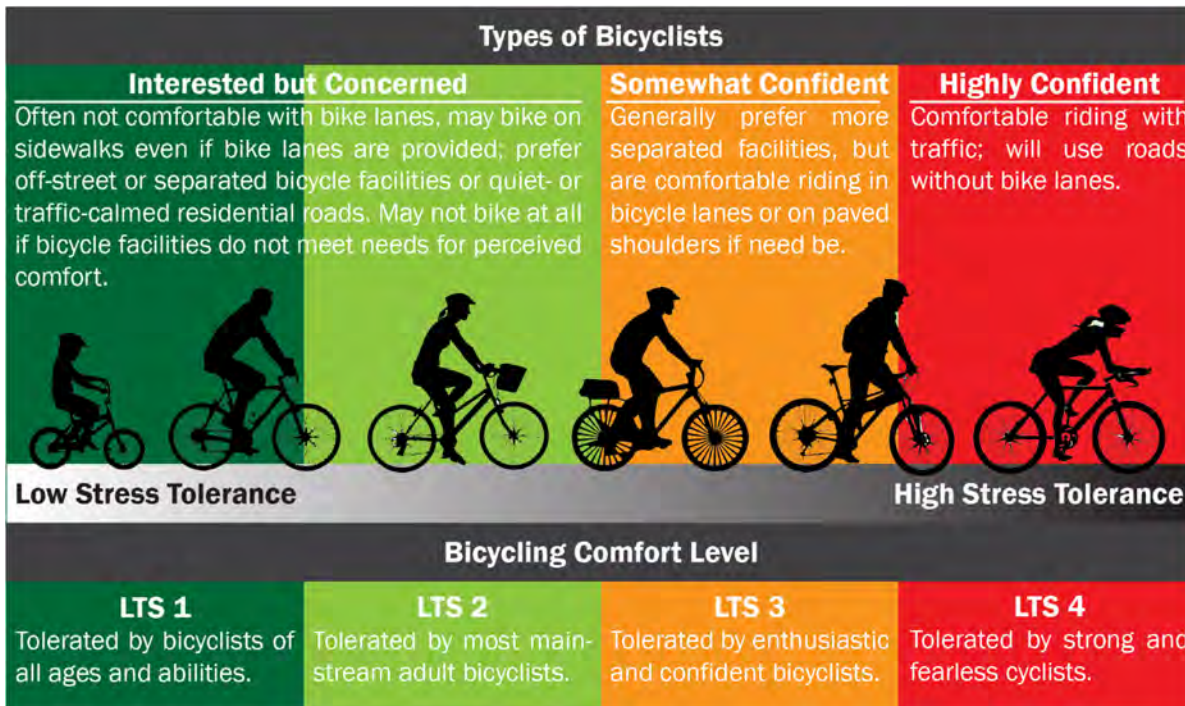
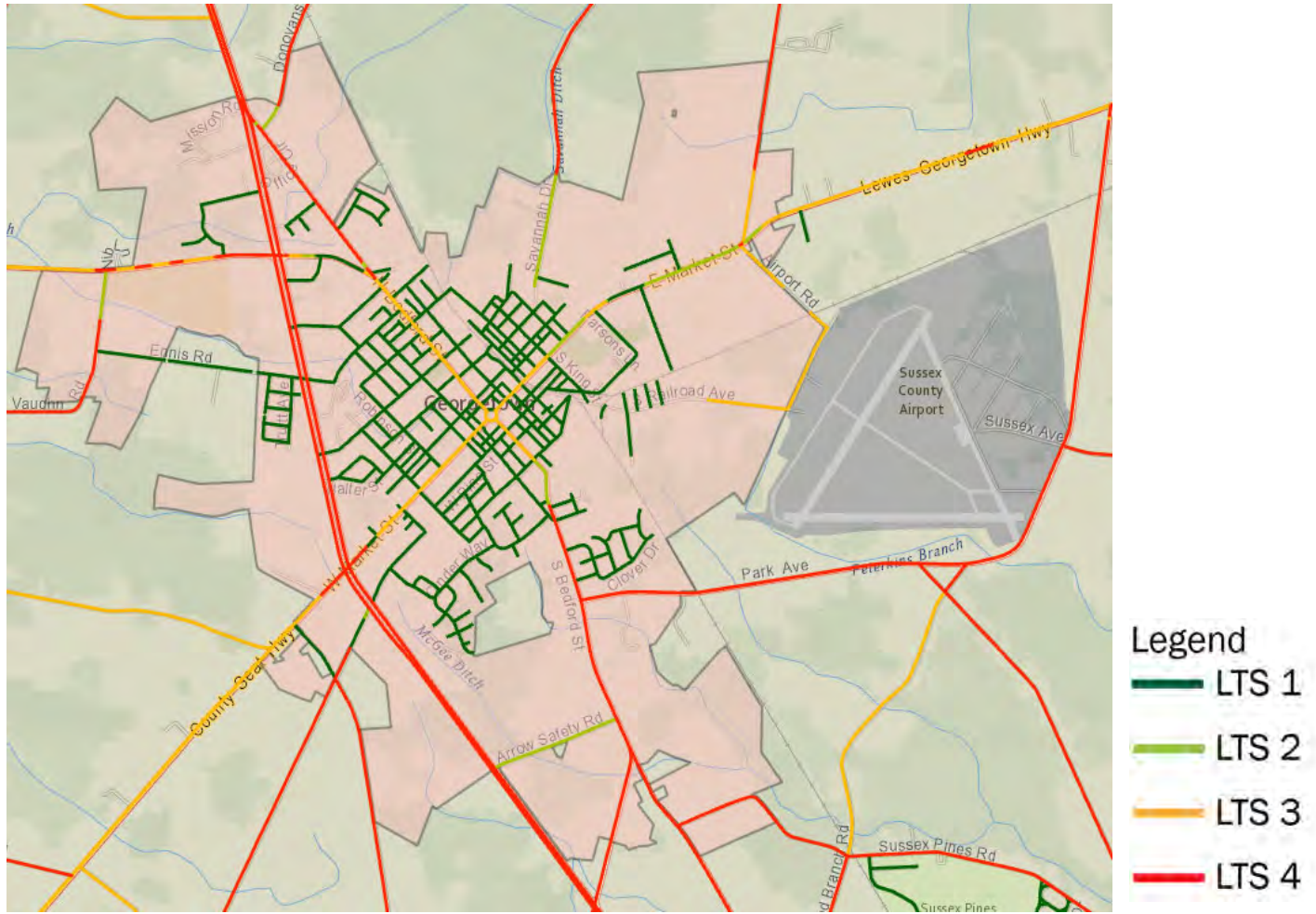
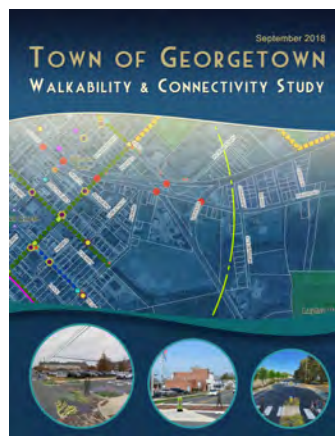


Figure 3-2. Levels of Traffic Stress²



WALKABILITY & CONNECTIVITY STUDY³

In 2018, the Town worked with Simone Collins Landscape Architecture to create a *Walkability and Connectivity Study*. Its purpose was to establish safe routes for pedestrians and bicyclists in and around Georgetown, by improving overall connectivity, promoting walkability and bikeability for residents and visitors, and establishing safe pedestrian and bicycle standards for complete streets, sidewalks, and bike routes. The Study identifies areas of improvement and develops appropriate design templates and signage standards to address connectivity issues that will enhance recreational opportunities for area residents and visitors, create a uniform appearance for future projects that blend with existing infrastructure, and help lay the groundwork for Town-wide connectivity. Its recommendations, prioritization,



and funding strategy serve as the framework for future development standards regarding pedestrian and bicycle access and overall connectivity.

The Study's goal is to maintain and enhance a healthy, connected, and beautiful community and by doing so strengthen the overall streetscape continuity in the Town. Its objectives focus on attributes that will enable the Town to become a healthier and more connected and beautiful community:

- Educate the public and key stakeholder organizations on the opportunities for, and priorities regarding, improved walkability and connectivity in Georgetown;
- Provide material to guide and support decision-making by Georgetown elected officials and staff on how to proceed with priority projects; and
- Support efforts to attract and secure funding for the future implementation of these projects.

The Study incorporated a public opinion survey, which received 163 responses, highlights of which include:

- Respondents want pedestrian access to naturalized areas/open spaces (56%), residential neighborhoods (51%), parks (49%), area

businesses (49%), public institutions (44%), surrounding countryside (30%), workplaces (22%), and water access areas (20%).

- Respondents would be encouraged to walk more with safer crossings (64%), additional sidewalks (56%), better street lighting (46%), better connectivity to sidewalks (44%), wider sidewalks (41%), off-road trails (41%), and less traffic (33%).
- Respondents would be encouraged to bike more with bike lanes (68%), off-road trails (54%), paved shoulders (52%), better/more secure bike parking (42%), better connectivity to bike facilities (42%), markings or signage on roads (40%), better traffic enforcement (36%), better street lighting (31%), and a bike share or rental program (22%).

The Study recommended nine priority projects:

1. **Multi-Use Trail.** DeIDOT will complete the Lewes to Georgetown Rail Trail, to just outside the downtown, in 4 to 5 years. DeIDOT needs Georgetown to secure the trail easement the rest of the way into Town and to the Railroad Station. This project is a high priority since cyclists coming from Lewes will have an incremental economic impact and bring new visitors to Georgetown. Over time, it is believed that this impact will be significant.
2. **On-Road Bike Routes/Sharrows.** Installation of on-road bike lanes on low stress roadways is a relatively low-cost project in comparison to the benefits that will spring from these roadway bike routes.
3. **Special Crossings.** Special crossings at the Rail Lines and Georgetown Middle School are important safety improvements.
4. **Gateways.** Gateways are important in signifying that there are renewed economic development activities in Town, in addition to their traffic calming effect. Construction of these improvements can be incremental.
5. **Georgetown Circle Traffic & Design Study.** An in-depth examination of potential options suggested for The Circle should be undertaken. If it is decided that no major changes will be made, truck aprons should be implemented.
6. **New Sidewalks, Crosswalks, ADA Curb Cuts & Rapid Flashing Beacons.** Filling in missing sidewalks will take a number of years and will be an incremental improvement. Replacing sidewalks that are in poor condition may be a higher priority than new sidewalks since existing sidewalks in poor condition may present a liability for the Town or property owners. Adding ADA curb cuts will enhance accessibility. Crosswalks will also enhance safety and the decorative crosswalks will add safety and be an identifying feature of the streetscape. Rapid flashing beacons will enhance safety at designated crossings. These projects can be

grouped by area and can take advantage of various funding programs for implementation.

7. **Speed Tables and Bump Out/Curb Extensions.** These improvements can occur in concert with sidewalk, crosswalk, and related enhancements.
8. **Boulevard and Pedestrian Refuge Islands.** These safety and stormwater management/water quality improvements will help calm traffic and create stormwater infiltration areas that can enhance water quality and help meet the Town's future MS4 requirements (see **CHAPTER 5—ENVIRONMENT** for additional discussions of stormwater and water quality).
9. **Signage.** Bicycle route and wayfinding/directional signage should be implemented over time. The Town already has graphic standards for signage.

TRAIL SYSTEM

Multiuse trails are generally a minimum of 10 feet in width and sometimes may be designed at widths of up to 14 feet for high-use trails. In rare instances where space is extremely limited, they may be installed at an 8-foot width. They can be paved with asphalt or when the gradient is very level, may be stone dust/stone screenings. Multiuse trails are for the exclusive use of non-motorized vehicles and pedestrians. Users include cyclists, rollerbladers, skateboarders, runners and joggers, pedestrians, and equestrians in some locations. Motorized wheelchairs for handicapped users are also permitted.

GEORGETOWN TO LEWES RAIL-TRAIL

Many areas within Georgetown are already built out—there are limited opportunities for off-road multiuse trails; however, the Georgetown to Lewes Rail-Trail, a high priority DeIDOT project, presents a unique and exciting opportunity.

The Delaware General Assembly passed *Walkable Bikeable Delaware*, which directed DeIDOT to create multi-use paths for pedestrian and bicycle user travel within and between cities and towns in Delaware with independent right-of-way (ROW) outside of the ROW of existing roadways. The Sussex County Council identified the Georgetown to Lewes Trail as a County transportation priority. When complete, the trail will be a 10-foot wide paved trail that extends over 17 miles from Georgetown to Lewes, creating the single longest trail in the State.

The eastern most segment of the trail in Lewes has been constructed and planning is underway that will bring the trail to just outside the downtown area, at the Georgetown Little League fields. The Town's *Walkability & Connectivity Study* recommended that the connection into Town and a trail head should be high priority projects. During the Study, DeIDOT suggested that it would facilitate completion of the trail into Georgetown if the Town could secure needed ROW.

As part of the *Walkability & Connectivity Study*, consultants provided a feasibility study to determine the best route(s) for making this connection, including linkage to the historic Georgetown Train Station, more recently known and designated as the Georgetown Transit Hub. Reaching the Train Station would require some amount of on-road trail. The connector will also link to other future on-road trail segments within Georgetown.

There are alternate routes around the edges of and through the little league complex where it appears that a trail could be located without adversely affecting play and operation of the fields. There are also a few parcels outside of the little league property where easements would need to be obtained. The best option to facilitate DelDOT’s completion of the trail would be to obtain easements on these properties. There are no opportunities for an off-road route north of the little league fields; connections should be made using a shared on-road route with sharrows. Consultants recommended creating a multiuse trail with associated easement joining Parsons Lane to South King Street, aligned with East Pine Street. The Town purchased property on Parsons Lane that would serve as a trailhead.

The Town was successful in obtaining a permanent easement from the Georgetown Little League for a connector from the railroad trail to Parsons Lane/Ingramtown Road. This will afford connectivity from the street network to the Georgetown to Lewes Trail. After discussions with DelDOT, the design for the Phase 8 section will continue and construction is anticipated in Fall 2021, coinciding with the Georgetown East Gateway Improvements (see **GEORGETOWN EAST GATEWAY IMPROVEMENTS** on page 3-12).

DELAWARE RAIL-TRAIL MASTER PLANS⁴

DelDOT completed the *Delaware Rail-to-Trail & Rail-with-Trail Facility Master Plan* as a review of and update to a cursory study of all railroad corridors for potential bicycle and pedestrian use, and evaluated potential interconnectivity of these corridors. The Plan aimed to accomplish three goals: review and further evaluate potential railroad corridors; work with various partners at a local, regional, state, and federal level; and provide a

practical and prioritized strategy to successfully implement all recommended rail-to-trail and rail-with-trail corridors. The Georgetown to Lewes Rail-Trail is the longest recommended corridor location, totaling 17.8 miles once completed.

RAIL/TRAIL STUDY⁵

Following the completion of the *Delaware Rail-to-Trail & Rail-with-Trail Facility Master Plan*, the *Lewes to Georgetown Rail/Trail Study* was developed in August 2011 to further evaluate the impact and proposed design of the trail corridor from the Georgetown Train Station to Cape Henlopen State Park. The study considered existing regional railroad corridor usage and future land uses and densities based on estimated 2030 Census data. Design guidelines, influenced by these findings, serve as standards for use throughout the corridor. The guidelines include rail-to-trail, rail-with-trail, railroad crossing, and trailheads with parking.

PUBLIC TRANSPORTATION

The Delaware Transit Corporation (DTC) operates DART First State—Delaware’s public transportation network. Routes serving the Town include three year-round routes and one seasonal bus route, branded as Beach Bus, which operates from May to September and serves the Delaware Beaches. Current DART routes are shown in **TABLE 3-2**. See DART’s website for up-to-date service route information.

DART has also organized a ride-sharing transportation option available to Georgetown residents. There is a Park & Pool lot available for carpools and vanpools located at the First Baptist Church on North DuPont Highway. Residents who are interested in this program should contact RideShare Delaware, or visit their website, for carpool matching services.

PARATRANSIT SERVICES

Along with regular services, DART also operates on-demand, door-to-door paratransit services for senior citizens and persons with disabilities. DART Paratransit is available to the area for persons unable to ride one of DART’s other services, with prior notification.

Table 3-2. Public Transit Routes⁶

Route	Name	Destinations		Terminals
206	Georgetown/Lewes/Rehoboth	Transit Hub, DelTech, SCI, Harbeson, Rt. 1, Beebe Hospital, Lewes, Rehoboth	Georgetown Transit Hub	Rehoboth Boardwalk/ Park & Ride
212	Georgetown/Delmar	Transit Hub, DelTech, Nanticoke Hospital, Bridgeville, Seaford, Blades, Laurel, Delmar	Georgetown Transit Hub	Delmar
303	Dover/Georgetown	Georgetown, Ellendale, Harbeson, Milton, Milford, Walmart, Magnolia, Dover	Georgetown Transit Hub	Dover Transit center
206 Beach	Green Line—Georgetown/Lewes/Rehoboth	Transit Hub, SCI, Thurman Adams Service Center, Georgetown, Harbeson, Lewes Park & Ride	Georgetown Transit Hub	Lewes Park & Ride

Having a bus service that meets the needs of an aging population is essential for the Town to keep up with the demand for transportation services. A policy brief from the University of Delaware’s Institute for Public Administration (IPA) explains that Sussex County—Delaware’s largest geographically and most rural jurisdiction—will experience the largest percentage increase of seniors and incur rapid growth in the number of “older” 85+ seniors. Projected increases in more rural areas where fewer transportation options currently exist will result in greater challenges for communities and service providers. As the State’s population ages, integrated and community-based options for transportation become even more important.

Numerous social service agencies within Sussex County also provide human services transportation. One such agency is Georgetown’s CHEER Center, which serves the needs of area senior citizens. It operates a van/bus service to and from the CHEER Center. The service also transports seniors to the bank, grocery store, and other CHEER-sponsored events.

DART CONNECT⁷

DART has a unique presence within Georgetown, which is a State employment hub and home to many manufacturing and agricultural jobs. The Town falls into two categories making a strong, accessible public transit system vital to its quality of life: it is rural and is an Opportunity Zone (i.e. an economically distressed community that may qualify for investment tax advantages). See **CHAPTER 9—ECONOMIC DEVELOPMENT** for additional information on Opportunity Zones. In addition to these characteristics, 6% of Georgetown households have no access to a car. This amounts to hundreds of people without personal transportation for work, necessary errands, or school. Many of these households rely on taxis and app-based car services, which are expensive alternatives to DART options.

To fill in the transit gap, DTC applied for and was awarded a grant from the Federal Transit Administration (FTA) to develop a pilot microtransit program, DART Connect, using small-scale transportation vehicles (e.g., smaller paratransit buses, vans, taxis, registered Uber and Lyft drivers). Affordability, accessibility, and equity are the basis of the pilot project. The DART Connect pilot program launches April 12, 2021 and will last for 12 months. At this time, DART Connect’s future is unknown.

The pilot microtransit service provides on-demand service to customers, operating in and between Georgetown and Millsboro, as well as on US 113 between the two towns. Customers can connect to DART buses 206, 212, 215, and 303 at existing bus stops or use DART Connect to get from place to place within microtransit zones. Users call a phone number or use the DART Connect app to request a ride. Vehicles pick up customers at a safe location within easy walking distance of their original location. Rides are shared—other riders going in the same direction are picked up and dropped off along the way. DART Connect replaces

the former 901 and 902 Flex Routes, using the same vehicles and operated by the same drivers, offering more direct, convenient, and frequent trips to new destinations.

FREIGHT NETWORK⁸

The State’s freight network is an integral component of the transportation system as well as the economy, providing movement of goods movement. The network’s main element is the roadway system, which carries trucks, in addition to several rail and water freight facilities.

Comprehensive freight planning for the Delmarva Peninsula has occurred in recent years. These efforts have provided a broader regional context to assess issues and identify potential improvement opportunities for the goods movement system. The *2015 Delmarva Freight Plan* provided information on the current system and commodity flows; key trends, needs, and issues; future scenarios; and candidate projects and studies.

The bulk of freight in Sussex County moves by truck. Generally, the County’s main roads are also its main truck routes. DelDOT has designated main freight corridors, including US 113 and US 9 through Georgetown. In addition, under the framework of the National Highway Freight Network, DelDOT has designated critical urban and rural freight corridors, including both US 113 and US 9 through Georgetown, which are both Critical Rural Freight Corridors. Economists predict that trucks will continue to be the predominant mode of goods movement, with their share projected to increase due to several factors including increases in e-commerce.

RAILROAD FACILITIES⁹⁻¹¹

There are not any passenger rail routes that serve Georgetown; however, two freight routes do pass through the Town. Norfolk Southern operates a north-south route called the Indian River Secondary Track, with stops in Millsboro, Dagsboro, and Frankford. Beyond Frankford, the railroad travels to its terminus in Snow Hill, MD. South of Frankford, the railroad is operated by the Maryland and Delaware Railroad. North of Georgetown, the railroad converges with another Norfolk Southern line in Harrington. The second rail line follows an east-west route connecting Georgetown (as a terminus) with Lewes on the coast. This line currently serves two main customers: Barcroft Industries (Lewes) and the Mountaire Grain Terminal at Gravel Hill.

Norfolk Southern is the largest rail freight carrier in Delaware. It serves the State through access rights over the Northeast Corridor (NEC) granted by the federal government. It also serves the Delmarva Peninsula with a line extending south to Pocomoke City, MD. Norfolk Southern operates approximately 158 route miles in Delaware. The network additionally includes 23 miles of trackage rights in the NEC. The Indian River Secondary Track is 39 miles long, branching off the Delmarva Secondary at

Harrington and connecting to Frankford via Ellendale, Georgetown, and passes by the Indian River power generating station near Millsboro. Major commodities carried by Norfolk Southern include grain, corn oil, soybean oil, coal, autos, steel, crushed limestone, chemicals, plastics, paper, wood products, lumber, pulpwood, propane, petroleum products, and other miscellaneous products.

The Delmarva Central Railroad Company, a subsidiary of Carload Express, operates 188 miles of rail line in Delaware, Maryland, and Virginia. The lines run from south of Wilmington to Hallwood, VA and from Harrington to Frankford. It interchanges with Norfolk Southern, as well as the Maryland & Delaware Railroad, in several locations on the Delmarva Peninsula.

The Delaware Coast Line Railroad (DCLR) is a shortline railroad currently operating on the Delmarva Peninsula. The track is owned by the State of Delaware and managed by the DTC. It operates on 23 miles of track in Sussex County. The DCLR lines were acquired by the State from the 1968 Penn Central bankruptcy, including one branch line from Ellendale to Milton and another from Georgetown to Lewes. Main commodities carried by the DCLR are chemicals, grain, and propane. The Gravel Hill unloading site near Milton receives grain. Propane shipments to the Wilson Baker facility on the Milton Industrial Track began in October 2010. Additional shippers are located at the Sussex County Industrial Airpark near Georgetown, where a rail siding accommodates the Schagrin Gas propane facility.

The 2011 Delaware State Rail Plan (SRP) provides a basis for federal and State rail investment. It sets forth Delaware's freight, passenger, and commuter rail transportation policy. The SRP reflects rail stakeholders interests and strives to:

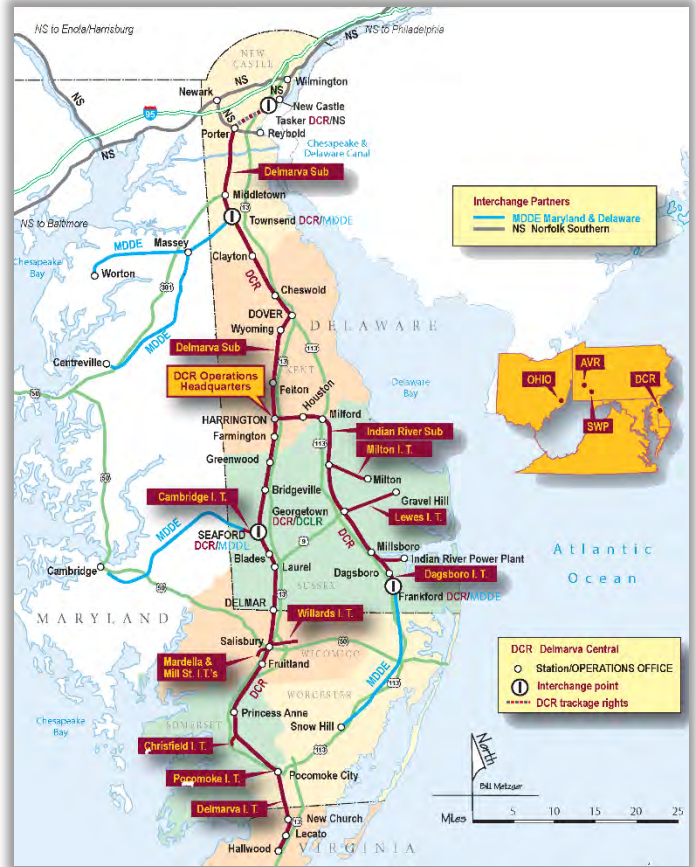
- Broaden the understanding of rail issues for all stakeholders;
- Define the role of railroads in a multimodal environment;
- Identify infrastructure and other improvements required to improve rail service;
- Provide a framework to implement rail improvement initiatives in Delaware; and
- Support DeIDOT and other agencies in obtaining federal or other funding.

The 2011 SRP describes how rail fits into the overall transportation planning process and presents a series of goals, objectives, and strategies for Delaware's rail system. It serves as a strategic guide for DeIDOT, stakeholders, and the public to guide future freight and passenger rail capital investments.

As a 'green' mode of transportation, freight traveling by rail reduces highway congestion, improves safety, and uses less energy per ton-mile than other modes of transportation. The State's rail corridors are economic drivers for its communities, providing the opportunity for Delaware's

industries and farmers to extend the markets for their goods.

Figure 3-3. Rail Network¹⁰



AIRPORT FACILITIES¹²

The closest commercial service is the Salisbury Regional Airport (SBY) in Salisbury, MD, approximately 45 minutes or just over 30 miles from Georgetown. SBY has daily connecting flights to Baltimore-Washington International Thurgood Marshall Airport (BWI) and Philadelphia International Airport (PHL). Area residents seeking scheduled commercial air service typically travel to one of these three airports; SBY wants to improve service and connections with southern Delaware municipalities.

There is one local, public-use airport serving the Georgetown area—Delaware Coastal Airport (formerly Sussex County Airport)—owned and operated by Sussex County. The general aviation airport handles a mix of small aircraft and corporate jets, located just east of Georgetown's border. The airport sits on 615 acres and has two active runways. Total annual operations average over 35,000 take-offs and landings. An increasing number of NASCAR drivers use the airport when coming to Delaware to race in Dover.

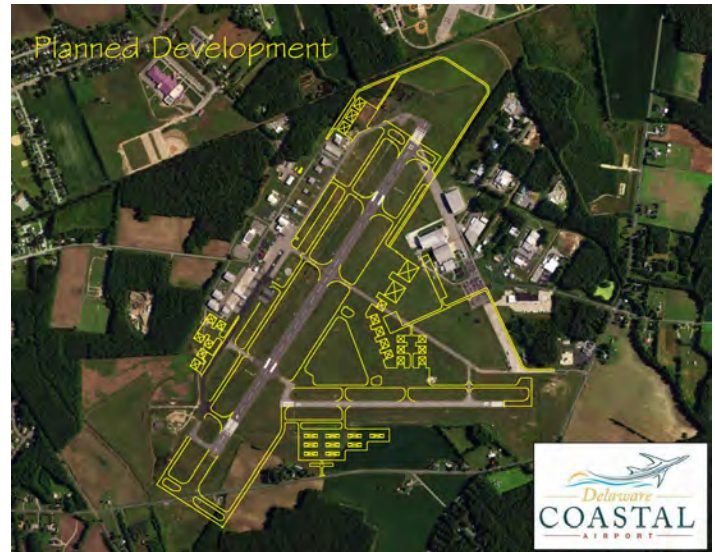
A 10-year, \$36 million program was completed to expand the airport and industrial park complex and use it as an economic development hub/employment incubator. The

main runway was extended by 1,000 feet and a secondary runway was also reconstructed. Part of this expansion included the construction of new hangars and a restaurant.

In February 2021, the Sussex County Council approved a 30-year lease with Schell Aviation LLC for two commercial hangars at the airport. Under the agreement, Schell Aviation will construct two hangars totaling 20,000 s.f. and lease the land. The agreement also includes 6,000 s.f. of reserve space for fuel storage or additional aircraft parking. The company plans to house its own aircraft in the hangar and offer leased hangar space and aircraft maintenance. In addition, Schell Aviation is currently constructing a 31,000 s.f. hangar adjacent to the terminal building to house its corporate aviation fleet and provide jet maintenance and other aviation-related services. There is already interest in the available hangar space.

County officials have additional plans to extend the 5,500-foot-long runway another 500 feet, which will allow the airport to handle larger jets such as the Boeing 757.

Figure 3-4. Planned Airport Development¹²



IMPROVEMENTS & STUDIES

In addition to those listed earlier in this chapter, a number of transportation improvements and studies have either taken place since 2010, are currently underway, or are planned to begin in the next few years.

STATE TRANSPORTATION PLANNING

The Delaware Department of Transportation (DelDOT) *Statewide Transportation Improvement Program (STIP)* is the State’s six-year Capital Transportation Plan (CTP). It is a project scheduling and funding document that helps to guide activities and identify transportation priorities. The following projects are included in the FY21-26 CTP.

GEORGETOWN EAST GATEWAY

DelDOT received a \$7 million discretionary Transportation Investment Generating Economic Recovery (TIGER) grant from the U.S. Department of Transportation (US DOT) for the Georgetown East Gateway Project. To improve the existing intersection geometry, where the three roads intersect at a skewed angle and offset locations, the project will construct multimodal improvements at the intersection of US 9, Airport Road, and Sandhill Road. Improvements include

roadway realignment, additional turn lanes, signal enhancements, pavement resurfacing, bike lanes, sidewalks, crosswalks, transit stops, and lighting. The project’s right-of-way (ROW) acquisition is taking place in FY21, while construction is set to occur in FY21-22. The FY21-26 CTP estimates a total project cost of over \$17.8 million.



Figure 3-5. Georgetown East Gateway Improvements

Source: DelDOT January 2019 Preferred Alternative/WRA

US 113 IMPROVEMENTS

DeIDOT commissioned a *US 113 North/South Study* to explore transportation options to more efficiently move through-traffic around Georgetown. Eastern and western bypasses and an on-alignment route were among the options considered as part of this study. After several years of focus groups, workshops, and the gathering of public opinions, DeIDOT decided in 2007 to discontinue analysis of the bypass options around Georgetown. Instead, DeIDOT decided to emphasize improvements along US 113’s existing alignment.

Current proposals involve major changes to the US 113 corridor. DeIDOT’s goal is to allow US 113 to serve high traffic capacities by eventually removing most or all at-grade street intersections and removing median turning lanes. To do this, bridges and ramps would be constructed at major intersections. These proposals do not include traditional diamond or cloverleaf ramps, but instead use unusual ramp layouts. By removing median turning areas, space would be available for three lanes of through-traffic in each direction. These proposals may require the acquisition and demolition of a number of businesses and homes along the US 113 corridor. The improvements would be constructed in phases over a number of years, as traffic conditions dictate and funds are available. DeIDOT secondary goal is to consolidate access to properties along US 113 whenever feasible.

Careful designs are needed to minimize disruption to adjacent neighborhoods and minimize disruption to traffic during construction. Also, existing businesses would be adversely impacted if it is more difficult to make left-hand turns along the highway to access businesses on the opposite side.

It is important that US 113’s ability to handle through-traffic is not obstructed by new, poorly planned strip commercial uses with multiple driveways. Intense new development should be avoided in locations that would inhibit the construction of needed improvements; therefore, great care should be used before approving additional areas for intense development along portions of US 113 that are not already commercialized. Developers should also provide additional right-of-way, where needed, adjacent to developments.

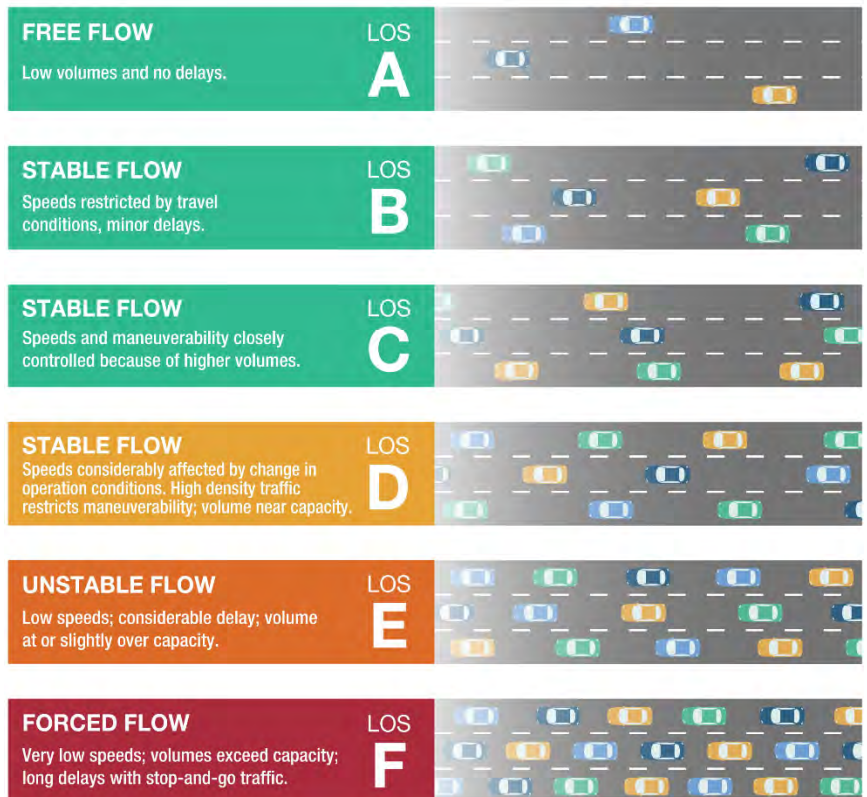
DEVELOPMENT IMPACT ON LOS

Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as delay, speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Levels range from A (most desirable to the traveler) to F (least desirable to the traveler). For the purposes of long-range planning, LOS is measured in terms of volume-to-capacity ratios that are usually obtained from DeIDOT’s travel demand model.

The Town recognizes the impact of commercial development at major intersections: US 9–US 113 and US 113–SR 18/SR 404. Accordingly, reduced LOS at these intersections (i.e. LOS D, E, or F) is acceptable for limited portions of the day (morning and afternoon rush hour), provided there are interior connector roads within the commercial development to permit internal travel versus travel along impacted roadways.

As funding becomes available, the limited access, on-alignment improvements should be made.

Levels of Service



US 113 AT US 9 INTERSECTION

The *US 113 North/South Study* proposed a number of improvements to preserve mobility for local residents and businesses while providing highway improvements that would reduce congestion, decrease crashes, and accommodate anticipated growth in local, seasonal, and through traffic. At the US 113/US 9 intersection, proposed improvements include constructing a grade-separated intersection to enhance the corridor's capacity and safety. Preliminary engineering and construction are not scheduled in the FY21-266 CTP, which estimates a total project cost of \$61.3 million.

US 113 AT SR 18/SR 404 INTERSECTION

The existing signalized intersection currently operates at a failing level of service and has the highest number of annual reported crashes in the US 113 Georgetown Study Area. This project proposes to construct a grade-separated interchange at the intersection of US 113 and SR 18/SR 404. The project was identified under the *US 113 North/South Study* and included with the preferred alternative described in the *Georgetown Area Environmental Assessment (EA)*. The proposed improvements include shifting the horizontal alignment of SR 18/SR 404 approximately 250 feet to the south, raising the roadway profile, and constructing a new overpass at US 113. Access to and from US 113 will be controlled with the proposed interchange ramps located in the northeast and northwest quadrants. Construction will also include widening along US 113 to provide the necessary acceleration and deceleration lanes for the ramps as well as drainage/stormwater management and signing. Preliminary engineering is scheduled for FY21-23, ROW acquisition is scheduled for FY21-23, and construction is anticipated for FY24-26. The FY21-26 CTP estimates a total project cost of over \$89.8 million.

Figure 3-6. US 113 at SR 18/SR 404 Grade Separation



Source: DelDOT February 2020 Public Workshop Boards/WRA

PARK AVENUE RELOCATION

The Park Avenue relocation project provides a continuous US 9 Truck Bypass from US 113 to US 9 east of Georgetown, improving traffic operations over existing conditions and removing the US 9 Truck Bypass route from existing residential areas of Park Avenue and South Bedford Street. The project begins at the intersection of South Bedford Street and Arrow Safety Road, relocating Park Avenue approximately 2,400 feet to the east of the current intersection. The segment of Arrow Safety Road between US 113 and South Bedford Street will be upgraded and signed as US 9 Truck Bypass. The intersection of Arrow Safety Road and South Bedford Street will be reconstructed to provide appropriate turn lanes and signalization. Preliminary engineering is scheduled for FY21-23; ROW acquisition is anticipated for FY21-23; and construction is anticipated for FY22-23 and FY26. In addition to providing a better truck route for east-west traffic, the project allows for an extension of the airport's main runway by 1,000 feet. The FY21-26 CTP estimates preliminary engineering costs of \$6.5 million.

PHASE 1

Phase 1 begins at US 113 and travels along existing Arrow Safety Road. At the intersection of South Bedford Street and Arrow Safety Road, a fourth leg will be added to carry a new Park Avenue alignment to tie back into the existing Park Avenue east of the Delmarva Central Railroad tracks, south of the Delaware Coastal Airport. The proposed improvements include a roundabout at the Arrow Safety Road/South Bedford Road/Park Avenue intersection, a railroad crossing, and an acceleration lane on northbound US 113 from the Arrow Safety Road intersection. DeIDOT estimates that 25 parcels may be impacted by this project phase. The FY21-26 CTP estimates Phase 1 ROW acquisition and construction costs of \$19.5 million.

PHASE 2

Phase 2 consists of making improvements to existing Park Avenue from the Phase 1 limits to the intersection with US 9. Improvements include reconstruction of Park Avenue and US 9 to provide appropriate turn lanes, signals, and railroad crossing improvements. DeIDOT estimates that 65 parcels will be impacted by this project phase. The FY21-26 CTP estimates Phase 2 ROW acquisition and construction costs of \$24 million.

Figure 3-7. Park Avenue Relocation Phase 2



Source: DeIDOT September 2019 Preferred Alternative

TRAFFIC SIGNALS & ROUNDABOUTS

As traffic increases, several intersections will likely need new traffic signals, including Bridgeville Road (SR 18) and North Bedford Street. The intersections of Arrow Safety Road with US 113 and with South Bedford Street may need to be signalized as traffic increases to the relocated Park Avenue. If Laurel Street is promoted as an east-west traffic route, a signal may be needed at its intersection with North Bedford Street. An alternative to intersection signalization is to create a roundabout if there is sufficient ROW. While still somewhat new to Sussex County and Delaware in general, roundabouts have distinct benefits:

- Fewer and less severe crashes
- Lower vehicle speeds
- Less vehicle pollution
- Lower maintenance costs as compared to traffic signal
- Increased landscaping opportunities
- Pedestrians cross one direction of traffic at a time

If roundabouts are installed, community education would be warranted to ensure their safe use.

TRANSPORTATION MASTER PLAN

The 2010 Plan recommended that Georgetown engage a transportation consultant to coordinate the Town's planning with US 113 improvement planning. They could also refine ideas in **PLAN GEORGETOWN**. This effort could lead to a more detailed Town Transportation Master Plan, with one objective being to find ways to limit truck traffic through the center and residential areas of Town; however, this should wait until the Park Avenue Relocation project is completed.

TRANSPORTATION ALTERNATIVES

The Transportation Alternatives Program (TAP) is a set-aside of the federal Surface Transportation Block Grant (STBG) Program. TAP funds programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; Safe Routes to School (SRTS) projects; and projects for the planning, design, or construction of boulevards and other roadways largely in the ROW of former interstate system routes or other divided highways. Eligible local project sponsors include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts or schools, and tribal governments. Local project sponsors must provide a 20% match for these funds. This program requires a formal application process.

STREET REHABILITATION

The Town strives to continually improve and enhance its transportation routes. It completed numerous street rehabilitation projects since 2010, which included new signage, curbing, sidewalk, paving, lighting, median improvements, landscaping, storm drain replacement, and drainage improvements.

Table 3-3. Street Rehabilitation Projects

Project	Funding Source
A Street/Alley Paving	Community Transportation Funds
B Alley	Community Transportation Funds
Bramhall Street	Community Transportation Funds
Burger King Road	Community Transportation Funds
Cooper Alley Curbing	Municipal Street Aid
Depot Street	Municipal Street Aid
East Alley (East Pine to East Market Streets)	Community Transportation Funds
East Market Street	Community Transportation Funds
East Market Street Lighting & Sidewalk Project	DeIDOT Transportation Enhancement Program
Franklin Street Drainage Improvements	DNREC Soil & Water Conservation Drainage Program
Gordy Street	Municipal Street Aid
Layton Avenue Streetscape	
Margaret Street	Community Transportation Funds
Margaret Street (3 Phases)	DSHA Community Development Block Grant Program
Nancy Street	Community Transportation Funds
North Bedford Street & Bridgeville Road Landscape Island	Community Transportation Funds
North King Street	Community Transportation Funds
North King Street Sidewalk & Curb	Community Transportation Funds
North Race Street	Community Transportation Funds
North Race Street	Municipal Street Aid
Parsons Lane	Community Transportation Funds
Pepper Street	Municipal Street Aid
Robinson Street Drainage Improvements	DNREC Soil & Water Conservation Drainage Program
South King Street	Municipal Street Aid
South Race Street (East Pine to East Adams)	Community Transportation Funds
South Railroad Avenue	Community Transportation Funds
Wagamon Avenue	Community Transportation Funds
Walter Street	Community Transportation Funds
West Laurel Street	Municipal Street Aid
West Pine Street	Community Transportation Funds
West Pine Street Storm Drain Replacement	Town Funds
West Pine Street (Library to Gardiner Street)	Community Transportation Funds
West Pine Street (Library to SC Drive)	Community Transportation Funds

IMPROVEMENT DISTRICT

The Town may wish to work with DeIDOT to establish a Transportation Improvement District (TID). One of the first steps in establishing a TID is to better understand why this may be a good approach with the development demands in Town and partner with DeIDOT to move forward in the process.

The Town is growing at a rapid pace and a TID would ideally be created in anticipation of development rather than after the fact. Alternatively, planning studies can be undertaken without creating a TID, which can consider the current development underway and the pending land development applications with larger parcels of land.

TIIF

The Delaware Transportation Infrastructure Investment Fund (TIIF) was established to provide economic assistance for renovation, construction, or any other type of improvements to roads and related transportation infrastructure to attract new businesses to the State or expand existing businesses within the State, when such an economic development opportunity would create a significant number of direct, permanent, quality full-time jobs. TIIF is managed by the TIIF Council, established by State legislation, and is funded through the State's general fund and DeIDOT's operating budget. The Council considers applications and makes funding recommendations to Delaware's Secretaries of Transportation and State.

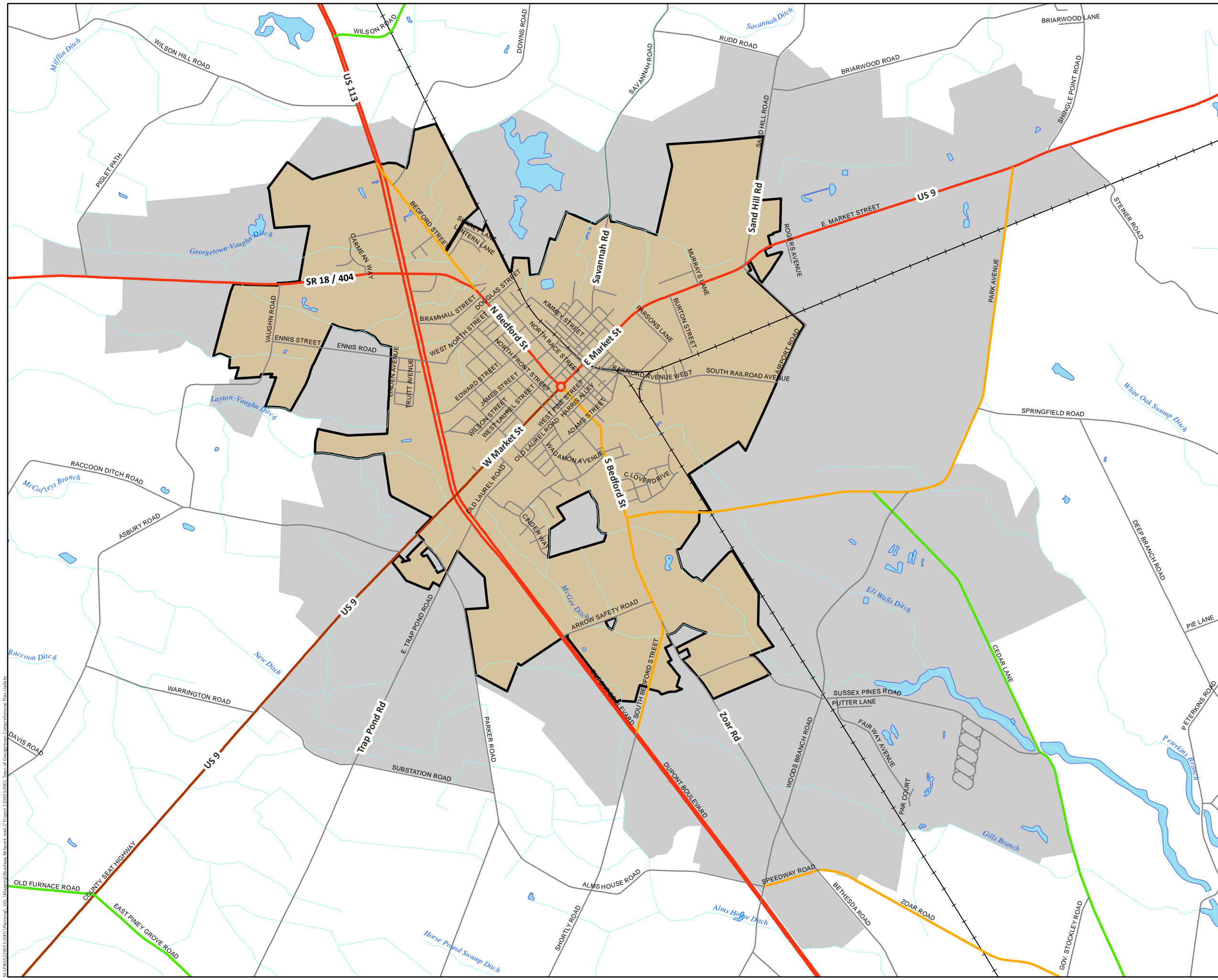
TOWN POSITIONS

POSITION ON KEY INFRASTRUCTURE ISSUES

Georgetown will continue to provide adequate infrastructure for its residents, businesses, and within its proposed annexation area. The Town supports context-sensitive transportation improvements to increase safety and mobility, while also reflecting its character and position as the Sussex County seat. Georgetown is committed to ensuring the presence of reliable infrastructure to meet future needs.

GOALS & RECOMMENDATIONS

- TR-1 :
- Maintain and improve all modes of transportation within the Town, encouraging a variety of mobility and access options.
1. Improve pedestrian and bicycle connectivity and safety throughout the Town to create a more walkable and bikeable community.
 2. Support continued streetscape revitalization and beautification, particularly in the downtown.
 3. Carefully plan road/street patterns and access from development according to the function each road is intended to serve within the overall network.
 4. Continue efforts to control and divert heavy truck traffic, through-traffic, and higher speed traffic on residential streets and divert heavy traffic from the center of Town.
 5. Work with DeIDOT to design highway and road improvements in a manner that will support this Plan, minimize conflicts with residential areas, and address heavy seasonal east-west traffic.
 6. Improve opportunities for public transit within Town.
 7. Investigate improvements to the Town's signage and wayfinding system to better direct visitors to key destinations throughout Town.
 8. Plan to update all town sidewalks to ADA standards as funding becomes available.



Legend

- Town Boundary
- Potential Annexation Areas
- Water Bodies
- Streams & Ditches
- Railroad
- Roads Functional Classification**
- Other Principal Arterials
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.




Map 3-1/2021/08/15/0001/Planning GIS - Municipal Boundary Network.mxd // Project 2009/3.0001 / Town of Georgetown Comprehensive Plan Update



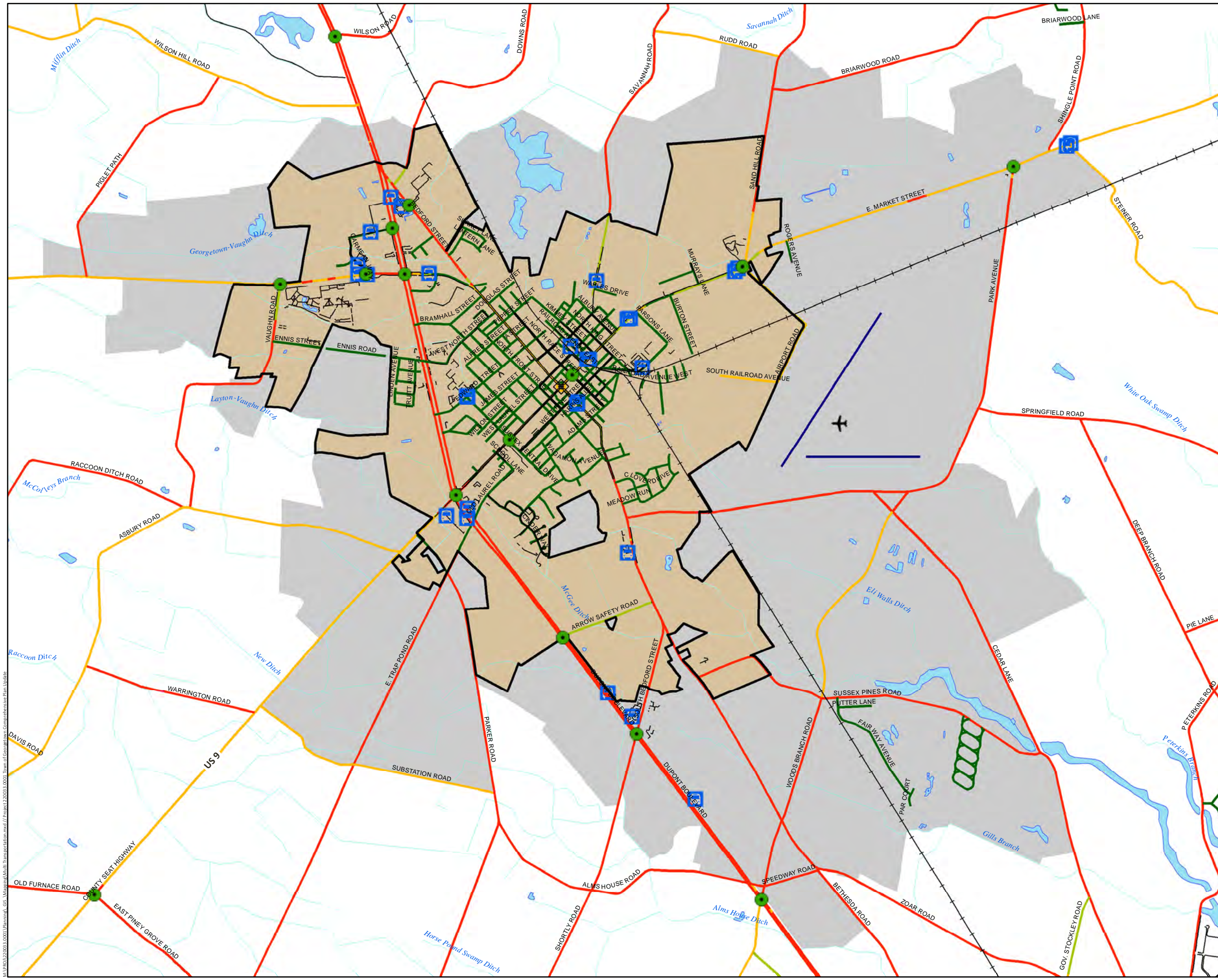
Legend

-  Town Boundary
 -  Potential Annexation Areas
 -  Water Bodies
 -  Streams & Ditches
 -  Railroad
 -  Sidewalks
 -  Traffic Signals
 -  Bus Stops
- Airport**
-  Airport
 -  Runway Centerlines
- Level of Traffic Stress**
-  LTS 1
 -  LTS 2
 -  LTS 3
 -  LTS 4


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July 2021



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GOALS & RECOMMENDATIONS	4-8

CHAPTER 4

WATER & WASTEWATER SYSTEMS

INTRODUCTION

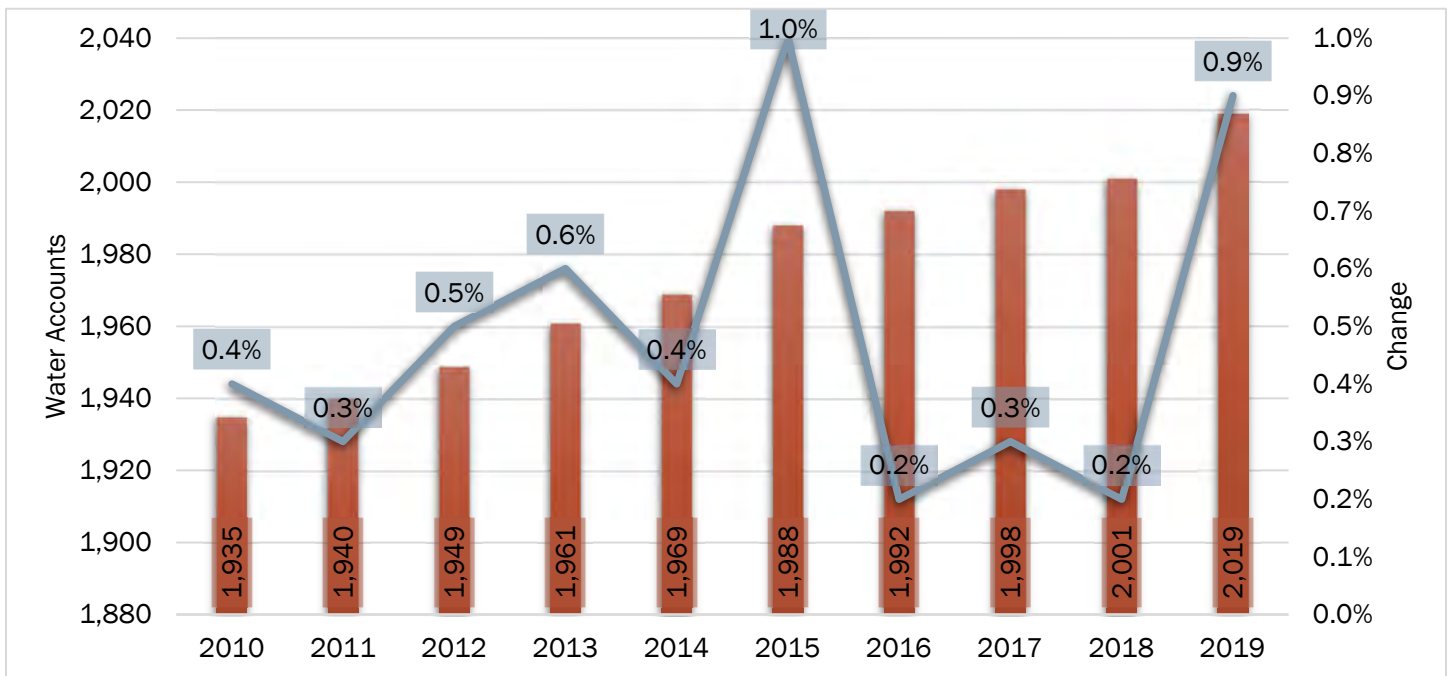
This chapter provides information about Georgetown’s water and wastewater systems. These services are essential to Town residents and businesses and their locations are depicted on **MAP 4-1, WATER & WASTEWATER SYSTEMS**. This chapter also provides information on sourcewater protection areas; their locations can be found on **MAP 4-2, SOURCEWATER PROTECTION**.

WATER SYSTEM

SUPPLY & TREATMENT

The Georgetown water system provides service to over 7,300 residents via 2,019 connections within a service area of about 4.2 square miles. The system consists of four wells tapping the shallow unconfined Columbia and Manokin aquifers at depths of 90-120 feet. Four 12-inch diameter wells are active, and two 6-inch diameter wells are currently not being used. A well at Delaware Technical College was shut down.

Figure 4-1. Water Accounts¹



Georgetown has two treatment systems: King Street and Stevenson Lane. The two systems are similar and consist of chlorination and fluoridation. The King Street plant was taken over by the Town in 1992. Stevenson was built in 2014 and King Street was upgraded in 2019. These upgrades have allowed other water treatment plants to be decommissioned. Stevenson is supplied by two active wells and King Street is supplied by the other active two wells. The wells and treatment systems use onsite generators in case of power outage.

Georgetown’s existing system has a capacity of about 2,376,000 gallons per day (gpd). They report an average daily demand (ADD) of 650,000 and a peak daily demand (PDD) of 1,000,000 gpd. On an annual basis, Georgetown reports that residential use accounts for about 53% of demand, followed by institutional use at 26%, commercial use at 13%, and unaccounted for water at 8%.

WATER INTERCONNECTION AGREEMENT

In June 2020, the Town and County entered into a water interconnection agreement for and on behalf of the Coastal Business Park and Coastal Airport. The two jurisdictions desired to interconnect their respective systems to purchase potable water from each other as needed to supply users within their respective service districts.

SOURCEWATER

The source for Georgetown's drinking water is groundwater. As such, it is important for Georgetown to protect the areas around the wells that pump water from the ground and the aquifer from which water is drawn. Sourcewater protection areas include wellhead protection areas and excellent groundwater recharge potential areas. **MAP 4-2, SOURCEWATER PROTECTION**, shows the locations of sourcewater protection areas in the Georgetown vicinity.

SOURCEWATER ASSESSMENT & PROTECTION PROGRAM

The Sourcewater Assessment and Protection Program (SWAPP) was established by Congress as part of the *Safe Drinking Water Act* (SDWA) Amendments of 1996 to better protect public drinking water resources by providing local and state governments and the public more information about those resources. The U.S. Environmental Protection Agency (EPA) provides funding to states to support sourcewater assessments of the susceptibility of drinking water sources to contamination. DNREC's Water Supply Section leads the development and implementation of the Delaware SWAPP, with support from the Delaware Department of Health & Social Services (DHSS) and IPA's Water Resources Agency.

The SWAPP provided initial sourcewater assessment reports for public water supplies in Delaware in or around its creation in 2003, many of which have been updated in the intervening years. The SWAPP also developed sourcewater protection guidance and other resources for local government, including draft model ordinance language for smaller municipalities. Finally, the SWAPP administers low-interest revolving loan programs that help local governments protect sourcewater via land or easement acquisition and other management practices.

GEORGETOWN SOURCEWATER ASSESSMENT

DNREC's Division of Water Resources completed a sourcewater assessment for Georgetown's public water supply wells. This assessment was performed using the methods specified in the *1999 State of Delaware Source Water Assessment Plan*.

The 2003 assessment identified the wells Georgetown used to provide drinking water to the system and identified their vulnerability to contamination. It identified 24 discrete sources of potential contamination in the wellhead protection areas—the majority of those sites had only negligible contaminant potentials, posing little to no threat to the drinking water resources. These susceptibilities were to nutrients, pathogens, pesticides, PCBs, metals, and other inorganic compounds, while there were higher susceptibilities to petroleum hydrocarbons and other organic compounds. It noted that the primary sources for those contaminants were the presence of numerous underground storage tanks.

7 Del. C. 1953 §§6081-6084 requires Town to implement measures to protect the quality of public water supplies within excellent groundwater recharge areas and wellhead protection areas.

WELLHEAD PROTECTION AREAS

Wellhead Protection Areas are those surface and subsurface areas surrounding a water well or wellfield supplying a public water system most vulnerable to contaminants that could move toward and reach such well or wellfield. Development within these areas should be avoided to prevent additional contaminants to the public water system than would occur naturally.

EXCELLENT GROUNDWATER RECHARGE POTENTIAL AREAS

Excellent Groundwater Recharge Potential Areas are delineated as places where the water transmitting properties of the sediments in the interval between land and surface and 20 feet below land surface are the greatest. The Delaware Geological Survey produced a map that delineates four different drainage potential categories (i.e. excellent, good, fair, or poor) in Sussex County (*Delaware Geological Survey Report of Investigations No. 66, 2004*). Those areas with excellent water transmitting properties can determine the amount of water that recharges Delaware's aquifers and how susceptible the aquifers are to surface pollutants. The protection of these areas is a key component to preserving the quantity and quality in the County's aquifers. As these areas are covered with increased amounts of impervious surfaces, there will be less water infiltrating into these underground aquifers to replenish the County's water supply. Additionally, the water coming from these areas may contain non-point source pollutants that may infiltrate through the sediment and contaminate the groundwater.

As noted previously, *Delaware Code* requires all jurisdictions with populations greater than 2,000 to adopt ordinances to protect important sourcewater areas. These regulations govern the use of land within the wellhead protection and excellent groundwater recharge potential areas, to protect those critical areas from activities and substances that might harm water quality and subtract from overall water quantity.

In 2007, Georgetown adopted its sourcewater protection ordinance as part of the Zoning Code (*Town Code §230, Article XXVII—Source Water Protection Areas*). The ordinance identifies a number of land use restrictions for certain uses within Wellhead Protection and Excellent Groundwater Recharge Potential Areas including aboveground storage tanks, automobile body/repair shops, chemical processing/storage facilities, dry cleaners, electronic manufacturing facilities, equipment maintenance/fueling areas, gas stations, hazardous waste, injection wells, manure storage, mines/gravel pits, and onsite wastewater treatment and disposal systems, among others. Development in the overlay areas must adhere to the criteria established by the ordinance, which provides an additional layer of protection in order to maintain the quality and quantity of drinking water supplies located within Town boundaries.

The State is responsible for updating and revising maps depicting sourcewater protection areas and Town ordinances must be applied to these areas as amended. The location of current overlay areas can be found on **MAP 4-2, SOURCEWATER PROTECTION**. The regulatory provisions of any sourcewater ordinance must refer to the most current sourcewater protection datasets, which are provided by DNREC and available through FirstMap Delaware.

STORAGE & DISTRIBUTION

Georgetown has two elevated storage tanks, both installed in 1992, a 125,000-gallon and a 250,000-gallon. The tanks are maintained regularly under contract using materials adhering to HB 456. The storage tanks are in good condition. Storage tanks are used to hold sufficient water to meet customer demands while maintaining water quality and to pressurize the distribution network.

Georgetown maintains approximately 45 miles of mains, consisting of a mix of polyvinyl chloride (PVC) installed in 1992 and a mix of ductile iron pipe (DIP) and asbestos cement pipe (ACP) whose age is generally unknown but may date back to 1902. Approximately 80-85% of the distribution system has been replaced with PVC. The remaining mains are on DeIDOT highways and are more complicated to replace.

The Town reports that all lead goosenecks have been replaced. Main rehabilitation and service line replacement are still high priorities for distribution system improvement in Georgetown. Most of the distribution system is looped, with just a few spurs. Mains and water lines are owned and controlled by the Town, while service lines belong to the customer; however, service lines are still important to the Town since their leaks affect demand and service line materials can contain contaminants that are consumer health risks.

All customers in Georgetown are metered. Metering describes the use of mechanical equipment to generate measurements of water flows that can be used for billing customers and to develop a water balance for the system. Georgetown's meters have been switched out to drive-by radio read AMR.

Georgetown's treatment systems and storage tanks are controlled via supervisory control and data acquisition systems (SCADA). SCADA is an electronic system for controlling mechanical equipment and monitoring system conditions.

WATER SYSTEM ASSET MANAGEMENT PLAN

In December 2016, The Town entered into the Drinking Water Asset Management Incentive Program jointly administered by DNREC and DHSS, which provided funding assistance to plan for and develop an asset management plan. The effort sought to help the Town's Water Department identify key impactful asset management activities that would allow them to quickly move on to implementation strategies to ensure long-term value of assets and provision of a high level of service to customers. The asset management plan heightened confidence in asset-level decision making through the definition of good lifecycle management practices and enhanced data management.

The plan includes an inventory of the Town's water system, information on the level of service provided by the Town's water system, and information on the system's operation and maintenance. The plan also assesses various resources and provides recommendations on capital improvements as well as a financial strategy for the Town to meet the various components of its plan, allowing Georgetown to better forecast the timing for additional needed facilities to the overall system. As the Town's asset management program matures, condition and risk assessment activities will be used to inform a prioritized capital improvement plan for its water system assets.

RECENT WATER SYSTEM PROJECTS

KING STREET WATER TREATMENT PLANT UPGRADE & IMPROVEMENT

Due to the revision of regulations regarding tetrachloroethylene (PCE; 0.005 mg/L to 0.001 mg/L), trichloroethylene (TCE; 0.005 mg/L to 0.001 mg/L), and vinyl chloride (VC; 0.002 mg/L to 0.001 mg/L) contaminants, systems that did not meet

the new guidelines had until January 2015 to reach compliance. The Town made the necessary upgrades to its treatment plant to meet these new regulations.

The project included new aerators, equipment upgrades, well reconstruction and rehabilitation, and a SCADA system. The \$3.8 million project was funded through the Drinking Water State Revolving Fund.

WATER SERVICE LINE & REPLACEMENT

The water service line and replacement project was needed due to the Town having approximately 600 water service connections that were installed over 50 years ago using galvanized steel piping with lead soldered joints. The Town was experiencing an average of 55 water service breaks each year, or slightly more than one per week. The project replaced 400 of the 600 water services and also replaced water meters for those 400 locations. The \$2.2 million project was funded through the Drinking Water State Revolving Fund.

SOUTH RAILROAD WELL & TREATMENT FACILITY

This project was needed due to the abandonment of the SCI well and treatment facility, which had elevated iron levels in the raw water. The costs associated with treating the iron levels could exceed \$50,000 annually, not including the significant repair work or replacement costs associated with the high iron levels. Funding for the South Railroad Well and Treatment Facility came from the Drinking Water State Revolving Fund, at just under \$1.6 million.

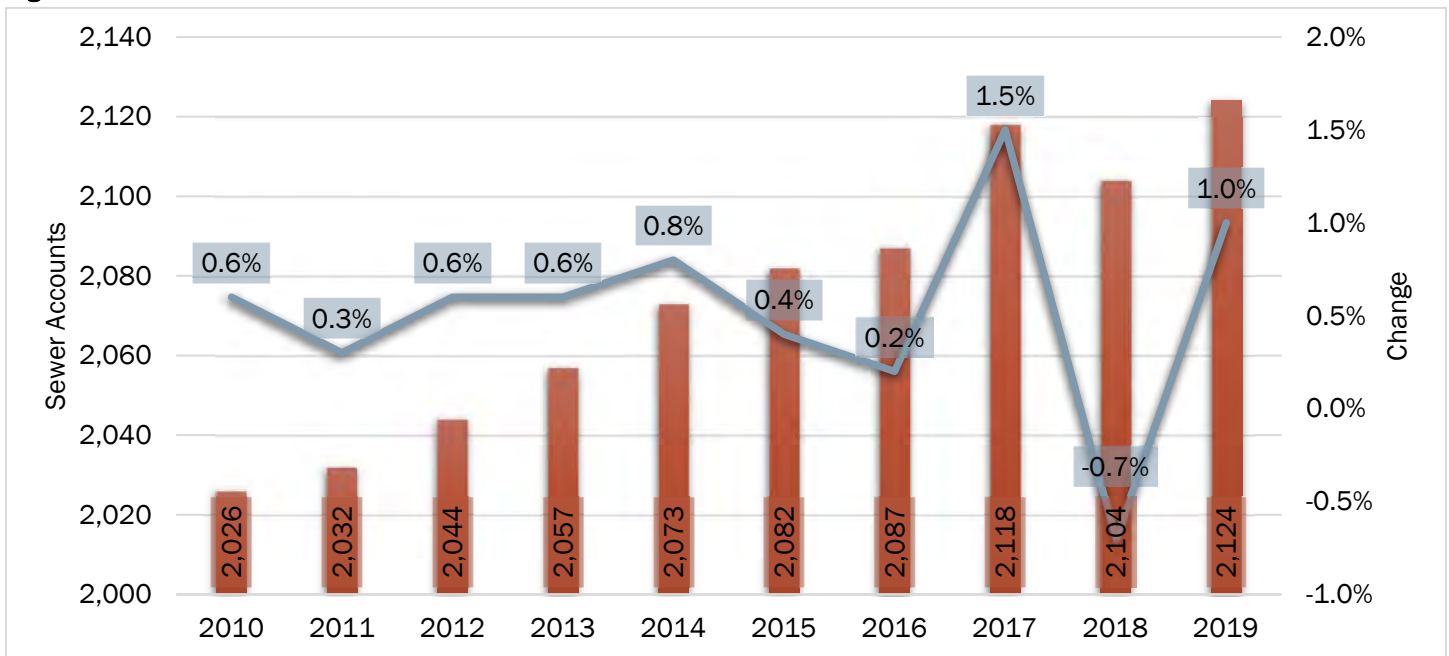
WASTEWATER SYSTEM

SYSTEM OVERVIEW

The Town owns and operates a 1.3 MGD wastewater treatment facility that includes two storage lagoons with a total storage capacity of approximately 90.5 million gallons. Treated effluent from the treatment plant is stored in these two lagoons and then land applied to approximately 504 acres of adjacent agricultural fields. Approximately 85.5 of the 504 acres are owned by the Town with the remainder being leased from local farmers.

The Georgetown Water Reclamation Facility (WRF), located at 24027 Cedar Lane, has a service area of 4.5 square miles, including residences and businesses within the Town’s municipal boundary, the Town of Ellendale, the Sussex Correctional Institutional, Sussex Pines Country Club, Golf Village, and the Airport Industrial Park, all located within Sussex County. The Perdue plant, located on Savannah Road within Town boundaries, manages its own wastewater treatment facility. All residences and commercial facilities within the Town of Georgetown are otherwise required to be connected to the municipal sewer system.

Figure 4-2. Sewer Accounts²



The WRF provides secondary and tertiary treatment plus nitrogen removal and is in the Indian River subwatershed of the Inland Bays/Atlantic Ocean Watershed. The system includes over 60 miles of sewer pipe, 21 pump stations, and 2 grinder pump stations. The facility’s current groundwater discharge permit (359297-09) expires on January 19, 2022. The permit includes biochemical oxygen demand, total suspended solids, and fecal coliform limits. The plant’s current design flow is 1.3 MGD and the average daily flow is 0.9211 MGD, or about 71% of design flow. It relies on spray irrigation because of the Inland Bays restrictions. The Town reported that 96% of influent flows are from domestic sources.

Peak flow at the plant is 1.6 MGD. Georgetown's service area includes terracotta pipe, plastic pipe, and ductile iron pipe. The Town completed renewal of about 70% of its collection system in 2014 (e.g., infiltration and inflow repair, pipe relining, manhole rebuilding, jetting, closed circuit television). The remaining 30% consists of repairing or replacing old lift stations. Flows have been reduced from about 1.2 MGD to 900,000 gpd.

The Town is planning to expand its wastewater system to increase the treatment capacity to 1.7 million gallons per day and to add at least another 100 acres to the available spray disposal fields. Georgetown currently owns one spray field and leases other areas to the Town’s southeast, near the treatment plant. Areas for spray irrigation need suitable soils and cannot be used to produce food for human consumption; better soils are generally to the east and south of Town. It is important to obtain the rights to spray fields in the near future, while the suitable land is still available. Previous comprehensive plans recommended that the Town discuss the potential of using County-owned lands around the airport runways for spray disposal as these areas could not be used for buildings, being in flight paths and clear zones of the runways. Future upgrades to the WRF could be completed adjacent to the existing facility, assuming 25 acres of existing spray field could be converted to facility usage.

In January 2021, the Town’s engineering consultant provided updated sewer capacity projections. These can be found in **TABLE 4-1, SEWER CAPACITY PROJECTIONS.**

Table 4-1. Sewer Capacity Projections³

Project	Equivalent Dwelling Units (EDUs)			
	2016-2021	2021-2026	After 2026	Total
Commons at Georgetown	35	—	—	35
Georgetown Village	25	—	—	25
Bayside Health	23	—	—	23
Fountains at Georgetown	21	21	42	84
King Farm	21	30	10	61
Miscellaneous Infill	25	150	153	328
The Oaks at Georgetown	50	200	283	533
Shops at College Park	10	40	100	150
Village of College Park	50	150	218	418
Isaacs Farm	—	50	300	350
Everton Calhoun Ext.	—	—	25	25
Georgetown Hunt	—	—	76	76
Georgetown Square	—	—	22	22
Gingerberry	—	—	26	26
Greenlea	—	—	124	124
Jesus is Lord Church	—	—	50	50
Perdue Domestic Increase	—	—	71	71
CHEER	—	—	234	234
Smith Farm	—	—	267	267
Sterling Square	—	—	39	39
Wilson Property	—	—	54	54
TOTAL	260	641	2,094	2,995

AGREEMENT FOR WASTEWATER SERVICES

In April 2018, the Town approved an *Agreement for Wastewater Services* for and on behalf of the Coastal Business Park and Coastal Airport with Sussex Council. In June 2020, the Georgetown Town Council accepted notice from Sussex County to surrender 100% of the County’s used capacity per the *2008 Agreement*. It also requested County approval for flow reversal for up to 200% of the surrendered capacity, which would help ease the burden on the Town’s Cedar Lane Wastewater Treatment Facility.

INFLOW & INFILTRATION

In 2009, the Town completed an Inflow and Infiltration study of its wastewater system. This study noted that the DelTech, Georgetown Plaza, Health Unit, and Main pump stations were particularly affected by heavy rainfall periods, indicating susceptibility to inflow and infiltration. In addition, 749 manholes were inspected and numerous manhole condition issues were found including minor to severely broken and cracked wall sections, broken frames or covers, frames not properly mortared to manhole tops, missing or corroded manhole steps, root intrusion, leaking precast manhole joints, leaking pipe penetrations, deteriorated or poorly constructed benches and troughs, and missing infiltration cups. When additional sections of the Town's sewer lines were inspected utilizing gravity sewer television inspections, numerous pipe condition issues were found. These included cracked and broken pipes, leaking pipe joints, leaking lateral connections, sags in many pipe sections, heavy grease and sludge accumulations, and root intrusion in lateral connections and pipe joints. When this work was completed, a list of prioritized recommendations was prepared, based on the severity of the deficiency in the facility combined with the greatest potential for immediate reduction in the inflow and infiltration flow. System repairs were divided into two categories, collection system repairs and manholes repairs, with costs associated with each being provided. In addition, a list of supplemental recommendations was provided as additional funds became available.

Since the Study's development, a number of the identified recommendations have been implemented.

WASTEWATER SYSTEM ASSET MANAGEMENT PLAN

In December 2016, the Town was awarded a grant by DNREC and the Office of Drinking Water (ODW) in conjunction with the Water Infrastructure Advisory Council (WIAC) through the Asset Management Incentive Program to complete a Wastewater Asset Management Plan. This plan includes an inventory of the Town's wastewater system, information on the level of service provided by the Town's wastewater system, and information on the system's operation and maintenance. The Plan assesses various resources and provides recommendations on capital improvements as well as a financial strategy for the Town to meet the various components of its Plan. The Town was awarded \$100,000 to complete the Plan and the grant is expected to take five years to complete: Year 1 includes the inventory, condition, and criticality portions; Year 2 includes the financial and asset management plan development portions; and Years 3-5 include plan updates.

The Town currently does not have a capital improvement program for its wastewater system. Historical capital improvement projects for the Town's wastewater system include pump station construction, sewer main installation, and wastewater treatment plant upgrades, and were mostly funded through grant and low-interest loan programs administered by the State of Delaware. As the asset management program matures, condition and risk assessment activities will be used to inform a prioritized capital improvement plan for wastewater system assets. The initial assessment of pump stations and the treatment facility will be near-term priorities.

RECENT WASTEWATER SYSTEM PROJECTS

INFLOW & INFILTRATION PROJECT

Inflow and Infiltration is a problem related to water entering the Town's sewer system. The sources of this water are inflow from stormwater runoff and infiltration from groundwater. Additional flow means added costs to the Town as it requires additional pumping, treatment, and disposal. Existing sewage pumps are not sized to handle the additional flow, which overwhelms the system and leads to overflowing manholes. Existing storage lagoons at the treatment facility are not sized to handle the additional flow.

This project, funded by a \$1.7 million UDDA Rural Utility Service Loan and Grant included:

- Flow monitoring equipment to identify areas that are most impacted
- Testing or videoing of individual sewer mains to identify specific issues need of repair
- Necessary repairs (e.g., lining of sewer mains, manhole inserts)

PETTYJOHN WOODS SPRAY IRRIGATION PROJECT

This \$2.6 million spray irrigation project was funded by a USDA Loan and Grant, and was due to the need for the Town to expand the area used for its disposal of treated effluent during periods of above-average rainfall. In 2009, the average influent was 970,000 gpd; maximum spray irrigation is only 935,000 gpd, where spray disposal capacity is

impacted by farming operations. Pettyjohn Woods is not subject to farming operations and would be a significant increase in spray disposal capacity.

SOUTH BEDFORD STREET PUMP STATION

The South Bedford Street Pump Station was built in 1983 as a lift station designed to lift sewage from a deep sewer line to a shallow sewer line via a short section of pressurized force main. The South Bedford Station began experiencing excessive run times, since it was more than 27 years old and in need of an upgrade to address mechanical system corrosion issues and modernize electrical system and controls. The \$490,000 project included rehabilitation of the existing station and conversion of the station from a lift station to a pump station with the redirection of its flow to the recently completed regional force main. The project was funded by a Clean Water State Revolving Fund (CWSRF) Loan.

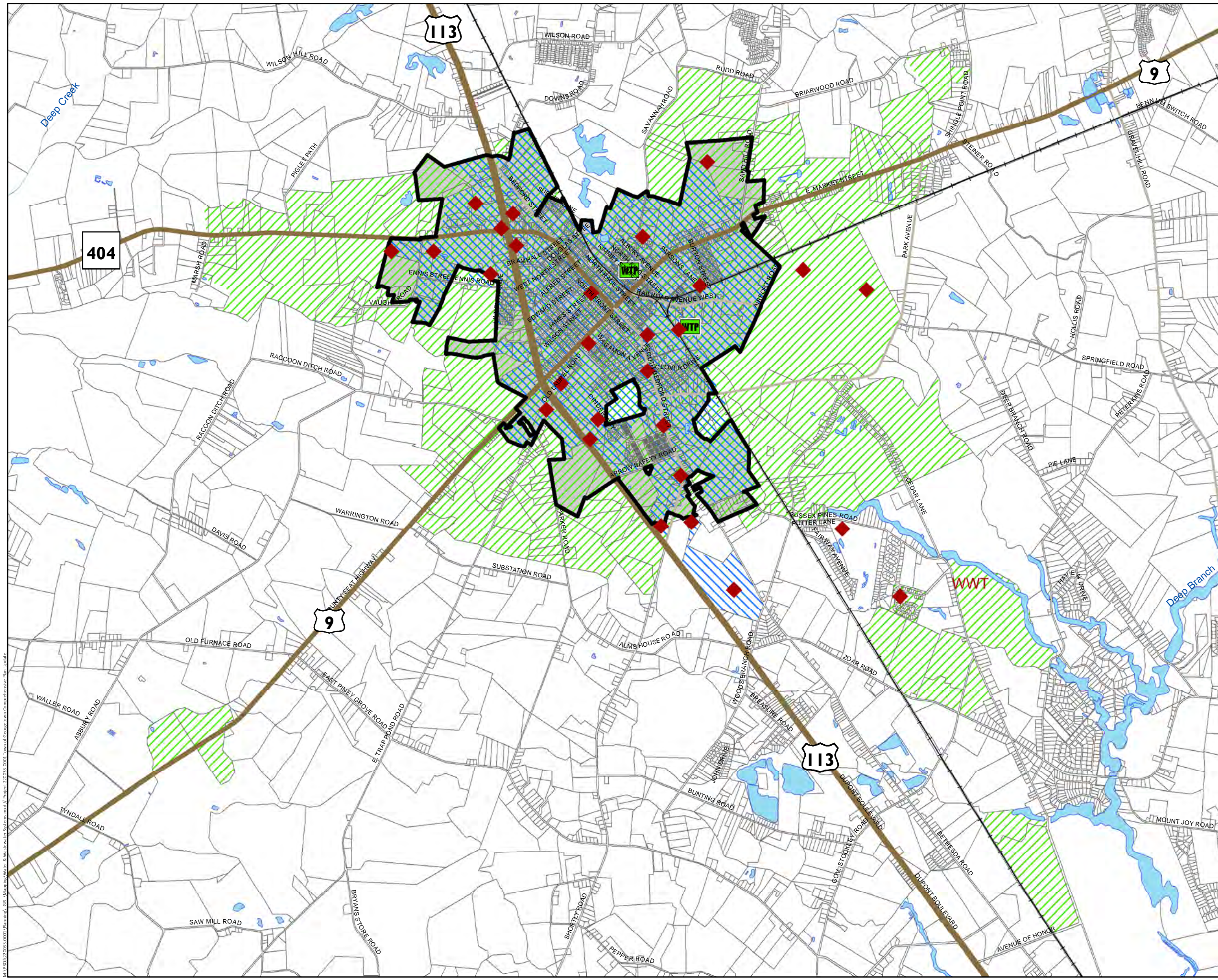
TOWN POSITIONS

POSITION ON KEY INFRASTRUCTURE ISSUES

Georgetown will continue to provide adequate infrastructure for its residents, businesses, and within its proposed annexation area. Georgetown is committed to ensuring the presence of reliable infrastructure to meet future needs.

GOALS & RECOMMENDATIONS

- W-1:** Maintain and improve the Town's water and wastewater systems, ensuring adequate provisions for current and future development.
1. Maintain a supply of safe, reliable drinking water for all Town residents.
 2. Implement a capital improvement program to proactively plan for needed water and wastewater infrastructure.
 3. Address recommendations outlined in the Town's Water and Wastewater Asset Management Plans.
 4. Minimize the amount of inflow and infiltration making their way into the Town wastewater system.



2021 Comprehensive Plan
Map 4-1
Water & Wastewater Systems

Legend

- Town of Georgetown
- Parcels
- Railroad
- Water Bodies

Water & Wastewater Systems

- WTP Water Treatment Facility
- WWT Wastewater Treatment Facility
- Pump/Lift Station
- Georgetown Water CPCN
- Georgetown Wastewater CPCN

Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.
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




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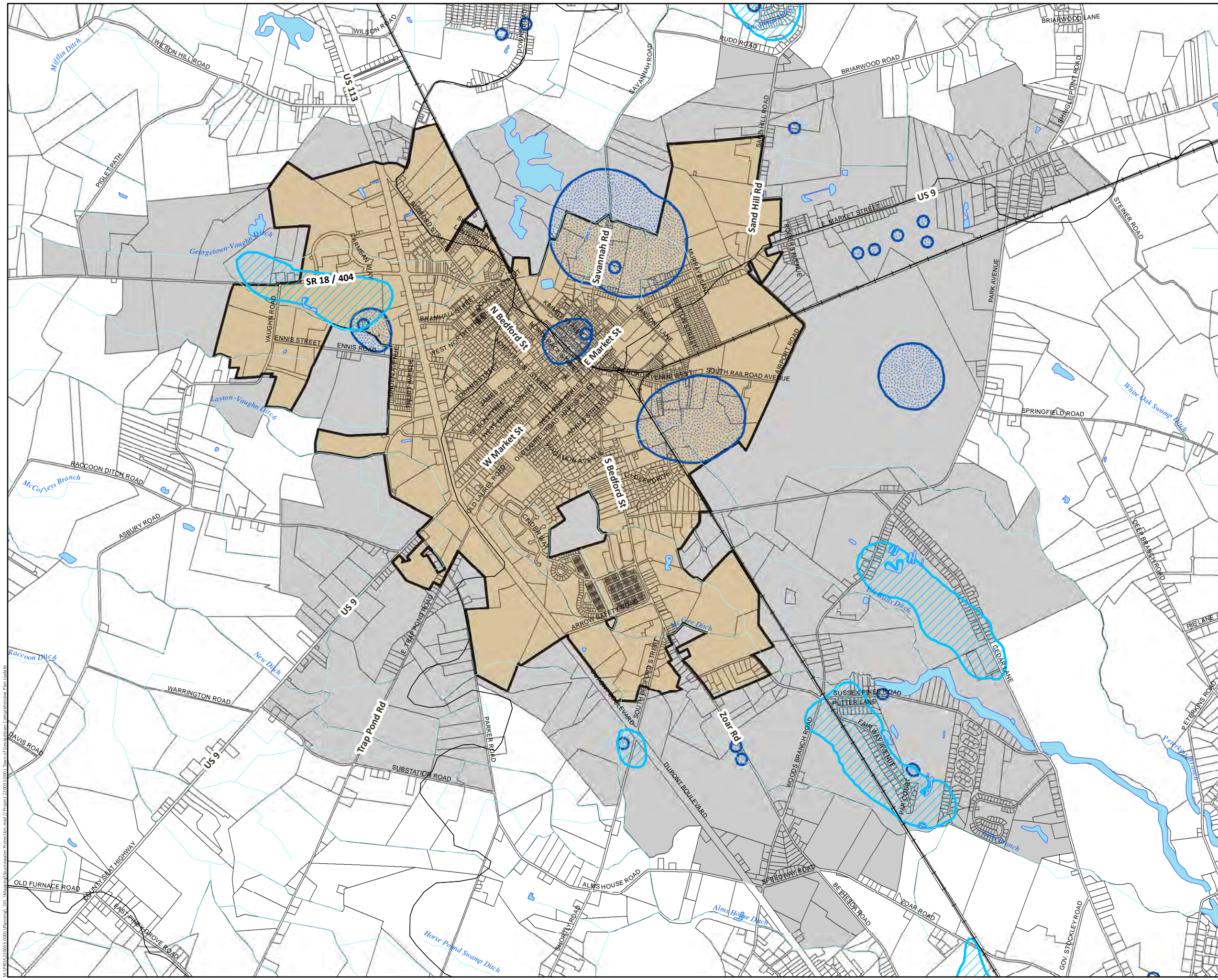
-  Town
-  Potential Annexation
- 
-  Water
-  Streams &
- Sourcewater Protection**
-  Excellent Groundwater
-  Recharge Potential
-  Wellhead Protection




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July 2021



Map 4-2 | 2021 Comprehensive Plan | Town of Georgetown



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CHAPTER 5

ENVIRONMENT

INTRODUCTION

The Town continues to work toward protecting its natural resources by establishing and strengthening regulations, encouraging increases in vegetation, and preparing for the future as climate change becomes an increasing threat. In recent years, the Town has achieved Tree City USA and Monarch City USA designation. It also participated in the County's hazard mitigation planning process. It is important for the Town to continue participating in these planning efforts that directly impact Georgetown and continue involvement in protecting natural resources at the County and State levels.

PHYSICAL CHARACTERISTICS

Georgetown, as well as the rest of Sussex County, is located within the Atlantic Coastal Plain physiographic province. The Atlantic Coastal Plain consists of geological formations comprising deep-lying crystalline rocks covered with layers of gravels, sands, and clays. The layers that make up the Coastal Plain dip gently toward the Atlantic Ocean from northwest to southeast.

MAP 5-1, SOILS CLASSIFICATION, identifies soil classifications in the Georgetown vicinity. Soils in the Georgetown area include Askecksy, Berryland, Evesboro, Fallsington, Hammonton, Hurlock, Ingleside, Keyport, Klej, Lenni, Mullica, Pepperbox, Runclint, and Woodstown. Most of the soils were identified as either prime farmland or farmland of statewide importance.

WATER RESOURCES

The quality and quantity of water available in the Town is key to both the health and wellbeing of its residents and to achieving the growth and development it desires. This section discusses water quality issues and actions Georgetown can take, and has taken, to minimize negative impacts on water quality within the Town and the surrounding watershed.

FLOODPLAINS

The floodplain or special flood hazard area is a graphic representation of the base flood on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRMs). The base flood is the flood expected to have a 1% chance of being equaled or exceeded in any given year. In a 30-year period (the standard length of a conventional residential mortgage), there is a 26% chance that a structure in the floodplain will be flooded by a 1% chance flood, previously known as the 100-year flood event.

Georgetown has participated in FEMA's National Flood Insurance Program (NFIP) since May 5, 2003. To do so, the Town adopted and enforces a floodplain ordinance (*Town Code Chapter 107, Flood Damage Reduction*), which regulates construction in the special flood hazard area. The current ordinance requires that a base flood elevation be provided for any development that involves more than 5 acres or 50 lots.

Georgetown is at a relative high point at the juncture of three watersheds; therefore, it has few defined floodplain areas. FEMA remapped floodplains in the Georgetown area and found that there are just over 17 acres of 1% chance annual flood zone (special flood hazard areas) along northern Town limits. This equates to approximately 0.5% of Georgetown's total land area. Any development within these delineated areas will have to comply with *Town Code Chapter 107, Flood Damage Reduction*. While there are no flood hazard areas mapped for the majority of the Town, current FEMA

FIRMs should be consulted prior to the purchase of real estate and any development-related activities.

It is important to note that FIRMs provide an analysis of flood scenarios based on past events and data. They indicate areas of high, moderate, and low risk. Future conditions are not taken into account. FEMA FIRMs do not account for:

- Shoreline erosion, wetland loss, subsidence, or relative sea rise;
- Upland development or topographic changes;
- Degradation or settlement of levees and floodwalls;
- Changes in storm frequency and severity; or
- The effects of multiple storm events.

While some of these factors do not impact Georgetown directly, or have as great an impact as others, it is important to be aware that approximately 25% of flood damages nationally occur to structures that are outside of a FEMA-mapped flood hazard areas and that few, if any, standards exist nationwide for development in the areas immediately adjacent to the floodplain or outside of mapped floodplain areas.

To help the Town review proposed developments, developers should provide detailed base flood elevation information to the Town, where none exists. The Town can provide this information to FEMA and request revisions to floodplain maps with more accurate data.

The most recent updates to Georgetown's FIRMs were issued on March 16, 2016. The map panels for Georgetown are 10005C0300K and 10005C0325K. Floodplains are shown on **MAP 5-2, ENVIRONMENTAL FEATURES**.

FEMA

FEMA was established by President Jimmy Carter on April 1, 1979 to ensure that anyone needing help before, during, or after a disaster received adequate attention. Delaware is part of FEMA’s Region III coverage zone, which also includes the District of Columbia, Maryland, Pennsylvania, Virginia, and West Virginia. Along with protection against unnatural threats and emergencies, FEMA partners with the Delaware Emergency Management Agency (DEMA) to evaluate and inform Delaware residents of incoming storms, the possibility of flooding, and how to remain safe should flooding occur. To achieve this, FEMA collaborates with multiple agencies on a flood map service, which is the official public source for flood hazard information. Georgetown residents may use this information, which also supports the NFIP, to protect themselves and their homes against natural disasters.

WETLANDS

Wetlands are defined by wetland hydrology, hydric soils, and hydrophytic vegetation and are particularly important to reduce or mitigate flooding impacts, maintain and improve water quality, and provide habitat for various plant and animal species. The United States Army Corps of Engineers (USACE) regulates tidal and nontidal wetlands under Section 404 provisions of the *Federal Clean Water Act*. The State more stringently regulates tidal and some nontidal wetlands (e.g., perennial and intermittent streams/ditches and ponds containing a surface water connection to other wetlands) under the Subaqueous Lands Act (*7 Del. C. Chapter 72*) and the *Regulations Governing the Use of Subaqueous Lands*.

MAP 5-2, ENVIRONMENTAL FEATURES, shows that approximately 634 acres of the Town, or approximately 20%, is covered in mapped wetlands. Where detailed wetland delineations have not yet been completed, hydric soil mapping can provide one indicator of possible wetland locations that should be examined further. Hydric soil mapping is available from the U.S. Natural Resource Conservation Service (NRCS). Generalized hydric soil mapping for the Town is shown on **MAP 5-1, SOILS CLASSIFICATION**.

Ideally, wetlands should include preserved open space around them, instead of parts of individual lots. During prolonged wet periods, the area within a wetland setback may become too wet for normal residential use. Designation as open space will aid in the prevention of decks, sheds, fences, kennels, and backyards being placed within the setback, thereby reducing common drainage complaints. Most wetlands in the area are forested. DNREC reports that forested wetlands in headwaters of a waterway are particularly important to protect water quality.

Wetland setbacks are an important part of the Town’s ordinances to protect environmental resources; regulations regarding wetlands are found in *Town Code Chapter 194, Subdivision of Land, and Chapter 230, Zoning*. As part of

these regulations, applicants submitting preliminary site plans are required to include a supplemental site plan narrative including the amount of state or federal wetlands present on the subject site. The same information must be present for a Subdivision Concept Plan site data summary chart and land use overview. The presence of wetlands on a site also impact the number of dwelling units permitted in the Residential Planned Community and Retirement Residential Planned Community Zoning Districts.

DNREC recommends that all applicants submitting development plans show the extent of State-regulated wetlands (as depicted by the State Wetland Regulatory Maps) and a USACE approved wetlands delineation as conditional approval for any new commercial and/or residential development. DNREC further recommends that the plans should depict all jurisdictional streams and ditches, pursuant to *7 Del. C. 72*, as determined by DNREC.

DNREC also recommends that a 100-foot minimum vegetated buffer be provided around all delineated wetlands, water bodies, and ditches. This buffer should be free of buildings and paving. The Town should consider establishing a minimum buffer from delineated wetlands as a development regulation. In addition to these buffers, DNREC recommends that the Town implement regulations to protect freshwater wetlands (i.e. isolated wetlands and headwater wetlands) where regulatory gaps exist.

STORMWATER MANAGEMENT

Stormwater runoff is created when water from rain or snowmelt flows across land surfaces. Impervious surfaces including rooftops, streets, and parking lots prevent the water from penetrating the ground and increase runoff volume created from storm events, leading to increased potential for flooding. Stormwater management is the act of managing this surface runoff by engineering developments to better convey and treat stormwater. In creating site plans for new developments, stormwater conveyance and detention or retention systems are designed to move stormwater away from buildings and impervious surfaces and hold it for a period of time in a basin or other stormwater measure before it permeates into the ground or is released to a stream.

The Sussex Conservation District (SCD) is the delegated agency in Sussex County and for the Town of Georgetown for the administration of Delaware’s Sediment and Stormwater Regulations. The SCD reviews, inspects, and performs maintenance inspections of construction projects that disturb an area of more than 5,000 square feet.

Tax ditches are another type of stormwater management measure that drains stormwater from an area.

The Town should consider the following recommendations, provided by DNREC:

- Evaluate the need for an Operation and Maintenance Plan for all streams, ditches, swales, and storm drains

in existing, new, and potentially annexed properties. The purpose of the O&M Plan would be to remove debris/blockages and sedimentation and restore the drainage features to their original design grade.

- All potential annexed parcels should undergo a tax ditch right-of-way review with DNREC and the SCD prior to annexation. In addition, DNREC should be invited to the pre-application meeting to discuss drainage management, maintenance, and release issues associated with the tax ditch.
- A Master Plan should be developed that identifies all existing open channels and stormwater pipes within the Town boundary and future annexation areas. Riparian buffers should be identified and maintained along the channels to provide beneficial water quality and habitat along these areas, as well as to serve as a gateway to greenways.
- Watershed planning for future annexation and targeted land development areas to account for habitat protection, recreation, and stormwater management should be undertaken on a regional or county level.
- DNREC’s Division of Watershed Stewardship requests involvement in stormwater and drainage reviews via the Town’s preapproval requirements for new developments. The applicant will need to complete and submit a Stormwater Assessment Study to the State. The pre-application meeting would also involve the SCD.
- Sediment and stormwater requirements should be included on any application checklists for construction projects.
- Existing drainage patterns within future annexation areas should be evaluated to ensure adequate drainage for the cumulative stormwater impact from full build-out of the annexation area.

TOTAL MAXIMUM DAILY LOADS

Under Section 303(d) of the 1972 Federal Clean Water Act (CWA), states are required to identify all impaired waters and establish total maximum daily loads to restore their beneficial uses (e.g., swimming, fishing, and drinking water). A Total Maximum Daily Load (TMDL) defines the amount of a given pollutant that may be discharged to a water body from point, nonpoint, and natural background sources and still allows attainment or maintenance of the applicable narrative and numerous water quality standards. A TMDL is the sum of the individual Waste Load Allocations (WLAs) for point sources and Load Allocations (LAs) for nonpoint sources and natural background sources of pollution. A TMDL may include a reasonable margin of safety (MOS) to account for uncertainties regarding the relationship between mass loading and resulting water quality. In simpler terms, a TMDL matches the strength, location, and timing of pollution sources within a watershed with the inherent ability of the receiving water to assimilate the pollutant without adverse impact.

A Pollution Control Strategy (PCS) specifies actions necessary to systematically reduce nutrient and bacterial pollutant loading to the level(s) specified by the Total Maximum Daily Load for a given water body and must reduce pollutants to the level specified by the State Water Quality Standards. A variety of site-specific best management practices (BMPs) will be the primary actions required by the PCS to reduce pollutant loading(s).

Georgetown is located within the Broadkill River, Deep Creek, and Indian River Bay watersheds. The pollutants specifically targeted for reduction in these watersheds are nutrients (e.g., nitrogen and phosphorus) and bacteria (see **TABLE 5-1, TMDL REDUCTION REQUIREMENTS**). As mentioned previously, these TMDL pollutant reductions must be met to satisfy the water quality goals and criteria in the State Water Quality Standards.

Table 5-1. TMDL Reduction Requirements¹

Watershed	Reduction Requirements		
	Nitrogen	Phosphorus	Bacteria
Broadkill River Watershed	40%	40%	75%
Deep Creek Watershed	30%	50%	<20%
Indian River Bay Watershed	85%	65%	40% Fresh, 17% Marine

SOURCEWATER PROTECTION

The quality of water beneath the surface is as significant as the quality of water in rivers, lakes, and ponds. Accordingly, it is important for Georgetown to protect the areas around the wells that pump water from the ground and the aquifer from which water is drawn. Sourcewater protection areas include wellhead protection areas and excellent groundwater recharge potential areas. In 2007, Georgetown added standards to its Zoning Ordinance to safeguard

sourcewater protection areas. **CHAPTER 4—WATER & WASTEWATER SYSTEMS** provides additional detail on this legislation.

MS4

The Municipal Separate Storm Sewer System (MS4) is a nationwide program aimed at controlling pollution from stormwater runoff. The MS4 program is regulated under the National Pollution Discharge Elimination System (NPDES).

Georgetown is not currently subject to regulation under this program; however, the Town recognizes that this regulation may apply in the future, based on updated Census data. To

prepare for this eventuality, the Town has started looking at items required to comply with the permit.

CLIMATE CHANGE

Many areas within Delaware are susceptible to climate change and Georgetown is no exception. Pressing issues that the Town faces include heavy precipitation events and increasing temperatures. Mitigation of the effects on the Town is an integral part of what will shape Georgetown in the coming years.

HEAVY PRECIPITATION EVENTS

Climate change is expected to result in more frequent heavy precipitation events. This can lead to flooding, especially in areas with inadequately sized drainage infrastructure. This flooding can result in safety hazards, inaccessible roadways, travel delays, and damage to buildings or other infrastructure. Georgetown's infrastructure and its ability to handle such events plays a contributing role in how effectively the area can be evacuated and how it can prevent damage from these events. Planning for these events also contributes to how successful the Town and emergency services can respond to these events. Georgetown should assess the vulnerability of older commercial and residential structures in preparation for the higher frequency of heavy rainfall events.

TEMPERATURE RISE

Another key issue surrounding climate change is a steady rise in temperature. Rising temperatures will result in a longer growing season, heat waves, and more days where it does not cool off at night. This has many implications for infrastructure and human health. Air conditioning systems in buildings may not be sized appropriately for increasing temperatures and shorter, milder winters can mean residents are dealing with more ticks and mosquitoes. Of particular concern are vulnerable populations (e.g., elderly, low-income, non-English speakers) who may not have access to air conditioning in the summer. Although temperature is not something that can be controlled, there are ways for Georgetown to prepare for a possible increase. Tree planting and shade contribute greatly to heat dispersion. Making sure buildings are up to code for cooling

systems will also mitigate the effects of long-term temperature changes. Educating people on how to deal with heat waves and erratic weather also helps prepare the population for such events and can be a successful way to prevent the dangers of high temperatures.

SEA LEVEL RISE

The rising and spreading of water over normally dry land is referred to as inundation. Scientists from Delaware Coastal Programs used a model to develop maps to show the possible impacts of inundation based on various Sea Level Rise scenarios for Delaware's waterways and the land that surrounds them (watersheds). These maps reflect the filling of these watersheds at constant elevations, also referred to as bathtub modeling. In other words, the maps show the water levels rising in the watersheds similar to the filling of a bathtub. Sea level rise inundation will not directly affect Georgetown as rising sea levels will not reach as far inland as the Town.

AIR QUALITY

The American Lung Association reviews overall air quality elements and reports an assessment on a regional basis. Sussex County has a "D" rating (while New Castle County and Kent County have "F" and "C" ratings, respectively).²

Georgetown is dedicated to preserving natural resources for its residents. Although land use regulations do not typically account for the regulation of air quality, by contributing less carbon using multimodal pathways, promoting more sustainable modes of transportation, and integrating open space, the Town hopes to incrementally decrease its emissions in an effort to improve air quality.

TOWN RECOGNITION

TREE CITY USA

In 2012, the Town began working with the Delaware Department of Agriculture (DDA) Division of Forestry to secure Tree City USA status. To qualify as a Tree City USA community, four standards established by the Arbor Day Foundation and the National Association of State Foresters must be met:

- Tree Board or Department. Someone must be legally responsible for the care of all trees on Town-owned

property. By delegating tree care decisions to a professional forester, arborist, Town department, citizen-led tree board, or some combination thereof, Town leaders determine who will perform necessary tree work. The public will also know who is accountable for decisions that impact community trees.

- Tree Care Ordinance. A public tree care ordinance forms the foundation of a tree care program, providing an opportunity to set good policy and back it with the force of law (when necessary).

- **Community Forestry Program.** Trees provide many benefits (e.g., clean air, clean water, shade, beauty), but they also require an investment to remain healthy and sustainable. By providing support at or above a \$2 per capita minimum, a community demonstrates its commitment to grow and tend these valuable public assets. Budgets and expenditures require planning and accountability, which are fundamental to the long-term health of the tree canopy and the Tree City USA program. To meet this standard each year, the community must document at least \$2 per capita toward the planting, care, and removal of its public trees and the planning efforts required for those to occur.
- **Arbor Day Observance and Proclamation.** An effective community tree program is not complete without an annual Arbor Day ceremony. Citizens gather to celebrate the benefits of community trees and the work accomplished to plant and maintain them. By passing and reciting an official Arbor Day proclamation, public officials demonstrate their support for the community tree program and complete the requirements for becoming a Tree City USA.

The Town wishes to promote the public health, safety, and welfare of its citizens. Trees are recognized as enhancing the Town's economic, environmental, and aesthetic qualities. Becoming a Tree City USA is tied in with the Delaware Forest Service strategic plan; a majority of the Urban and Community Forestry grant recipients have been Tree Cities and opportunities for future funding may be enhanced by gaining recognition as a Tree City USA Community. Especially as development continues, it is crucial for the Town to maintain tree canopy cover.

URBAN FORESTRY COMMUNITY TREES

The Town has also taken advantage of the Delaware Forest Service's Urban Forestry Community Tree Program by planting trees around the Georgetown Little League fields, planting downtown street trees along East Market Street, and planting shade trees at the North King Street Playground/Wilson Park.

GOALS & RECOMMENDATIONS

- ENV-1:** Conserve important natural features, with a special emphasis on waterways, wetlands, and mature woodlands.
1. Complete a stormwater management plan to ensure stormwater facilities are coordinated among various developments and to make sure there is sufficient capacity in tax ditches.
 2. Use codes and plan reviews to ensure thick natural vegetation is preserved and/or planted along waterways.
 3. Continue enforcing the Town's Wellhead Protection Ordinance to avoid pollution of public groundwater supplies.
 4. Carefully consider the stormwater impacts of future development in annexation areas, ensuring adequate drainage for cumulative stormwater impacts.

MONARCH CITY USA

Nearly a billion monarch butterflies have vanished since 1990, according to data released by the U.S. Fish and Wildlife Service in February 2015. Monarchs rely on milkweed plants and nectar plants for their food and home. These plants are increasingly vanishing across the U.S.

Monarch City USA, created in 2015 in Maple Valley, WA, encourages the country's municipalities to directly help the monarch butterfly population recover by encouraging and planting milkweed and nectar plants within their boundaries. Of course, if the municipalities do this the monarchs will have steppingstones as stopovers on their journeys.

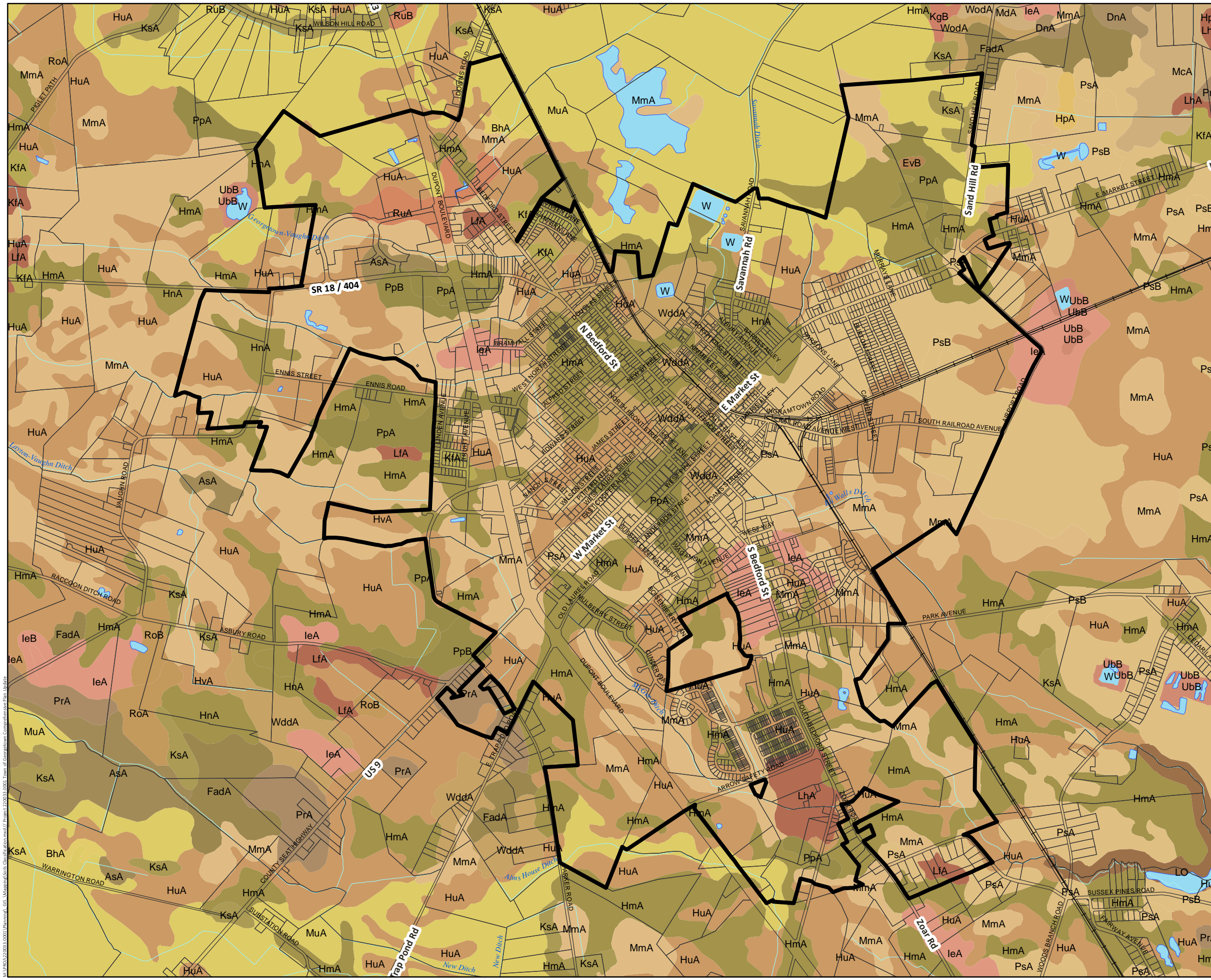
To be a member of Monarch City USA, the Town must commit to these simple, positive actions:

- Publicly proclaim that the Town is committed to helping monarch butterflies
- Encourage citizens to plant private milkweed and nectar gardens throughout the Town
- Work with gardening, landscaping, and/or arboretum clubs
- Support the national movement to support monarch butterfly habitat development by purchasing and placing Monarch City USA signs
- Convert abandoned lands to monarch butterfly habitat
- Re-establish native milkweed and nectar plants where possible
- If possible, host an annual monarch butterfly festival
- Integrate monarch butterfly conservation into the Town's future land use planning efforts
- Work with the local K-12 school system and educators to promote a better understanding of land use conservation
- Investigate possible Monarch Butterfly Sanctuary sites

5. Work with the Sussex Conservation District to actively encourage the use of BMPs that reduce water pollutants in runoff and that promote groundwater recharge.
6. Support energy efficiency and renewable energy upgrades in new and existing developments.

ENV-2: Encourage new or expanded environmental protection regulations.

1. Consider vegetated buffers on each side of the centerline of major ditches carrying water year-round.
2. Consider establishing a buffer around non-manmade wetlands, with wider buffers around more ecologically important wetlands.
3. Minimize the amount of impervious cover outside the center of Town, which could include allowing and encouraging the use of pervious paving materials.
4. Encourage wetland areas to include preserved common or public open space around them, instead of being comprised solely of individual lots.
5. Require the establishment of drainage easements in new developments along waterways, ditches, and storm drains where easements are not currently in effect, with proper access points for maintenance.
6. Develop an ordinance that would allow for larger connected areas of forested open space.
7. Coordinate with the Sussex Conservation District on a recurring maintenance program within drainageways to address blockages.
8. Prepare for the Town's potential future participation in the State's MS4 program.



Legend

- Town Boundary
- Parcels
- Railroad

Soils

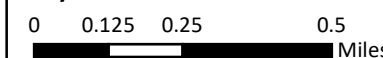
- Askecksy
- Berryland
- Downer
- Evesboro
- Fallsington
- Hammonton
- Henlopen
- Hurlock
- Ingleside
- Keyport
- Klej
- Klej-Galloway
- Lenni
- Longmarsh and Indiantown
- Marshyhope
- Mullica
- Mullica-Berryland
- Pepperbox
- Pepperbox-Rockawalkin
- Pepperbox-Rosedale
- Rosedale
- Runclint
- Udorthents
- Water
- Woodstown




Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

July 2021



Map 5-1/20210313 0001 Planmap GIS Mapgen\Soils Classification.mxd // Project 120133 0001 Town of Georgetown Comprehensive Plan Update



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CHAPTER 6

OPEN SPACE, RECREATION & PRESERVATION

INTRODUCTION

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

MAP 6-1, OPEN SPACE & RECREATION, shows Georgetown’s parks, recreation areas, and open spaces. Some of these areas have passive and active recreation opportunities or stormwater management facilities

OPEN SPACE

DEDICATED OPEN SPACE

Dedicated open space is generally associated with residential subdivisions. Some dedicated land is retained in its natural state. Others are available for passive or active recreation. Stormwater detention/retention facilities cannot be developed but can serve as water amenities and are included in this discussion of open space.

Town Code §194-37, *Public Open Spaces*, specifies that a developer may be required to provide an area for parks, playgrounds, or recreational areas that are recommended by the Planning Commission and approved by the Town Council. Five percent of the total area to be developed is considered the minimum amount to be set aside as public open spaces, when required. The *Town Code* also gives consideration to the preservation of large trees, natural groves, waterways, scenic points, historic spots, and similar community assets.

Residential Planned Communities (RPCs, *Town Code* §230-75) also have objectives to accumulate large areas of usable open space for recreation, preservation of natural or

historic amenities, or community facilities and to provide an open space system comprised of both active and passive uses and areas. The *Code* encourages the use of greens, squares, and other open space features. Open spaces must comprise at least 15% of the RPC’s gross area with at least 25% of that designed and developed for active recreation. Size and configuration must provide adequate access to residents and enable appropriate maintenance access. All RPC open space may be open to the use of its residents or dedicated to Georgetown as public parkland upon mutual agreement between the Town and the applicant/developer.

ENVIRONMENTAL OPEN SPACE

Environmental open space includes tidal and non-tidal wetlands, the 100-year floodplain, and lakes, ponds, and streams. These features are shown on **MAP 5-2, ENVIRONMENTAL FEATURES**, as part of Georgetown’s environmental resources, but also function as part of the Town’s open space inventory. As referenced in **CHAPTER 5—ENVIRONMENT**, Georgetown’s regulations restrict development within these environmental areas.

PARK & RECREATION FACILITIES

Georgetown is home to a number of smaller community parks and recreational sites; the Town maintains many of these. Others are privately owned or located at public school sites. There are also a handful of County and State parks and recreation areas within a reasonable drive of Georgetown.

LOCAL FACILITIES

There are several recreational areas and open spaces in the Georgetown area. Residents have access to municipal parks, state forests, ballfields, and school recreation areas.

MAP 6-1, OPEN SPACE & RECREATION, shows the locations of Georgetown’s park and recreation facilities. **TABLE 6-1** details these features. As the table indicates, the facilities are Town-owned parks, schools, and private institutions situated within Town limits. In addition to facilities located within Town limits, there are many nearby recreation areas in close proximity.

The historic Georgetown Circle and Old Sussex County Courthouse serve as sites for Town celebrations and events. In addition to the public gathering space, fountain, benches, and landscaping of The Circle, it is also the site of the Town’s

World War I Memorial, Chad Spicer Memorial, and Harvey Gregg Memorial.

Georgetown schools and Delaware Technical and Community College also have basketball, tennis courts, football fields, and other areas in which to recreate.

The Town is also located near many State designated parks, open spaces, forests, wildlife habitats, greenways, and waterways. Located on US 113, the Redden and Ellendale State Forests, maintained by the DDA, provide space for hiking, softball, hunting, and camping. Located on SR 24, Trap Pond State Park offers a variety of activities such as horseback riding, hiking, swimming, picnicking, and camping. It also contains the northernmost publicly owned Bald Cypress in the country. Nearby coastal state parks include Cape Henlopen, Delaware Seashore, Holts Landing, and Fenwick Island. Large areas of federal wildlife preserves exist to the northeast.

Pedestrian and bicycle circulation and trails are discussed in **CHAPTER 3—TRANSPORTATION**.

Table 6-1. Park & Recreation Facilities

Facility	Location	Acres	Features
Bedford Street Park	207 N Bedford St	2.0	Open space (private)
DelTech	SR 404	92.9	Pavilion, picnic tables, ballfields
Delmarva Christian High School	21777 Sussex Pines Rd	48.9	Fields
Ennis Elementary School	20346 Ennis Rd	5.7	Playground, indoor pool, fitness center
Georgetown Elementary/Middle	301 W Market St	24.5	Playground, sports fields, track
Georgetown Little League Park	E Market St/Parsons Ln	13.6	Baseball complex, concessions, parking
Georgetown to Lewes Trail	Parsons Ln to Airport Rd	17 mi.	Multimodal bicycle and pedestrian trail
Kimmey Street Park	400 Kimmey St	0.2	Playgrounds, benches, mosaic landmark
King Street Playground	4-8 N King St	0.7	Playground, picnic tables, benches
Layton Thompson Park	360 S Railroad Ave	51.0	Ballfields, basketball courts, woods, open field
North Georgetown Elementary	664 N Bedford St	20.8	Playground
Parsons Lane Trailhead/Parking	Parsons Ln	0.6	Tables, benches, parking, watering station
Richard Allen Elementary	316 S Railroad Ave	5.5	Playground
Sandhill Fields	20330 Sandhill Rd	56.9	Sports fields, pickleball courts, track
Sussex Academy	21150 Airport Rd	61.4	Fields, track
Sussex Central High School	26026 Patriots Way	154.6	Ballfields, tennis courts, track
The Circle	Market & Bedford Sts	0.5	Public gathering space, fountain, benches
Wilson Park	150 E Market St	0.2	Walkway, flower garden, bench, message board

GEORGETOWN LITTLE LEAGUE

The Georgetown Little League is managed and governed by a private board of officers and contributors. The League is funded primarily through charitable donations, fundraisers, and gifts. About 750 children participate in the League each year, which begins with tryouts in March, practice in April, and a season that runs through June. All-star games are held in July. The League is divided into major, minor, senior, and big league teams. At the start of each season, the League, in coordination with the Town, hosts a parade, flea markets, and celebrations. In 2001, the league initiated a fall baseball program, which starts in September.

DELTECH CAMPUS

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

NEARBY ATTRACTIONS

GEORGETOWN SPEEDWAY

Georgetown Speedway is a speedway located at the intersection of U.S. 113 and Speedway Road, just south of Georgetown. It features a fast, half-mile clay oval that produces high speeds and thrilling racing action. The facility has grandstands, parking, a large flat pit area, and room for overnight camping. Constructed in 1949 by auto racing pioneer Melvin L. Joseph, Georgetown Speedway is not only a historic landmark in the State, but is well known across

the country for its role in the development of stock car racing as it is known today.

After sitting silent for a number of years the Speedway reopened in May 2006. BD Motorsports Media LLC has managed operations since 2016. They reconfiguring turns one and two, slightly shortening the track by several feet, and revamped the track, including fresh paint, improved signage, maintenance equipment, and a new sound system, lap counter, and scoreboard. Their schedule of high-profile programs aims to bring some of the region's top talent to the County—multiple touring series, including Big/Small Block Modifieds, Super Late Models, and 360 Sprint cars are now featured.

MARVEL MUSEUM

The land and buildings at 510 South Bedford Street were gifted to the Georgetown Historical Society by the Estate of Nutter D. Marvel, Sr. on December 19, 1996. At that time, there were several historic buildings that Marvel had moved and restored with the help of the Historical Society on the museum grounds. The grounds have been used for many community events including the Summer Concert Series.

The Ellis School, a one-room schoolhouse, was built in 1833 and brought to the property, as was the Epworth M.E. Church that was built in Laurel in 1890 and moved in 1983. The Lynch Building, often rented for meetings and dinners, consists of two Pennsylvania Railroad Stations from Selbyville and Frankford. The Blacksmith Shop hailed from Harbeson and the Service Station (complete with gas pump) was restored in 2001. The large Barrel Barn, a favorite for weddings and parties, was brought from the Henry Kostner

Farm near Laurel. There are many other buildings to investigate at the Museum, each with their own story.

While the Museum houses many carriages of all shapes and sizes, it also houses telephones, Victrolas, musical instruments, trains, riding paraphernalia, and myriad pictures and antiques.

MULLIGAN'S POINTE GOLF COURSE

Mulligan's Pointe (formerly Sussex Pines Country Club) is a 6,659-yard, Par 72 golf course located at 22426 Sussex Pines Road. The course's layout was designed by world renowned architect Edmund B. Ault, ASGCA. This very valuable course features four sets of trees to provide an enjoyable experience for golfers at every level.

Originally named for the towering pine and hardwood trees that line many of the holes, the course challenges golfers while providing a relaxing environment and picturesque setting. Mulligan's Pointe offers all the amenities of a private club, including a full scale driving range, practice green, and chipping/bunker practice area.

Mulligan's Pointe supports an active golfing program that provides friendly, supportive opportunities for play at all levels of expertise from beginner to scratch golfers. Guests may walk or ride in carts while playing the course.

POSSUM POINT PLAYERS

Possum Point Players (PPP), located at 441 Old Laurel Road, is a volunteer community theater organization. All productions take place at Possum Hall, a 184-seat accessible facility. PPP formed to contribute to the cultural diversity and vitality of the County, by bringing the experience of live theater for education and enjoyment to residents and visitors alike. The non-profit community theater group has achieved that goal annually since April 1973 and has earned a reputation for bringing to the stage productions that have been consistently well received by critics and the community.

PPP has staged comedies, dramas, Christmas shows, children's shows, and musical reviews. It has produced performances by the Possum Juniors, historical productions, readers theater events, melodramas, and one-woman shows. PPP has also presented dozens of shows in dinner theater and champagne dessert theater formats.

REDDEN STATE FOREST

Redden State Forest, Delaware's largest at more than 12,900 acres, is located in central Sussex County just north of Georgetown off US 113. With over 44 miles of trails, Redden State Forest is popular for hiking, horseback riding, bicycling, and bird watching. Its Headquarters also contains a natural resource education facility. The historic Redden Lodge, renovated in 1996, is open to the public at a nominal cost.

SPORTS AT THE BEACH

Sports at the Beach is a private, for fee recreational facility located north east of the Town on US 9. It has multiple sports fields, a swimming pool, playgrounds, archery, and other sports facilities.

SCORP¹

The Delaware Division of Parks and Recreation recently updated the *Statewide Comprehensive Outdoor Recreation Plan* (SCORP) to help understand development patterns, population, and track recreational trends. To achieve this, SCORP divides Delaware into five regions; Georgetown is within Region 4 (Western Sussex County). SCORP's purpose is to identify the needs of the population within each region in terms of recreational and activity-based opportunities. State strategies for recreational need policies and spending emerged, based on findings from a Spring 2018 survey. In a phone interview, approximately 2,000 respondents discussed their preferences for recreational activities and those of their household. Specifically, the survey concentrated on the respondents' assessment of five content areas:

- Importance of, and participation in, outdoor recreation
- Reasons for participating in outdoor recreation
- Ratings of facilities and opinions on specific aspects of facilities
- Accessing facilities
- Priorities for funding and policy making decisions

There were three prior surveys in 2002, 2008, and 2011, which provided comparisons in the updated document. Key concepts that the SCORP survey reaffirmed are that Delaware residents, in general, believe recreation is very important; this percentage increased each time the survey was administered, indicating that the opinion is more widespread with each passing year. SCORP rates activities based on their importance to a specific region. Residents of Region 4 value walking and jogging, swimming at the beach, and fishing as their top three priorities. With slight variations, this has historically held true for the region. Other popular recreational activities in Region 4 include visiting historic sites, picnicking, visiting a zoo, swimming in a pool, gardening, camping, and bicycling. The survey identified high and moderate priority activities, which approximate the demand for facilities in the future and indicates outdoor recreation needs:

Table 6-2. SCORP Priority Activities

High Priority		Moderate Priority	
Walking or Jogging	Swimming in a Pool	Dog Walking	Horseshoes
Swimming at the Beach	Gardening	Boating (canoe/kayak)	Softball
Fishing	Camping	Hiking	Football
Picnicking	Bicycling	Boating (power)	Soccer
Visiting Historic Sites	Playgrounds	Birdwatching/Wildlife Viewing	Basketball
Visiting a Zoo		Hunting	Volleyball
		Nature Programs	All-terrain Vehicle Use
		Baseball	Horseback Riding
			Golf

The second concept that SCORP focuses on is each region’s Level of Service (LOS), or the recreation opportunities in close proximity to, and accessibility by, area residents. This is broken down by 5-minute and 15-minute walksheds (pedestrian travel areas), which help identify accessibility levels. The SCORP focuses on improving the amount of total population served by these walksheds with the current percentages at 5% for the 5-minute walkshed and 20% for the 15-minute walkshed. The Town, County, and State can use this information in development of future parks and evaluation of quality of life.

AGRICULTURAL PRESERVATION

The Delaware Department of Agriculture (DDA) manages Delaware’s Agricultural Lands Preservation Program (ALPP). This program, established in 1991, allows landowners to voluntarily preserve their farms through a two-phase process. The first phase, which does not include payment to the landowner, is known as an Agricultural Preservation District. In phase two, the landowner is paid to sell their farm’s development rights, known as an Agricultural Conservation Easement.

Much of the area surrounding Georgetown remains in agricultural uses. Several farms have been placed under permanent protection through the Purchase of Development Rights (PDR) program (see **MAP 6-2, AGRICULTURAL PRESERVATION**), in addition to a number that are part of Agricultural Districts or Expansions.

AGRICULTURAL PRESERVATION DISTRICTS

A Preservation District is a ten-year, voluntary agreement where landowners agree to continue to use their land for agricultural purposes only. Landowners with forested tracts are also eligible to enroll their properties as a Forestland Preservation Area through the State’s Forestland Preservation Program (although as of this writing, it currently has no funding).

Prospective buyers who wish to participate in the ALPP may enroll the subject property in a Preservation District through a Contingent Sale Application, if the seller also agrees. The primary benefit of this application is that both buyer and seller are exempt from realty transfer tax on all unimproved land as long as the application is approved prior to settlement. If the settlement does not occur, the enrollment status becomes void.

To qualify as an Agricultural District, land must meet the farm income requirement for the State’s *Farmland Assessment Act*, satisfy a scoring system standard, and undergo a review and approval process. Most farms in the State will qualify. There is no payment to the landowner for creating the district.

CONSERVATION EASEMENTS

In the second phase of the ALPP, landowners can permanently preserve their farmland by selling its development rights. The ten-year district agreement is then replaced by a permanent agricultural conservation easement on the land. Each year, funding permitting, the ALPP selects one round of farms to preserve. Landowners can submit a bid to sell their farm’s development rights the year after they enroll their farm into a District Agreement. Landowners bid against each other by offering a discount from the appraised development rights’ value of their property.

FARM & TAX BENEFITS

Landowners experience several benefits by enrolling in an Agricultural District or Conservation Easement. The unimproved land in the district is exempt from real estate transfer, county, and school taxes. There are significant protections against nuisance suits for land in the district. Landowners are permitted limited residential uses. Permitted agricultural uses include, but are not limited to, crop production, herd animal and poultry operations, horse

operations, forest production, non-commercial hunting, trapping and fishing, and agricultural eco-tourism operations, as well as farm markets and roadside stands.

Congress has enacted laws that may benefit owners of preserved farmland. An easement that is either sold at less than appraised value or donated to a qualifying organization may result in owner income deductions for gift or estate tax purposes. Rules governing taxes are complex and owners should consult competent tax advisors on these matters.

RURAL IRRIGATION PROGRAM

In addition to the ALPP, the State offers a program that provides financial assistance to Delaware farmers for new irrigation systems. The goals of this program are to:

- Significantly decrease the acreage of non-irrigated cropland annually;
- Increase cash crop yields, thereby increasing farmers' incomes;
- Increase the amount of locally grown feed stock for the Delaware poultry industry; and
- Support the State's environmental goals of increasing cropland nutrient uptakes.

This program works in partnership with any private lending institution by providing the borrower with no-cost capital equal to the normal and customary equity requirements of a private loan. The loan fund would finance up to 25% of the total project cost, not to exceed \$25,000, at 0% interest for

FUNDING PROGRAMS

Investments in outdoor recreation spark a renewed interest and expanded use of outdoor recreation facilities and result in both intrinsic and measurable benefits. Investments that expand and improve public recreation facilities increase recreation and environmental programming, improve quality of life, and contribute to community vibrancy. Investments in parks and outdoor recreation facilities yield returns such as environmental improvements, benefits to health and fitness, decreased healthcare costs, and increased property values. Several funding sources have provided assistance in building parks and protecting natural resource conservation areas.

LWCF²

The Federal Land and Water Conservation Fund (LWCF) (*PL 88-578, 16 U.S.C. 460/4*) was established by Congress in 1964 to provide assistance to state, local, and federal agencies in creating parks and open spaces; protecting wilderness, wetlands, wildlife habitat, and refuges; and enhancing recreational opportunities. The program founders sought to create a nationwide legacy of quality parks, outdoor recreation and conservation areas, and to stimulate non-federal investments at the state and local level across the United States. SOURCE Congress clearly indicated that the LWCF Program should have lasting effect on the supply of recreation sites and facilities by requiring that the sites assisted be added permanently to the national outdoor recreation estate. As a result, *Section 6(f)(3)* of the LWCF Act unequivocally states that grant-assisted areas are

a term of no longer than 7 years with principal repayment beginning in the third year. A bank or other lending institution must loan the project's remaining balance.

TRANSFER OF DEVELOPMENT RIGHTS

There have been discussions at the County and State levels about the possibility of allowing transfers of density from unincorporated areas to areas within towns. Under this concept, a portion of fees paid by a developer would go directly to a town to reimburse it for needed infrastructure improvements.

If a system of transfer of development rights (TDR) were to be jointly considered by the County and the Town, it would help to direct growth into suitable areas, but without greatly increasing the total amount of development. TDR would be a voluntary system that would allow a developer in a designated growth area to pay an owner of woodland or farmland to permanently preserve their land. In return, the number of homes that would have been possible on the land that is preserved could be transferred to the development site. One advantage of TDRs is that it minimizes the amount of land that is consumed by each house. TDR also uses private funding to permanently preserve land, although most likely outside of the town limits. TDR also has an advantage of being fair to property owners, as they only participate if they feel they are being fairly compensated. Existing State law allows TDR provisions to be placed in town and county zoning codes.

to remain forever available for "public and outdoor recreation use."

The LWCF, a U.S. Department of Interior program that is administered for Delaware by the State Division of Parks and Recreation, is comprised of a trust fund that accumulates revenues from federal outdoor recreation user fees, the federal motorboat fuel tax, and surplus property sales. Most of the program's funding comes from accumulated revenues from off-shore oil and gas leases—recycling an important natural resource back to public use through park and conservation lands and recreational facilities. Annual funding levels for the LWCF Program have varied over the years. Delaware's apportionment is roughly 1% of the states' allocation.

ORPT

In 1986, the State enacted the *Delaware Land and Water Conservation Trust Fund Act* (DTF), a State law that mirrors the federal LWCF Program (30 Del. C. 54). The DTF established a matching grant program, administered by DNREC’s State Division of Parks and Recreation, which assists county and municipal governments and park districts with parkland acquisition and outdoor recreation facility development. This law, amended in 2014, was formally renamed to the Outdoor Recreation, Parks, and Trails Program (ORPT). Sourced funds were invested to generate earnings; a portion of the value of the funds are distributed annually into the ORPT and then made available for municipal and county parkland, open space, greenway acquisition, planning, and outdoor recreation facility development projects. Up to 50% funding is available for eligible projects, while a sponsor and match may be derived from the agency’s budget, other grants, in-kind sources, or donations. Sponsoring agencies must agree to dedicate the project site to public outdoor recreation use in perpetuity and assume responsibility for the area’s continuing operation and maintenance. As of 2018, the ORPT Program assisted more than 59 eligible agencies with 330 completed projects. The \$27.7 million of ORPT assistance leveraged over \$79.5 million in local community investment. About three quarters of the ORPT projects (248) resulted in park development, 48 in parkland acquisition, and 32 were directed to park planning.

in expanding existing trail networks, making community connections, and creating new bicycle and pedestrian systems for the recreating public. The focus was on providing safe and convenient ways to bicycle or walk to local work, shops, schools, recreational sites, and transit. At the request of Governor Markell in 2011, the General Assembly allocated \$7 million within the Fiscal Year 2012 Capital Improvements Budget to begin this work. Bringing together federal, state, county, and municipal funds totaling over \$40 million, improvements and expansion of the state trail network is going strong. These investments have been a successful partnership between DNREC, DeIDOT, counties, and municipalities, resulting in new trails and connections as well as a comprehensive vision for future trail connections. A network of trails is not only a recreational amenity, but a necessity for a thriving healthy community.

RECREATIONAL TRAILS PROGRAM

The Recreational Trails Program (RTP) was established with the *National Recreational Trails Fund Act Part B of the Intermodal Surface Transportation Efficiency Act of 1991*. RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA) and is administered through the State Division of Parks and Recreation in Delaware. The program provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Since 1991, over 160 maintenance, construction, and educational projects have been completed across Delaware with expenditures totaling over \$10 million. Nationally, RTP has helped fund thousands of projects by providing over \$1 billion in assistance. The current RTP was reauthorized in 2015 under *FAST Act Section 1109(b)(7)*, amending 23 U.S.C. 133(h) and will expire in 2020.

TRAILS AND PATHWAYS INITIATIVE

Trail related activities (e.g., walking, jogging, bicycling) have always been popular in Delaware. In fact, walking/jogging has been the most popular activity statewide and in all five SCORP regions since 2002. The Trails and Pathways Initiative (July 2011) stimulated close-to-home investments

GOALS & RECOMMENDATIONS

- OSR-1:** Maintain and improve the Town’s parks, recreation sites, open spaces, and trails, ensuring adequate provisions for current and future development.
1. Continue to maintain existing parks and recreation facilities.
 2. Regularly evaluate whether park, recreation, and open space needs are being met for existing and future populations.
 3. Continue to work with developers to ensure new developments provide adequate recreation facilities and amenities.
 4. Identify logical linkages to increase open space and recreation opportunities (e.g., multimodal paths to connect developments).



Legend

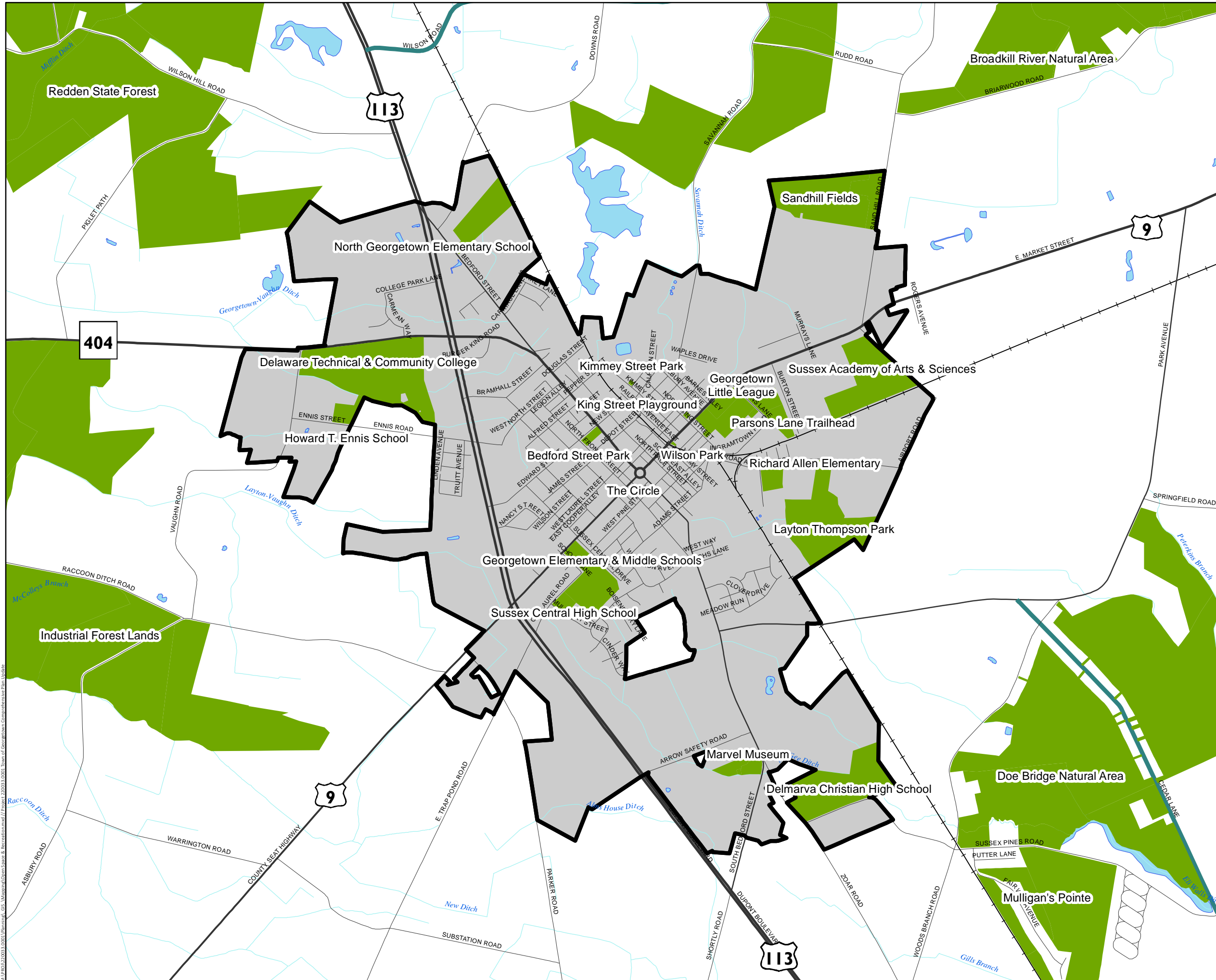
- Town of Georgetown
- Water Bodies
- Streams & Ditches
- Railroad
- Park & Recreation Locations



Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

July 2021



MAP 180/19/2003 (0001) Planning GIS: Map of Open Space & Recreation/Map 6-1 // Project 12/20/2013 0001: Town of Georgetown, Comprehensive Plan Update



Legend

- Town of Georgetown
- Potential Annexation Areas
- Water Bodies
- Streams & Ditches
- Railroad

Agricultural Preservation Areas

- Districts & Expansions
- Easements

Forest Land Preservation Areas

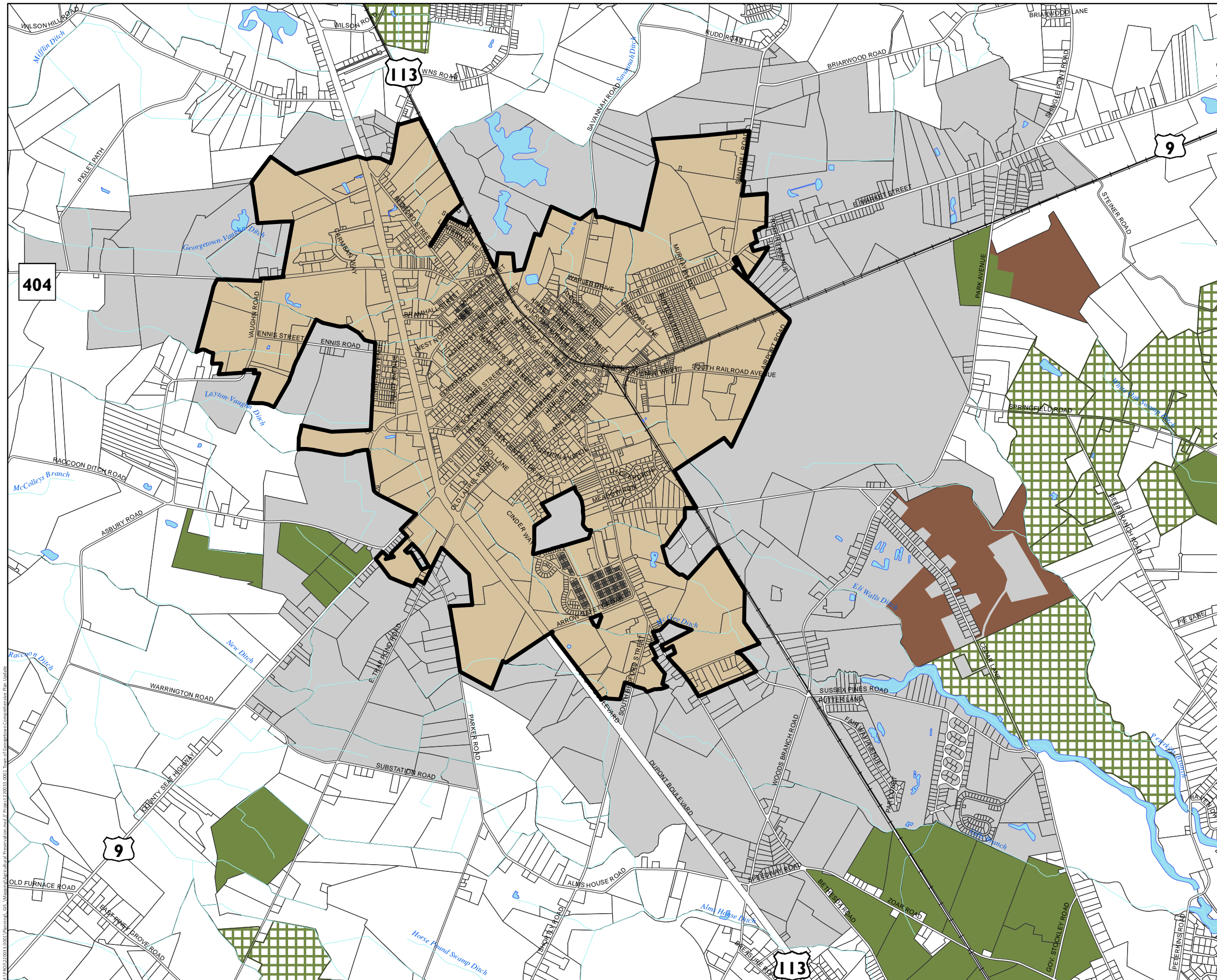
- Preservation Areas
- Easements




Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

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July 2021



Map 6-2 Agricultural Preservation.mxd / Project 270033.0001 Town of Georgetown Comprehensive Plan Update



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CHAPTER 7

HOUSING

INTRODUCTION

Georgetown’s housing stock consists of a mix of older structures located in established neighborhoods, newer residential units within large planned communities, and smaller infill residential areas. This offers residents—and those looking to move to Town—a variety of housing types, architectural styles, and neighborhoods to select from.

HOUSING INVENTORY

HOUSING UNITS

The 2010 Census identified 2,030 housing units in Georgetown. The Town offers a mix of housing types, including single-family detached houses, two-family homes, townhouses, and large and small multi-family structures. Compared to the 2000 U.S. Census data, which listed 1,688 housing units, Georgetown added 342 units, or increased housing units by 20.3%. *Please note that the 2010 ACS identified 2,275 housing units; where this total number of units is reported for 2010, the ACS data is being used.*

The 2019 ACS identified 2,782 housing units in the Town. Compared to the 2010 U.S. Census, the Town added 752 units, or increased housing units by 37.0%. This was a greater percent change than either the County (12.3%) or the State (6.7%). **TABLE 7-1** shows the number of housing units and percent change from 1950 through 2019.

Table 7-1. Housing Units¹⁻²

Year	Town		County		State	
	#	Change	#	Change	#	Change
1950	652	—	21,870	—	97,013	—
1960	662	1.5%	29,122	33.2%	143,725	48.2%
1970	724	9.4%	34,287	17.7%	180,233	25.4%
1980	760	5.0%	54,694	59.5%	238,611	32.4%
1990	1,376	81.1%	74,253	35.8%	289,919	21.5%
2000	1,688	22.7%	93,070	25.3%	343,072	18.3%
2010	2,030	20.3%	123,036	32.2%	405,885	18.3%
2019	2,782	37.0%	138,183	12.3%	433,195	6.7%

HOUSING TYPES

The Town offers a mix of housing types including detached single-family dwellings, attached single-family dwellings, duplexes, townhouses, and multi-family dwellings. **TABLE 7-2** provides the composition of housing stock within the Town in 2000, 2010, and 2019. The breakdown of units shown in this table may vary based on the respondent’s knowledge of housing types. This table also uses the Census definition of multi-family housing: Residential buildings containing units built one on top of another and those built side-by-side, which do not have a ground-to-roof wall and/or have common facilities (e.g., attic, basement, heating plant, plumbing).

Table 7-2. Housing Stock Composition²⁻⁴

Housing Type	2000		2010		2019		Change		
	#	%	#	%	#	%	'00-'10	'10-'19	'00-'19
Single-Family Detached	1,057	62.6%	1,403	61.7%	1,641	59.0%	32.7%	17.0%	55.3%
Single-Family Attached	21	1.2%	106	4.7%	295	10.6%	404.8%	178.3%	1304.8%
Multi-Family	529	31.3%	735	32.3%	802	28.8%	38.9%	9.1%	51.6%
2 Units	94	5.6%	112	4.9%	40	1.4%	19.1%	-64.3%	-57.4%
3-4 Units	150	8.9%	81	3.6%	111	4.0%	-46.0%	37.0%	-26.0%
5-9 Units	164	9.7%	229	10.1%	260	9.3%	39.6%	13.5%	58.5%
10-19 Units	49	2.9%	199	8.7%	189	6.8%	306.1%	-5.0%	285.7%
20 Units+	72	4.3%	114	5.0%	202	7.3%	58.3%	77.2%	180.6%
Boat, RV, Van, etc.	0	0.0%	0	0.0%	0	0.0%	—	—	—
Other	81	4.8%	31	1.4%	44	1.6%	-61.7%	41.9%	-45.7%
Total Housing Units	1,688		2,275		2,782		34.8%	22.3%	64.8%

The Town of Georgetown currently has several multi-family housing units available for rental options. **TABLE 7-3** lists the multi-family housing with at least four units located within Town limits.

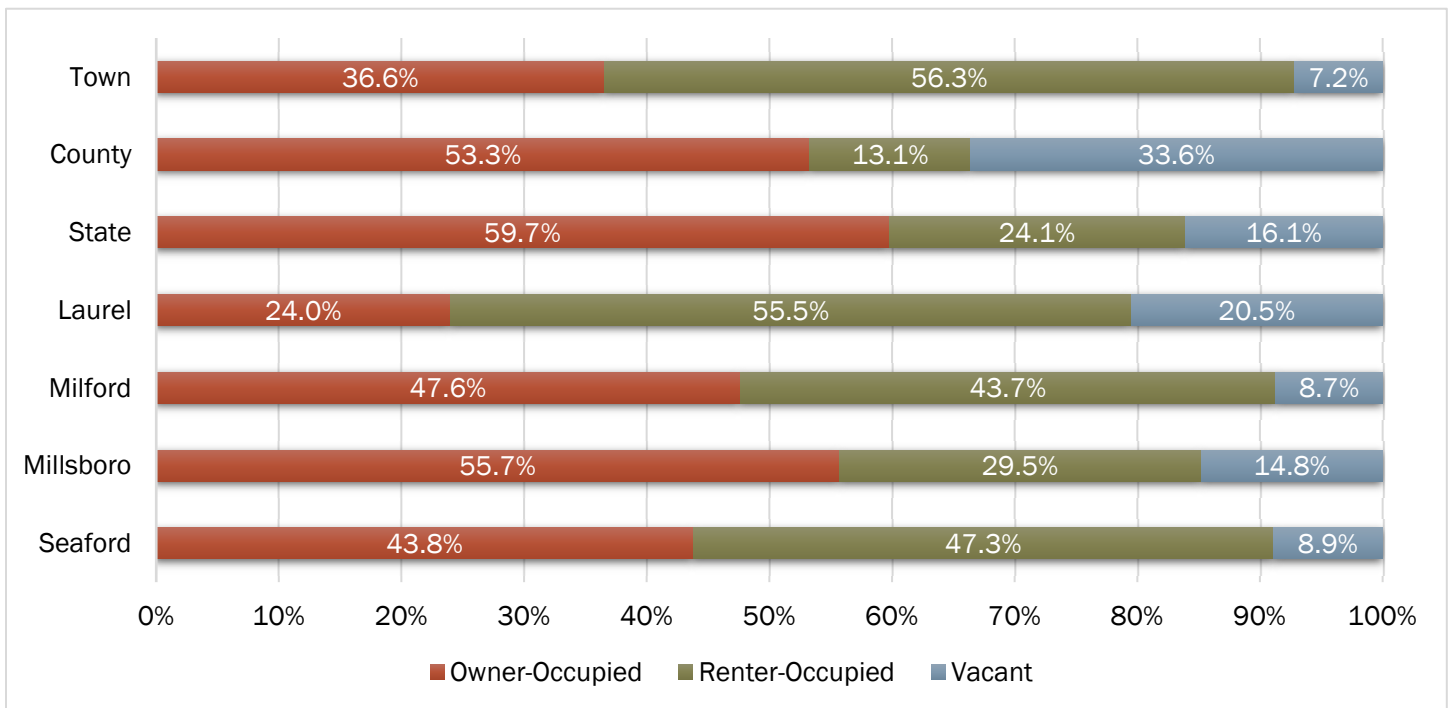
Table 7-3. Multi-Family Housing⁵

Development	Location	Units	Assistance
Acorn Acres Townhouses	100-600 Charles Way	24	USDA Rental Assistance
Briggs Apartments	126 & 128 W Pine Street	16	
Cheer Apartments	3 Sandhill Road	60	Elderly Tax Credit
Cherry Lane Apartments	111 N Race Street	4	
County Seat Apartments	Citizen’s Boulevard	187	
Crestwood Garden Apartments	120 N Race Street	29	
Dunbarton Oaks II – Apartments	420 Franklin Street	23	USDA Family
Dunbarton Oaks III – Apartments	500 Margaret Street	32	USDA Elderly/Handicap/Disabled
Dunbarton Oaks IV – Apartments	610 Edward Street	31	USDA Elderly/Handicap/Disabled
Dunbarton Oaks – Village	1309 Dunbarton	31	
Dunbarton Station LLC	500 Franklin Street	31	USDA Family, DSHA
Georgetown Apartments	1000 Ingramtown Road	75	Section 8 Tax Credit
Georgetown Apartments II	1000 Ingramtown Road	50	Tax Credit
Georgetown Oaks Apartments	S Bedford Street	138	
New Crestwood Garden Apartments	110 N Race Street	12	
Northgate Court	6-35 Jacqueline Drive	28	
Purnell House	212 E Market Street	5	
Owner – Michael Rhodes	301-311 N Railroad Avenue	6	
Owner – Nanticoke Realty	105 W Laurel Street	6	
Owner – Nanticoke Realty	107 W Laurel Street	6	
Total Large (4+ unit) Complex Multi-Family Housing Units		794	

OCCUPANCY & TENURE

Out of the 2,782 housing units in the Town listed in the 2019 ACS, 2,583 units (or 92.8%) are occupied. **FIGURE 7-1** compares the proportion of vacant units, owner-occupied units, and renter-occupied units in the Town with those of the County, State, and selected comparison jurisdictions. As illustrated in this figure, the Town’s rate of owner-occupancy was lower than the County and State and was similar to or higher than some comparison jurisdictions.

Figure 7-1. Occupancy Rates²



Georgetown’s vacancy rate was lower than the comparison jurisdictions (see **FIGURE 7-1**), in some cases by half or more. **TABLE 7-4** provides additional occupancy information for the Town. Between 2010-2019, its overall occupancy rate increased by 25.5%. Both the vacancy rates for owner and rental units decreased, with homeowner vacancies falling close to 80%.

Table 7-4. Town Housing Occupancy^{2, 4}

Occupancy Status	2010		2019		Change '10-'19
	#	%	#	%	
Occupied Housing Units	2,058	90.5%	2,583	92.8%	25.5%
Vacant Housing Units	217	9.5%	199	7.2%	-8.3%
Homeowner Vacancy Rate		3.9%		0.8%	-79.5%
Rental Vacancy Rate		3.9%		2.1%	-46.2%
Total Housing Units		2,275		2,782	22.3%

There are dramatic differences in housing tenure based on the age bracket. In 2010, the largest age bracket of owner-occupied households were residents aged 45-54 years (29.5%); in 2019, the largest bracket was those aged 65-74 years (26.8%). In 2010, the largest age bracket of renter-occupied households were residents aged 25-34 years; the largest bracket was the same in 2019 (34.4%). In 2010, there were 112 more owner-occupied households than renter-occupied households; this statistic changed in 2019 where there were 549 more renter-occupied households than owner-occupied.

Table 7-5. Housing Tenure by Age of Householder^{2, 4}

Age of Householder	Owner-Occupied			Renter-Occupied			Total		
	2010	2019	Change	2010	2019	Change	2010	2019	Change
15-24 Years	2.9%	1.7%	-46.9%	6.4%	3.1%	-21.0%	4.6%	2.6%	-29.8%
25-34 Years	12.2%	6.1%	-53.0%	34.1%	34.4%	62.3%	22.5%	23.3%	29.5%
35-44 Years	18.5%	14.1%	-28.9%	28.1%	14.4%	-17.6%	23.0%	14.2%	-22.4%
45-54 Years	29.5%	12.8%	-59.4%	7.5%	17.6%	278.1%	19.1%	15.7%	3.3%
55-59 Years	5.6%	6.4%	6.6%	6.1%	4.0%	5.1%	5.8%	4.9%	5.8%
60-64 Years	9.1%	9.5%	-2.0%	1.7%	8.2%	658.8%	5.6%	8.7%	94.8%
65-74 Years	10.0%	26.8%	150.5%	8.5%	14.0%	165.1%	9.3%	19.1%	156.8%
75-84 Years	6.3%	16.8%	151.5%	4.4%	3.4%	25.6%	5.4%	8.7%	102.7%
85+ Years	5.8%	5.8%	-6.3%	3.2%	0.8%	-61.3%	4.6%	2.7%	-24.5%
TOTAL	1,085	1,017	-6.3%	973	1,566	60.9%	2,058	2,583	25.5%

Georgetown’s average owner-occupied household size decreased from 3.04 in 2010 to 2.45 in 2019; average renter-occupied household size increased slightly from 2.86 in 2010 to 2.89 in 2019. The County saw a decrease in both owner-occupied and renter-occupied household sizes during this period, while the State saw an increase. Statistically, owner-occupied units tend to have smaller households, while renter-occupied units tend to have larger households.

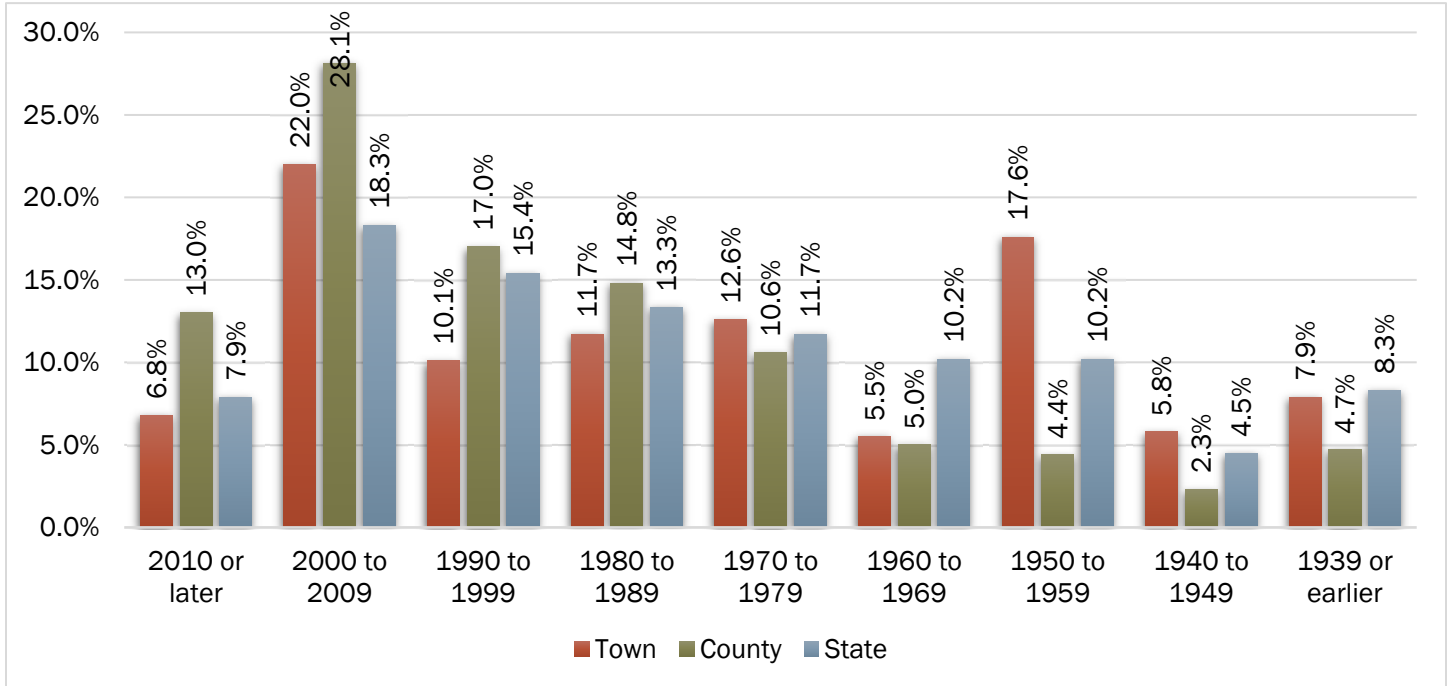
Table 7-6. Average Household Size^{2, 4}

Jurisdiction	Owner-Occupied		Renter-Occupied	
	2010	2019	2010	2019
Georgetown	3.04	2.45	2.86	2.89
Sussex County	2.37	2.36	2.72	2.64
Delaware	2.58	2.60	2.48	2.49

AGE & QUALITY

In the Town, 28.8% of the housing stock (800 units) was built since 2000, 50.6% since 1980 (1,408 units), and 86.3% since 1950 (2,401 units). Housing units built prior to 1940 make up about 7.9% (219 units) of the Town’s stock. The Town showed an upwards trend in the number of homes being constructed beginning in the 1960s, which continued through the 2000s. Those structures built prior to 1970 now meet the age eligibility criteria for listing on the National Register of Historic Places. Approximately 22.7% of the Town’s housing structures would meet this age criteria. Additional information on this topic can be found in **CHAPTER 8—HISTORIC RESOURCES**.

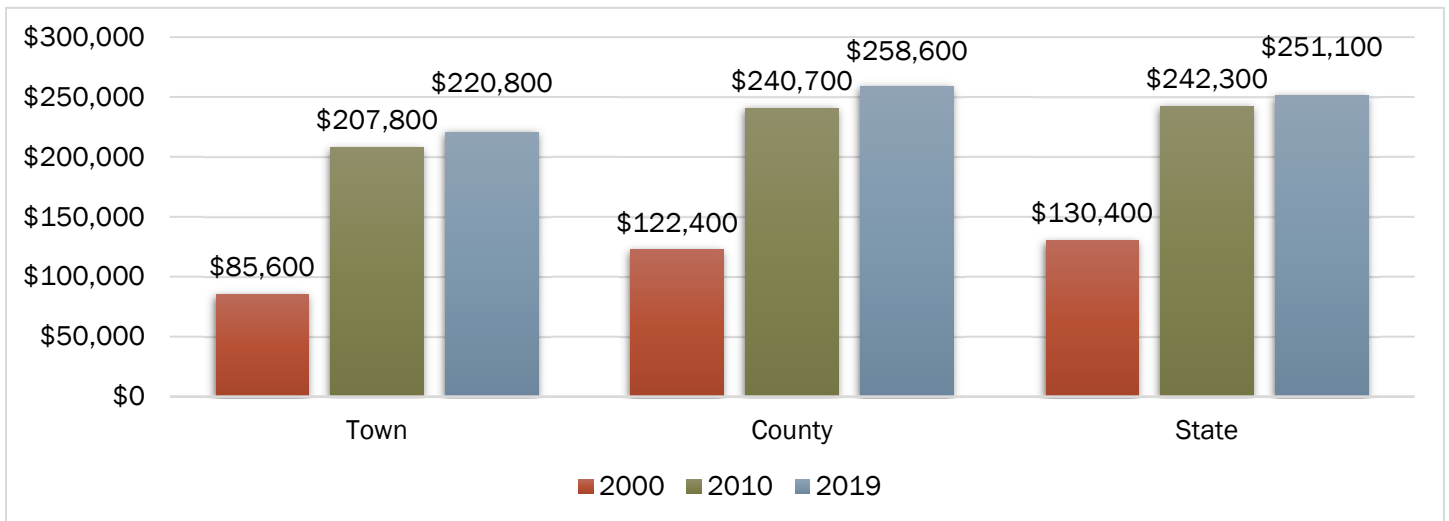
Figure 7-2. Housing Age²



VALUE & AFFORDABILITY

Compared to the County and the State, housing values in the Town were lower in 2019, by approximately \$37,800 and \$30,300, respectively. The median value of all housing units in the Town in 2019 was \$220,800, according to the 2019 ACS. In comparison, the median housing value in the County was \$258,600 and in the State was \$251,100. The Town and the County saw overall decreases in housing values (6.0% and 4.4%, respectively) between 2010 and 2019, while the nation saw an increase (15.4%) during the same period.

Figure 7-3. Median Housing Values²⁻⁴



HOUSING CHALLENGES

According to the 2019 ACS, the Town had 159 housing units (6.2%) that were considered overcrowded, meaning that there were 1.01 to 1.50 occupants per room reported for occupied housing units. Both the County and State had thousands of units meeting this criterion—the percentages were each over 1.5%; the Town’s was at least one-third that amount. The Town had an additional 106 units (0.6%) considered to be severely overcrowded, meaning 1.51 or more occupants per room,

again less than the County and State percentages. There were 20 units (0.8%) in the Town that reported lacking complete kitchen (consisting of a sink, kitchen, and stove) or plumbing (consisting of a sink, toilet, and bathtub or shower) facilities.

The Town had more than 48% of its rental population reporting that 18.1% or more of their income was spent on selected monthly housing costs. This percentage was much less than that of the County (50%) and the State (49.1%). It also had 14.2% of its owner-occupied households reporting that 30% or more of their income was spent on selected monthly housing costs. This percentage was slightly lower than the County (14.8%) and higher than the State (12.8%). Cost burden captures the idea that households have other costs and paying more than 30% on housing restricts the amount that a household can spend on other necessities.

Table 7-7. Housing Challenges²

Challenge	Town		County		State	
	#	%	#	%	#	%
Overcrowded Units ¹	159	6.2%	1,757	1.9%	5,017	1.4%
Severely Overcrowded Units ²	33	1.3%	427	0.5%	1,459	0.4%
Units Lacking Complete Facilities ³	20	0.8%	568	0.6%	2,568	0.7%
Cost Burdened Renters ⁴	755	18.1%	7,973	50.0%	47,537	49.1%
Cost Burdened Owners ⁴	57	14.2%	4,616	14.8%	11,460	12.8%

Notes: ¹Overcrowded units are those occupied housing units that the ACS reports as having 1.01 to 1.50 occupants per room; ²Severely Overcrowded Units are those housing units that the ACS reports as having 1.51 or more occupants per room; ³Units lacking complete kitchen or plumbing facilities are only reporting those that were occupied at the time of the 2019 ACS; ⁴A household is considered cost burdened if selected monthly housing costs (such as rent and utilities for renters and mortgage, taxes, and insurance for owners) are greater than 30% of income.

See **HOUSING RESOURCES** later in this chapter for an incomplete list of housing resources available to homebuyers, homeowners, and renters and resources for foreclosure prevention, housing development, and supportive housing, among others.

AFFORDABLE & WORKFORCE HOUSING

The terms affordable housing and workforce housing mean different things to different people, and a variety of definitions have been advanced by various groups. For the purposes of **PLAN GEORGETOWN**, housing is affordable if the cost of occupying it does not consume more than 30% of household income—the definition promulgated by the U.S. Department of Housing and Urban Development (HUD). HUD defines housing costs as contract rent plus utilities for renters, and monthly payment (mortgage plus taxes and insurance) for owners.

Affordable housing refers to housing affordable to households with incomes at or below 80% of the HUD-estimated Area Median Income (AMI) for owners, and 60% for renters. Workforce housing is generally thought of as housing affordable to essential public- and service-sector employees such as teachers, fire fighters, and nurses. It is defined here as housing affordable to households with incomes up to 120 percent of AMI.

Table 7-8. HUD FY 2020 Income Limits Summary⁶

Median Income	FY20 Income Limit Category	Persons in Family							
		1	2	3	4	5	6	7	8
\$75,900	Low (80%)	\$15,950	\$18,200	\$21,720	\$26,200	\$30,680	\$35,160	\$39,640	\$44,120
	Very Low (50%)	\$26,600	\$30,400	\$34,200	\$37,950	\$41,000	\$44,050	\$47,100	\$50,100
	Extremely Low (30%)	\$42,500	\$48,600	\$54,650	\$60,700	\$65,600	\$70,450	\$75,300	\$80,150

AFFORDABLE HOUSING

Despite its diverse housing stock, according to the 2019 ACS, Georgetown does have a number of residents reportedly devoting unaffordable (over 30%) portions of their income to housing. According to the survey, 18.1% of Georgetown renters pay over 30% of their income toward rent. The Town’s rents are much more affordable to its resident renters than the County’s 50.0% or the State’s 49.1% cost burdened renters.

Georgetown also compares very favorably to the County and State in reported rent charged, according to the 2019 ACS.

Median rent per month in Georgetown was only \$875, significantly lower than the County’s median rent of \$1,030 and the State’s median of \$1,130.

Given the Town’s comparatively lower rents, moderate increases in home prices, and availability of homeownership opportunities in most every price point, it would be easy to assume that the Town’s housing and rental stock must be affordable; however, compared to the County and State, a portion of Georgetown’s residents are decidedly less well off. Roughly a quarter of households reported having median annual incomes below \$25,000. A third of the full

value equates to under \$700 a month that could be affordably allocated to housing costs.

With the Town’s median rents already less than surrounding regions, this population could be especially vulnerable to the rising rents and home prices typically associated with strengthening economies, as they would have few alternatives.

Fortunately, the Town already has a number of properties and landlords that take part in the State’s subsidized rental program to help insulate its most vulnerable residents from shifting market forces. According to DSHA records, 231 units receive rental subsidies and another 128 are income restricted.

Quality of affordable housing, still, is always a concern. While it is certainly desirable from an affordable housing standpoint that there are houses of a variety of ages, sizes, and values in a community, it is equally desirable that the housing stock be in adequate and safe conditions.

WORKFORCE HOUSING

Workforce housing is housing affordable to households earning between 60-120% of AMI. Workforce housing targets middle-income workers, which includes professions such as police officers, firefighters, teachers, healthcare workers, retail clerks, and the like. Households who need workforce housing may not always qualify for housing subsidized by the Low-Income Housing Tax Credit (LIHTC) program or the Housing Choice Vouchers program (formerly known as Section 8), which are two major programs in place for addressing affordable housing needs.

From the 1940s to the 1990s, housing was affordable to many middle-income workers due to wages remaining relatively correlated with costs of living, and homeownership becoming more affordable through the introduction of the 30-year amortizing mortgage loan. However, during the late 1990s and early 2000s, incomes began to lag behind rising costs of living, and housing supply for middle-income workers grew stagnant, causing an acute need for workforce housing. The Great Recession of 2007-2009 further exacerbated the issue of housing affordability for middle-income workers by significantly reducing the production of new housing units across the nation. Because affordable housing programs focused on serving households making 60% or lower of AMI, middle-income workers were left with fewer housing options available to them in the cities where they worked.

Today there exists a policy gap to fund workforce housing development. Federal programs through HUD or state governments are geared toward low-income programs designed for people that make less than 60% of AMI. The workforce housing target of 60-120% of AMI is an income stratum that is largely unserved and unaddressed by both Federal and State programs aside from FHA loans. Affordable housing for the working and middle classes is

largely left to individual municipalities and counties to deal with.

Families that fall into this income category have found it difficult to purchase a home that is located in the area where they work, and that is adequate for their needs. In response, many families have taken to driving for affordability, or drive till you qualify to own a decent home with quality schools and a low crime rate. This set of circumstances has caused average commuting time to expand. It often necessitates ownership of a car, which creates an added financial burden as gas prices rise. This trend has also caused congestion and the need to enlarge the highway system at huge costs. This trend has fueled homebuilding, but some municipalities have found it is difficult or impossible to generate enough new revenue from development to sustain or expand the infrastructure needed for this type of growth, which has come to be referred to as sprawl. Critics of suburbia describe a host of social costs stemming from these settlement patterns characterized by single-family homes, residential and commercial districts separated by zoning, and the lack of transportation alternatives to the personal vehicle in order to access employment, recreation, services and education.

An alternative to commuting is to locate housing close to the workplace. This option can be limited by price. An overall loss of affordable housing units to redevelopment and gentrification has contributed to the shortage in most cities. Remaining urban housing options are often undesirable due to issues of quality. Since the 1950s, America’s urban centers have suffered from pervasive social problems, exacerbated by the loss of working- and middle-class households, creating concentrations of extreme wealth and poverty. Urban redevelopment has enhanced the economic base of cities like with new office buildings and entertainment venues, hotels and tourist areas, and upscale apartment buildings. But without successful schools, safe playgrounds and neighborhoods, and other basic amenities, cities have failed to compete with neighboring suburbs to attract and retain moderate income residents. Issues such as crime, unstable property values, low quality rental stock, and high concentrations of poverty created by low-income housing projects, further deter people from choosing to live near work.

ATTAINABLE HOUSING⁷

According to an Urban Land Institute publication on *Attainable Housing*, an additional area for discussion related to the country’s housing affordability challenge is the near disappearance in most areas of modestly priced, new for-sale homes—attainable housing. For the purposes of this section, attainable housing is nonsubsidized, for-sale housing that is affordable to households with incomes between 80-120% of the AMI (see **TABLE 7-8, HUD INCOME LIMITS SUMMARY**).

Although the homebuilding sector once built for the middle class, this strategy has shrunk dramatically since 2010 and today, very little nonsubsidized homebuilding activity is oriented to the middle-class price point. In addition to greater income discrepancy, housing prices have accelerated rapidly as a result of limited new supply. The lack of overall supply—and the next to zero growth in new construction at attainable price points—has led to significant challenges among many young adult households and others with moderate incomes who are looking to become homeowners.

Developers and builders are seeing demand shift as a result of the rise of small households, which has implications for smaller homes at attainable price points. The traditional family household has been declining and smaller households increasing—contributing factors include delayed marriage, fewer children, more women in the workforce, more divorces and later-in-life remarriages, healthy life longevity, and aging in place. Despite the distribution shift in household size, new construction has focused on delivering larger homes with more bedrooms.

The biggest challenges to delivering attainable housing are the cost of capital, lack of building efficiencies, availability of buyer financing, and cost of materials. Other important reasons include misunderstandings of attainable housing, lack (or prohibition) of density, NIMBYism (not in my back yard), local government regulation and fees, and land prices and availability. To reach success in providing attainable housing, research has shown that increased densities, relief from local requirements, local community support, financial incentives/subsidies, and building efficiencies may be needed.

Industry opinions identified limiting community amenities, providing development in less desirable locations, providing lower quality finishes, focusing on attached versus detached products, providing smaller lot sizes, and providing smaller home sizes would provide solutions. In contrast, consumer preference surveys indicate that buyers prefer better locations and amenities over lower densities and larger home sizes.

Decreases in for-sale housing supplies and lower-priced homes has translated into a mismatch between income and home price and household size and home size and bed/bath counts. To be successful, attainable housing developments may wish to focus on:

- **Smaller Homes**—Homes with less than 1,400 square feet offer first-time homebuyers, downsizers, and small households of any age and income level an alternative housing option. Small, attainable housing does not have to equate to lower-quality, less-desirable locations. Appropriate messaging highlighting the benefits of smaller homes can be universally appealing. Smaller housing can also feel larger with appropriate emphasis on spaces, both inside and outside the home.

- **Value Housing**—Many homebuilders are introducing brand segments to specifically address attainable housing and create an alternative product offering. The simplified versions of core brands do not have to mean stripped or lower-quality homes, but simplicity in terms of option packages and structural choices that enable the homebuilder to deliver products more efficiently and cost-effectively.
- **Missing-Middle Housing**—This strategy provides housing at densities between those of single-family homes and mid-rise communities whose scale would be compatible (e.g., duplexes, triplexes, courtyard buildings, bungalow courts, live-work buildings). The scale of these buildings can be attractive, especially when attached housing conjures thoughts of diminished home values. Units are typically smaller, which can help keep costs down.
- **Cluster Housing**—Detached cluster homes allow higher densities than traditional single-family homes but create the traditional feel that many homebuyers look for. Potential privacy issues can be addressed through thoughtful planning of how the homes and outdoor spaces sit adjacent to one another and having multiple modules throughout a neighborhood.

SPECIAL NEEDS HOUSING

The U.S. Department of Housing and Urban Development (HUD) defines special needs as frail and non-frail elderly, persons with physical disabilities, homeless persons and persons at risk of becoming homeless, persons with mental or behavioral disabilities, persons with HIV/AIDS, or persons with alcohol or drug addictions. Special needs housing targets these populations, using Federal, State, and local funds to create more opportunities for independent living. Special needs housing provides an alternative living arrangement for individuals who are unable to live independently without care, supervision or support because of age, disability, substance abuse, mental illness, chronic homelessness or other circumstances. Supportive housing programs assist these individuals with daily life and also offer access to case management, housing support, vocational, employment and other services for clients (and client families) transitioning to independent living.

There are many subgroups that account for the majority of special needs housing:

- **Chronically homeless.** These individuals are among the most vulnerable groups and tend to have high rates of behavioral health problems, including severe mental illness and substance abuse disorders, along with other conditions that may be worsened by physical illness, injury, or trauma.
- **Veterans.** Veterans disproportionately experience poverty, unemployment, and homelessness at higher rates compared to non-Veterans. Veterans returning

from Iraq and Afghanistan are already beginning to appear among the homeless population. This new generation faces a different set of challenges from previous generations, including an increasing number of women, parents, and members of the National Guard. Rapid rehousing and homelessness prevention strategies are critical for many; however, those Veterans with severe physical and mental health disabilities—often caused by their military service—require permanent housing with supportive services.

- Mental illness and substance abuse. Mental illness and addictive disorders tend to disrupt relationships with family and friends and also result in the loss of employment. For persons already struggling to pay their bills, the onset or exacerbation of addiction can cause them to lose their housing. Many shelters require sobriety to remain housed; however, housing-first models focus on immediate shelter and access to supportive services. Residential services can include short-term/variable length-of-stay treatments, long-term treatment, and halfway houses.
- Children and families. Homeless families possess similar characteristics to housed families living in poverty—they are overwhelmingly led by single-female parents who are typically young with limited educational backgrounds. Studies also show that children who experience homelessness are more likely to become homeless later in life.
- Released felons. Released felons face a number of barriers that place them at a high risk of homelessness, including limited income, limited prospects for employment, and ineligibility for public housing. When felons are released, the approval is typically short notice and does not allow for advance planning regarding job interviews, housing, and program assistance outside of the prison system.
- Victims of domestic violence. Women are the primary victims of domestic abuse within the State. When a woman decides to leave an abusive relationship, she is typically faced with the decision to leave her home and seek shelter elsewhere, particularly true of women with few resources. Lack of affordable housing and long housing wait lists means that many women and their children are forced to choose between abuse at home and life on the streets. Shelters are frequently filled to capacity and must turn away battered women and their children.
- Foster care. Youth who age out of foster care face a number of challenges during the transition to adulthood. Among the greatest may be achieving housing stability. Current federal funding provides very limited support for keeping youth in foster care past their 18th birthday. As a result, youth are discharged from foster care at the age of 18 or shortly thereafter. Foster parents stop receiving financial assistance to

support the foster child and are unwilling or unable to continue to provide housing.

- HIV/AIDS. The cyclical nature of the HIV/AIDS disease perpetuates unstable housing situations. Whenever an individual is symptomatic with the disease, they may be unable to work and experience difficulties performing daily activities. Housing stability is crucial to health and wellness as a number of treatment medications require proper refrigeration. Many HIV/AIDS patients also have substance abuse and mental health challenges, which exacerbate these problems.
- Physical and cognitive disabilities. Individuals with physical challenges can live independently, with or without personal care; however, the housing needs of individuals living with physical disabilities can be extensive and expensive and without proper supports to provide for appropriate facilities, these individuals may be at risk homelessness.
- Seniors. There are more Americans over the age of 65 today than ever before and the number is rapidly increasing. As this population continues to grow, there are a number of issues they face, including fixed incomes, connections to services, mobility and cognitive challenges, and their desire to age in place as they become older.
- Migrant and seasonal farm workers. Providing safe, decent affordable housing for migrant and seasonal farm workers is an ongoing challenge across the country. While the population is historically undercounted, farm worker housing is critical for meeting the needs of migrant and seasonal farm workers.

While it is clear that there are many populations that have a need for special needs housing, many respondents to Georgetown’s community survey indicated that the Town had a disproportionate share of special needs, transitional, and supportive housing, likely due to the Town’s status as the County Seat and home to numerous court systems and State supportive programs. There was a strong desire noted for the Town to pursue implementing recommendations in the *Housing Task Force Report*, which included occupancy standards, registration, and distance requirements; however, these would need to be implemented in conjunction with the State.

AGE-FRIENDLY COMMUNITIES^{9, 10}

State, County, and local leaders can make a significant impact on barriers faced by older people. As the University of Delaware’s Institute for Public Administration (IPA) explains, “policies, services, and structures related to the physical and social environment of age-friendly communities, are designed to help seniors “age actively.” These communities are specifically designed to help seniors

live safely, remain healthy, and stay active and involved.” Features of age-friendly communities include adequately timed pedestrian crosswalks, buildings with no-step entry, homes with one-level living, bicycle paths, public transportation, accessible health services, and recreational opportunities. State, County, and community leaders face significant challenges and demands related to meeting long-term housing, transportation, and health and social service needs. Specific barriers to age-friendly communities include lack of cooperation, communication, and public participation in local planning and development projects. Additionally, a lack in community preparedness can pose barriers. Other barriers can include restrictive zoning laws that prohibit certain types of housing stock or universal design standards that might be more conducive to older adults or multigenerational families.

AARP developed a Livability Index that scores neighborhoods and communities based on the services and amenities that impact individuals’ lives the most. The Town’s commitment to protecting the environment is clear; however, access to live, work, and play could be strengthened. Some of Georgetown’s biggest hurdles are consistent multimodal access to destinations like parks, the library, jobs, and grocery stores.

The Complete Communities Delaware Toolbox features resources that promote healthy aging and are available to both individuals and communities. See **CHAPTER 2—COMMUNITY CHARACTER** for more information.

The Delaware Aging and Disability Resource Center (ADRC) is a resource of the Delaware Department of Health and Social Services (DHSS) Division of Services for Aging and Adults with Physical Disabilities. The ADRC is an access point for information and services for older persons and adults with physical disabilities. It publishes an online Guide to Services for Older Delawareans and Persons with Disabilities.

The State has also established a number of successful partnerships to foster aging in the community. The Delaware Aging Network (DAN), a consortium of more than 50 agencies across the State, is committed to improving the quality of services older adults receive in Delaware. DAN’s emphasis is to help older adults live successfully in their own homes as they age, with the help of community resources. DAN agencies and partners work with seniors to provide resources and case management services at local senior centers and other locations throughout the community. DAN agencies provide information about housing, healthcare, Medicare, Medicaid, in-home services, and transportation. The agencies provide referrals to services that meet the personalized needs of each individual.

FAIR HOUSING ACT

The Fair Housing Act is a federal law that protects people from discrimination when they are renting, buying, or securing financing for housing. The prohibitions specifically

cover discrimination because of race, color, national origin, religion, sex, disability, and the presence of children.

In the sale and rental of housing, no one may take the following actions based on race, color, national origin, religion, sex, familial status, or handicap (disability):

- Refuse to rent or sell housing;
- Refuse to negotiate for housing;
- Make housing unavailable;
- Deny a dwelling;
- Set different terms, conditions, or privileges for sale or rental of a dwelling;
- Provide different housing services or facilities;
- Falsely deny that housing is available for inspection, sale, or rental;
- Persuade owners to sell or rent for profit (blockbusting); or
- Deny anyone access to or membership in a facility or service (such as a multiple listing service) related to the sale or rental of housing.

In mortgage lending, no one may take any of the following actions based on race, color, national origin, religion, sex, familial status, or handicap (disability):

- Refuse to make a mortgage loan;
- Refuse to provide information regarding loans;
- Impose different terms or conditions on a loan, such as different interest rates, points, or fees;
- Discriminate in appraising property;
- Refuse to purchase a loan; or
- Set different terms or conditions for purchasing a loan.

In addition, it is illegal for anyone to:

- Threaten, coerce, intimidate, or interfere with anyone exercising a fair housing right or assisting others who exercise that right.
- Advertise or make any statement that indicates a limitation or preference based on race, color, national origin, religion, sex, familial status, or handicap. This prohibition against discriminatory advertising applies to single-family and owner-occupied housing that is otherwise exempt from the Fair Housing Act.
- If you or someone associated with you have a physical or mental disability (including hearing, mobility, and visual impairments; chronic alcoholism, chronic mental illness, AIDS, AIDS Related Complex, or mental retardation) that substantially limits one or more major life activities; have a record of such a disability; or are regarded as having such a disability, your landlord may not:
 - Refuse to let you make reasonable modifications to your dwelling or common use areas, at your expense, if necessary for the disabled person to use the housing. Where reasonable, the landlord may permit

changes only if you agree to restore the property to its original condition when you move out.

- Refuse to make reasonable accommodations in rules, policies, practices, or services if necessary for the disabled person to use the housing.

Unless a building or community qualifies as housing for older persons, it may not discriminate based on familial status. That is, it may not discriminate against families in which one or more children under 18 live with a parent; a person who has legal custody of the child or children; or the designee of the parent or legal custodian, with the parent or custodian’s written permission. Familial status protection also applies to pregnant women and anyone securing legal custody of a child under 18.

Housing for older persons is exempt from the prohibition against familial status discrimination if:

- The HUD Secretary has determined that it is specifically designed for and occupied by elderly persons under a Federal, State, or local government program; or
- It is occupied solely by persons who are 62 or older; or
- It houses at least one person who is 55 or older in at least 80 percent of the occupied units and adheres to a policy that demonstrates an intent to house persons who are 55 or older.

HOUSING PIPELINE & NEEDS ANALYSIS

The preservation and provision of affordable housing for Georgetown’s lower-income residents is always a concern, particularly given the sharp increase in home prices over the past two decades, only partially offset by the housing downturn. Equally important for the Town of Georgetown, with growth, development, and employment aspirations, is the provision of a housing stock suitable for the residents, employees, and employers it wants to attract.

Demographics and Georgetown’s future aspirations should both be impactful considerations. As the baby boomer generation retires and, in Delaware’s case, moved here from New Jersey, Pennsylvania, and other states, the migration drove home sales and construction. Today, the textbook boomer is in their early 60s, and the true postwar cohort born between 1946 and 1964 is much closer to 70. It is reasonable to assume that demand for large, four-bedroom, suburban homes may not be this group’s first choice, given cost, maintenance, and transportation considerations. Likewise, the millennial generation, which now outnumbers boomers, has yet to demonstrate the same commitment to homeownership and the suburban lifestyle.

Fortunately, the Town appears to be well positioned to accommodate these potential trends. Georgetown’s zoning and subdivision regulations allow for a mix of housing types as well as communities and developments that blend a mix of uses.

The Town’s Downtown Development District is an excellent example of its proactive efforts to encourage and support new, varied, residential, commercial, and employment activities in close proximity and its desire to stabilize and improve the diverse and affordable residential housing stock in the traditional town center.

HOUSING PIPELINE

Following the onset of the 2008 recession, which affected the housing market in particular, there was a decline in the number of residential units reflected in the Town’s development application and building permit data. The drop-off was very steep in terms of residential development applications and more gradual for building permits. By 2012, building permits started to increase, while development applications saw continued instability and overall decline. Development applications surged in 2016, during a time that building permit activity was increasing more gradually. In 2019, another fairly large decline occurred in the more volatile level of development applications, with no indication of a change in the steady increase in building permits for residential development. The current status of development, given the current climate of uncertainty during the global COVID-19 pandemic and record-high unemployment (which could be signaling an extended recessionary period), is unknown, but it is likely that the effects of both will be felt in the current and potentially in subsequent years.

DEVELOPMENT APPLICATIONS

Development application data represent approved preliminary development plans for residential building. These project applications provide an indication of potential future development, indicating the scope and location of likely residential building activity. From 2011-2019, there were a total of 35,894 residential units approved for development in Delaware, including 15,263 units in Sussex County and 138 in Georgetown. **TABLE 7-8** provides more detailed information on residential developments in Georgetown.

Table 7-9. Residential Development⁵

Development	Location	Units			Approvals		Built
		Single	Multi	Mixed	Prelim	Final	
County Seat Apartments	Vaughn Rd	—	187	—	✓	✓	✓
Dunbarton Oaks	Margaret St	—	32	—	✓	✓	✓
Georgetown Oaks	S Bedford St & Arrow Safety Rd	Future	138	—	✓	✓	✓
Village of Cinderberry Phase C	Village of Cinderberry	20	15	—	✓	✓	
Village of College Park	SR 18 & SR 404	121	288	—	—	✓	

BUILDING PERMITS

Building permit data represent development that has been permitted and is closer to entering the construction phase. Since they represent building that is likely to occur in the near future, building permits present a picture of development activity in the near term. **TABLE 7-10** presents a summary of residential units in building permits for the Town, County, and State between 2011 and 2019, according to annual *Reports on State Planning Issues*. In that period, there were a total of 48,659 residential units that were issued building permits by local governments in Delaware, including 25,243 units in Sussex County and 342 in Georgetown.

Table 7-10. Residential Building Permits¹¹

Jurisdiction	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total
Town	8	53	6	54	7	32	2	27	153	342
County	1,709	2,147	2,410	2,610	2,775	2,640	3,055	3,798	4,099	25,243
State	3,213	3,869	4,893	5,493	5,814	5,927	6,331	6,303	6,816	48,659

Table 7-11. Projected Housing Need¹²

	2010		2020		2030		2040		2050	
	Units ¹	+/- ²	Units ¹	+/- ²	Units ¹	+/- ²	Units ¹	+/- ²	Units ¹	+/- ²
Units Needed	2,372	-410	2,839	57	3,175	393	3,457	675	3,693	911

Projections and estimates based on 2020 Delaware Population Consortium projections.

¹Number of housing units projected, based on TABLE 2-1—POPULATION PROJECTIONS, divided by 2.72 average household size.

²+/- Difference in housing units between projection and current number estimated, per the 2019 ACS.

FUTURE DEVELOPMENT

The Town’s Planning Department receives various inquiries and project submissions throughout the year. Several of these projects are in various phases of review and/or approval. Residential projects that have received either preliminary or final approval are listed in **TABLE 7-9**. In some instances, the project may receive approval and remain dormant for a period of time. Other projects may not have advanced to the official review stages and are still considered conceptual. Current projects included in this conceptual status include:

- Admirals Landing (Vaughn Road) – Townhomes

CODE ENFORCEMENT & MAINTENANCE

Although the majority of houses in Georgetown are well maintained, there are some residential properties in Town that are in poor condition and in need of maintenance and repair. Their redevelopment will improve the aesthetic appeal of the Town and has the potential to improve property values throughout Georgetown. The Town needs to remain cognizant of property maintenance issues because older homes, making up most of the housing stock in Georgetown, often have more maintenance issues than newer homes.

Code enforcement is an obstacle many towns face and Georgetown is no exception. Concerns regarding both property maintenance and housing code enforcement were raised during the public outreach component of this Plan’s development. Below are statistics on the top code enforcement violations in each of the years from 2010 to 2019. Additional violation information including explanations of each of these common violations, violations by ward, violations by property type, and a list of the total number and type of violations during the same time period, can be found in **APPENDIX B—SUPPLEMENTAL INFORMATION**.

Table 7-12. Top Code Enforcement Violations⁵

Violation	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Accessory Structures		✓					✓			
Depositing Garbage Prohibited					✓		✓	✓	✓	✓
Detrimental Objects	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Exterior Structures	✓	✓								
Exterior Surfaces	✓						✓			
Failure of Owner to Pay Town	✓	✓								
Failure of Property Owner to Remedy	✓	✓								
Grass Clipping Deposit & Accumulation									✓	✓
Growth of Weeds						✓				
Height Limit of Other Vegetation	✓	✓	✓	✓	✓					
Height of Grass	✓		✓	✓	✓	✓	✓	✓	✓	✓
Holiday Lighting						✓	✓	✓	✓	
Indoor Furniture/Outside				✓	✓	✓				
Insect & Rat Harborage						✓				
Maintenance of Trees & Vegetation		✓	✓	✓			✓	✓		
Parking—Certain Other Pkg. Prohibited			✓	✓	✓	✓		✓	✓	
Permit for Construction										✓
Rental/Business License	✓	✓	✓	✓	✓		✓	✓	✓	✓
Satellite Dish & Antennas			✓							
Trash, Collection			✓	✓	✓	✓	✓	✓	✓	✓
Unremoved Snow or Ice a Nuisance						✓				
Uses Not Listed Prohibited		✓								
Vacant Structure Registration										✓
Vehicles...Inoperable...on Private Prop.	✓		✓	✓		✓	✓	✓	✓	✓
Violations & Penalties (e.g., grass)	✓	✓	✓	✓	✓					
Violations & Penalties (licensing)					✓				✓	✓

HOUSING RESOURCES

A number of resources are available throughout the State for homebuyers, homeowners, foreclosure prevention, renters, development, landlords, supporting housing, and other programs.

HOMEBUYER RESOURCES

- Delaware Federation of Housing Counselors (DFHC)—The DFHC’s mission is to serve as a united, cohesive partnership of housing and financial professionals statewide who provide tools, education, and resources focused on improving the quality of life for communities they serve. DFHC’s team includes qualified professionals throughout the State with expertise in real estate, personal finance, financial planning, mortgage lending, housing market analysis, and laws and programs pertaining to housing. The organization is a resource for current or potential homeowners and serve as a connection between the many organizations and individuals who provide housing counseling throughout the State.
- DSHA Homeownership Loans—DSHA provides 30-year, fixed-rate loans with interest rates at or below the standard market rate for qualified buyers. Loans work through standard mortgage programs (e.g., conventional, VA, FHA, USDA mortgages).
- DSHA Homes for Grads Program—Parties who have graduated from college with a four-year degree or higher in the last three years may qualify for this program. Participants receive a reduced mortgage rate of 50 basis points or 0.5% when using one of DSHA’s Preferred Plus loans.
- DSHA Housing Search Tool—DSHA provides a free statewide housing search tool, which provides a comprehensive list of publicly assisted properties for sale as well as publicly assisted and market-rate rental units. The website is fully supported by a toll-free multilingual call center. The search feature allows individuals to search using a wide variety of criteria including income, accessibility features, proximity to services, and more.
- DSHA Preferred Plus Program—All applicants using a DSHA Homeownership Loan can use flexible, customized Preferred Plus assistance that provides a no-interest second mortgage loan of 2-5% of the overall loan amount that can be applied toward down payment or closing costs. The loan must be repaid

upon the sale, transfer, or refinance of the home or when it is no longer a primary residence.

- **First-Time Homebuyer Tax Credit**—Delaware has a special tax credit for first-time homebuyers that can help make homes more affordable. Parties can claim part of the annual interest paid on their mortgage (35% of the interest) as a special federal tax credit, up to \$2,000 per year, reducing the amount of federal taxes owed.
- **Habitat for Humanity Homeownership**—Sussex County Habitat for Humanity partner families are qualified through an extensive application process that considers the family’s ability to pay a not-for-profit, affordable mortgage; demonstration of need for housing; and a willingness to partner by completing all program requirements needed to be a Habitat partner family. The applicant must live or work in Sussex County and maintain a steady and reliable source of income.
- **Stand by Me**—Stand by Me partners with the Delaware State Housing Authority (DSHA) to guide people to homeownership. The organization provides one-one support from a financial coach to help interested parties meet the criteria needed to qualify for a mortgage. After working with a coach to become mortgage-ready, Stand by Me provides referrals to a housing counselor to provide guidance through the purchase process and help access programs for down payment and settlement assistance.
- **Sussex County Annual Homebuyer Fair**—The County hosts an annual homebuyer fair in September. The event is free and open to the public. Pre-registration is recommended to obtain a free copy of your credit report and for an appointment with a HUD-approved housing counselor.
- **Sussex County Moderately Priced Housing Unit Program (MPHU)**—In January 2006, Sussex County adopted the MPHU Program to combat the growing housing affordability crisis in the area. The program facilitates construction of moderately priced housing for people who live and work in Sussex County, provides incentives for developers to voluntarily construct moderately priced housing, and promotes an efficient and consistent regulatory environment.

HOMEOWNER RESOURCES

- **Community Development Block Grants (CDBG)**—The DSHA administers the CDBG program, which offers assistance to low- and moderate-income homeowners in Kent and Sussex Counties who need home repairs or accessible features. The program provides grant funding for a variety of major activities including housing rehabilitation or demolition, housing-related public works (e.g., sidewalks, water and sewer

systems), and streets that benefit low- and moderate-income persons.

- **Delaware Homeowner Relief**—This program is a joint partnership between DSHA and the Delaware Attorney General’s Office. It was created in 2012 from the proceeds of the National Mortgage Foreclosure Settlement between the federal government, states, and the nation’s five largest mortgage-servicing banks. The Partnership supports emergency homeowner assistance programs, housing counseling, educational outreach, Delaware’s mortgage mediation program, and mortgage fraud investigation and prosecution.
- **Neighborhood Stabilization Program (NSP)**—This program helps local jurisdictions purchase foreclosed or abandoned homes and rehabilitate, resell, or redevelop these homes to stabilize neighborhoods and stem the decline of house values of neighboring homes. The homes are then sold to low- to moderate-income homebuyers.
- **Statewide Emergency Repair Program (SERP)**—This program can assist qualifying low-income homeowners with certain emergency repair needs. The program, administered statewide by the Milford Housing Development Corporation, can assist with emergency conditions that pose health and safety threats.
- **Sussex County Rehabilitation Program**—The County has federal and County funding to assist low- and moderate-income households with repairs to their home.
- **Sussex County Tax Exemptions**—The County offers tax exemptions to qualifying residents that are disabled or over the age of 65.

FORECLOSURE PREVENTION RESOURCES

- **Delaware Emergency Mortgage Assistance Program (DEMAP)**—DSHA provides emergency housing assistance to homeowners affected by the COVID-19 pandemic through DEMAP. The program assists homeowners who are at risk of losing their homes to foreclosure because of a pandemic-related job loss, reduced work hours, or unpaid leave. Eligible homeowners can apply for up to \$5,000 per household, paid directly to the mortgage servicer.
- **Manufactured Housing Assistance Program (MHAP)**—MHAP is designed to assist Delawareans who are 90 days or more delinquent on their home loan or lot rent payments for their manufactured homes. Reasons for hardship are limited to unemployment or reduction in hours as a result of the downturn in the economy, illness, or injury. DSHA brings the mortgage current with a lump sum payment and makes additional payments for up to 12 months that allow the borrower to stabilize their financial position.

RENTER RESOURCES

- Housing Choice Voucher Program—DSHA administers the federal Section 8 Housing Choice Voucher Program in Kent and Sussex Counties, providing housing subsidies to eligible low-income individuals and families to rent privately owned dwelling units from participating landlords. Key program elements include participant enrollment in the State’s Moving to Work Program; participant payment of 30-35% of income for rent and utilities; household income no more than 80% of AMI; and working families, elderly (62 or over), and the disabled receiving preference.
- Section 811 Project Rental Assistance Program—The Section 811 Program is a federally funded, project-based program designed to serve individuals with extremely low incomes (less than 30% AMI) and disabilities that qualify them for long-term care services as defined by the Delaware Department of Health and Social Services (DHSS). Eligible applicants must be referred to the DSHA-administered program by an approved service provider.
- State Rental Assistance Program (SRAP)—The SRAP is designed to assist low-income households in need of affordable housing. The State vouchers target populations that are especially vulnerable to homelessness (e.g., youth exiting foster care, individuals exiting long-term care institutions). Eligible households are those with incomes below 40% of AMI and meet a qualifying category. The State provides tenant-based rental assistance and assistance with utilities. Households contribute 28% of their income to rent and the program pays the difference.
- Sussex County Rental Program (SCRIP)—New development is not adequately addressing the rental housing needs of the County’s low- and moderate-income residents and workforce. Without an adequate supply of affordable rental housing near employment and town centers, the County’s workforce must commute a great distance—not only do long commutes have a negative effect on the environment and transportation, but commuting also comes with high fuel expenses. The SCRIP seeks to stimulate the provision of affordable rental housing for Sussex County residents.
- grant funding to sponsoring agencies to develop affordable homeownership opportunities, support Housing Support programs, and to assist with energy and accessibility improvements.
- Diamond State Community Land Trust—Formed in 2006 and based in Dover, Diamond State is the nation’s first Statewide community land trust. Their mission is to strengthen Delaware communities by creating an inventory of permanently affordable homes. They make use of the leasehold form of home ownership to provide homes that are secure and inheritable, as well as affordable upon resale to the next homebuying family.
- Downtown Development Districts (DDD) Rebate Program—Owners or tenants (investors) who make qualified real property investments in the designated DDD are entitled to receive rebates of up to 20% of the cost of their investments. This includes for-profit builders and investors, nonprofit organizations, businesses, and homeowners. The program is administered at the State level by the DSHA.
- HOME Investment Partnerships (HOME)—This federal program is offered Statewide by DSHA and provides financial assistance to affordable housing providers, often in conjunction with HDF financing. Nonprofit and for-profit developers and other housing agencies may apply for HOME financial assistance for acquisition, demolition, new construction, reconstruction, conversion, or rehabilitation of single- or multi-family housing and transitional/group housing.
- Low-Income Housing Tax Credit (LIHTC)—The LIHTC program was created as part of the *Tax Reform Act of 1986* and is the single largest source of funding for affordable multi-family rental housing. It is a federally funded, State-administered program. Almost all new affordable rental housing in the country make use of the program; it is also a critical source of funding for rehabilitation and redevelopment of affordable multi-family rental properties.
- Multi-Family Mortgage Revenue Bond Program (MFMRB)—This Statewide program permits DSHA, through the issuance of tax-exempt mortgage revenue bonds, to finance the acquisition, new construction, or substantial rehabilitation of apartment complexes that are available for rent to low-income individuals and families. It allows both corporate and private investors to receive a fair return on their investment in affordable housing. The program allows individuals, as well as limited partnerships who own rental housing for low-income families, to utilize the credit.
- National Council on Agricultural Life & Labor Research Fund (NCALL)—NCALL has served the Delmarva Peninsula since 1976 as a nonprofit organization based in Dover that specializes in affordable housing development, education, and lending. As a service

HOUSING DEVELOPMENT RESOURCES

- Delaware Housing Development Fund (HDF)—HDF is the State’s housing trust fund, designed to provide loan financing to developers of Low-Income Housing Tax Credit (LIHTC) projects. Loan financing is also available to non-LIHTC developers who are interested in developing affordable or maintaining multi-family rental housing and/or special populations housing. In addition to loan financing, the HDF program provides

provider for lower income households, NCALL offers pre-purchase counseling, financial education, and default and foreclosure prevention programs to the public. NCALL also helps locally based nonprofits to develop multi-family housing projects, mostly apartments, through a variety of development services such as financial packaging, asset management, and organizational development.

- National Housing Trust Fund (NHTF)—The HTF is an affordable housing production program that complements existing federal, State, and local efforts to increase and preserve the supply of housing for extremely low- and very low-income households, including homeless families. HUD allocates HTF funds to states by formula annually. HTF funds may be used for the production or preservation of affordable housing through the acquisition, new construction, reconstruction, or rehabilitation of non-luxury housing with suitable amenities. All HTF-assisted units are required to have a minimum affordability period of 30 years.
- Opportunity Zones—Created as part of the *2017 Tax Cuts and Jobs Act*, Opportunity Zones are designed to drive long-term capital into low-income communities across the nation, using tax incentives to encourage private investment into designated Census tracts through privately or publicly managed investment funds. These investments can include supporting the development of affordable or workforce housing.
- Strong Neighborhoods Housing Fund (SNHF)—The SNHF is a State revolving fund to be used for the acquisition, renovation, and sale of vacant, abandoned, foreclosed, or blighted property throughout the State. The funds are targeted for efforts that support community development or transform neighborhoods that are experiencing blight or other forms of stress, including high crime.
- Sussex County Sewer Grant Assistance Program—The County offers assistance of up to 2,500 to help with connections to a central sewer system. If approved, subsidies of up to \$200 per year are available toward sewer charges.
- Home4Good—The DSHA and the Federal Home Loan Bank of Pittsburgh established a partnership to provide grants to selected nonprofit organizations to support initiatives in Delaware that lead to stable housing for individuals and families who are homeless or determined to be at-risk of homelessness.
- Housing Opportunities for Persons with AIDS (HOPWA)—The Delaware HIV Consortium (DHIVC) receives HOPWA funds through the DSHA to provide rental assistance to people living with HIV/AIDS in Kent and Sussex Counties (and their families) through a voucher program. The program’s goal is to address the extensive HIV/AIDS housing gap by providing long-term housing opportunities, while utilizing supportive services already funded by the *Ryan White Care Act, Title II*. This rental subsidy program augments these existing supportive services and also provides a continuum of care for people living with HIV/AIDS.
- Public Housing—Public housing is a federal program designed to subsidize housing for individuals and households with very and extremely low incomes, generally below 30% of AMI. No federal funding has been authorized to increase the stock of public housing since the early 1990s and federal funding for maintenance and upkeep has been insufficient to enable public housing authorities to maintain all their housing in decent condition.

OTHER PROGRAMS

- First State Community Action Agency (FS CAA)—FS CAA has served Delaware for over 50 years. CAAs are private nonprofit or public organizations created by the federal government in 1964 to combat poverty in geographically designated areas. Status as a CAA is the result of an explicit designation by local or state government and is designed to promote the participation of the entire community in the reduction or elimination of poverty. CAAs reach out to low-income people in their communities, address their multiple needs through a comprehensive approach, develop partnerships with other community organizations, involve low-income clients in agency operations, and administer a full range of coordinated programs to have a measurable impact on poverty. FS CAA offers a number of services including those for emergencies, families, youth, community, housing, training and employment, and seniors.
- Lights On Initiative—The Lights On Initiative, facilitated by the Delaware Help Initiative, shines a light on neighborhoods in need and helps them diminish crime while building a sense of community. The program installs energy-efficient LED bulbs on the front porches and solar-powered motion-detected lighting in the rear of homes in targeted neighborhoods. The program requires participating residents to promise to keep the

SUPPORTIVE HOUSING RESOURCES

- Family Reentry Program (FRP)—The Delaware FRP is designed to allow Delawareans who have a recent history of involvement with the criminal justice system an opportunity to reunite with close family members who are living in housing subsidized by one of the State’s public housing authorities. Eligible applicants are permitted to remain as a guest of the public housing assisted household for a period of one or two years.

motion detectors on, tell neighbors about the program, call the police if they noticed suspicious activity, and attend a workshop on energy efficiency. Installing lights on and around a property can help dissuade incidents like trespassing, package thefts, or burglaries and can contribute to an increased sense of comfort for residents and visitors.

- Neighborhood Assistance Act (NAA)—The NAA Program encourages businesses and individuals who have a Delaware State tax liability to invest in programs serving impoverished neighborhoods or serving low- and moderate-income families. In exchange for a qualified contribution, the NAA program provides State tax credits equal to 50% of the investment.

- Sussex County Affordable & Fair Housing Resource Center—The County offers an Affordable and Fair Housing Resource Center webpage with information on the County’s Fair Housing Policy, housing discrimination complaint process and forms, public notices and meetings, and affordable housing resources.

- Sussex County Human Service Grants—The County offers Human Service Grants to qualifying nonprofits annually. The program provides grants to countywide nonprofits to enhance health and human services that contribute to a safe and self-sufficient community.

TOWN POSITIONS

POSITION ON HOUSING GROWTH


The Town continually plans for growth with continual upgrades and assessments of the infrastructure and services it provides. Its Comprehensive Plan and Zoning Code provide guidelines for that growth. Georgetown recognizes the importance of affordable housing and supports a balance of housing stock for all ages and incomes, including workforce housing and home ownership opportunities. While some of the Town’s existing affordable housing units are privately owned and may experience expiration of resident income limit restrictions, there remains a high concentration of subsidized housing, transitional housing, and human service facilities. Respondents to the Town’s Comprehensive Plan survey supported offering more senior and assisted living opportunities, encouraging workforce housing for moderate income residents and families, and planning for mixed-use communities offering diverse housing types and essential services in close proximity, rather than seeking to attract additional subsidized units. The Town also supports services and encourages opportunities to rehabilitate and renovate its existing housing stock, ensuring that both rental and owner-occupied units are code compliant for safe occupancy.

GOALS & RECOMMENDATIONS

- H-1:** Provide for appropriate housing densities throughout Town.
1. Provide areas for a range of housing types, prices, and densities including various types of housing for senior citizens.
 2. Promote additional housing affordable to the average Georgetown household, recognizing the needs of various household types.
 3. Review Town ordinances, updating as needed, to provide opportunities for new market rate and workforce housing through redevelopment and infill development.
 4. Support programs that provide supportive services to senior citizens desiring to age-in-place and remain living in their own homes.
 5. Promote use of open space development concepts to encourage clustered housing on suitable land and permanently preserve open spaces and recreation areas.
 6. Direct housing developments to areas of Town that public water and wastewater services can efficiently serve.
 7. Support a balanced range of housing types, including workforce housing and home ownership opportunities.
 8. Promote pride and sense of community by providing education on the Town Code with an emphasis on property maintenance to property owners and residents.

9. Consider amending the Town Code based on an evaluation of the need to provide greater flexibility for housing unit development, potentially including smaller unit footprints, decreased minimum lot areas, and housing type options (e.g., workforce housing, veteran housing).

- H-2: Promote redevelopment and rehabilitation for older housing units.
1. Support services that contribute to housing rehabilitation.
 2. Strengthen older residential neighborhoods by encouraging homeownership, older building rehabilitation, and incompatible development avoidance.
 3. Extend the best features of older development into newer development, promoting compatible infill development and promoting new construction that extends the community character and promotes a pedestrian-friendly environment.
 4. Encourage the appropriate reuse of older buildings, particularly through rehabilitation of historically or architecturally significant buildings.
 5. Ensure existing housing units are code compliant for safe occupancy, whether rented or owned.



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CHAPTER 8
HISTORIC RESOURCES

INTRODUCTION

Historic preservation has enjoyed a long-standing tradition in Georgetown. The Georgetown Historical Society, in coordination with the State Historic Preservation Office (SHPO) and the Sussex County Tourism Commission, have contributed to preserving the parcels around The Circle. The area between Front Street and Race Street and Laurel Street and Pine Street contains the majority of the historical sites within the Georgetown town limits. The Circle, which is listed on the National Register of Historic Places, is the focal point of historic Georgetown.

TOWN RESOURCES

Currently, the Sussex County Courthouse and The Circle comprise the only designated National Register Historic District within the Town; however, there are several additional properties that are listed individually on the National Register. Historic district designations identify properties with historic structures as being historically significant either locally or nationally.

Georgetown’s Zoning Ordinance includes a Historic Zoning District, which is a designated zoning district with certain regulations and requirements that properties within that district have to follow, not necessarily geared toward any kind of historic preservation or protection. In the Historic Zoning District, buildings are subject to architectural review by the Town’s Planning Commission. These efforts include gauging the appropriate historical context of building design and materials to make sure that new construction meshes cohesively with existing historical structures.

It is important to note that the National Register Historic District and the Historic Zoning District are not the same and have entirely different purposes. The similarity in names should be remedied to avoid confusion in the future.

HISTORIC RESOURCES

MAP 8-1, HISTORIC RESOURCES, shows the locations of Georgetown’s historic resources and **TABLE 8-1, NRHP PROPERTIES** provides additional information. There are 12 sites that have been recognized for their historical significance to Delaware and the nation by their inclusion on the National Register of Historic Places (NRHP). Authorized under the *National Historic Preservation Act of 1966*, the NRHP is the country’s official list of cultural resources that merit preservation. Nationally, there are close to 100,000 NRHP-listed properties including districts, sites, buildings, structures, or objects recognized for their importance in American history, architecture, archeology, engineering, or culture. The NRHP is administered by the U.S Department of the Interior’s National Park Service. NRHP status is awarded following a rigorous evaluation of a resource’s historic criteria.

Table 8-1. NRHP Properties¹

No.	Property	Location	Built	Listed	Survey #
1	Old Sussex County Courthouse	10 S Bedford Street	1793	MAR 1971	S00101
2	Sussex County Courthouse & The Circle	1 The Circle	1840	JUN 1973	S00102
3	Richards Mansion	28 The Circle	1796	JUL 1979	S00132
4	The Brick Hotel	18 The Circle	1836	NOV 1979	S00109
5	Judge’s House & Law Office	100-104 W Market Street	c. 1800	NOV 1979	S00103
6	St. Paul’s Episcopal Church & Cemetery	122 E Pine Street	c. 1840	NOV 1979	S00111
7	Gardiner Wright Mansion	228 S Front Street	1841	NOV 1979	S00105
8	Peter S. Faucett House	11 W Laurel Street	c. 1840	SEP 1985	S02844
9	Thomas Sipple House	216 N Bedford Street	1861	SEP 1985	S00119
10	Dr. John W. Messick House & Office	142 E Market Street	c. 1890	SEP 1987	S02813
11	Joseph T. Adams House	12 E Pine Street	c. 1865	AUG 1998	S02775
12	Richard Allen School	316 S Railroad Avenue	1923	JUN 2019	S09016

The Georgetown Coal Gasification Plant, formerly located at 316 N Race Street, was also listed to the NRHP in September 1985; however, the structure has since been demolished. Several additional properties have also been determined to be eligible for listing on the NRHP.

Images of the NRHP properties are found on the next page.

Figure 1-1. NRHP Properties



Old Sussex County Courthouse



Sussex County Courthouse & The Circle



Richards Mansion²



The Brick Hotel³



Judge's House & Law Office



St. Paul's Episcopal Church & Cemetery



Gardiner Wright Mansion⁴



Peter S. Faucett House⁵



Thomas Sipple House⁶



Dr. John W. Messick House & Office⁷



Joseph T. Adams House⁸



Richard Allen School⁹

HISTORIC DISTRICT STUDY

In 2014, in an effort to look into ways to preserve and improve Georgetown's Historic Zoning District, Town Council adopted a resolution establishing a Historic District Study Committee (the Committee) to discuss potential changes to the current zoning district and report their conclusions to the Mayor and Town Council. The three topics discussed were uses in the Historic Zoning District, design standards promoting preservation, and Historic Zoning District expansion. The topic of design standards was tabled to be discussed by a separate committee.

Based on the discussions of permitted uses, District expansion, and additional topics, the Committee recommended the following:

- The current Historic Zoning District should be renamed to Town Center District.

- The Town Center District should be identified as two sub-districts: Town Center 1 (TC-1) would consist of parcels fronting on Market and Bedford Streets and Town Center 2 (TC-2) would consist of the remaining parcels.
- The *Town Code* should be revised to include new permitted and prohibited uses in the Town Center District that coincide with the TC-1 and TC-2 sub-districts.
- The current Historic Zoning District should not be expanded.
- To ensure historic properties are preserved and protected, a Historic Overlay District should be established. The initial Overlay area would be bounded by Cooper Alley, Love Alley, Pine Street, and selected parcels along Race Street.
- A Historic Review Committee should be established to review plans for historic properties.
- Current Town Development Design Standards should be expanded to cover areas of the Town Center District that are not included in the Market Street design guidelines.
- Regular meetings should be set up between the Town, County, and State to discuss future development plans in Georgetown.

Additional information regarding the Historic Zoning District and recommendations from the *Historic District Study* can be found in **CHAPTER 10—LAND USE**.

ORGANIZATIONS & RESOURCES

ORGANIZATIONS

DELAWARE DIVISION OF HISTORICAL & CULTURAL AFFAIRS

The Delaware Division of Historical and Cultural Affairs (HCA) is a division within the Department of State. Funding for the division’s museums, programs, and services is provided by annual appropriations from the Delaware General Assembly, and grants from the National Park Service. Its mission is to identify, preserve, and interpret Delaware history, with activities that foster strong communities, engaged citizens, economic vitality, and a deeper understanding of the State’s role in world history.

DELAWARE STATE HISTORIC PRESERVATION OFFICE

The Delaware State Historic Preservation Office (SHPO), and HCA department, is responsible for the State’s historical preservation and heritage programs. The *State Historic Preservation Plan* outlines existing preservation programs and incentives and sets out priorities and goals for historic preservation in Delaware. A new, revised plan was released in 2018 with the intent to coordinate statewide preservation activities and communicate statewide preservation policy, goals, and values to the preservation constituency, decision makers, and other interested parties.

The SHPO also provides information about federal and state laws and regulations relating to the preservation of historic properties; a preservation tax credit program; a Historic Property Research Center; and guidelines for architectural and archaeological surveys.

GEORGETOWN HISTORICAL SOCIETY

The Georgetown Historical Society’s mission is to preserve, protect, and display local Georgetown history and to also maintain and display the legacy of the Marvel Carriage Museum and the old 1791 Courthouse at 10 S Bedford Street. The Society is comprised solely of volunteers who provide tours and organize historical speakers. The Georgetown Historical Society is part of the First Saturday free tours that take place April through October.

HISTORIC GEORGETOWN ASSOCIATION

The Historic Georgetown Association has drafted a series of reports on government structure, economic development, housing issues, tourism, and historic preservation, as well as planning and infrastructure concerns. In addition, the Association has worked on several projects with the goal of revitalizing the Town.

One of the first projects was the revitalization of the Kimmeytown section of Georgetown, followed by the acquisition of the historic train station. Over the years, various revitalization projects were accomplished in Kimmeytown such as:

- Demolition of old structures;
- General clean-up of neglected areas;

- Restoration of the Satterfield House on East Market Street;
- Designing and building four three-bedroom, two-bath homes;
- Built or restored 11 additional dwellings; and
- Restored the Calhoun Store.

The association was successful in restoring the train station with the help of countless volunteer hours and the craftsmanship of John L. Briggs Construction. This structure was built in the late 1860s and after serving Georgetown for decades, had fallen into disrepair. Restoration was completed in the fall of 2003. Over the next few years, various special events were held including Return Day Celebrations, renting out to groups, Christmas Open Houses, an extensive children’s program and General Membership and Executive Board meetings for HGA. Unfortunately, in May 2011, a devastating fire gutted the interior and destroyed the second floor. HGA set out to restore the station and, after three years, the station was re-opened in the early summer of 2014.

Another major project of HGA was the restoration of Georgetown’s First Fire House. In 2006, Chairman Carlton Moore, President and Founder of HGA, learned that the structure, which had been built in 1909 and moved from downtown in 1926 to become a part of the Southern States feed and supply store on Rt. 113, was going to be demolished along with the other buildings on the site. Although only a few residents knew the significant history of this small structure tucked in with the other Southern States buildings, HGA realized that preservation of the first fire house was imperative.

Permission was received to move the structure from Rt. 113 to its present location across from the train station and restoration efforts began under the leadership of Carlton Moore and the craftsmanship of Richard Wilson Construction. This building has been dedicated by HGA to the many individuals who have served Georgetown as volunteer firefighters since 1909 for Local 77.

RESOURCES

FEDERAL REHABILITATION TAX CREDIT INCENTIVE PROGRAM

The Federal Rehabilitation Tax Incentive Program for historic buildings has catalyzed the revitalization of downtowns and entire neighborhoods as well as the rehabilitation of individual landmarks. The program permits the owner of an income-producing historic building to seek an income-tax credit equal to 20% of the qualified rehabilitation expenditures. An income-producing property may encompass commercial space, office space, rental apartments, a bed and breakfast inn, etc., or a mixture of such uses. The building must be listed on the NRHP, either individually or as a contributing property of a historic district. Further, the rehabilitation must meet the Secretary of the Interior’s Standards for Rehabilitation.

With regard to the financial requirements of the program, the structure must be substantially rehabilitated, which means that the qualified expenditures must exceed the greater of \$5,000 or the adjusted basis of the building (or the cost of the property minus cost of the land, plus any capital improvements already made, minus any depreciation already taken). Generally, this expenditure test must be met within a 24-month period.

The program is administered at the federal level by the U.S. Department of the Interior and at the State level by the HCA through their Preservation Section. It is strongly recommended that the property owner contact HCA staff before any work begins so that they may receive assistance in meeting all program requirements during the early stages of project planning. All federal applications must be reviewed by HCA staff prior to their submission to the federal government for approval.

DELAWARE HISTORIC PRESERVATION TAX CREDIT

Delaware’s Historic Preservation Tax Credit Program assists in preserving and rehabilitating historic buildings throughout the State by providing a State of Delaware income or franchise tax credit to help offset repair and maintenance costs. The credit is equal to a percentage of the qualified costs incurred during rehabilitation. Since its inception in 2001, the program has helped preserve over 230 historic buildings and leveraged over \$350 million in investment. The program is administered by the SHPO. Only buildings that are listed on the NRHP or are contributing buildings within National Register listed or certain locally designated historic districts are eligible to receive these tax credits. Buildings that meet this criterion are defined as Certified Historic Properties for purposes of this program. The rehabilitation work must meet the Secretary of the Interior’s *Standards for Rehabilitation* developed by the National Park Service.

GOALS & RECOMMENDATIONS

- HR-1: Maintain, preserve, and improve the Town's unique character and charm.
1. Protect the Town's historic resources through zoning regulations and Town policies.
 2. Encourage the use of federal and state tax credit programs to restore historic buildings, where appropriate.
 3. Continue to promote, support, and expand community events.
 4. Encourage the appropriate reuse of older buildings, particularly through rehabilitation of historically or architecturally significant buildings.
 5. Emphasize tourism that is built on the area's heritage, arts and culture, and recreational assets.
 6. Review and implement still pertinent recommendations found in the Town's *Historic District Study*.



Legend

Town of Georgetown

Parcels

Water Bodies

Streams & Ditches

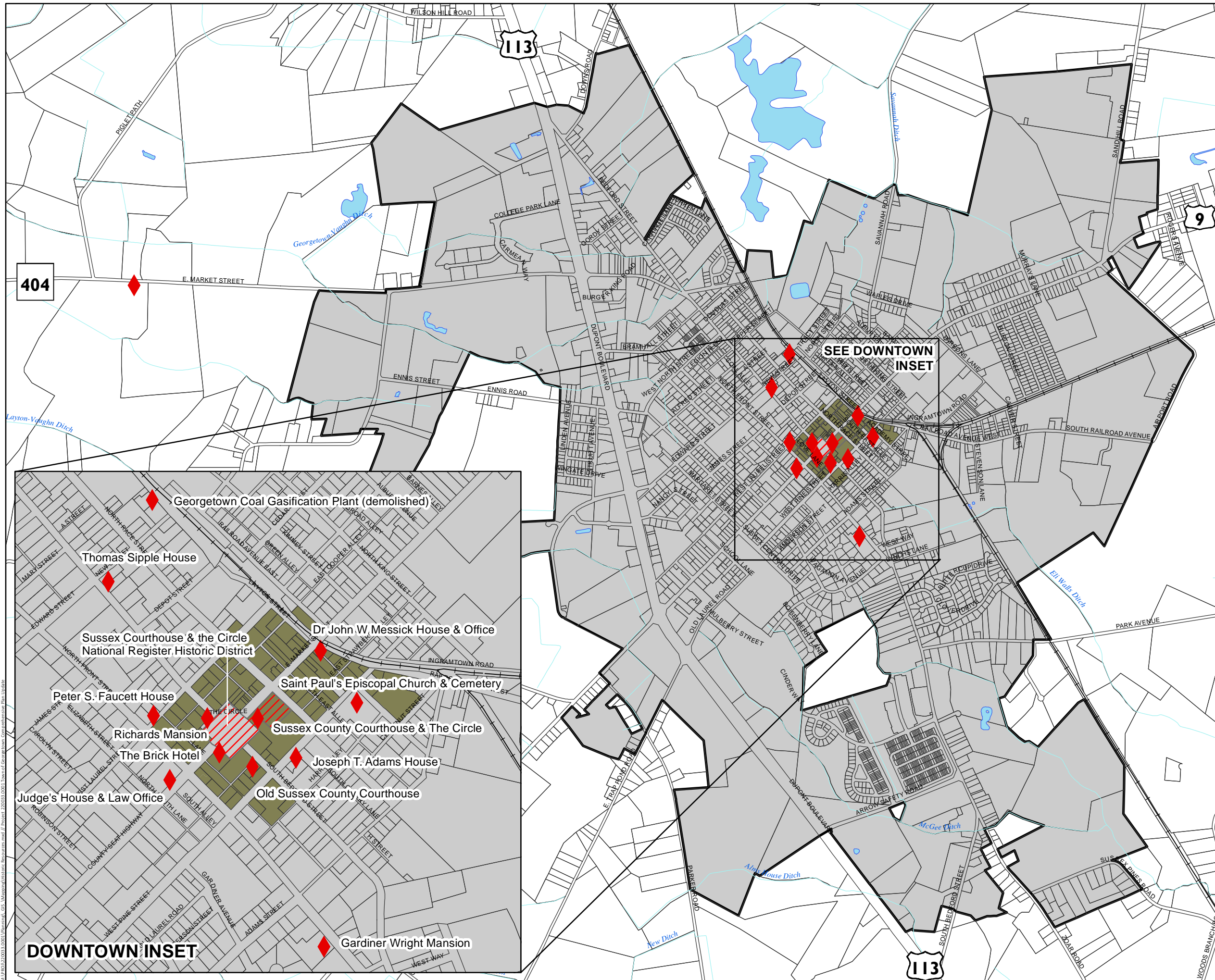
Railroad

Historic Resources

National Register Historic District

National Register

Historic District Zoning

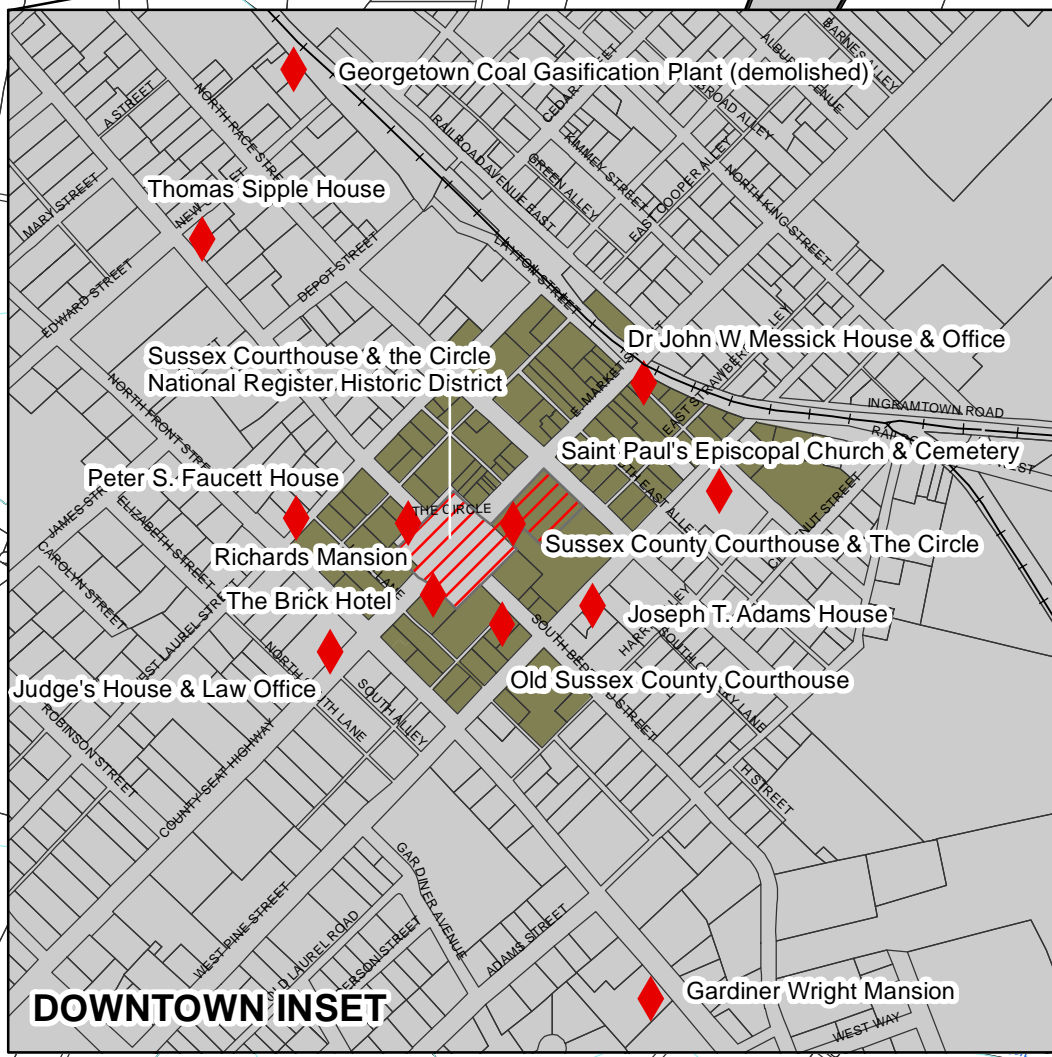


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113

9

SEE DOWNTOWN INSET



Georgetown Coal Gasification Plant (demolished)

Thomas Sipple House

Sussex Courthouse & the Circle
National Register Historic District

Dr John W Messick House & Office

Saint Paul's Episcopal Church & Cemetery

Peter S. Faucett House

Sussex County Courthouse & The Circle

Richards Mansion

Joseph T. Adams House

Judge's House & Law Office

Old Sussex County Courthouse

Gardiner Wright Mansion

DOWNTOWN INSET

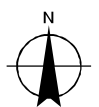



Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

July 2021

0 0.125 0.25 0.5 Miles





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CHAPTER 9

ECONOMIC DEVELOPMENT

INTRODUCTION

Economic development, broadly defined, refers to the process of local wealth creation, manifested by growth in jobs, income, and investment and supported by improvements in the social, built, and natural environments. This chapter addresses the future of Georgetown’s economy and includes policies and actions designed to enhance Georgetown’s competitive advantages. It includes as three, co-equal goals, the attraction of new business, retention and expansion of existing business, and creating the conditions for productive investment in areas of the Town that have suffered from disinvestment or a lack of investment.

CONNECTION TO LAND USE

Land use policy shapes the urban form, creating memorable places and amenities that help Georgetown compete for businesses and residents. Mixed-use environments that allow residents to walk, bike, or use transit to reach their jobs, shops, services, restaurants, and entertainment can help Georgetown attract and retain its workforce. Reducing residents’ and employees’ dependence on single-occupant automobiles will help reduce their costs of transportation and traffic congestion—a potential threat to the area’s quality of life. Protecting prime sites for industrial and office use from competing demands for residential and commercial development will help to ensure that Georgetown can continue to offer competitive locations for new and expanding businesses.

ECONOMIC CHARACTERISTICS

INCOME & POVERTY

TABLES 9-1 and 9-2 summarize 2019 income and poverty for Georgetown, the County, and the State. Georgetown had lower median household incomes than the county, state, and country. Poverty rates for families were approximately 1.5 times that of the County and State, with 11% of Georgetown families below the poverty level. For female-headed families with children under the age of 18, Georgetown’s rates (16.7%) were approximately half that of the County or State.

Table 9-1. Household, Family & Per Capita Income¹

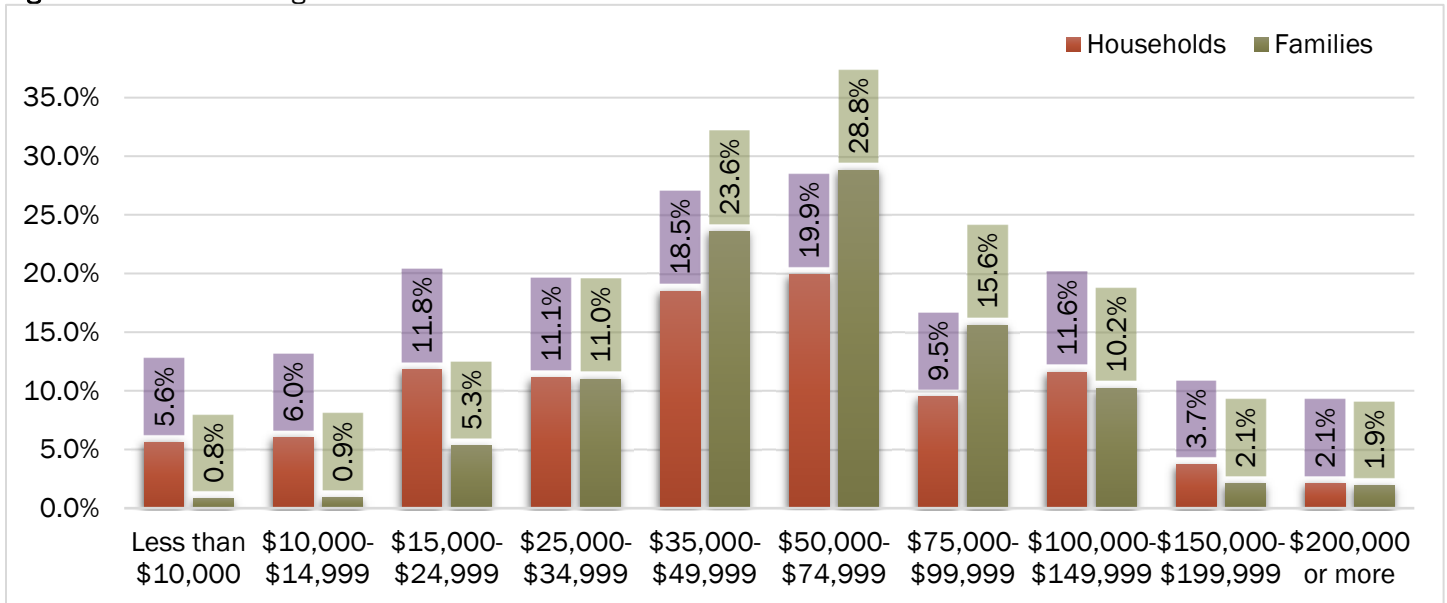
Income	Amount (\$)		
	Town	County	State
Median Household Income	\$48,468	\$63,162	\$68,287
Median Family Income	\$56,537	\$74,745	\$83,127
Per Capita Income	\$25,652	\$35,491	\$35,450

Table 9-2. Selected Income Distribution & Poverty¹

Item	Town		County		State	
	#	%	#	%	#	%
Households with annual income under \$25,000	606	23.4%	14,944	16.2%	59,274	16.3%
Households with annual income of \$100,000 or more	449	17.4%	25,398	27.7%	112,972	31.0%
Families below poverty level	11.0%		7.4%		7.9%	
Female-headed families with children under 18 years old	16.7%		35.0%		32.1%	
Individuals below poverty level	19.9%		11.3%		11.8%	
Individuals below poverty level, under 18 years old	25.3%		20.6%		17.5%	
Individuals below poverty level, 65 years old and over	8.4%		5.8%		6.6%	

As of the 2019 ACS, Georgetown had a total of 2,583 households; 11.6% (301 households) have an income range below \$15,000; 17.4% (449 households) have an income greater than \$100,000. The income ranges from \$15,000 to less than \$50,000 account for 41.4% of households. Households where income is between \$50,000 to less than \$100,000 account for 29.4%. The income range of \$50,000-\$74,999 accounts for the largest single income range with 19.9% or 515 households.

Figure 9-1. Income Ranges¹



According to the 2019 ACS, the income of 11.0% of families and 19.9% of individuals fell below the poverty level. The highest percentage of families whose income is below the poverty level are married couple families with related children under 18 years (17.7%). The largest percentage of individuals whose income is below the poverty level are people under 18 years of age (25.3%).

Table 9-3. Poverty Level¹

Description	% Below Poverty
Families	
All families	11.0%
With related children of the householder under 18 years	15.9%
With related children of the householder under 5 years	5.1%
Married couple families	11.0%
With related children of the householder under 18 years	17.7%
With related children of the householder under 5 years	0.0%
Families with female householder, no spouse present	15.0%
With related children of the householder under 18 years	16.7%
With related children of the householder under 5 years	0.0%
People	
All people	19.9%
Under 18 years	25.3%
18 years and over	17.9%
65 years and over	8.4%
People in families	14.9%
Unrelated individuals 15 years and over	33.7%

Table 9-4. Source of Income¹

Source	Town		County		State	
	#	%	#	%	#	%
Total Households	2,583		91,697		363,322	
With Earnings	1,733	67.1%	63,328	69.1%	277,343	76.3%
Mean Earnings	\$64,163		\$79,036		\$89,110	
With Social Security	899	34.8%	42,815	46.7%	127,066	35.0%
Mean Social Security Income	\$18,254		\$23,009		\$21,964	
With Retirement Income	544	21.1%	30,706	33.5%	95,854	26.4%
Mean Retirement Income	\$28,657		\$34,232		\$30,734	
With Supplemental Security Income	176	6.8%	4,315	4.7%	17,204	4.7%
Mean Supplemental Security Income	\$9,352		\$10,961		\$10,769	
With Cash Public Assistance Income	54	2.1%	1,705	1.9%	8,141	2.2%
Mean Cash Public Assistance Income	Not Reported		\$2,061		\$2,227	
With Food Stamps/SNAP Benefits	619	24.0%	10,237	11.2%	39,725	10.9%

LABOR & EMPLOYMENT

LABOR FORCE

The 2019 ACS indicated there were 5,385 Georgetown residents that were 16 years and over (employable). By age group, the largest employed group consists of residents 25 to 54 years, with 1,951 employed and 96 unemployed. This age range is 51.9% of the employable population.

Of the 2,321 residents not in the labor force, 1,047 or 19.4% come from age groups 65 years and older. The following table provides information regarding the age and gender of those employed and unemployed in Georgetown.

Table 9-5. Employment Status¹

	Total	Male	Female		Total	Male	Female
Population 16 and over	5,385	2,448	2,937	Population 55 to 59	193	64	129
In Labor Force	3,064	1,755	1,309	In Labor Force	119	52	67
Employed	2,857	1,694	1,163	Employed	108	52	56
Unemployed	207	61	146	Unemployed	11	0	11
Not in Labor Force	2,321	693	1,628	Not in Labor Force	74	12	62
Population 16 to 19	319	108	211	Population 60 to 64	323	91	232
In Labor Force	146	30	116	In Labor Force	133	44	89
Employed	100	30	70	Employed	129	44	85
Unemployed	46	0	46	Unemployed	4	0	4
Not in Labor Force	173	78	95	Not in Labor Force	190	47	143
Population 20 to 24	471	274	197	Population 65 to 69	435	210	225
In Labor Force	383	220	163	In Labor Force	155	122	33
Employed	341	206	135	Employed	155	122	33
Unemployed	42	14	28	Unemployed	0	0	0
Not in Labor Force	88	54	34	Not in Labor Force	280	88	192
Population 25 to 54	2,796	1,351	1,445	Population 70+	848	350	498
In Labor Force	2,047	1,206	841	In Labor Force	81	81	0
Employed	1,951	1,167	784	Employed	73	73	0
Unemployed	96	39	57	Unemployed	8	8	0
Not in Labor Force	749	145	604	Not in Labor Force	767	269	498

Out of those 3,064 residents in the labor force, there are a total of 207 residents who are unemployed. The Town's unemployment rate, based on these statistics (population of unemployed divided by the population of the labor force), is 6.8%. About 46.4% (96 people) of the unemployed fall into the 25 to 54 years age range.

OCCUPATIONS & INDUSTRIES

The 2019 ACS shows that Georgetown’s employment occupation percentages differ from Sussex County and the State of Delaware. The Town’s management, business, science, and arts occupations are less than half of the County or State, while the Town’s natural resources, construction, and maintenance occupations are more than twice that of the County or State.

About 23.9% of residents are employed in a sales and office occupation. Another 22.2% of residents are employed in natural resources, construction, and maintenance occupations. Another 20.1% are employed in service occupations, followed by 18.1% in a production, transportation, and material moving occupation and 15.7% employed in a management, business, science and arts occupation.

Figure 9-2. Employment by Occupation¹

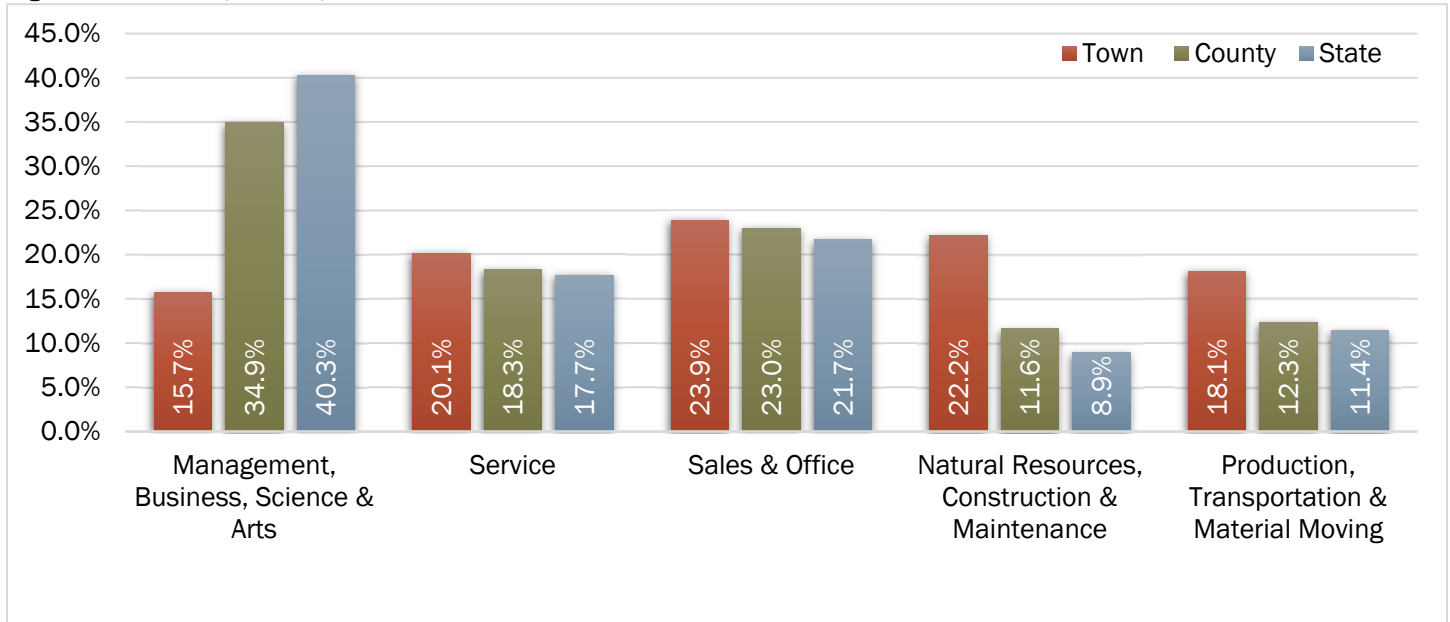


Table 9-6. Employment by Industry¹

Industry	#	%
Construction	493	17.3%
Retail trade	383	13.4%
Manufacturing	368	12.9%
Educational services, health care & social assistance	314	11.0%
Professional, scientific, management, administrative & waste management services	272	9.5%
Arts, entertainment, recreation, accommodation & food services	240	8.4%
Public administration	162	5.7%
Agriculture, forestry, fishing, hunting & mining	197	6.9%
Transportation, warehousing & utilities	157	5.5%
Other services	118	4.1%
Wholesale trade	103	3.6%
Finance, insurance, real estate, rental & leasing	40	1.4%
Information	10	0.4%
Totals	2,857	

Table 9-7. Top Employers²

Employer	Location	Type	Employees	In Town
Mountaire	Sussex County	Poultry, packaging, shipping	3,000	No
Perdue, Inc.	20621 Savannah Rd	Plant, distribution/production center	1,416	Yes
Sussex County Industrial Airpark	Park Ave	Multiple manufacturing businesses	1,100	No
State of Delaware	—	Multiple State agencies		Both
Allen Harim Foods	Harbeson	Poultry processing	1,000	No
Indian River School District	280 Ennis St	Public schools	900	Yes
Sussex County Government	2 The Circle	County government	450	Yes
Eastern Shore Poultry	County Industrial Park	Poultry processing	356	No
WalMart	4 College Park Ln	Retail sales	350	Yes
DelTech	121 Bridgeville Rd	Higher education	280FT/50PT	Yes
Sun Behavioral DE, LLC	21655 Biden Ave	Healthcare	225	Yes
Harrison Senior Living	110 W North St	Assisted living	175	Yes
LaRed Health Center	21444 Carmean Way	Healthcare	140	Yes
Redners Warehouse Market	515 College Park Ln	Grocery	75	Yes
Burger King	20633 DuPont Blvd	Fast food restaurant	70	Yes
Megee Plumbing & Heating	Lewes-Georgetown Hwy	Plumbing and heating	70	No
Boulevard Auto Sales	40 Bridgeville Rd	Automobile dealership	63	Yes
Compassionate Care	20165 Office Cir	Hospice care	60	Yes
McDonald's	20817 DuPont Blvd	Fast food restaurant	57	Yes
Pizza King	401 College Park Ln	Restaurant	52	Yes
JD Shuckers	21710 Roth Ave	Restaurant	40	Yes
Beebe Healthcare	21635 Biden Ave	Healthcare	34	Yes
Georgetown Arby's	20525 DuPont Blvd	Fast food restaurant	23	Yes
Shone Lumber	20769 DuPont Blvd	Lumber sales	22	Yes

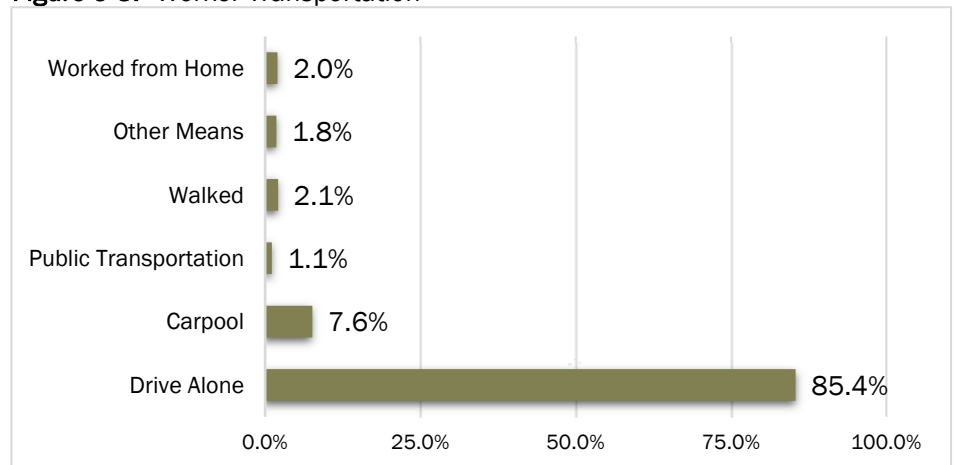
COMMUTING PATTERNS

In Georgetown, the largest percentage of working residents who work outside their home commute less than 10 minutes to work (22.5%); 19.4% travel 25-29 minutes to get to work, another 14.1% travel 30-34 minutes to commute to work, and 6.1% travel 60 or more minutes to get to work. The average commute time is 24.3 minutes.

Table 9-8. Worker Travel Time¹

Length of Commute	% of Commuters
Less than 5 minutes	7.8%
5 to 9 minutes	14.7%
10 to 14 minutes	6.6%
15 to 19 minutes	9.4%
20 to 24 minutes	6.0%
25 to 29 minutes	19.4%
30 to 34 minutes	14.1%
35 to 39 minutes	7.4%
40 to 44 minutes	1.2%
45 to 59 minutes	7.3%
60 to 89 minutes	4.5%
90 or more minutes	1.6%

Figure 9-3. Worker Transportation¹



Of the 2,813 residents who work, 85.4% drove alone to work, 7.6% carpool, 2.1% walked to work, 2.0% worked from home, and 1.1% take public transportation.

BUSINESS DEVELOPMENT

Continuing to grow and develop Georgetown’s business base to provide good jobs for Town residents is critical to long-term economic vitality and sustainability. All economies experience continual shifts as existing businesses close or move and new businesses are born. To be successful, more new businesses must be created than are lost, and a share of those new businesses must achieve good long-term growth.

Businesses take multiple factors into consideration when seeking a location. Typical business location factors include:

- Location—access to customers/markets, suppliers, and transportation facilities
- Facilities—buildings, land, incubators, office space, water, sewer, transportation, and telecommunication infrastructure
- Business costs—cost of facilities, labor, taxes, and energy
- Financial—availability and cost of capital, community/state economic development resources
- Workforce—availability of workforce, cost, skill levels, and productivity
- Business climate—permitting, regulations, zoning, government responsiveness
- Knowledge resources—training resources, universities, colleges, research parks, labs
- Businesses resources—networking, trade associations, training, exporting, procurement resources
- Demographics and income levels
- Quality of life—cost of housing, quality of schools, low crime rates, recreation and cultural amenities

Since 2010, Georgetown has been successful in attracting a variety of new businesses, as shown by the increase in Town business licenses reported in **TABLE 9-8**.

Table 9-9. Town Issued Business Licenses²

Category	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
General Business (1-10 employees)	282	314	306	309	305	307	298	248	364	298
General Business (11-50 employees)	42	39	42	43	41	43	44	33	54	54
General Business (51 or more employees)	11	11	6	5	7	6	6	6	10	9
Rental Unit	1,097	1,138	1,138	1,015	995	988	968	1,074	1,177	1,100
Rental Commercial	—	—	3	168	216	218	249	306	260	280
Storage	1	1	1	1	1	1	1	1	1	1
Ice Cream	2	2	2	2	3	3	3	4	3	1
Food Vendor	—	—	—	—	—	—	10	15	16	10
Non-Profit	35	35	37	37	37	38	41	47	35	36
Out of Town	501	508	581	626	639	717	640	720	763	746
TOTAL LICENSES	1,971	2,048	2,116	2,206	2,244	2,321	2,260	2,454	2,683	2,535

COMPREHENSIVE MARKET ANALYSIS³

The Town and the Greater Georgetown Chamber of Commerce worked with IPA to create the *Greater Georgetown Area Comprehensive Market Analysis* in April 2008 to assist in efforts to enhance economic vitality of the Georgetown area. The purpose of the report was to investigate regional market conditions to identify current and future opportunities for business expansion.

The project included three major components: a trade area analysis, a customer-intercept survey, and a business inventory and sales analysis. It provided the following recommendations, which are still relevant today:

- Develop a Market-Guided Plan for Regional Economic Development
- Target Noteworthy Sales Gaps for Recruitment Efforts
- Track Relevant Market Data
- Preserve and Enhance Critical Infrastructure and Services
- Connect Economic Development with Comprehensive Plans
- Focus on Downtown Business-Development Approaches
- Create a More Visitor-Friendly Georgetown

DINING DESTINATION STUDY^{DOWN}

In May 2020, the Town performed an analysis of a subsection of the downtown to evaluate its potential as a destination for authentic cuisine from Mexico and Central America. The analysis identified that opportunity remains to expand the market served by the unique existing businesses in Georgetown; therefore, rather than adding more restaurants, the priority is to utilize innovative marketing strategies that raise awareness of the downtown restaurants and expand services to align with consumer preferences in the region.

While Georgetown may not be considered a tourist destination, it is near beach towns such as Rehoboth and Lewes, both of which draw tourists, retirees, and second-home subdivisions. Particularly in the summer, there is the possibility of attracting a large subgroup of individuals with high seasonal spending habits. Additionally, culinary trends show the potential to market toward culinary travelers, who seek out authentic dining experiences. These individuals view eating out as a privilege rather than a luxury, eat out more, and spend more than traditional customers. Another potential market is right in Town, as over 3,000 downtown workers come to Georgetown each day. Attracting these

workers with lunch specials, happy hours, and other unique events will allow the restaurants to capitalize on this significant market.

After analyzing the market, surveying restaurant owners and potential customers, and researching best practices in downtown restaurant development, a set of recommendations emerged for both the restaurant owners and the Town to implement. In the short-term, one of the easiest steps restaurants can take to attract more consumers is to increase their social media presence. A few of the medium- and long-term recommendations include the restaurants appealing to customers by adding outside dining, applying for a liquor license to serve alcohol, and establishing unique events like cooking demonstrations and food tastings.

Overall, Georgetown has a unique opportunity to offer authentic cuisines to the surrounding area and seasonal travelers. This report is intended to serve as a preliminary document to assist in the effort to improve the Town’s marketing and redevelopment strategy

Table 9-10. Dining Destination Study Recommendations

Short-Term	Medium-Term	Long-Term
Website Dining Links	Outside Dining Ordinance	Support Liquor License Applications
Distrix Mobile App	Dining Wayfinding Signage	Street Infrastructure (seating)
Dining Map (paper)	Street Banners	Spring/Fall Food Festivals
Use of Information Boards	Southern DE Tourism Promotion	Ongoing Support & Resources to Latinx/Hispanic Business Owners
Bilingual Incentive Promotion	Work on Vacant Building Utilization	
Passport to Dining Initiative	Improved Street Lighting	
	More Art, Murals	

DEVELOPMENT CLIMATE

There was a steep decline in non-residential activity in Delaware following the onset of the 2008 recession, followed by a recovery in subsequent years. Within two years, a recovery in development-application activity occurred, followed by another dip in the square footage allowed by permit two years later. Building permits recovered the following year, yet also experienced a drop similar to that for development applications after one year. In general, the level of building permits follow the trend of the development applications, with a lag of approximately one year, particularly in the five years following the onset of the 2008 recession. The 2019 data shows a steep rise in the amount of permitted square footage in statewide development applications, primarily due to a small number of proposed developments in New Castle County. It is likely that the number of building permits in subsequent years should see a commensurate rise.

This data reflects conditions ending in 2019 and, therefore, before the onset of the global COVID-19 pandemic. The potential for significant downturn in the business cycle, given the pandemic and associated economic shocks, puts the timing of the increase in building permits and subsequent business-related development in question. If the conditions of Delaware’s economic picture change (for example, due to the newly developed COVID-19), it is expected that the planned developments will move forward; however, a lengthy downturn or recession could put that prospect in jeopardy.

Since 2005, there have been several non-residential development projects within the Town. Due to the number, these projects are listed in **APPENDIX B, SUPPLEMENTAL INFORMATION**.

DOWNTOWN DEVELOPMENT DISTRICT⁵

In April 2014, Delaware’s General Assembly passed Senate Bill 191, the *Downtown Development Districts Act of 2014*, which was subsequently signed by Governor Markell on June 5, 2014. The Act created the Downtown Development District (DDD) program, which seeks to revitalize downtown central business districts through the use of economic and other incentives. The Act’s purposes are to:

- Spur private capital investment in commercial business districts and other neighborhoods;
- Stimulate job growth and improve the commercial vitality of districts and neighborhoods;
- Help build a stable community of long-term residents by improving housing opportunities; and
- Assist municipalities in strengthening neighborhoods while harnessing the attraction that vibrant downtowns hold for talented people, innovative small businesses, and residents from all walks of life.

A State DDD designation is a catalyst for public and private investments. Designation will help to make market-ready the entire District and strategic sites in the downtown and attract and incentivize private capital investment by entitling private construction projects to receive grants and other local incentives. The DDD Plan is used as the primary tool to not just stimulate economic activity within the downtown, but to also guide this activity through strategic, efficient, and sound investment.

Georgetown received a Neighborhood Building Blocks Fund (NBBF) Grant in 2015 to develop a DDD Plan, so they could apply for State designation under this program. The grant, funded by a JP Morgan Chase settlement agreement, awarded \$45,000 to Georgetown to engage a planning consultant and prepare the DDD Plan. The DDD Plan identifies needs, challenges, and opportunities within the downtown, establishes a shared vision and goals, and recommends development strategies and incentives to achieve this vision. The planning process included an extensive stakeholder and public outreach process, including the formation of a Task Force.

On August 10, 2016, Governor Markell announced the Town’s designation as a DDD (see **MAP 9-1, DESIGNATION AREAS**, for the Town’s DDD boundary). Qualified investors in the DDD are eligible for a variety of incentives from the State, County, and the Town. Grant rebates of up to 20% of construction costs from the State for qualifying projects over \$25,000 are available, along with other State incentives. The County matches a portion of the State’s rebate, and the Town offers a variety of incentives relating to fee reductions and waivers, property tax increase phase in, impact fee reductions, and grants. The Town’s incentives have been adopted for a period of ten years, which is the length of time that the initial designation is valid. There is an opportunity for an additional two, five-year designation extensions, at which time, the Town would need to re-adopt its existing (or alternative) incentives. Current Town incentives include the following:

- Property Tax Increase Phase-In
- Business License Fee Waiver
- Accelerated Development Review Process
- Building Permit Fee Reduction
- Georgetown Recreation, Education, and Arts Trust Fund Fee Reduction
- Water Impact Fee Reduction
- Sewer Impact Fee Reduction
- Sign, Façade, and Awning Grant

Table 9-11. Local DDD Incentive Use²

Incentive	Reporting Period Use (May 1-April 30)			
	2016-2017	2017-2018	2018-2019	2019-2020
Building Permit Fee Reductions	14 eligible 17 applications	30 eligible	32	32
Business License Fee Waiver	5 eligible 6 applications	3	7	4
Façade, Sign, Awning Grant	2	3	4	4
Impact Fee Reductions	—	—	2	—
ES/GREAT Fund Fee Reduction	—	1	1	1
Property Tax Phase-In	—	—	—	—

In addition to these local incentives used, the Town also had two large projects approved under the State grant program:

- Splash Laundromat—Selective demolition of existing single-story building and construction of approved addition (7,870 sf). Project issued Certificate of Occupancy.
- J.B. Wagamon Professional Office Building—Construction of a 9,800 sf, two-story building just off The Circle. Project reservation completed.

After the Town's designation, Georgetown received two additional NBBF Grants to aid the Town with DDD implementation and marketing. Outreach involved a Community Day, with participation in the annual Hispanic Festival in 2017 and 2018. A Spring Clean Up was coordinated with the local Garden Club and included students from area schools in May 2018.

OPPORTUNITY ZONES⁶

In April 2018, Governor Carney announced 25 communities and economically distressed Census Tracts across Delaware that were designated as Opportunity Zones by the U.S. Department of the Treasury. These Opportunity Zone designations will help build on ongoing community development efforts across the State and encourage additional private investment in economically distressed communities where such investment could have the most impact. The Delaware sites include a mix of residential, commercial, and industrial properties that are well-positioned to compete for the significant investment needed in low-income communities across the state. Qualified investors in these areas may become eligible for federal tax incentives. One such Opportunity Zone was designated that encompasses a portion of Georgetown (see **MAP 9-1, DESIGNATION AREAS**).

The Delaware Division of Small Business (DSB) provides educational and marketing support related to the State's Opportunity Zones and serves as a matchmaker to help potential investors connect with projects and businesses that best match goals and objectives.

BROWNFIELD REVITALIZATION

Brownfields are real property that may be vacant, abandoned, or underutilized because of a reasonably-held belief that they may be environmentally contaminated. Productive use of these idle properties provides new areas for economic development, primarily in former industrial or urban areas with existing utilities, roads, and other infrastructure. If future development is proposed on sites with previous manufacturing, industrial, or agricultural use, a Phase I Environmental Site Assessment should be conducted by the developer. A Phase I Assessment investigates past uses on the property and seeks evidence of possible contamination. If a Phase I Assessment raises reason for concern, then a more detailed investigation should be conducted. DNREC's Division of Waste and Hazardous Substances Remediation Section can aid in investigating, remediating, and redeveloping brownfield sites. This Division has an online repository of existing Phase I reports and other related documentation.

The Delaware Brownfields Marketplace is an interactive database that contains a list of market-ready brownfield sites throughout the State. The inventory is designed to make it easier for potential buyers and developers to locate available brownfield properties. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and helps to create jobs for Delaware citizens, while preserving green space and natural resources. Grant funding and other assistance may be available through DNREC when investigating and remediating brownfield sites.

VACANT STRUCTURES

The Town's Vacant Structure Registration Program seeks to address issues with vacant properties, which are a detriment to people living in proximity, to entire neighborhoods, and to the Town's overall image as an attractive and inviting community in which to live, own property, work, and be entertained. The program holds the owners of vacant properties accountable for their physical condition and their impacts to overall community and neighborhood wellbeing. It is intended to encourage vacant property owners to immediately rehabilitate the property or to sell it to an individual or agency that will make the property attractive for sale or rental. The Town mails vacant property bill fee notices annually to vacant property owners on or before November 1. Individuals or companies are billed for the current calendar year and have until the first business day of the new calendar year to comply with the Vacant Structure Registration Program's rules. The program started in 2019 with 19 properties identified to be registered in 2020.

TOWN POSITIONS

POSITION ON CRITICAL COMMUNITY DEVELOPMENT ISSUES

Georgetown's downtown is rich in history and has the capacity and infrastructure to absorb growth. The Town has placed a high level of emphasis on cultivating positive and context-sensitive change in this area, not only by investing in numerous planning studies but by making public investments in the downtown. While these positive efforts continue with its designation as a Downtown Development District, it still faces challenges in creating the right mix of uses and promoting day and night activity. Promoting its market, economic, and social diversity helps to create a more vibrant place, leverage its development opportunities, and result in the live-work-play community it desires to be.

POSITION ON REDEVELOPMENT POTENTIAL

Georgetown seeks opportunities to maximize the use and value of existing developed properties by allowing for their redevelopment. It is understood that this may entail allowances for higher densities and greater flexibility in zoning and land uses at those locations, per the Future Land Use Plan. Georgetown also emphasizes and encourages redevelopment in defined areas within the Town, such as its Downtown Development District or designated Opportunity Zone.

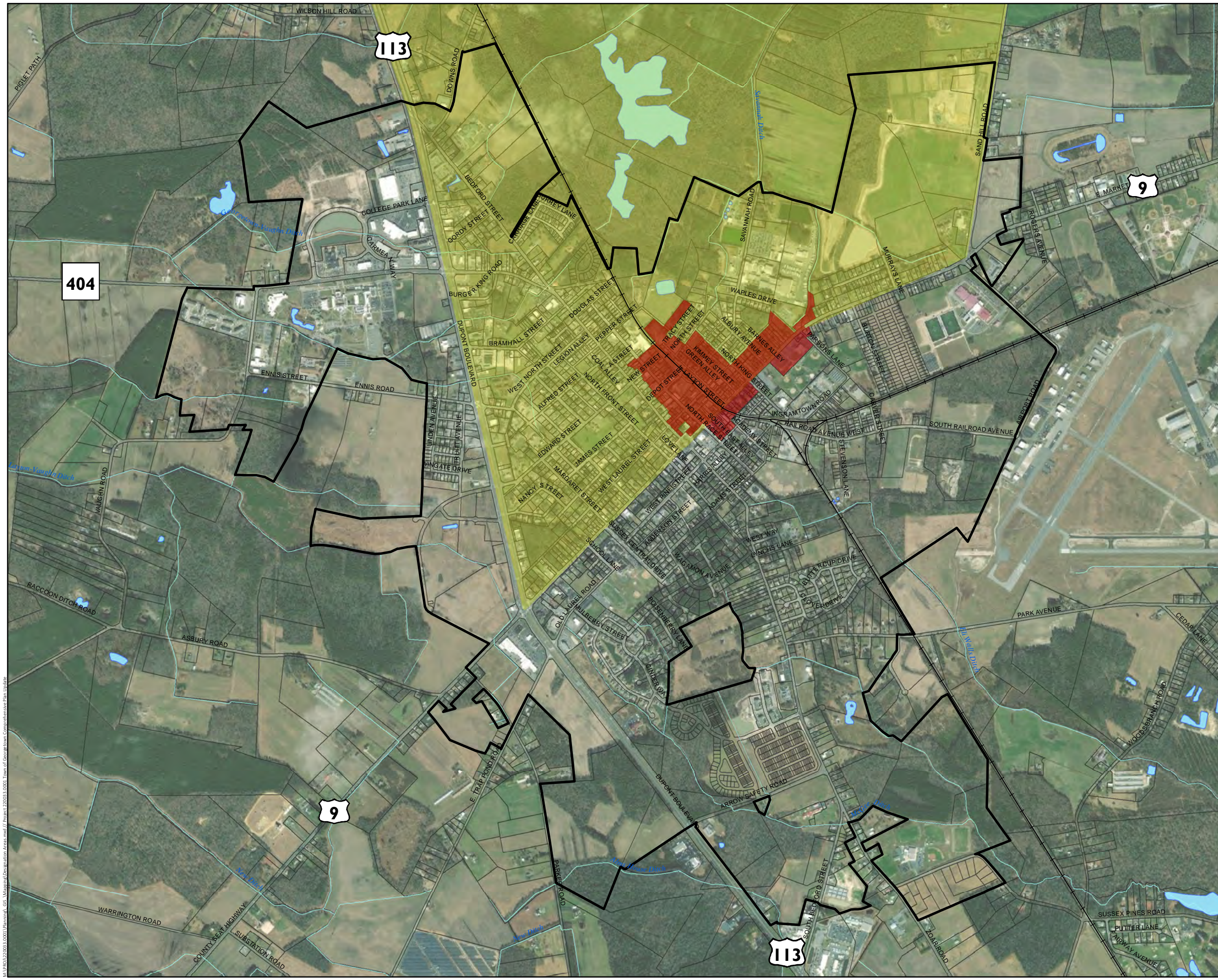
GOALS & RECOMMENDATIONS

ED-1: Encourage diversification of the Town's economic base.

1. Stress a strong diversified economy that generates stability, sufficient tax revenues, and greater employment opportunities.
2. Work with healthcare providers and developers to promote additional healthcare services within the Town.
3. Promote development of a new business park, which is well-landscaped with a site design that will help attract higher-income jobs to the area, emphasizing offices, light industrial uses, and business services.
4. Along Route 113, promote opportunities for mixed-use buildings, such as light commercial uses on the first floor and offices or condominiums on upper floors.
5. Direct new commercial uses to the downtown and other existing development concentrations that allow for safe and efficient traffic access.
6. Promote coordination and seek opportunities for synergies between the County's interest in continued airport improvements, the State's interests in expanding its facilities, and in private development of areas in Georgetown's southern end.

ED-2: Encourage economic development opportunities within the downtown.

1. Use the Downtown Development District Plan and other Town economic development studies and analyses to target the types of businesses that should be attracted to the downtown.
2. Seek ways to keep visitors in the area for a longer period versus simply traveling through the Town.
3. Encourage greater uniformity in business hours among downtown businesses, particularly on evenings and weekends.
4. Emphasize special events to bring people into the downtown.
5. Direct downtown visitors to locations where parking is currently underutilized, such as along the railroad.
6. Encourage cooperative efforts between the Town, County, and State to provide additional parking without harming the urban fabric along historic and pedestrian-oriented streets.



Legend

- Town Boundary
- Parcels
- Railroad
- Water Bodies
- Streams & Ditches
- Designation Areas**
- Downtown Development District
- Delaware Opportunity Zones

Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.



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CHAPTER 10

LAND USE

INTRODUCTION

Land use is the general term referring to the actual uses or activities that occur on a parcel of land at any given time, be they residential, commercial, industrial, recreational, or another use. Land use is not permanent and can change over time. It is important to note that land use is not the same as zoning. Zoning is the tool a municipality uses to regulate what can be built on a parcel of land and how it should be developed or redeveloped. Land uses can be nonconforming, meaning that they do not conform with the zoning because they were in existence when the land was zoned for another use. The nonconforming uses were grandfathered. Like land use, zoning can change over time. For example, parcels that are currently zoned to allow only commercial uses today may one day be changed to allow for a mix of uses, including residential.

Land use defines a community's physical form and function and provides a framework for all infrastructure related decisions, including transportation, economic development, utilities, community facilities, parks, and environmental protection. This chapter provides the critical foundation upon which all other elements are based. It includes a Future Land Use Map and related policies and actions to guide growth and development. This chapter also includes a summary of existing land uses and zoning, and annexation and jurisdictional boundaries.

PLANNING ENVIRONMENT

STATE ROLE

The State government has a large stake in where and how land is developed and, as such, the cost of providing these services is greatly affected by land use patterns. In general, the more spread out development is, the costlier it is for taxpayers; thus, for the State to allocate resources efficiently, it needs to determine a clear path to its goal of conserving Delaware's fiscal and natural resources. If state and local governments do not work together, a great deal of waste and inefficiency can occur.

The General Assembly has recognized the State's role in land use planning for many years. In the past 30 years or so, a structure has been developed to enable and ensure coordination and collaboration between the State, its agencies, and local government planning efforts. The following provides some details about State land use planning.

CABINET COMMITTEE

One of the most significant actions regarding improving the coordination of land use activities was the re-establishment of the Cabinet Committee on State Planning Issues (Cabinet Committee) in 1994. The Cabinet Committee's primary purpose is as an advisory body to promote the orderly growth and development of the State, including recommending desirable patterns of land use and the location of necessary major public facilities. In essence, the mission of the Cabinet Committee is to advise the Governor and General Assembly on coordinating the State's provision of infrastructure and services with the land use decision-making process that is controlled by local governments.

OFFICE OF STATE PLANNING COORDINATION

The Office of State Planning Coordination (OSPC) works closely with—and prepares the annual Report on State Planning Issues—on behalf of the Cabinet Committee.

The OSPC's mission is the continual improvement of the coordination and effectiveness of land use decisions made by State, County, and municipal governments while building and maintaining a high quality of life in Delaware.

The OSPC meets its mission through:

- Coordinating State, County, and local planning efforts
- Coordinating State agency review of major land use-change proposals prior to submission to local governments
- Researching, analyzing, and disseminating information concerning land use planning
- Meeting the information and resource needs of all State agencies and local governments
- Coordinating the spatial data and geographic information system (GIS) needs of State agencies and local governments

STATE STRATEGIES¹

The *Strategies for State Policies and Spending* (State Strategies) report is the key policy document that provides a framework for land use planning in Delaware. The State Strategies were first developed in 1999 by the Cabinet Committee to fulfill its directives under 29 Del. C. 91. The State Strategies provide a framework for the infrastructure and service investments by State agencies. Updates occur every five years. The Governor implemented the current 2020 State Strategies with Executive Order 42 on July 23, 2020.

The report is used in a variety of ways, including State agency capital budgeting, PLUS reviews, school site reviews, and public facility locations. Local governments rely on this document for the preparation of comprehensive plans.

Spatial analysis (mapping) is a primary component of OSPC’s State Strategies update development. The mapping incorporates data from certified county and municipal comprehensive plans, State agencies, and all relevant environmental and infrastructure data layers. The result is a map showing where levels of government intend to invest in infrastructure and services to enable growth, as well as intended areas for preservation and agriculture. The map identifies Investment Levels 1 through 4 (summarized below), which then serve to guide state investments.

INVESTMENT LEVEL 1

Mostly developed areas in municipalities or urbanized areas in the counties with higher density population and infrastructure, mixed-use development, and a variety of transportation options.

INVESTMENT LEVEL 2

Less developed, but rapidly growing, suburban and urban areas where infrastructure is in place or planned for the near future.

INVESTMENT LEVEL 3

Areas in longer-term growth plans or areas within growth areas that have some environmental constraints. Although growth is planned here, infrastructure and other investments may be made in the future.

INVESTMENT LEVEL 4

Rural and agricultural areas, suitable for natural resource protection, open space, and agricultural use, including agricultural industries.

OUT-OF-PLAY

Areas not available for private development activity due to public ownership, conservation by private or nonprofit entities, or environmental constraints that will not allow development by law.

MAP 10-1 reflects the 2020 State Strategies designations for the Town. The vast majority falls within Investment Level 1 with smaller areas falling into Investment Level 2. There are very few areas of Investment Level 3 and no areas of Investment Level 4. A few parcels have been designated as Out-of-Play areas.

SUSSEX COUNTY²

Sussex County’s most recent comprehensive plan, the 2019 *Sussex County Comprehensive Plan*, was adopted in March 2019 and certified by the Governor. The County has long sought to direct and encourage growth to areas with existing services or developing areas where services can be provided affordably. It also makes specific mention of agricultural preservation, in addition to encouraging other preservation and conservation efforts. It is recommended that

Georgetown continues its outreach to and engagement with the County, particularly related to these efforts, growth and development within the area immediately adjacent to its municipal borders, and for future comprehensive planning efforts.

The following, more specific information, summarizes the County’s Future Land Use Plan and intentions:

- Direct development to areas where infrastructure is already in place or can be (cost-effectively)
- Conserve the agricultural economy (e.g., farming, agricultural land values, agribusiness)
- Protect critical natural resources through appropriate development and permanent preservation efforts
- Encourage tourism and other responsible commercial and industrial job providers
- Expand affordable housing opportunities, particularly near existing job centers and DSHA Areas of Opportunity
- Ensure new developments incorporate subdivision design best practices

The County’s Future Land Use Plan divided Sussex County into two types of planning areas: Growth Areas and Rural Areas. More information is provided below.

SUSSEX COUNTY GROWTH AREAS

The County Plan encourages most concentrated new development to occur in its designated Growth Areas. The Town and surrounding areas were given the following County Growth Area designations, as indicated on **MAP 10-6, COUNTY FUTURE LAND USE:**

MUNICIPALITY

The County favors directing development toward its municipalities, which include some of its most densely developed areas and those most fully served by public sewer and public water facilities. Permitted uses and densities continue to be governed by the municipal zoning ordinance, public water and sewer capacities, and local comprehensive planning policies.

TOWN CENTER

The county proposes significant growth to be concentrated in unincorporated areas just beyond municipal borders, many of which are areas already formally designated as future annexation areas in local comprehensive plans.

Permitted housing types include single-family, townhouses, and multi-family units. Medium to high density residential development is encouraged, ranging from 4 to 12 homes per acre, or 2 units per acre where there are no central water and sewer facilities.

Commercial uses should serve daily needs. Retail and office uses should be compatible with adjacent areas are appropriate. Institutional and commercial uses may be appropriate. Some smaller scale, low-impact industrial operations may be appropriate, but larger industrial uses should be directed elsewhere.

DEVELOPING AREA

Developing areas are newer, emerging growth areas that demonstrate the characteristics of developmental pressures. Most are adjacent to municipalities, within or adjacent to potential future annexation areas, or adjacent to Town Centers.

A range of housing types are appropriate including single-family homes, townhouses, and multi-family units. The County’s base density of 2 units per acre is appropriate throughout this classification; however, medium and higher density (4-12 units per acre) can be appropriate in certain locations, particularly where there is central water and sewer and near to sufficient commercial uses and employment centers.

Commercial uses should be allowed in select areas and at appropriate intersections. A variety of office uses would be appropriate in many areas. Business and industrial parks could develop in areas with good road access and few nearby homes. Appropriate mixed-use development should also be allowed.

COMMERCIAL AREA

Commercial areas include concentrations of retail and service uses that are mainly located along arterials, and highways. This area would also be the appropriate place for hotels, motels, car washes, auto dealerships, and other medium and large-scale commercial uses. Institutional and commercial uses may be appropriate depending on surrounding uses, as well as mixed-use buildings.

INDUSTRIAL AREA

Industrial areas are lands devoted to concentrations of larger industrial uses including heavier industry, light industry, warehousing, and flex space.

In addition to growth areas, the County’s Future Land Use Plan also shows two small sections of Rural Areas in the lands surrounding the Town:

LOW DENSITY

Sussex County supports State and local land use policies that preserve the value of farmland by emphasizing policies and actions to help sustain agriculture, maintain the rural landscape, and sustain reasonable development rights. The following guidelines should apply to future growth in Low Density Areas.

The primary uses envisioned for these areas are agricultural activities, homes, and businesses

addressing their needs, including industrial and agribusiness uses that support or depend on agriculture. Any retail or office uses should provide convenience goods and services to nearby residents, with limited location, size, and hours of operation.

PROTECTED LAND

Protected lands are considered preserved, some which cannot be further developed because they are federally owned, State-owned, or other land preserves; under conservation easements; or under agricultural preservation easements.

Other properties within the Protected Lands category are considered temporarily out of play. The landowners voluntarily agree to enter into the ten-year Agricultural Preservation Districts program and can leave or renew their participation when their agreements expire; therefore, these areas can be considered temporarily but not permanently preserved.

SUSSEX COUNTY DEVELOPMENT

The following maps from the Sussex County’s Comprehensive Plan were taken into consideration during the creation of the Town of Georgetown’s Comprehensive Plan:

- Figure 4.2-2, Developed & Protected Lands
- Figure 4.5-1, Sussex County 2045 Future Land Use

When planning for development near the edges of Georgetown’s borders, it is important to consider what development is possible under the County’s current zoning. This is because the land may be developed under County zoning without being annexed by the Town and a developer is less likely to ask to be annexed unless they are able to achieve more flexible zoning than is currently offered by the County. In addition, the Town has had a policy of avoiding extension of the Town’s wastewater system unless land is annexed; however, a developer has the option of building a private central wastewater system such as a system that treats wastewater in a treatment plant and sprays resulting effluent onto fields.

The County has currently provided for little commercial zoning outside of the Town’s borders. A portion of East Market Street is currently zoned Commercial east of the Town; however, most of the corridor is in residential uses. The Airport and adjacent County Industrial Park are both zoned industrial. There is also an industrially zoned parcel along Wilson Road, north of Georgetown; however, its development is limited by the presence of wetlands.

Almost all land outside of Georgetown’s borders in surrounding areas is zoned within the County’s AR-1 Agricultural Residential District, as of 2018. This district covers the largest land areas of the County and mainly allows agricultural uses and single-family detached houses on 3/4 acre minimum lots with on-lot septic systems. The

Town developed their AR1 District to closely resemble that of the County’s AR-1 District.

CONSISTENCY WITH TOWN PLAN

The Future Land Use Map is based on the policies and assumptions contained in the Comprehensive Plan and the forecasted growth for the Town and region. It shows the general land use recommended and includes a range of potentially appropriate land uses and intensities within each land use category. While the Future Land Use Map will influence future zoning, it does not alter current zoning or affect the right of property owners to use the land for its purpose as zoned at the time of this Plan’s adoption.

The Future Land Use Map documents the general recommended future use for each designated area; however, other types of uses may be compatible with the designated use and deemed to be consistent with the Comprehensive Plan. The future land use categories should not be interpreted to support nor preclude developments without consideration of the policies and intent of the Comprehensive Plan.

Site considerations relating to topography, soils, and/or hydrology are also important in establishing the specific use

EXISTING LAND USE

To analyze existing land use within Georgetown, the Town’s planning consultant conducted a land use field survey from October-December 2016 and assigned a land use category to each parcel within the Town’s boundary; in 2021, they subsequently reviewed lands identified as vacant as well as larger developments. **TABLE 10-1** and **MAP 10-2** represent the best information currently available and convey the general patterns of land use within the Town. These general patterns are divided into eight broad land use categories: agriculture, commercial, industrial, institutional and utilities, recreation and open space, residential, mixed, and undeveloped. Roadways are shown as white on the map and are not accounted for in **TABLE 10-1**. The information provides the Town with a solid land use foundation for future planning and zoning efforts and should be refined and updated as development and redevelopment occurs.

Table 10-1. Existing Land Use

Land Use	Parcels	Acres
	%	%
Agriculture	1.7%	10.5%
Commercial	9.6%	10.7%
Industrial	0.7%	4.8%
Institutional & Utilities	4.1%	16.2%
Recreation & Open Space	0.9%	7.4%
Residential	53.4%	24.0%
Mixed	0.9%	0.8%
Undeveloped	28.7%	25.6%

and intensity of a particular parcel on the Future Land Use Map. Similarly, the presence of adequate streets, schools, parks, and other community facilities should be ensured before a development is approved that would otherwise be in conformance with the Future Land Use Map. Determination of the conformance of a proposed use or zone with the Comprehensive Plan should include consideration of the following questions:

- Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
- Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?
- Will community facilities and streets be available at Town standards to serve the use proposed for the property?

Existing land uses shown in **TABLE 10-1** and on **MAP 10-2** are classified as follows:

- Agricultural—Land that is actively being farmed.
- Commercial—Land improved with retail, wholesale, sales, and service establishments, offices, and restaurants.
- Industrial—Land occupied by establishments where items are made, assembled, processed, stored, or handled.
- Institutional & Utilities—Land occupied by institutional or cultural establishments (e.g., nonprofit, social, religious), public uses (e.g., governmental and public safety facilities, libraries, schools), or infrastructure uses required for land use activities (e.g., natural gas, electric, water, sewer, telecommunications systems).
- Recreation & Open Space—Areas used for public recreation, open space and recreation areas, and stormwater management facilities.
- Residential—Land improved with any type of dwelling unit.
- Mixed—Land occupied by buildings that have more than one use, often a combination of commercial and residential.
- Undeveloped—Areas that have no land use activity.

FUTURE LAND USE

An existing land use inventory was not conducted as part of the 2010 Comprehensive Plan update. **TABLE 10-2** provides the 2010 Georgetown Future Land Use composition for properties within the Town’s municipal boundaries (see the *2010 Comprehensive Plan* for detailed descriptions of these land uses).

The categories for future land use have been modified to ensure the correct area is designated while aligning with zoning classifications. The modifications were also intended to be more user-friendly and intuitive. Listed in **TABLE 10-3** are the updated categories for future land use, only accounting for land that is within the Town’s current municipal boundaries. The Town’s overall acreage has remained unchanged since the *2010 Plan*’s adoption. The Future Land Use Map within the Town limits can be found as **MAP 10-3**.

Table 10-2. 2010 Future Land Use Composition

Future Land Use		Parcels	Acres
ECF	Education & Community Facilities	0.7%	12.4%
COMM	Commercial	12.3%	20.1%
CMHDR	Commercial/Medium-High Density Residential	0.2%	1.0%
LC/AA	Limited Commercial/Airport Approach	0.4%	2.3%
DR-HPE	Downtown Revitalization-Historic Preservation Emphasis	3.5%	0.7%
LI&A	Light Industrial & Airport	1.5%	6.0%
NB	Neighborhood Business	5.6%	1.6%
FLDR	Future Low Density Residential	0.0%	0.0%
MDRO	Medium Density Residential/Office	7.6%	4.0%
MDR	Medium Density Residential	19.1%	12.5%
MHDR	Medium-High Density Residential	49.0%	35.2%
SPLIT	Split Future Land Uses	0.1%	4.1%

Table 10-3. 2021 Future Land Use Composition

Future Land Use		Parcels	Acres
BUS	Business	18.6%	7.2%
COMM	Commercial	6.4%	16.9%
IND	Industrial	2.3%	10.2%
IU	Institutional & Utilities	0.8%	11.7%
ROS	Recreation & Open Space	0.3%	5.0%
MFR	Multi-Family Residential	2.4%	9.0%
SFR	Single-Family Residential	50.3%	28.4%
MX	Mixed Residential	15.5%	10.8%
DT	Downtown	3.5%	0.8%
AG	Rural Agricultural	0.0%	0.0%

Table 10-4. 2010 to 2021 Future Land Use Comparisons

2010 Future Land Use		2021 Future Land Use	
FLDR	Future Low Density Residential	AG	Rural Agricultural
COMM	Commercial	BUS COMM	Business Commercial
CMHDR	Commercial/Med-High Density Residential		
LCAA	Limited Commercial/Airport Approach		
NB	Neighborhood Business		
MDRO	Medium Density Residential/Office	IND	Industrial
LI&A	Light Industrial & Airport	IU	Institutional & Utilities
ECF	Education & Community Facilities	ROS	Recreation & Open Space
GC	Golf Course & Private Recreation	MFR	Multi-Family
MHDR	Medium High Density Residential	SFR	Single-Family
MDR	Medium Density Residential	MIX	Mixed Residential (floating districts)
DR-HPE	Downtown Revitalization-Historic Preservation	DT	Downtown

An additional chart showing the relationship between the existing land use, 2010 future land use, 2021 future land use, and zoning districts is located in **APPENDIX AB—SUPPLEMENTAL INFORMATION**.

FUTURE LAND USE CATEGORIES

The following is a description of each of the future land use categories and the policies that will guide the Town when implementing land use regulations and future development proposals in each area. The Future Land Use Plan comprises both the written policies and the map, and neither should be used without consulting the other.

Ten future land use categories are depicted on **MAP 10-3**. Each category is intended to indicate a predominant land use (or set of uses) as well as other features that define the character of the category. A brief description of each category is provided below.

BUSINESS

The Business Future Land Use relates to the Town’s Urban, Neighborhood, and Professional Business Zoning Districts and should provide for uses those districts establish.

Areas corresponding to the current UB1 and UB2 zoning districts mainly allow for less intense commercial businesses, such as offices, personal service, and banks. These areas should also continue to provide for some residential uses. In all business areas, the Town should consider establishing landscaping standards. While setbacks between businesses could be minimal, setbacks between businesses and homes should be emphasized.

There is tremendous opportunity for redevelopment of underutilized lands between North Race Street and the railroad. These areas, currently zoned Urban Business, could be appropriate for a wider range of mixed uses and possibly taller maximum building heights. Ideal arrangements may involve retail and service businesses on the first floor with residential apartments or condominiums on upper floors.

Areas near The Circle and along West Market and North Bedford Streets include a mix of homes and offices and are particularly sensitive because they include buildings with historic architecture and are adjacent to residential neighborhoods. Many older homes on these blocks have already been converted into attractive offices. Any single-family home that intends to be converted to a business should retain its residential appearance. Because these areas represent such high visibility for the Town, consideration should be given to establishing minimum landscaped area standards, particularly for front yards. These areas primarily relate to the current UB3 Zoning District.

Where businesses are allowed along West Market and Bedford Streets, they should be limited to designs that maintain the appearance of large, older single-family homes. New parking in the front yard should be prohibited or severely limited. Existing buildings should be reused to the maximum extent feasible as opposed to new construction.

The East Market Street corridor has some older commercial uses that would benefit from redevelopment. There will also be pressure over time to allow existing homes that are residentially zoned to be converted into commercial businesses. If considered, sizes and types of allowed commercial businesses should be limited to avoid nuisances for adjacent homes and to avoid traffic congestion and safety issues. It may be appropriate to limit new commercial uses in current residential areas to locations where development can provide a rear interconnected driveway to limit the number onto East Market Street.

COMMERCIAL

Commercial Future Land Use areas include most of the land along the US 113 and relate to the current Highway Commercial (HC) Zoning District. These areas should continue to provide for a wide range of commercial uses, in addition to residential uses allowed under the *Zoning Code* for the HC Zone.

It is important to continue working with DeIDOT for proper access controls to US 113. Setbacks from adjacent homes should vary based on the type of commercial use (e.g., a 24-hour gas station would need larger setbacks than a bank or office). Setback and landscaped screening should be required between any business and residential district or dwelling. Additional standards should be considered for commercial areas to avoid monotonous strip commercial development layouts. Instead, higher quality architecture and creative site layouts should be promoted, in part by incorporating some of the Town’s current design guidelines into the *Zoning Code*.

Development in the US 113 corridor should balance the need for new businesses with the need to serve through traffic. Any proposal to add commercial development should incorporate a well-planned system of access that is coordinated with neighboring properties and, where feasible, should provide new connections or alternative routes around congested intersections, allowing customers to visit multiple businesses without having to reenter US 113 each time. Development within these areas should also include opportunities for mixed use buildings.

INDUSTRIAL

The industrial category is intended to serve as the primary location for light to moderate industrial and manufacturing uses. This land use is similar to the LI1 and LI2 zoning districts found in the Georgetown Zoning Ordinance.

Light industrial areas include the Perdue plant and adjacent land and lands near the Airport along Railroad Avenue and Sand Hill Road. Heavier types of industrial uses should continue to need approval as a conditional use.

The North Race Street/Railroad area historically included industrial uses. There is currently a mix of dwellings, social service uses, industrial uses, and commercial businesses. Certain older buildings are vacant or in need of renovation. Uses that would result in heavy truck traffic on residential streets or nuisances for nearby homes should be avoided. Opportunities should be examined to allow for new mixed use development in these areas.

INSTITUTIONAL & UTILITIES

These lands include public and private elementary and secondary schools, as well as institutes of higher education. The category also includes utilities such as the Town's wastewater treatment plant, as well as religious institutions. Many of these lands are currently zoned Education (ED) but may locate in a variety of zoning districts per the established *Zoning Code*.

MULTI-FAMILY RESIDENTIAL

Land designated with a Multi-Family Residential Future Land use should provide for a mix of single-family detached houses, apartments/multi-family dwellings, twin dwellings/duplexes, and townhouses, in coordination with the MR1 and MR2 Zoning Districts. Care is needed to ensure that zoning requirements do not discourage construction of single-family detached houses.

Larger areas that have not been approved for development or are not actively under review should primarily utilize the MR2 Zoning to promote more medium-density development, such as townhouses. At the same time, attention is needed on infill lots that currently could experience dense apartments that are inconsistent with established neighborhood character.

SINGLE-FAMILY RESIDENTIAL

Land designated with a Single-Family Residential Future Land Use is intended to provide primarily for single-family detached houses, in coordination with the UR1, UR2, and UR3 Zoning Districts. Housing within these areas should be provided at an average of 4-6 homes per acre with approximately 6,000-10,000 square foot lot minimums, with an emphasis on having usable rear yards. Lands utilizing the RPC overlay (see **MIXED RESIDENTIAL**) could provide a mix of housing types if open space is preserved and a higher level of site design is used.

The Kimmey Town/King Street/East Pine Street area includes higher concentrations of Latino residents, residents of more limited incomes, and persons who work in area poultry operations. This area needs attention in regard to housing rehabilitation and infill development of new homes. Individual homes with historic features should be preserved when feasible. Densities of housing should be controlled, particularly to avoid conversions of existing single-family homes into multiple units or rooming houses.

MIXED RESIDENTIAL

There should continue to be options in the Town's zoning provisions to encourage retirement communities. These developments should allow a mix of housing types, nursing homes, and assisted living centers, as well as support recreational services for older persons. These developments should also be allowed to include single-family detached condominiums with small side yard setbacks, if desired. Residency requirements for these units would have to meet those of federal law as well as the RRPC Zoning District. Developments within these areas should be ADA-accessible to allow residents to continue to age-in-place, if so desired.

To allow flexibility in the standards for larger developments in return for higher quality site design and provision of open space, land should utilize the Residential Planned Community (RPC) Zoning overlay. This overlay allows a mix of housing types including single-family, townhouses, and apartments, with densities slightly higher than what is possible without the overlay. These areas should also incorporate neighborhood-oriented commercial uses that are highly compatible with homes and also allow apartments above first-floor commercial uses. Use of alleys should be encouraged to allow rear driveways and garages and developments should strongly adhere to established design guidelines. Land preserved in open space should serve a valuable public purpose and be interconnected.

DOWNTOWN

The Downtown Future Land Use includes areas near The Circle and the center of Town, currently within the HD Historic Zoning District. Pedestrian-oriented uses should be encouraged (e.g., retail sales, personal offices, offices, and restaurants); however, drive-through restaurants should be prohibited. To strengthen this area, the Town should follow recommendations established in its *Downtown Development District Plan*.

RURAL AGRICULTURAL

The Rural Agricultural Future Land Use category is intended to be used for the vast majority of lands that may be newly annexed into the Town, providing for residential densities as established by the AR-1 Zoning District. Clustered development options within these areas could also utilize the Town's Residential Planned Community (RPC) Zoning Overlay to place homes on the most suitable portions of a tract of land, while permanently preserving the most

important open spaces. Smaller lots and lot widths could be allowed, provided there was permanent preservation of significant recreation land. These open spaces should serve a valuable public purpose and not just be leftover land fragments. The preserved open space should be well located and improved to serve these functions. It is recommended that wastewater and stormwater facilities that do not also serve a recreational purpose should not be allowed to count toward the required amount of open space.

Some Potential Annexation Areas are adjacent to State forest lands, particularly to the north of the Town. The Delaware Department of Agriculture (DDA) encourages a buffer between any new homes and these forest lands whenever possible. Open space development allowed under

the RPC overlay could help to achieve this buffer, which would not only be valuable to help maintain the aesthetic and environmental aspects of the forest lands, but also provide a fire break between homes and the woodlands. Any development near these forests should also have signage installed to designate the State land area and provide reference to State regulations regarding the use of those lands.

Annexation into Georgetown and new housing are likely to eventually occur in areas near the Sussex Correction Institution (SCI). In these cases, care will be needed to ensure compatibility and safety. Consideration should also be given to the fact that SCI may expand over time and may move closer to proposed housing.

LAND USE & ZONING LINK

The link between land use and zoning is important because 22 Del. C. 702(c) requires that Georgetown:

“...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.”

TABLE 10-5 shows the link between the future land use designations depicted on **MAP 10-3, FUTURE LAND USE** and the zoning districts summarized in **TABLE 10-6. TABLE 10-5** provides guidance as to the zoning districts that could be considered consistent with each land use designation. These match ups are intended as guidance for the Georgetown Town Council to consider during the rezoning process. They are not intended to preclude the development of new zoning districts or revisions to the zoning ordinance including changes of zoning district designation, the subdivision ordinance, or any other land use regulations.

Table 10-5. Land Use & Zoning Link

Future Land Use Designation	Corresponding Zoning District(s)	
Rural Agricultural	AR1	Agricultural Residential
Business	UB1	Urban Business District
	UB2	Neighborhood Business District
	UB3	Professional Business District
Commercial	HC	Highway Commercial District
Industrial	LI1	Limited Industrial District
	LI2	Light Industrial District
Multi-Family Residential	MR1	Multifamily Residential District
	MR2	Townhouse Residential District
Single-Family Residential	UR1	Urban Residential District
	UR2	Medium Residential District
	UR3	Neighborhood Residential District
Mixed Residential	RPC	Residential Planned Community Floating District
	RRPC	Retirement Residential Planned Community Floating District
Downtown	HD	Historic District
Institutional & Utilities	Institutional and utility uses may be permitted or conditionally permitted in business, commercial, education, and industrial zones.	
Recreation & Open Space	Recreation and open space uses may be permitted or conditionally permitted in residential, agricultural, industrial, and business zones.	

ZONING DISTRICTS

The current zoning map depicts Georgetown’s zoning districts and **TABLE 10-6** provides a list of the current zoning classifications. As of the date of **PLAN GEORGETOWN**’s adoption, **TABLE 10-6** and **MAP 10-7, ZONING (UNOFFICIAL)** represent a fixed period in time and Georgetown reserves the right to create new zoning categories and change property zonings as long as the intent of **PLAN GEORGETOWN** is upheld. This section is for information only.

Zoning is the chief means for implementing **PLAN GEORGETOWN**, consisting of a written document and a

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

Table 10-6. Town Zoning Composition

Classification		Parcels		Acres	
		#	%	#	%
UR1	Urban Residential	1,315	49.5%	697.7	24.7%
UR2	Medium Residential	82	3.1%	37.4	1.3%
UR3	Neighborhood Residential	21	0.8%	181.2	6.4%
MR1	Multi-Family Residential	51	1.9%	146.4	5.2%
MR2	Townhouse Residential	17	0.6%	59.8	2.1%
UB1	Urban Business	162	6.1%	86.2	3.0%
UB2	Neighborhood Business	152	5.7%	47.7	1.7%
UB3	Professional Business	118	4.4%	56.7	2.0%
HC	Highway Commercial	161	6.1%	445.8	15.8%
LI1	Limited Industrial	1	<0.1%	7.0	0.2%
LI2	Light Industrial	55	2.1%	299.2	10.6%
HD	Historic	93	3.5%	21.6	0.8%
ED	Education	12	4.5%	242.8	8.6%
AR1	Rural Agricultural	0	0.0%	0.0	0.0%
MIX	Mixed Zoning	4	0.2%	65.1	2.3%
RPC	Residential Planned Community Overlay*	408	15.3%	329.8	11.7%
RRPC	Retirement Residential Planned Community Overlay*	6	0.2%	103.7	3.7%
TOTAL		2,658		2,827.9	

*Note: RPC and RRPC are overlay zones and have underlying zoning categories that are not included in the zoning calculations listed above—only the overlay zoning calculations are shown in this table.

Georgetown’s zoning is currently broken down into 16 different categories. The categories help specify what type of use is found in each classification. All zoning districts should be evaluated to determine whether they are reflecting desired permitted uses, bulk requirements, and if there are opportunities for consolidation.

RESIDENTIAL ZONING DISTRICTS

The five residential zoning districts (UR1 - Urban Residential, UR2 - Medium Residential, UR3 - Neighborhood Residential, MR1 - Multi-Family Residential, and MR2 - Townhouse Residential) account for the most land area in Georgetown. These districts make up approximately 1,122 acres of the zoning classifications. The largest residential category is UR1 or Urban Residential, making up approximately 698 acres.

RESIDENTIAL OVERLAY DISTRICTS.

There are also two residential overlay zoning districts within the code:

- The Retirement Residential Planned Community (RRPC) is designed to allow for residential retirement communities containing mixed residential and accessory uses with characteristics distinct from other residential districts allowed under the Georgetown Zoning Ordinance, in order to focus on the particular needs of retirees including the need for support services such as medical care, meal services, and recreational facilities; transportation; community meeting areas; and limited commercial establishments.

- The Residential Planned Community (RPC) is designed to provide quality, larger scale development where conventional zoning may be inappropriate. Project planning is performed for the entire development rather than on an individual parcel or development basis and allows for flexibility in design; accumulation of large areas of useable open space; creation of a variety of residential and compatible neighborhood arrangements; clustering of residential types, efficient use of land; and providing the ability to support pedestrian, bicycle, and transit use within and outside of the community. The developer is allowed to take a creative approach to the use of land and related physical development, as well as utilizing innovative techniques to enhance the visual character of the Town.

BUSINESS & COMMERCIAL ZONING DISTRICTS

Several zoning districts allow for commercial uses: Urban Business District (UB1), Neighborhood Business District (UB2), Professional Business (UB3), and Highway Commercial District (HC). In total, these make up approximately 640 acres of the zoning classifications: Neighborhood Business (UB2) is the smallest commercial category, with just under 48 acres. Highway Commercial (HC) is the largest category with 446 acres.

INDUSTRIAL DISTRICTS

Two zoning districts allow for industrial uses. The Light Industrial District (LI2) allows for general light industrial, warehousing and storage uses, which are not likely to create serious problems of compatibility with surrounding land uses or pose unwarranted toxic, explosive, or environmental hazards to their general vicinity. LI2 accounts for approximately 300 acres of land. The Limited Industrial District (LI1) allows for limited less intensive industrial uses. There is only 1 parcel currently zoned LI1 and accounts for 7 acres within the Town.

MIXED DISTRICTS

The Historic District (HD) accounts for approximately 22 acres within the Town. The Education District (ED) allows for educational and institutional buildings; dormitories; athletic fields, gymnasiums, and auditoriums; museums; universities and colleges; and other uses that may be incidental to an educational facility. It accounts for over 240 acres.

AGRICULTURAL DISTRICTS

The Agricultural/Residential District (AR1) allows for various agricultural uses including horticultural, hydroponic, and general farming; keeping or raising of small animals; stable structures or feed lots; animal hospitals or clinics; commercial greenhouses; a detached single-family dwelling, among other uses. There is currently no property within Town limits that has this zoning designation, but it is intended to be used for property that is annexed.

TOWN OF GEORGETOWN HISTORIC DISTRICT ZONING

In an effort to look into ways to preserve and improve Georgetown's Historic Zoning District, the Town Council adopted a resolution establishing a Historic District Study Committee to discuss potential changes to the current zoning district and report their conclusions to the Mayor and Town Council. The three topics of discussion were permitted uses in the Historic Zoning District, design standards promoting preservation, and Historic Zoning District expansion. The topic of design standards was tabled to be discussed by a separate committee.

Based on the discussions of permitted uses, District expansion, and additional topics the Committee recommended the following:

- The current Historic Zoning District should be renamed the Town Center District
- The Town Center District should be identified as two sub-districts: Town Center 1 (TC-1) would consist of parcels fronting Market and Bedford Streets; Town Center 2 (TC-2) would consist of the remaining parcels
- The *Town Code* should be revised to include new permitted and prohibited uses in the Town Center Districts that coincide with the TC-1 and TC-2 subdistricts
- The current Historic Zoning District should not be expanded
- To ensure historic properties are preserved and protected, a historic overlay district should be established, with the initial overlay area bounded by Cooper Alley, Love Alley, Pine Street, and selected parcels along Race Street
- A Historic Review Committee should be established to review plans for historic properties

- Current Town Development Design Standards should be expanded to cover areas of the Town Center District that are not included in the Market Street design guidelines
- Regular meetings should be established between the Town, County, and State to discuss future development plans in Georgetown

PLAN GEORGETOWN encourages that the recommendations related to the Historic Zoning District and proposed Town Center District be revisited, as the study was completed in 2014. It also recommends incorporating relevant portions of the design guidelines into the *Zoning Code* as requirements.

DESIGN GUIDELINES

In October 2014, the Town developed East Market Street Design Guidelines, with the following in mind:

- Making the East Market Street Business Area attractive;
- Creating a sense of place—where people gather and enjoy the downtown; and
- Fostering a “Welcome Home” feeling—for residents and visitors alike.

These guidelines are applicable to new construction and also for adding to the visual appeal of existing structures. They have been viewed as a reference for developers, building owners, tenants, and Town Staff. The Design Guidelines, combined with smart business development, appropriate marketing, quality branding, and a welcoming presentation all work together to help maintain the integrity and vitality of the downtown.

With so many beneficial elements, the Town should consider incorporating and adopting part or all of the Guidelines as requirements in the *Zoning Code*.

FORM BASED CODES

Because conventional zoning codes can be notoriously tedious and difficult to understand, the Town may want to consider the use of a Form-Based Code (FBC) in any future revisions to the *Zoning Code*. FBCs would allow the town to use pictures and diagrams to easily describe the types of development, redevelopment, parking, buildings, streets, open space, etc. that are acceptable. They use simple, everyday language and can cut the length of the code dramatically.

ANNEXATIONS & GROWTH

In the past decade, the Town has seen residential growth like many communities in Sussex County, and recognizes the importance of growth and the expansion of Town limits. It provides controlled growth, expansion of Town services, a sense of community, and clear jurisdiction of regulations. While the Town has identified a future annexation area, its primary focus is on infill development, community character, and sustainable livability.

ANNEXATION PROCESS

Annexation is a process through which land becomes incorporated into the municipality from the surrounding county. The annexation process involves complying with the *Delaware Code* and the Town’s Charter specifies procedures and criteria that every property owner wishing to annex into the Town must follow. To be eligible for annexation, the property must be contiguous to the Town’s existing corporate limits and in its proposed growth area.

As part of any annexation proposal, the Town must submit a plan of services to the OSPC. This plan of services must include not only the amenities the Town will authorize but a detailed explanation of the manner in which they will be provided and proof of the service provider’s fiscal and operating capabilities.

The process for Annexation is outlined in Chapter 2 of the *Town Code*.

During future annexation processes, the Town is committed to avoiding the creation of new enclaves and to eliminate, if possible, existing enclaves during the negotiation of any new annexation agreements. The Town will work with the Sussex County Planning Department during the annexation process to address potential or existing enclaves as well as any other concerns raised through this process. When possible, the Town also will endeavor to annex roads or rights-of-way contiguous with the proposed lands to be annexed to provide necessary jurisdiction to the Georgetown Police Department.

STATE LAW

22 Del. C. 101 outlines the State provisions governing municipal annexations.

1. Areas proposed for annexation must be identified in the comprehensive plan.

2. 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.
3. 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 OSPC.
4. 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.
5. 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.

and are located west of US 113/north of SR 404 and are combined to be just under 54 acres.

MAP 10-4, POTENTIAL ANNEXATION AREAS shows the area for future annexation consideration and **MAP 10-3, FUTURE LAND USE** shows those parcels’ recommended future land uses. These maps were created by reviewing the development demands, potential expansion opportunities for utilities, and adjacency to existing Town limits.

Properties in the Annexation area should be evaluated on a case-by-case basis. Through annexation, the Town may take control of areas that have not traditionally been served by Town services. The evaluation of these annexation proposals may include:

- The potential benefit to the Town in terms of tax revenue, jobs, services, or facilities to be provided.
- If development is imminent, the desirability of controlling the type or style of development using Town codes should be considered.
- The impact of the development on Town services and utilities must be evaluated. Potential impacts include the need for infrastructure and facility upgrades and additional services, including the resulting ongoing administrative and maintenance costs.

Properties considered for annexation must be adjacent to existing Town limits and within the Annexation Future Land Use Plan area. All annexations will provide an application, the prescribed fee, and any concept plans (if available) to the Town for proper review and processing.

RECENT ANNEXATIONS

From 2005 to the present, there have been ten parcels annexed into Georgetown that added approximately 153 acres. All of these parcels were annexed prior to 2010. The largest annexation totaling approximately 48 acres was Village of College Park. The last parcels to be annexed into the Town were annexed at the same time, in February 2009,

Table 10-7. Town Annexations

Parcel	Date	Location	Area	Zoning
135-19.00-10.00	2006-09-13	W of US 113, N of US 9	16.6 ac.	HC
135-15.00-115.06	2008-02-13	Sterling Square	3.9 ac.	UB1
135-15.00-115.08	2008-02-13	Lewes-Georgetown Highway	2.1 ac.	UB1
135-15.00-115.09	2008-02-13		2.2 ac.	UB1
135-19.00-67.00	2008-08-13	Arrow Safety Road/US 113	24.0 ac.	HC/LI2
135-14.00-44.01	2008-11-12	Smith Farm	38.5 ac.	UR1/RPC
135-14.00-47.01	2008-11-12	Vaughn Road/Ennis	4.1 ac.	UR1/RPC
135-14.00-50.00	2008-11-12		8.4 ac.	UR1/RPC
135-14.00-31.00	2009-02-25	Village of College Park	47.6 ac.	MR1/RPC
135-14.00-31.01	2009-02-25	W of US 113, N of SR 404	6.1 ac.	MR1/RPC
TOTALS			153.44 acres	

TOWN POSITIONS

POSITION ON THE GENERAL USE OF LAND

The Comprehensive Plan's Land Use Chapter provides the critical foundation for all infrastructure-related decisions including transportation, economic development, utilities, community facilities, and environmental protection. While over half of the total number of parcels in Town are a form of residential use, Georgetown enjoys a mix of commercial, industrial, institutional, and open space/recreation land uses. After conducting an existing land use survey for this Plan, care was taken to analyze future land uses, resulting in some changes to better align with the Town's zoning classifications. These revised and simplified future land use categories provide informed guidance to the Town to implementing regulations and assess future development proposals. The Plan's vision and goals are embodied in these future land uses and are further implemented through the Zoning Code.

POSITION ON DEVELOPMENT OF ADJACENT AREAS

Georgetown supports compatible development in adjacent area, meeting the goals established by the Town, Sussex County, and the State of Delaware.

POSITION ON EXPANSION OF BOUNDARIES

Georgetown recognizes the importance of growth and the expansion of Town limits. It focuses on providing controlled growth, expansion of Town services, a sense of community, and clear regulations. The area identified for future annexation consideration was created by reviewing development demands, utility expansion opportunities, and adjacency to existing Town limits.

GOALS & RECOMMENDATIONS

- LU-1:** Ensure consistency between the Town's Zoning Map and the Comprehensive Plan.
1. Review the Town's Zoning Map for consistency with the Comprehensive Plan's Future Land Use Map, ensuring compliance within 18 months of Plan adoption.
 2. Review the zoning and subdivision codes to direct development to be consistent with the Town's vision and goals, ensuring consistency with updated state and federal laws.
 3. Review existing land uses for future redevelopment to allow possible mixed use and expanded densities to address future housing needs within the community.
 4. Evaluate the Historic District zone to determine whether it meets original intentions or if revisions may be necessary.
 5. Examine the feasibility of form-based codes.
 6. Evaluate amending the *Zoning Code* to add a new Recreational/Institutional Zoning District.
- LU-2:** Ensure the orderly use and development of the land within and surrounding Georgetown.
1. Update the Town's Zoning and Subdivision Codes, as needed, to carry out the Plan.
 2. Incorporate portions of the Georgetown Development Design Standards that are intended to be mandatory directly into the Zoning or Subdivision Codes to make them enforceable.
 3. Review the residential and commercial uses allowed within the RPC and RRPC overlay zones.
 4. Encourage development in appropriate areas that provides open space along drainageways, interconnected recreation areas with trails, contiguous preserved forestland, and buffers adjacent to State Forest lands.
 5. Consider the use of density incentives in zoning provisions to encourage the development of retirement or age-restricted communities.
 6. Discourage the conversions of existing single-family homes into multi-family housing units.
 7. Evaluate commercial district setbacks and buffers as they relate to adjacent residential uses.
 8. Strengthen zoning regulations for uses most likely to cause nuisances and hazards.

9. Encourage pedestrian-oriented uses in the downtown, including retail sales, personal services, offices, and dine-in restaurants.
10. Consider establishing maximum building setbacks, to have new construction consistent with prevailing setbacks of adjacent buildings.

LU-3: Promote infill and redevelopment in appropriate areas within the Town.

1. Promote redevelopment of underused lands between Race Street and the railroad; a wider range of mixed uses than current zoning allows may be appropriate, as well as taller maximum heights.
2. Promote use of the RPC zoning option, encouraging alleys for rear driveways and garages and paying greater attention to open space design that is interconnected, ensuring that it serves a valuable public purpose.
3. Promote additional market-rate owner-occupied housing.
4. Encourage public funding for rental housing that emphasizes improving the livability of existing units.
5. Improve the stability of older neighborhoods through code enforcement.
6. Along older, highly visible corridors such as Bedford and West Market Streets, add minimum landscape area standards, particularly for front yards. New parking in the front yard should be prohibited or severely limited. Where businesses are allowed, promote designs that appear similar to a large, older single-family home.

LU-4: Encourage compatible development adjacent to Town borders and appropriate annexations of land to the Town.

1. Evaluate future annexations to ensure compliance with anticipated land uses.
2. Encourage annexations that will result in more logical borders, such as annexation of enclaves that are surrounded by Town properties.
3. Maintain an open dialogue with Sussex County regarding development in land adjacent to the Town.



Legend

- Town Boundary
- Parcels
- Water Bodies
- Streams & Ditches
- Railroad

State Strategies 2020

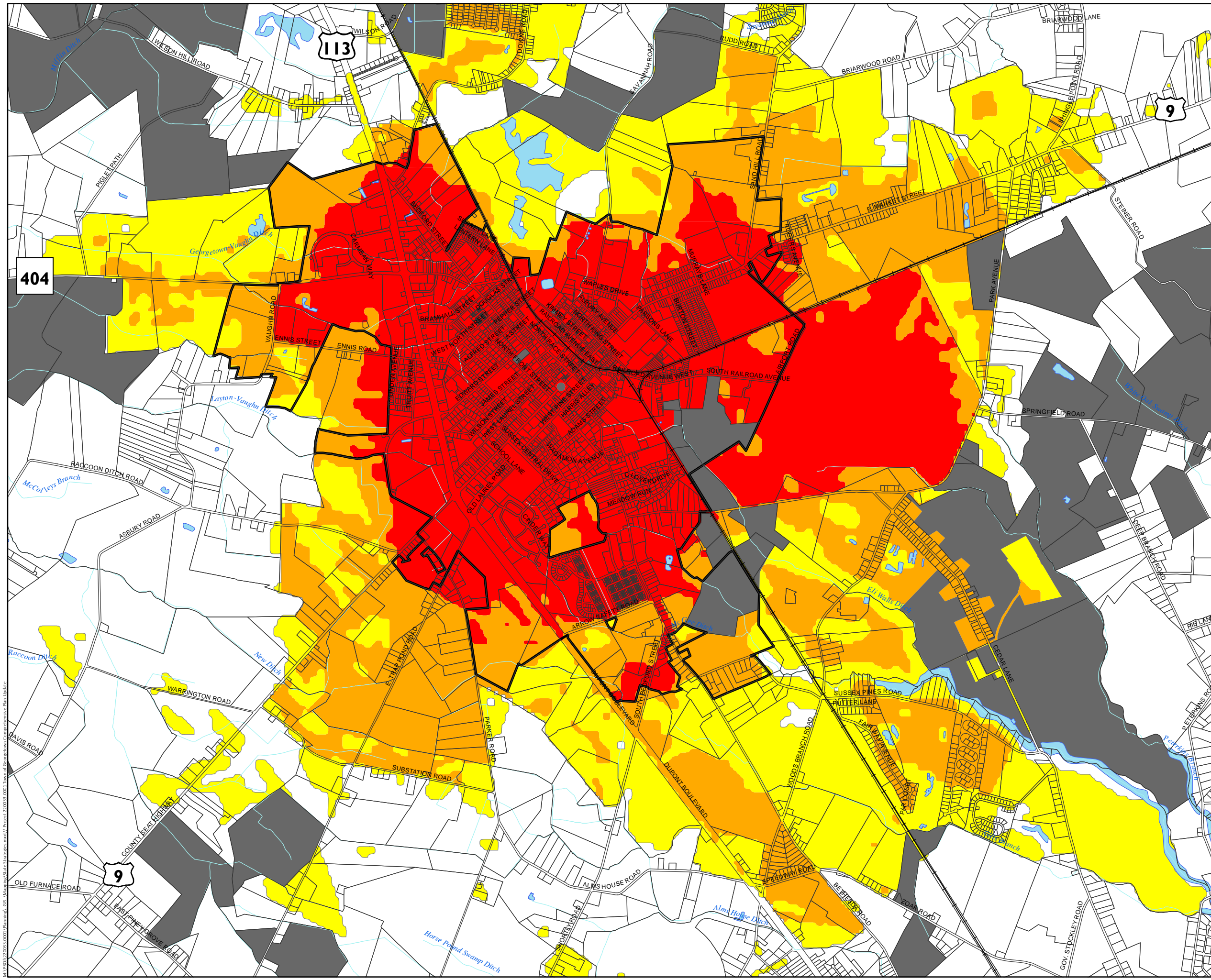
- Level 1
- Level 2
- Level 3
- Level 4
- Out of Play



Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

July 2021



404

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Legend

Town Boundary

Parcels

Water

Streams & Ditches

Railroad

2021 Existing Land

Agriculture

Commercial

Industrial

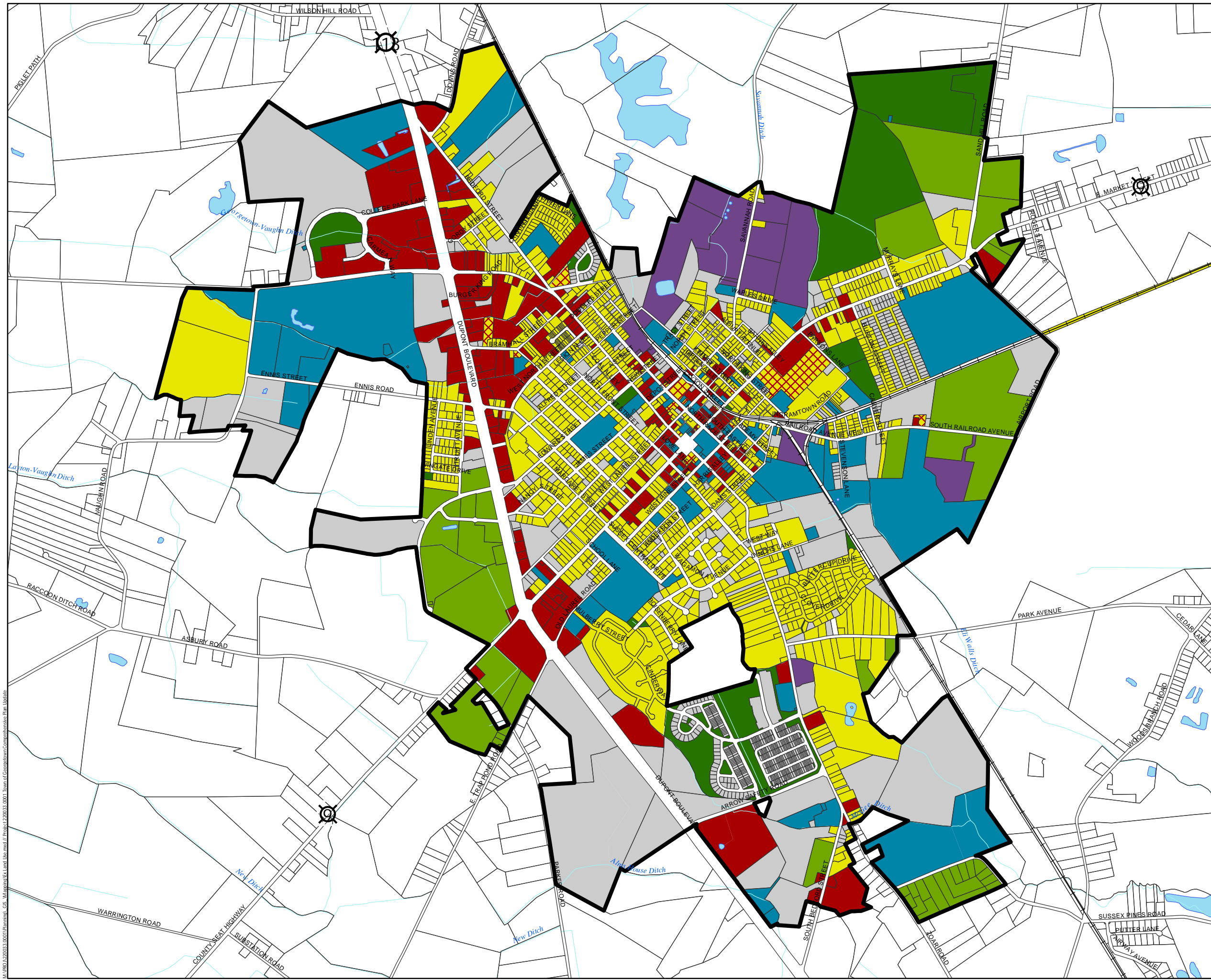
Institutional & Utilities

Recreation & Open Space

Residential

Mixed

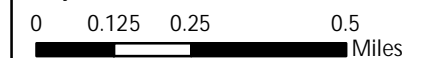
Undeveloped



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July 2021

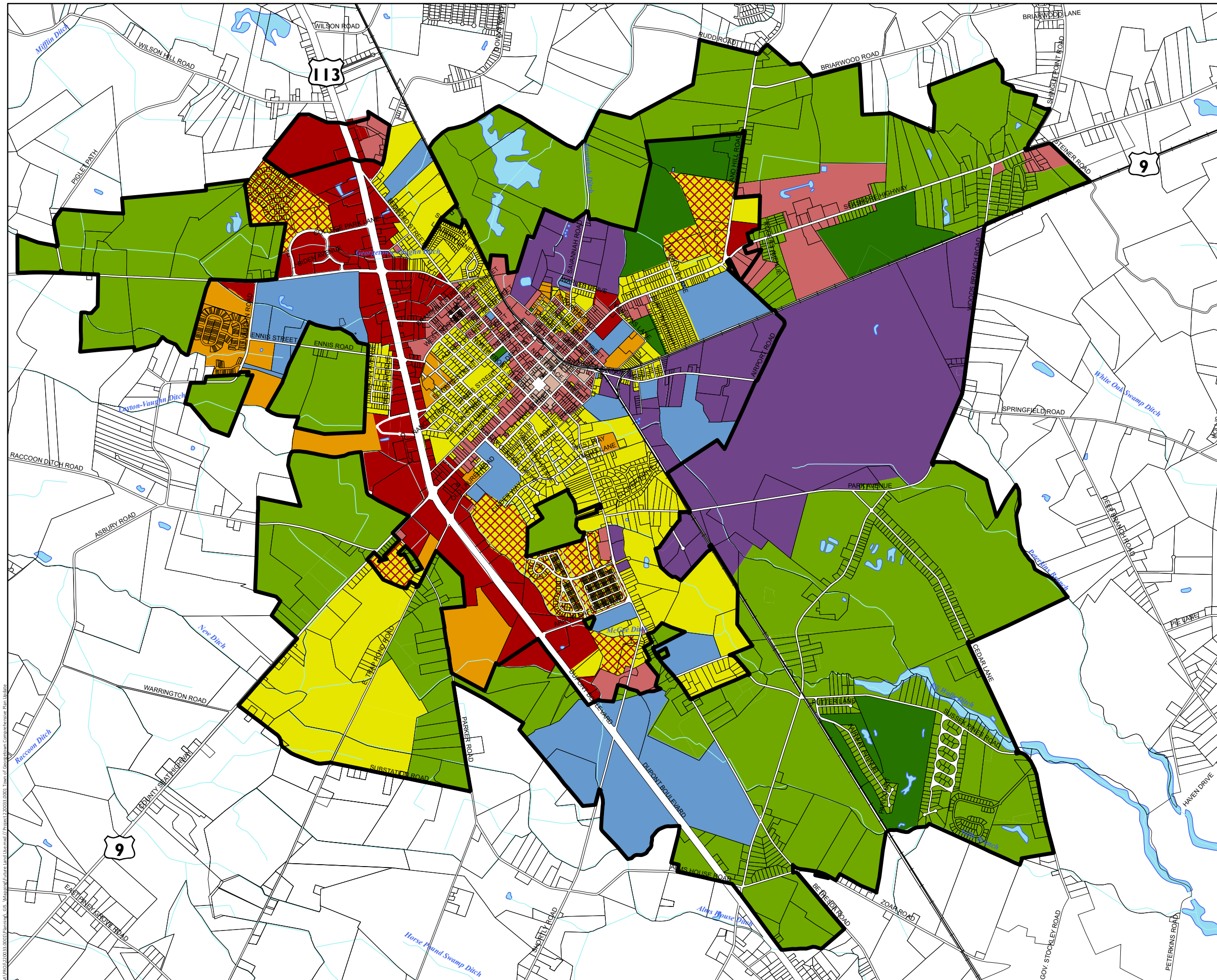


MAP10-2/2021-03-0001/Planmtn_GIS_Mapping/Existing Land Use.mxd / Project 12/20/2023 10:01:11 AM



Legend

- Potential Annexation Areas
- Parcels
- Water
- Stream & Ditches
- Railroad
- Future Land Use**
- Rural Agricultural
- Business
- Commercial
- Industrial
- Institutional & Utilities
- Recreation & Open Space
- Single-Family Residential
- Multi-Family Residential
- Mixed Residential
- Downtown



Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

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June 2021

Updated October 2023

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Miles





Legend

- Town Boundary
- Potential Annexation Areas
- Parcels
- Water Bodies
- Streams & Ditches
- Railroad

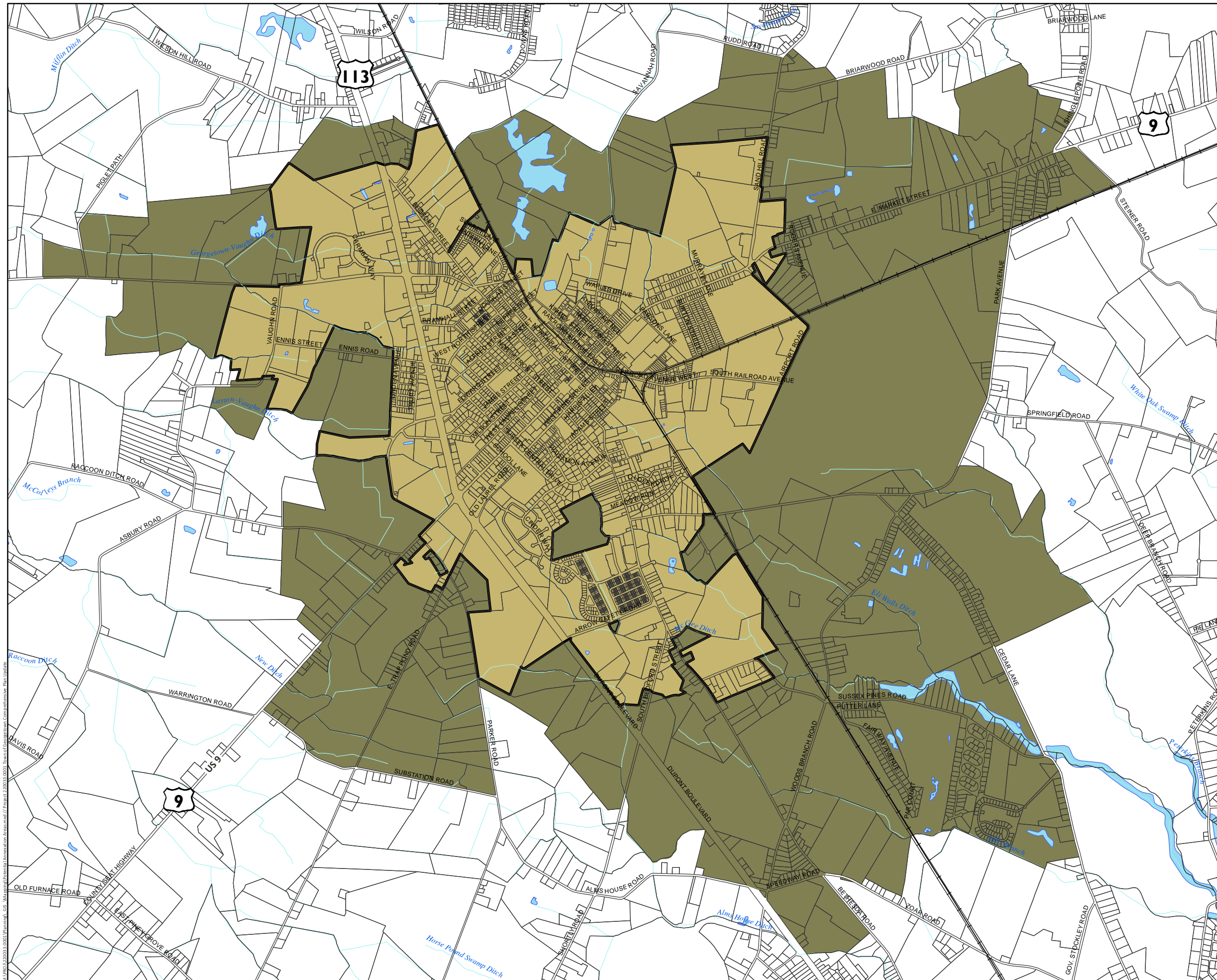
Potential Annexation Areas include approximately 6,328 acres.



Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

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July 2021



Map 10-4 (2021) 10/19/2021 10:00 AM, G:\Map\10-4\10-4_Potential Annexation Areas.mxd // Project 230333 0001, Town of Georgetown, Comprehensive Plan Update



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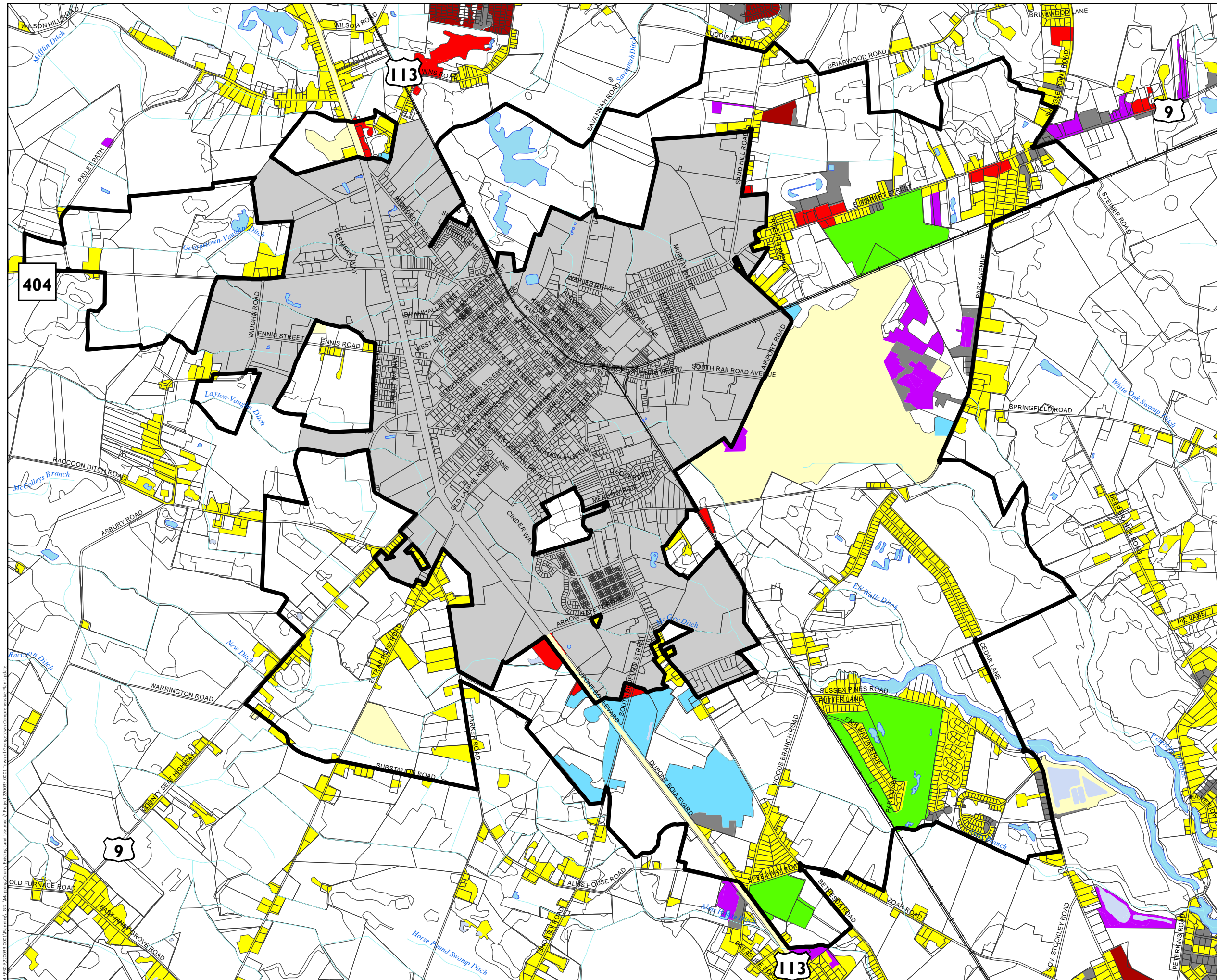
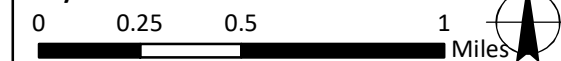
- Town of Georgetown
- Potential Annexation Areas
- Water Bodies
- Streams & Ditches
- Railroad
- County Land Use/Land Cover 2017**
- Single-Family Dwellings
- Multi-Family Dwellings
- Mobile Home Parks/Courts
- Commercial
- Industrial
- Institutional
- Mixed Use
- Agricultural & Undeveloped Lands
- Recreation
- Utilities
- Waterbodies



Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

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July 2021



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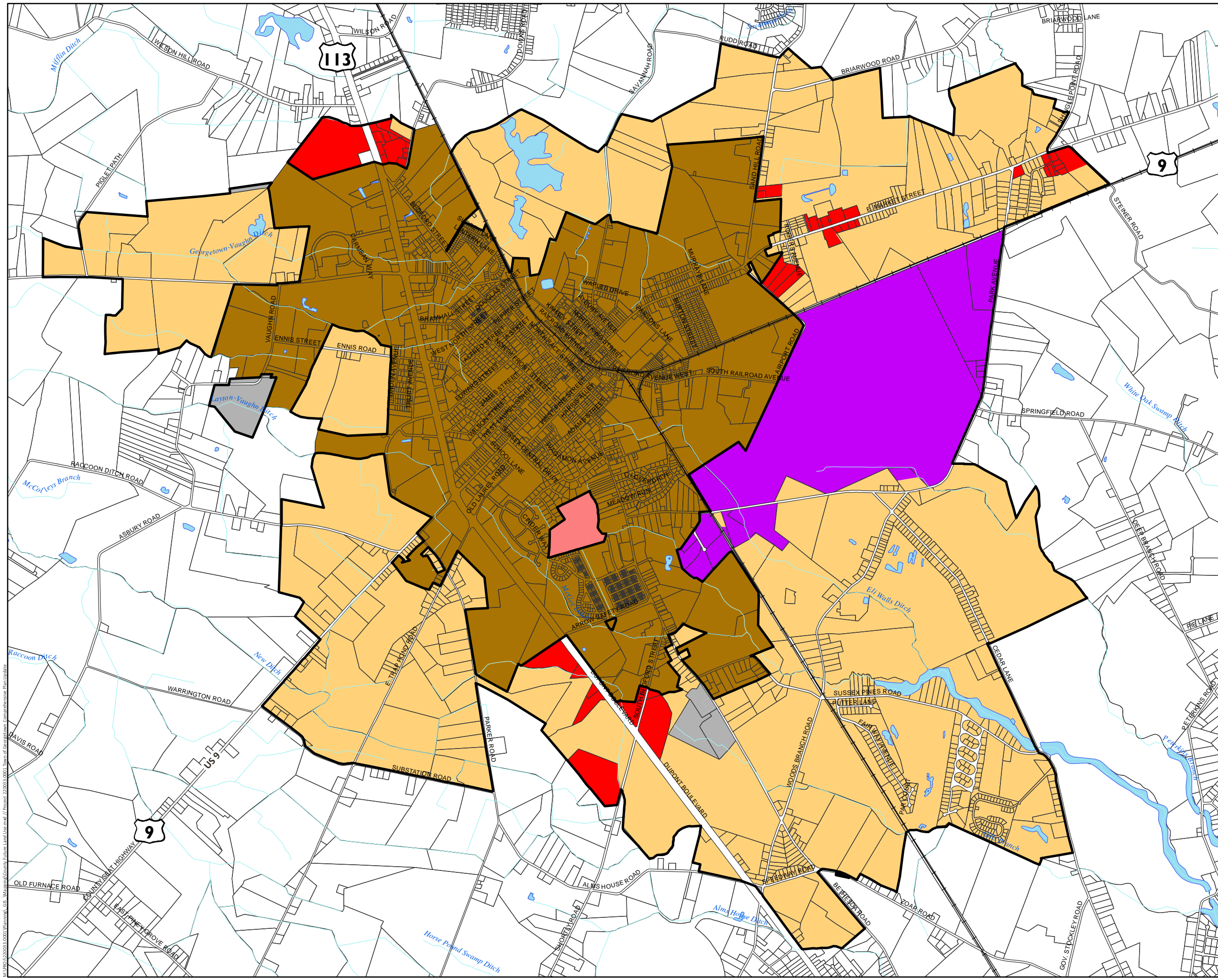
Legend

- Town Boundary
- Potential Annexation Areas
- Parcels
- Railroad
- Water Bodies
- Streams & Ditches
- County Future Land Use**
- Municipality
- Town Center
- Developing Area
- Commercial
- Industrial Area
- Low Density

Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.

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July 2021



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Legend

- Town
 - Parcels
 - Water Bodies
 - Streams & Ditches
 - Railroad
- Zoning**
- AR1 Agricultural Residential
 - UR1 Urban Residential
 - UR2 Medium Residential
 - UR3 Neighborhood Residential
 - MR1 Multifamily Residential
 - MR2 Townhouse Residential
 - UB1 Urban Business
 - UB2 Neighborhood Business
 - UB3 Professional Business
 - HC Highway Commercial
 - LI1 Limited Industrial
 - LI2 Light Industrial
 - HD Historic
 - ED Education
 - RRPC Retirement Residential Planned Community
 - RPC Residential Planned Community

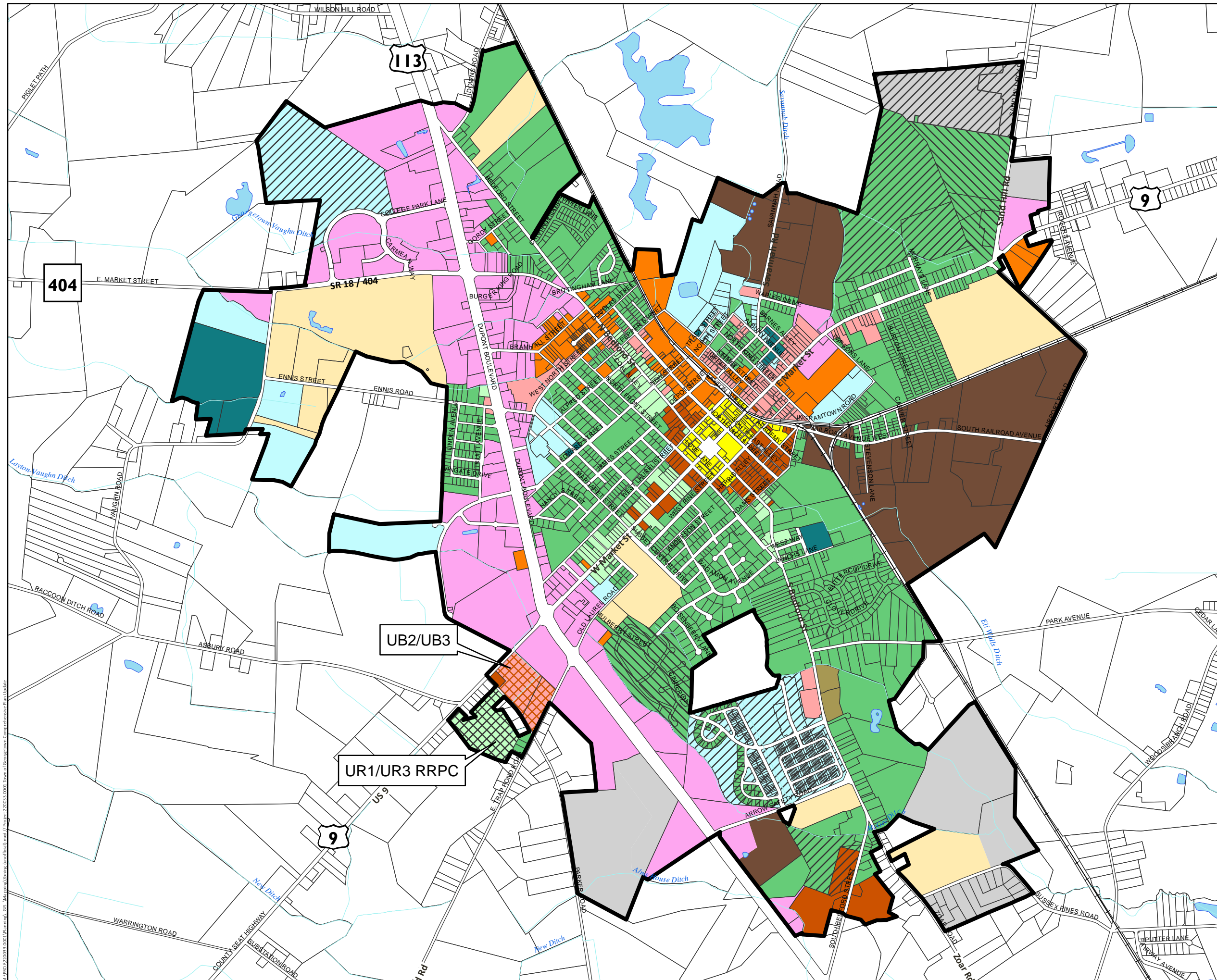
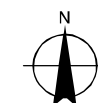


Data sources for this map can be found in the 2021 Comprehensive Plan, Appendix D - References.


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July 2021

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INTRODUCTION	11-2
IMPLEMENTATION PARTNERS & ROLES	11-2
IMPLEMENTATION TOOLS	11-3
RECOMMENDATIONS.....	11-5

CHAPTER 11

IMPLEMENTATION

INTRODUCTION

In order for a comprehensive plan to be an effective tool for guiding development and growth, it must identify specific actions for implementation. This chapter identifies those action items necessary for implementation.

Under the *Delaware Code*, the Town must do the following:

- § 702(c): Adopt comprehensive rezoning within 18 months of **PLAN GEORGETOWN**'s adoption.
- § 702(e): Within five years of adoption, review **PLAN GEORGETOWN** to determine if its provisions are still relevant.
- § 702(g): Submit annual reports to OSPC each July 1.

IMPLEMENTATION PARTNERS & ROLES

The Town recognizes that interactions with County and State agencies are necessary to help achieve its comprehensive planning goals. The Town also recognizes that land development activities occurring within its borders and on adjacent lands within the County will affect the quality of life of all of the people living and working in the region. Many of the recommended initiatives, studies, and ordinance amendments involve other agencies, particularly the State, region, and Sussex County. Coordinated efforts may be in the form of securing funds, obtaining technical assistance, coordinating physical improvements, or aligning common goals.

To update **PLAN GEORGETOWN**, the most recent and applicable County and State land use plans have been carefully evaluated to ensure alignment with the goals for transportation, land use, environmental protection, recreation, and annexation. Continued coordination among entities will be a necessity as plans are implemented. The Town will need to coordinate with Sussex County as well as the applicable State agencies identified below.

The Town of Georgetown will be the main entity implementing **PLAN GEORGETOWN** and ensuring that current and future projects align with the established objectives and will work closely with the entities listed below and all other organizations that have a community or economic impact on the Town. Future planning efforts should build upon **PLAN GEORGETOWN**'s established goals and vision.

- | | |
|---|--|
| <ul style="list-style-type: none"> ▪ American Legion Ambulance ▪ DE Transit Corp—DART ▪ DE Department of Agriculture (DDA) ▪ DE Department of Education ▪ DE Department of Health and Social Services (DHSS) ▪ DE Department of Natural Resources & Environmental Control (DNREC) ▪ DE Department of Safety and Homeland Security ▪ DE Department of Transportation (DeIDOT) ▪ DE Division of Historical and Cultural Affairs ▪ DE Division of Small Business ▪ DE Emergency Management Agency (DEMA) ▪ Delaware Greenways ▪ DE Office of Management and Budget (OMB) ▪ DE Office of State Planning Coordination (OSPC) ▪ DE State Courts ▪ DE State Historic Preservation Office (SHPO) ▪ DE State Housing Authority (DSHA) ▪ DE State Police ▪ DE Tourism Office | <ul style="list-style-type: none"> ▪ Downtown Delaware ▪ First State Community Action Agency ▪ Georgetown Fire Company ▪ Georgetown Historical Society ▪ Georgetown Police Department (GPD) ▪ Greater Georgetown Chamber of Commerce ▪ Historic Georgetown Association ▪ Indian River Board of Education ▪ Indian River School District (IRSD) ▪ La Esperanza ▪ Resilient & Sustainable Communities League (RASCL) ▪ State Fire Marshal ▪ Sussex County ▪ Sussex County Emergency Medical Services (SCEMS) ▪ Sussex County Historic Preservation Office ▪ Sussex Economic Development Action Committee ▪ United States Department of Agriculture (USDA) ▪ UD Center for Historic Architecture & Design ▪ UD Institute for Public Administration (IPA) |
|---|--|

The volunteer efforts of individuals and neighborhood/civic organizations are also essential to implementing **PLAN GEORGETOWN**. These efforts help to strengthen community pride and emphasize volunteer efforts for interested residents and property owners.

IMPLEMENTATION TOOLS

PLAN GEORGETOWN establishes overall policies for guiding future development and conservation; however, it is not a regulation. The following major tools are available to help implement the Plan.

REQUIRED IMPLEMENTATION ACTIONS

COMPREHENSIVE REZONING

Following a comprehensive plan's adoption, jurisdictions must comply with the following provisions of the *Delaware Code*:

22 Del. C. 1953 §702(c) requires 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."

MAP 10-7 depicts Georgetown's zoning districts as of February 2021. Georgetown must adopt a new zoning map within 18 months of **PLAN GEORGETOWN**'s adoption. The zoning districts in the new zoning map must reflect future land uses. **TABLE 10-5, LAND USE & ZONING LINK** shows how Georgetown's zoning districts might match up with the land uses depicted on Map 10-3. These match ups are intended as guidance for the Town Council to consider during the rezoning process. They are not intended to preclude the development of new zoning districts or revisions to the Zoning Ordinance, the Subdivision Ordinance, or any other land use regulations. A separate ordinance to rezone must be enacted following adoption of a comprehensive plan.

PLAN UPDATE

22 Del. C. 1953 §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 re-adopted at least every 10 years."

Georgetown's last complete plan update was adopted on January 13, 2010 and certified by the Governor. Since **PLAN GEORGETOWN** is a full plan update, the next full plan update will be due in 2031. In 2026, which is five years following this update, the plan must be reviewed to determine whether it is sufficient to guide Georgetown's development decisions through 2031.

ANNUAL REPORT

22 Del. C. 1953 §702(f) requires the submission of annual reports to OSPC each July 1.

LAND USE, BUILDING & PROPERTY MAINTENANCE CODES

Zoning and subdivision, building, and property maintenance codes are perhaps the most important (and visible) plan implementation strategies. **PLAN GEORGETOWN** recommends general locations, character, and density of development, but the codes and ordinances adopted to implement it are laws with penalties for violation. Zoning and subdivision codes legislate permitted uses in each zone and stipulate how undeveloped land can be made suitable for development. Building codes govern construction standards and property maintenance codes ensure that, once built, premises are kept in good condition.

ZONING & SUBDIVISION CODES

The Zoning Ordinance consists of a written document and a map. It divides Georgetown into districts or zones and establishes regulations governing the use of land in each district. The ordinance 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). It also regulates building height, lot sizes, setbacks, yards and green space, the number and sizes of signs, space for off-street parking, and environmental-protection standards.

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 (e.g., water, sewer, gas, electricity) and amenities that a developer must supply prior to the sale of subdivided land.

Georgetown's first zoning and subdivision ordinances were adopted in 1979 and 1987, respectively. Working closely with

the Planning Commission, the Georgetown Town Council completely revised the Subdivision Ordinance in 1995. Since then, several amendments have been adopted to each ordinance.

Many suggestions for zoning revisions are included in **CHAPTER 10—LAND USE** and **CHAPTER 7—HOUSING**. The Town should also consider greater utilization of the conditional use process, which provides the Planning Commission and Town Council with greater control over complex development proposals. Many of the great ideas in Georgetown's *Design Guidelines* should be written into the *Zoning Code* as regulations or incentives in certain parts of the Town. The *Design Guidelines* should also be reviewed to determine whether they could be re-organized to improve the ease of use.

The Town should also consider additional ways of allowing mixtures of compatible uses. For example, schools and day care centers should be allowed in most residential areas. Small neighborhood-oriented commercial uses should be allowed as part of larger housing developments, particularly if no commercial districts are located nearby. The goal is to reduce dependence upon motor vehicles for short trips.

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.

Georgetown has an agreement with Sussex County for the administration of building regulations. 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.

Georgetown has adopted the current edition of the building codes as adopted by the Sussex County Council as the building standards for construction within its corporate limits. As of **PLAN GEORGETOWN**'s development, the adopted codes include the International Code Council's *2012 International Building Code*, *2012 International Residential Code*, and the *2012 International Energy Conservation Code*.

PROPERTY MAINTENANCE CODE

A property maintenance code establishes standards regarding how a structure is to be maintained once it is built. It is different from a building code, which specifies regulations for construction. Property maintenance codes deal with occupancy (number of persons per room), plumbing and heating (e.g., minimum and maximum temperature), and fire safety. It also sets standards for getting into, getting out of, and moving around a residence by regulating such things as corridors, obstructions to exits and entrances, and access to bedrooms and bathrooms.

Georgetown has its own Property Maintenance Code (*Town Code Chapter 165—Property Maintenance*) and Housing Standards (*Town Code Chapter 116—Housing Standards*).

CODE ENFORCEMENT

Code enforcement is important for Georgetown. Town staff provides inspections for the enforcement of its Zoning and Subdivision Codes, Property Maintenance Codes, and Housing Standards, and works with Sussex County for enforcement of its Building Codes.

OTHER IMPLEMENTATION TOOLS

PLAN OF SERVICES FOR ANNEXATION AREAS

When annexations are considered, the State requires that a plan be prepared to provide services for the resulting new development. Such plan of services is reviewed by key State agencies. It considers the timing and phasing of development, the protection of natural and historic resources in the area, road interconnections, open space and pedestrian access interconnections, and ways to fund needed infrastructure.

IMPACT FEES

The goal of an impact fee is to make sure that new development helps to cover the capital costs that result from the development. The goal is to avoid making existing residents pay additional costs for infrastructure and services that would not be needed if the new development did not occur.

Georgetown charges impact fees for water and wastewater service, as well as a fire sprinkler impact fee, for each new development. The Town also assesses an emergency services fee and GREAT (Georgetown Recreation, Education, Arts Trust) Fund fee with the issuance of a building permit for new construction and will continue to review costs to determine if any additional fees should be assessed.

The Town can also establish a separate wastewater district to make sure that the additional costs of serving a new development area are paid by the persons serviced in that area.

IMPROVEMENTS TO EXISTING ROADS

A system also exists to have adjacent property owners pay for needed improvements to an adjacent public street. Each property owner can be assessed a proportionate share of the costs.

CAPITAL IMPROVEMENTS PLANNING

The Town should have a system in place to continually plan and budget for major capital expenditures, or projects involving a substantial expense for the construction or improvement of major public facilities that have a long life span and that are not annual operating expenses. Examples of capital projects include major street improvements and building renovations.

A Capital Improvements Program (CIP) can help identify projects that will be needed, prioritize the projects, identify possible funding sources, and then budget for their completion. A typical CIP looks five years in the future. A CIP should identify major street reconstruction projects that will be needed over the next few years, which can help coordinate the reconstruction with underground projects for water and sewer lines and by various utilities. This avoids the need to cut into a street after it has been recently repaved. Through a CIP, many different projects can be combined into a single bond issue, which avoids the high administrative costs of multiple bond issues. A CIP also can help the Town to carefully time any bond issues to take advantage of the lowest interest rates.

The Town may explore the feasibility of 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. It may be desirable to reach out to the Sussex Conservation District, Sussex County, and the Delaware Clean Water Advisory Council as partners in funding stormwater retrofits.

RECOMMENDATIONS

Throughout **PLAN GEORGETOWN**, specific recommendations for implementing its policies and guidelines are detailed. A comprehensive plan is only a useful tool if it is implemented. Some of the recommendations are specific ordinance revisions or planning efforts while others are more continuous in nature. Below is a compilation of the implementation actions. Project priorities and completion dates are dependent on available resources.

Table 1-1. Implementation Recommendations

CHAPTER 2—COMMUNITY CHARACTER	
COMM-1	Provide high-quality community facilities and services in the most cost-efficient manner, addressing the needs of future growth.
COMM 1-1	Continue to provide existing Town services while planning for potential future growth.
COMM 1-2	Ensure the street system, water system, wastewater system, and stormwater drainage are able to accommodate expected future development.
COMM 1-3	Regularly monitor level of service provided by private utility companies and vendors.
COMM 1-4	Continue to support community services.
COMM 1-5	Encourage expansion of broadband services.
COMM 1-6	Continue full cooperation and coordination of municipal and emergency services with the County and nearby towns.
CHAPTER 3—TRANSPORTATION	
TR-1	Maintain and improve all modes of transportation within the Town, encouraging a variety of mobility and access options.
TR 1-1	Improve pedestrian and bicycle connectivity and safety throughout the Town to create a more walkable and bikeable community.
TR 1-2	Support continued streetscape revitalization and beautification, particularly in the downtown.
TR 1-3	Carefully plan road/street patterns and access from development according to the function each road is intended to serve within the overall network.
TR 1-4	Continue efforts to control and divert heavy truck traffic, through-traffic, and higher speed traffic on residential streets and divert heavy traffic from the center of Town.
TR 1-5	Work with DeIDOT to design highway and road improvements in a manner that will support this Plan, minimize conflicts with residential areas, and address heavy seasonal east-west traffic.
TR 1-6	Improve opportunities for public transit within Town.

TR 1-7	Investigate improvements to the Town’s signage and wayfinding system to better direct visitors to key destinations throughout Town.
TR 1-8	Plan to update all town sidewalks to ADA standards as funding becomes available.
CHAPTER 4—WATER & WASTEWATER SYSTEMS	
W-1	Maintain and improve the Town’s water and wastewater systems, ensuring adequate provisions for current and future development.
W 1-1	Maintain a supply of safe, reliable drinking water for all Town residents.
W 1-2	Implement a capital improvement program to proactively plan for needed water and wastewater infrastructure.
W 1-3	Address recommendations outlined in the Town’s Water and Wastewater Asset Management Plans.
W 1-4	Minimize the amount of inflow and infiltration making their way into the Town wastewater system.
CHAPTER 5—ENVIRONMENT	
ENV-1	Conserve important natural features, with a special emphasis on waterways, wetlands, and mature woodlands.
ENV 1-1	Complete a stormwater management plan to ensure stormwater facilities are coordinated among various developments and to make sure there is sufficient capacity in tax ditches.
ENV 1-2	Use codes and plan reviews to ensure thick natural vegetation is preserved and/or planted along waterways.
ENV 1-3	Continue enforcing the Town’s Wellhead Protection Ordinance to avoid pollution of public groundwater supplies.
ENV 1-4	Carefully consider the stormwater impacts of future development in annexation areas, ensuring adequate drainage for cumulative stormwater impacts.
ENV 1-5	Work with the Sussex Conservation District to actively encourage the use of BMPs that reduce water pollutants in runoff and that promote groundwater recharge.
ENV 1-6	Support energy efficiency and renewable energy upgrades in new and existing developments.
ENV-2	Encourage new or expanded environmental protection regulations.
ENV 2-1	Consider vegetated buffers on each side of the centerline of major ditches carrying water year-round.
ENV 2-2	Consider establishing a buffer around non-manmade wetlands, with wider buffers around more ecologically important wetlands.
ENV 2-3	Minimize the amount of impervious cover outside the center of Town, which could include allowing and encouraging the use of pervious paving materials.
ENV 2-4	Encourage wetland areas to include preserved common or public open space around them, instead of being comprised solely of individual lots.
ENV 2-5	Require the establishment of drainage easements in new developments along waterways, ditches, and storm drains where easements are not currently in effect, with proper access points for maintenance.
ENV 2-6	Develop an ordinance that would allow for larger connected areas of forested open space.
ENV 2-7	Coordinate with the Sussex Conservation District on a recurring maintenance program within drainageways to address blockages.
ENV 2-8	Prepare for the Town’s potential future participation in the State’s MS4 program.
CHAPTER 6—OPEN SPACE, RECREATION & PRESERVATION	
OSR-1	Maintain and improve the Town’s parks, recreation sites, open spaces, and trails, ensuring adequate provisions for current and future development.
OSR 1-1	Continue to maintain existing parks and recreation facilities.
OSR 1-2	Regularly evaluate whether park, recreation, and open space needs are being met for existing and future populations.
OSR 1-3	Continue to work with developers to ensure new developments provide adequate recreation facilities and amenities.
OSR 1-4	Identify logical linkages to increase open space and recreation opportunities (e.g., multimodal paths to connect developments).
CHAPTER 7—HOUSING	
H-1	Provide for appropriate housing densities throughout Town.
H 1-1	Provide areas for a range of housing types, prices, and densities including various types of housing for senior citizens.
H 1-2	Promote additional housing affordable to the average Georgetown household, recognizing the needs of various household types.

H 1-3	Review Town ordinances, updating as needed, to provide opportunities for new market rate and workforce housing through redevelopment and infill development.
H 1-4	Support programs that provide supportive services to senior citizens desiring to age-in-place and remain living in their own homes.
H 1-5	Promote use of open space development concepts to encourage clustered housing on suitable land and permanently preserve open spaces and recreation areas.
H 1-6	Direct housing developments to areas of Town that public water and wastewater services can efficiently serve.
H 1-7	Support a balanced range of housing types, including workforce housing and home ownership opportunities.
H 1-8	Promote pride and sense of community by providing education on the Town Code with an emphasis on property maintenance to property owners and residents.
H 1-9	Consider amending the Town Code based on an evaluation of the need to provide greater flexibility for housing unit development, potentially including smaller unit footprints, decreased minimum lot areas, and housing type options (e.g., workforce housing, veteran housing).
H-2	Promote redevelopment and rehabilitation for older housing units.
H 2-1	Support services that contribute to housing rehabilitation.
H 2-2	Strengthen older residential neighborhoods by encouraging homeownership, older building rehabilitation, and incompatible development avoidance.
H 2-3	Extend the best features of older development into newer development, promoting compatible infill development and promoting new construction that extends the community character and promotes a pedestrian-friendly environment.
H 2-4	Encourage the appropriate reuse of older buildings, particularly through rehabilitation of historically or architecturally significant buildings.
H 2-5	Ensure existing housing units are code compliant for safe occupancy, whether rented or owned.
CHAPTER 8—HISTORIC RESOURCES	
HR-1	Maintain, preserve, and improve the Town’s unique character and charm.
HR 1-1	Protect the Town’s historic resources through zoning regulations and Town policies.
HR 1-2	Encourage the use of federal and state tax credit programs to restore historic buildings, where appropriate.
HR 1-3	Continue to promote, support, and expand community events.
HR 1-4	Encourage the appropriate reuse of older buildings, particularly through rehabilitation of historically or architecturally significant buildings.
HR 1-5	Emphasize tourism that is built on the area’s heritage, arts and culture, and recreational assets.
HR 1-6	Review and implement still pertinent recommendations found in the Town’s <i>Historic District Study</i> .
CHAPTER 9—ECONOMIC DEVELOPMENT	
ED-1	Encourage diversification of the Town’s economic base.
ED 1-1	Stress a strong diversified economy that generates stability, sufficient tax revenues, and greater employment opportunities.
ED 1-2	Work with healthcare providers and developers to promote additional healthcare services within the Town.
ED 1-3	Promote development of a new business park, which is well-landscaped with a site design that will help attract higher-income jobs to the area, emphasizing offices, light industrial uses, and business services.
ED 1-4	Along Route 113, promote opportunities for mixed-use buildings, such as light commercial uses on the first floor and offices or condominiums on upper floors.
ED 1-5	Direct new commercial uses to the downtown and other existing development concentrations that allow for safe and efficient traffic access.
ED 1-6	Promote coordination and seek opportunities for synergies between the County’s interest in continued airport improvements, the State’s interests in expanding its facilities, and in private development of areas in Georgetown’s southern end.
ED-2	Encourage economic development opportunities within the downtown.
ED 2-1	Use the Downtown Development District Plan and other Town economic development studies and analyses to target the types of businesses that should be attracted to the downtown.
ED 2-2	Seek ways to keep visitors in the area for a longer period versus simply traveling through the Town.
ED 2-3	Encourage greater uniformity in business hours among downtown businesses, particularly on evenings and weekends.

ED 2-4	Emphasize special events to bring people into the downtown.
ED 2-5	Direct downtown visitors to locations where parking is currently underutilized, such as along the railroad.
ED 2-6	Encourage cooperative efforts between the Town, County, and State to provide additional parking without harming the urban fabric along historic and pedestrian-oriented streets.
CHAPTER 10—LAND USE	
LU-1	Ensure consistency between the Town’s Zoning Map and the Comprehensive Plan.
LU 1-1	Review the Town’s Zoning Map for consistency with the Comprehensive Plan’s Future Land Use Map, ensuring compliance within 18 months of Plan adoption.
LU 1-2	Review the zoning and subdivision codes to direct development to be consistent with the Town’s vision and goals, ensuring consistency with updated state and federal laws.
LU 1-3	Review existing land uses for future redevelopment to allow possible mixed use and expanded densities to address future housing needs within the community.
LU 1-4	Evaluate the Historic District zone to determine whether it meets original intentions or if revisions may be necessary.
LU 1-5	Examine the feasibility of form-based codes.
LU 1-6	Evaluate amending the <i>Zoning Code</i> to add a new Recreational/Institutional Zoning District.
LU-2	Ensure the orderly use and development of the land within and surrounding Georgetown.
LU 2-1	Update the Town’s Zoning and Subdivision Codes, as needed, to carry out the Plan.
LU 2-2	Incorporate portions of the Georgetown Development Design Standards that are intended to be mandatory directly into the Zoning or Subdivision Codes to make them enforceable.
LU 2-3	Review the residential and commercial uses allowed within the RPC and RRPC overlay zones.
LU 2-4	Encourage development in appropriate areas that provides open space along drainageways, interconnected recreation areas with trails, contiguous preserved forestland, and buffers adjacent to State Forest lands.
LU 2-5	Consider the use of density incentives in zoning provisions to encourage the development of retirement or age-restricted communities.
LU 2-6	Discourage the conversions of existing single-family homes into multi-family housing units.
LU 2-7	Evaluate commercial district setbacks and buffers as they relate to adjacent residential uses.
LU 2-8	Strengthen zoning regulations for uses most likely to cause nuisances and hazards.
LU 2-9	Encourage pedestrian-oriented uses in the downtown, including retail sales, personal services, offices, and dine-in restaurants.
LU 2-10	Consider establishing maximum building setbacks, to have new construction consistent with prevailing setbacks of adjacent buildings.
LU-3	Promote infill and redevelopment in appropriate areas within the Town.
LU 3-1	Promote redevelopment of underused lands between Race Street and the railroad; a wider range of mixed uses than current zoning allows may be appropriate, as well as taller maximum heights.
LU 3-2	Promote use of the RPC zoning option, encouraging alleys for rear driveways and garages and paying greater attention to open space design that is interconnected, ensuring that it serves a valuable public purpose.
LU 3-3	Promote additional market-rate owner-occupied housing.
LU 3-4	Encourage public funding for rental housing that emphasizes improving the livability of existing units.
LU 3-5	Improve the stability of older neighborhoods through code enforcement.
LU 3-6	Along older, highly visible corridors such as Bedford and West Market Streets, add minimum landscape area standards, particularly for front yards. New parking in the front yard should be prohibited or severely limited. Where businesses are allowed, promote designs that appear similar to a large, older single-family home.
LU-4	Encourage compatible development adjacent to Town borders and appropriate annexations of land to the Town.
LU 4-1	Evaluate future annexations to ensure compliance with anticipated land uses.
LU 4-2	Encourage annexations that will result in more logical borders, such as annexation of enclaves that are surrounded by Town properties.
LU 4-3	Maintain an open dialogue with Sussex County regarding development in land adjacent to the Town.

ACRONYMS & ABBREVIATIONS.....AA-2
DEFINITIONS.....AA-3



APPENDIX A
ACRONYMS & DEFINITIONS

ACRONYMS & ABBREVIATIONS

AADT	Average Annual Daily Traffic	FBC	Form-Based Code
ACP	Asbestos Cement Pipe	FHWA	Federal Highway Administration
ACS	American Community Survey	FS CAA	First State Community Action Agency
ADA	Americans with Disabilities Act	FTA	Federal Transit Administration
ADD	Average Daily Demand	FY	Fiscal Year
ADRC	Aging & Disability Resource Center	GES	Georgetown Elementary School
ALS	Advanced Life Support	GMS	Georgetown Middle School
AP	Advanced Placement	GPD	Georgetown Police Department
BLS	Basic Life Support	gpd	Gallons per Day
CCPP	Corridor Capacity Preservation Program	GPM	Gallons per Minute
CDBG	Community Development Block Grant	HCA	Delaware Division of Historical & Cultural Affairs
CDC	Centers for Disease Control & Prevention	HDF	Housing Development Fund
County	Sussex County	HUD	U.S. Department of Housing & Urban Development
CTF	Community Transportation Fund	IB	International Baccalaureate
CTP	Capital Transportation Program	IPA	UD Institute for Public Administration
D.C.	District of Columbia	IRSD	Indian River School District
DAN	Delaware Aging Network	KBPS	Kilobits per Second
DART	Delaware Authority for Regional Transit	LIHTC	Low-Income Housing Tax Credit
DCHS	Delmarva Christian High School	LOS	Level of Service
DDA	Delaware Department of Agriculture	L RTP	Long Range Transportation Plan
DDD	Downtown Development District	MD	Maryland
DE	Delaware	MFMRB	Multi-Family Mortgage Revenue Bond Program
Del. C.	Delaware Code	MHAP	Manufactured Housing Assistance Program
DeIDOT	Delaware Department of Transportation	MPHU	Moderately Priced Housing Unit
DelTech	Delaware Technical & Community College	NGE	North Georgetown Elementary School
DEMAP	Delaware Emergency Mortgage Assistance Program	NHTF	National Housing Trust Fund
DFHC	Delaware Federation of Housing Counselors	NPDES	National Pollution Discharge & Elimination Survey
DHSS	Delaware Department of Health & Social Services	NRHP	National Register of Historic Places
DLLG	Delaware League of Local Governments	NSP	Neighborhood Stabilization Program
DIP	Ductile Iron Pipe	OMB	U.S. Office of Management & Budget
DMV	Division of Motor Vehicles	OSPC	Delaware Office of State Planning Coordination
DNREC	Delaware Department of Natural Resources & Environmental Control	PDD	Peak Daily Demand
DOC	Delaware Department of Correction	PLUS	Preliminary Land Use Service
DPAC	Delaware Police Accreditation Commission	PVC	Polyvinyl Chloride
DPC	Delaware Population Consortium	ROW	Right-of-Way
DSHA	Delaware State Housing Authority	RTP	Recreational Trails Program
DSU	Delaware State University	SAAS	Sussex Academy of Arts and Sciences
DSWA	Delaware Solid Waste Authority	SCADA	Supervisory Control & Data Acquisition Systems
DTC	Delaware Transit Corporation	SCAT	Sussex County Association of Towns
DUI	Driving Under the Influence	SCEMS	Sussex County Emergency Medical Services
EA	Environmental Assessment	SCHS	Sussex Central High School
EDU	Equivalent Dwelling Unit	SCI	Sussex Correctional Institution
ELA	English Language Arts	SCRP	Sussex County Rental Program
ELL	English Language Learner	SDWA	Safe Drinking Water Act
EMS	Emergency Medical services	SERP	Statewide Emergency Repair Program
EPA	U.S. Environmental Protection Agency	SF	Square Foot (Feet)

SHPO	Delaware State Historic Preservation Office
SNHF	Strong Neighborhoods Housing Fund
SR	State Route
SRAP	State Rental Assistance Program
SRTS	Safe Routes to School
State	State of Delaware
STEM	Science, Technology, Engineering & Mathematics
STHS	Sussex Technical High School
STIP	State Transportation Improvement Plan
SWAPP	Sourcewater Assessment & Protection Program
SWOT	Strengths, Weaknesses, Opportunities & Threats

TDM	Traffic Demand Management
TID	Transportation Improvement District
TIP	Transportation Improvement Plan/Program
Town	Town of Georgetown
U.S.	United States
UD	University of Delaware
UST	Underground Storage Tank
WRF	Water Reclamation Facility
YCOP	Youthful Criminal Offenders Program

DEFINITIONS

A

ACCESSORY BUILDING: A subordinate building or a portion of the main building, the use of which is clearly incidental to or customarily found in connection with, and located on the same lot as the main building or principal use of the land.

ACCESSORY USE: A use clearly incidental to or customarily found in connection with and located on the same lot as the principal use of the premises.

ACTIVE ADULT DEVELOPMENT: See *Development, Active Adult*.

ACTIVE RECREATION: See *Recreation, Active*.

AFFORDABLE HOUSING: See *Housing, Affordable*.

ALLEY: A narrow public or private thoroughfare, which provides only a secondary means of vehicular access to abutting properties.

AMORTIZATION: The gradual paying down of a loan. Traditional mortgage terms require that each payment include (in addition to interest) part of the loan principal; that way, the mortgagee continually lessens the amount owed and extinguishes the debt within a set period of time.

APARTMENTS: A grouping of dwelling units sharing common elements that may include common outside access and sharing a common lot area. Apartments contain between 3 and 20 dwelling units in a single structure.

ASTHMA: A chronic disease of the lungs where the airways become blocked or narrowed, causing breathing difficulty.

AVERAGE ANNUAL DAILY TRAFFIC (AADT): A measure used primarily in transportation planning and engineering; the total volume of a road's (or road segment's) vehicle traffic for a year divided by 365 days. It is the standard measurement for vehicle traffic load or a measurement of how busy a road is.

B

BROADBAND: A high-speed, always-on connection to the internet, providing data transmission to and from the

internet at a minimum download speed of 768 KBPS and upload speeds of at least 200 KBPS.

BULK: A term used to describe the size and shape of a building or structure and its relationship to other buildings, to the lot area for a building, and to open spaces and yards.

C

CARDIOVASCULAR DISEASE: The class of diseases that affect the heart, blood vessels, arteries, or veins.

COMMUNITY PARK: See *Park, Community*.

COUNTY SEAT: The city, town, or populated place that houses county government; generally, the county legislature, county courthouse, sheriff's department headquarters, hall of records, jail, and correctional facility are located in the county seat,

D

DENSITY: The number of housing units per unit of land.

DENSITY, NET: The aggregate number of residential units within property lines divided by the total number of acres within the same property lines; because the land area is measured within residential property lines, all other lands (e.g., streets, common open spaces, utility rights-of-way) are excluded from the acreage count.

DEVELOPMENT, ACTIVE ADULT: Developments with age-restricted occupancy, where at least one dwelling occupant must be over the age of 55.

DEVELOPMENT, NON-RESIDENTIAL: Development that includes commercial, office, industrial, and institutional uses.

DOWN PAYMENT ASSISTANCE: Funding provided by a third party at the time of loan closing to help cover the down payment or closing costs of the loan.

DUPLEX: A multifamily unit (no more than two units per structure) having only one dwelling from ground to roof and only one wall in common with another dwelling unit.

DWELLING: A room or group of rooms occupied or intended to be occupied as separate living quarters by a single family or other group of persons living together as a household or as a person living alone.

DWELLING, MULTI-FAMILY: A building designed for or occupied exclusively by three or more families living independently of each other.

DWELLING, SINGLE-FAMILY: A building designed for or occupied exclusively by one family.

DWELLING, SINGLE-FAMILY DETACHED: A building designed for and occupied exclusively as a residence for one family with no party wall in common with an adjacent building, and no part of such building formerly used as a cabin, railroad car, trailer, mobile home or travel trailer. Does not include trailers, mobile homes, travel coaches, hotels, motels, motor lodges, boardinghouses and lodging houses, tourist courts, cabins or tourist homes.

DWELLING, TWO-FAMILY: A building designed for or occupied exclusively by two families living independently of each other.

E

E.G.: Abbreviation of the Latin phrase *exempli gratia*, meaning ‘for example.’ Its use implies there are other examples not mentioned.

ECOLOGICAL SERVICES: Benefits arising from the ecological functions of healthy ecosystems (e.g., air and water purification, waste decomposition, soil generation and renewal, crop pollination, groundwater recharge).

F

FAIR HOUSING AMENDMENTS ACT OF 1988: Added mental or physical disability and familial status to the Federal Fair Housing Act of 1968’s list of protected classes. See also *Federal Fair Housing Act of 1968* and *Housing and Community Development Act of 1968*.

FAMILY: One or more related persons living together as a single housekeeping unit in a dwelling unit.

FAMILY HOUSEHOLD: See *Household, Family*.

FEDERAL FAIR HOUSING ACT OF 1968: Provides that it is unlawful to discriminate on the basis of race, color, religion, sex, or national origin when selling or leasing residential property. See also *Housing and Community Development Act of 1968* and *Fair Housing Amendments Act of 1988*.

FIRST-TIME HOMEBUYER: A homebuyer who has not owned a home as their primary residence in the three years prior to closing on the new home (some exceptions apply).

FOOD SECURITY: Access to sufficient, safe, and nutritious food at all times to maintain a healthy and active life.

FORECLOSURE: A legal procedure where property used as security for a debt is sold to satisfy the debt in the event of

default in payment of the mortgage note or default of other terms in the mortgage document. The foreclosure procedure brings the rights of all parties to a conclusion and passes the title in the mortgaged property to either the holder of the mortgage or a third party who may purchase the realty at the foreclosure sale, free of all encumbrances affecting the property subsequent to the mortgage.

FORM-BASED CODE: A land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the code’s organizing principle; an alternative to conventional zoning regulation.

G

GOAL: A long-term target stating what the community wants to accomplish; written in general terms, the statements offer an overarching desired condition.

GROSS DOMESTIC PRODUCT (GDP): The monetary value of all the finished goods and services produced within a geography’s borders in a specific period.

GROSS RENT: The amount of the contract rent plus the estimated average monthly cost of utilities (i.e. electricity, gas, water, sewer) and fuels (e.g., oil, coal, kerosene, wood) if these are paid for by the renter (or on their behalf); gross rent eliminates differentials resulting from varying practices with respect to the inclusion of utilities and fuels as part of the rental payment.

GROUP HOME: A residential facility licensed or approved by a State agency serving no more than 10 developmentally disabled persons on a 24-hour-per-day basis per *16 Del. C. §1101*.

H

HISPANIC/LATINO ORIGIN: A person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race.

HISTORIC RESOURCE: Any structure, object, site, property, or district that has a special historical, archaeological, architectural, cultural, or aesthetic interest or value as part of the local, statewide, or national development, heritage, or cultural characteristics, identified (or yet to be identified) and qualified for listing in the local, national, or other historic resources inventory.

HOMELESS: The characterization of an individual living in a place not meant for human habitation, unsheltered, or in an emergency shelter or transitional housing.

HOUSEHOLD: One or more people who occupy a housing unit. See also *Household, Family* and *Household, Non-Family*.

HOUSEHOLD, FAMILY: A family includes a householder and one or more people living in the same household who are related by birth, marriage, or adoption. All people in a

household who are related to the householder count as members of that family. A family household may include people not related to the householder.

HOUSEHOLD, NON-FAMILY: A non-family household consists of a householder living alone (i.e. a one-person household) or where the householder shares the home only with people sharing no relations (e.g., a roommate).

HOUSING AND COMMUNITY DEVELOPMENT ACT OF 1968: Added sex (gender) as a protected class to the Federal Fair Housing Act of 1968. See also *Federal Fair Housing Act of 1968* and *Fair Housing Amendments Act of 1988*.

HOUSING COST BURDEN: Paying more than 30% of household income toward rent or for mortgage principal and interest, real estate taxes, and insurance.

HOUSING, AFFORDABLE: Housing where costs make up no more than 30% of the household income. For renters, housing costs include monthly gross rent plus renter-paid utilities. For owner households, housing costs include payments for mortgages, debts on the property, real estate taxes, insurance on the property, and utilities.

HOUSING, SUPPORTIVE: Collectively refers to housing for persons who may be considered disabled, handicapped, or in recovery from chemical dependency, under federal or State law, and includes developmental disability facilities (i.e. group home, neighborhood home, rest (family care) home); mental health facilities (i.e. group home); licensed sober house; and self-governed sober house. See also *Housing, Transitional*.

HOUSING, TRANSITIONAL: A type of supportive housing for homeless or at-risk homeless but is not housing specifically targeted to serve persons who are considered disabled, handicapped, or in recovery from chemical dependency.

HOUSING, WORKFORCE: Housing that is affordable to any individual with a job (or any household with a working member) who contributes to the local economy.

I

I.E.: Abbreviation of the Latin phrase *id est*, meaning ‘that is.’

IMPAIRED STREAM: The classification identified by DNREC or the U.S. EPA when a stream is no longer able to support one or more of its designated uses: aquatic life, fish consumption, recreational, or potable water supply.

INCOME, AREA MEDIAN: The midpoint of a region’s income distribution—half earn more than the median and half earn less.

INCOME, EXTREMELY LOW: Income at or below the greater of 30% of area median income or the federal poverty level.

INCOME, LOW: Income at or below 80% of area median income.

INCOME, MODERATE: Income 50%-80% of area median income.

INCOME, VERY LOW: Income at or below 50% of area median income.

L

LIVABILITY INDEX: An initiative to measure the quality of life in American communities across multiple dimensions including housing, transportation, neighborhood characteristics, environment, health, opportunity, and civic and social engagement.

LOW INCOME: See *Income, Low*.

M

MARKET RENT: The amount of rent a property would command in a fully informed competitive marketplace; the going market rate for rental space.

MARKET VALUE: The most probable price a property would bring in a transaction under normal conditions on the open market.

MASON-DIXON LINE: A demarcation line between four U.S. states, forming part of the borders of Pennsylvania, Maryland, Delaware, and West Virginia. Charles Mason and Jeremiah Dixon surveyed it between 1763-1767 to resolve a border dispute involving Maryland, Pennsylvania, and Delaware; the dispute had its origins almost a century earlier in the somewhat confusing proprietary grants by King Charles II to Lord Baltimore (Maryland) and William Penn (Pennsylvania). It later informally became known as the boundary between the free (Northern) states and the slave (Southern) states; it is still used today in the figurative sense of a line that separates the North and South politically and socially.

MICROTRANSIT. A form of demand-responsive transport, offering highly flexible routing and scheduling of small-scale vehicles shared with other passengers.

MODERATE INCOME. See *Income, Moderate*.

MULTI-FAMILY DWELLING: See *Dwelling, Multi-Family*.

N

NEIGHBORHOOD HOME: A standalone house, licensed by the Division of Long-Term Care Residents Protection pursuant to *16 Del. C. §1101*, which serves up to five individuals with developmental disabilities in a single-family home setting.

NEIGHBORHOOD PARK: See *Park, Neighborhood*.

NON-FAMILY HOUSEHOLD: See *Household, Non-Family*.

NON-RESIDENTIAL DEVELOPMENT: See *Development, Non-Residential*.

NONCONFORMING USE: A use of property that is permitted to continue after a zoning ordinance prohibiting it has been established for the area.

P

PARK, COMMUNITY: A public space generally 20-50 acres in size, typically providing diverse active and passive outdoor recreation activities.

PARK, NEIGHBORHOOD: A public space generally 1.5 acres or greater in size that provides close-to-home outdoor recreation opportunities and serves as a social and recreational focal point.

PARTY WALL: A wall located on or at a boundary line between two adjacent parcels of land, used or is intended to be used by the owners of both properties.

PASSIVE RECREATION: See *Recreation, Passive*.

POVERTY: The U.S. Census Bureau uses income thresholds that vary by family size and composition to determine poverty; if a family or individual's total income is below the relevant poverty threshold, the unrelated individual or family (and its individual members) is considered to be living in poverty.

PRELIMINARY LAND USE SERVICE (PLUS): A process outlined in 29 Del. C. §92 that provides for State agency review of major land use change proposals prior to submission to local governments.

PRIVATE SEWAGE SYSTEM: See *Sewage System, Private*.

PRIVATE WATER SYSTEM: See *Water System, Private*.

PROTECTED CLASS: Any group of people designated as such by the U.S. Department of Housing & Urban Development (HUD) in consideration of federal and state civil rights legislation.

PUBLIC SEWAGE SYSTEM: See *Sewage System, Public*.

R

RECOMMENDATION: An action or policy statement designed to achieve stated goals.

RECREATION, ACTIVE: Recreation activities such as organized sports and playground activities that require extensive facility development (e.g., baseball, soccer, tennis).

RECREATION, PASSIVE: Recreation activities that are non-consumptive uses (e.g., wildlife observation, walking, hiking, biking, paddling) where activities are self-generated, unscheduled, and require no administration.

REST HOME: A home with no more than three persons provided care and supervision by persons who also reside on the premises pursuant to 16 Del. C. §1101. Also known as a Family Care Home.

S

SETBACK: The amount of space local zoning regulations require between a lot line and a building line.

SEWAGE SYSTEM, PRIVATE: A privately owned system of piping, tanks, or other facilities for collecting, treating, or disposing of sewage into a soil absorption area, spray field, or by retention in a retaining tank (e.g., private community sewage systems, community on-lot sewage systems, individual on-lot sewage systems).

SEWAGE SYSTEM, PUBLIC: A publicly owned system of piping, tanks, or other facilities serving two or more lots, using a method of sewage collection, conveyance, treatment, and disposal other than in a soil absorption area or retention in a retaining tank.

SINGLE-FAMILY DWELLING: See *Dwelling, Single-Family*.

T

TOWNHOUSE: A multifamily dwelling unit with one dwelling unit from ground to roof, forming one of a group or series of three or more attached single-family dwellings separated from one another by party walls without doors, windows, or other provisions for human passage or visibility through such walls and having roofs that may extend from one of the dwelling units to another having individual outside access. A row of attached townhouses shall not exceed eight dwelling units.

U

UNDERGROUND STORAGE TANK (UST): A tank used to store fuel, primarily petroleum products, underground.

W

WATER SYSTEM, PRIVATE: A privately owned well and water system for the provision of water for human consumption to a single or limited number of users.

WATER SYSTEM, PUBLIC: A publicly owned system for the provision to the public of water for human consumption through pipes or other constructed conveyances, if such system has multiple connections.

WORKFORCE HOUSING: See *Housing, Workforce*.



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APPENDIX B
SUPPLEMENTAL INFORMATION

PLUS REVIEW HISTORY

In addition to the comprehensive plans and amendments found in **CHAPTER 1—INTRODUCTION**, the State’s PLUS review agencies reviewed and commented on the applications summarized below. In 2019, the OSPC debuted the PLUS Operations Dashboard, a web portal linking each application’s documentation and comments. ^{REF AB-1}

- **PLUS 2010-04-05 Montchanin Commercial Project:** Review of a site plan for a 177,820 SF shopping center at the intersection of Route 113 and Route 9.
- **PLUS 2013-05-03 Comprehensive Plan Amendment:** Review of an amendment to change the future land use of parcel 135-20.00-50.00 (413 South Bedford Street) from NB to LI to bring the zoning into compliance with the current use as a brewery operating under a conditional use.
- **PLUS 2013-10-01 Comprehensive Plan Amendment:** Review of an amendment to add a new subsection on Route 113 improvements.
- **PLUS 2013-11-01 Sussex Tech School District Site Feasibility:** Review of a potential site (Route 113 and Trap Pond Road) for a 420,000 SF career and educational facility with related amenities.
- **PLUS 2013-11-05 Sussex Tech School District Site Feasibility:** Review of a potential site (Route 113 and Route 9) for a 420,000 SF career and educational facility with related amenities.
- **PLUS 2013-11-06 Sussex Tech School District Site Feasibility:** Review of a potential site (Sand Hill Road) for a 420,000 SF career and educational facility with related amenities.
- **PLUS 2014-08-04 Comprehensive Plan Pre-Update Review:** Pre-update review of the Town’s certified comprehensive plan.
- **PLUS 2015-03-03 Comprehensive Plan Amendment:** Review of an amendment to change the zoning of two parcels from UR-1 to ED-Education.
- **PLUS 2016-06-04 Sun Behavioral Health:** Review of a site plan for a 70,000 SF behavioral health treatment facility on 6.9 acres along Biden Avenue.
- **PLUS 2018-09-06 Comprehensive Plan Amendment:** Review of an amendment to change the future land use map for one parcel from Commercial to Medium/High-Density Residential.
- **PLUS 2018-10-14 Isaac’s Farm Project:** Review of a site plan for 196,780 SF of commercial space on 72.23 acres along Route 113, to be used as a car wash, office space, and self-storage facility.
- **PLUS 2018-11-02 Village of College Park:** Review of a site plan for 288 apartments and 121 single-family homes on 69.67 acres along College Park Lane.
- **PLUS 2018-12-02 Comprehensive Plan Amendment:** Review of an amendment to change the future land use for two parcels from Highway Commercial to Medium/High-Density Residential.
- **PLUS 2020-09-07 Shipbuilders Square:** Review of a proposed subdivision for 159 residential units on 50.95 acres along Vaughn Road.

TOWN-MAINTAINED ROADWAYS

A

A Street	Airport Road	Anderson Street
Academy Street	Albury Avenue	Arbutus Drive
Adams Street	Alfred Street	

B

B Street	Boisenberry Lane	Burger King Drive
Barr Alley	Booker Street	Burton Street
Bayberry Street	Bramhall Street	Buttercup Drive
Beale Street	Brittingham Lane	
Biden Way	Broad Alley	

C

Calhoun Street	Charles Way	Coach Lane
Carmean Way	Cherry Lane	Coal Alley
Carolyn Street	Chestnut Street	College Park Lane
Carriage Lane	Chicory Drive	Conaway Street
Carver Street	Cinderberry Court	Cooper Alley
Cedar Street	Cinder Way	Cranberry Court
Center Street	Clover Drive	

D

Depot Street	Dewberry Drive	Douglas Street
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E

East Alley	Edward Street	Elizabeth Street
East Laurel Street Ext.	Elderberry Street	Ennis Street

F

Franklin Street	Front Street
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G

Garden Street	Goldenrod Drive	Green Alley
Gardiner Avenue	Gordy Street	
Goff Drive	Grammar Avenue	

H

H Street	Highland Avenue	Honeysuckle Court
Harris Alley	High School Avenue	Huckleberry Lane

I

Ingramtown Road

J

Jacqueline Drive	James Street
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K

Kimmey Street	King Street
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L

Lantern Lane	Legion Alley	Love Lane
Laurel Street	Linden Avenue	Lynchs Lane
Layton Avenue	Loblolly Lane	

M

Macklin Alley	Mary Street	Murrays Lane
Mae Street	Meadow Run	
Margaret Street	Mulberry Street	

N

Nancy Street	New Street	North Street
Nelson Avenue	North Lane	

O

Old Laurel Road

P

Parsons Lane	Pine Street	Pleasant Street
Pepper Street	Pittard Alley	Primary Avenue

R

Race Street	Railroad Avenue West	Rosa Street
Railroad Avenue East	Robinson Street	Rowland Way

S

Savannah Road	South Railroad Avenue	Sussex Central Drive
School Lane	Stevenson Lane	Swain Avenue
Silverberry Street	Stevens Street	Sweet Gum Court
South Alley	Strawberry Alley	
South Lane	Surrey Lane	

T

Tam Alley	Terrace Avenue	Tranquility Lane
Teaberry Lane	Tracy Street	Truitt Avenue

V

Vickers Lane

W

Wagamon Avenue	Waples Drive	Wilson Street
Walter Street	West North Street	Wingate Drive

CODE ENFORCEMENT VIOLATIONS BY TYPE

Violation Type	Year									
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Accessory Structures	3	11	10	11	28	10	33	4	8	7
Accumulation (Scrap Tires)	0	0	0	2	41	5	2	1	3	9
Addressing of Buildings	19	3	18	12	12	1	16	2	7	12
Additional Remedy (Property Maintenance)	0	0	0	0	0	0	0	0	0	1
Advertising of Yard Sales	0	0	0	5	9	0	0	1	2	2
Animals - Definitions	1	0	1	0	0	2	5	1	1	0
Animals Not Allowed to be Kept	1	2	13	10	8	5	11	5	2	11
Annual License Required	1	0	0	0	0	0	1	0	1	0
Areas Restricted	0	0	0	0	1	0	0	1	1	0
Basement Windows or Hatchways	1	0	0	0	0	1	0	0	0	0
Bathtub or Shower	0	1	0	0	0	1	0	0	0	0
Building Permit Required (Connection to Sewer)	5	1	0	0	0	0	0	0	0	0
Building Use and Construction to Comply with this Chapter	0	2	1	0	0	1	0	2	1	0
Certificate of Occupancy and Compliance	3	2	0	3	0	7	0	1	1	1
Chimneys	1	0	0	0	0	2	0	0	0	0
Common Halls and Stairways	1	0	0	0	0	0	0	0	0	0
Condemnation	10	4	13	8	15	21	20	9	7	8
Condition of Premises	16	1	1	2	1	16	4	7	16	19
Connections (Sewer System)	2	1	0	1	0	1	0	0	1	0
Connections (Water Supply)	3	3	1	0	0	4	1	0	1	1
Cooking and Heating Equipment	2	2	1	2	1	5	1	0	0	0
Cooking Facilities (Refrigeration)	0	1	0	1	0	0	0	0	0	0
Corner Visibility	0	0	0	0	0	2	0	0	0	0
Correction of Defective Electrical System	0	1	0	1	2	4	1	2	11	2
Curbing & Paving	3	0	0	0	1	0	0	2	1	2
Decorative Features	16	0	2	0	0	0	0	0	0	0
Demolition	0	0	0	1	0	1	0	0	0	1
Demolition Order as a Result of Condemnation	0	0	0	1	1	0	0	0	0	1
Deposit and Accumulation of Grass Clippings	2	1	5	35	14	0	4	60	32	30
Depositing Garbage Prohibited	0	1	1	2	88	17	40	82	62	52
Detrimental Objects	89	45	175	333	280	184	249	154	175	151
Display of License Required	0	0	0	2	0	0	0	0	0	0
Disposal of Collected Grease Material	0	0	0	0	0	1	0	1	0	0
Door Hardware	0	0	0	2	1	0	0	0	0	0
Dumping Prohibited	0	0	0	0	0	0	0	0	3	1
Dumpsters, Exception for Use and Screening	0	0	0	0	0	1	0	0	0	0
Dumpsters Screening and Pad	2	0	1	2	0	1	2	6	2	0
Dumpsters Size and Use	2	0	0	0	0	1	1	2	0	3
Exit Doors	3	0	1	0	0	0	0	0	0	0
Exit Facilities	0	1	0	4	1	3	3	0	0	0
Exterior Structures	20	16	22	7	11	1	24	6	15	7
Exterior Surfaces	24	5	8	26	7	6	39	7	9	1
Exterior Walls	19	4	7	18	4	1	9	1	2	0
Failure of Owner to Pay Town	111	178	28	0	0	1	0	0	0	0
Failure to Comply (Condemnation/Demolition)	0	1	0	0	0	0	0	0	0	0
Failure of Property Owner to Remedy	114	179	34	6	12	2	0	0	0	0
Fire Alarms	2	2	0	1	2	0	1	0	1	1
Fire Safety	0	2	1	0	3	12	2	3	1	0
Floors, Bathroom and Kitchen	0	2	0	0	0	5	1	0	0	0
Food Preparation	0	2	0	0	0	0	0	1	0	0
Foundation Walls	11	1	5	12	3	3	3	0	0	0
Glazing	0	0	2	0	0	4	0	0	0	0
Grading and Drainage	1	2	0	2	0	1	3	4	7	5
Grease Traps	0	0	0	0	0	1	0	0	2	0
Gross Floor Area - Dwelling Units	1	0	0	2	0	0	0	0	0	0
Growth of Bushes	0	0	1	1	0	4	6	4	0	4
Growth of Weeds	0	0	3	4	1	32	20	19	6	9
Habitual Offender - Non Rental	0	0	0	0	0	0	0	0	4	2
Habitual Offender - Rental	0	0	0	0	0	0	0	0	2	6
Habitual Offender - Scope	0	0	0	0	0	0	0	0	0	1

PLAN GEORGETOWN 2021: A Comprehensive Plan for a Well-Rounded Future

Heating	1	2	0	0	0	3	0	1	1	0
Height of Grass	97	1	204	114	129	42	93	168	145	141
Height Limit of Other Vegetation	58	176	188	116	133	5	2	9	10	9
Holiday Lighting	10	4	5	21	32	34	26	41	45	20
Hours (Yard Sales)	0	0	0	1	4	0	0	0	1	1
Hours of Operation	0	0	0	0	1	0	0	0	0	0
Indoor Furniture/Outside	0	0	26	90	63	31	20	6	3	11
Insect & Rat Control	4	3	4	7	0	2	4	6	3	3
Insect & Rat Harborage	9	4	2	4	0	32	9	0	1	0
Installation (Electrical Equipment and Appliances)	3	2	5	0	1	0	0	2	0	0
Installation (Mechanical Equipment)	0	0	0	1	0	0	0	0	0	0
Interior Sanitation	0	1	0	6	0	2	0	0	1	0
Interior Structural Members	0	1	0	1	0	0	1	0	1	0
Interior Structures	11	2	1	2	0	0	0	0	1	0
Interior Surfaces	15	5	1	4	0	0	3	2	1	2
Lead-Based Paint	1	0	0	0	0	2	7	2	0	0
Liability for Towing and Storage Expenses	1	0	0	0	0	0	0	0	0	0
License Fees (Ice Cream Peddlers)	0	0	0	0	1	0	0	0	0	0
License Restriction	0	0	0	0	0	1	0	0	0	0
Light, Ventilation and Space Requirements	10	0	1	1	0	0	0	0	0	0
Maintenance of Stairs, Porches and Railings	0	1	0	4	1	3	2	0	0	0
Maintenance of Trees and Other Vegetation	15	12	67	83	23	9	49	79	38	24
Maintenance (Plumbing Stack, Waste & Sewer Lines)	1	0	0	0	0	1	1	1	1	1
Noise - Keeping of Noisy Dogs and Cats	0	1	0	0	0	0	3	3	2	1
Noise - Loud Noise Prohibited	2	0	0	0	0	2	3	1	0	2
Notice Deemed Effective for the Remainder of the Year	0	0	0	0	0	0	0	82	106	118
Only Wastewater to be Discharged	1	0	0	0	0	0	0	0	0	0
Openable Windows	0	1	0	0	0	3	0	0	0	0
Outdoor Burning, Permit Required	0	1	0	6	1	3	4	4	1	4
Outlets Required	0	1	1	2	0	0	0	0	2	0
Overcrowding	8	7	1	7	4	9	6	2	0	1
Owners & Custodians Responsible for Disposal of Dog Feces	1	0	2	1	0	0	4	1	0	0
Parking and Occupancy of Trailers	5	0	0	0	1	4	3	3	4	4
Parking Area Standards	2	0	3	3	2	2	0	0	4	6
Parking - Certain Other Parking Prohibited	0	0	130	141	82	29	23	44	30	28
Parking - Off-Street Parking and Loading	1	0	0	2	1	1	0	0	0	1
Permit for Construction Required	9	7	31	42	55	18	6	30	21	29
Permitted Accessory Uses (UR1)	1	3	0	0	0	1	0	0	0	1
Permitted Uses (UR1)	1	3	0	2	0	0	0	0	0	2
Permitted Uses (UR2)	0	1	0	1	0	0	0	0	0	0
Plumbing Facilities	0	1	0	1	0	0	0	0	1	0
Prohibited Discharges to Sanitary Sewer	1	0	0	2	0	0	0	0	0	0
Railings - Exit Facilities	0	0	3	0	0	1	2	1	1	0
Rear Yard Requirements (UR1)	0	1	0	0	0	0	0	0	0	0
Rental/Business License	24	57	40	51	117	24	36	45	61	94
Rental Licenses (Applicant Shall Certify in Writing)	0	0	1	0	51	4	1	4	0	0
Required Off Street Parking	2	0	0	0	0	0	0	0	0	0
Requirements Not Specifically Covered in This Chapter	0	1	0	0	0	0	0	1	1	0
Revocation, Rental/Business License	0	0	0	0	0	1	0	0	0	0
Roofs	4	2	3	14	3	6	5	4	7	4
Running at Large Prohibited	3	0	4	5	1	1	9	1	3	2
Satellite Dish & Antennas	3	3	55	7	3	3	1	4	2	23
Scrap Tire Management - General	0	0	0	2	43	6	9	9	6	11
Sewer Connection - Required	0	0	0	0	0	0	1	1	1	0
Sign Regulations for All Districts	0	0	3	7	8	5	7	4	3	6
Signs General Regulations	1	0	4	5	6	6	3	0	3	3
Signs (Historic District)	0	0	2	1	2	0	0	1	0	0
Signs, Marquees & Awnings	0	0	4	2	6	1	0	0	0	0
Signs Permitted in HD District	1	1	1	1	2	0	0	0	0	0
Spaces Prohibited for Sleeping Purposes	1	1	2	2	3	3	1	1	0	2
Stairs & Porches	8	3	2	3	0	3	18	10	5	6
Standing Water	1	0	0	1	0	2	1	0	1	0
Storm Drainage	0	0	1	0	0	0	0	1	0	0
Structural Members	0	1	0	0	0	0	0	0	0	0
Swimming Pools	2	2	0	1	2	2	0	1	0	0

Toilet Rooms (Light and Ventilation)	0	1	0	0	0	0	0	0	0	0
Transfer of Ownership	3	0	3	2	0	0	0	0	0	0
Trash, Collection	10	5	86	239	149	54	113	72	82	82
Truck Parking Prohibited in Residential Zones	0	0	0	0	0	3	0	2	1	0
Unreasonable Noise Prohibited	1	0	0	0	0	1	0	0	0	0
Unremoved Snow or Ice a Nuisance	0	0	0	0	29	61	2	0	8	16
Uses Not Listed Prohibited	1	10	3	5	1	0	0	3	1	2
Vacant Structures and Land	4	2	3	15	10	1	0	3	1	3
Vacant Structure Registration	0	0	0	0	0	0	0	0	0	36
Vehicles Abandoned on Public Property	10	0	2	2	0	1	2	9	8	8
Vehicles ... Inoperable or Unregistered on Private Property	27	8	44	70	51	66	89	52	58	52
Violations and Penalties (Animals)	0	0	1	2	1	0	0	3	2	0
Violations and Penalties (Dumpsters)	0	0	0	0	0	0	0	0	1	0
Violations and Penalties (Grass, Bushes, Trees, Vegetation)	112	177	195	195	145	13	1	0	1	2
Violations and Penalties (Grease Traps)	0	0	0	0	0	1	0	0	0	0
Violations and Penalties (Housing Standards)	15	0	1	3	0	2	0	0	1	1
Violations and Penalties (Ice Cream Peddlers)	0	0	0	0	1	0	1	1	1	1
Violations and Penalties (Licensing)	0	3	11	41	110	12	0	0	28	57
Violations and Penalties (Noise)	1	0	0	0	0	0	0	0	0	1
Violations and Penalties (Outdoor Burning)	0	1	0	4	1	2	0	6	2	5
Violations and Penalties (Property Maintenance)	3	0	1	27	0	1	0	0	0	0
Violations and Penalties (Scrap Tires)	0	0	0	2	43	2	0	0	0	0
Violations and Penalties (Trailers)	0	0	0	0	1	0	0	0	1	0
Violations and Penalties (Yard Sales)	0	0	0	6	12	0	2	2	7	0
Violations and Penalties (Zoning)	0	0	1	5	0	0	0	0	2	4
Water Disconnect	0	0	10	1	3	4	0	0	0	0
Water Heating Facilities	0	0	0	1	0	1	0	0	0	0
Window Treatments	0	0	0	0	0	0	0	0	9	8
Windows and Doors to be Weathertight	16	8	17	19	6	5	7	7	11	3
Windows, Doors & Frames	2	1	7	16	5	6	12	12	12	11
Yard Waste	1	0	7	1	1	15	25	16	12	12
Total Code Enforcement Violations	1,013	1,005	1,544	1,942	1,897	928	1,119	1,178	1,154	1,214

TOP TEN CODE ENFORCEMENT VIOLATIONS

Below are excerpts of the ‘Top Ten’ list of Code Enforcement Violations from the *Town Code*. As noted in **CHAPTER 7—HOUSING**, these are the most commonly cited violations in the Town. The *Town Code* sections below are current as of **PLAN GEORGETOWN’s** adoption; however, the *Town Code* is subject to revision at any time. For the most current references, see the *Town Code* online at the Town’s webpage.

ACCESSORY STRUCTURES | TOWN CODE §116-30

All accessory structures, including detached garages, fences and walls shall be maintained structurally sound and in compliance with the provisions of this chapter.

DEPOSITING GARBAGE PROHIBITED | TOWN CODE §185-4

No person shall dispose of any garbage, trash or rubbish by throwing or placing it upon any lot or property or public way within the confines of the Town or within a distance of one mile of the Town limits.

DETRIMENTAL OBJECTS | TOWN CODE §165-18

It shall be unlawful for any occupant or owner of any premises within the corporate limits of the Town of Georgetown to keep, to store, to have stored or permit to be stored on the premises any object or objects or material of a detrimental nature which is unsuitable for outside storage or use, that would detract from the peace, health, safety or tranquility of the premises whereon it is stored or of the adjoining premises, and the storage of such object or objects is hereby declared to be detrimental to the public health, safety and general welfare of the property owners and residents of the Town of Georgetown and a common and public nuisance. Detrimental objects and materials shall include but not be limited to old tires, motor vehicle parts or related equipment, rubbish, garbage, trash, organic waste, inorganic waste, household furniture, appliances and other obvious junk or salvage, which can endanger the public safety, fire safety, and/or create and environment for rodent infestation.

EXTERIOR STRUCTURES | TOWN CODE §116-31

- A. The exterior of a structure shall be maintained structurally sound and sanitary so as not to pose a threat to the health and safety of the occupants and so as to protect the occupants from the environment.
- B. All wood and metal surfaces, including but not limited to, window frames, doors, door frames, cornices, porches and trim shall be maintained in good condition. Peeling, flaking, and chipped paint shall be eliminated and surfaces repainted.

- C. All cornices, belt courses, corbels, terra cotta trim, wall facings and similar decorative features shall be maintained in good repair with proper anchorage and in a safe condition.
- D. All canopies, marquees, signs, metal awnings, fire escapes, standpipes, exhaust ducts, and similar overhang extensions shall be maintained in good repair and be properly anchored so as to be kept in a sound condition. When required, all exposed surfaces of metal or wood shall be protected from the elements against decay or rust by periodic application of weather-coating materials, such as paint or similar surface treatment.

EXTERIOR SURFACES | TOWN CODE §116-33

Every foundation, exterior wall, roof and all other exterior surfaces shall be maintained in a workmanlike state of maintenance and repair and shall be kept in such condition so as to exclude rats.

FAILURE OF OWNER TO PAY TOWN | TOWN CODE §165-11

If the bill so presented by the Town Manager on behalf of the Town of Georgetown shall not be paid within 30 days following delivery of certified mail with return requested and postage prepaid, the Town Manager of the Town of Georgetown may institute an action in the corporate name in any court of competent jurisdiction in the State of Delaware for the collection of the debt to collect the same in a manner now or hereafter provided for the collection of judgments in the State of Delaware or he or she may be proceed by any other method provided in the Charter of the Town of Georgetown for the collection of debts due the Town of Georgetown.

FAILURE OF PROPERTY OWNER TO REMEDY | TOWN CODE §165-10

Upon the failure of the property owner or tenant to have said growth of grass, noxious weeds or other vegetation being maintained in violation of the provisions of this article cut or otherwise remedied within the time specified as aforesaid, the Town Manager may proceed to cause said growth of grass, noxious weeds or other vegetation being maintained in violation of this article cut or otherwise remedied at the expense of the owner of said property and, when completed, a bill for the cost thereby incurred as determined by the Town Council in the name of the Town of Georgetown shall, as soon as convenient thereafter, be presented by certified mail with return receipt requested and postage prepaid to the owner of said property or the tenant of said owner.

GROWTH OF WEEDS | TOWN CODE §165-5

It shall be unlawful for the owner of any property or the tenant of any owner to permit or maintain the growth of noxious weeds anywhere in the Town of Georgetown, and the growth of noxious weeds anywhere in the Town of Georgetown is hereby declared to be detrimental to the public health, safety and general welfare of the property owners and residents of the Town of Georgetown and a common public nuisance.

HEIGHT LIMIT OF OTHER VEGETATION | TOWN CODE §165-7

It shall be unlawful for the owner of any property or the tenant of any owner to permit or maintain the growth of any other vegetation more than eight inches in height except for trees, flowers or other ornamental plants, and such growth is hereby declared to be detrimental to the public health, safety and general welfare of the property owners and residents of the Town of Georgetown and a common and public nuisance.

HEIGHT OF GRASS | TOWN CODE §165-4

It shall be unlawful for the owner of any property or the tenant of any owner to permit or maintain the growth of grass more than eight inches in height anywhere in the Town of Georgetown, and the growth of grass higher than eight inches is hereby declared to be detrimental to the public health, safety and general welfare of the property owners and residents of the Town of Georgetown and a common and public nuisance.

HOLIDAY LIGHTING | TOWN CODE §116-146

It shall be in violation of the Code for a person to place holiday seasonal lighting in a location that is visible from public property or from abutting private property more than 35 days prior to the holiday and 30 days after the holiday with which the holiday seasonal lighting is associated.

INDOOR FURNITURE/OUTSIDE | TOWN CODE §

INSECT & RAT HARBORAGE | TOWN CODE §116-55

All structures shall be kept free from insect and rat infestation and where insects or rats are found they shall be promptly exterminated by acceptable processes which will not be injurious to human health. After extermination, proper precautions shall be taken to prevent reinfestation.

MAINTENANCE OF TREES AND OTHER VEGETATION | TOWN CODE §165-6.1

It shall be unlawful for the owner of any property to permit any tree, bush or other vegetation to overhang any public sidewalk, public street or right-of-way so that its branches obstruct the light from any streetlamp, the view of any street location, the visibility of traffic signs or the passage of pedestrians and vehicles. Trees, bushes and other vegetation shall be trimmed to a clearance height of 10 feet over sidewalks and 14 feet over streets. Said owner shall also remove all dead, diseased or hazardous trees, or broken or decayed limbs, that are detrimental to the public health, safety and general welfare of the property owners and residents of the Town of Georgetown and a common and public nuisance.

PARKING – CERTAIN OTHER PARKING PROHIBITED | TOWN CODE §215-3

No vehicle shall be parked upon any sidewalk, crosswalk, street intersection, public or private lawn, curb or drainage course.

RENTAL/BUSINESS LICENSE | TOWN CODE §

SATELLITE DISH & ANTENNAS | TOWN CODE §

TRASH, COLLECTION | TOWN CODE §185-3

The following rules and regulations shall apply to and govern the collection, handling, and disposition of household garbage, trash, and rubbish:

- A. Participation in the Town’s household/office garbage collection program is mandatory, unless exempt by the provisions of §185-2C or §185-6. However, only collectors employed by the Town are permitted to collect residential/office garbage within the Town limits. The owner or occupier of any given lot or property shall place all garbage and rubbish in specified containers and bundles, as hereinafter specified, along the curb in the front of such property in order that it may be conveniently removed by the collector thereof. All garbage, trash or rubbish containers when full shall be placed for collection along the curb in front of the property not sooner than 6:00 p.m. of the day preceding the day that the same normally will be collected by the collector, and not later than 6:00 a.m. on the normal day of collection; and all garbage, trash and rubbish containers shall be removed from the collection area and returned to the rear yard of the property by 9:00 p.m. on the day the container has been emptied by the collector.
- B. Grass clippings, leaves, brambles, sticks, tree trimmings, weeds, garden refuse, dirt, gravel, rocks, hedge clippings and stumps shall not be collected by the Town of Georgetown as a part of the household/office garbage collection program, and no owner or occupier of any given lot or property shall place these items for collection by the Town as a part of the household/office garbage collection program.
- C. All garbage and food waste shall be wrapped in paper or placed in plastic bags. All garbage, food waste, trash and rubbish shall be contained in the container provided by the Town for collection.
- D. No person shall put, place, deposit or throw any garbage, trash, rubbish or refuse collected or gathered from one property, upon or in front of any other lot or property without the express consent and the permission of the owner or occupier of such other lot so to do.
- E. Under no circumstances shall the Town of Georgetown be obligated to perform collections which violate any of the terms of this article. Upon persistent violation of the terms of the chapter by any property owner or occupier, the Town may refuse to perform further collections or may prosecute pursuant to §185-8 hereof.
- F. Quarterly fee. The Town Council may establish a fee for the collection of household waste in accordance with the terms of this article.
- G. In case of dispute over whether any item shall be collected by the Town of Georgetown pursuant to this article, all decisions of the Town Manager shall be final.

UNREMOVED SNOW OR ICE A NUISANCE | TOWN CODE §190-1

Unremoved snow or ice, or both, remaining on a public sidewalk within the corporate limits of the Town of Georgetown for a period longer than 24 hours following the ceasing of the precipitation shall be and it is hereby declared to be a common public nuisance.

USES NOT LISTED PROHIBITED | TOWN CODE §230-14

For the purposes of this chapter, permitted uses are listed for the various districts. Unless the contrary is clear from the context of the lists of permitted uses or other provisions of this chapter, uses not specifically listed are prohibited.

VEHICLES WRECKED, DISMANTLED, INOPERABLE OR UNREGISTERED ON PRIVATE PROPERTY | TOWN CODE §212-5.A

No person shall park, store, leave or permit the parking, storing or leaving of any wrecked, dismantled, inoperable or unregistered vehicle of any kind, whether attended or not, upon any private property within the town in excess of 15 days. The temporary or intermittent movement or removal of such vehicle shall not be deemed to interrupt the running of the fifteen-day period. The presence of such vehicles, or parts thereof, on private property is hereby declared a public nuisance which may be abated in accordance with the provisions of this chapter. The Georgetown Police Department or the Code Enforcement Officer are authorized to obtain information from any vehicle parked on any property in violation of this section, with or without the property owner’s permission, in an effort to identify the vehicle’s registered owner.

VIOLATIONS AND PENALTIES (GRASS, BUSHES, TREES, VEGETATION) | TOWN CODE §165-13

Any person violating any provision of this article shall pay such fines as set out in Chapter 1, Article III, General Penalty.

VIOLATIONS AND PENALTIES (LICENSING) | TOWN CODE §130-12

- A. Any person violating any provision of this chapter shall pay such fines as set out in Chapter 1, Article III, General Penalty.
- B. In addition to the penalties prescribed in Subsection A of this section, the Town Council may direct the Town Solicitor to proceed at law or in equity against the person responsible for the violation for the purpose of ordering that person to restrain from any act in violation of these licensing provisions.

CODE ENFORCEMENT VIOLATIONS BY WARD


Year	Ward 1	Ward 2	Ward 3	Ward 4
2010	268	480	197	80
2011	244	445	144	113
2012	372	745	275	143
2013	392	886	496	195
2014	414	794	510	180
2015	174	540	187	35
2016	223	548	291	64
2017	242	510	299	127
2018	232	543	311	68
2019	240	565	284	125

CODE ENFORCEMENT VIOLATIONS BY PROPERTY TYPE

Year	Residential		Vacant	
	Owner Occupied	Renter Occupied	Lot	Structure
2010	212	686	41	7
2011	136	648	93	41
2012	420	861	98	94
2013	499	1,159	42	162
2014	377	993	131	211
2015	69	769	32	27
2016	64	966	45	14
2017	237	448	56	19
2018	174	446	50	32
2019	196	413	39	63

NON-RESIDENTIAL DEVELOPMENT

Business	Location	Approvals		Built
		Prelim	Final	
104 North Race Street	N Race St	✓	✓	✓
Baker Petroleum Exxon	US 113/US 9	✓	✓	✓
Burger King	DuPont Blvd	✓	✓	✓
Calhoun Store	Cedar St	—	✓	✓
Carpenters Union Trade School	Vaughn Rd	✓	✓	✓
Chamber of Commerce	E Market St	—	✓	✓
Clean Cut Pavers & Pools	S Railroad Ave	✓	✓	
College Park—La Red Health	Carmean Way	✓	✓	✓
College Park—Medical Arts	Biden Ave	✓	✓	✓
College Park—Sun Behavioral	College Park	✓	✓	✓
Dean Campbell Law Office	N Bedford St	—	✓	✓
Delmarva Christian	Sussex Pines Rd	—	✓	✓
DelTech Automotive Building	DelTech Campus	✓	✓	
DelTech Greenhouse	Ennis St	✓	✓	✓
DTCC Jason Building	Bridgeville Rd	✓	✓	✓
Dunkin Donuts	DuPont Blvd	✓	✓	✓
Exergy Inc. Eng. Facility	N Race St	✓	✓	✓
Family Health of Georgetown	Lee Ave	✓	✓	✓
Fellowship Health	DuPont Blvd	—	✓	✓
First State Career Closet	N DuPont Hwy	—	✓	✓
First State Sandwich Factory	N Bedford St	—	✓	✓
Georgetown Advance Auto	DuPont Blvd	✓	✓	✓
Georgetown Marvel Museum	S Bedford St	✓	✓	
Georgetown Medical Center	W Market St	✓	✓	✓
Georgetown Middle School	W Market St	✓	✓	✓
Georgetown Package Store	N Bedford St	✓	✓	✓
Georgetown Plaza Pad Site	S DuPont Blvd	✓		
Georgetown Public Library	W Pine St	✓	✓	✓
Georgetown Storage Facility	S Bedford St	✓	✓	✓
Griffin Office Properties	N Railroad Ave	✓	✓	✓
Habitat for Humanity Office	Academy St	✓	✓	✓
Harrington ERA	DuPont Blvd	—	✓	✓
Harrison Senior Living	W North St	✓	✓	✓
Inclind Investments	W Market St	—	✓	✓
JD Shuckers	Roth Ave	✓	✓	✓
KGB Properties Brewery	S Bedford St	—	✓	✓
Laurel Street Suites	W Laurel St	✓	✓	✓
Mansion House	The Circle	✓	✓	✓
McDonald's	DuPont Blvd	✓	✓	✓
MM Auto Sales	N Bedford St	—	✓	✓
Murray Law Office	N Bedford St	✓	✓	✓
Neighammer Hair Salon	Carolyn St	✓	✓	✓
North Georgetown Elementary	N Bedford St	✓	✓	✓
Parker Group	N Bedford St	✓	✓	✓
Paul Enterline Office	S Race St	—	✓	✓
Primeros Pasos Daycare	Savannah Rd	✓	✓	
Professional Business Office	W Market St	—	✓	✓
Royal Farms	DuPont Blvd	✓	✓	✓
Shades of Beauty	Bridgeville Rd	—	✓	✓
Shone Lumber	Bramhall St	—	✓	✓
Spanish Christian Library	N Race St	—	✓	✓
Splash Laundromat	Kimmey & E Laurel St	✓	✓	✓
Starbucks	College Park Ave	—	✓	✓
Sterling Square	US 9 & Airport Rd	—	✓	✓
Super Tienda	N King St	—	✓	✓
Sussex County	E Pine St	—	—	✓
The Brick Hotel	The Circle	✓	✓	✓
Tru Hotel	Shops at College Park	✓	✓	✓
Veteran's Affairs Clinic	Roth Ave	✓	✓	✓
Wyndham Hotel	DuPont Blvd	✓	✓	✓



SUMMER CONCERT SERIES OUTREACH	AC-2
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SWOT ANALYSIS	AC-4
COMMUNITY SURVEY	AC-7

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APPENDIX C

COMMUNITY ENGAGEMENT

Included in **APPENDIX C—COMMUNITY ENGAGEMENT** are issues raised in comments from members of the public, in various community surveys.

SUMMER CONCERT SERIES OUTREACH

Below are the public comments received at the September 1, 2016 Summer Concert Series event (see **CHAPTER 1—INTRODUCTION** for event summary).

WHAT ARE THE TOWN'S STRENGTHS?

- Flags, flowers, lights in The Circle—looks great!
- History
- Concerts & Mayor
- There are cultural and business activities to meet a person's needs.
- The community
- People/community
- Central location; Redner's, Walmart
- Committed staff, Council, Police Dept.
- The friendly people; The Circle; Arts & Flowers; Concerts
- Strong sense of community
- Our Mayor—he does a lot to make Georgetown what it is
- Bringing community together.
- Friendly people; designated Downtown Development District; willingness to be proactive
- Very community oriented
- Cozy town feel; The Circle; the Brick Restaurant; the Harvest House; 16 Mile Brewery; outdoor concerts at 16 Mile
- Historical aspects
- History; family oriented
- Clean, quiet, nice Circle; some businesses
- Lot of free concerts and other events for everyone's enjoyment
- Mayor and elected official and staff and their dedication
- Great events, concerts, NYE bash
- Location—center of the County & great Planning Department
- Community feeling; Bill West & Chris LeCates; finally inviting businesses to the town
- Good police and courts; good schools (Sussex Tech) and teacher
- The Mayor—has done great things for this town
- The landscaping on The Circle looks great. Keep it going.
- Sense of community; events
- Small town feel; support for seniors/Cheer Center; close to most things; Del Tech
- Good neighbors; a sense of belonging
- Warm, welcoming & entertaining things to do. Love The Circle! Love the people!
- All the activities – concerts – great!
- Public Works Department
- Leadership
- Community involvement; friendly staff; Return Day

WHAT ARE ITS WEAKNESSES?

- We need more restaurants!
- Traffic flow
- More stores
- There are traffic flow and safety issues on 113 in Georgetown.
- No nightlife; more parks.
- More parks
- No night life. Something like the Crooked Hammock would be great. No major shopping department stores (Kohl's, etc.).
- Lack of interest from residents
- Too many people feel Hispanic community makes town look run down – often it's the landlord's problem.
- Traffic
- The people that are there, illegal.
- Town needs to be rejuvenated in areas.
- Lack of business choices/selection; businesses (esp. restaurants) not open late
- Lack of recreational activity for all ages (indoor & outdoor)
- Too many halfway houses and too much low-income housing; no new home construction; new home impact fees are high
- Dilapidated houses
- Comprehensive Plan and over-regulation drives prospective businesses out of town. Many design projects were killed by P&Z.
- No hardware store
- No yard waste pickup during the year. Why do we have to pay to get rid of it when they turn around and use it?
- Aging population of the voting block & a large Guatemalan group
- Too little to do after 5:00pm
- More popular restaurants downtown
- Too many illegals; more enforcement of codes; partying in town; Perdue needs to step up
- Fill wet holes near grandstand, lay a hard surface for dancing [at 16 Mile for outdoor concerts]
- Better school bus and more parking for handicap
- The overpopulation of Hispanics & immigrants
- Finish the utility work under Bedford, then reinforce it.
- More shopping options
- Not enough activities for youth; better parks/rec needed
- Immigrants
- Old worn-down houses along the streets entering Georgetown. Needs more retail stores

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- Very good Town Council. Mayor & Town Manager that work well together for people of Georgetown
- Open for business – reception & willing to support business growth. The people.
- Town participation in events. Circle is a plus & everyone participating in decorating. Website is nicely updated.
- I like all of the shops
- Social activities; #1 community college
- The Circle looks lovely
- The feel of a small town.
- The buildings around The Circle.
- The Mayor (West)
- Visibility & approachability of town leaders
- Historical value is incredible! Order of law enforcement seems to be present.
- Bill West & management
- Music on The Circle; new restaurants; 16 Mile
- Great planning consultants; Return Day
- Strawberry [ice cream flavor]; I like to come to the concerts
- Central location; beautiful downtown; caring people; a Council that now is in tune to people
- Trying to clean it up on old houses that need to be torn down & public safety
- Town is trying to modernize
- Small town community
- An active and friendly Town Mayor and Town Council. Easily approachable. A good Georgetown Historical Society.
- Strong civic pride
- Fantastic Mayor & Council. They work really hard to improve Georgetown and make it grow.
- It has kept the historical part.
- Flowers & Night on The Circle
- Its hometown feel
- Concerts are great! Town is looking good.
- Community
- The Circle & Brick Hotel
- Homes as you enter Georgetown spoil the beautiful Circle
- Planning for future
- More shopping. (good) restaurants open past 9pm
- Hispanic population
- Lack of parking
- Street sweeper more; painting curbs
- Not enough restaurants
- Too much emphasis on Hispanics! Over-crowded public school system.
- Too many parts look like a ghetto! Not very proud of saying where I live. The main streets are in desperate need of repair. Many, many code violations & doesn't seem like they are being addressed.
- Old buildings need fixing.
- Traffic and parking.
- Housing; businesses (shopping & food choices); playgrounds
- Street lighting; grocery store choice
- Disorganized civil outlay. Cemeteries on side of road, etc. Competency and positive attitude
- Immigration
- Farmers' Market – not local, not organic; no food store (Redner's but no other options)
- Crap restaurants; nothing good open after 9pm
- Lack of things to do (i.e. movies, bowling, etc.); hard process for businesses looking to come to town, but it is improving
- I do not live in the town. I only work here. It is growing. Need more town police with minority population to speak Spanish. I hate the thought, but it is needed.
- Bad management/Town Manager
- Housing; unlicensed drivers
- Seem to be getting more than what seems fair of Group Homes
- Inadequate Hispanic outreach
- Lot of places in Georgetown are in terrible shape and something needs to be done to have owner fix them up. Not a good sight for people riding through town.
- Roads; needs businesses on East side.
- Don't have town for the teenage/young adult. Need a bowling alley.
- Growth
- Parking; needs more businesses

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FIRST STATE CAA OUTREACH

Below are comments received at the April 22, 2017 outreach event held at the First State Community Action Agency (see **CHAPTER 1—INTRODUCTION** for event summary).

WHAT ARE THE TOWN'S STRENGTHS?

- Location
- Business traffic
- Potential for growth
- The community is family oriented and the closeness encourages families to move here
- Resources to the community

WHAT ARE ITS WEAKNESSES?

- Divided by cultures
- Lack of competitive growth for businesses (restaurants, stores, etc.) (doing better)
- Available housing and jobs

SWOT ANALYSIS

Below are results from the SWOT analysis, provided by the Planning Commission, Town Council, and Town administrative staff (see **CHAPTER 1—INTRODUCTION** for activity summary).

STRENGTHS

- | | |
|---|---|
| <ul style="list-style-type: none"> ▪ Mayor, Council, Town employees all friendly, helpful and visible in the community ▪ New Police Chief and increased police presence, Police Chief finding grant money and programs to better the department ▪ Town beautification ▪ Community events – Farmers’ market, concerts, festivals, New Years’ Eve ▪ Public Library and Job Center ▪ Incentives for businesses ▪ Delaware Tech and their employees and students ▪ Schools ▪ Small historic town with various historic structures throughout the Town ▪ Increased promotion of Town as a destination ▪ Central location ▪ Site of schools of higher education offering a variety of opportunities to residents ▪ State and county services located within the town ▪ Undertaking needed update to comprehensive plan which will set the priorities and vision needed to move forward ▪ Development is maxed out eastward, movement will be toward Georgetown affording opportunities to pick and choose what we want and don’t want ▪ Efforts to beautify the town – new park on N King Street, Wilson Park, Arts and Flowers Organization ▪ Concert series and farmers’ market ▪ More locally provided options for health and allied health care services ▪ Expanded air traffic ▪ County Seat ▪ The Circle | <ul style="list-style-type: none"> ▪ The diversity of the residents ▪ The Circle & surrounding area—has tourist appeal ▪ Location of State & County government—draws employees and clients into town ▪ The various Courts—draws employees and clients into Town as well as attorneys’ offices ▪ Education facilities within and near the Town—draws employees and clients into Town ▪ Located on a major north/south road and a major east/west road ▪ The number of clubs and organizations that are willing to work with the Town for the common good ▪ 16 Mile—has done much to draw people to Town ▪ Some property owners, both residential and commercial, are spending money to improve their buildings ▪ Some positive signs of new businesses coming to Town. This includes the growth along N Race Street ▪ New business—Microtel soon to open, JD Shuckers, VA ▪ Medical options: Beebe, Bayhealth, Nanticoke ▪ Educational opportunities: public schools (modern and updated), SAAS, Delmarva Christian ▪ College opportunities ▪ Fiscal sound community ▪ Excellent infrastructure (water, sewer, gas, broadband) ▪ Engaged citizenry ▪ Popular events (Wings & Wheels), Return Day, Concerts, Hispanic Festival) ▪ Active Mayor & Council ▪ Community Events ▪ County Seat ▪ The Circle ▪ Development Design Guidelines ▪ Forward thinking |
|---|---|

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- Historic
- Close to the beaches
- Higher education opportunities
- Concerts
- Airport
- Arts and Flowers Organization
- Parks
- Commercial growth
- Medical offerings
- Downtown improvements
- Education opportunities
- Dedication of community groups (Arts & Flowers, etc.)

WEAKNESSES

- Code enforcement—run down rental properties, overflowing trash containers
- Language barrier
- Need better ways of getting information to the public
- Sewer/road issues
- High water and sewer rates
- Increasing property taxes
- Need to vacate court settlement giving property owners abusive power over the Town. Town cannot enforce ordinances to protect the welfare of town residents.
- Structures that need massive repair or demolition
- Most privately owned rental properties are deplorable
- Lack of strong code enforcement
- Need closer working relationships with the Hispanic community and the social service agencies funded to serve that community. Many code violations could be avoided with a renewed effort to educate the Hispanic community on what they can do to improve the appearance of properties they occupy.
- Stronger litter control and enforcement
- Corridor along Market Street is unappealing, street not cleaned often enough, valuable retail space taken up by businesses that do not serve the daily needs of residents of Town. Housing along East Market Street need repair, painting and renovation.
- Lack of diversity in shopping and dining options
- Realtors that steer potential home buyers away from Georgetown
- Increasing numbers of special needs housing in spite of the work done to limit these facilities. Must be a renewed effort to abide by and strengthen the recommendations made in the Task Force Report.
- State services bring certain issues into Town beyond our control; however, they negatively impact our town. For example, releasing inmates with no ties to the Town without provision for food or shelter or meaningful reintegration activities. Probation is not meaningful reintegration and re-incarceration rates are very high.
- Need to revise downward height restrictions in the highway commercial zone. Currently 55 ft. is allowable. This is too high and needs to be addressed. Recommend consistency with County limitations.
- Reinstate residency requirement for Town Manager position.
- Enforce restriction of yard sales along vacant properties along East Market Street and Railroad Avenue. These
- The lack of interest by the younger residents in becoming involved in the Town’s government
- 16 Mile—many of the Town’s events are held at 16 Mile & not within the downtown area (this is partly due to the lack of recreational areas within the downtown)
- The lack of good quality starter housing that would attract young people to the town
- The lack of involvement by the minority residents in the Town’s activities and government
- Buildings that need repair or demolition
- The Circle & surrounding area is a bottle neck to east/west traffic flow. Being on an east/west corridor keeps the Town from fully utilizing The Circle.
- Some landlords just don’t care. They’re in it for the money.
- The number of government, educational, and other tax exempt properties cut into the tax base
- The lack of vacant parcels near the center of Town that could be used for community functions
- Majority—low income
- The apathy of the population in general when it comes to Town’s business and government
- The Route 113 corridor is very congested particularly on weekends beginning Thursday night and ending Monday afternoon. The Route 9 and Route 18 intersections are bottlenecks and dangerous. I know there are upgrades planned for the Route 18 intersection, but I don’t see anything going on for the Route 9 intersection. I’m waiting for a head-on collision between someone trying to get into the north turn lane on 9 coming from the west and someone trying to turn into the shopping center. I’ve heard some talk about transportation improvement districts. Maybe it’s time for the Town (and possibly the County) to approach DeIDOT about this.
- Too many halfway houses in town limits
- Excessive absentee landlords that are cited for Code violations/water & sewer cutoffs
- Poor management of low-income housing: Dunbarton, North Gate
- Communication—language barriers
- Demolition of buildings by neglect
- Absent landlords
- Becoming a destination
- Retail options downtown
- Restaurant options downtown

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- are unsightly and in violation of code. On weekends the police should issue violation citations.
- Sub-standard housing
- Slum lords
- More people living in a house than allowed by Code
- Parking
- All Codes enforced

- High traffic intersections/congestion and safety concerns
- Code enforcement backlog
- Level of staffing (non-law enforcement)
- Old Buildings (Town Hall)
- Pump Station upgrades needed
- Several years without a property tax increase

OPPORTUNITIES

- Website, newsletters, email notifications, public hearings, newspaper articles, social media
- Increased public events and offer volunteer opportunities for community involvement
- Information tables during events to inform public
- Identify opportunities where the County and Town can promote areas that would be mutually beneficial. Both are undertaking updating their respective Comp Plans at the same time. It is important to see where we can support the same goals particularly since some of the undeveloped land along Rt. 113 is outside of Town limits but close enough to have an impact on how folks traveling through perceive Georgetown. Will we be on the same page?
- Increasing numbers of retirees who have time and willingness to volunteer in various community efforts.
- Much work has been done to define design standards, gain approval for the Downtown Development District and branding effort. We need to implement the recommendations from those efforts.
- Updating of Comp Plan will clearly define what we want. It will give us an opportunity to AVOID the development disasters occurring in the eastern part of the County. We can have residential and commercial development that is well planned and thought out and that will also preserve a quality of life that we all desire. If this is accomplished people will want to make Georgetown their home.
- Maintain and strengthen construction codes to ensure that all future residential developments are attractive with wide streets that allow for reasonable access by fire and ambulance services.
- Need to explore cooperative efforts with the County to create attractive outdoor dining areas on Market Street that would involve removing a limited number of parking spaces from County owned properties (between the pool hall and Caruso's and between auto parts store and GOP headquarters). Tables with umbrellas and benches would increase lunch traffic to local establishments during spring and summer months. Alternative idea would be vacant lot near the Chinese restaurant.
- Encourage all Town employees (and residents) to report issues pertaining to street conditions, code violations, etc.
- Get the younger residents involved. Actively solicit them when filling positions on Town committees and boards.
- More community outreach by Police Department. Activate community advisory committee as envisioned by the Chief to enhance community policing activities.
- Get more involvement from the Hispanic and Black residents.
- Publicly recognize those individuals and businesses that are improving the Town. Linda Dennis mentioned this at a Town Council meeting. It doesn't necessarily have to be the Town doing this. Years ago Historic Georgetown would select an individual for recognition. The local paper would do an interview and an article.
- Have the Town become more proactive in Code enforcement but do it in professional and friendly manner.
- Need more communities like Cinderberry Village and The Estates for a good tax base
- Focus on the Town becoming a transportation hub. It already has some DART service. At some point in the future try to utilize the existing rail facilities to implement passenger rail.
- Encourage quality development in the downtown & historic area. The Downtown Development District will go a long way towards this. A combination of commercial and residential will help in having a presence in the downtown area after the close of normal business hours.
- Utilize the existing rail facilities as the basis to some sort of tourism project.
- Partner with the County to utilize the airport to bring some clean tech industries to the industrial area adjacent to the airport.
- Development of 113 corridor
- Rt. 9 west of 113
- Rt. 18/404 west of 113
- Commercial—S. Bedford Ext
- Sand Hill Rd adjacent to Cheer & across the street
- DDD designation
- Utilization of website and alternative media (Facebook, etc.)
- Delaware Tech
- Build Hispanic relationship
- TEAM Building within the community
- Photo Opportunity locations
- Downtown Development District
- Family Court Relocation/Addition
- New Zoning Code (form based, simpler, predicable)
- Bike Trail—Lewes to Georgetown

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THREATS

- Number of group homes and sex offenders in area can hinder families moving to town
- Drug use
- Lack of action to aggressively address building violations and situations where people are living in deplorable conditions
- Too many buildings throughout Town where the number of people residing therein defies acceptable standards. Reasonable fire, safety and occupancy standards are not enforced due to an inability to inspect these facilities.
- Georgetown needs ordinances similar to those in Bridgeville and other municipalities that deal aggressively with rental properties. This can only happen by voiding the property owners settlement that gives certain property owners undue power over the Town
- Drug and prostitution issues
- Homeless living in wooded areas around town and panhandlers near shopping areas
- Classic Motel
- Something that I heard recently is that Georgetown is hard to do business with so far as getting projects approved. Because of what was said and who said it, I believe that this is no longer the case. However, we must not lose sight of the fact that businesses will go elsewhere if we are too difficult to deal with. We want good projects but we can't expect the developer to gold plate them. Vacant storefronts don't do anything to attract people. We have to make ourselves easy to deal with. I think there has been much done recently to do this.
- Drug epidemic/homeless needs
- Possibility of more special needs housing unless recommendations are implemented
- Increasing traffic on major corridors. Inability to move across town during certain times of year.
- Drugs
- Panhandlers
- Classic Motel
- Increased traffic
- Don't focus on historical preservation to the extent that you chase good businesses and projects away. Yes, we want to maintain a quaint and historical town but we need to remember that Georgetown is not a Cape May or a Williamsburg. No, we should not have buildings such as the former French and Ryan building in the historic district. However we don't want to be so strict as to end up with only vacant store fronts. We need to strike a balance.
- Current inability to restrict mandated medical marijuana dispensary to light industrial or industrial zone.
- You can consider many things thought of as strengths and opportunities as being weaknesses and threats as well. Much of the time it depends on the perspective and the actions that we take.
- Inability to inspect residences/rentals
- Other Communities (Laurel, Milford, Millsboro)
- Negativity and hostility towards diverse communities
- Increasing crime (violent shooting on Saturday night)
- No new businesses downtown
- Lowering our standards is not how we rebuild the downtown
- Focus of supportive services as County Seat
- Prison perception

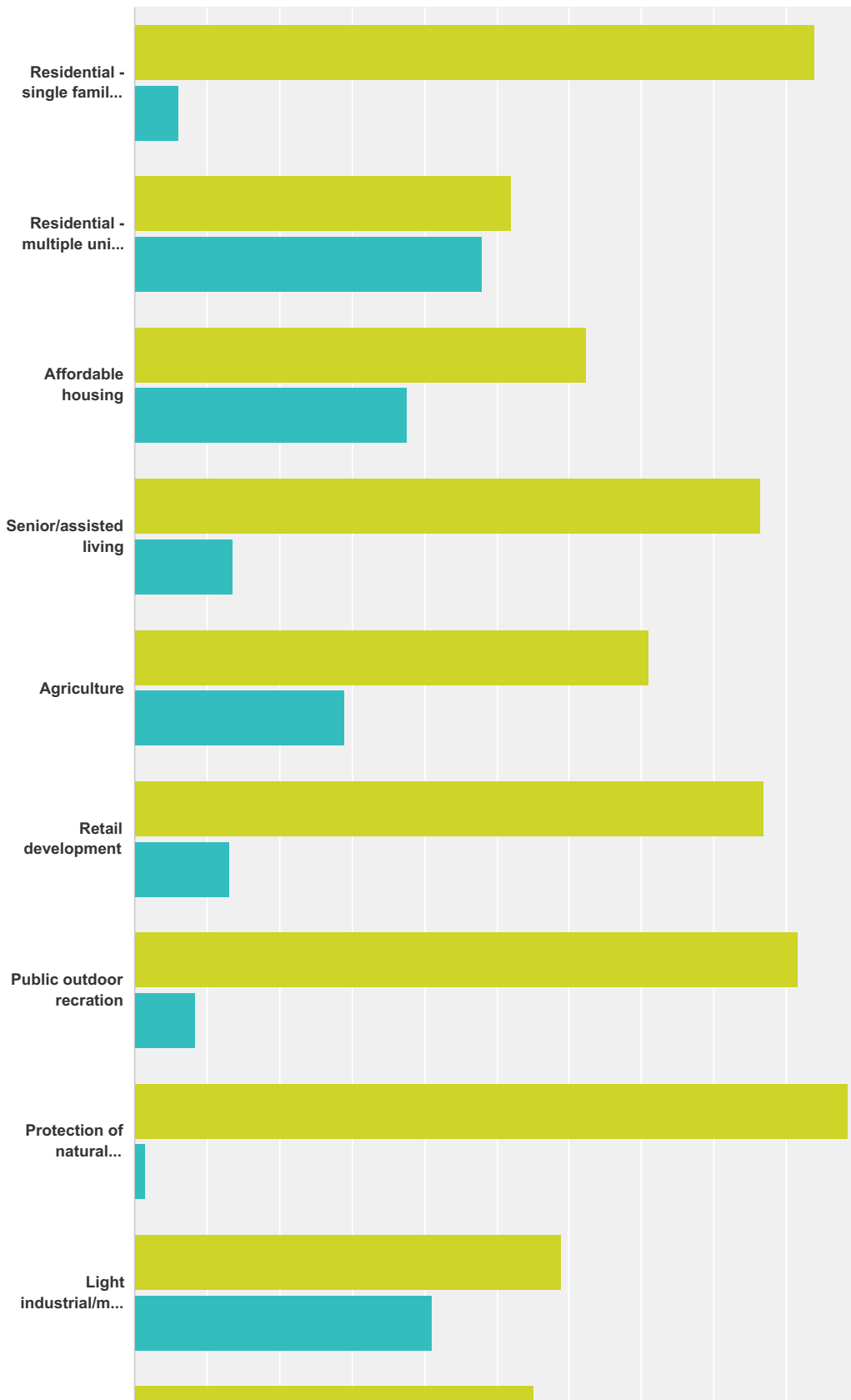
COMMUNITY SURVEY

The following pages include results of the Town's Comprehensive Plan Survey.

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Q1 Would you encourage or discourage the following within the Town of Georgetown?

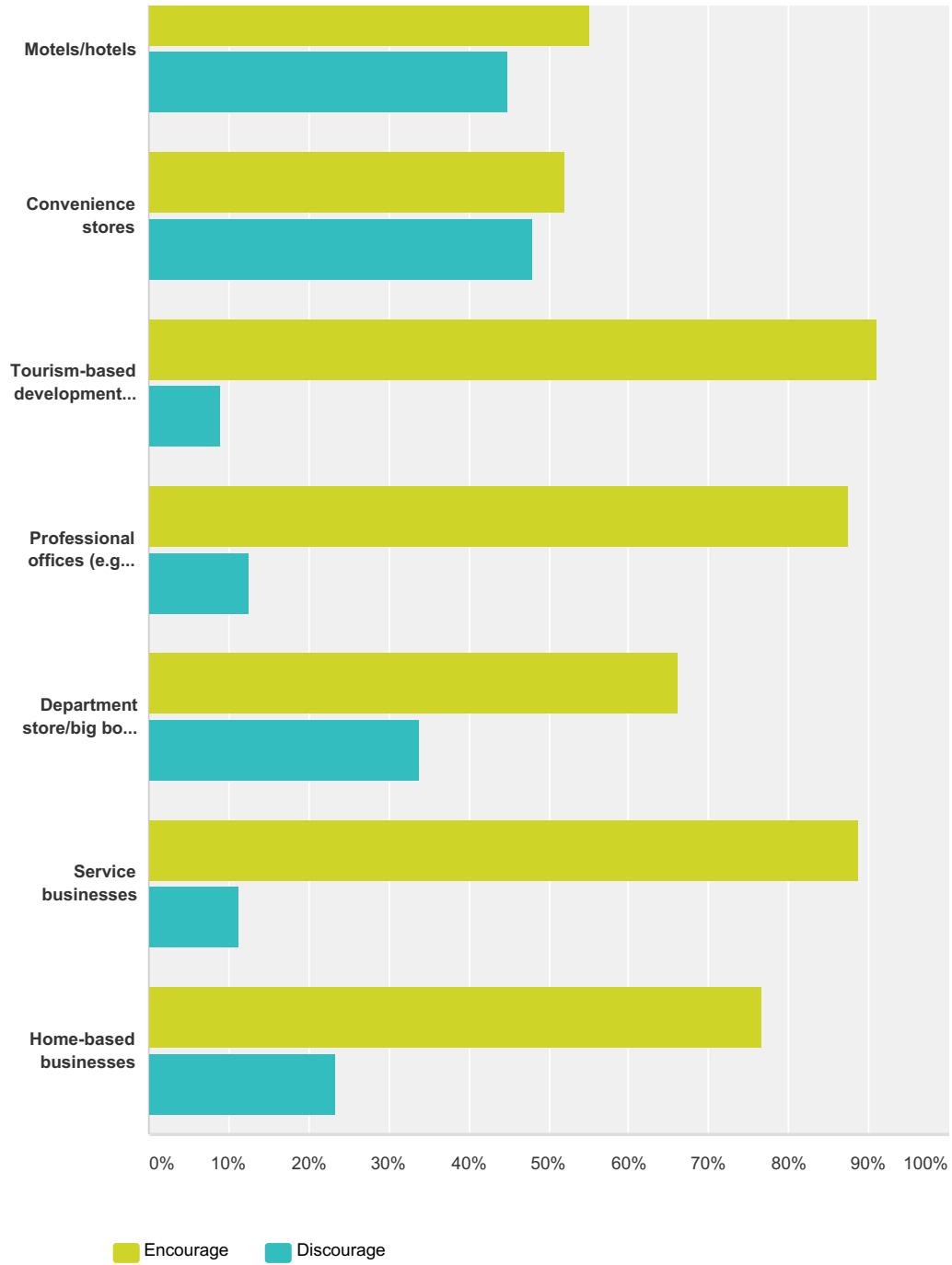
Answered: 151 Skipped: 2



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Town of Georgetown Comprehensive Plan Survey



	Encourage	Discourage	Total
Residential - single family homes	93.96% 140	6.04% 9	149
Residential - multiple unit family homes (e.g., apartment, townhouse)	52.08% 75	47.92% 69	144
Affordable housing	62.32% 86	37.68% 52	138
Senior/assisted living	86.33% 120	13.67% 19	139
Agriculture	70.99% 93	29.01% 38	131

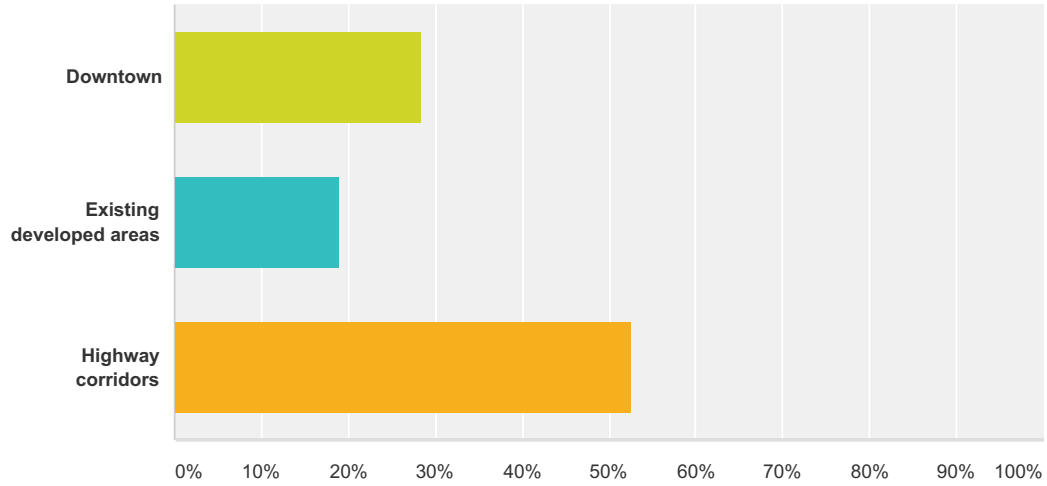
Town of Georgetown Comprehensive Plan Survey

Retail development	86.81% 125	13.19% 19	144
Public outdoor recreation	91.61% 131	8.39% 12	143
Protection of natural areas/open space	98.59% 140	1.41% 2	142
Light industrial/manufacturing uses	58.82% 80	41.18% 56	136
Motels/hotels	55.15% 75	44.85% 61	136
Convenience stores	51.88% 69	48.12% 64	133
Tourism-based development (e.g., bed & breakfast, restaurant, gift shop)	90.97% 131	9.03% 13	144
Professional offices (e.g., medical, legal, technology)	87.41% 118	12.59% 17	135
Department store/big box store	66.19% 92	33.81% 47	139
Service businesses	88.81% 119	11.19% 15	134
Home-based businesses	76.69% 102	23.31% 31	133

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Q2 Where should commercial/retail growth be directed within the Town of Georgetown?

Answered: 148 Skipped: 5



Answer Choices	Responses
Downtown	28.38% 42
Existing developed areas	18.92% 28
Highway corridors	52.70% 78
Total	148

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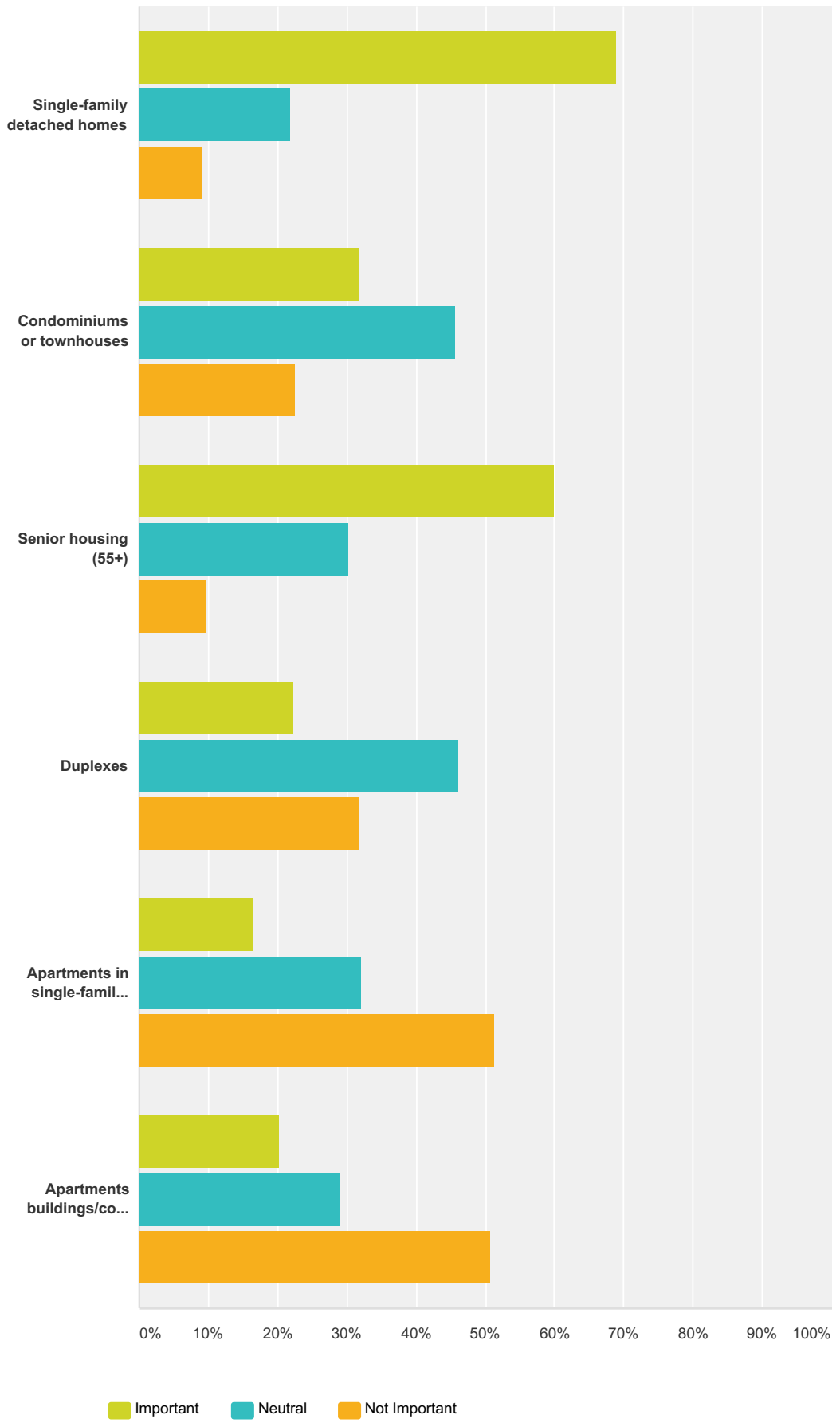
Q3 How important is it to increase each of the following housing types in the Town of Georgetown?

Answered: 143 Skipped: 10

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Town of Georgetown Comprehensive Plan Survey



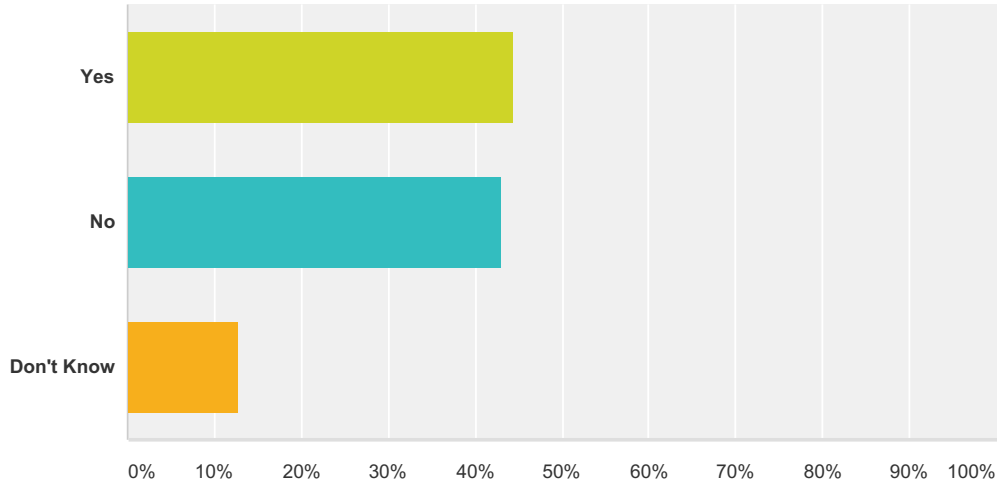
Town of Georgetown Comprehensive Plan Survey

	Important	Neutral	Not Important	Total
Single-family detached homes	68.79% 97	21.99% 31	9.22% 13	141
Condominiums or townhouses	31.69% 45	45.77% 65	22.54% 32	142
Senior housing (55+)	59.86% 85	30.28% 43	9.86% 14	142
Duplexes	22.30% 31	46.04% 64	31.65% 44	139
Apartments in single-family homes (e.g., accessory apartments)	16.43% 23	32.14% 45	51.43% 72	140
Apartments buildings/complexes	20.29% 28	28.99% 40	50.72% 70	138

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Q4 Do you spend more than 30% of your household income on housing costs (e.g., principal, interest, insurance, and taxes for homeowners; rent and utilities for renters)

Answered: 142 Skipped: 11

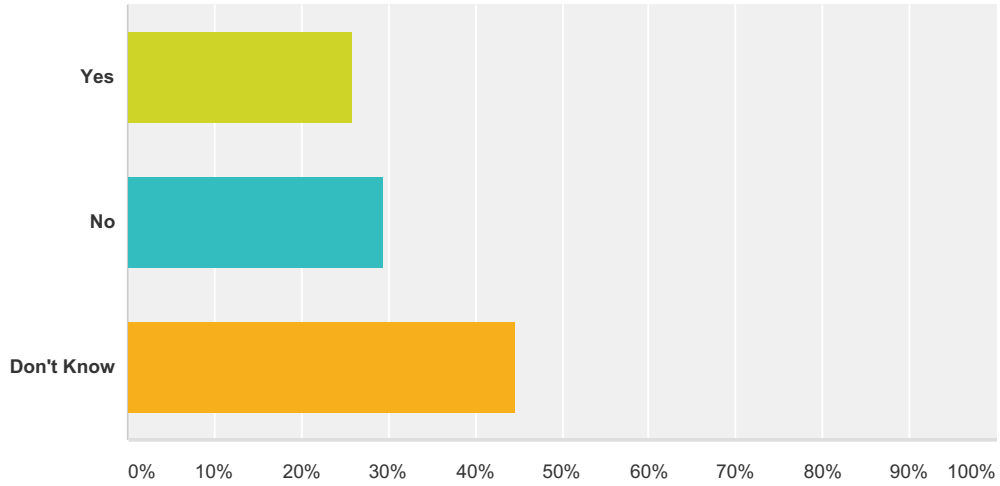


Answer Choices	Responses	
Yes	44.37%	63
No	42.96%	61
Don't Know	12.68%	18
Total		142

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Q5 Do you feel there is enough rental housing available in your price range in the Town of Georgetown?

Answered: 143 Skipped: 10

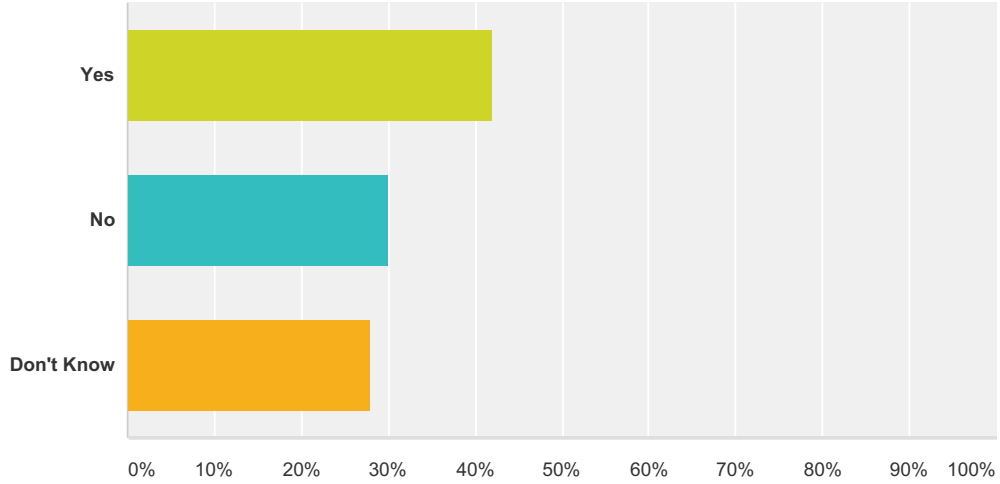


Answer Choices	Responses
Yes	25.87% 37
No	29.37% 42
Don't Know	44.76% 64
Total	143

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Q6 Do you feel there are enough homes available for purchase in your price range in the Town of Georgetown?

Answered: 143 Skipped: 10

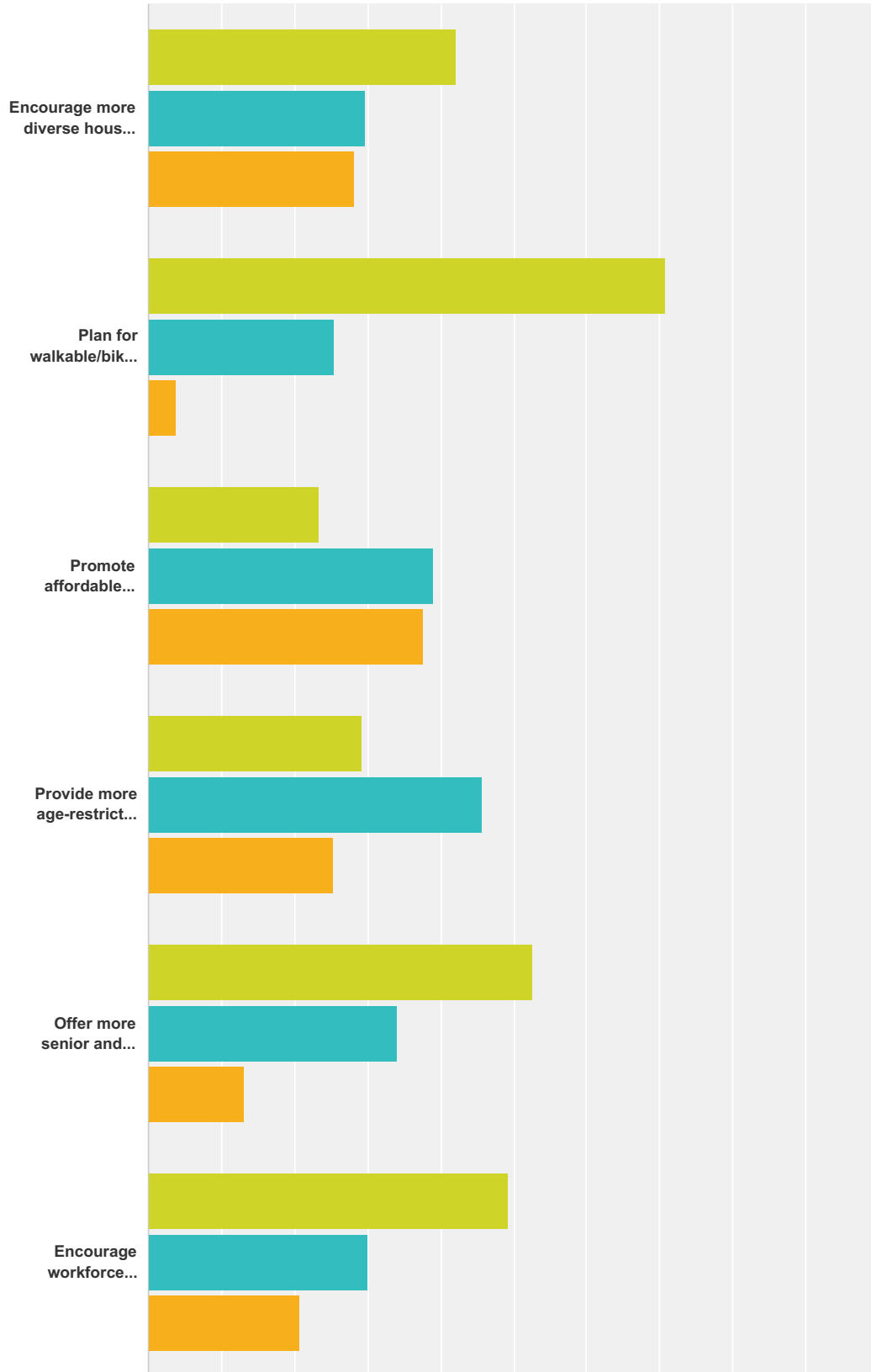


Answer Choices	Responses	Count
Yes	41.96%	60
No	30.07%	43
Don't Know	27.97%	40
Total		143

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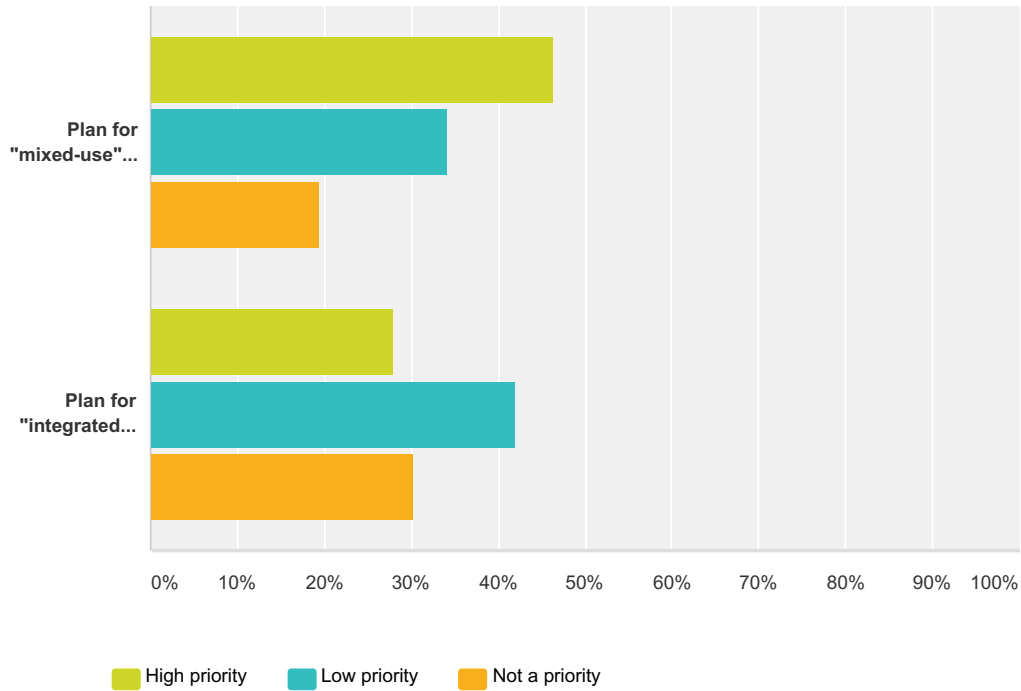
Q7 What do you think the Town of Georgetown's priorities should be related to the provision of housing?

Answered: 135 Skipped: 18



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Town of Georgetown Comprehensive Plan Survey



	High priority	Low priority	Not a priority	Total
Encourage more diverse housing options	42.19% 54	29.69% 38	28.13% 36	128
Plan for walkable/bikeable communities	70.68% 94	25.56% 34	3.76% 5	133
Promote affordable housing opportunities, particularly for low-income residents and families	23.44% 30	39.06% 50	37.50% 48	128
Provide more age-restricted communities	29.13% 37	45.67% 58	25.20% 32	127
Offer more senior and assisted living opportunities	52.71% 68	34.11% 44	13.18% 17	129
Encourage workforce housing for moderate income residents and families	49.21% 62	30.16% 38	20.63% 26	126
Plan for "mixed-use" communities that offer diverse housing types and essential services (e.g., grocery, bank, gas station) close by	46.27% 62	34.33% 46	19.40% 26	134
Plan for "integrated mixed use" communities where housing is above retail/employment services	27.91% 36	41.86% 54	30.23% 39	129

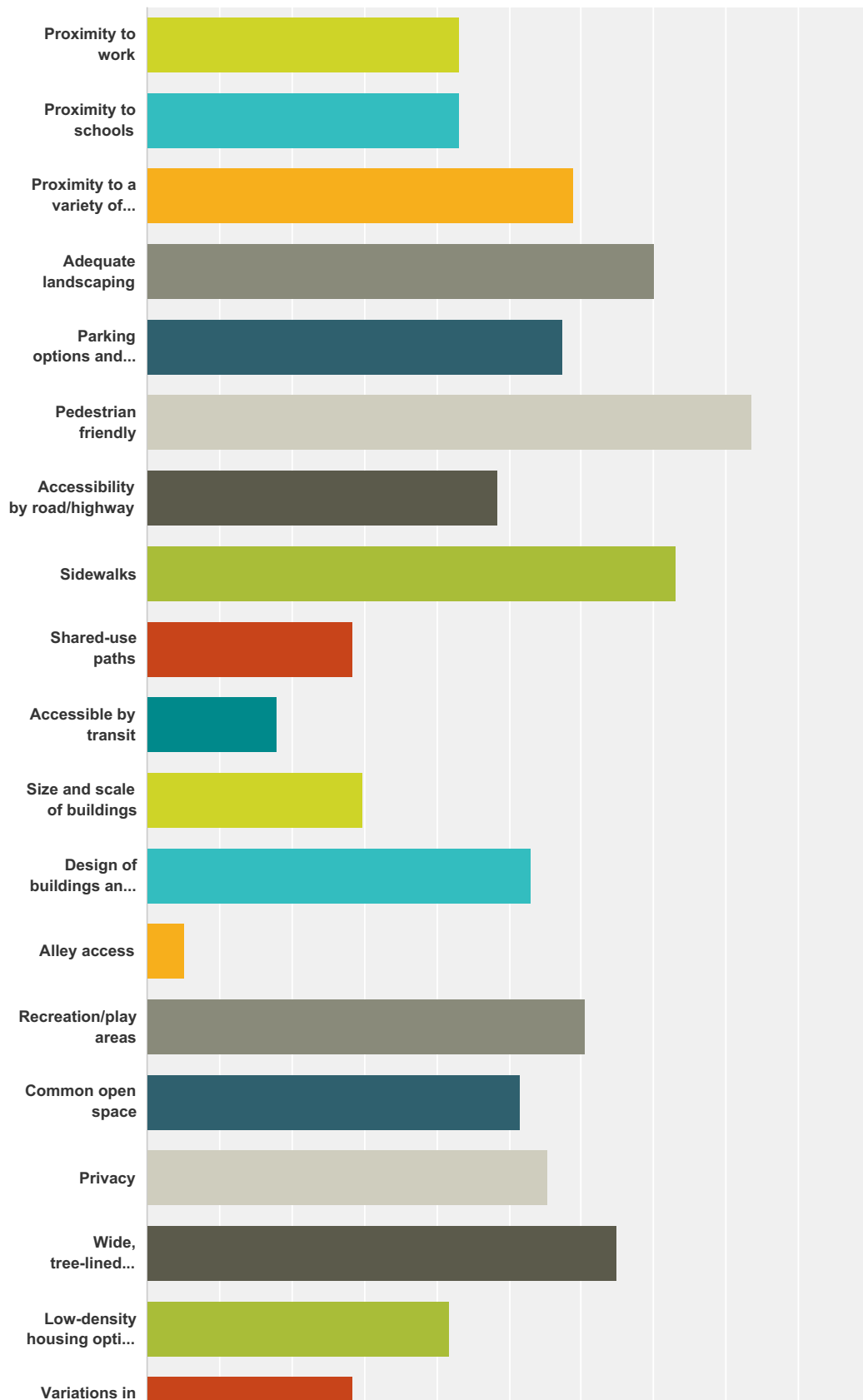
#	Other (please specify)	Date
1	Need regulations concerning half-way houses. There are too many for the size of Georgetown.	10/26/2016 10:11 AM
2	Low income families deserve a decent place to live (though maybe modestly appointed to make it more affordable).	9/8/2016 1:33 PM
3	We have enough low income housing in the community. What we have needs to be maintained. We need good code enforcement. We don't need high density as it is never properly managed and it puts a burden on our school systems.	9/3/2016 3:17 PM
4	older homes in georgetown that used to be bought and renovated have been bought and completely destroyed being turned into multi-family residences	9/2/2016 2:52 PM
5	Stop developing Sussex County! There will be nothing left soon!	9/2/2016 10:01 AM

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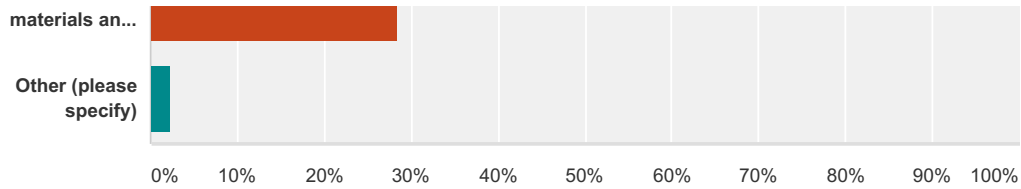
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Q8 What attributes make a residential community appealing to you?

Answered: 134 Skipped: 19



Town of Georgetown Comprehensive Plan Survey



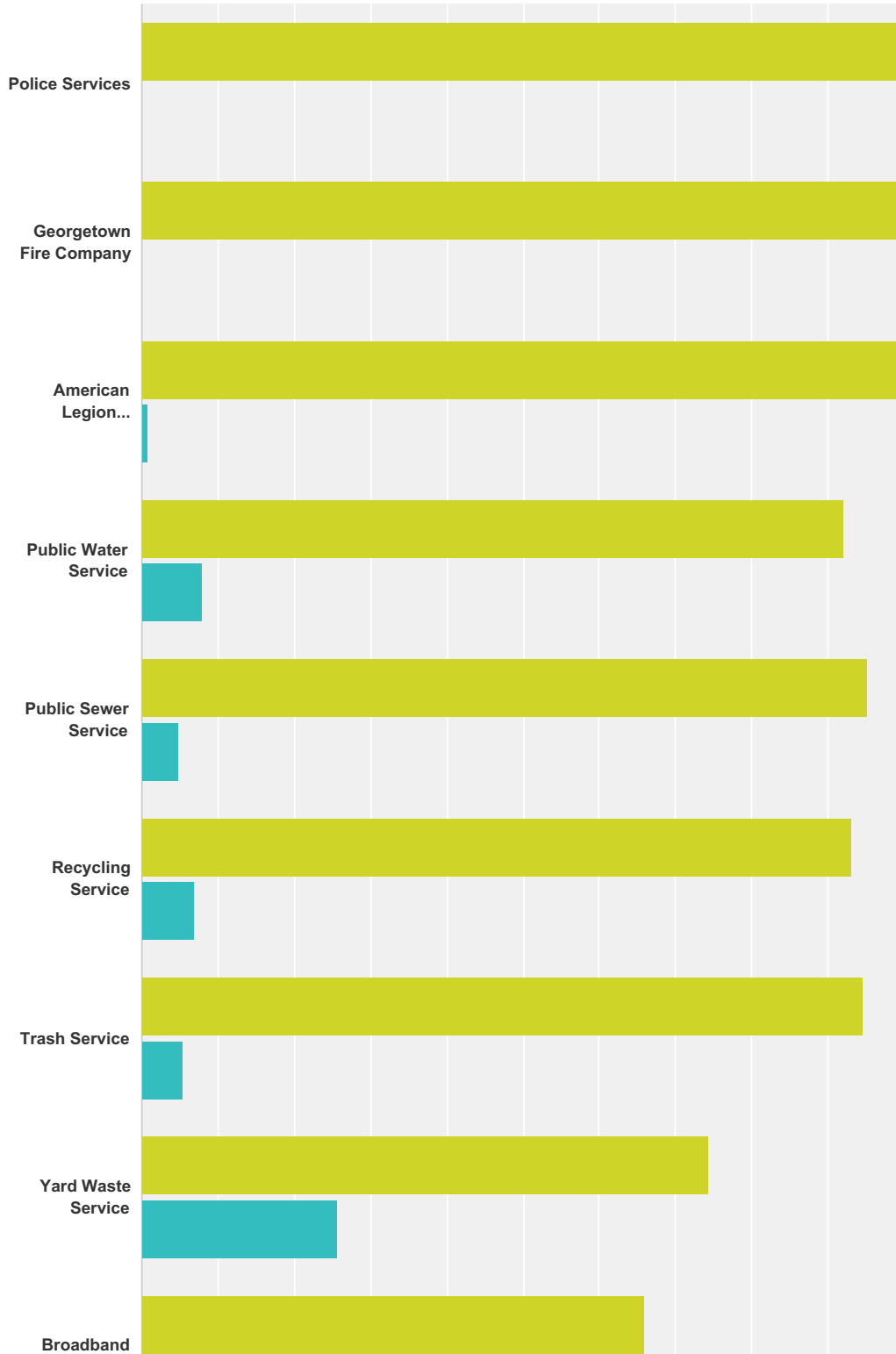
Answer Choices	Responses
Proximity to work	43.28% 58
Proximity to schools	43.28% 58
Proximity to a variety of businesses	58.96% 79
Adequate landscaping	70.15% 94
Parking options and general circulation	57.46% 77
Pedestrian friendly	83.58% 112
Accessibility by road/highway	48.51% 65
Sidewalks	73.13% 98
Shared-use paths	28.36% 38
Accessible by transit	17.91% 24
Size and scale of buildings	29.85% 40
Design of buildings and overall site	52.99% 71
Alley access	5.22% 7
Recreation/play areas	60.45% 81
Common open space	51.49% 69
Privacy	55.22% 74
Wide, tree-lined streets that provide easy access for emergency vehicles, mail delivery, and on-street parking	64.93% 87
Low-density housing options that provide adequate separation between buildings	41.79% 56
Variations in materials and elevations	28.36% 38
Other (please specify)	2.24% 3
Total Respondents: 134	

#	Other (please specify)	Date
1	Think the town needs to be focused on rather than planned communities. People are moving out of Georgetown, why would people want to move here?? I have lived here 25 yrs right off the circle. Our street is a disgrace!!	10/27/2016 1:36 PM
2	We need a park, like other Towns in the area, like Milton	10/9/2016 11:42 AM
3	used to be a great town to live in, but now people are roaming the streets 24-7 and the senior population does not feel safe	9/2/2016 2:52 PM

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Q9 Rate your level of satisfaction with the following services in the Town of Georgetown. If you are dissatisfied with any of the following services, please also explain why in the comment box below.

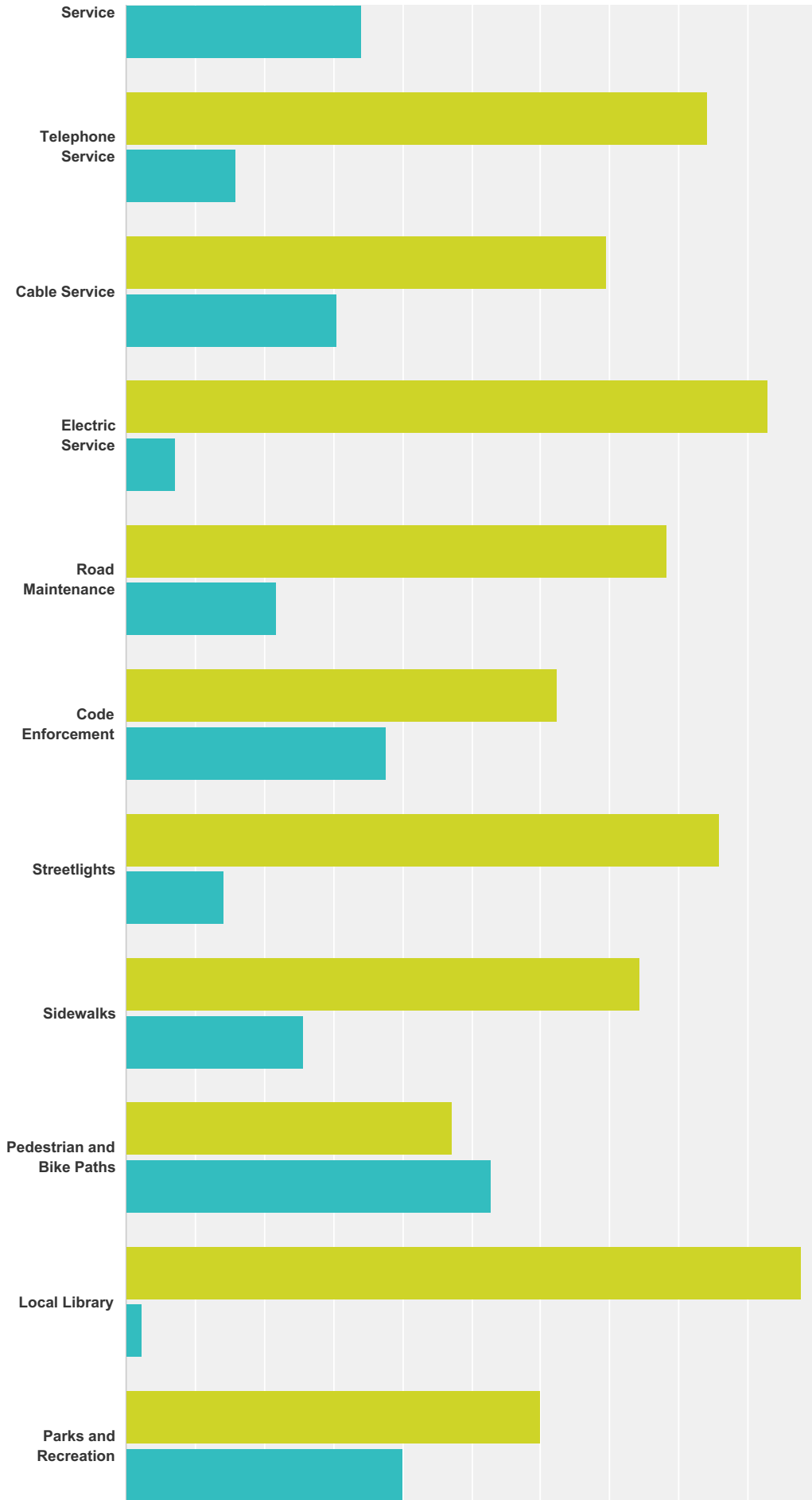
Answered: 132 Skipped: 21



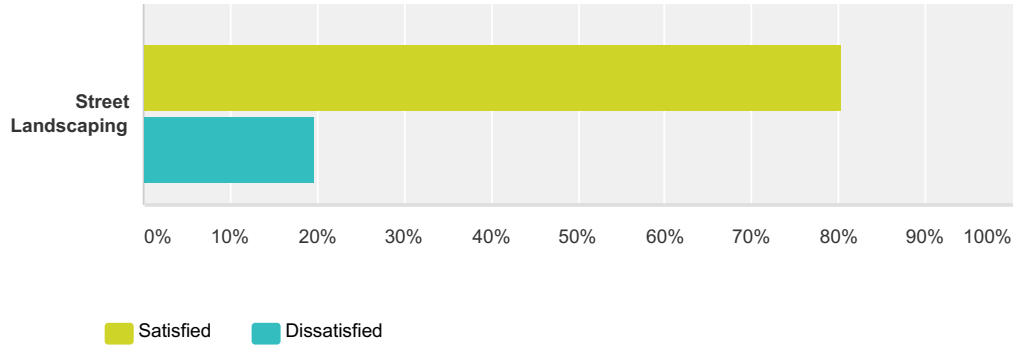
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Town of Georgetown Comprehensive Plan Survey



Town of Georgetown Comprehensive Plan Survey



	Satisfied	Dissatisfied	Total
Police Services	100.00% 131	0.00% 0	131
Georgetown Fire Company	100.00% 130	0.00% 0	130
American Legion Ambulance	99.19% 122	0.81% 1	123
Public Water Service	92.00% 115	8.00% 10	125
Public Sewer Service	95.28% 121	4.72% 6	127
Recycling Service	93.02% 120	6.98% 9	129
Trash Service	94.49% 120	5.51% 7	127
Yard Waste Service	74.31% 81	25.69% 28	109
Broadband Service	66.04% 70	33.96% 36	106
Telephone Service	84.17% 101	15.83% 19	120
Cable Service	69.49% 82	30.51% 36	118
Electric Service	92.97% 119	7.03% 9	128
Road Maintenance	78.23% 97	21.77% 27	124
Code Enforcement	62.50% 70	37.50% 42	112
Streetlights	85.71% 108	14.29% 18	126
Sidewalks	74.38% 90	25.62% 31	121
Pedestrian and Bike Paths	47.27% 52	52.73% 58	110
Local Library	97.64% 124	2.36% 3	127
Parks and Recreation	59.84% 73	40.16% 49	122

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Town of Georgetown Comprehensive Plan Survey

Street Landscaping	80.33% 98	19.67% 24	122
#	Other (please specify)	Date	
1	We feel the water smells and tastes like chlorine and only feel it's safe to drink when we filter it. Road maintenance is better than it used to be, but not all roads. Code enforcement could be better since a lot of older properties are not being kept up.	10/31/2016 6:26 PM	
2	So much trash around houses.	10/30/2016 10:45 PM	
3	Lack of choices for cable in our community. Lots of houses in bad shape (need painting, trash, tall grass, broken windows). Slum landlords. No pedestrian or bike path areas.	10/30/2016 10:27 PM	
4	As stated prior. The people walking up and down streets of Georgetown are very scary / freaky. The increase in halfway houses is very scary too.	10/27/2016 1:39 PM	
5	Satellite and cable services cost too much. Broadband service available to Town & Sussex offices should also be made available to residents. We don't have enough pedestrian and bike paths. It is impossible to ride a bicycle safely around town as there are not enough bike lanes; i.e. nothing around the post office to the EOC for instance. It would be nice to have bike paths around the airport. It would be nice to have mini golf too.	10/26/2016 8:02 PM	
6	I have recently bought a land lot in Georgetown and have not yet built on the property. I am in the Military and Delaware is my home. I will not be building on it until I retire (earliest Feb 2022) and return to my home state.	10/25/2016 11:16 PM	
7	There are places in town that are really dark and could use more street lighting. I stopped by town hall and inquired about how to have another street light installed on our street. I left my name and number, but no one called me. Code enforcement is an issue. Too many dogs are running loose and attacking other dogs that are on their own property or being walked on a leash by their owners. There are areas that need to be cleaned up that are a security hazard. We have been trying for over a year to have the area on the corner of Nancy and Wilson Streets cleaned up. When there were robberies occurring in this area, the thieves were putting the stolen goods in the wooded area on this corner.	10/23/2016 1:59 PM	
8	Downtown has potential, but attention needs to be given to the blocks north and south of Market Street.	10/17/2016 6:04 AM	
9	FEW PARKS,OUR YARDS ARE CARED,GOOD THIS YEAR ON ROADS ETC	10/13/2016 2:20 PM	
10	Cable price way to high	10/13/2016 2:04 PM	
11	few parks, our yards are cared, good this year on roads etc.	10/12/2016 2:55 PM	
12	There has been little or no code enforcement for several months. There are blaring code violations on all major streets.....i.e. Marsh residence on W. Market.....	10/3/2016 6:19 PM	
13	Trash pickup at 5:15 am waking the entire neighborhood. Roads...whew! Code Enforcement...do we have one? Streetlights...are consistent as diarrhea. Sidewalks...in some places are dangerous. The rest are non-existent.	9/28/2016 9:39 AM	
14	The roads in downtown Georgetown needs to be resurfaced. Little league baseball park could use some upgrades.	9/26/2016 8:02 AM	
15	Trash collection at 4 PM or later is unacceptable. It should be done before noon. The small size trash cans are way too big (and expensive, I'm sure). A smaller size should be offered, the same size as the small recycle bin, suitable for a household of one or two people. Code Enforcement can be tightened up. Too many different types of signs and mixtures of unrelated businesses. Street Landscaping: Except for the circle, curb appeal is non-existing, especially on the highways.	9/19/2016 7:49 PM	
16	Sidewalk s on rte9 are broken. I stopped walking there. The landscaping on some of the housing is so overgrown. Not a pretty sight.	9/8/2016 12:26 PM	
17	No opinion on Code Enforcement. Need more bike paths. More street landscaping greatly enhances the community.	9/8/2016 7:59 AM	
18	Internet and telecommunications are poor and limited choice	9/7/2016 11:50 PM	
19	There are so many houses that are run down on main street , unkempt lawns .	9/7/2016 8:51 PM	
20	Need more visibility by the town police e.g. Walking in neighborhoods, downtown. Definitely need bilke paths. Need to have code enforcers enforce!	9/7/2016 7:31 PM	
21	I only visit Georgetown, so I cannot answer all of these.	9/7/2016 4:52 PM	
22	Recycling should be picked up weekly not every two weeks. Sidewalks are missing or a mess (uneven, broken) even on the main streets.	9/7/2016 3:58 PM	
23	Town has improved significantly in the last several years, after hitting a lot point about a decade ago. There is still a need to get people to maintain their properties. Overall, the town services are very good.	9/3/2016 3:20 PM	

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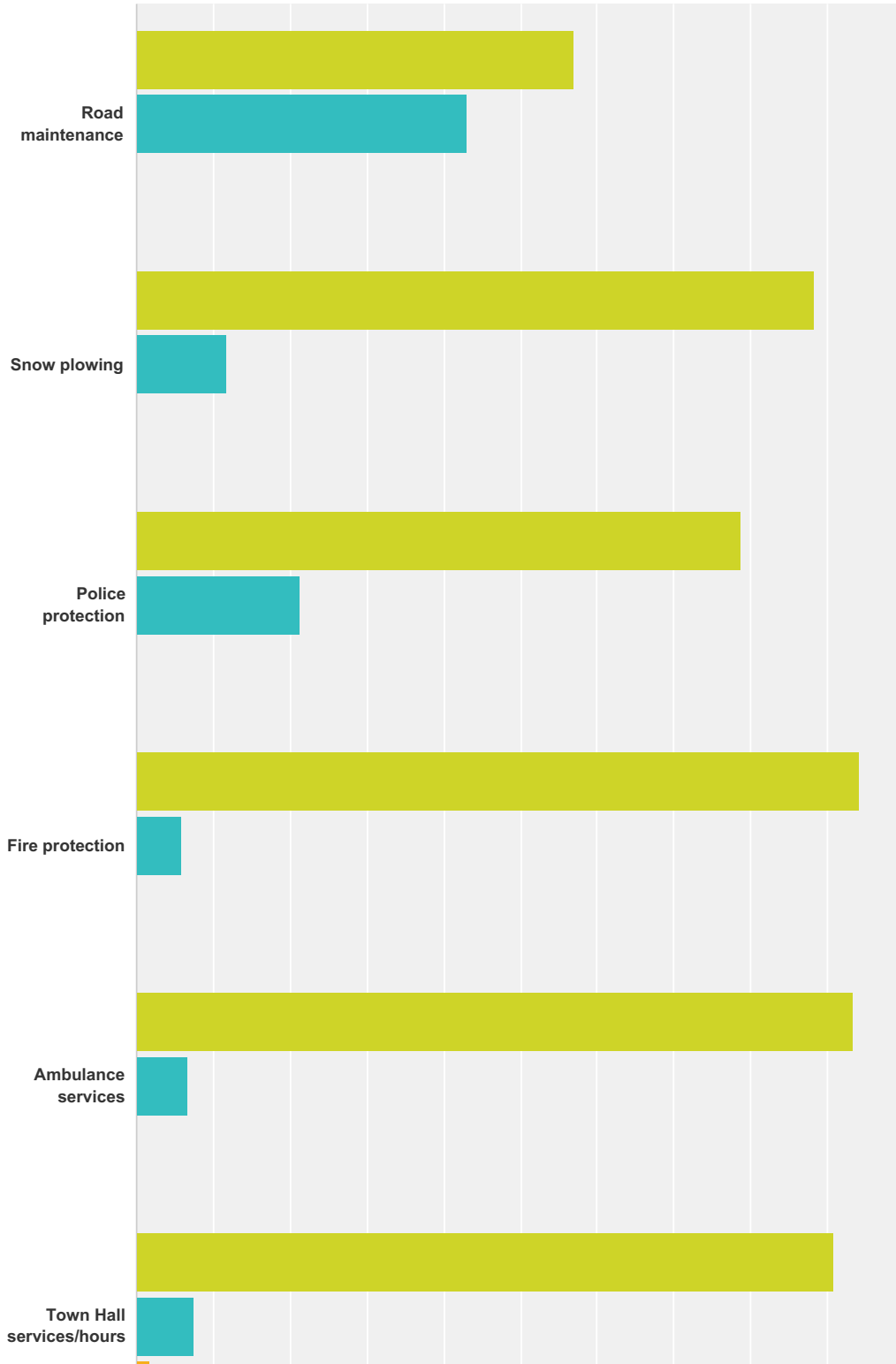
Town of Georgetown Comprehensive Plan Survey

24	There is no fios in town why?	9/3/2016 9:09 AM
25	My dissatisfaction is mainly with the lack of road maintenance. For example, Bedford is practically all bumps - I go out of my way to drive on a side street rather than deal with the squeaks by car makes when travelling slowly on that street; too many other streets also are in dire need of repair. Also, since the last code enforcement officer left there is apparently NO code enforcement. Just drive down almost any street in the town and even with an untrained eye, one can see many things that would seem to be against town codes and if some are not, they should be added. Much of the town looks like poverty abounds here and that the town managers do not seem to care.	9/3/2016 12:09 AM
26	It would be nice to have Georgetown more lit up at night as many walk, run and bike. Also bike paths would be nice.	9/2/2016 5:12 PM
27	such a shame---we have lost that home town feeling. The people that have now overcrowded our schools, housing and other sevices do not even try to intergrate into our community. We have made it so easy for them to continuously break the law (for example drunk driving and damaging our fountain at least 3 times without being held accountable) This is frustrating to the tax payers for our money to be used to correct their mistakes over and over.	9/2/2016 2:57 PM
28	Comcast is to high for the service. Verizon fios is available in rural areas but not in town. Electric rates are ridiculous	9/2/2016 8:40 AM

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Q10 For each of the services in the Town of Georgetown below, indicate whether you think the level of service is appropriate, should be increased, or should be decreased.

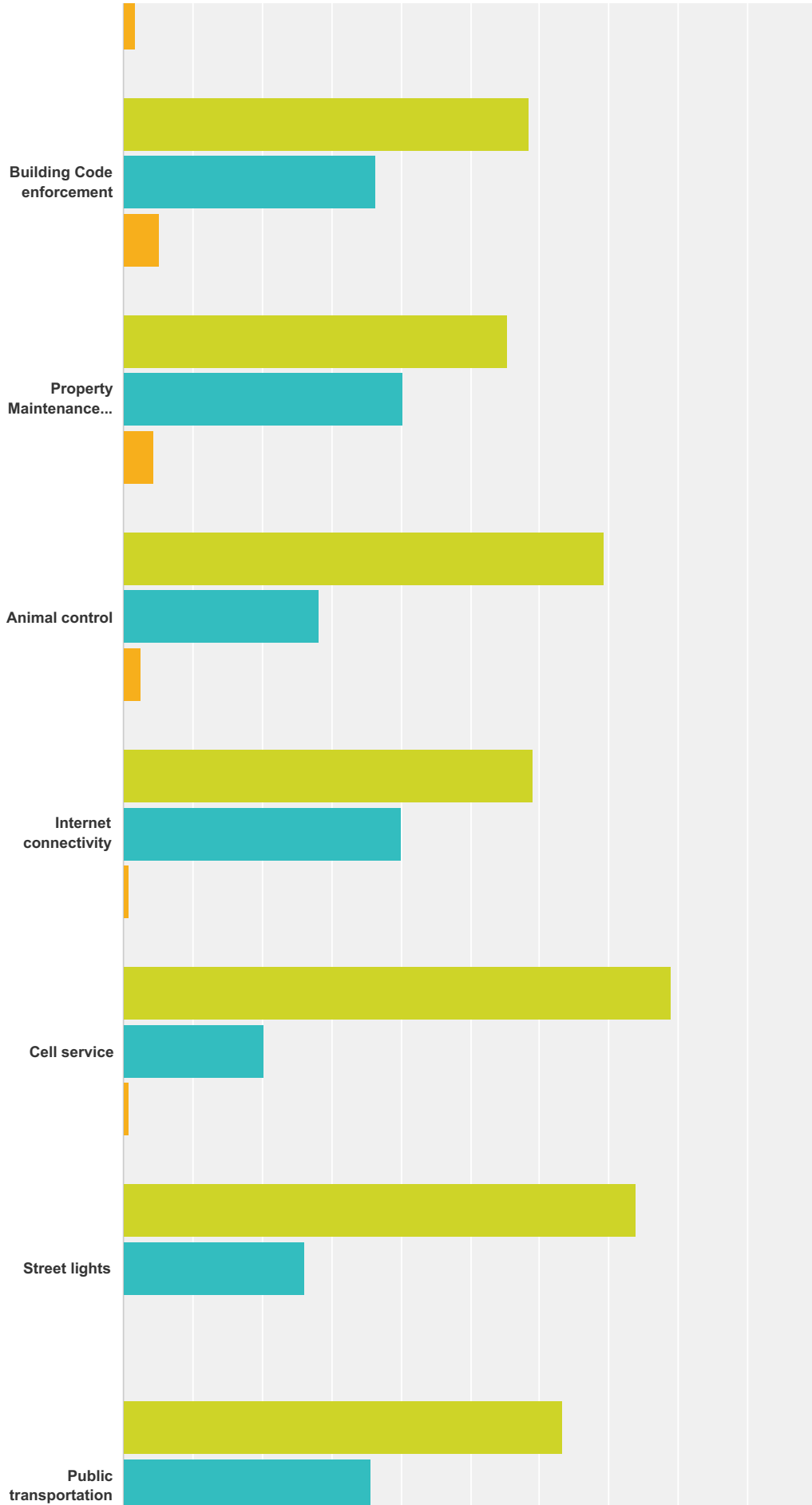
Answered: 123 Skipped: 30



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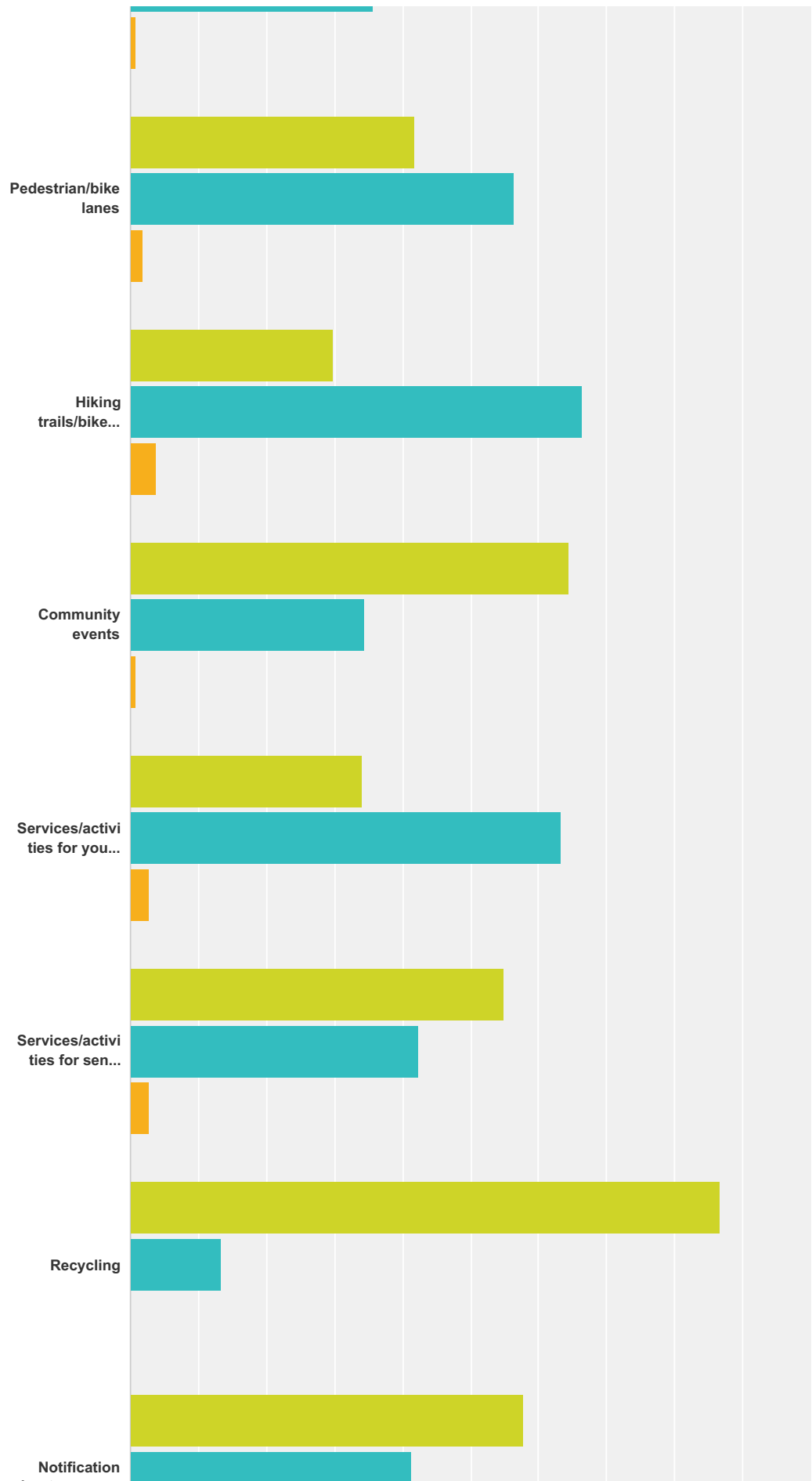
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Town of Georgetown Comprehensive Plan Survey

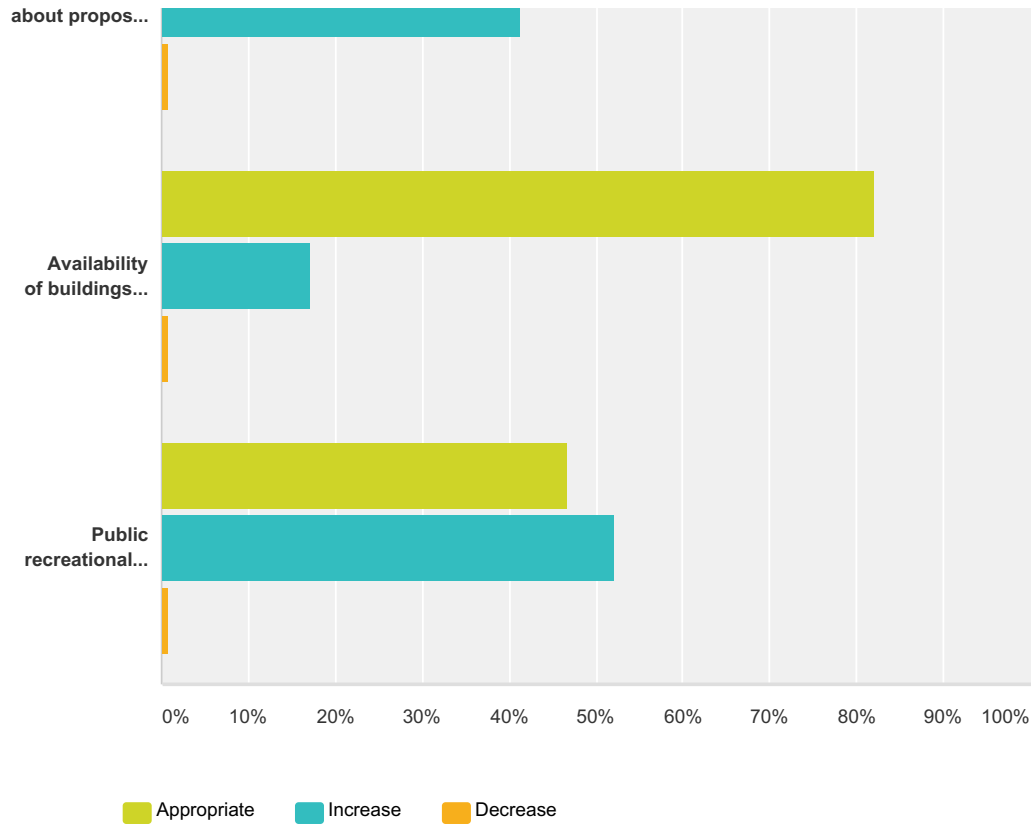


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Town of Georgetown Comprehensive Plan Survey



Town of Georgetown Comprehensive Plan Survey



	Appropriate	Increase	Decrease	Total
Road maintenance	57.02% 69	42.98% 52	0.00% 0	121
Snow plowing	88.33% 106	11.67% 14	0.00% 0	120
Police protection	78.69% 96	21.31% 26	0.00% 0	122
Fire protection	94.21% 114	5.79% 7	0.00% 0	121
Ambulance services	93.33% 112	6.67% 8	0.00% 0	120
Town Hall services/hours	90.76% 108	7.56% 9	1.68% 2	119
Building Code enforcement	58.41% 66	36.28% 41	5.31% 6	113
Property Maintenance Code enforcement	55.26% 63	40.35% 46	4.39% 5	114
Animal control	69.23% 81	28.21% 33	2.56% 3	117
Internet connectivity	59.09% 65	40.00% 44	0.91% 1	110
Cell service	78.95% 90	20.18% 23	0.88% 1	114
Street lights	73.95% 88	26.05% 31	0.00% 0	119

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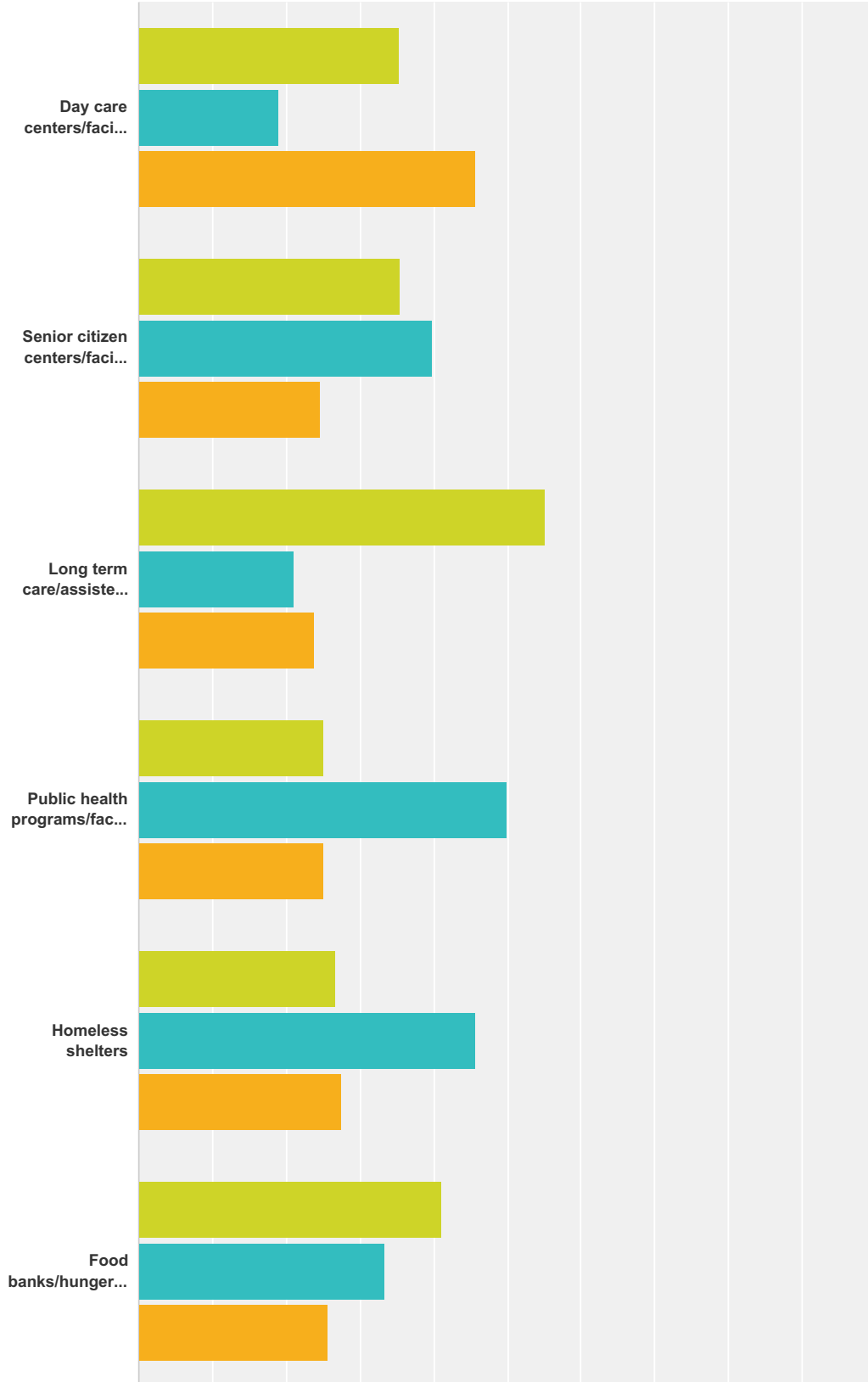
Public transportation	63.30% 69	35.78% 39	0.92% 1	109
Pedestrian/bike lanes	41.82% 46	56.36% 62	1.82% 2	110
Hiking trails/bike paths	29.81% 31	66.35% 69	3.85% 4	104
Community events	64.60% 73	34.51% 39	0.88% 1	113
Services/activities for youth (e.g., recreation, job placement, gathering place)	33.94% 37	63.30% 69	2.75% 3	109
Services/activities for senior citizens	54.87% 62	42.48% 48	2.65% 3	113
Recycling	86.61% 97	13.39% 15	0.00% 0	112
Notification about proposed developments in your neighborhood	57.76% 67	41.38% 48	0.86% 1	116
Availability of buildings (e.g., school, firehouse) for public use	81.98% 91	17.12% 19	0.90% 1	111
Public recreational opportunities	46.85% 52	52.25% 58	0.90% 1	111

#	Other (please specify)	Date
1	Rezoning notice of land should be placed so public see readily: Mental Health Hospital	10/26/2016 8:07 PM
2	As with my last answer I cannot speak on items by experience but only by expectation. As such I will refrain for now.	10/25/2016 11:17 PM
3	BEING A NEW OWNER I AM NOT UP TO MAKING COMMENTS ABOUT SOME SERVICES	10/13/2016 2:23 PM
4	I am new to the area therefore have no opinion.	9/19/2016 11:51 AM
5	we need pickle ball courts	9/9/2016 11:08 AM
6	code enforcement activities must be increased. Bldgs are in terrible condition. Overcrowding in rental properties in severe and must be addressed	9/8/2016 8:54 AM
7	seems like a large amount of money is spent on services and activites for the a certain group in town---why are we taking our money to print all of the town paperwork in Spanish. Why is it our responsibility to do that? I see no effort of their part to give back to the community	9/2/2016 3:09 PM

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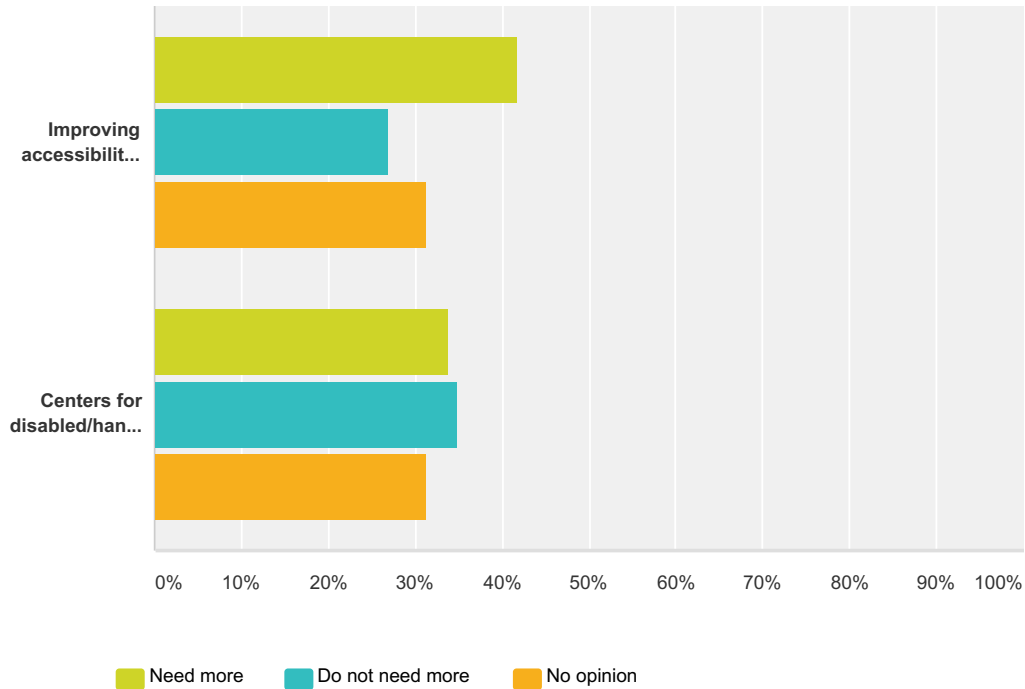
Q11 What do you think the Town of Georgetown's priorities should be related to the following community services?

Answered: 119 Skipped: 34



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Town of Georgetown Comprehensive Plan Survey



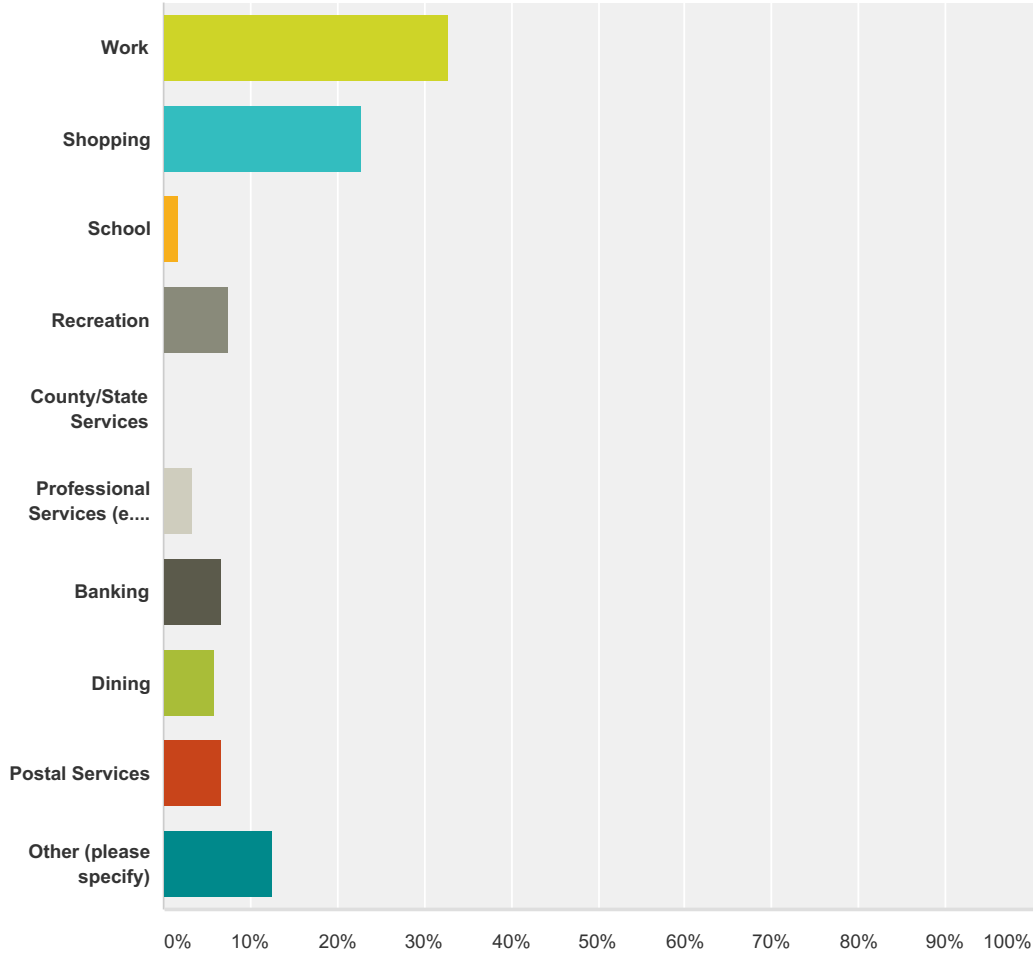
	Need more	Do not need more	No opinion	Total
Day care centers/facilities for children	35.34% 41	18.97% 22	45.69% 53	116
Senior citizen centers/facilities	35.59% 42	39.83% 47	24.58% 29	118
Long term care/assisted living facilities	55.08% 65	21.19% 25	23.73% 28	118
Public health programs/facilities	25.00% 29	50.00% 58	25.00% 29	116
Homeless shelters	26.72% 31	45.69% 53	27.59% 32	116
Food banks/hunger/nutrition services	41.03% 48	33.33% 39	25.64% 30	117
Improving accessibility for the disabled	41.74% 48	26.96% 31	31.30% 36	115
Centers for disabled/handicapped/special needs	33.91% 39	34.78% 40	31.30% 36	115

#	Other (please specify)	Date
1	I cannot speak on these items at this time.	10/25/2016 11:19 PM
2	Latino's are the fastest growing community, Georgetown should actively recruit bilingual bicultural individuals to work in all city services.	9/19/2016 11:52 AM
3		9/11/2016 8:24 AM
4	limit special needs housing. too many and they are on the rise. Individuals "hang out" around these properties. Need to monitor police calls to these facilities. Persons residing in them appear to be unengaged in meaningful activities	9/8/2016 8:55 AM
5	we have over 30 half-way houses in Georgetown---we do not need more low income	9/2/2016 3:12 PM

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Q12 In a typical week (Monday-Friday), what is the primary purpose of your travel in the Town of Georgetown?

Answered: 119 Skipped: 34



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Answer Choices	Responses
Work	32.77% 39
Shopping	22.69% 27
School	1.68% 2
Recreation	7.56% 9
County/State Services	0.00% 0
Professional Services (e.g., medical, legal appointment)	3.36% 4
Banking	6.72% 8
Dining	5.88% 7
Postal Services	6.72% 8
Other (please specify)	12.61% 15

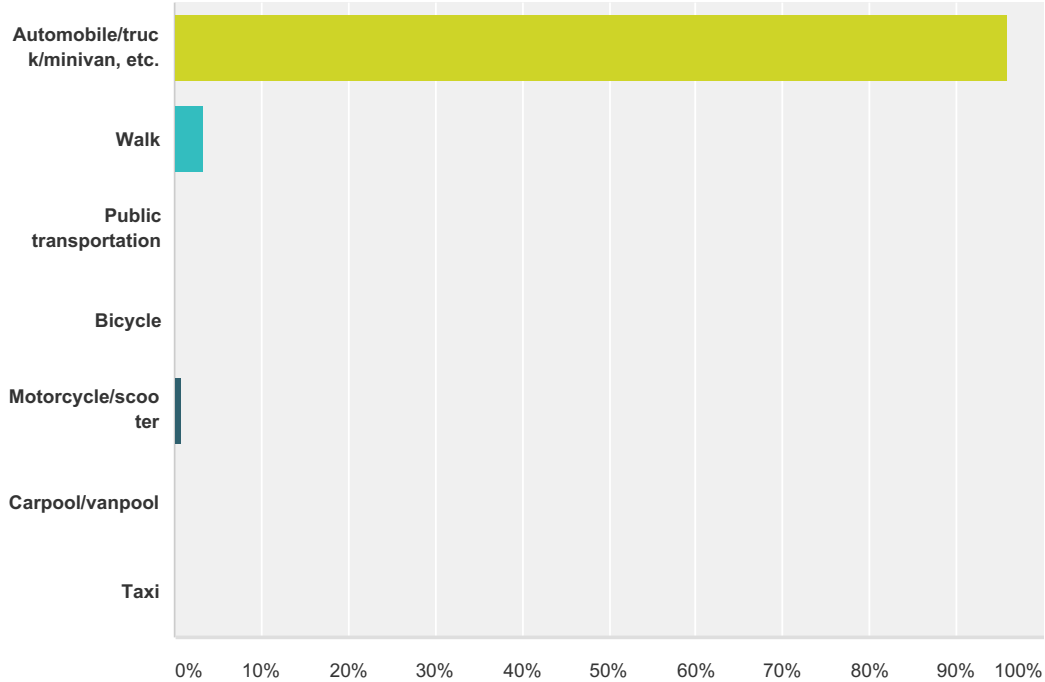
Town of Georgetown Comprehensive Plan Survey

Total		119
#	Other (please specify)	Date
1	I live in Georgetown	10/27/2016 1:42 PM
2	grocery shopping at Redners and Walmart	10/26/2016 8:10 PM
3	It is my residence. Once I'm home from work, I usually only leave to walk my dog.	10/26/2016 6:03 AM
4	None at this time.	10/25/2016 11:19 PM
5	Retired, live in Georgetown.	10/7/2016 4:44 PM
6	Live here	9/28/2016 9:42 AM
7	all are important	9/9/2016 11:10 AM
8	Dining, banking	9/8/2016 12:35 PM
9	business at town hall	9/8/2016 8:55 AM
10	Church	9/7/2016 7:36 PM
11	To and from work	9/7/2016 4:14 PM
12	Visit family	9/3/2016 2:31 PM
13	Everything. Home, work, shopping	9/2/2016 9:11 AM
14	Resident	9/2/2016 9:03 AM
15	Live here	9/1/2016 9:25 PM

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Q13 What is the primary mode of travel for your primary trip in the Town of Georgetown

Answered: 118 Skipped: 35

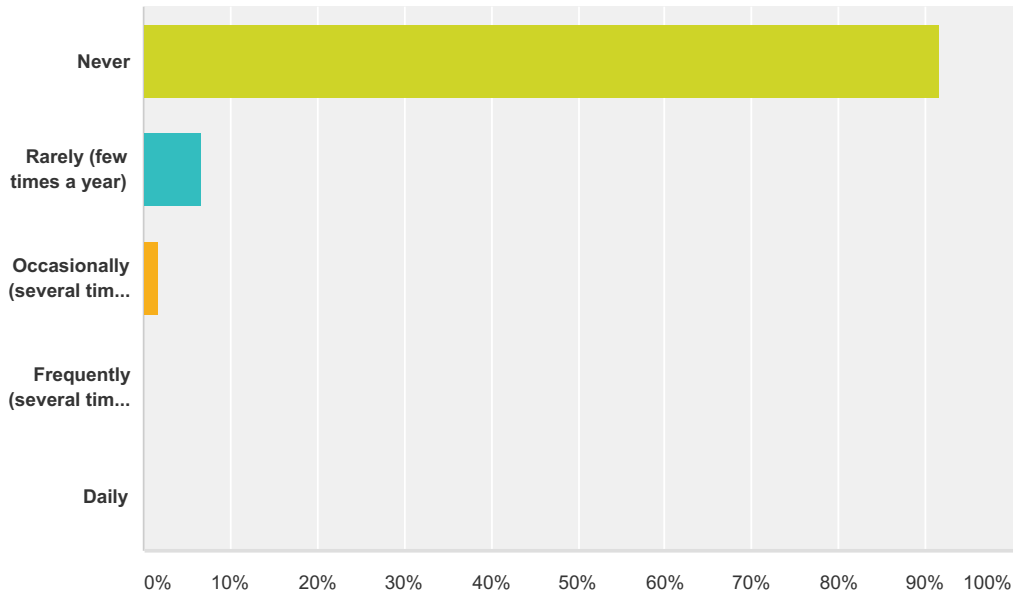


Answer Choices	Responses	Count
Automobile/truck/minivan, etc.	95.76%	113
Walk	3.39%	4
Public transportation	0.00%	0
Bicycle	0.00%	0
Motorcycle/scooter	0.85%	1
Carpool/vanpool	0.00%	0
Taxi	0.00%	0
Total		118

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Q14 How frequently do you use public transportation?

Answered: 120 Skipped: 33

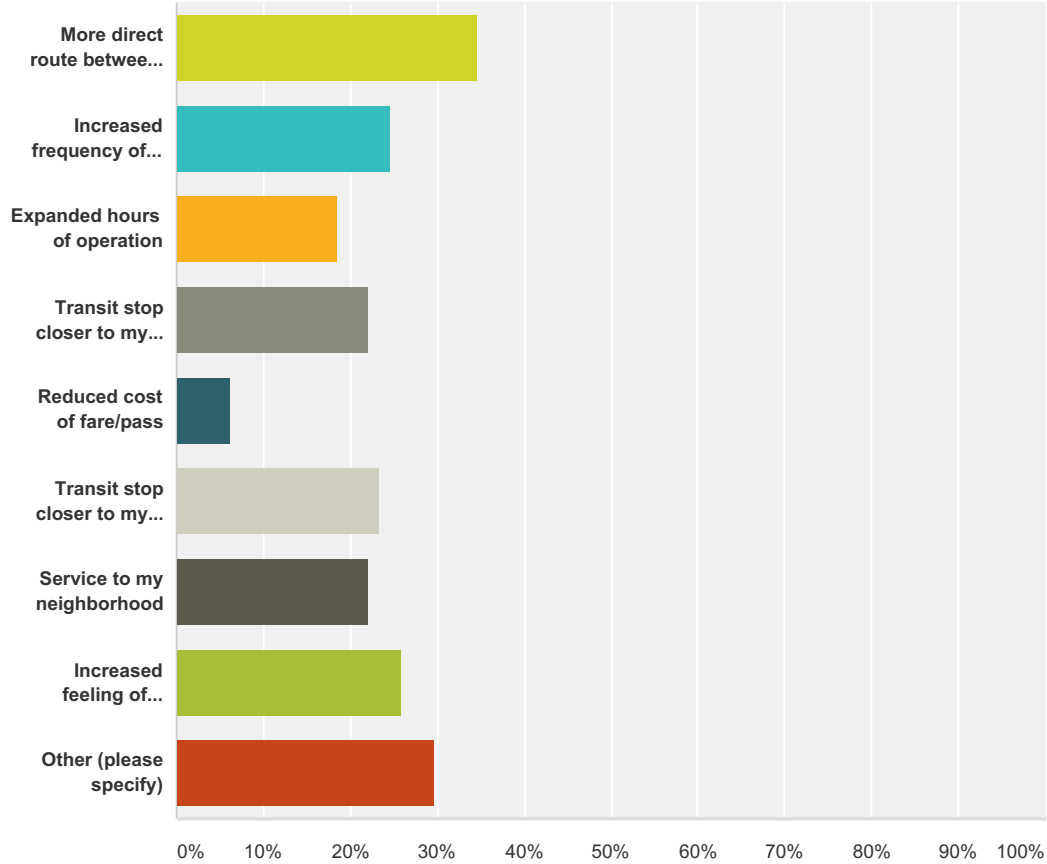


Answer Choices	Responses
Never	91.67% 110
Rarely (few times a year)	6.67% 8
Occasionally (several times a month)	1.67% 2
Frequently (several times a week)	0.00% 0
Daily	0.00% 0
Total	120

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Q15 Which of the following factors would encourage you to use public transportation more frequently?

Answered: 81 Skipped: 72



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Answer Choices	Responses
More direct route between my home and destination	34.57% 28
Increased frequency of departures	24.69% 20
Expanded hours of operation	18.52% 15
Transit stop closer to my destination	22.22% 18
Reduced cost of fare/pass	6.17% 5
Transit stop closer to my home	23.46% 19
Service to my neighborhood	22.22% 18
Increased feeling of safety	25.93% 21
Other (please specify)	29.63% 24
Total Respondents: 81	

#	Other (please specify)	Date
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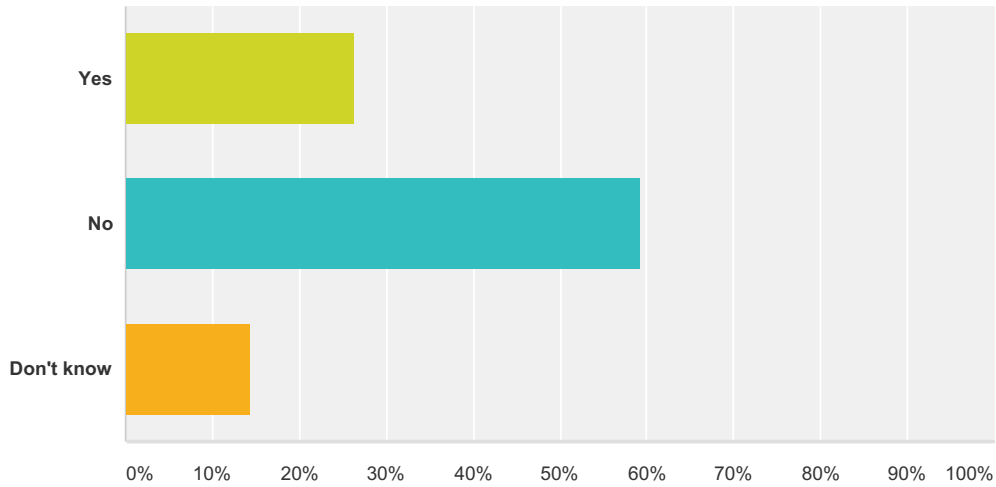
Town of Georgetown Comprehensive Plan Survey

1	None	10/30/2016 9:10 PM
2	None	10/30/2016 8:50 PM
3	Less stops (shorter travel time)	10/26/2016 7:59 PM
4	Expanded times for beach routes in the summer, especially on weekend evenings.	10/26/2016 6:05 AM
5	probally never use it	10/17/2016 7:19 AM
6	Not interested	10/17/2016 6:07 AM
7	I don't need public transportation	10/8/2016 7:59 AM
8	No use for it	10/7/2016 6:42 PM
9	No need for me for public transporation	9/29/2016 11:17 AM
10	do not use	9/26/2016 8:06 AM
11	Didn't know we have public transportation, so I'd say all if the above.	9/19/2016 7:59 PM
12	Public transportation would not work for me, but it definitely would be a significant value to our community.	9/19/2016 11:53 AM
13	as i get older and need it	9/13/2016 12:23 PM
14	I prefer to walk or use my own vehicle. I am a private person.	9/9/2016 11:12 AM
15	Never	9/8/2016 9:35 AM
16	more routes year round	9/7/2016 6:10 PM
17	I would not	9/7/2016 4:15 PM
18	Not using it	9/6/2016 8:58 AM
19	Nothing	9/6/2016 12:20 AM
20	I would not utilize public transportation	9/4/2016 10:56 PM
21	would not use--but feel it is needed	9/2/2016 3:13 PM
22	Would never.	9/2/2016 2:55 PM
23	I wouldn't	9/2/2016 9:15 AM
24	Wouldn't use	9/2/2016 9:01 AM

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Q16 Do you spend more than 15% of your household income on transportation costs (e.g., monthly vehicle loan payments, insurance, vehicle registration, vehicle maintenance and repairs; bus fare, bus pass, taxi fare)?

Answered: 118 Skipped: 35



Answer Choices	Responses
Yes	26.27% 31
No	59.32% 70
Don't know	14.41% 17
Total	118

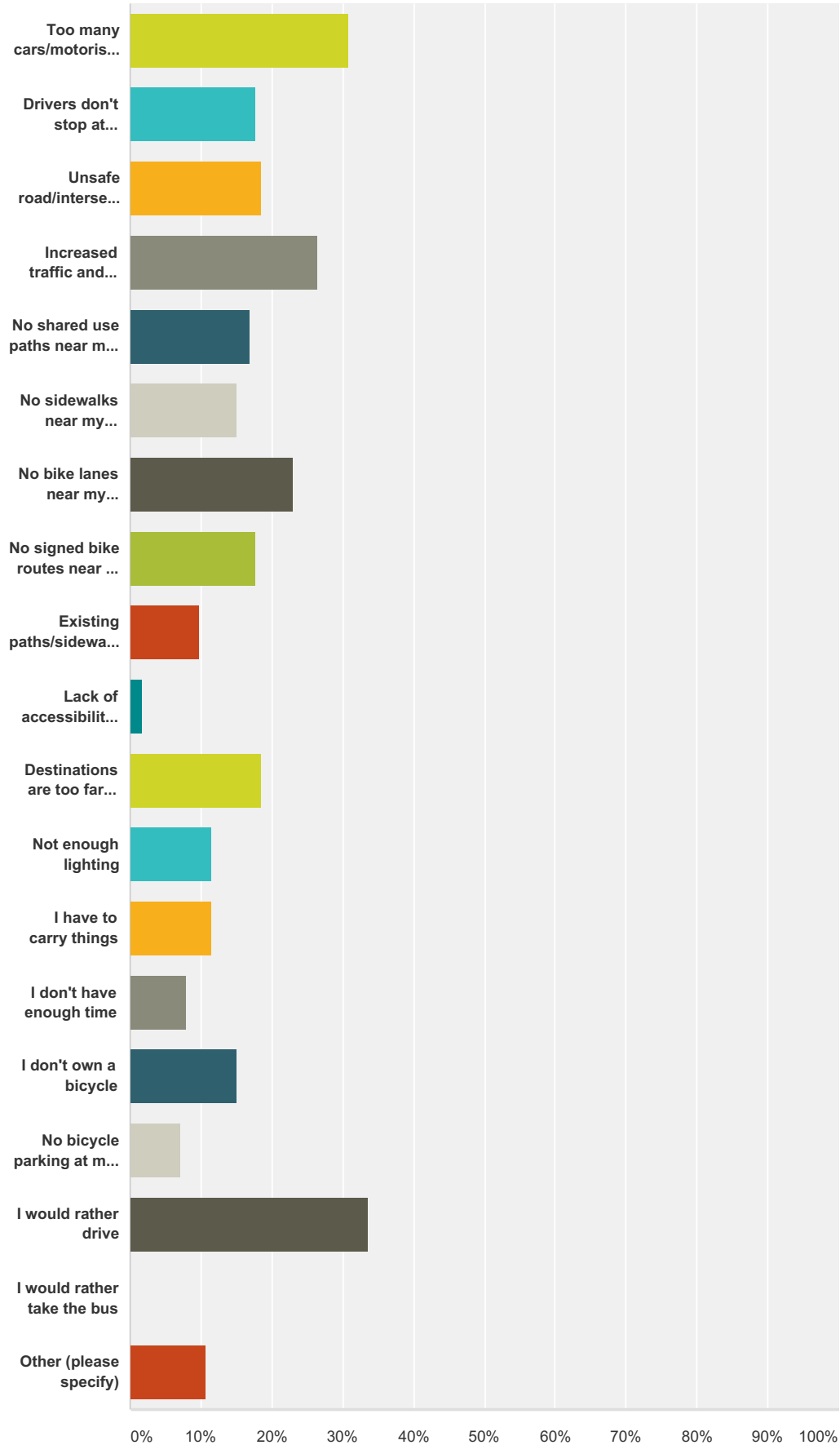
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Q17 What prevents you from bicycling or walking more often?

Answered: 113 Skipped: 40

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Town of Georgetown Comprehensive Plan Survey



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Town of Georgetown Comprehensive Plan Survey

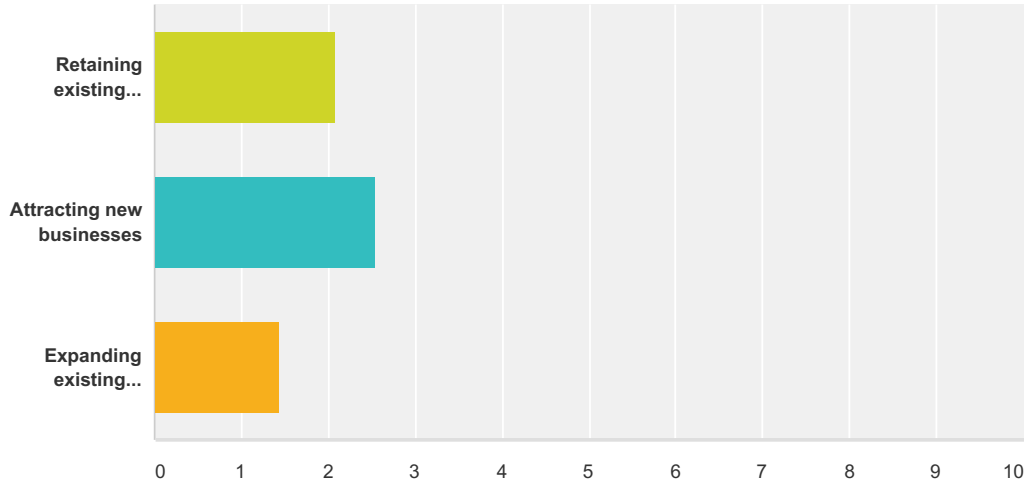
Answer Choices	Responses	
Too many cars/motorists drive too fast	30.97%	35
Drivers don't stop at crosswalks	17.70%	20
Unsafe road/intersection crossing conditions (e.g., lack of signals, signs, crosswalks)	18.58%	21
Increased traffic and congestion	26.55%	30
No shared use paths near my residence	16.81%	19
No sidewalks near my residence	15.04%	17
No bike lanes near my residence	23.01%	26
No signed bike routes near my residence	17.70%	20
Existing paths/sidewalks are in poor condition or incomplete	9.73%	11
Lack of accessibility (based on Americans with Disabilities Act design)	1.77%	2
Destinations are too far away	18.58%	21
Not enough lighting	11.50%	13
I have to carry things	11.50%	13
I don't have enough time	7.96%	9
I don't own a bicycle	15.04%	17
No bicycle parking at my destination	7.08%	8
I would rather drive	33.63%	38
I would rather take the bus	0.00%	0
Other (please specify)	10.62%	12
Total Respondents: 113		

#	Other (please specify)	Date
1	We bike and walk a lot.	10/31/2016 6:29 PM
2	retired	10/31/2016 5:52 PM
3	Age	10/30/2016 9:56 PM
4	Age and health issues	10/30/2016 9:28 PM
5	No bike holders like at schools; i.e., post office, stores	10/26/2016 8:19 PM
6	I bike and run on my own time. I would walk to locations that are close if they are accessible, the scenery and walk are peaceful and aesthetically pleasing.	10/25/2016 11:53 PM
7	I'm lazy!	9/29/2016 11:18 AM
8	too old	9/9/2016 5:44 PM
9	Health	9/7/2016 8:01 PM
10	I do walk a great deal.	9/3/2016 11:58 AM
11	there are entirely too many people that I have personally witnessed running stop signs, doing U-turns on side roads and speeding in town limits. The police department is doing a good job, but they cannot be everywhere.	9/2/2016 3:16 PM
12	my health	9/2/2016 10:16 AM

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Q18 Place the following economic issues for the Town of Georgetown in priority order (what is the highest priority):

Answered: 112 Skipped: 41

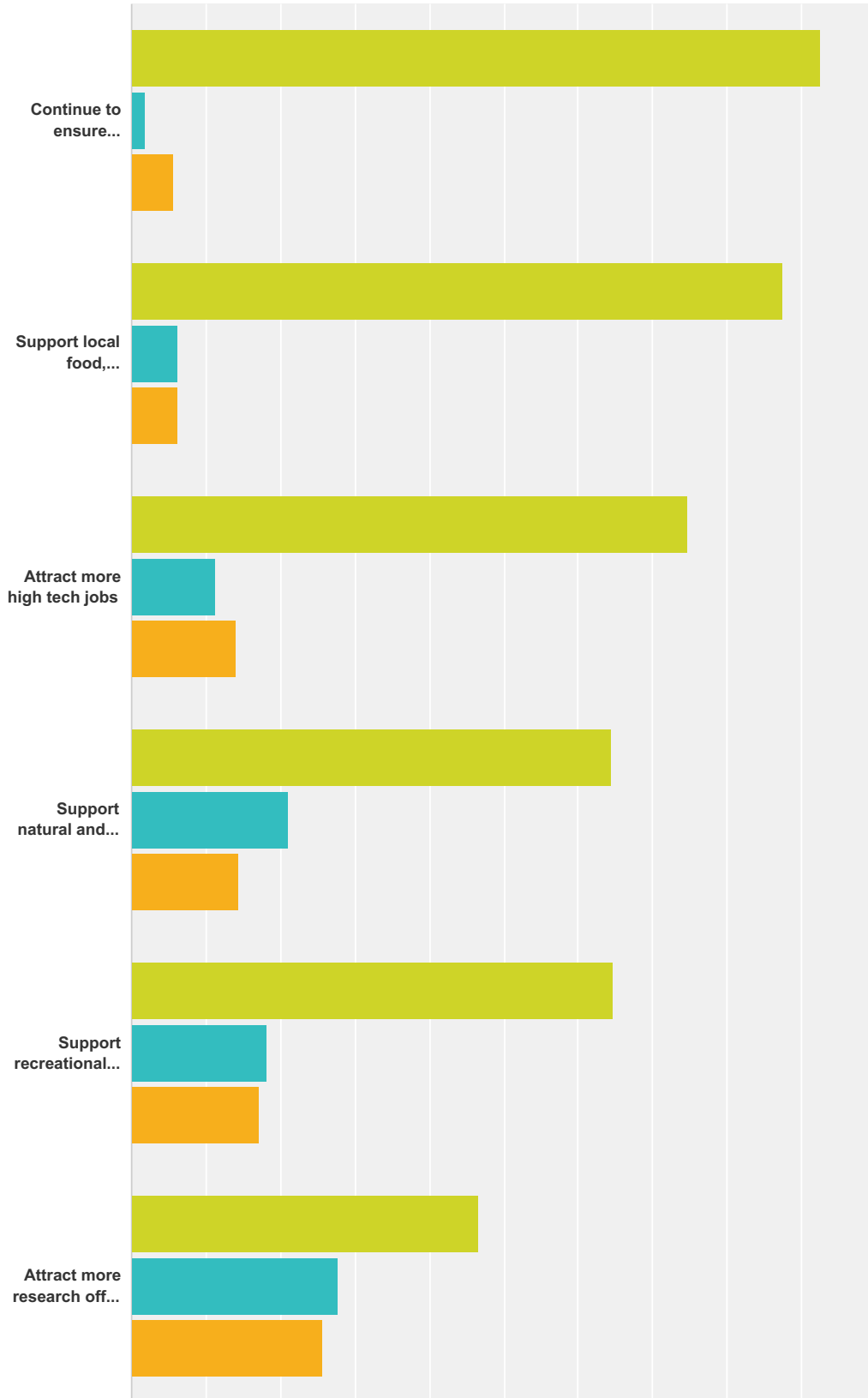


	1	2	3	Total	Score
Retaining existing businesses	31.13% 33	45.28% 48	23.58% 25	106	2.08
Attracting new businesses	67.29% 72	19.63% 21	13.08% 14	107	2.54
Expanding existing businesses	5.88% 6	33.33% 34	60.78% 62	102	1.45

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Q19 How important is it to offer the following economic development strategies in the Town of Georgetown?

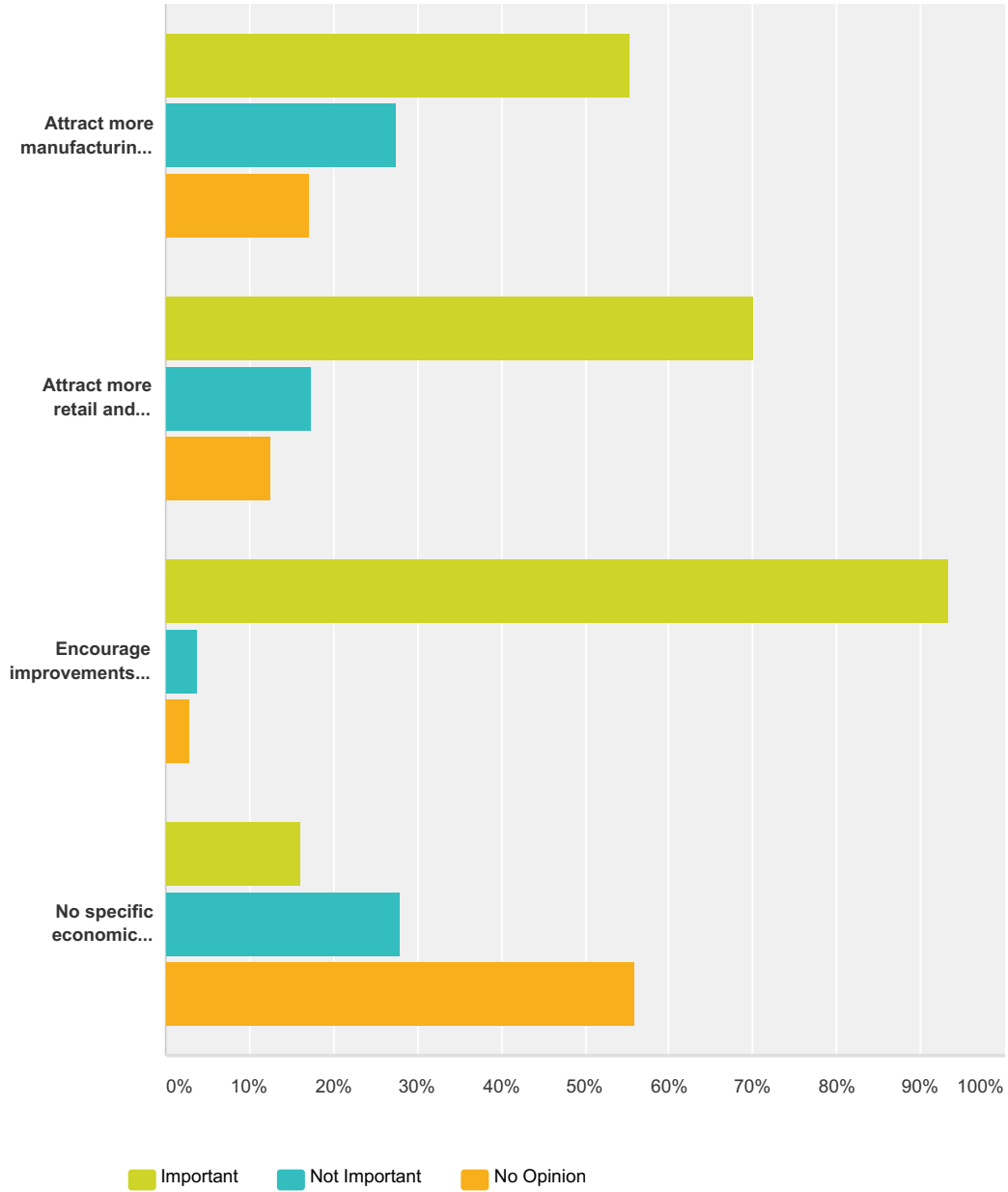
Answered: 111 Skipped: 42



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Town of Georgetown Comprehensive Plan Survey



	Important	Not Important	No Opinion	Total
Continue to ensure infrastructure is built and maintained to serve existing businesses	92.52% 99	1.87% 2	5.61% 6	107
Support local food, direct-farm marketing, "Buy Local"	87.39% 97	6.31% 7	6.31% 7	111
Attract more high tech jobs	74.77% 80	11.21% 12	14.02% 15	107
Support natural and cultural resource-based tourism (e.g., hiking, biking, birding, arts)	64.42% 67	21.15% 22	14.42% 15	104
Support recreational-based activities and tourism (e.g., sports)	64.76% 68	18.10% 19	17.14% 18	105
Attract more research office opportunities	46.53% 47	27.72% 28	25.74% 26	101

Town of Georgetown Comprehensive Plan Survey

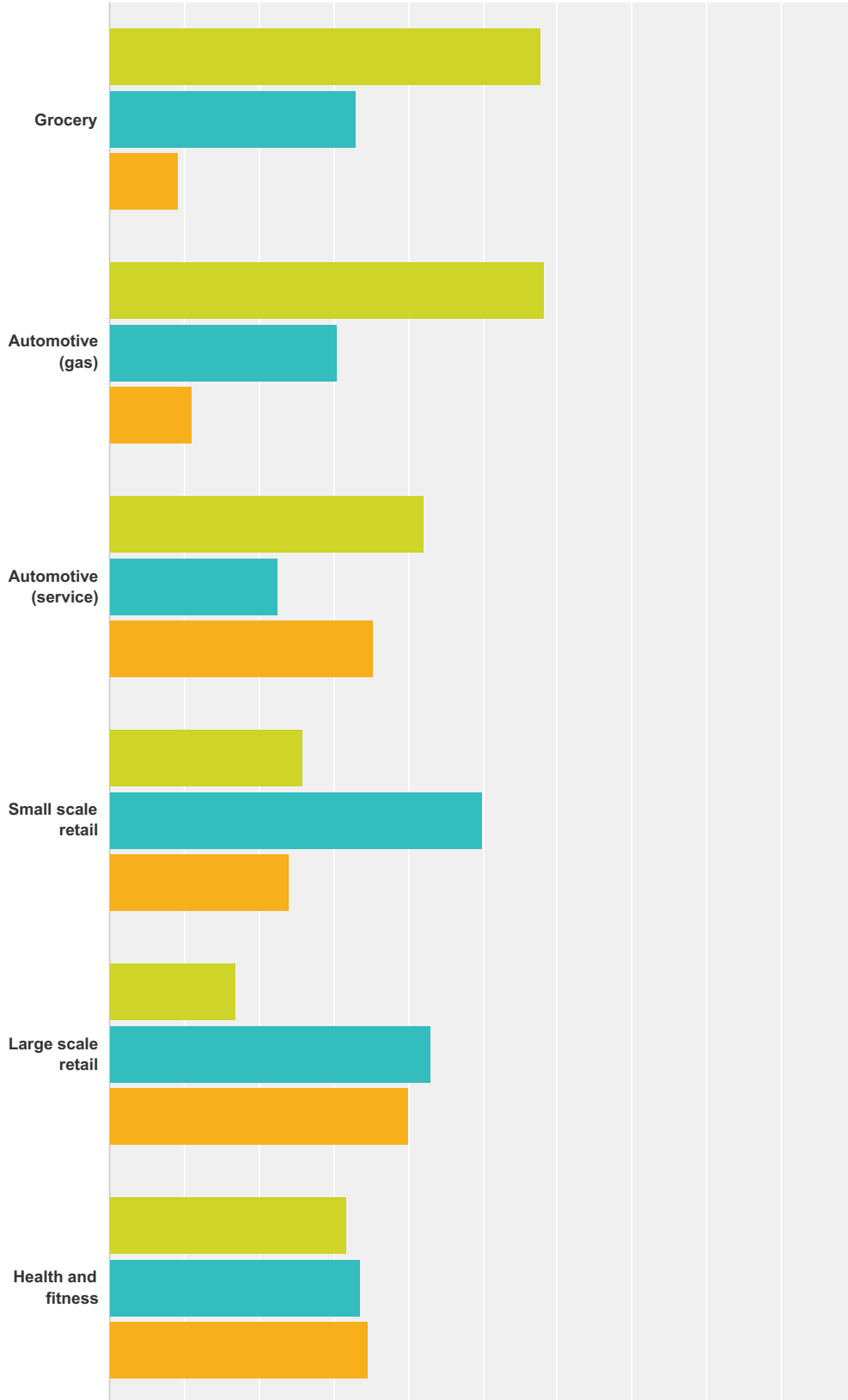
Attract more manufacturing jobs	55.24% 58	27.62% 29	17.14% 18	105
Attract more retail and service jobs	70.19% 73	17.31% 18	12.50% 13	104
Encourage improvements to run down structures	93.27% 97	3.85% 4	2.88% 3	104
No specific economic development strategies are needed	16.00% 12	28.00% 21	56.00% 42	75

#	Other (please specify)	Date
1	encourage a mix of businesses & jobs that are built in appropriate areas	10/26/2016 8:25 PM
2	the last statement makes no sense !	10/3/2016 6:31 PM
3	fix run down structures and the eyesores in the area, have people maintain their lawns, encourage light manufacturing, develop good community events and businesses. The farm market is great and 16 Mile Brewery is a real asset.	9/3/2016 3:27 PM
4	we have many jobs that are being filled by people that are not getting benefits or many, many that are working under an AKA. We do not need companies that are importing people that are living in a motel	9/2/2016 3:20 PM
5	STOP DEVELOPING OUR TINY TOWNS! WE DO NOT NEED ANYMORE TOURISM IN THIS AREA!	9/2/2016 10:25 AM

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Q20 What portion of your shopping/use of the following services takes place in the Town of Georgetown?

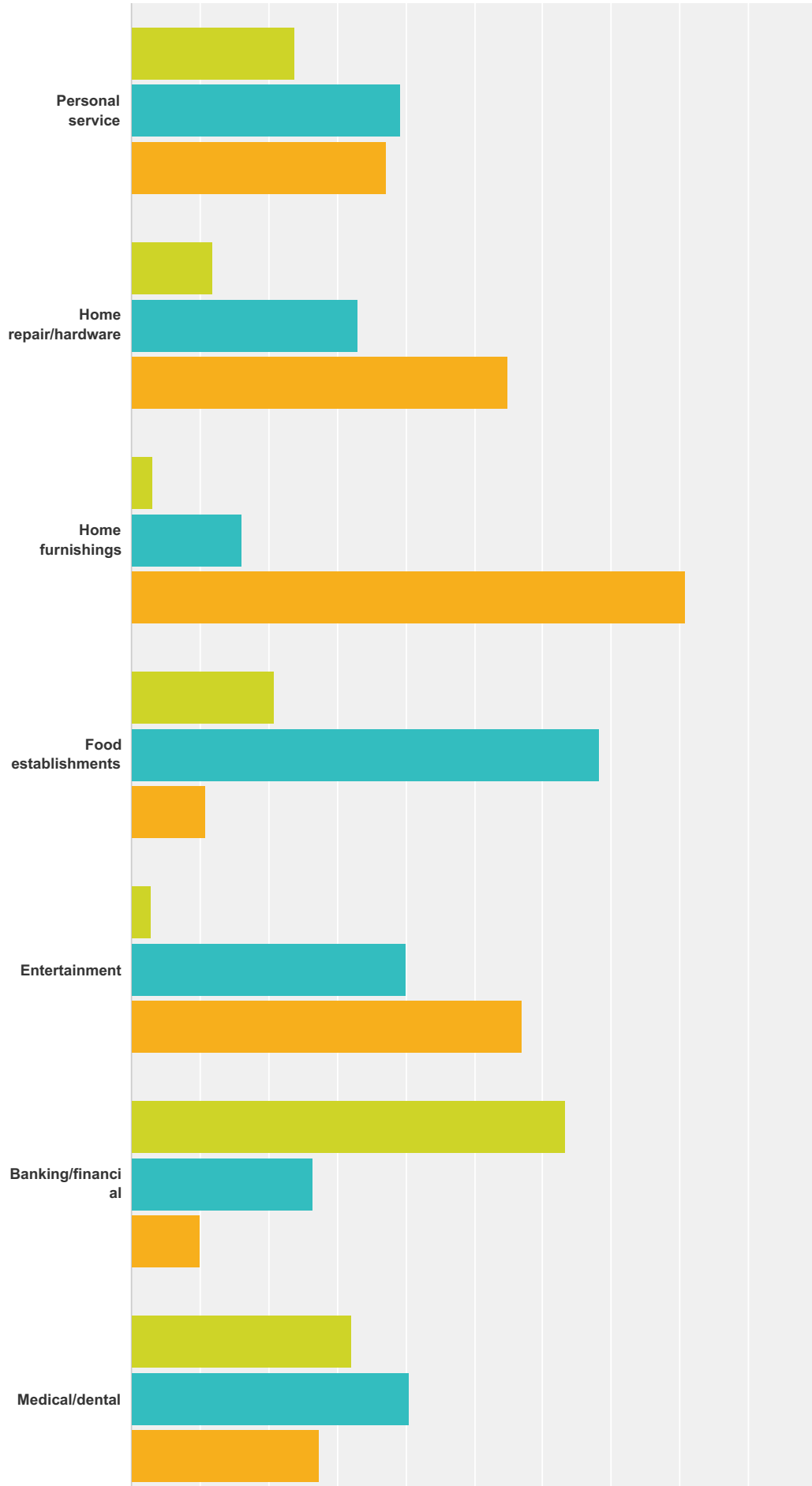
Answered: 112 Skipped: 41



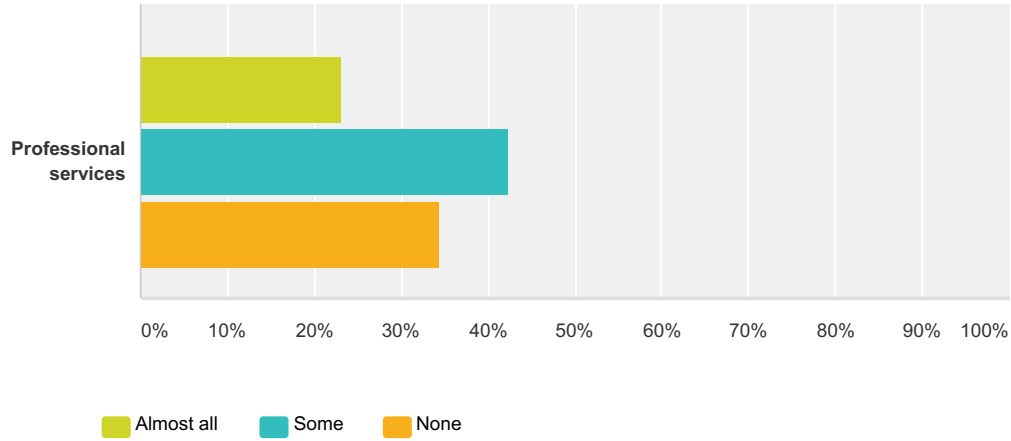
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Town of Georgetown Comprehensive Plan Survey



Town of Georgetown Comprehensive Plan Survey



	Almost all	Some	None	Total
Grocery	57.80% 63	33.03% 36	9.17% 10	109
Automotive (gas)	58.33% 63	30.56% 33	11.11% 12	108
Automotive (service)	42.16% 43	22.55% 23	35.29% 36	102
Small scale retail	25.96% 27	50.00% 52	24.04% 25	104
Large scale retail	17.00% 17	43.00% 43	40.00% 40	100
Health and fitness	31.68% 32	33.66% 34	34.65% 35	101
Personal service	23.71% 23	39.18% 38	37.11% 36	97
Home repair/hardware	12.00% 12	33.00% 33	55.00% 55	100
Home furnishings	3.03% 3	16.16% 16	80.81% 80	99
Food establishments	20.91% 23	68.18% 75	10.91% 12	110
Entertainment	3.00% 3	40.00% 40	57.00% 57	100
Banking/financial	63.30% 69	26.61% 29	10.09% 11	109
Medical/dental	32.08% 34	40.57% 43	27.36% 29	106
Professional services	23.23% 23	42.42% 42	34.34% 34	99

#	Other (please specify)	Date
1	I would rather drive to Harris Teeter in Millsboro than shop at Redners. It has much better selection. Despite being new, Redners seems run down to me. Even the WalMart has better selection.	10/26/2016 6:10 AM
2	None at this time.	10/25/2016 11:54 PM
3	We go to Lowe's or Ace Hardware. No home furnishing stores. Need more primary doctors and dental facilities.	9/26/2016 8:10 AM

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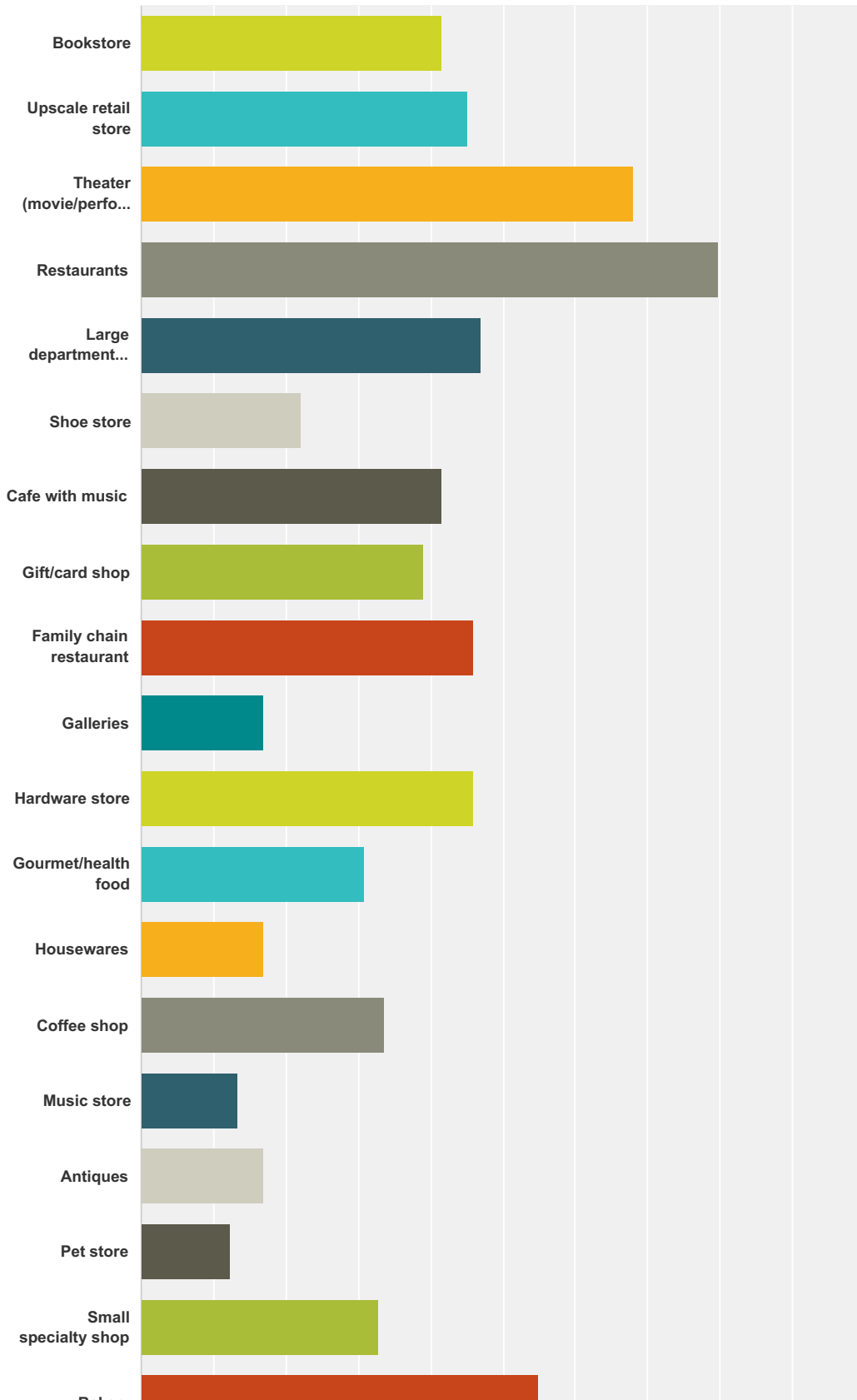
Town of Georgetown Comprehensive Plan Survey

4	Some of these services do not exist in the town - would like to have restaurants	9/3/2016 12:20 AM
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Q21 What types of businesses would you like to see in the Town of Georgetown?

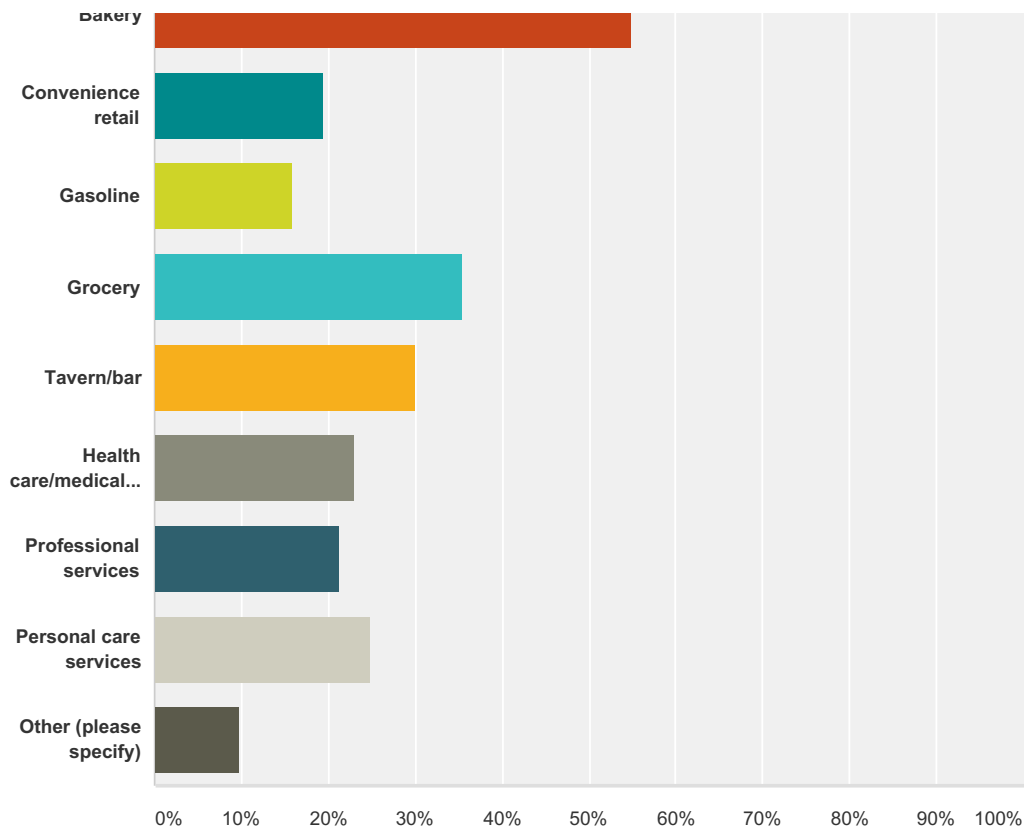
Answered: 113 Skipped: 40



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Town of Georgetown Comprehensive Plan Survey



Answer Choices	Responses	Count
Bookstore	41.59%	47
Upscale retail store	45.13%	51
Theater (movie/performance)	68.14%	77
Restaurants	79.65%	90
Large department store	46.90%	53
Shoe store	22.12%	25
Cafe with music	41.59%	47
Gift/card shop	38.94%	44
Family chain restaurant	46.02%	52
Galleries	16.81%	19
Hardware store	46.02%	52
Gourmet/health food	30.97%	35
Housewares	16.81%	19
Coffee shop	33.63%	38
Music store	13.27%	15
Antiques	16.81%	19
Pet store	12.39%	14

Town of Georgetown Comprehensive Plan Survey

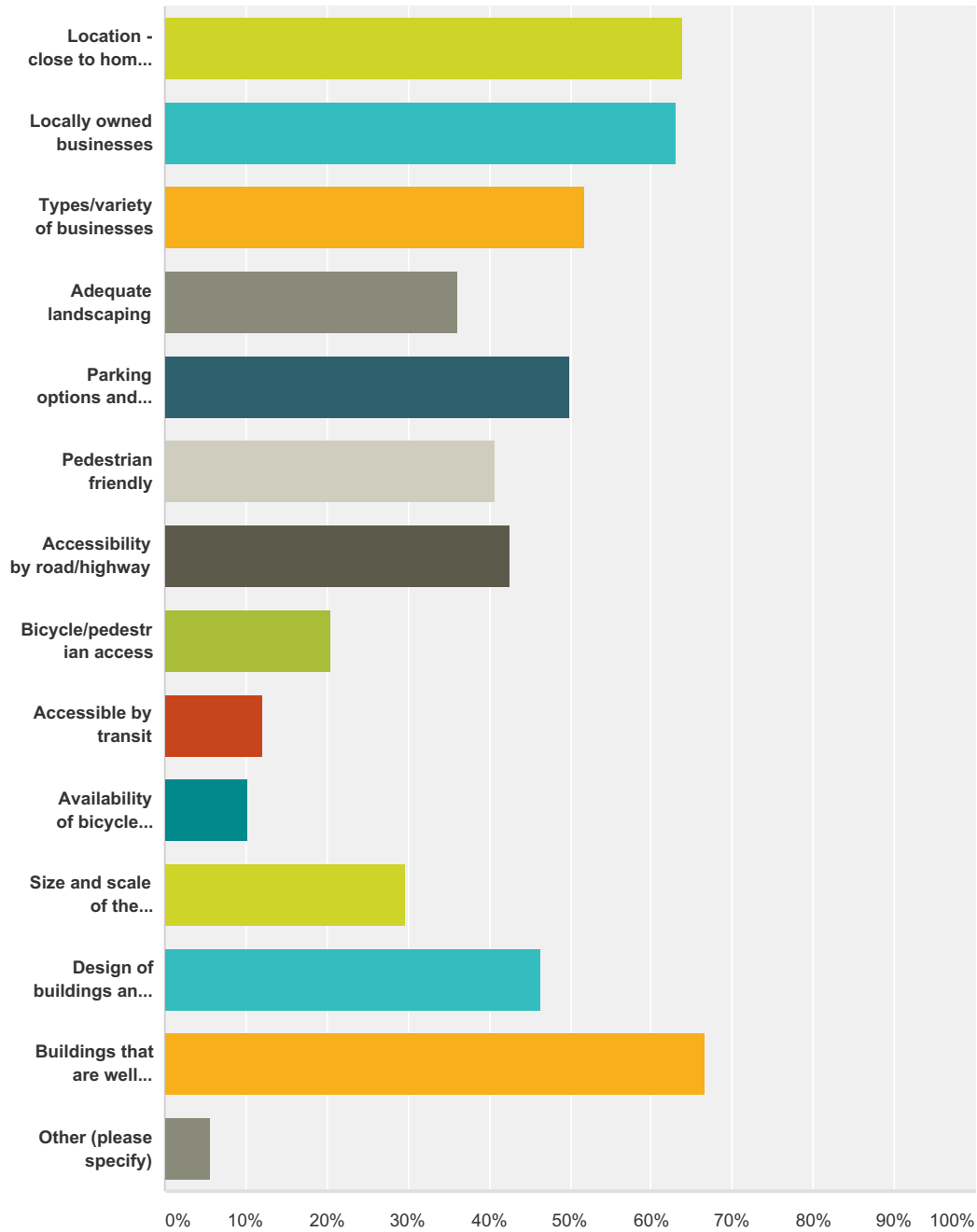
Small specialty shop	32.74%	37
Bakery	54.87%	62
Convenience retail	19.47%	22
Gasoline	15.93%	18
Grocery	35.40%	40
Tavern/bar	30.09%	34
Health care/medical services	23.01%	26
Professional services	21.24%	24
Personal care services	24.78%	28
Other (please specify)	9.73%	11
Total Respondents: 113		

#	Other (please specify)	Date
1	Anything but Walmart. I reside in Georgetown but do most of shopping in Lewes/Rehoboth...groceries, hardware etc.	10/27/2016 1:48 PM
2	Texas Roadhouse restaurant and Traders Joes (or health food/organic products)	10/26/2016 8:29 PM
3	Target, Trader Joes, Whole Foods	10/26/2016 6:12 AM
4	Would love to see more businesses on the east side of town. Wawa (gas) and grocery store. Need primary doctor's office. Need family dental offices.	9/26/2016 8:13 AM
5	Butcher shop, seafood market, Trader Joe's grocery, dentists, eye doctors	9/19/2016 8:14 PM
6	This is a tough question to answer because the dynamics of the community (cultural) have changed. It would be great to see a more vibrant downtown Georgetown...a few really good restaurants that would draw people in after 5 p.m. would be nice.	9/19/2016 11:57 AM
7	Dog park	9/8/2016 11:35 AM
8	Paneras, Einsteins, Boscoffs	9/8/2016 8:25 AM
9	We need restaurants and retail!	9/7/2016 6:15 PM
10	Grocery shopping is getting better but a store like Giant is still needed. A kohls would be nice too but try to find a balance between encouraging some growth on the highway while not ignoring the fact that downtown could use some niche businesses that can't be killed by big box stores. Good bakeries, a decent gift and card store, and coffee shops would encourage pedestrian traffic	9/3/2016 3:33 PM
11	Georgetown is perfect the way it is.	9/2/2016 10:26 AM

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Q22 What attributes make commercial development appealing to you?

Answered: 108 Skipped: 45



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Answer Choices	Responses
Location - close to home or work	63.89% 69
Locally owned businesses	62.96% 68
Types/variety of businesses	51.85% 56
Adequate landscaping	36.11% 39

Town of Georgetown Comprehensive Plan Survey

Parking options and general circulation	50.00%	54
Pedestrian friendly	40.74%	44
Accessibility by road/highway	42.59%	46
Bicycle/pedestrian access	20.37%	22
Accessible by transit	12.04%	13
Availability of bicycle parking areas	10.19%	11
Size and scale of the buildings	29.63%	32
Design of buildings and overall site	46.30%	50
Buildings that are well maintained	66.67%	72
Other (please specify)	5.56%	6
Total Respondents: 108		

#	Other (please specify)	Date
1	?	10/27/2016 1:50 PM
2	Signeage easy to read so I can identify store from the highway.	9/19/2016 8:20 PM
3	Be careful of big box. We need more shopping but unless you want it to look like route 1 in rehoboth, force design standards on the developers that reflect the scale and history of the town. Keep the town livable. make it look better, not worse. There is nothing worse than nondescript retail stores that are poorly maintained.	9/3/2016 3:37 PM
4	No development	9/2/2016 3:00 PM
5	Zero commercial development is appealing to me.	9/2/2016 10:51 AM
6	R	9/2/2016 2:27 AM

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Town of Georgetown Comprehensive Plan Survey

Q23 What do you like most about the Town of Georgetown?

Answered: 78 Skipped: 75

#	Responses	Date
1	It still has great small town atmosphere-pretty and easy to bike and walk. Town government is available ti citizens and responds.	10/31/2016 6:34 PM
2	small town feel; diversity is a plus	10/31/2016 5:56 PM
3	It is quiet.	10/31/2016 3:51 PM
4	Small town.	10/30/2016 10:50 PM
5	That it is a small town. The Circle. The fact that it is the County Seat.	10/30/2016 10:34 PM
6	Cinderberry over 50 community	10/30/2016 10:15 PM
7	I have lived in or close by for 81 years, I must like everything.	10/30/2016 10:01 PM
8	Hometown feel	10/30/2016 9:32 PM
9	Friendly "old time" flavor	10/30/2016 9:14 PM
10	Walking distance / the circle.	10/27/2016 1:50 PM
11	library, senior center, cheer center, grocer & Walmart close, our police department	10/26/2016 8:33 PM
12	The circle as a focal point of our town and the activities held there really make it seem like a community that you don't see in neighboring towns.	10/26/2016 8:15 PM
13	I love the appearance of Georgetown proper and being able to walk to most recreational events. I appreciate the investment in town recreation and would love to see more (1st Friday). Back to the Future day was great!	10/26/2016 6:16 AM
14	I am more focused on returning home to Delaware. I am from Wilmington and I feel Georgetown has a brighter future for my socio-economical status.	10/26/2016 12:02 AM
15	The small town atmosphere.	10/23/2016 2:11 PM
16	small town atmosphere	10/17/2016 12:29 PM
17	our mayor and maintence dept	10/17/2016 7:25 AM
18	I like the small town feel. Also area around the circle is pretty and well maintained. More areas in Georgetown should emulate this.	10/17/2016 6:12 AM
19	EVERYONE IS FRIENDLY AND HELPFUL	10/13/2016 2:58 PM
20	The size of the Town, and the friendliness of the locals.	10/9/2016 11:59 AM
21	The mix of old time residents and new people	10/9/2016 7:20 AM
22	Good neighbors, town council that is working to bring new business to town	10/8/2016 12:01 PM
23	The circle and accompanying landscaping.	10/7/2016 6:49 PM
24	Community spirit	10/7/2016 5:47 PM
25	The people	10/7/2016 7:51 AM
26	Beautiful Circle, great local government. Overall wonderful small town atmosphere.	10/6/2016 3:41 PM
27	The history of the town..The wonderful old homes and the small town atmosphere. The Circle and the parks and the welcoming people	10/3/2016 6:58 PM
28	The circle, my neighbors and friends.	9/29/2016 11:27 AM
29	Events, Central location in the County, Commercial Growth	9/28/2016 11:43 AM
30	Police Dept, Fire Dept, Circle	9/28/2016 9:47 AM
31	I love the historical downtown.	9/26/2016 8:15 AM

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Town of Georgetown Comprehensive Plan Survey

32	The Circle and the welcoming feeling of a small town.	9/19/2016 8:20 PM
33	The people...there are a lot of good people in this town and there appear to be good efforts by city government to continue to improve the community, the leadership (police, city manager, mayor) are all friendly, supportive and approachable.	9/19/2016 11:59 AM
34	The Circle	9/15/2016 1:54 PM
35	it seem to be a safe place to live	9/13/2016 12:31 PM
36	Low taxes	9/9/2016 4:24 PM
37	small feel	9/9/2016 11:20 AM
38	History	9/8/2016 8:18 PM
39	That it is a small town; the fountain/park area; farmer's market, restaurants	9/8/2016 6:08 PM
40	the Circle and all that surrounds it	9/8/2016 5:10 PM
41	Somewhat of a "small town atmosphere." And the historical nature of the town.	9/8/2016 3:25 PM
42	Close to beaches and major cities	9/8/2016 11:37 AM
43	Close to shore points convient	9/8/2016 10:06 AM
44	Small Town with tremendous potential. Vital spaces occupied by too many of the same businesses. No diversity in choice and design standards are not adhered too, Too many exceptions are allowed	9/8/2016 9:03 AM
45	The Historical/Cultural "flavor" of the square.	9/8/2016 8:33 AM
46	concerts	9/7/2016 9:03 PM
47	Hometown....life long resident.	9/7/2016 8:57 PM
48	The circle	9/7/2016 8:08 PM
49	Hometown feel. Bill West does his best to make you feel like you belong here.	9/7/2016 7:53 PM
50	I feel safe and the people in my community are very friendly. Also enjoy town activities such as music in the park, the activities on the circle, the memorial services, etc.	9/7/2016 7:52 PM
51	historic and small	9/7/2016 6:18 PM
52	Recreation & music in park	9/7/2016 5:02 PM
53	Friendly	9/7/2016 4:21 PM
54	Small town feel	9/7/2016 4:04 PM
55	Small town feel	9/7/2016 7:53 AM
56	it's a small town	9/6/2016 3:56 PM
57	I like the ethnic diversity.	9/6/2016 12:34 AM
58	Central location in the county	9/4/2016 11:01 PM
59	Still has a small town feel.	9/3/2016 3:37 PM
60	The history and the people, especially the life long residents.	9/3/2016 2:42 PM
61	My Hometown	9/3/2016 1:14 PM
62	The Circle, North & South Bedford, & West Market	9/3/2016 12:03 PM
63	I do apologize, but at this moment there is nothing I can think of. If I would not have to sell my home at a loss, I would move.	9/3/2016 12:26 AM
64	It is a wonderful place to live	9/2/2016 10:20 PM
65	I like that is a small town but safe and a great community. It is nice there are more events now and the community is coming together.	9/2/2016 5:34 PM
66	The small town charm of the past for example Returns Day	9/2/2016 3:26 PM
67	Spicer memorial	9/2/2016 3:00 PM
68	strong sense of community	9/2/2016 2:06 PM

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Town of Georgetown Comprehensive Plan Survey

69	It's safe and still small towny	9/2/2016 10:51 AM
70	the mayor and government	9/2/2016 10:25 AM
71	Quaint historical areas, quiet, safe	9/2/2016 10:20 AM
72	Small town. Familiar faces.	9/2/2016 10:12 AM
73	It is the Countyseat	9/2/2016 9:43 AM
74	The good community people	9/2/2016 9:32 AM
75	Historic Character	9/2/2016 9:06 AM
76	Home town	9/2/2016 7:42 AM
77	The quiet	9/1/2016 10:23 PM
78	The Circle	9/1/2016 9:32 PM

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Town of Georgetown Comprehensive Plan Survey

Q24 What do you like least about the Town of Georgetown?

Answered: 78 Skipped: 75

#	Responses	Date
1	People moving out of town. Properties not kept up.	10/31/2016 6:34 PM
2	No control over residential area developments, like halfway houses. This lack of control may drive us away, ultimately.	10/31/2016 5:56 PM
3	Nothing. Can't think of anything we don't like.	10/31/2016 3:51 PM
4	We are allowing too many illegals!	10/31/2016 3:32 PM
5	Too many group homes. Rental housing that is in rundown condition. The billiard hall. Too many of the same type of stores/restaurants.	10/30/2016 10:34 PM
6	No restaurants	10/30/2016 10:15 PM
7	I can't complain about anything.	10/30/2016 10:01 PM
8	Lack of restaurants	10/30/2016 9:32 PM
9	More growth, commerce, modernization	10/30/2016 9:14 PM
10	the properties not taken care of, numerous people living in one house, drug deals, half way houses. Used to be such a pretty town.Will never be able to get out .	10/27/2016 1:50 PM
11	Run down buildings along Rt. 9 in town proper & no bike paths	10/26/2016 8:33 PM
12	What appears to be the ignoring of or selective inforcement of maximum occupancy of renters in one house. This has decreased the value of many long term homeowners who live side by side some of these "rental houses" as well as the explosion of halfway houses in a small area of Georgetown.	10/26/2016 8:15 PM
13	Too many half way houses with no regulations	10/26/2016 10:27 AM
14	The grocery options are terrible. Would like more in town evening dining options.	10/26/2016 6:16 AM
15	I have heard some negative connotation in regards to Georgetown crime rates and drug trafficking.	10/26/2016 12:02 AM
16	The lack of code enforcement.	10/23/2016 2:11 PM
17	decent shopping	10/17/2016 12:29 PM
18	too many hispanics	10/17/2016 7:25 AM
19	Too many old homes are turned into rentals that are not cared for.	10/17/2016 6:12 AM
20	N/A	10/13/2016 2:58 PM
21	Little care about the look of streets and in general of the Town. Lack of community activities	10/9/2016 11:59 AM
22	(There are lots of facilities & organizations) but there is no parks & recreation department that coordinates or promotes sports & recreation activities for children in Georgetown - soccer, basketball, etc.	10/9/2016 7:20 AM
23	Water and Sewer Rates are too high.	10/8/2016 12:01 PM
24	Run down homes	10/7/2016 6:49 PM
25	Run down rental properties	10/7/2016 5:47 PM
26	The lack of outside fitness areas	10/7/2016 7:51 AM
27	The rental homes that are not taken care of, landlords only collecting rent, not reinvesting in their properties.	10/6/2016 3:41 PM
28	The numerous unkempt rental units , trash everywhere,especially in Wilson park vicinity....The man on the stool in front of the pool hall	10/3/2016 6:58 PM
29	The unkept homes and yards.	9/29/2016 11:27 AM
30	Need fair and consistent treatment of all. Downtown closes at night.	9/28/2016 11:43 AM
31	Perdue, SCI, lack of Code Enforcement	9/28/2016 9:47 AM

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Town of Georgetown Comprehensive Plan Survey

32	That they are no businesses or the east side of Georgetown. And the roads downtown.	9/26/2016 8:15 AM
33	Not enough good restaurants & too many fast food junk chains	9/19/2016 8:20 PM
34	the slum lords in some neighborhoods...something needs to be done about this...big problem especially for the Latino community.	9/19/2016 11:59 AM
35	All of the half-way houses, drug rehab houses, "undersireables" that hang around. Lack of enforcement of people loitering around town. The fact that 95% of the "decent" people have moved out of what used to be a great little town and their homes turned into rentals. That people don't feel safe walking down the street at night anymore and the percentage of middleclass single family homes is the vast minority of the houses in Georgetown.	9/15/2016 1:54 PM
36	traveling to stores to shop	9/13/2016 12:31 PM
37	traffic in town and beach traffic on Rt. 113	9/9/2016 11:20 AM
38	Properties beginning to become very run-down, businesses/restaurants have bypassed us for Millsboro and surrounding towns instead	9/8/2016 8:18 PM
39	No enough shops and restaurants, and most are very small and too hard to get a seat in due to popularity and size.	9/8/2016 6:08 PM
40	unkempt and over-populated houses	9/8/2016 5:10 PM
41	Nothing stands out.	9/8/2016 3:25 PM
42	Too many illegals working and not paying taxes	9/8/2016 11:37 AM
43	Not enough Stores (eg. Retail, resturants, movie, bakery)	9/8/2016 10:06 AM
44	too many buildings that are in need of serious rehab. Some need to be demolished. Too many people living in conditions that are unfit for habitation including young children and infants. a disregard for property and trash pick up.	9/8/2016 9:03 AM
45	The congestion of the streets and the lack of diverse shopping and dining options.	9/8/2016 8:33 AM
46	run down homes	9/7/2016 9:03 PM
47	Old homes now look shabby due to being rentals. Market Street traffic discourages retail shopping....need bypass of Market Street to encourage development of downtown.	9/7/2016 8:57 PM
48	low rate motels	9/7/2016 8:08 PM
49	The rubbed down areas of the town.	9/7/2016 7:52 PM
50	no restaurants, housing codes are enforced, too many families living in one house	9/7/2016 6:18 PM
51	Run-down buildings	9/7/2016 5:02 PM
52	Stalled growth	9/7/2016 4:21 PM
53	expansion with large chains like Walmart	9/7/2016 4:04 PM
54	it's stagnant in terms of development	9/6/2016 3:56 PM
55	I dislike the rundown buildings.	9/6/2016 12:34 AM
56	Lack of parks and recreation, always have to go elsewhere to do anything.	9/4/2016 11:01 PM
57	Bad housing in many areas. The gateways to the town (i.e. East Market Street) contain many poorly maintained buildings and houses.	9/3/2016 3:37 PM
58	Over the years, the downtown area has deteriorated.	9/3/2016 2:42 PM
59	We have to leave town to eat or Shop unless we want Pizza or Walmart	9/3/2016 1:14 PM
60	The lack of involvement by the majority of the residents.	9/3/2016 12:03 PM
61	The fact that too much of the town looks much like a poverty stricken town; there are too many buildings that look like they are owned by slum landlords(don't know if they are rentals or not) and the repairs need in the streets do not make this a desirable place to live.	9/3/2016 12:26 AM
62	How many illegals that are allowed in and allowed to run down what was once a beautiful historic part of georgetown	9/2/2016 10:20 PM
63	I wish there was a more recreational area as well as better restaurants and shopping.	9/2/2016 5:34 PM
64	That when I tell people that I live in Georgetown their comments are --"I'm sorry" and "it used to be such a nice town". Now when you ride thru the town, the beutiful old homes have been destroyed	9/2/2016 3:26 PM
65	Too crowded	9/2/2016 3:00 PM

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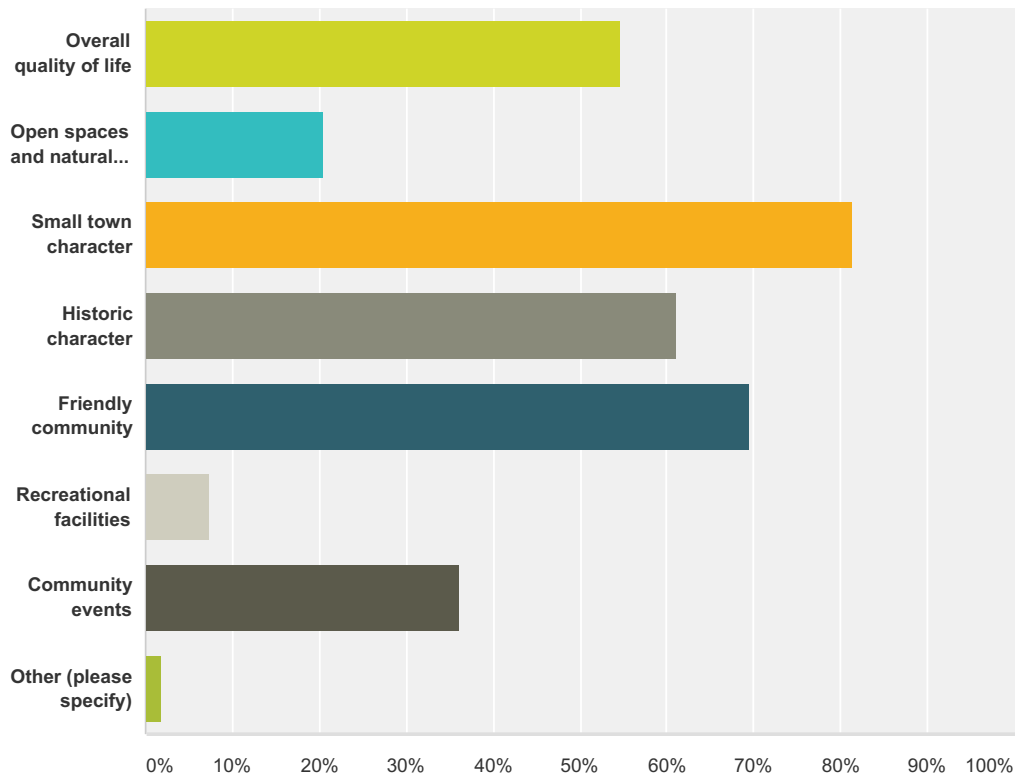
Town of Georgetown Comprehensive Plan Survey

66	we need more retail options	9/2/2016 2:06 PM
67	Not enough Retail Stores, Movie Theaters,	9/2/2016 10:56 AM
68	Nothing. I miss living there.	9/2/2016 10:51 AM
69	not enough resteruants	9/2/2016 10:25 AM
70	Condition of apartments and houses off of the main streets, trash dumpsters full and visible.	9/2/2016 10:20 AM
71	Behind the times in retail shops, things to do, food options.	9/2/2016 10:12 AM
72	Nothing really	9/2/2016 9:43 AM
73	Chicken plant, section 8, halfway houses, addicts,	9/2/2016 9:32 AM
74	Not much choice in restaurants or grocery shopping . Need sporting facilities or recreational facilities that have sports	9/2/2016 9:11 AM
75	Not enough for kids to do	9/2/2016 9:06 AM
76	Halfway houses	9/2/2016 7:42 AM
77	Traffic	9/1/2016 10:23 PM
78	Overcrowding of schools	9/1/2016 9:32 PM

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Q25 What do you value most about the Town of Georgetown?

Answered: 108 Skipped: 45



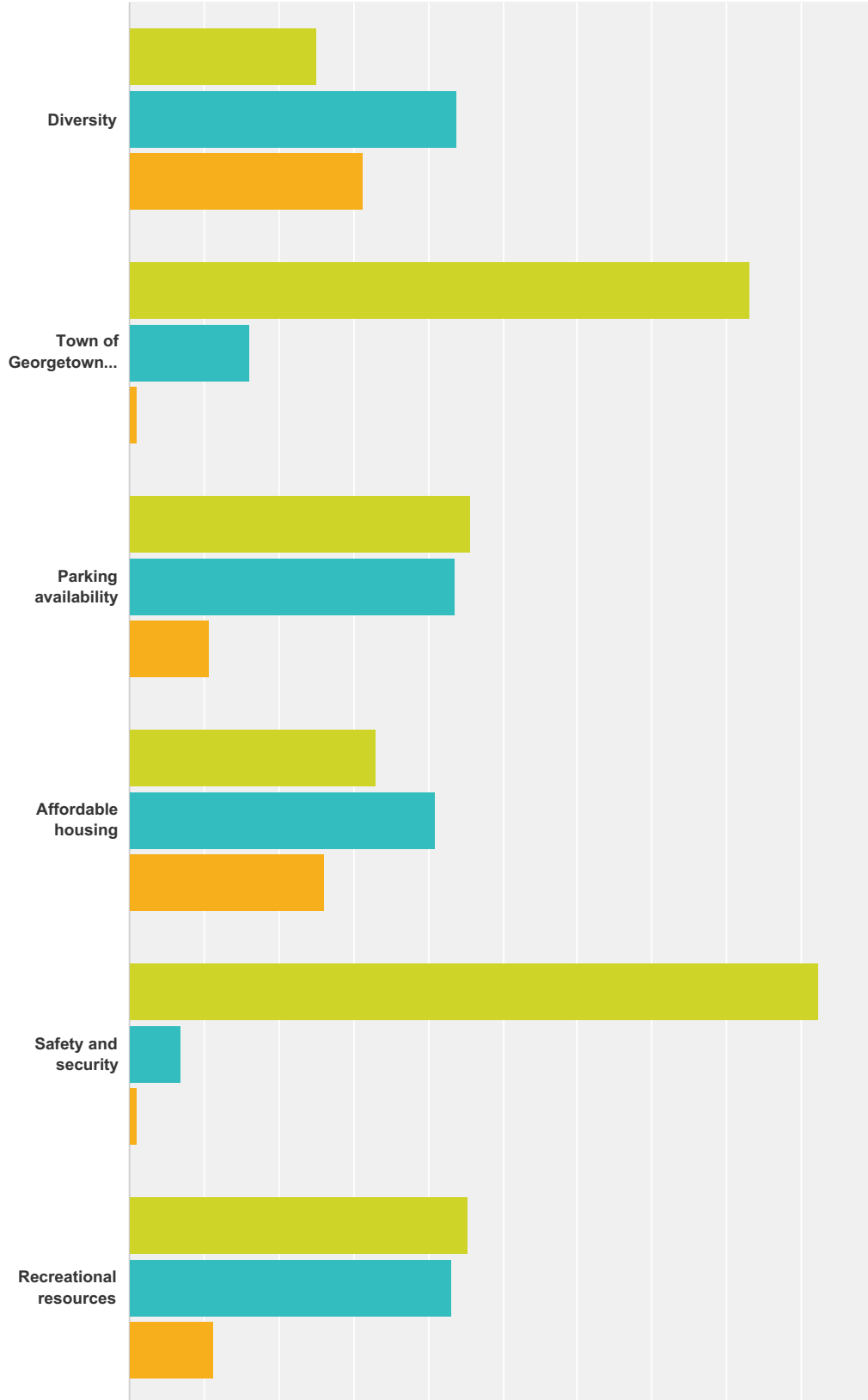
Answer Choices	Responses
Overall quality of life	54.63% 59
Open spaces and natural areas	20.37% 22
Small town character	81.48% 88
Historic character	61.11% 66
Friendly community	69.44% 75
Recreational facilities	7.41% 8
Community events	36.11% 39
Other (please specify)	1.85% 2
Total Respondents: 108	

#	Other (please specify)	Date
1	Safety	9/6/2016 12:34 AM
2	still hanging on for the old memories--it is such a shame that you no longer know your neighbors and that families are not buying home here---just look at the for sale signs	9/2/2016 3:26 PM

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Q26 How important are the following items to quality of life in the Town of Georgetown?

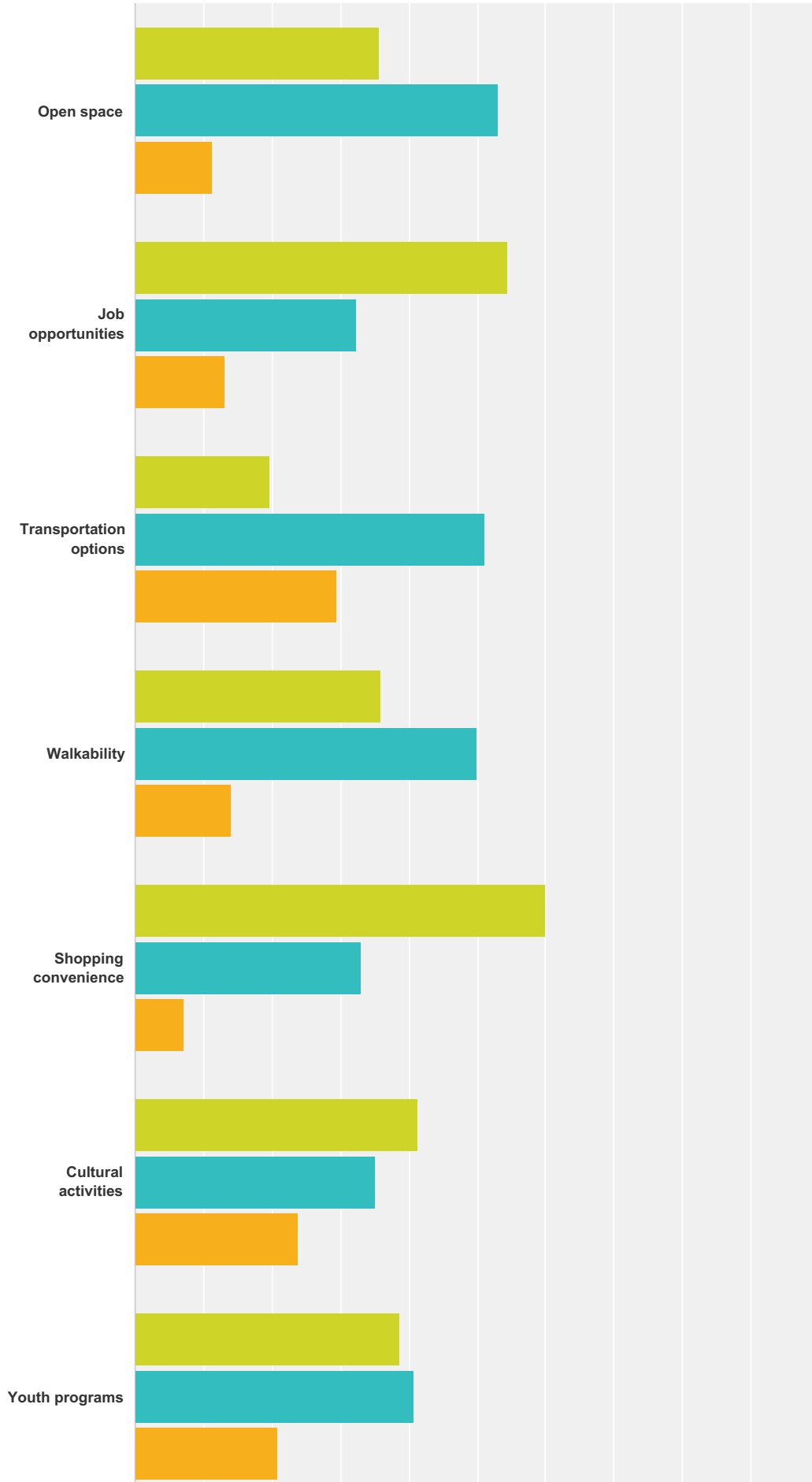
Answered: 107 Skipped: 46



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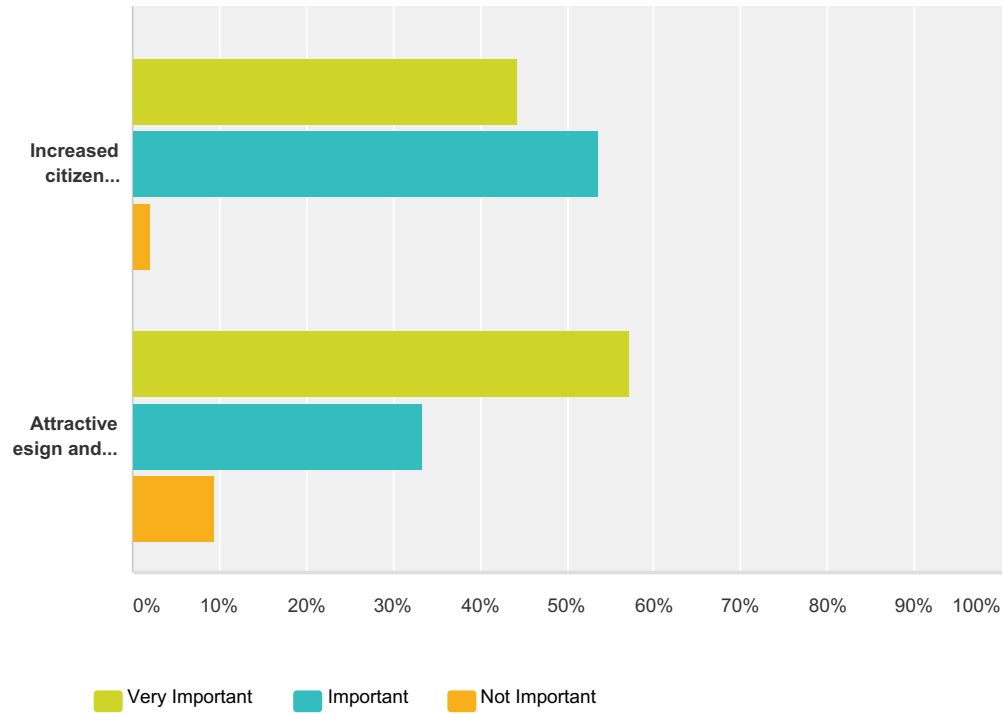
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Town of Georgetown Comprehensive Plan Survey



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Town of Georgetown Comprehensive Plan Survey



	Very Important	Important	Not Important	Total
Diversity	25.00% 24	43.75% 42	31.25% 30	96
Town of Georgetown services (e.g., Public Works, Fire, Police)	83.02% 88	16.04% 17	0.94% 1	106
Parking availability	45.63% 47	43.69% 45	10.68% 11	103
Affordable housing	33.00% 33	41.00% 41	26.00% 26	100
Safety and security	92.23% 95	6.80% 7	0.97% 1	103
Recreational resources	45.36% 44	43.30% 42	11.34% 11	97
Open space	35.71% 35	53.06% 52	11.22% 11	98
Job opportunities	54.55% 54	32.32% 32	13.13% 13	99
Transportation options	19.57% 18	51.09% 47	29.35% 27	92
Walkability	36.00% 36	50.00% 50	14.00% 14	100
Shopping convenience	60.00% 60	33.00% 33	7.00% 7	100
Cultural activities	41.24% 40	35.05% 34	23.71% 23	97
Youth programs	38.54% 37	40.63% 39	20.83% 20	96
Increased citizen participation in local government	44.21% 42	53.68% 51	2.11% 2	95

Town of Georgetown Comprehensive Plan Survey

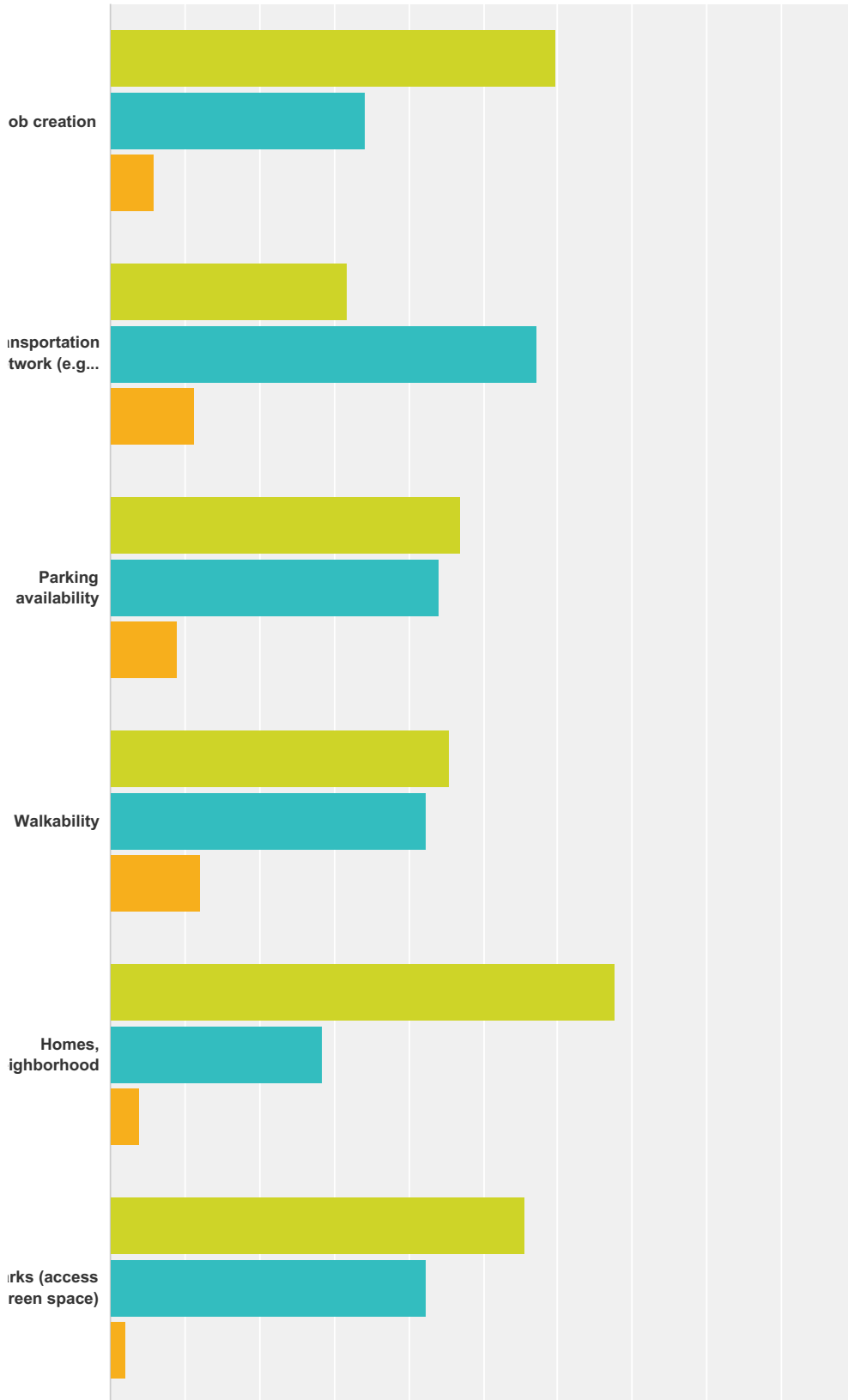
Attractive design and clear construction standards for all types of housing	57.29% 55	33.33% 32	9.38% 9	96
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#	Other (please specify)	Date
1	We need a dog park please	9/8/2016 11:38 AM
2	seems like all the programs are aimed at only one culture	9/2/2016 3:29 PM

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Q27 How important are the following in terms of future development in the Town of Georgetown?

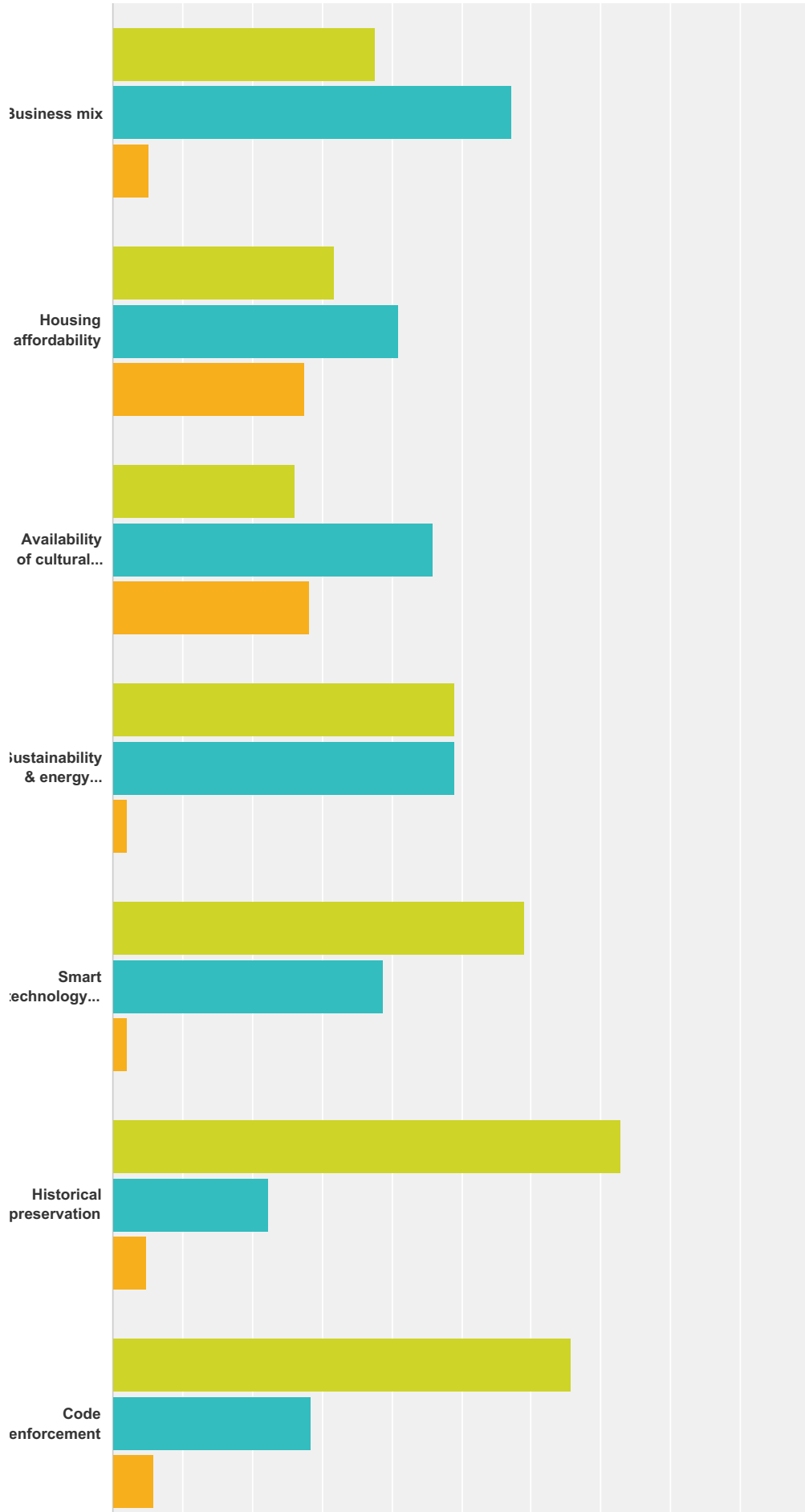
Answered: 107 Skipped: 46



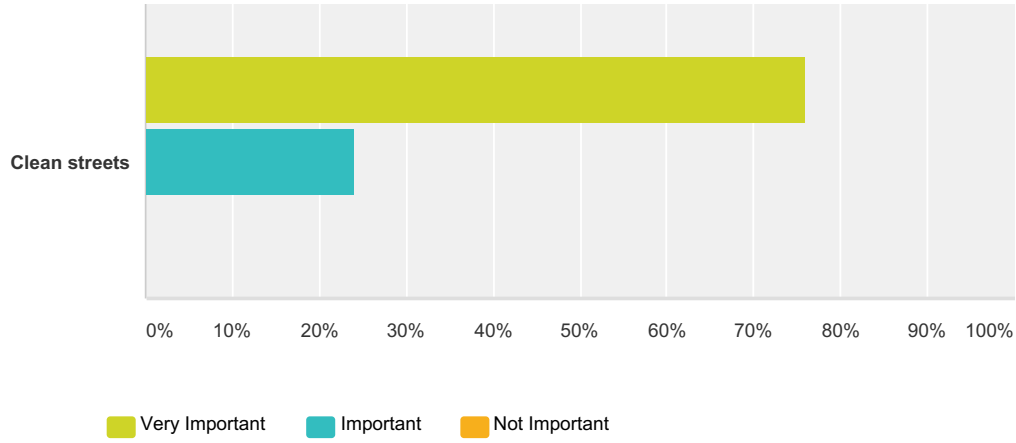
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Town of Georgetown Comprehensive Plan Survey



Town of Georgetown Comprehensive Plan Survey



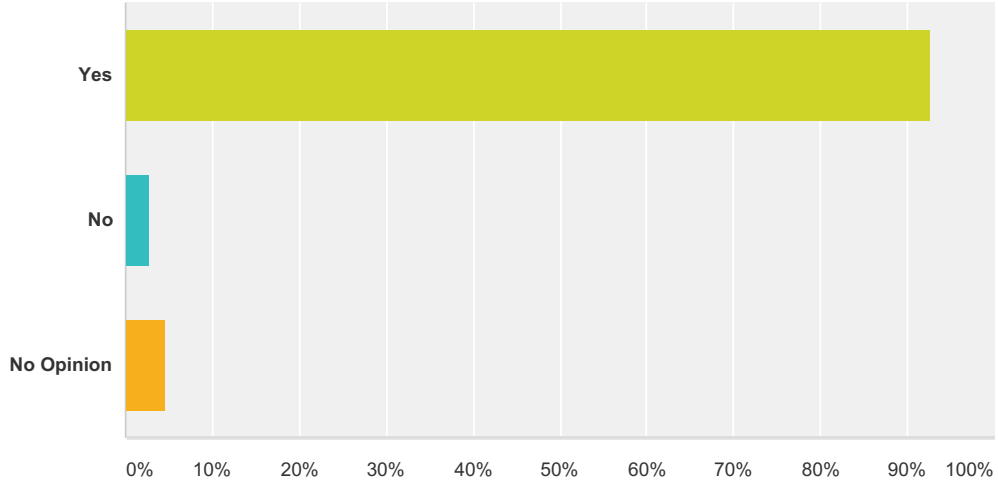
	Very Important	Important	Not Important	Total
Job creation	59.80% 61	34.31% 35	5.88% 6	102
Transportation network (e.g., road, buses)	31.63% 31	57.14% 56	11.22% 11	98
Parking availability	47.00% 47	44.00% 44	9.00% 9	100
Walkability	45.45% 45	42.42% 42	12.12% 12	99
Homes, neighborhood	67.65% 69	28.43% 29	3.92% 4	102
Parks (access to green space)	55.56% 55	42.42% 42	2.02% 2	99
Business mix	37.50% 36	57.29% 55	5.21% 5	96
Housing affordability	31.63% 31	40.82% 40	27.55% 27	98
Availability of cultural activities	26.04% 25	45.83% 44	28.13% 27	96
Sustainability & energy efficiency	48.96% 47	48.96% 47	2.08% 2	96
Smart technology (e.g., broadband, WiFi)	59.18% 58	38.78% 38	2.04% 2	98
Historical preservation	72.82% 75	22.33% 23	4.85% 5	103
Code enforcement	65.69% 67	28.43% 29	5.88% 6	102
Clean streets	75.96% 79	24.04% 25	0.00% 0	104

#	Other (please specify)	Date
1	feel safe and clean up this town!!!	10/27/2016 1:52 PM

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Q28 Do you favor the preservation of older historic and architecturally relevant buildings in the Town of Georgetown?

Answered: 109 Skipped: 44

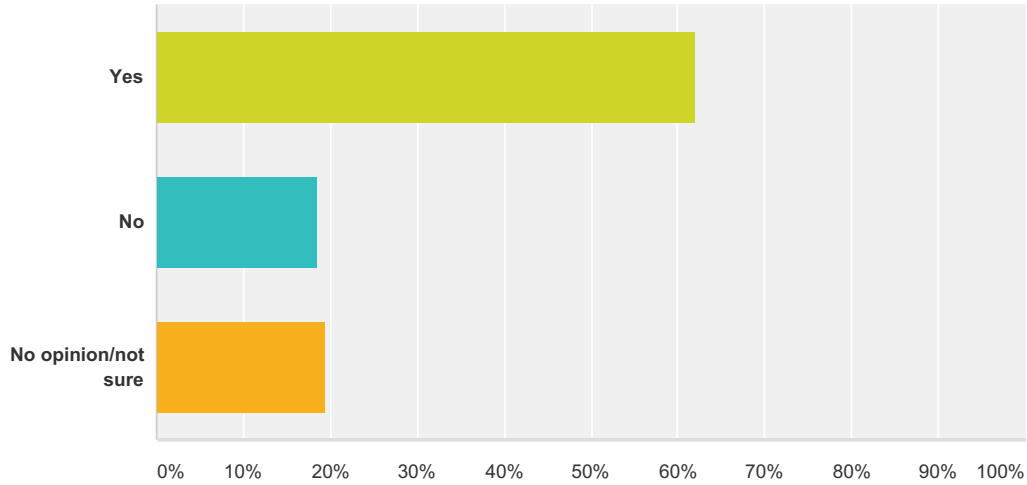


Answer Choices	Responses	
Yes	92.66%	101
No	2.75%	3
No Opinion	4.59%	5
Total		109

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Q29 Do you believe that the craft beverage industry (e.g., breweries, wineries, distilleries) should be encouraged in the Town of Georgetown?

Answered: 108 Skipped: 45

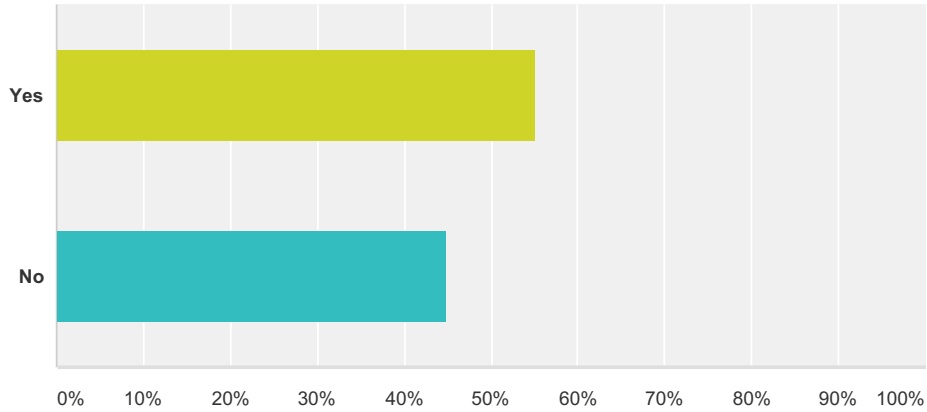


Answer Choices	Responses	
Yes	62.04%	67
No	18.52%	20
No opinion/not sure	19.44%	21
Total		108

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**Q30 Do you believe there is a parking problem in the Town/downtown/other area?
If Yes, where and do you have any recommendations to lessen the problem?**

Answered: 107 Skipped: 46



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Answer Choices	Responses
Yes	55.14% 59
No	44.86% 48
Total	107

#	Other (please specify)	Date
1	Immediate downtown area. Perhaps a parking garage off of Market St.?	10/30/2016 10:39 PM
2	Downtown, eliminate metered areas	10/30/2016 9:36 PM
3	I do not live in the town at this time and have not seen the parking for myself.	10/26/2016 6:19 PM
4	I walk.	10/26/2016 6:23 AM
5	Town parking lots or garages.	10/23/2016 2:13 PM
6	Several parking lots are there, but they are in poor shape.	10/17/2016 6:16 AM
7	A parking garage near the center of town.	10/10/2016 12:25 PM
8	each building should have an underground parking . To build a multi- level parking lot.	10/9/2016 12:18 PM
9	It seems like the only solution would be a large parking garage, finding the space is the next issue	10/8/2016 12:06 PM
10	Parking Garage	10/6/2016 3:45 PM
11	Build a parking garage	9/19/2016 8:26 PM
12	parking garage or valet parking	9/9/2016 11:23 AM
13	East Market during the workday/week. Why can't we do a downtown like Millsboro with one way streets and parallel parking and off street parking.	9/8/2016 1:54 PM
14	if there is any run down homes close to the downtown area make it a parking stucture of lot. It is better to see a parking lot then run down homes esp. the home that are not occupied	9/8/2016 10:11 AM
15	I do not frequent the downtown shops because of the lack of parking. Unfortunately, I have no ideas to suggest to alleviate the problem unless more areas like the parking area near the Georgetown Family Restaurant.	9/8/2016 8:45 AM
16	Bypass road....parking garage for business/county state employees.	9/7/2016 9:04 PM

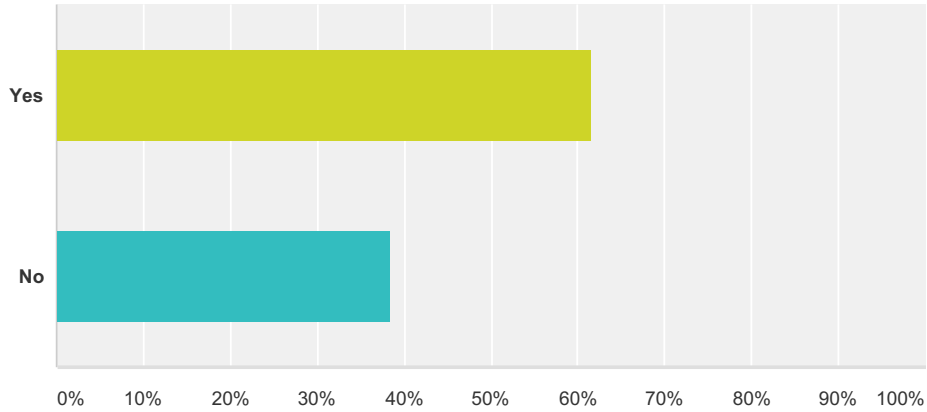
Town of Georgetown Comprehensive Plan Survey

17	Parking for county employees.	9/7/2016 8:10 PM
18	all over	9/7/2016 6:20 PM
19	During court time. Maybe extra parking lots with a shuttle for courts.	9/7/2016 5:07 PM
20	Parking garage	9/7/2016 4:23 PM
21	The very few metered spots are usually full. And, much of the parking is reserved, making it impossible to park during peak hours.	9/7/2016 4:06 PM
22	Parking is difficult downtown and keeps me from enjoying downtown Georgetown, I have no idea how to fix the parking problem..	9/6/2016 12:44 AM
23	Put a well designed parking structure behind the courthouse, perhaps retail on the street level with parking below or above..	9/3/2016 3:43 PM
24	Market Street - no recommendations	9/3/2016 12:33 AM
25	should make the center of town a walking mall, parks and parking should be developed by the town and let the businesses fill in around them.	9/2/2016 3:50 PM
26	some homes have cars parked 5-6 in a driveway and are also parking up on the lawns	9/2/2016 3:35 PM
27	Quit selling out locals for tourist dollars	9/2/2016 3:02 PM
28	downtown	9/2/2016 10:32 AM
29	If you were from out of town and came in town to enjoy an evening walk around town. Where would you feel welcome to park?	9/2/2016 9:42 AM
30	Parking garage	9/2/2016 9:14 AM

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Q31 Have you noticed significant changes that have had a positive or negative impact in the Town of Georgetown? If yes, what changes have you noticed?

Answered: 99 Skipped: 54



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Answer Choices	Responses
Yes	61.62% 61
No	38.38% 38
Total	99

#	Other (please specify)	Date
1	The Circle and Market St. are maintained and look attractive. There are more sidewalks. So happy to have yard waste pickup again. East Market is improving but still run-down. Love the new park near Grace Church (across Market St.)	10/31/2016 6:41 PM
2	Negatively, the influx of transition/halfway houses in residential areas.	10/31/2016 5:58 PM
3	Importing illegals to support	10/31/2016 3:34 PM
4	Pos - Circle looks great. Neg - Too many group homes and rentals. The conditions of these places are bringing the town down.	10/30/2016 10:39 PM
5	Entertainment during the summer at the park.	10/30/2016 10:04 PM
6	Two parks- one children's, one cosmetic	10/30/2016 9:36 PM
7	Properties not taken care of, too many people living in one house, trash, halfway houses, drugs on streets.	10/27/2016 1:53 PM
8	The Beautification Committee does a great job around the circle. I have benefitted from more businesses like Redners, and the pet store in the Walmart shopping center.	10/26/2016 8:43 PM
9	Negative. More trash on the streets. Less code enforcement. Dogs running loose, not enough street lots. Lots that need to be cleared for safety reasons.	10/23/2016 2:13 PM
10	we are getting things done	10/17/2016 7:27 AM
11	New business. Hispanic festival.	10/9/2016 12:18 PM
12	Town Council becoming more involved in recruiting more businesses	10/8/2016 12:06 PM
13	Landscaping	10/7/2016 6:52 PM
14	Decorations on east market and around circle	10/7/2016 5:51 PM
15	Growth of business on route 113	10/7/2016 4:54 PM

Town of Georgetown Comprehensive Plan Survey

16	The concerts in the park are a great idea.	10/7/2016 7:53 AM
17	Downtown Beautification - Positive New businesses on Dupont Blvd - Positive Decrease in Owner Occupied Properties - Negative (When the owner's do not take pride in their properties)	10/6/2016 3:45 PM
18	There has been a significant increase in the amount of trash on the streets, vacant lots, some yards ...code enforcement has been very lax...	10/3/2016 7:15 PM
19	Arts and Flowers planting in the Circle. Hanging baskets. Scarecrows in fall. Arts and Flowers plantings in the Circle. Hanging baskets. Scarecrows. Flags. New street lights. Wilson Park overhaul. Property at corner of Market and Race Streets repaired. Needs to be painted on the bottom.	9/29/2016 11:41 AM
20	More community events and business generation, disregard for community diversity.	9/28/2016 11:50 AM
21	Continued increase of immigrant population leading to housing and code violations.	9/28/2016 9:50 AM
22	The cleanliness of the town.	9/26/2016 8:19 AM
23	The public transportation system has allowed "undesirables" easier access into town to loiter around several parts of town.	9/15/2016 2:03 PM
24	more community activites	9/9/2016 11:23 AM
25	Overall population increase of non-English speaking residents	9/8/2016 8:21 PM
26	seasonal/event decorations on and around Circle farmers' market at 16 Mile clean streets	9/8/2016 5:16 PM
27	buildings are continuing to degrade. Entire blocks in a certain section of town are deplorable. Trahs over flowing, number of cars indicate serious over crowding in many residences. lack of ability to enforce codes especially rental properties. Other communities have strict rental codes.	9/8/2016 9:11 AM
28	Increased hispanic population	9/7/2016 10:03 PM
29	A lot of loitering on the streets.	9/7/2016 9:08 PM
30	More retail development....more town activities (concerts, art crawl.....).	9/7/2016 9:04 PM
31	The increase of the eateries and grocery stores.	9/7/2016 8:10 PM
32	Beautification and concerts & a mayor & council that really care about the town	9/7/2016 5:07 PM
33	The flower baskets and trees look better this year. The autumn scarecrows tied to lamp posts are ugly and a traffic distraction, especially in twilight and after dark. Eliminate them!	9/6/2016 12:44 AM
34	Town is cleaner, lighting is better, fewer decrepit properties. New development in highway areas is generally tasteful	9/3/2016 3:43 PM
35	It's become more of a diverse community.	9/3/2016 2:54 PM
36	Bill West and his team are trying to clean ut up!	9/3/2016 1:18 PM
37	The Mayor has done a great Job bringing the town some life. The concert series is a very nice summer activity that draws lots of crowds. Consider having a movie night that would be a bit hit I'm sure.	9/2/2016 5:37 PM
38	The town council is now working in the right direction to create a catalyst for positive change and growth. They should continue that effort. Keeping in mind that I don't believe that you should tell someone how to build or operate their business as long as they are not violating codes or safety standards, the town's attitude should be "here's what we need to get the job done", not "you can't do that because"	9/2/2016 3:50 PM
39	There are many children that are in our parks that are not being supervised. Have also seen children that are as young as 2 or 3 playing on sidewalks with only another child of 7 or 8 with them. There is also people walking the streets and alleys all night	9/2/2016 3:35 PM
40	the concerts, farmers market, and many community events are great	9/2/2016 2:08 PM
41	The traffic has gotten horrendous, like through all of Sussex.	9/2/2016 10:54 AM
42	some play areas added and cleaner downtown since new government	9/2/2016 10:32 AM
43	Cleaner, flowers on Market Street and Circle, concerts, festivals and community events are all great improvements	9/2/2016 10:25 AM
44	Not enough affordable and appropriate living conditions for low income families (local or immigrant). This in turn makes the town low quality and not inviting to locals.	9/2/2016 10:17 AM
45	Mayor and council have done a great job on community events.	9/2/2016 9:42 AM
46	Concerts ??	9/2/2016 9:14 AM

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Town of Georgetown Comprehensive Plan Survey

47	Mayor west	9/2/2016 7:47 AM
48	Downtown looks great.. Communication via social media, community outings, circle	9/1/2016 9:35 PM

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Town of Georgetown Comprehensive Plan Survey

Q32 What is your biggest concern about the future of the Town of Georgetown?

Answered: 76 Skipped: 77

#	Responses	Date
1	Over crowding	11/1/2016 2:40 PM
2	My biggest concern is property values. There are rentals that are not maintained to look neat and clean. The empty houses for sale are not maintained often and make the Town look run-down.	10/31/2016 6:41 PM
3	See above	10/31/2016 5:58 PM
4	Taxes	10/30/2016 10:51 PM
5	It will become predominantly Hispanic in feel and appearance.	10/30/2016 10:39 PM
6	The increase of the Hispanic community.	10/30/2016 10:04 PM
7	To create congestion	10/30/2016 9:17 PM
8	Drugs	10/27/2016 1:53 PM
9	that it may become a rental slum. Many bldgs. are run down & not painted.	10/26/2016 8:43 PM
10	I am firmly against any further half way houses within Georgetown residential areas. The current number of these I feel is high enough and already potentially threatens home values in those neighborhoods. It is unfair to continue to place these homes in the same areas to people who have invested time and money into their homes.	10/26/2016 8:22 PM
11	I am primarily concerned about safety and economic longevity.	10/26/2016 6:19 PM
12	Crime, heroin use, and a lack of resources for people suffering from addiction and mental health problems. That is also a county wide concern.	10/26/2016 6:23 AM
13	Drug use, increased crime.	10/23/2016 2:13 PM
14	keeping it friendly/small town	10/17/2016 12:30 PM
15	overall appearance	10/17/2016 7:27 AM
16	Attracting middle class families to the area.	10/17/2016 6:16 AM
17	KEEPING TO A SMALLTOWN FEEL	10/13/2016 3:02 PM
18	People tend to move out of town and into surrounding areas. Concerned the "in town" area will become run down one day and not a favorable area to live or work.	10/10/2016 12:25 PM
19	To became too big and loose the sense of community	10/9/2016 12:18 PM
20	Ability to pay debt down	10/8/2016 12:06 PM
21	Safety of people's homes	10/7/2016 6:52 PM
22	Property depreciation and poor image due to lax code enforcement	10/7/2016 5:51 PM
23	too much traffic through town	10/7/2016 4:54 PM
24	High flow of traffic in town	10/7/2016 7:53 AM
25	Too many group/halfway homes bring too many unknown elementsThe State Social Services are using Georgetown as a dumping ground	10/3/2016 7:15 PM
26	That the highway will continue to get the new retail stores and the town center will die out more.	9/29/2016 11:41 AM
27	Decent paying jobs, decent starter homes, safety for increase in children.	9/28/2016 11:50 AM
28	Appearance of the housing and properties continues to decline.	9/28/2016 9:50 AM
29	The traffic congestion	9/26/2016 8:19 AM

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Town of Georgetown Comprehensive Plan Survey

30	That all middle class/middle-upper class Caucasian families will completely move from town to other areas around and lower class individuals and individuals living on government assistance will completely take over the town. Most of the nicer houses in town fall victim to rentals because younger families have no desire to live close to half-way houses or some other sort of government assisted housing that seems to be a large portion of housing in an ever increasing part of town.	9/15/2016 2:03 PM
31	over population of to many low skilled workers and people that cannot speak English which require aid or help from the town	9/13/2016 12:42 PM
32	Personal saftey	9/9/2016 4:28 PM
33	loss of history and small town values	9/9/2016 11:23 AM
34	Population boom of low-income areas	9/8/2016 8:21 PM
35	lack of recreation facilities for teenagers and seniors crime drugs	9/8/2016 5:16 PM
36	Too much growth, too quickly and changes in the small town, historical quality of the town.	9/8/2016 3:28 PM
37	Illeagals	9/8/2016 12:55 PM
38	Massive influx of illegals	9/8/2016 11:40 AM
39	Inability to clean the town up. Insure that all new construction is attractive. Do not need high density housing or low income properties. Real estate market is on the upswing and unless we can rid the town of unsightly properties we will not attract new residents that want to live here. Realtors steer folks away from our town.	9/8/2016 9:11 AM
40	I have not lived here long enough to have any concerns except the congestion of the traffic - especially in the summer.	9/8/2016 8:45 AM
41	see #31	9/7/2016 10:03 PM
42	MAINTAINING QUALITY OF LIFE AND PROPERTY VALUE.	9/7/2016 9:08 PM
43	Large Hispanic population that live in houses now rentals....homes not being maintained....gives town overall shabby appearance.	9/7/2016 9:04 PM
44	crime	9/7/2016 8:39 PM
45	cheap motels, drugs etc.	9/7/2016 8:12 PM
46	Safety and increase of restaurants, shopping, hardware stores.	9/7/2016 8:10 PM
47	out of towners moving in and changing the character of the town	9/7/2016 6:20 PM
48	Hispanic influence	9/7/2016 5:07 PM
49	Safety	9/7/2016 4:23 PM
50	The expanding homeless population with no resources to assist them.	9/7/2016 4:06 PM
51	Mas Immigration	9/6/2016 10:21 AM
52	Shoddy growth, like payday loan shops.	9/6/2016 12:44 AM
53	Will continue to not grow to the needs of the community sending residents elsewhere for their services and needs	9/5/2016 9:37 AM
54	Decreased property values unless expansion of services and more business is brought to town. Absolutely no recreation for families that want something to do outside or even indoor. A centrally located YMCA is desperately needed and Georgetown is the perfect place!	9/4/2016 11:06 PM
55	making it one community, not two. Need to better integrate the original community with the new arrivals while retaining the small town character of the community. leverage the strengths of both to lift the community up to be better.	9/3/2016 3:43 PM
56	That it will lose it's "small town" charm and become a less desirable place to live or visit.	9/3/2016 2:54 PM
57	Immigrants running it down and landlords not caring!	9/3/2016 1:18 PM
58	The lack of young people involved in the Town. Also the lack of good jobs & decent starter homes to attract them to the area.	9/3/2016 12:07 PM
59	That the "beat up" look it now has will become more pronounced due to nothing being done about it	9/3/2016 12:33 AM
60	Illegal immigeants	9/2/2016 10:22 PM
61	Safety and over development	9/2/2016 5:37 PM

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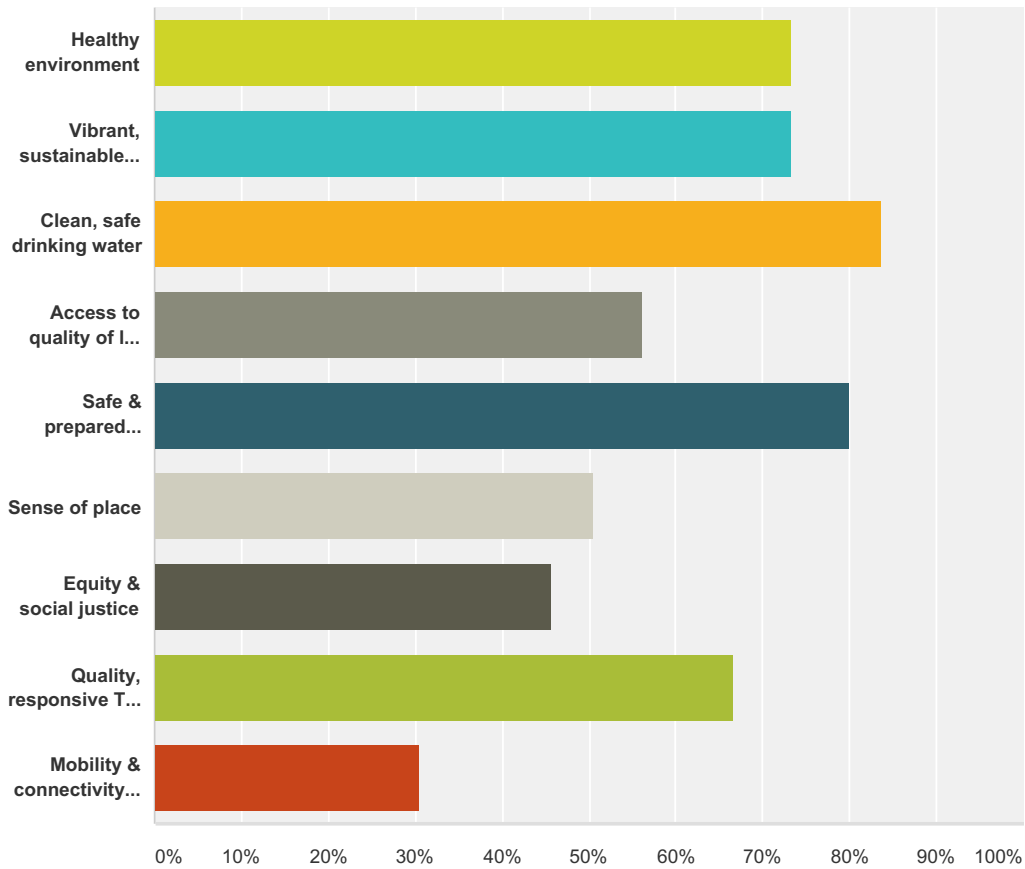
Town of Georgetown Comprehensive Plan Survey

62	The town needs to be willing to fund the infra Structure to stay ahead of The Development that they are seeking to attract. Advertise that and the develops,ent will come.	9/2/2016 3:50 PM
63	that there are many more people taking from the town than contributing to the town. It is a shame when you have to leave a concert because people are there speaking loudly and you cannot even hear the band--and kids are not being supervised climbing on the back of benches with the parents right there with them	9/2/2016 3:35 PM
64	Too crowded	9/2/2016 3:02 PM
65	lack of business growth	9/2/2016 2:08 PM
66	Being ruined by development.	9/2/2016 10:54 AM
67	more resturaunts	9/2/2016 10:32 AM
68	Run down rental housing	9/2/2016 10:25 AM
69	Feels run down. The feel of the community back in the 1990's is not how it is today.	9/2/2016 10:17 AM
70	Why would a young family want to stay in town? We are inviting addicts with all the halfway houses and apartments. Purdue has had a negative impact for years. Who would want to move to kimmey town? We need people living in town that are community people. People who want to get involved	9/2/2016 9:42 AM
71	Being taken over by illegal immigrants	9/2/2016 9:14 AM
72	Not enough for the older children	9/2/2016 9:07 AM
73	Perdue and halfway houses are running generations out of Georgetown	9/2/2016 7:47 AM
74	Traffic and bDrug Problem	9/2/2016 7:21 AM
75	Going underwater	9/1/2016 10:26 PM
76	Need more retail businesses and restaurants	9/1/2016 9:35 PM

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Q33 Select the legacies that are most important to you in the Town of Georgetown:

Answered: 105 Skipped: 48

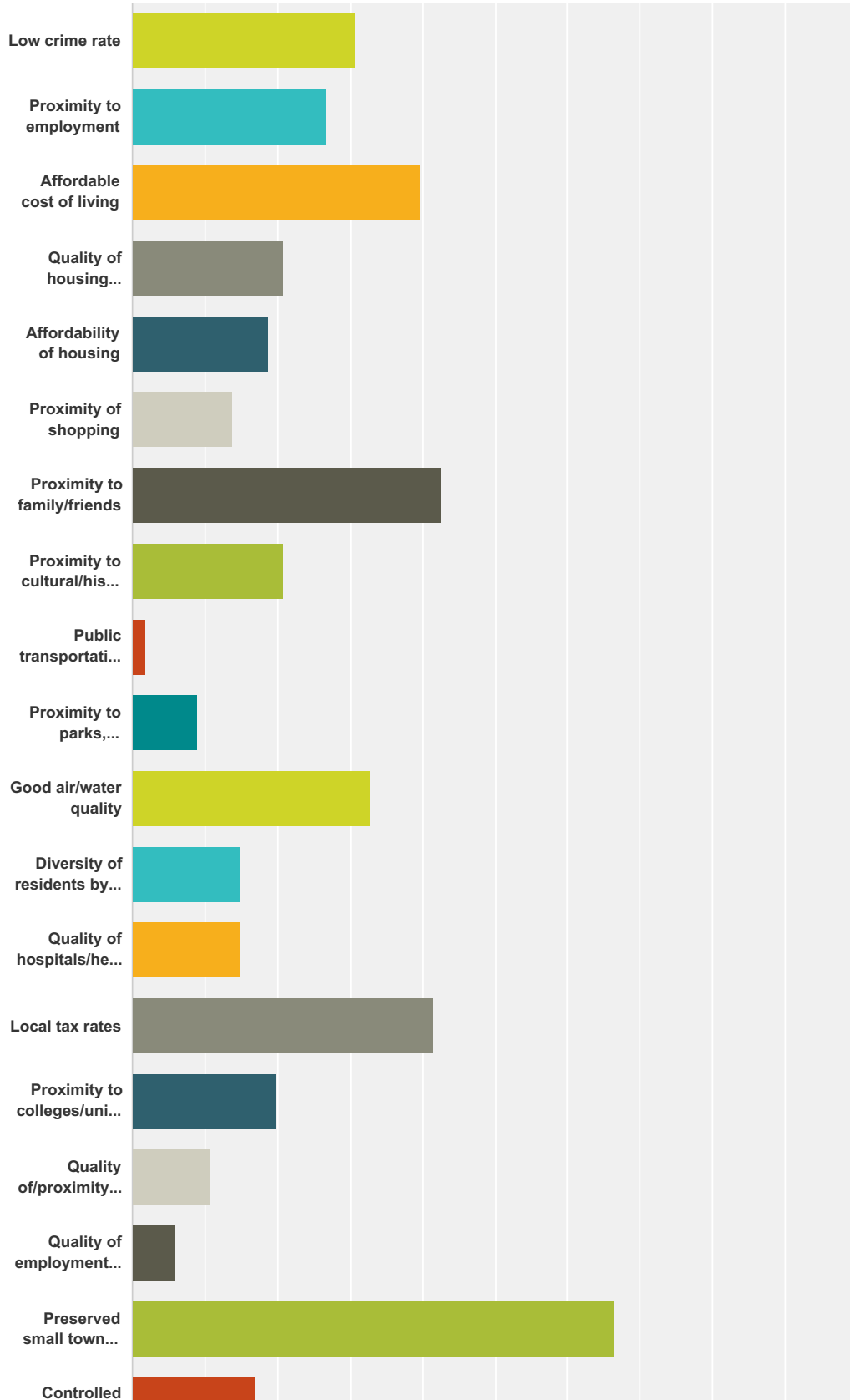


Answer Choices	Responses
Healthy environment	73.33% 77
Vibrant, sustainable economy	73.33% 77
Clean, safe drinking water	83.81% 88
Access to quality of life amenities	56.19% 59
Safe & prepared community	80.00% 84
Sense of place	50.48% 53
Equity & social justice	45.71% 48
Quality, responsive Town services	66.67% 70
Mobility & connectivity options	30.48% 32
Total Respondents: 105	

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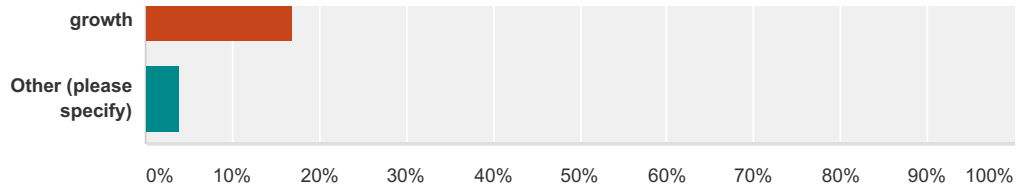
Q34 What attracts you to the Town of Georgetown?

Answered: 101 Skipped: 52



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Town of Georgetown Comprehensive Plan Survey



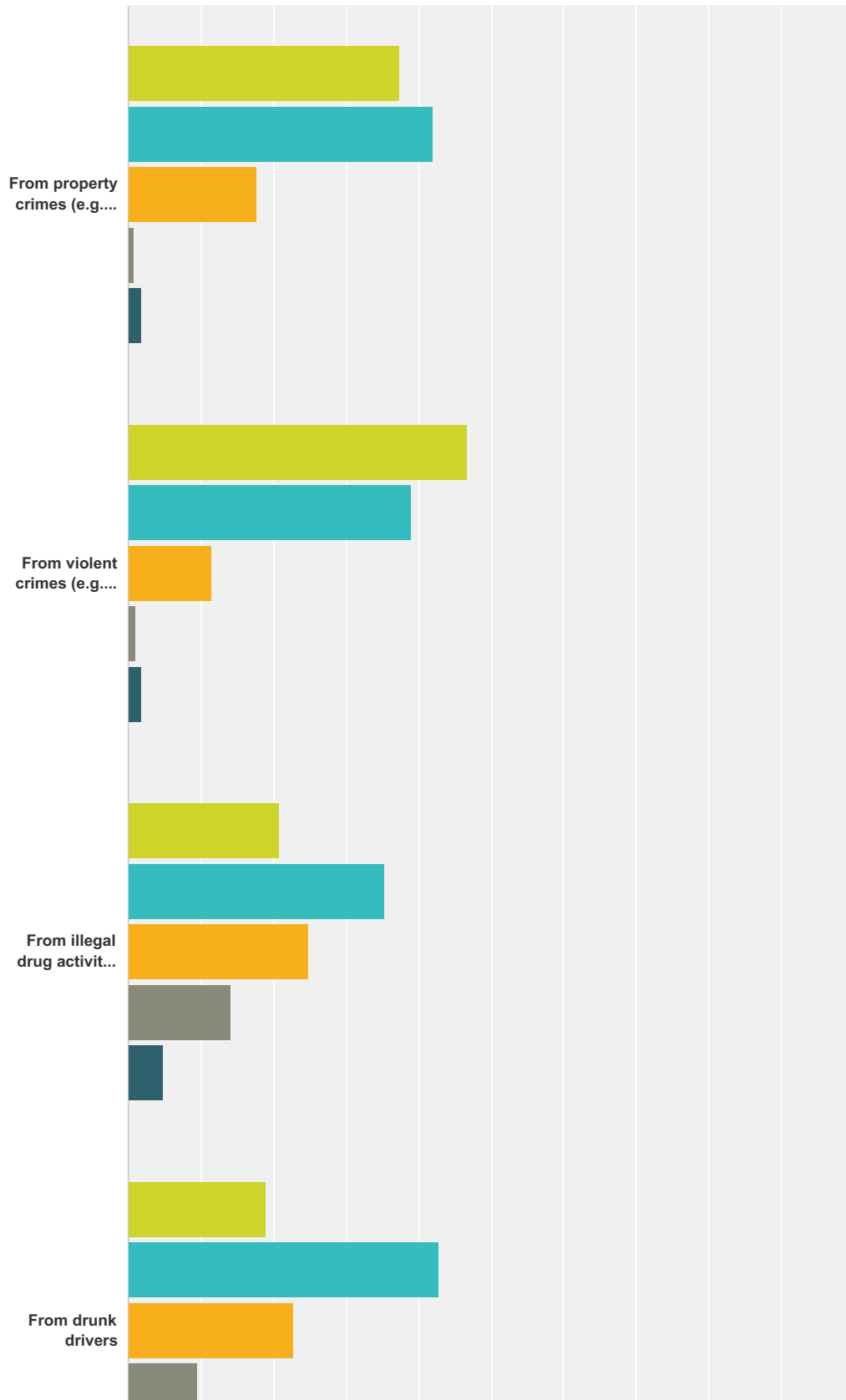
Answer Choices	Responses	
Low crime rate	30.69%	31
Proximity to employment	26.73%	27
Affordable cost of living	39.60%	40
Quality of housing available	20.79%	21
Affordability of housing	18.81%	19
Proximity of shopping	13.86%	14
Proximity to family/friends	42.57%	43
Proximity to cultural/historical activities/entertainment	20.79%	21
Public transportation available	1.98%	2
Proximity to parks, playgrounds or trails	8.91%	9
Good air/water quality	32.67%	33
Diversity of residents by age, race, culture or income	14.85%	15
Quality of hospitals/health services	14.85%	15
Local tax rates	41.58%	42
Proximity to colleges/universities	19.80%	20
Quality of/proximity to schools (pre-K through 12)	10.89%	11
Quality of employment opportunities	5.94%	6
Preserved small town feeling	66.34%	67
Controlled growth	16.83%	17
Other (please specify)	3.96%	4
Total Respondents: 101		

#	Other (please specify)	Date
1	Would move if we could, but will never sell our house or get the value due to town going down.	10/27/2016 2:02 PM
2	close to schools.	10/10/2016 12:27 PM
3	controlled growth is key to our future	9/8/2016 9:13 AM
4	have lived here my whole life, and sorry to say that I would move out if I were younger	9/2/2016 3:39 PM

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Q35 Please rate how safe or unsafe you feel in the Town of Georgetown:

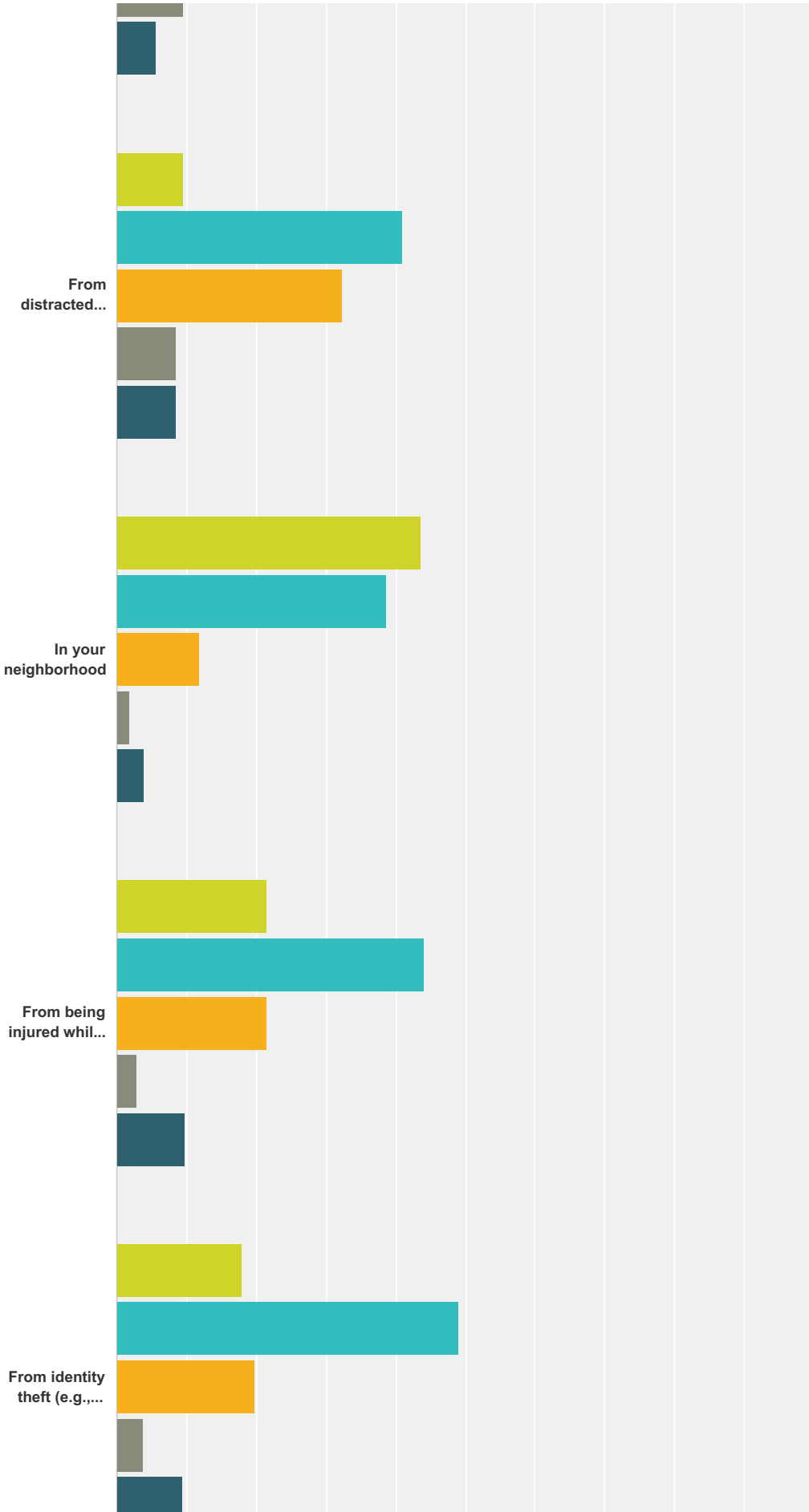
Answered: 107 Skipped: 46



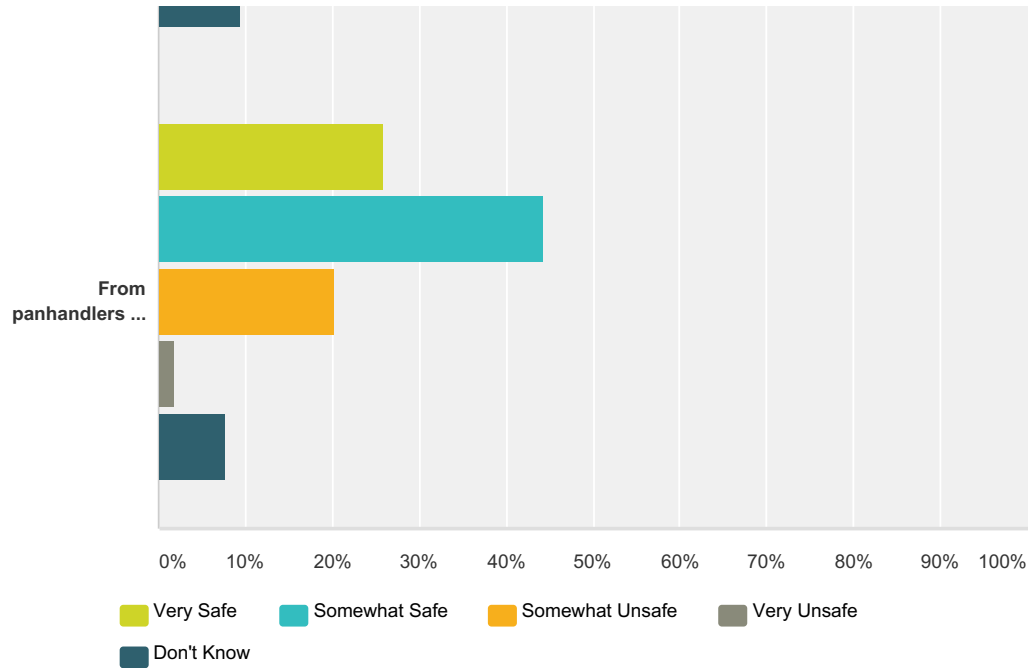
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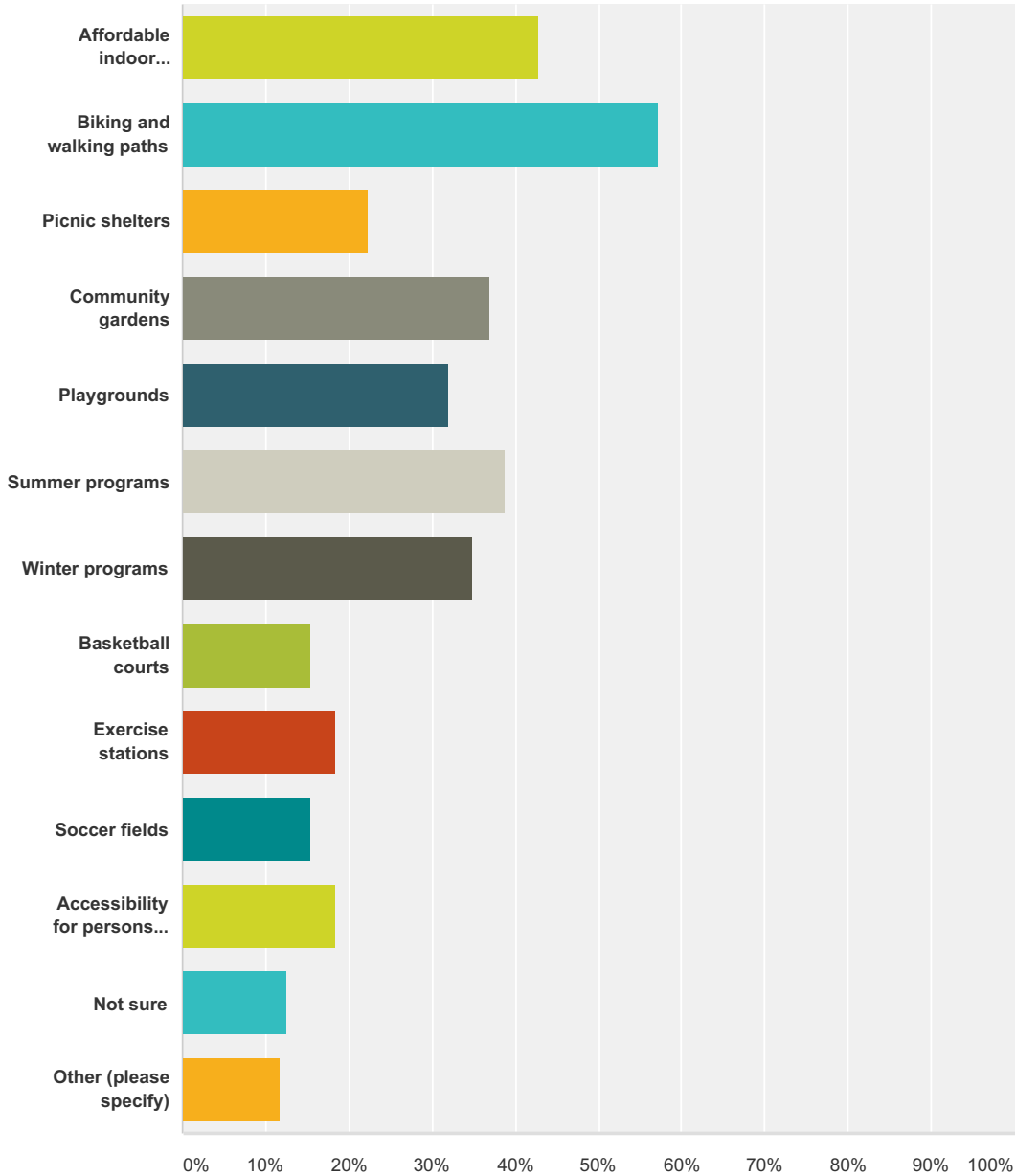


	Very Safe	Somewhat Safe	Somewhat Unsafe	Very Unsafe	Don't Know	Total
From property crimes (e.g., burglary, theft)	37.38% 40	42.06% 45	17.76% 19	0.93% 1	1.87% 2	107
From violent crimes (e.g., rape, assault, robbery)	46.67% 49	39.05% 41	11.43% 12	0.95% 1	1.90% 2	105
From illegal drug activity (e.g., selling or manufacturing drugs)	20.95% 22	35.24% 37	24.76% 26	14.29% 15	4.76% 5	105
From drunk drivers	19.05% 20	42.86% 45	22.86% 24	9.52% 10	5.71% 6	105
From distracted drivers	9.52% 10	40.95% 43	32.38% 34	8.57% 9	8.57% 9	105
In your neighborhood	43.56% 44	38.61% 39	11.88% 12	1.98% 2	3.96% 4	101
From being injured while biking or walking	21.57% 22	44.12% 45	21.57% 22	2.94% 3	9.80% 10	102
From identity theft (e.g., fraud, scams, credit card theft)	17.92% 19	49.06% 52	19.81% 21	3.77% 4	9.43% 10	106
From panhandlers and homeless persons	25.96% 27	44.23% 46	20.19% 21	1.92% 2	7.69% 8	104

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Q36 What types of recreational facilities, programs, or improvements would you most like to see available in the future in the Town of Georgetown?

Answered: 103 Skipped: 50



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Answer Choices	Responses
Affordable indoor community recreation facility	42.72% 44
Biking and walking paths	57.28% 59
Picnic shelters	22.33% 23
Community gardens	36.89% 38

Town of Georgetown Comprehensive Plan Survey

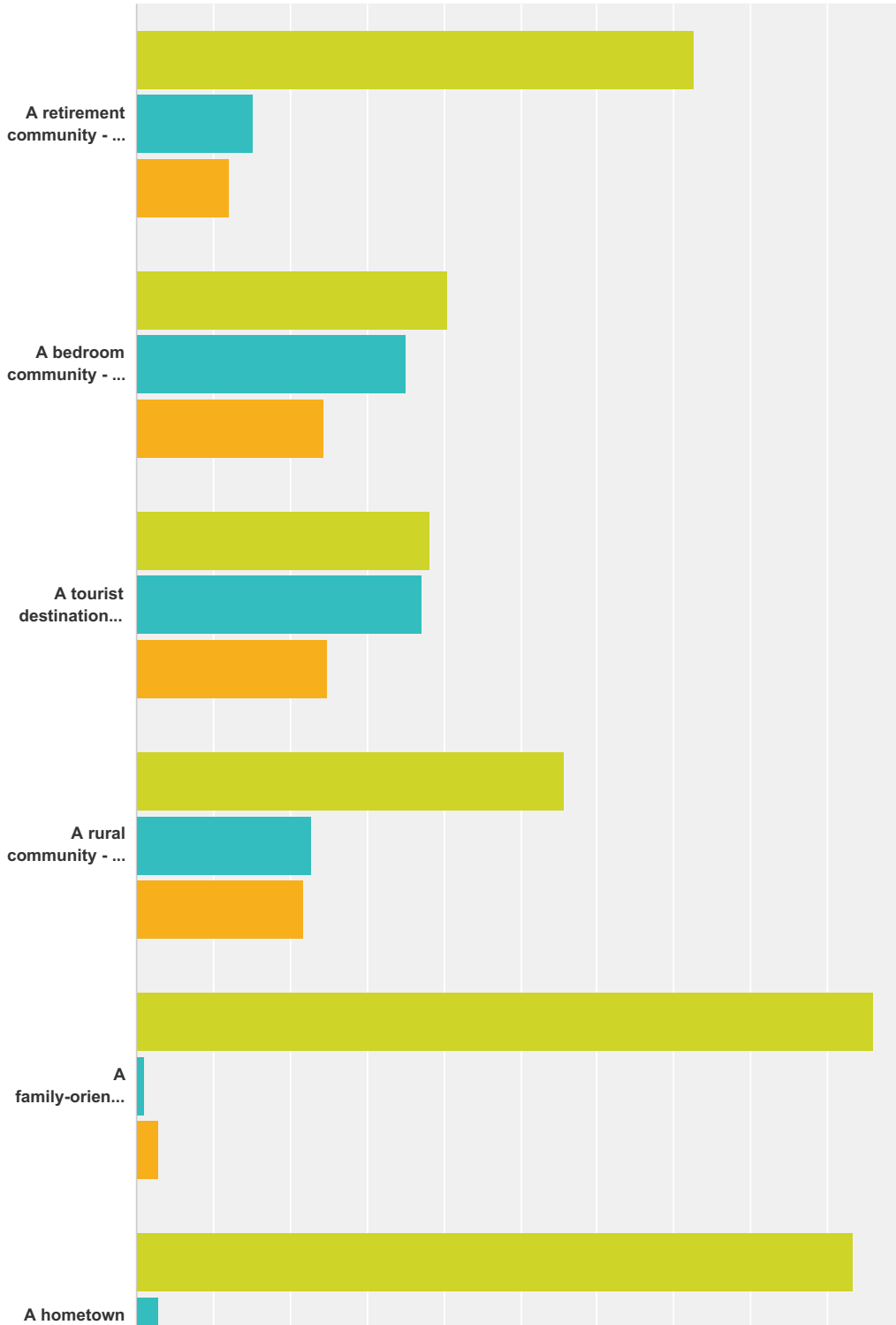
Playgrounds	32.04%	33
Summer programs	38.83%	40
Winter programs	34.95%	36
Basketball courts	15.53%	16
Exercise stations	18.45%	19
Soccer fields	15.53%	16
Accessibility for persons with disabilities (i.e. Americans with Disabilities Act [ADA] compliant)	18.45%	19
Not sure	12.62%	13
Other (please specify)	11.65%	12
Total Respondents: 103		

#	Other (please specify)	Date
1	A skate park would be good for teenagers- something for them to do and exercise too.	10/31/2016 6:44 PM
2	None	10/30/2016 9:19 PM
3	clean the town up	10/27/2016 2:02 PM
4	mini golf	10/26/2016 8:50 PM
5	tennis courts	10/7/2016 4:57 PM
6	Many of these questions are redundant	10/3/2016 7:17 PM
7	archery range and a safe gun range	9/9/2016 4:32 PM
8	Dog park	9/8/2016 11:41 AM
9	Movie Theater	9/8/2016 9:08 AM
10	Basketball and tennis courts	9/4/2016 11:08 PM
11	The community college is a key asset. Plan with the college and UDEL to encourage more degree programs. use that to attract quality young people, businesses, and jobs to the community.	9/3/2016 3:46 PM
12	more affordable senior housing	9/2/2016 3:39 PM

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Q37 Different people have different ideas about what a community should be. We'd like to know what you think. Please let us know how much you agree or disagree with each of the following statements about what the Town of Georgetown should be.

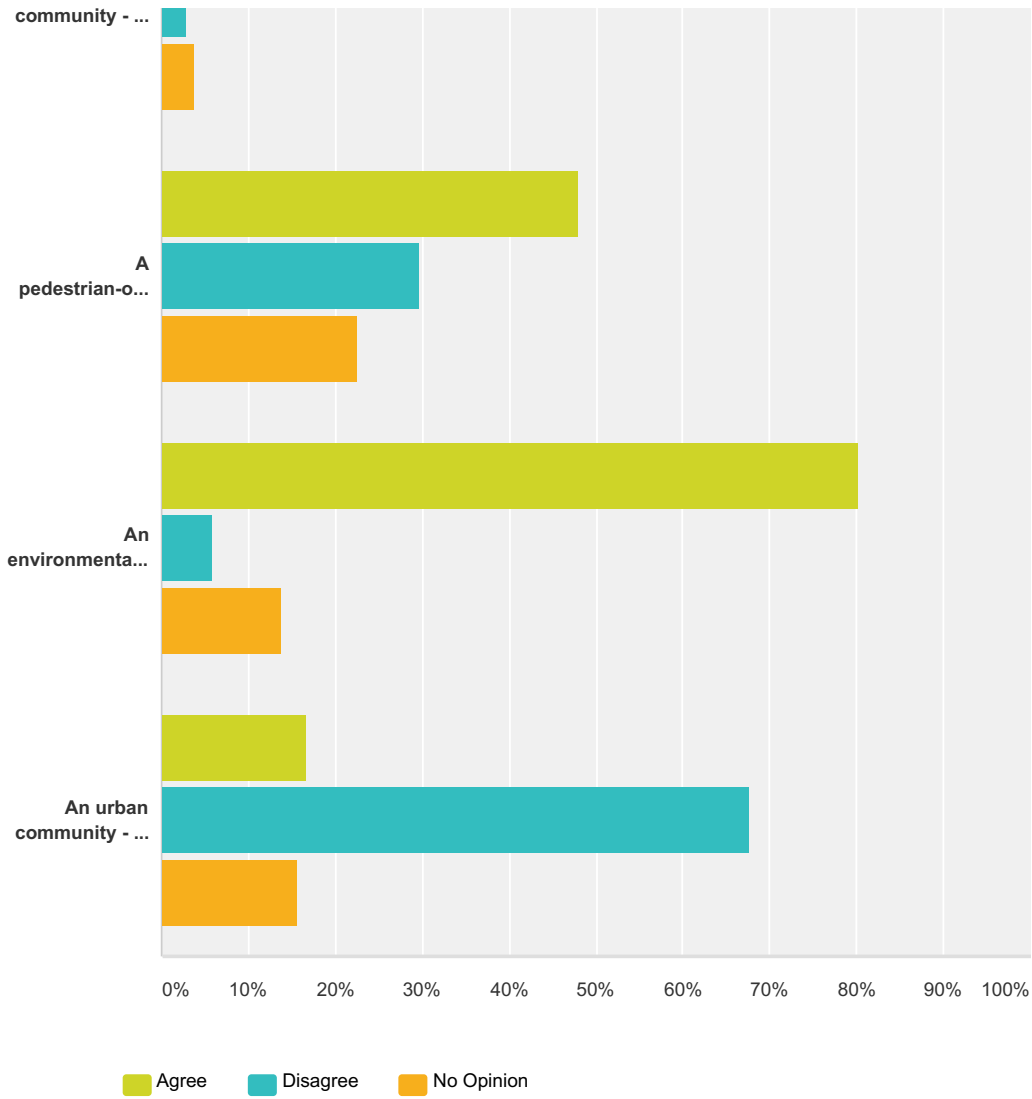
Answered: 108 Skipped: 45



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Town of Georgetown Comprehensive Plan Survey

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	Agree	Disagree	No Opinion	Total
A retirement community - a place where retirees can live out their retirement	72.73% 72	15.15% 15	12.12% 12	99
A bedroom community - a place of residence for people who work outside of the Town of Georgetown	40.43% 38	35.11% 33	24.47% 23	94
A tourist destination community - a place for tourists to visit	38.14% 37	37.11% 36	24.74% 24	97
A rural community - a place where people can "get away from it all"	55.67% 54	22.68% 22	21.65% 21	97
A family-oriented community - a place where people can safely raise their families	96.12% 99	0.97% 1	2.91% 3	103
A hometown community - a place where people can both live and work	93.33% 98	2.86% 3	3.81% 4	105
A pedestrian-oriented community - a place where pedestrians and bicycles take precedence over automobiles	47.96% 47	29.59% 29	22.45% 22	98
An environmentally-friendly community - a place where the ecological health of the community is preserved	80.20% 81	5.94% 6	13.86% 14	101

Town of Georgetown Comprehensive Plan Survey

An urban community - a place with high concentrations of housing and commercial development	16.67% 16	67.71% 65	15.63% 15	96
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#	Other (please specify)	Date
1	I think Georgetown can have a controlled economical growth while ensuring availability of amenities for quality of life. The beach areas are close and provide 'something to do' from shopping to attractions. Georgetown just needs to grow slowly enough to bring in local commuters and families that support the local business but make use of the surrounding areas. If Georgetown attempts to match or outpace the tourist areas it will become a money pit, cost of living will outgrow some of the residents and lose them while higher socio-economical statuses continue to live just outside and not make use of Georgetown amenities as much as locals would. In short I think we should have a small town feel with some economical advances at targeted times in targeted (spread out) areas.	10/26/2016 6:31 PM
2	I think Georgetown is late to the game.	9/7/2016 6:23 PM
3	It should NOT be a retirement community. Retirees are driving up our real estate AND insurance costs.	9/2/2016 10:59 AM

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Town of Georgetown Comprehensive Plan Survey

Q38 Home Zip Code

Answered: 105 Skipped: 48

#	Responses	Date
1	19947	11/1/2016 2:43 PM
2	19947	10/31/2016 6:46 PM
3	19947	10/31/2016 6:01 PM
4	19947	10/31/2016 3:56 PM
5	19947	10/31/2016 3:38 PM
6	19947	10/30/2016 11:06 PM
7	19947	10/30/2016 10:54 PM
8	19947	10/30/2016 10:41 PM
9	19947	10/30/2016 10:20 PM
10	19947	10/30/2016 10:07 PM
11	19947	10/30/2016 9:38 PM
12	19947	10/30/2016 9:21 PM
13	19947	10/30/2016 9:00 PM
14	19947	10/30/2016 8:41 PM
15	19947	10/27/2016 2:04 PM
16	19947	10/26/2016 8:56 PM
17	19947	10/26/2016 8:28 PM
18	19947	10/26/2016 6:36 PM
19	19947	10/26/2016 10:37 AM
20	19947	10/26/2016 6:28 AM
21	19947	10/23/2016 2:16 PM
22	19947	10/17/2016 12:33 PM
23	19947	10/17/2016 7:30 AM
24	19947	10/17/2016 6:19 AM
25	19968	10/11/2016 10:08 AM
26	19947	10/10/2016 12:28 PM
27	19947	10/9/2016 12:26 PM
28	19947	10/9/2016 7:27 AM
29	19947	10/8/2016 12:11 PM
30	19947	10/7/2016 6:57 PM
31	19947	10/7/2016 5:57 PM
32	19947	10/7/2016 4:59 PM
33	19947	10/7/2016 7:56 AM
34	19956	10/6/2016 4:38 PM
35	19947	10/6/2016 3:55 PM

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36	19947	10/3/2016 7:23 PM
37	19947	9/29/2016 11:47 AM
38	19968	9/28/2016 11:58 AM
39	19947	9/28/2016 9:54 AM
40	19947	9/26/2016 8:24 AM
41	19947	9/19/2016 8:34 PM
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43	19947	9/15/2016 2:06 PM
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53	19947	9/8/2016 1:06 PM
54	19947	9/8/2016 11:43 AM
55	19947	9/8/2016 10:15 AM
56	19947	9/8/2016 9:57 AM
57	19947	9/8/2016 9:46 AM
58	19947	9/8/2016 9:18 AM
59	19947	9/8/2016 9:13 AM
60	19947	9/8/2016 6:00 AM
61	19947	9/7/2016 10:09 PM
62	19958	9/7/2016 9:12 PM
63	19947	9/7/2016 9:10 PM
64	19947	9/7/2016 9:04 PM
65	19947	9/7/2016 8:19 PM
66	19947	9/7/2016 8:18 PM
67	19947	9/7/2016 7:58 PM
68	19947	9/7/2016 6:24 PM
69	19966	9/7/2016 6:04 PM
70	19947	9/7/2016 4:28 PM
71	19947	9/7/2016 4:09 PM
72	19934	9/7/2016 8:02 AM
73	19958	9/6/2016 10:24 AM
74	19947	9/6/2016 12:56 AM
75	19947	9/5/2016 9:42 AM
76	19947	9/4/2016 11:09 PM

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Town of Georgetown Comprehensive Plan Survey

77	19947	9/3/2016 4:44 PM
78	19947	9/3/2016 3:47 PM
79	19350	9/3/2016 3:00 PM
80	19947	9/3/2016 2:36 PM
81	19947	9/3/2016 1:23 PM
82	19947	9/3/2016 12:11 PM
83	19947	9/3/2016 9:32 AM
84	19947	9/3/2016 12:45 AM
85	19947	9/2/2016 10:26 PM
86	19947	9/2/2016 5:41 PM
87	19966	9/2/2016 3:59 PM
88	19947	9/2/2016 3:41 PM
89	19968	9/2/2016 3:06 PM
90	19966	9/2/2016 2:12 PM
91	19947	9/2/2016 11:47 AM
92	19966	9/2/2016 10:59 AM
93	19947	9/2/2016 10:39 AM
94	19947	9/2/2016 10:31 AM
95	19947	9/2/2016 10:21 AM
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97	19947	9/2/2016 9:49 AM
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101	19947	9/2/2016 7:25 AM
102	19956	9/2/2016 6:32 AM
103	19947	9/1/2016 10:29 PM
104	19947	9/1/2016 9:58 PM
105	19947	9/1/2016 9:39 PM

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Town of Georgetown Comprehensive Plan Survey

Q39 Work Zip Code

Answered: 75 Skipped: 78

#	Responses	Date
1	19947	11/1/2016 2:43 PM
2	19947	10/31/2016 6:46 PM
3	19947	10/31/2016 6:01 PM
4	19973	10/30/2016 8:41 PM
5	19958	10/27/2016 2:04 PM
6	19947	10/26/2016 8:28 PM
7	96377	10/26/2016 6:36 PM
8	19975	10/26/2016 6:28 AM
9	19977	10/23/2016 2:16 PM
10	19947	10/17/2016 6:19 AM
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13	19947	10/9/2016 12:26 PM
14	19947	10/9/2016 7:27 AM
15	19947	10/8/2016 12:11 PM
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17	19947	10/7/2016 5:57 PM
18	19947	10/7/2016 4:59 PM
19	19947	10/7/2016 7:56 AM
20	19947	10/6/2016 4:38 PM
21	19947	10/6/2016 3:55 PM
22	n/a	10/3/2016 7:23 PM
23	19947	9/28/2016 11:58 AM
24	19966	9/28/2016 9:54 AM
25	19973	9/26/2016 8:24 AM
26	19947	9/19/2016 12:04 PM
27	19947	9/15/2016 2:06 PM
28	n0ne	9/9/2016 5:54 PM
29	none-retired	9/9/2016 4:35 PM
30	19901	9/9/2016 11:29 AM
31	19966	9/8/2016 8:25 PM
32	20005	9/8/2016 6:13 PM
33	retired	9/8/2016 3:34 PM
34	19963	9/8/2016 11:43 AM
35	Retired	9/8/2016 9:46 AM

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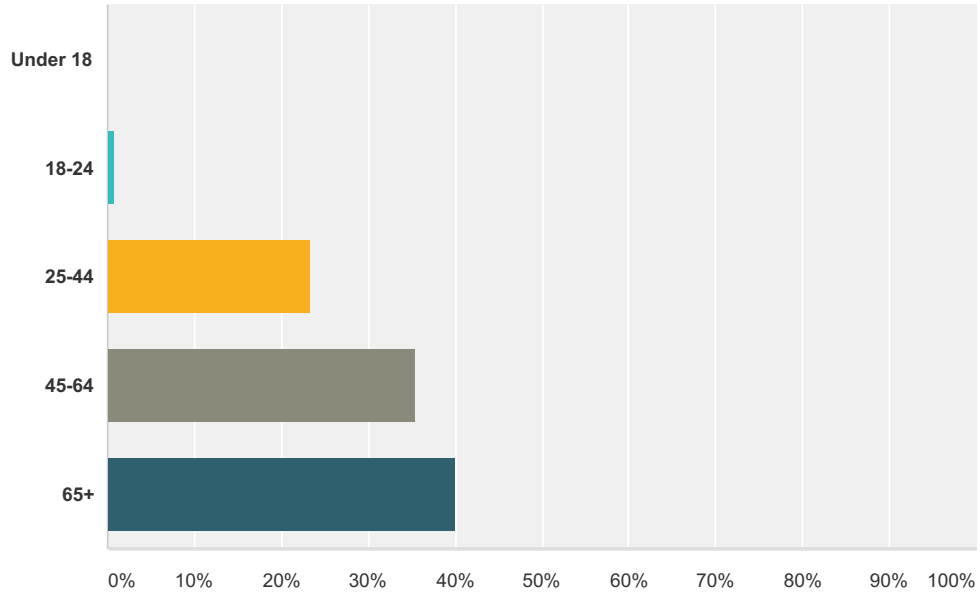
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36	Retired	9/8/2016 9:13 AM
37	19947	9/8/2016 6:00 AM
38	19958	9/7/2016 9:12 PM
39	19947	9/7/2016 7:58 PM
40	19947	9/7/2016 6:24 PM
41	Retired	9/7/2016 6:04 PM
42	19967	9/7/2016 4:28 PM
43	19947	9/7/2016 4:09 PM
44	19947	9/7/2016 8:02 AM
45	21801	9/6/2016 10:24 AM
46	19944	9/6/2016 12:56 AM
47	19947	9/5/2016 9:42 AM
48	19958	9/4/2016 11:09 PM
49	19966	9/3/2016 4:44 PM
50	19958	9/3/2016 3:47 PM
51	19975	9/3/2016 2:36 PM
52	19973	9/3/2016 1:23 PM
53	NA	9/3/2016 12:11 PM
54	retired	9/3/2016 9:32 AM
55	19947	9/3/2016 12:45 AM
56	19947	9/2/2016 10:26 PM
57	19968	9/2/2016 5:41 PM
58	19947	9/2/2016 3:59 PM
59	19947	9/2/2016 3:41 PM
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67	19966	9/2/2016 9:51 AM
68	19947	9/2/2016 9:49 AM
69	19966	9/2/2016 9:19 AM
70	19963	9/2/2016 9:10 AM
71	19958	9/2/2016 7:53 AM
72	none	9/2/2016 7:25 AM
73	19947	9/2/2016 6:32 AM
74	19947	9/1/2016 10:29 PM
75	19947	9/1/2016 9:39 PM

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Q40 Age

Answered: 107 Skipped: 46

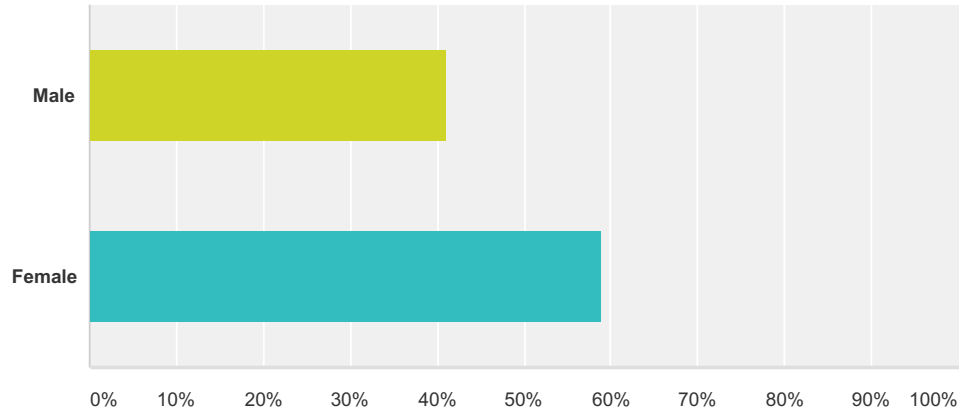


Answer Choices	Responses
Under 18	0.00% 0
18-24	0.93% 1
25-44	23.36% 25
45-64	35.51% 38
65+	40.19% 43
Total	107

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Q41 Gender

Answered: 107 Skipped: 46

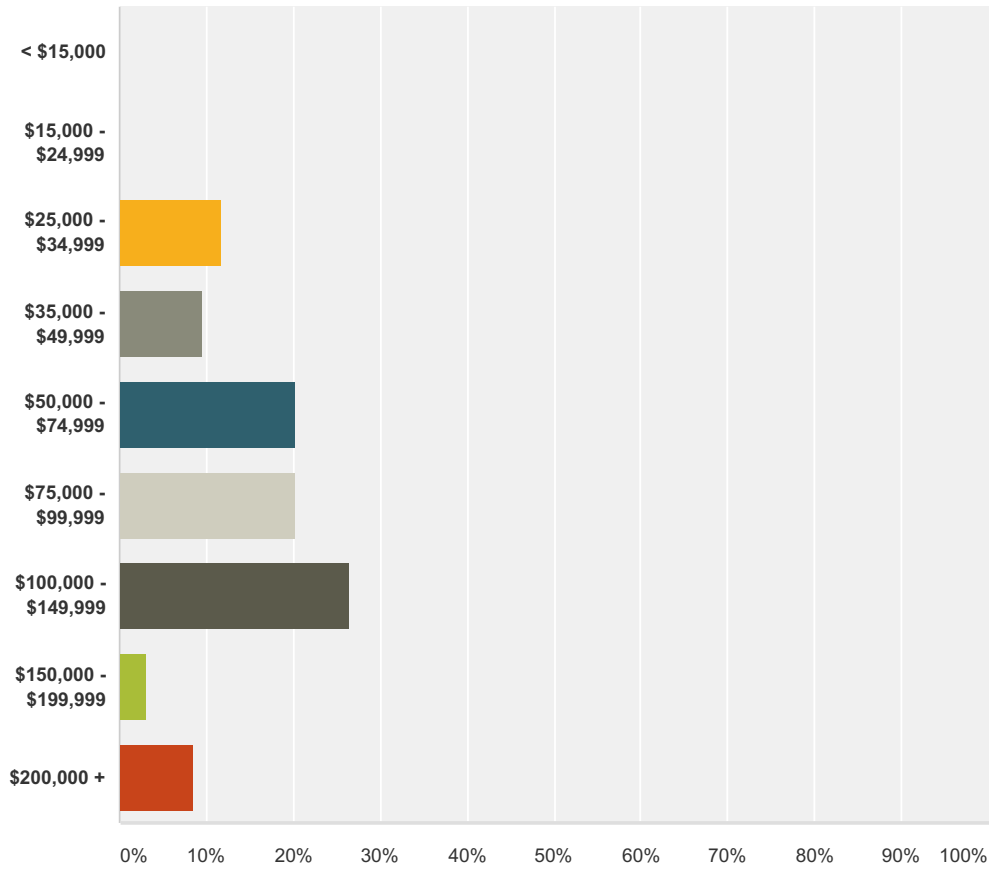


Answer Choices	Responses
Male	41.12% 44
Female	58.88% 63
Total	107

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Q42 Household's Annual Income

Answered: 94 Skipped: 59

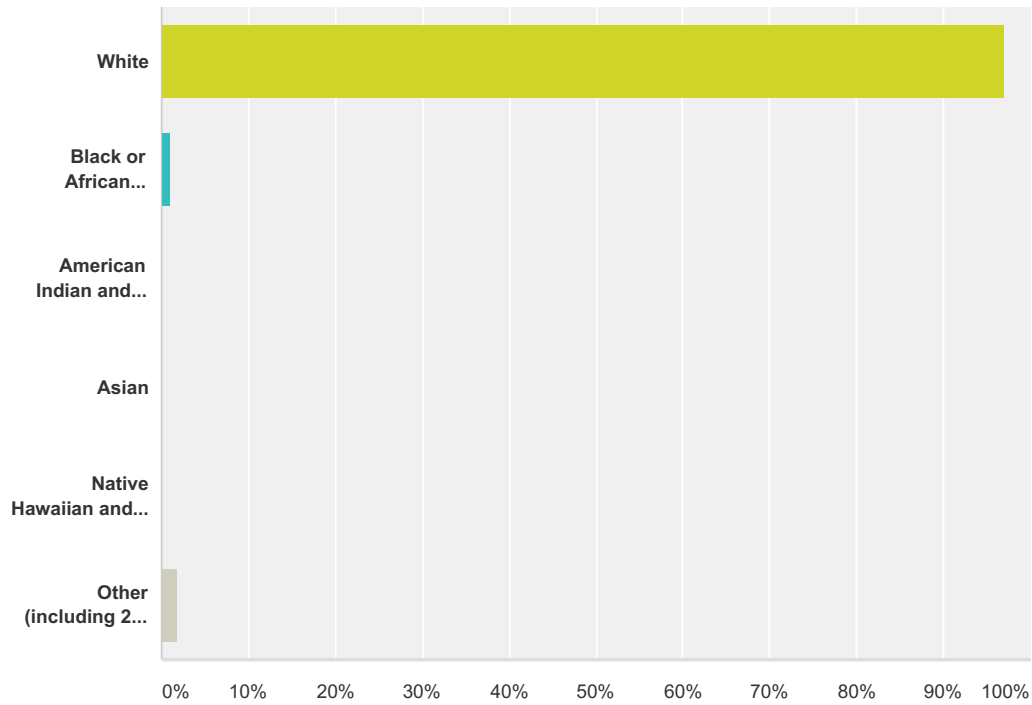


Answer Choices	Responses
< \$15,000	0.00% 0
\$15,000 - \$24,999	0.00% 0
\$25,000 - \$34,999	11.70% 11
\$35,000 - \$49,999	9.57% 9
\$50,000 - \$74,999	20.21% 19
\$75,000 - \$99,999	20.21% 19
\$100,000 - \$149,999	26.60% 25
\$150,000 - \$199,999	3.19% 3
\$200,000 +	8.51% 8
Total	94

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Q43 Race

Answered: 103 Skipped: 50



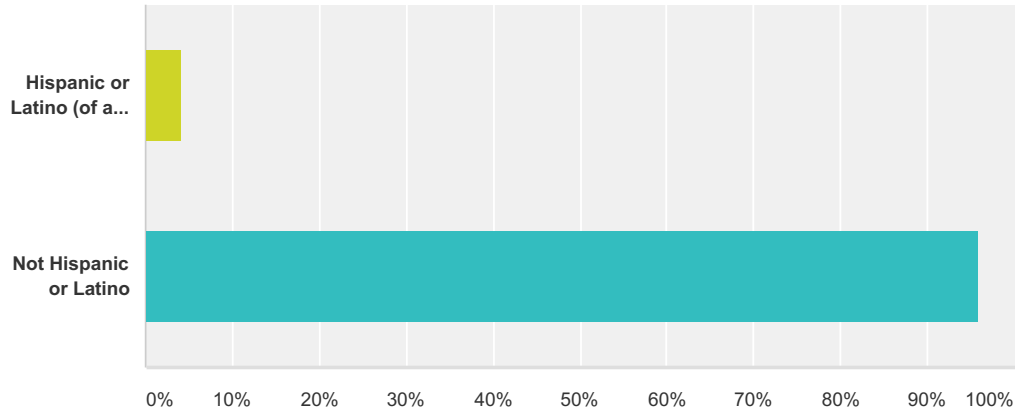
Answer Choices	Responses
White	97.09% 100
Black or African American	0.97% 1
American Indian and Alaskan Native	0.00% 0
Asian	0.00% 0
Native Hawaiian and Other Pacific Islander	0.00% 0
Other (including 2 or more races) (please specify)	1.94% 2
Total	103

#	Other (including 2 or more races) (please specify)	Date
1	Latino	10/9/2016 12:26 PM
2	Latina/Hispanic	9/19/2016 12:04 PM

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Q44 Hispanic Origin

Answered: 73 Skipped: 80

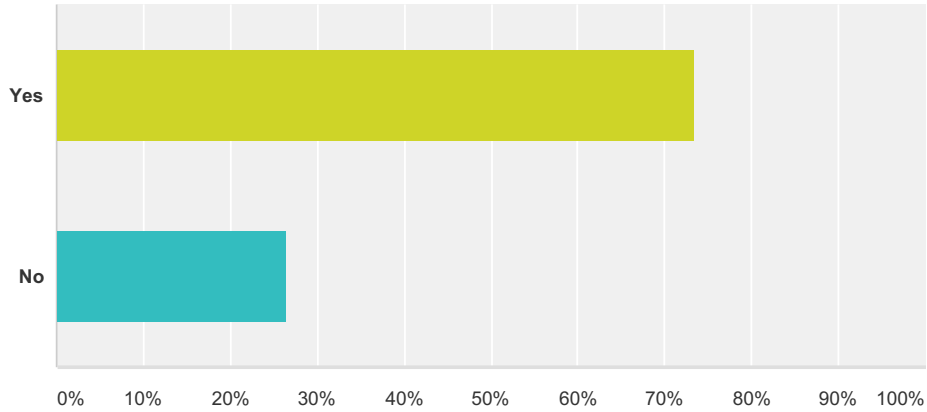


Answer Choices	Responses
Hispanic or Latino (of any race)	4.11% 3
Not Hispanic or Latino	95.89% 70
Total	73

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Q45 Do you reside within the Town of Georgetown town limits? (If "NO", please scroll to bottom of page and click "DONE" after answering this question.)

Answered: 102 Skipped: 51

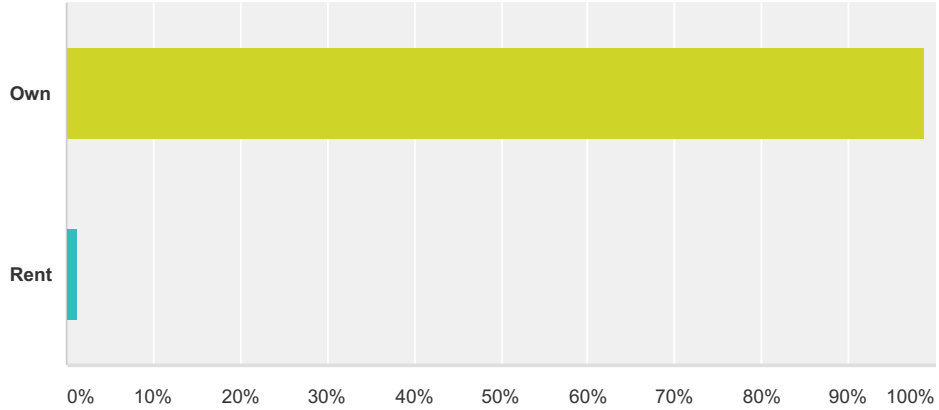


Answer Choices	Responses
Yes	73.53% 75
No	26.47% 27
Total	102

The comments expressed in this section were received by the Town at various times by members of the public. They are not intended to be statements or comments by the authors of this Comprehensive Plan and do not necessarily reflect the opinions or positions of the Town Council, Town Staff and legal counsel, Town Boards and/or Commissions, or the entirety of the community.

Q46 If you reside within the Town of Georgetown town limits, do you own or rent?

Answered: 78 Skipped: 75

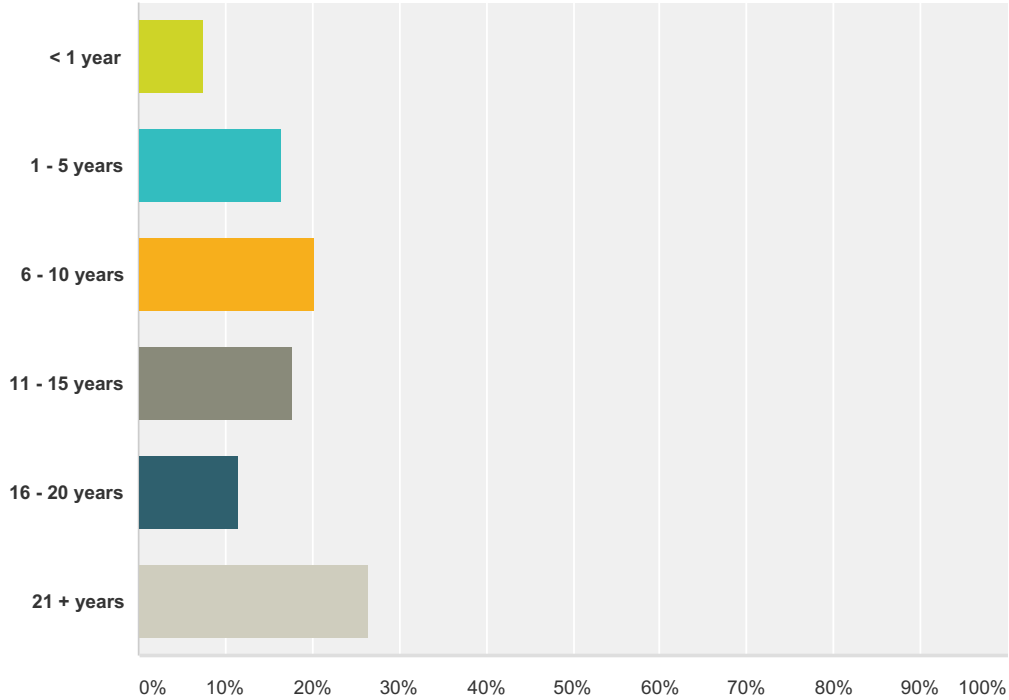


Answer Choices	Responses
Own	98.72% 77
Rent	1.28% 1
Total	78

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Q47 If you reside within the Town of Georgetown town limits, how long have you lived in the Town of Georgetown?

Answered: 79 Skipped: 74



Answer Choices	Responses
< 1 year	7.59% 6
1 - 5 years	16.46% 13
6 - 10 years	20.25% 16
11 - 15 years	17.72% 14
16 - 20 years	11.39% 9
21 + years	26.58% 21
Total	79

The comments expressed in this section were received by the Town at various times by members of the public. They are not intended to be statements or comments by the authors of this Comprehensive Plan and do not necessarily reflect the opinions or positions of the Town Council, Town Staff and legal counsel, Town Boards and/or Commissions, or the entirety of the community.

A water fountain with a tiered stone structure and a central spout is in the foreground. In the background, there are green trees, a brick building with a porch, and a white car parked on a street. The scene is set in a park-like area with a clear blue sky.

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APPENDIX D

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MAP 2-1 TOWN BOUNDARY

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- Roads—DelDOT. *Delaware Road Inventory*. 2018.
- Streams & Ditches—U.S. Geological Survey. *NHDFlowline*. 2019.
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MAP 2-2 WARD BOUNDARIES

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- Wards—Developed by Wallace Montgomery based on written descriptions.

MAP 2-3 COMMUNITY FACILITIES

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MAP 3-1 ROADWAY NETWORK

- Potential Annexation Areas—Developed by Wallace Montgomery based on 2010 Potential Annexation Areas.
- Railroad—Delaware Transit Corporation. *Rail Lines*. 2014.
- Roads—DelDOT. *Delaware Road Inventory*. 2018.
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MAP 3-2 MULTIMODAL TRANSPORTATION

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M A P 4-2 S O U R C E W A T E R P R O T E C T I O N

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MAP 8-1 HISTORIC RESOURCES

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MAP 10-1 STATE STRATEGIES

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MAP 10-2 GEORGETOWN EXISTING LAND USE

Existing Land Use—Developed by Wallace Montgomery based on field survey.
 Parcels—Sussex County. *Delaware State Parcels*. 2020.
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MAP 10-3 GEORGETOWN FUTURE LAND USE

Future Land Use—Developed by Wallace Montgomery based on land use analysis.
 Parcels—Sussex County. *Delaware State Parcels*. 2020.
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MAP 10-4 POTENTIAL ANNEXATION AREAS

Parcels—Sussex County. *Delaware State Parcels*. 2020.
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MAP 10-5 SUSSEX COUNTY EXISTING LAND USE


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Potential Annexation Areas—Developed by Wallace Montgomery based on 2010 Potential Annexation Areas.
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MAP 10-6 SUSSEX COUNTY FUTURE LAND USE

County Future Land Use. Sussex County. *Future Land Use*. 2018.
Parcels—Sussex County. *Delaware State Parcels*. 2020.
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MAP 10-7 TOWN ZONING (UNOFFICIAL)

Parcels—Sussex County. *Delaware State Parcels*. 2020.
Railroad—Delaware Transit Corporation. *Rail Lines*. 2014.
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Town Boundary—Office of State Planning Coordination. *Municipalities*. 2021.
Zoning—Developed by Wallace Montgomery based on Town zoning data.



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APPENDIX E
PUBLIC COMMENTS

PLUS REVIEW



STATE OF DELAWARE
EXECUTIVE DEPARTMENT
OFFICE OF STATE PLANNING COORDINATION

May 25, 2021

Ms. Jocelyn Huff
Town of Georgetown
37 The Circle
Georgetown, DE 19947

RE: PLUS review 2021-04-06; Town of Georgetown

Dear Ms. Huff:

Thank you for meeting with State agency planners on April 28, 2021 to discuss the Town of Georgetown'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.

Certification Comments –The following comments must be corrected before the plan can be reviewed for certification.

- Please obtain written verification from Sussex County and Millsboro that they have reviewed the Georgetown comprehensive plan and have no objections to adoption. If these jurisdictions provide comments, please indicate how these comments have been addressed.

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: Dorothy Morris (302) 739-3090

Our office would like to commend the Town of Georgetown for preparing a well-crafted and thorough comprehensive plan update. Georgetown is clearly planning to accommodate growth while continuing to make safe housing opportunities available for all current and future residents. In addition, the town is planning for the infrastructure needed to accommodate that growth while also planning to protect the green spaces, historic spaces, and environmental features in and around the town. The plan easily identifies the requirements of Delaware code and the Office of

122 Martin Luther King Jr. Blvd. South – Haslet Armory · Third Floor · Dover, DE 19901
Phone (302)739-3090 · Fax (302) 739-5661 · www.stateplanning.delaware.gov

PLUS review 2021-04-06

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State Planning Coordination is confident that future growth will be managed in a way that maintains the character and quality of life in your community.

Department of Agriculture – Contact: Milton Melendez 698-4534

- The Delaware Department of Agriculture (DDA) does not support the proposed potential annexation areas proposed in the 2021 Comprehensive Plan. The proposed potential annexation areas designated on Map 6-2 of the plan increase the size of Georgetown to a level that is not consistent with supporting the agricultural community in the area. Additionally, various current farmland and forestland preservation properties are included in the potential annexation map. Such expansive venture will place great pressure on infrastructure to meet the needs of future populations. DDA believes this will place unnecessary burdens on the farming community of Georgetown. DDA understands that there has been little change from the previous version of the plan, which may indicate that a decrease in the projected boundaries could be possible without much impact to the potential annexation areas. Our priority is to ensure that farmers can thrive in the Georgetown area, DDA is hopeful an update to this plan reflect the importance of supporting the Georgetown agricultural community.
- The Delaware Department of Agriculture strongly recommends that Georgetown reconsider the size of the potential annexation areas and determine if it is critical to include in those areas lands that are more suitable for agriculture. DDA would also propose that parcels that are in our Farmland Preservation Program and Forestland Preservation Program, be excluded from potential annexation; the owners of these properties have by their participation in our program, demonstrated a strong commitment to strengthening the agriculture industry in the Georgetown area.

Department of Transportation – Contact Bill Brockenbrough 760-2109

- Table 3.1 provides Annual Average Daily Traffic volumes on the State-maintained roads serving the town. DelDOT recommends that the Town specify the source of those volumes, which is the 2019 Vehicle Volume Summary and consider adding a column to indicate the year that traffic on the road segment was last counted, something that is provided in the Summary. DelDOT updates the Summary volumes annually but does not count every road annually. Thus if the road was last counted before 2019, the volume provided is an estimate and the older the last count is, the more likely the estimate is to be different from a current count.
- On page 3-13 there is a prioritized list of Grade Separated Intersection (GSI) projects. This list is based on an older study and the prioritization is being updated. DelDOT recommends that the list be updated or removed.
- On pages 3-13 through 3-15, projects currently in DelDOT’s Capital Transportation Plan (CTP) are discussed. The timelines for those projects should be updated to reflect the

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December 2020 Council on Transportation update of the CTP, available at <https://delDOT.gov/Publications/reports/CTP/index.shtml>

- Also on page 3-13, there is a section on Level of Service. DelDOT suggests including the attached illustration of what different expressway Levels of Service look like as an aid to understanding.
- DelDOT recognizes and supports the focus on the 2018 Walkability Study on pages 3-7 through 3-9.
- DART Connect is discussed on page 3-10 of the Plan. DelDOT recommends that the Town contact Mr. Nate Attard at the Delaware Transit Corporation for an update on this effort if they have not recently done so. Mr. Attard may be reached at (302) 576-6080 or Nathan.Attard@delaware.gov.
- Rail facilities are discussed on pages 3-10 and 3-11 but the annual Rail to Fair event is not mentioned. DelDOT recommends that the Town consider participating in this event in the future.
- Airport facilities are discussed on pages 3-11 and 3-12. The Salisbury Regional Airport is seeking to improve service and wants to connect with municipalities in lower Delaware Municipalities. DelDOT suggests that the Town work with the airport to explore connections or partnerships, possibly on shuttle service.
- On page 3-15, there is a paragraph labelled Traffic Signals. DelDOT recommends that it be re-titled Traffic Signals and Roundabouts and rewritten to acknowledge roundabouts as an alternative to traffic signal in some locations.
- Again on page 3-15, there is discussion of development of a Town Transportation Master Plan, with one objective being to find ways to limit truck traffic through the center and residential areas of town. DelDOT suggests that the Plan could include the development of a municipal Truck Plan with connections to wayfinding providers to assist larger vehicles with appropriate routes through town.
- In the Goals and Recommendations on page 3-17, DelDOT recommends including a goal to develop potential access roads to remove local traffic from Major Collectors and Principal Arterials where available.
- Ms. Jennifer Cinelli, a planner in DelDOT's Regional System Planning Section is available to assist the Town as needed regarding the comments listed above and other transportation-related items in the Plan. Ms. Cinelli can be reached at (302)760-2549 or Jennifer.Cinelli@delaware.gov.

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Department of Natural Resources and Environmental Control – Beth Krumrine 735-3480

The Georgetown Comprehensive Plan contains many environmental elements that can be considered exemplary in nature. Please consider the following recommendations for addition into the draft comprehensive plan.

Municipal Separate Storm Sewer Systems (page 5-4)

On page 5-4, the draft plan states that Georgetown is not subject to the current requirements for Municipal Separate Storm Sewer Systems. Please clarify in the text that this requirement may change, pending the outcome of the 2020 census, and that the population data drives requirements for needing an MS4 permit.

Available resources:

- For more information on MS4s, please contact the DNREC Surface Water Discharges Section at (302) 739-9946 (<https://dnrec.alpha.delaware.gov/water/surface-water/npdes/municipal-storm-sewers/>).

Stormwater Management (page 5-4)

The Stormwater Management section of the draft plan accurately reflects construction stormwater management activities in Georgetown as well as responsibilities of the Sussex Conservation District associated with the Delaware *Sediment and Stormwater Regulations*.

Available resources:

- Consider applying for Surface Water Planning Grants available from DNREC that can assist in planning initiatives toward stormwater concerns (<https://dnrec.alpha.delaware.gov/environmental-finance/surface-water-planning-grants/>).

For more information about construction stormwater management in Delaware, please contact the DNREC Sediment and Stormwater Program at (302) 739-9921.

E-mail: DNREC.Stormwater@delaware.gov.

Website: <https://dnrec.alpha.delaware.gov/watershed-stewardship/sediment-stormwater/>

Total Maximum Daily Loads (page 5-4 and 5-5)

This section thoroughly addresses TMDLs and State Water Quality Standards. On page 5-4, Total Maximum Daily Loads (TMDLs), please note that WLA stands for “Waste Load Allocation,” not “Waste Load Applications.”

Town Recognition Section (pages 5-5 and 5-6)

DNREC reviewers applaud the environmental initiatives highlighted in the Town Recognition section (Tree City USA, Urban Forestry Community Tree Program, and Monarch City USA).

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Consider listing the action items mentioned within the Town Recognition section in the goals section on page 5-7.

Vegetated Buffers Zones (page 5-6 and 5-7)

DNREC reviewers recommend that the Town be more specific when addressing vegetated buffer zones in goals and recommendations. Specifically referenced under Wetlands on page 5-3, DNREC reviewers recommend adopting a 100-foot vegetated buffer zone ordinance from the edge of waterways, waterbodies, tax ditches and wetlands to protect water quality and to provide an additional margin of safety for flooding. Buffers also provide valuable habitat and can help prevent encroachment of human activities into ecologically sensitive areas. As stated in the draft plan, an estimated 20% of the town's acreage is comprised of wetlands.

If the Town moves forward with a buffer ordinance, the following goals & recommendations should be revised accordingly on page 5-6:

- Existing text: Use codes and plan reviews to ensure thick natural vegetation is preserved and/or planted along waterways.
- Existing text: Consider establishing a buffer around non-manmade wetlands, with wider buffers around more ecologically important wetlands.
- Existing text: Consider vegetated buffers on each side of the centerline of major ditches carrying water year-round.
- Recommended text: Adopt a vegetated buffer zone code requiring a vegetated buffer zone of **X feet** be placed along waterways, waterbodies, tax ditches and wetlands. Vegetated buffers are not equivalent to setbacks, as residential lots, walkways, and stormwater management facilities should not be contained within the vegetated buffer zone. Vegetated buffer zones should be left undisturbed during construction and should be identified outside of the Limit of Disturbance (LOD) on the engineering plans. In some instances, stormwater outfalls, conveyances, and emergency spillways may cross through these zones, and will require temporary disturbance during construction. Vegetated buffer zones should be deeded as community (if applicable) open space. Signage should be installed at the edge and within the buffer zones to deter residents from encroaching into these common areas.

Stormwater Management Goals & Recommendations (page 5-6 and 5-7)

Consider including select measures from the bulleted list of action items contained within the introductory stormwater management section (page 5-4) into the goals and recommendations section. Some of these measures would also address future issues associated with climate change.

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For example:

- Recommended text: Evaluate the need for an Operation and Maintenance Plan for all streams, ditches, swales, and storm drains in existing, new, and potentially annexed properties.
- Recommended text: Evaluate existing drainage patterns within future annexation areas to ensure adequate drainage for the cumulative stormwater impacts from full build-out of the annexation area.

Impervious Surface Goals & Recommendations (page 5-6 and 5-7)

The current draft goals include the following:

- Existing text: Minimize the amount of impervious cover outside of the center of Town, which could include allowing and encouraging the use of pervious paving materials.
- General comment: It is recommended to be more specific on this action item. For example, the Town could require that development proposals include an impervious surface mitigation plan (compatible with source water protection: excellent recharge and well-head protection), specifically considering the use of pervious paving materials in all parking areas for all projects with 20% or more total post-development surface imperviousness. For developments with post-development surface imperviousness of 50% or more, DNREC suggests that at least half of the area(s) of total imperviousness contain pervious paving materials as an alternative to conventional paving materials.

Climate Change (page 5-5)

The language within the draft comprehensive plan accurately reflects future conditions associated with climate change (heavy precipitation events, temperature rise, sea level rise). DNREC reviewers agree that these future challenges should be addressed in comprehensive plans throughout Delaware. For this reason, DNREC reviewers will highlight the Georgetown's Comprehensive Plan when assisting other towns with drafting of comprehensive plan language.

Climate Change Goals & Recommendations (page 5-6 and 5-7)

It is recommended to incorporate the following initiatives already contained within the introductory climate change section into the goals & recommendations section. Include as actionable items as follows:

- Recommended text: In preparation for the higher frequency of rainfall events, develop a plan to assess the flooding vulnerability of existing commercial and residential structures and provide phased solutions for potential flooding issues.

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- Recommended text: Assess housing stock to determine where homes may not have adequate cooling systems for extreme heat.
- Recommended text: Develop a plan to mitigate heat impacts in these areas through tree plantings, "cool roof" projects, weatherization and other solutions.
- Recommended text: Adopt an ordinance for tree plantings for shading and reduced heat island effects.
- Recommended: Ensure residents are prepared for heat waves and extreme weather through education and outreach initiatives.
- For more information, please contact the DNREC Division of Climate, Coastal & Energy at (302) 735-3480 (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/>).

Energy Efficiency Goals & Recommendations (page 5-6 and 5-7)

Delaware recently updated its statewide Energy Code for Conservation for residential and commercial buildings. Each municipal government in Delaware must update their building code to reflect this requirement as a minimum standard. Additional meetings with stakeholders, technical support, and training opportunities will occur in stages during 2021. For more information, please visit the following website: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/building-energy-codes/>.

DNREC reviewers recommend that the Town is also more specific when addressing energy efficiency in goals and recommendations. Examples are provided below for your consideration:

- Existing text: Support energy efficiency and renewable energy upgrades in new and existing developments. The new building code accomplishes this.
- Additional recommendation: Conduct a sustainability planning effort, with a specific goal to reduce energy consumption by implementing energy efficiency measures in town operations, including buildings and street lighting. Energy efficiency upgrades may be eligible for funding through the Energy Efficiency Investment Fund, provided through the DNREC Division of Climate, Coastal, & Energy, to help commercial and industrial customers replace aging or inefficient equipment and systems with energy efficient alternatives (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/energy-efficiency-investment-fund/>). Grants are also provided through the Green Energy Program, which include several different types of green energy funding programs from the state's major electric utilities (www.de.gov/greenenergy). Energy efficiency upgrades, such as a street lighting project, may be eligible for funding assistance through Energize Delaware (<https://www.energizedelaware.org>).
- Recommended: Review all codes to ensure that no barriers exist to solar deployment on rooftops or in ground arrays. As part of the sustainability planning effort, utilize renewable energy infrastructure, such as solar and wind, to further reduce pollution.

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- Recommended: Adopt energy efficiency measures in building design and redevelopment to help cut energy costs and make homes more comfortable for occupants.
- Recommended: Adopt a mechanism to provide information on the Weatherization Assistance Program to customers who are having trouble paying utility bills (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/sustainable-communities/weatherization/>).

Available resources:

- **Commercial & Industrial Applications (Energy Efficiency Investment Fund)** - The Energy Efficiency Investment Fund provides grant money to Delaware businesses, local governments, and non-profits to make facility upgrades that lower their energy use and cost. Grants are awarded for up to 30% of total project costs. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/energy-efficiency-investment-fund/>.
- **Residential Applications (“Cool Switch” Low-Impact Refrigerant Program)** – “Cool Switch” Low-Impact Refrigerant Program is a new program that provides incentives to businesses to install refrigeration systems that are less harmful to the environment. Incentives for new systems or upgrades of existing systems are offered to participating municipalities, businesses and industries. The incentive is based on the reduction in the greenhouse gas potential associated with the refrigerant used. Additional information can be found at: <https://news.delaware.gov/2020/02/24/dnrec-to-launch-refrigerant-incentive-program/>.
- **Residential Applications** – Delaware’s Weatherization Assistance Program provides free energy efficiency upgrades to low and moderate income families who rent or own their homes. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/sustainable-communities/weatherization/>.
- For more information, please contact the DNREC Division of Climate, Coastal & Energy at (302) 735-3480 (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/>).

Sustainable Planning (Transportation)

- The draft comprehensive plan addresses air quality on page 5-5. It is important to highlight the environmental effects of transportation on communities and climate change. Transportation represents the largest in-state source of greenhouse gas emissions – greenhouse gases are the driver of global climate change. Vibrant walkable towns, like Georgetown, represent a significant opportunity to reduce emissions from transportation, especially when walkability is paired with electrification of vehicles. All efforts employed by Georgetown that encourage dense downtown development and pedestrian safety contribute to reducing emissions because this type of development reduces the

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need to drive a vehicle for daily tasks and increases the opportunity for efficient transit service. The Town of Georgetown should address transportation in terms of long-term sustainability in the comprehensive plan.

Sustainable Planning (Transportation) Goals and Recommendations (page 5-6 and 5-7)

DNREC reviewers acknowledge that the draft plan addresses the plan for increased pedestrian and bicycling transit. DNREC reviewers recommend that the following strategies are considered for inclusion in the comprehensive plan's goals and recommendations:

- **Recommended:** Incorporate specific strategies into the comprehensive plan that help reduce emissions from vehicles by encouraging electric vehicles and charging stations, and by seeking opportunities to upgrade town vehicles to electric or other cleaner burning fuel.
- **Recommended:** Replace passenger vehicles owned by the city/town with electric vehicles. Electric vehicles have lower maintenance costs overall, so this action would save money long term while leading by example on sustainability.
- **Recommended:** Install level 2 electric vehicle charging stations on town owned properties including parking areas and parks. Availability of public charging stations can help drive visitors to a town's downtown area, and help local residents, who may not have access to a charger at home. These stations will also assist in Delaware achieving its clean transportation goals, reducing greenhouse gas emissions, and improving overall air quality. Funding is available through DNREC's Division of Climate, Coastal, & Energy for the installation of public charging stations, as well as the purchase or lease of electric vehicles (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/clean-transportation/>). Charging stations for local governments and businesses can receive cash rebates of 90% of the purchase price.

Available resources:

- **Commercial/Industrial Applications (Electric Vehicle Charging Stations)** - Install electric vehicle charging stations for your customers and tenants to assist Delaware in achieving its clean transportation goals. The DNREC Division of Climate, Coastal and Energy offers rebates of up to 90% of the cost of the charging station for commercial, multi-unit dwelling and other public properties. These programs address climate change goals of reducing greenhouse gas emissions and improving overall air quality. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/clean-transportation/>.
- Vehicle rebates (electric, hybrid, propane, natural gas) are also available for car buyers under Delaware's Clean Vehicle Rebate Program. More information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/clean-transportation/vehicle-rebates/>

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- For technical assistance or if you wish to install charging stations, contact DNREC's Division of Climate, Coastal, & Energy at (302) 735-3480 (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/>).

Brownfields (page 9-10)

The document references DNREC's Site Investigation and Restoration Branch (SIRB), which is no longer referred to as SIRB. Please reference as the DNREC Division of Waste and Hazardous Substances Remediation Section.

Available resources:

- Each site can be searched using the following website, called Delaware's Environmental Navigator (<http://www.nav.dnrec.delaware.gov/den3/>).
- Financial assistance is available to eligible parties, that have not already taken ownership of the subject property, in the form of Brownfields Grants and the Brownfields Revolving Loan Fund, for the cleanup and redevelopment of vacant, abandoned or underutilized properties which may be contaminated.
- DNREC's Brownfield program can provide grant funding and potential liability protections when investigating and remediating Brownfield sites. If the applicant is seeking liability protections, it is important to contact the Program *prior* to taking ownership of the property.
- Contact: Division of Waste and Hazardous Substances Remediation Section at (302) 395-2600. Website: <https://dnrec.alpha.delaware.gov/waste-hazardous/remediation/brownfields/>

Solid Waste Management and Recycling

The draft plan makes no reference to solid waste management, waste reduction, and recycling. These topics should be included, whether they provide the services themselves or contract out for them.

State Historic Preservation Office – Contact Carlton Hall 736-7400

- The Delaware SHPO has no comments on this plan.

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Delaware State Fire Marshall’s Office – Contact Duane Fox 259-7037

- The DE State Fire Marshal’s Office has no objection to the annexation growth and boundaries and no comments on this plan.

State Housing Authority – Contact: Jonathan Taswell 739-4263

- DSHA supports the Town of Georgetown’s Comprehensive Plan and its position on housing goals, and recommendations related to housing. Overall, this is a well thought out Plan with a well detailed, appropriate housing analysis that addresses housing issues pertinent to Georgetown and the region. DSHA would like to encourage the town to continue this level of detail in future plans, policy, and housing developments.
- Georgetown has a history of providing a balance of housing options for its residents and DSHA Supports the Town’s stance to Promote additional housing affordable to the average Georgetown household, recognizing the needs of a variety of households.
- DSHA Supports the recommendations the town reviews current zoning code to promote increased density and multifamily development to increase the number of attainable units. For example, a revision of single-family zoning to allow for accessory dwelling units, basement apartments, cottage clusters, reduced parking requirements, and providing for visit ability in homes to make more homes more accessible to the elderly and individuals with disabilities.
- DSHA supports the housing recommended action to Support a balanced range of housing types, including workforce housing and home ownership opportunities affordable to the average Georgetown household.

Delaware Transit Corporation (DTC) – Contact: Jared Kauffman 576-6062

- Page 3-9
 - “Resort Transit” has been renamed to “Beach Bus.”
 - A more comprehensive description of Beach Bus, especially the Route 206, should include expanded service times, increased frequency, the addition of Sunday service, and the addition of two seasonal routes (208 and 305).
 - Currently, DTC only serves one flex route. DART Connect has replaced the 901 and 902 at least while it is still in pilot phase.
 - Table 3-2 needs to be described as service within Georgetown, because it currently reads that it’s the only service within Sussex County.
 - Please describe the routes serving Georgetown, connections that are possible outside of Georgetown from the Georgetown Transit Hub, and a description of transit riders if data is available.
 - Paratransit service is available for those unable to ride a DART’s other services (fixed, flex, or DART Connect), not only for those unable to drive.

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- Page 3-10
 - DART Connect launched April 12th and is being piloted for 12 months. A decision has not been made on whether to continue or discontinue it.
 - Please change the tense of DART Connects description to show that it has already been implemented
- Page 3-15
 - Please explain how the Georgetown Transit Hub is “temporary”, and what is meant by a more “permanent solution.”
 - Please state the needs of the Georgetown Transit Hub, and what the Hub and Facility Renovations will entail.
- If the town has goals/strategies/recommendations for improving transit service, both non-infrastructure and infrastructure concepts, please explain them within the descriptions.

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. Substantial changes to this draft could warrant another PLUS review.
- 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.

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


Sincerely,






David L. Edgell, AICP
Director, Office of State Planning Coordination

Attachment

Level-of-Service



 Level of Service A •Free-flow	 Level of Service B •Reasonably Free-flow	 Level of Service C •Stable Operation
 Level of Service D •Borderline Unstable	 Level of Service E •Extremely Unstable	 Level of Service F •Breakdown

Prepared for the US DOT Bureau of Transportation Statistics by the MIT Department of Urban Systems and Planning

TOWN RESPONSE

TOWN OF GEORGETOWN

MAYOR
AND
COUNCIL



37 THE CIRCLE
GEORGETOWN, DE 19947
(302) 856-7891

June 11, 2021

Mr. David Edgell, AICP
Director, Office of State Planning Coordination
122 Martin Luther King Jr. Blvd. South
Haslet Armory—Third Floor
Dover, DE 19901

RE: PLUS Review 2021-04-06; Town of Georgetown Comprehensive Plan

Dear Mr. Edgell:

The Mayor and Council thank the Office of State Planning Coordination and other State agencies for meeting on April 28, 2021 to discuss the updates to the Town of Georgetown's Comprehensive Plan. The Town reviewed the State agency comments provided in your letter dated May 25, 2021. We have made revisions to address the agency recommendations. Below is a copy of the comments from the Office of State Planning Coordination and other State agencies, with the Town's response in red.

Thank you for reviewing the Town's updated Comprehensive Plan. We appreciate the support of the Office of State Planning Coordination and the guidance and recommendations provided by the reviewing State agencies. We hope that the revisions to the draft Plan satisfy certification items and agency concerns. If you should have any questions, please contact:

Jocelyn Huff
Town of Georgetown
Planning Administrator
302.856.7391
jhuff@georgetowndel.com

Lauren Good, AICP
Wallace Montgomery
Project Manager
302.232.6965
lgood@wallacemontgomery.com

We look forward to your review and are available to meet with you if there are any questions.

Sincerely,

Jocelyn Huff
Planning Administrator

Enclosures: PLUS Responses
Copy of Ordinance 2021-03
Final draft 2021 Comprehensive Plan

Certification Comments—The following comments must be corrected before the plan can be reviewed for certification.

- Please obtain written verification from Sussex County and Millsboro that they have reviewed the Georgetown comprehensive plan and have no objections to adoption. If these jurisdictions provide comments, please indicate how these comments have been addressed.

SUSSEX COUNTY COORDINATION

Wallace Montgomery (WM) emailed Jamie Whitehouse, Director of Sussex County’s Department of Planning, with a copy of the Town’s draft Comprehensive Plan on March 31, 2021. On April 27, 2021, Mr. Whitehouse provided the following comments:

- The introduction of a form-based Code is supported. The County uses a form-based Code, and there many advantages to managing the spatial distribution of development to secure a high-quality public realm.

RESPONSE: Noted.

- The Housing chapter is well-written and the stated goals are clear. The County is able to assist in providing more up-to-date 2020 data on Building Permits if the data table is to be updated to include CY 2020.

RESPONSE: Noted. The Town opted not to include the most recently CY20 building permit data as other data sources did not span through this period.

- Page 10-3 – The County’s “Coastal Area” designation is also a growth area. It might be helpful to note that none of the parcels adjacent to Georgetown are designated as being within the Coastal Area on the County’s Future Land Use Map.

RESPONSE: Noted. For these purposes, the Town opted to only include references to those growth areas within the proposed annexation areas.

- Suggested correction – top of page 10-5 “AR1” should be “AR-1”

RESPONSE: The reference to “AR1” appropriately relates to the Town’s AR1/Agricultural Zoning District, whereas “AR-1” appropriately relates to the County’s AR-1 Zoning District. No changes to Plan necessary.

- Map 10-3 – I would suggest potential consideration of a dashed line or similar in the legend to differentiate between the outer boundary of the potential annexation area and the existing town boundary. At the moment, the lines used are very similar.

RESPONSE: There is currently no boundary symbology for the existing Town boundary, only that of the potential annexation area. This decision was made to address this specific concern. No changes to Plan necessary.

- Definitions on page AA-4. If form-based Codes are referred to, it might be helpful to include in the Acronyms and definitions.

RESPONSE: At the County’s suggestion, we’ve added form-based code to the list of acronyms and definitions.

REVISED LANGUAGE (Pg. AA-4):

FORM-BASED CODE: A land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the code's organizing principle; an alternative to conventional zoning regulation.

On May 14, 2021, Mr. Whitehouse provided the following additional comments:

- Ahead of the PLUS review, we had noticed a minor inconsistency between the draft Plan and our Future Land Use Map for the County. My apologies that this was not identified in the comments previously sent. Exhibit "A" shows an extract of our Future Land Use Map from within our latest 2019 Comprehensive Plan which also indicates that parcel 135-14.00-32.00 is within a Commercial Area designation. For additional clarity, we have circled the parcel. The second image, Exhibit "B" shows our online mapping portal with the parcel reflected as a Commercial Area. The last is Exhibit "C," which is the map included in the Town of Georgetown's latest Comprehensive Plan proposal as Map 10-6.

RESPONSE: Per the County's comments, we have corrected this error on Map 10-6 Sussex County Future Land Use to correctly assign the County's FLU per their attachments. This update has no substantive impact on the Town's Comprehensive Plan—it just serves to correct an error.

A copy of the original transmission and subsequent comments have been included in Appendix E—Public Comments (including noted exhibits).

TOWN OF MILLSBORO COORDINATION

WM called the Town of Millsboro on May 3, 2021 and spoke with Jamie Burke, Assistant Town Manager. Mr. Burke advised WM to forward a copy of the draft Plan to the Town's planning consultant, Kyle Gulbranson (AECOM), which they did on May 3, 2021. As of June 1, 2021, neither Mr. Burke nor Mr. Gulbranson have provided comments regarding Georgetown's Plan. A copy of the original transmission has been included in Appendix E—Public Comments.

RESPONSE: As noted, transmission incorporated in Appendix E.

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: DOROTHY MORRIS

Our office would like to commend the Town of Georgetown for preparing a well-crafted and thorough comprehensive plan update. Georgetown is clearly planning to accommodate growth while continuing to make safe housing opportunities available for all current and future residents. In addition, the town is planning for the infrastructure needed to accommodate that growth while also planning to protect the green spaces, historic spaces, and environmental features in and around the town. The plan easily identifies the requirements of Delaware code and the Office of State Planning Coordination is confident that future growth will be managed in a way that maintains the character and quality of life in your community.

Noted and thank you.

DEPARTMENT OF AGRICULTURE—CONTACT: MILTON MELENDEZ

- The Delaware Department of Agriculture (DDA) does not support the proposed potential annexation areas proposed in the 2021 Comprehensive Plan. The proposed potential annexation areas designated on Map 6-2 of the plan increase the size of Georgetown to a level that is not consistent with supporting the agricultural community in the area. Additionally, various current

farmland and forestland preservation properties are included in the potential annexation map. Such expansive venture will place great pressure on infrastructure to meet the needs of future populations. DDA believes this will place unnecessary burdens on the farming community of Georgetown. DDA understands that there has been little change from the previous version of the plan, which may indicate that a decrease in the projected boundaries could be possible without much impact to the potential annexation areas. Our priority is to ensure that farmers can thrive in the Georgetown area, DDA is hopeful an update to this plan reflect the importance of supporting the Georgetown agricultural community.

- The Delaware Department of Agriculture strongly recommends that Georgetown reconsider the size of the potential annexation areas and determine if it is critical to include in those areas lands that are more suitable for agriculture. DDA would also propose that parcels that are in our Farmland Preservation Program and Forestland Preservation Program, be excluded from potential annexation; the owners of these properties have by their participation in our program, demonstrated a strong commitment to strengthening the agriculture industry in the Georgetown area.

RESPONSE: As noted by the DDA, the only changes made to the potential annexation areas were to add 3 small parcels to the southern end of Vaughn Road, at the request of the property owners. Other initial changes were made to reflect parcel changes between 2010 and this Plan's development (refining boundary to reflect current parcel boundaries). Based on current information available, there are actually few areas within the proposed annexation area that include property in farmland or forestland preservation; those that are within these programs are located at the extreme boundaries of the proposed annexation area—should annexations occur, it is unlikely that they would reach these properties within the upcoming planning period. In addition, removing some of these referenced areas would cause potential enclaves, etc., which are not advisable or permissible. To address some of these concerns, we have revised the proposed annexation area to remove a larger property at the southeaster edge of the area (see Map 10-4, Potential Annexation Areas). This change also impacts Maps 3-1, Roadway Network; Map 3-2, Multimodal Transportation; Map 4-2 Sourcewater Protection; Map 6-2 Agricultural Preservation; 10-3 Georgetown Future Land Use; 10-5 Sussex County Existing Land Use; 10-6 and Sussex County Future Land Use.

DEPARTMENT OF TRANSPORTATION—CONTACT: BILL BROCKENBROUGH

- Table 3.1 provides Annual Average Daily Traffic volumes on the State-maintained roads serving the town. DeIDOT recommends that the Town specify the source of those volumes, which is the 2019 Vehicle Volume Summary and consider adding a column to indicate the year that traffic on the road segment was last counted, something that is provided in the Summary. DeIDOT updates the Summary volumes annually but does not count every road annually. Thus if the road was last counted before 2019, the volume provided is an estimate and the older the last count is, the more likely the estimate is to be different from a current count.

RESPONSE: Updated in document (Table 3.1)

- On page 3-13 there is a prioritized list of Grade Separated Intersection (GSI) projects. This list is based on an older study and the prioritization is being updated. DeIDOT recommends that the list be updated or removed.

RESPONSE: This section has been deleted as the updated prioritization is not yet complete.

- On pages 3-13 through 3-15, projects currently in DeIDOT's Capital Transportation Plan (CTP) are discussed. The timelines for those projects should be updated to reflect the December 2020 Council on Transportation update of the CTP, available at <https://deldot.gov/Publications/reports/CTP/index.shtml>

RESPONSE: The noted pages/sections have been updated to reflect the December 2020 COT CTP Update.

- Also on page 3-13, there is a section on Level of Service. DeIDOT suggests including the attached illustration of what different expressway Levels of Service look like as an aid to understanding.

RESPONSE: An illustration has been included.

- DeIDOT recognizes and supports the focus on the 2018 Walkability Study on pages 3-7 through 3-9.

RESPONSE: Noted.

- DART Connect is discussed on page 3-10 of the Plan. DeIDOT recommends that the Town contact Mr. Nate Attard at the Delaware Transit Corporation for an update on this effort if they have not recently done so. Mr. Attard may be reached at (302) 576-6080 or Nathan.Attard@delaware.gov.

RESPONSE: Information originally provided within this section was provided by Veronica Vanterpool, DART Chief Innovation Officer, who spearheaded the original grant/Pilot project. The information was provided shortly before the DART Connect project went live. Section tenses have been updated to reflect the fact that the Pilot project commenced.

- Rail facilities are discussed on pages 3-10 and 3-11 but the annual Rail to Fair event is not mentioned. DeIDOT recommends that the Town consider participating in this event in the future.

RESPONSE: Information on this event indicates that "Rail to Fair" has not taken place for the past several years. The Town has opted not to include the event in the Comprehensive Plan; however, will consider future participation.

- Airport facilities are discussed on pages 3-11 and 3-12. The Salisbury Regional Airport is seeking to improve service and wants to connect with municipalities in lower Delaware. DeIDOT suggests that the Town work with the airport to explore connections or partnerships, possibly on shuttle service.

RESPONSE: Plan revised to note SBY's desire to improve service and connect with southern Delaware municipalities. In the future, the Town will consider the suggested partnership as more information becomes available.

- On page 3-15, there is a paragraph labeled Traffic Signals. DeIDOT recommends that it be re-titled Traffic Signals and Roundabouts and rewritten to acknowledge roundabouts as an alternative to traffic signal in some locations.

RESPONSE: This section has been revised as noted.

- Again on page 3-15, there is discussion of development of a Town Transportation Master Plan, with one objective being to find ways to limit truck traffic through the center and residential areas of town. DeIDOT suggests that the Plan could include the development of a municipal Truck Plan with connections to wayfinding providers to assist larger vehicles with appropriate routes through town.

RESPONSE: This section has been revised as noted. The Town recommends revisiting this item after Park Ave Phases 1, 2, and GSI are in place as these should lead to the rerouting of truck traffic.

- In the Goals and Recommendations on page 3-17, DeIDOT recommends including a goal to develop potential access roads to remove local traffic from Major Collectors and Principal Arterials where available.

RESPONSE: The Town will consider these comments as part of future implementation efforts. No change to Plan required.

- Ms. Jennifer Cinelli, a planner in DeIDOT's Regional System Planning Section is available to assist the Town as needed regarding the comments listed above and other transportation-related items in the Plan. Ms. Cinelli can be reached at (302)760-2549 or Jennifer.Cinelli@delaware.gov.

RESPONSE: Noted.

DEPARTMENT OF NATURAL RESOURCES & ENVIRONMENTAL CONTROL—CONTACT: BETH KRUMRINE

The Georgetown Comprehensive Plan contains many environmental elements that can be considered exemplary in nature. Please consider the following recommendations for addition into the draft comprehensive plan.

Municipal Separate Storm Sewer Systems (page 5-4)

On page 5-4, the draft plan states that Georgetown is not subject to the current requirements for Municipal Separate Storm Sewer Systems. Please clarify in the text that this requirement may change, pending the outcome of the 2020 census, and that the population data drives requirements for needing an MS4 permit.

RESPONSE: This section has been revised per comments.

Available resources:

- For more information on MS4s, please contact the DNREC Surface Water Discharges Section at (302) 739-9946 (<https://dnrec.alpha.delaware.gov/water/surface-water/npdes/municipal-storm-sewers/>).

Stormwater Management (page 5-4)

The Stormwater Management section of the draft plan accurately reflects construction stormwater management activities in Georgetown as well as responsibilities of the Sussex Conservation District associated with the Delaware *Sediment and Stormwater Regulations*.

RESPONSE: Noted.

Available resources:

- Consider applying for Surface Water Planning Grants available from DNREC that can assist in planning initiatives toward stormwater concerns (<https://dnrec.alpha.delaware.gov/environmental-finance/surface-water-planning-grants/>)

For more information about construction stormwater management in Delaware, please contact the DNREC Sediment and Stormwater Program at (302) 739-9921. Email: DNREC.Stormwater@delaware.gov. Website: <https://dnrec.alpha.delaware.gov/watershed-stewardship/sediment-stormwater/>

Total Maximum Daily Loads (page 5-4 and 5-5)

This section thoroughly addresses TMDLs and State Water Quality Standards. On page 5-4, Total Maximum Daily Loads (TMDLs), please note that WLA stands for "Waste Load Allocation," not "Waste Load Applications."

RESPONSE: Noted. Language updated per comment.

Town Recognition Section (pages 5-5 and 5-6)

DNREC reviewers applaud the environmental initiatives highlighted in the Town Recognition section (Tree City USA, Urban Forestry Community Tree Program, and Monarch City USA). Consider listing the action items mentioned within the Town Recognition section in the goals section on page 5-7.

RESPONSE: Noted. The action items noted in the draft Plan were required to achieve initial designation. Some of these were one-time actions; others are ongoing initiatives.

Vegetated Buffers Zones (page 5-6 and 5-7)

DNREC reviewers recommend that the Town be more specific when addressing vegetated buffer zones in goals and recommendations. Specifically referenced under Wetlands on page 5-3, DNREC reviewers recommend adopting a 100-foot vegetated buffer zone ordinance from the edge of waterways, waterbodies, tax ditches and wetlands to protect water quality and to provide an additional margin of safety for flooding. Buffers also provide valuable habitat and can help prevent encroachment of human activities into ecologically sensitive areas. As stated in the draft plan, an estimated 20% of the town's acreage is comprised of wetlands.

If the Town moves forward with a buffer ordinance, the following goals & recommendations should be revised accordingly on page 5-6:

- Existing text: Use codes and plan reviews to ensure thick natural vegetation is preserved and/or planted along waterways.
- Existing text: Consider establishing a buffer around non-manmade wetlands, with wider buffers around more ecologically important wetlands.
- Existing text: Consider vegetated buffers on each side of the centerline of major ditches carrying water year-round.
- Recommended text: Adopt a vegetated buffer zone code requiring a vegetated buffer zone of X feet be placed along waterways, waterbodies, tax ditches and wetlands. Vegetated buffers are not equivalent to setbacks, as residential lots, walkways, and stormwater management facilities should not be contained within the vegetated buffer zone. Vegetated buffer zones should be left undisturbed during construction and should be identified outside of the Limit of Disturbance

(LOD) on the engineering plans. In some instances, stormwater outfalls, conveyances, and emergency spillways may cross through these zones, and will require temporary disturbance during construction. Vegetated buffer zones should be deeded as community (if applicable) open space. Signage should be installed at the edge and within the buffer zones to deter residents from encroaching into these common areas.

RESPONSE: The Town’s 2010 Comprehensive Plan originally included more specific language; however, the Town felt it was in their best interest to not include this level of specificity as additional study is needed.

Stormwater Management Goals & Recommendations (page 5-6 and 5-7)

Consider including select measures from the bulleted list of action items contained within the introductory stormwater management section (page 5-4) into the goals and recommendations section. Some of these measures would also address future issues associated with climate change.

For example:

- Recommended text: Evaluate the need for an Operation and Maintenance Plan for all streams, ditches, swales, and storm drains in existing, new, and potentially annexed properties.
- Recommended text: Evaluate existing drainage patterns within future annexation areas to ensure adequate drainage for the cumulative stormwater impacts from full build-out of the annexation area.

RESPONSE: These recommendations were included in the draft Plan, under the Stormwater Management section on pg. 5-3. During the Plan’s implementation, the Town will consider, but additional study is needed prior to committing to these actions.

Impervious Surface Goals & Recommendations (page 5-6 and 5-7)

The current draft goals include the following:

- Existing text: Minimize the amount of impervious cover outside of the center of Town, which could include allowing and encouraging the use of pervious paving materials.
- General comment: It is recommended to be more specific on this action item. For example, the Town could require that development proposals include an impervious surface mitigation plan (compatible with source water protection: excellent recharge and well-head protection), specifically considering the use of pervious paving materials in all parking areas for all projects with 20% or more total post-development surface imperviousness. For developments with post-development surface imperviousness of 50% or more, DNREC suggests that at least half of the area(s) of total imperviousness contain pervious paving materials as an alternative to conventional paving materials.

RESPONSE: The Town considers impervious surface goals to be important and something they’d like to work toward; however, the Town feels it is more appropriate for specific percentages to be developed and proposed after additional local study.

Climate Change (page 5-5)

The language within the draft comprehensive plan accurately reflects future conditions associated with climate change (heavy precipitation events, temperature rise, sea level rise). DNREC reviewers agree that these future challenges should be addressed in comprehensive plans throughout Delaware. For this

reason, DNREC reviewers will highlight the Georgetown's Comprehensive Plan when assisting other towns with drafting of comprehensive plan language.

RESPONSE: Noted. The Town is pleased that DNREC reviewers find this to be a well drafted section and encourage highlighting this section to other Delaware municipalities when updating their comprehensive plans.

Climate Change Goals & Recommendations (page 5-6 and 5-7)

It is recommended to incorporate the following initiatives already contained within the introductory climate change section into the goals & recommendations section. Include as actionable items as follows:

- Recommended text: In preparation for the higher frequency of rainfall events, develop a plan to assess the flooding vulnerability of existing commercial and residential structures and provide phased solutions for potential flooding issues.
- Recommended text: Assess housing stock to determine where homes may not have adequate cooling systems for extreme heat.
- Recommended text: Develop a plan to mitigate heat impacts in these areas through tree plantings, "cool roof" projects, weatherization and other solutions.
- Recommended text: Adopt an ordinance for tree plantings for shading and reduced heat island effects.
- Recommended: Ensure residents are prepared for heat waves and extreme weather through education and outreach initiatives.
- For more information, please contact the DNREC Division of Climate, Coastal & Energy at (302) 735-3480 (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/>).

RESPONSE: As more information becomes available, the Town will consider more specific recommendations, as noted above.

Energy Efficiency Goals & Recommendations (page 5-6 and 5-7)

Delaware recently updated its statewide Energy Code for Conservation for residential and commercial buildings. Each municipal government in Delaware must update their building code to reflect this requirement as a minimum standard. Additional meetings with stakeholders, technical support, and training opportunities will occur in stages during 2021. For more information, please visit the following website: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/building-energy-codes/>.

DNREC reviewers recommend that the Town is also more specific when addressing energy efficiency in goals and recommendations. Examples are provided below for your consideration:

- Existing text: Support energy efficiency and renewable energy upgrades in new and existing developments. The new building code accomplishes this.
- Additional recommendation: Conduct a sustainability planning effort, with a specific goal to reduce energy consumption by implementing energy efficiency measures in town operations, including buildings and street lighting. Energy efficiency upgrades may be eligible for funding through the Energy Efficiency Investment Fund, provided through the DNREC Division of Climate, Coastal, & Energy, to help commercial and industrial customers replace aging or inefficient equipment and systems with energy efficient alternatives (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/energy-efficiency-investment-fund/>). Grants are also provided through the Green Energy Program, which include several different types of green energy funding

programs from the state's major electric utilities (www.de.gov/greenenergy). Energy efficiency upgrades, such as a street lighting project, may be eligible for funding assistance through Energize Delaware (<https://www.energizedelaware.org>).

- Recommended: Review all codes to ensure that no barriers exist to solar deployment on rooftops or in ground arrays. As part of the sustainability planning effort, utilize renewable energy infrastructure, such as solar and wind, to further reduce pollution.
- Recommended: Adopt energy efficiency measures in building design and redevelopment to help cut energy costs and make homes more comfortable for occupants.
- Recommended: Adopt a mechanism to provide information on the Weatherization Assistance Program to customers who are having trouble paying utility bills (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/sustainable-communities/weatherization/>).

RESPONSE: As the Town works to implement its Comprehensive Plan, it will consider looking at energy efficiency holistically related to residential, multi-family, and commercial requirements. The Town will also consider provisions related to electric vehicles during this period.

Available resources:

- Commercial & Industrial Applications (Energy Efficiency Investment Fund) – The Energy Efficiency Investment Fund provides grant money to Delaware businesses, local governments, and non-profits to make facility upgrades that lower their energy use and cost. Grants are awarded for up to 30% of total project costs. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/energy-efficiency-investment-fund/>.
- Residential Applications ("Cool Switch" Low-Impact Refrigerant Program) - "Cool Switch" Low-Impact Refrigerant Program is a new program that provides incentives to businesses to install refrigeration systems that are less harmful to the environment. Incentives for new systems or upgrades of existing systems are offered to participating municipalities, businesses and industries. The incentive is based on the reduction in the greenhouse gas potential associated with the refrigerant used. Additional information can be found at: <https://news.delaware.gov/2020/02/24/dnrec-to-launch-refrigerant-incentive-program/>.
- Residential Applications - Delaware's Weatherization Assistance Program provides free energy efficiency upgrades to low and moderate income families who rent or own their homes. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/sustainable-communities/weatherization/>.
- For more information, please contact the DNREC Division of Climate, Coastal & Energy at (302) 735-3480 (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/>).

Sustainable Planning (Transportation)

- The draft comprehensive plan addresses air quality on page 5-5. It is important to highlight the environmental effects of transportation on communities and climate change. Transportation represents the largest in-state source of greenhouse gas emissions - greenhouse gases are the driver of global climate change. Vibrant walkable towns, like Georgetown, represent a significant opportunity to reduce emissions from transportation, especially when walkability is paired with electrification of vehicles. All efforts employed by Georgetown that encourage dense downtown development and pedestrian safety contribute to reducing emissions because this type of development reduces the need to drive a vehicle for daily tasks and increases the opportunity for efficient transit service. The Town of Georgetown should address transportation in terms of long-term sustainability in the comprehensive plan.

RESPONSE: Noted. The Town intends to consider these items in conjunction with overall recommendations regarding climate change, stormwater, etc.

Sustainable Planning (Transportation) Goals and Recommendations (page 5-6 and 5-7)

DNREC reviewers acknowledge that the draft plan addresses the plan for increased pedestrian and bicycling transit. DNREC reviewers recommend that the following strategies are considered for inclusion in the comprehensive plan's goals and recommendations:

- Recommended: Incorporate specific strategies into the comprehensive plan that help reduce emissions from vehicles by encouraging electric vehicles and charging stations, and by seeking opportunities to upgrade town vehicles to electric or other cleaner burning fuel.
- Recommended: Replace passenger vehicles owned by the city/town with electric vehicles. Electric vehicles have lower maintenance costs overall, so this action would save money long term while leading by example on sustainability.
- Recommended: Install level 2 electric vehicle charging stations on town owned properties including parking areas and parks. Availability of public charging stations can help drive visitors to a town's downtown area, and help local residents, who may not have access to a charger at home. These stations will also assist in Delaware achieving its clean transportation goals, reducing greenhouse gas emissions, and improving overall air quality. Funding is available through DNREC's Division of Climate, Coastal, & Energy for the installation of public charging stations, as well as the purchase or lease of electric vehicles (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/clean-transportation/>). Charging stations for local governments and businesses can receive cash rebates of 90% of the purchase price.

RESPONSE: The Town will consider these recommendations as part of its holistic look at energy efficiency, climate change, stormwater, etc.; however, the Town feels it more appropriate to defer specific recommendations such as those above until additional local study can be completed.

Available resources:

- Commercial/Industrial Applications (Electric Vehicle Charging Stations) – Install electric vehicle charging stations for your customers and tenants to assist Delaware in achieving its clean transportation goals. The DNREC Division of Climate, Coastal and Energy offers rebates of up to 90% of the cost of the charging station for commercial, multi-unit dwelling and other public properties. These programs address climate change goals of reducing greenhouse gas emissions and improving overall air quality. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/clean-transportation/>.
- Vehicle rebates (electric, hybrid, propane, natural gas) are also available for car buyers under Delaware's Clean Vehicle Rebate Program. More information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/clean-transportation/vehicle-rebates/>
- For technical assistance or if you wish to install charging stations, contact DNREC's Division of Climate, Coastal, & Energy at (302)735-3480 (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/>).

Brownfields (page 9-10)

The document references DNREC's Site Investigation and Restoration Branch (SIRB), which is no longer referred to as SIRB. Please reference as the DNREC Division of Waste and Hazardous Substances Remediation Section.

RESPONSE: The Plan has been updated to reflect new division/section name.

Available resources:

- Each site can be searched using the following website, called Delaware's Environmental Navigator (<http://www.nav.dnrec.delaware.gov/den3/>).
- Financial assistance is available to eligible parties, that have not already taken ownership of the subject property, in the form of Brownfields Grants and the Brownfields Revolving Loan Fund, for the cleanup and redevelopment of vacant, abandoned or underutilized properties which may be contaminated.
- DNREC's Brownfield program can provide grant funding and potential liability protections when investigating and remediating Brownfield sites. If the applicant is seeking liability protections, it is important to contact the Program prior to taking ownership of the property.
- Contact: Division of Waste and Hazardous Substances Remediation Section at (302) 395-2600. Website: <https://dnrec.alpha.delaware.gov/waste-hazardous/remediation/brownfields/>

Solid Waste Management and Recycling

The draft plan makes no reference to solid waste management, waste reduction, and recycling. These topics should be included, whether they provide the services themselves or contract out for them.

RESPONSE: The draft Plan included a section on solid waste and recycling as part of Chapter 2—Community Character, when discussing service offerings (see pg. 2-17). This section notes that GFL Environmental provides weekly solid waste and biweekly recycling collection and provides additional information on DSWA's various recycling and hazard waste collection efforts.

STATE HISTORIC PRESERVATION OFFICE—CONTACT: CARLTON HALL

The Delaware SHPO has no comments on this plan.

RESPONSE: Noted.

DELAWARE STATE FIRE MARSHAL'S OFFICE—CONTACT: DUANE FOX

The DE State Fire Marshal's Office has no objection to the annexation growth and boundaries and no comments on this plan.

RESPONSE: Noted.

STATE HOUSING AUTHORITY—CONTACT: JONATHAN TASWELL

- DSHA supports the Town of Georgetown's Comprehensive Plan and its position on housing goals, and recommendations related to housing. Overall, this is a well thought out Plan with a well detailed, appropriate housing analysis that addresses housing issues pertinent to Georgetown and the region. DSHA would like to encourage the town to continue this level of detail in future plans, policy, and housing developments.
- Georgetown has a history of providing a balance of housing options for its residents and DSHA Supports the Town's stance to Promote additional housing affordable to the average Georgetown household, recognizing the needs of a variety of households.
- DSHA Supports the recommendations the town reviews current zoning code to promote increased density and multifamily development to increase the number of attainable units. For example, a revision of single-family zoning to allow for accessory dwelling units, basement

apartments, cottage clusters, reduced parking requirements, and providing for visit ability in homes to make more homes more accessible to the elderly and individuals with disabilities.

- DSHA supports the housing recommended action to Support a balanced range of housing types, including workforce housing and home ownership opportunities affordable to the average Georgetown household.

RESPONSE: Noted.

DELAWARE TRANSIT CORPORATION—CONTACT: JARED KAUFFMAN

- Page 3-9
 - "Resort Transit" has been renamed to "Beach Bus."

RESPONSE: The name has been updated.

- A more comprehensive description of Beach Bus, especially the Route 206, should include expanded service times, increased frequency, the addition of Sunday service, and the addition of two seasonal routes (208 and 305).

RESPONSE: The Town is reluctant to provide more detail than currently included in the draft Plan as routes, service times, frequencies, etc. are subject to change at any time. The section has been updated to direct readers to DART's website for the most up-to-date information available on service routes.

- Currently, DTC only serves one flex route. DART Connect has replaced the 901 and 902 at least while it is still in pilot phase.

RESPONSE: This section and Table 3-2 have been updated accordingly.

- Table 3-2 needs to be described as service within Georgetown, because it currently reads that it's the only service within Sussex County.

RESPONSE: This section and Table 3-2 have been updated accordingly.

- Please describe the routes serving Georgetown, connections that are possible outside of Georgetown from the Georgetown Transit Hub, and a description of transit riders if data is available.

RESPONSE: The Town is reluctant to provide more detail than currently included in the draft Plan as routes, service times, frequencies, etc. are subject to change at any time. The section has been updated to direct readers to DART's website for the most up-to-date information available on service routes. The only data regarding transit riders currently available is limited to American Community Survey data, which identifies the number of workers 16+ who utilize public transportation during their commutes (see Figure 9-3, Worker Transportation). This dataset shows that only 1.1% of Georgetown workers utilize public transportation for their commutes.

- Paratransit service is available for those unable to ride a DART's other services (fixed, flex, or DART Connect), not only for those unable to drive.

RESPONSE: The Plan has been updated to reflect the above comments.

- Page 3-10
 - DART Connect launched April 12th and is being piloted for 12 months. A decision has not been made on whether to continue or discontinue it.
 - Please change the tense of DART Connects description to show that it has already been implemented

RESPONSE: This section has been updated to reflect the above comments.

- Page 3-15
 - Please explain how the Georgetown Transit Hub is "temporary", and what is meant by a more "permanent solution."
 - Please state the needs of the Georgetown Transit Hub, and what the Hub and Facility Renovations will entail.

RESPONSE: This language is from an older version of the draft; the section was removed.

- If the town has goals/strategies/recommendations for improving transit service, both non-infrastructure and infrastructure concepts, please explain them within the descriptions.

RESPONSE: Noted.

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. Substantial changes to this draft could warrant another PLUS review.

RESPONSE: Plan modifications have been made and are incorporated in this documentation. Also included in documentation are meeting minutes/descriptions of the public review process, which accompanies the summaries contained in Chapter 1—Introduction (see Community Engagement/Presentations; Road to Adoption) and Appendix C—Community Engagement, Appendix E—Public Comments, and Appendix F—Adoption Documents. Also see this Response Letter's comments regarding the certification comment for more details on coordination efforts with Sussex County and the Town of Millsboro.

- 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.

RESPONSE: Noted.

- 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.

RESPONSE: Noted. This package includes the draft Ordinance, whose first reading before Town Council was held on June 9, 2021.

- 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.

RESPONSE: Noted.

- At his discretion, the Governor will issue a certification letter to your Town.

RESPONSE: Noted. We intend to incorporate a copy of the certification letter in Appendix F—Adoption Documents once received (placeholder currently present).

- 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.

RESPONSE: Noted.

OTHER COMMENTS FROM THE TOWN OF GEORGETOWN

- **Parcel 135-14.00-32.00 PLUS Application**
This parcel applied for PLUS review (PLUS 2021-05-01 Camping World). The applicant seeks annexation to the Town; however, the parcel is not shown within the current/proposed annexation area. Per correspondence from David Edgell on June 7, 2021, amending the proposed annexation map to include this parcel met with no objection from the State. The revision was highlighted in a presentation to Town Council, at a public meeting on 6/9/2021, prior to them granting approval to forward this response to comments. This change impacts the same maps as detailed under DDA responses as those noted maps include proposed annexation area boundaries. Significant changes are found on Maps 10-4 Potential Annexation Areas and 10-3 Future Land Use. To not create a future enclave, Parcel 135-14.00-33.00 was also added.
- During the official public comment period, the only comment submitted was by the Sussex Housing Group. A copy of this document is also included in Appendix E—Public Comments.

Other minor changes to the Public Release Draft submitted for PLUS review include:

- Updating the document version
- Removing “A Message to Our Community” introductory letter (pg. ii)
- Revising Acknowledgment page to reflect updated officials
- Updating Table of Contents
- Finalized Appendix C—Community Engagement

- Updated Appendix E—Public Comments to incorporate PLUS Review, County Coordination, Town of Millsboro Coordination, Public Comments

PLUS APPROVAL LETTER



STATE OF DELAWARE
EXECUTIVE DEPARTMENT
OFFICE OF STATE PLANNING COORDINATION

July 7, 2021

Ms. Jocelyn Huff
Town of Georgetown
37 The Circle
Georgetown, DE 19947

RE: Town of Georgetown Comprehensive Plan Approval

Dear Ms. Huff:

I have received and reviewed the revised version of the Town of Georgetown comprehensive plan update.

I am pleased to inform you that all certification items have been addressed and our office accepts this version of the plan for certification. Please notify our office once you have adopted the revised plan by submitting an electronic copy of the plan and a copy of the adopting ordinance. We will then forward the plan and the other documentation to the Governor for his consideration.

We look forward to hearing from you regarding plan adoption. As always, please do not hesitate to contact me if I can be of any further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Dorothy L. Morris".

Dorothy L. Morris, ACP
Principal Planner

122 Martin Luther King Jr. Blvd., South · Third Floor · Dover, DE 19901
Phone (302)739-3090 · Fax (302) 739-6958 · www.stateplanning.delaware.gov

COUNTY COORDINATION

On March 31, 2021, the Town sent electronic copies of the draft **PLAN GEORGETOWN** document to Sussex County for their review and comment. The Town received a number of minor comments from the County.

TRANSMITTAL TO COUNTY

Good, Lauren E.

From: Good, Lauren E.
Sent: Wednesday, March 31, 2021 6:32 PM
To: Jamie Whitehouse (jamie.whitehouse@sussexcountyde.gov)
Cc: Jocelyn Huff; Jamie Craddock (jcraddock@georgetowndel.com); Gene Dvornick (gdvornick@georgetowndel.com); Laura Givens
Subject: Georgetown 2021 Comprehensive Plan DRAFT - Comment Request
Attachments: Plan Georgetown_2021-04-01 Public Release Draft_OPTIM.pdf

Categories: Filed by Newforma

Good Afternoon Jamie,

The Town of Georgetown has completed a draft version of its 2021 Comprehensive Plan, *Plan Georgetown*, which has been reviewed and recommended by the Town's Planning Commission. Over the next few weeks, the Town Council and State PLUS agencies will also review this document. We ask that the County review the draft and submit any questions, comments, or concerns to Lauren Good (lgood@wallacemontgomery.com) and/or Jocelyn Huff (jhuff@georgetowndel.com) by Friday, April 30, 2021.

Thank you so much for your review and consideration. We look forward to hearing from you!
 Lauren

Lauren E. Good, AICP
 Project Manager

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COUNTY COMMENTS

Good, Lauren E.

From: Jamie Whitehouse <jamie.whitehouse@sussexcountycle.gov>
Sent: Tuesday, April 27, 2021 5:37 PM
To: Good, Lauren E.
Subject: Georgetown 2021 Comprehensive Plan DRAFT - Comment Request [EXTERNAL]

Lauren, Good afternoon,

Thank you for your email of March 31 and for providing the County with an opportunity to comment. I have circulated the draft Comprehensive Plan internally and the Directors of Economic Development and Engineering have no comments to raise.

From a P&Z Perspective, I have just a few minor comments:

- 1) The introduction of a form-based Code is supported. The County uses a form-based Code, and there many advantages to managing the spatial distribution of development to secure a high-quality public realm.
- 2) The Housing chapter is well-written and the stated goals are clear. The County is able to assist in providing more up-to-date 2020 data on Building Permits if the data table is to be updated to include CY 2020.
- 3) Page 10-3 – The County’s “Coastal Area” designation is also a growth area. It might be helpful to note that none of the parcels adjacent to Georgetown are designated as being within the Coastal Area on the County’s Future Land Use Map.
- 4) Suggested correction – top of page 10-5 “AR1” should be “AR-1”
- 5) Map 10-3 – I would suggest potential consideration of a dashed line or similar in the legend to differentiate between the outer boundary of the potential annexation area and the existing town boundary. At the moment, the lines used are very similar.
- 6) Definitions on page AA-4. If form-based Codes are referred to, it might be helpful to include in the Acronyms and definitions.

I hope that this is of assistance. Please feel free to contact me with any questions.

Sincerely,

Mr. Jamie Whitehouse, AICP, MRTPI
 Director, Department of Planning & Zoning
 Sussex County
 2 The Circle, P.O. Box 417, Georgetown, DE, 19947
 Tel: 302-855-7878, Fax: 302-854-5079

Much of the County’s Planning and Zoning Information can be found online at:
<http://sussexcountycle.gov/sussex-county-mapping-applications>

Information on the 2018 Sussex County Comprehensive Plan can be found at:
<http://sussexcountycle.gov/2018-comp-plan-documents>

Good, Lauren E.

From: Jamie Whitehouse <jamie.whitehouse@sussexcountyde.gov>
Sent: Friday, May 14, 2021 12:09 PM
To: Good, Lauren E.
Cc: Lauren DeVore
Subject: Additional Comment - Town of Georgetown Draft Comprehensive Plan - Tax Parcel 135-14.00-32.00 [EXTERNAL]

Lauren, Good afternoon,

Ahead of the PLUS review, we had noticed a minor inconsistency between the draft Plan and our Future Land Use Map for the County. My apologies that this was not identified in the comments previously sent.

Exhibit "A" shows an extract of our Future Land Use Map from within our latest 2019 Comprehensive Plan which also indicates that parcel 135-14.00-32.00 is within a Commercial Area designation. For additional clarity, we have circled the parcel.

The second image, Exhibit "B" shows our online mapping portal with the parcel reflected as a Commercial Area.

The last is Exhibit "C," which is the map included in the Town of Georgetown's latest Comprehensive Plan proposal as Map 10-6.

I hope that this is of assistance. Please feel free to give me a call with any questions.

Thank you,

Mr. Jamie Whitehouse, AICP, MRTPI
Director, Department of Planning & Zoning
Sussex County
2 The Circle, P.O. Box 417, Georgetown, DE, 19947
Tel: 302-855-7878, Fax: 302-854-5079

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Information on the 2018 Sussex County Comprehensive Plan can be found at:
<https://sussexcountyde.gov/2018-comp-plan-documents>

Exhibit "A"

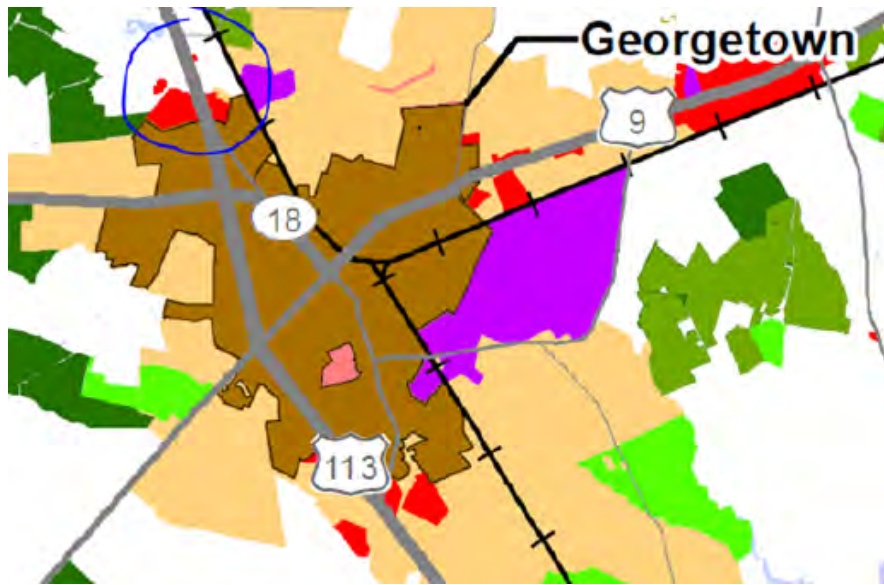


Exhibit "B"

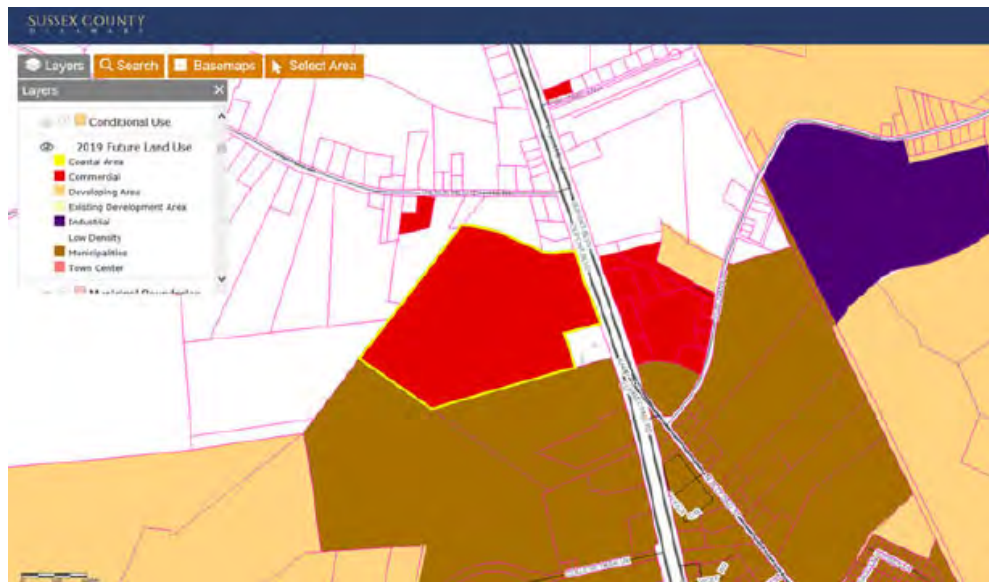
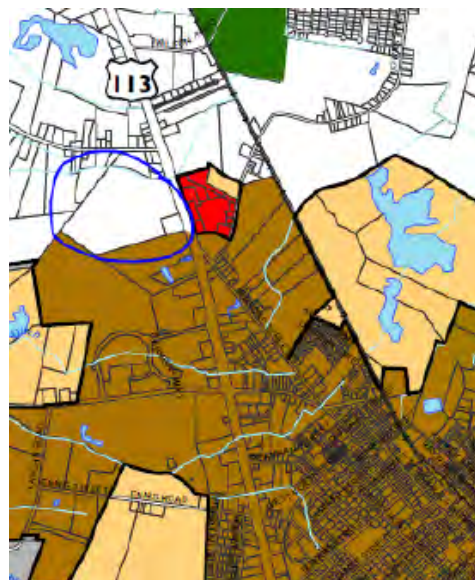


Exhibit "C"



TOWN COORDINATION

On May 3, 2021, the Town sent electronic copies of the draft **PLAN GEORGETOWN** document to the Town of Millsboro for their review and comment. On July 7, 2021, the Town responded that they did not have any comments for consideration.

TRANSMITTAL TO TOWN

Good, Lauren E.

From: Good, Lauren E.
Sent: Monday, May 3, 2021 10:49 AM
To: Jamie Burk (jamiieb@millsboro.org); kyle.gulbranson@aecom.com
Cc: Jocelyn Huff; Jamie Craddock (jcraddock@georgetowndel.com); Gene Dvornick (gdvornick@georgetowndel.com); Laura Givens
Subject: Georgetown 2021 Comprehensive Plan DRAFT - Comment Request
Attachments: Plan Georgetown_2021-04-01 Public Release Draft_OPTIM.pdf
Categories: Filed by Newforma

Good Morning Jamie & Kyle,

The Town of Georgetown has completed a draft version of its 2021 Comprehensive Plan, *Plan Georgetown*, which has been reviewed and recommended by the Town's Planning Commission. It has also been through Council's public hearing and is being reviewed by the State PLUS agencies.

Since the towns of Georgetown and Millsboro are so close, especially when considering potential annexation areas, we would like to provide the opportunity for you to review the draft and submit any questions, comments, or concerns to either Jocelyn Huff (jhuff@georgetowndel.com) or me (lgood@wallacemontgomery.com), preferably by EOD May 18, 2021, it would be greatly appreciated!

Kyle – I just spoke with Jamie and he advised that this request should be sent to you, as the Town's Planning Consultant.

Again, please let either Jocelyn or me know if you have any questions or comments! We look forward to hearing from you!

Thank you,
 Lauren

Lauren E. Good, AICP
 Project Manager

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 E: lgood@wallacemontgomery.com



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TOWN COMMENTS

Good, Lauren E.

From: Gulbranson, Kyle <kyle.gulbranson@aecom.com>
Sent: Wednesday, July 7, 2021 12:56 PM
To: jhuff@georgetownde.com; Good, Lauren E.
Cc: Jamie Burk; Morris, Dorothy (OMB)
Subject: Town of Georgetown Draft Comprehensive Plan [EXTERNAL]

Good Afternoon Jocelyn and Lauren,

Hope you are doing well. Sorry for the delay in responding to the request to review the draft plan. For some reason I didn't receive the email.

The Town of Millsboro has reviewed the Town of Georgetown's draft Comprehensive Plan which is well-researched and thorough. After reviewing the document, the Town has no comments concerns regarding the Plan.

Best regards,

Kyle

Kyle Gulbranson, AICP
Sr. Project Manager, Principal Planner
Municipal Department
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PUBLIC COMMENTS

During the Plan's official public comment period, only one comment was received. The comment document from the Sussex Housing Group is provided below.

Comment on the Georgetown 2021 Comprehensive Plan Update Sussex Housing Group

Sussex Housing Group is a partnership of organizations that includes representation from the public and private sector, non-profits and other community-based organizations, and communities. SHG works collaboratively on housing and community development issues as they affect communities in Sussex County, DE. Our mission is as follows: "The Sussex Housing Group brings together multiple organizations and individuals as an effective coalition that fosters safe, fair and affordable housing and builds a community based on the power of people and place."

The Sussex Housing Group works with individual communities to provide a wide variety of services, including home rehabilitations and repairs, street lighting, neighborhood beautification and landscaping, resolution of title issues, leadership development and financial empowerment training. Sussex Housing Group has developed formal partnerships with three Communities in Sussex County – Pinetown (Lewes), Mount Joy (Millsboro) and Coverdale (Coverdale Crossroads is located on Delaware Route 18 and Delaware Route 404 west of Georgetown and southeast of Bridgeville.)

The Sussex Housing Group submits the following comments on the Georgetown 2021 Comprehensive Plan:

The Sussex Housing Group asks that the town of Georgetown consider the Comprehensive Plan a document that can be flexible. Comprehensive Plans are meant to set a guide for the next 10 to 20 years. They are meant to be living documents that can grow with the community.

The primary SWAT analysis and public input period was completed in 2016. That was both pre-pandemic, pre-social unrest and during a different federal administration.

It is unreasonable to assume that the community's input would be the same four years later after a period of significant change from 2016-2021. In fact, Sussex County saw changes in the data at a census tract level in 2017 that hadn't been changed in many years.

Of the three census tracts that encompass Georgetown, one switched from moderate income to middle income and the minority population increased 3-4% in two of the tracts. The census data indicates change in Georgetown.

The Sussex Housing Group advocates for Georgetown to build more housing overall, especially market rate multifamily housing in locations that will benefit the local economy. Strategic multifamily housing will support local business and the local economy, and should be included in Chapter 9 – Economic Development as well as Chapter 7 - Housing. Georgetown is well situated for being a secondary rental market for people who make a medium income but don't want to pay the high rents in the coastal communities.

The Sussex Housing Group advocates that density incentives be used for market rate multifamily development and not limited to retirement or age-restricted communities as LU-2 #5's goal states.

The Sussex Housing Group advocates for Georgetown to continue to address transportation, specifically transportation that connects Georgetown with the beach communities in a more frequent and meaningful way. This connection will influence workforce development and economic development. The 2020 Analysis of Impediments finds: “Sussex County [has]...even lower Transit Trip Index values and Low Transportation Cost Index values than Kent County.”

The Sussex Housing group suggests a revision of single family zoning to allow for accessory dwelling units, basement apartments, cottage clusters, reduced parking requirements, and providing for visitability in homes to make more homes more accessible to elderly and individuals with disabilities.

The Sussex Housing Group suggests a revision of zoning to allow for increased density and multifamily development to increase the number of attainable units.

The Sussex Housing group supports an expansion of homeownership opportunities. The 2020 Analysis of Impediments finds: “Georgetown [has] neighborhoods with home ownership rates ranging from 30 to 45 percent.”

The Sussex Housing Group encourages Georgetown to support efforts to challenge and correct racial inequity in access to affordable housing and homeownership by increasing the amount of attainable housing in Georgetown for 60%-120% of AMI.

Residential segregation persists in Georgetown. The 2020 Analysis of Impediments finds: “Urban areas such as Wilmington, Dover, and Georgetown have higher populations of non-White residents than does the rest of the state, but these cities are also overtly segregated. Clear and stark lines of segregation exist...[t]here are few Black residents in the rural areas of the county...with Black [and Hispanic] residents being more evenly dispersed and present in and around major towns, such as Georgetown...clear lines of segregation exist.”

The Sussex Housing Group suggests that the Town of Georgetown do further outreach to families of color to understand what their needs are. According to the Urban Institute, BIPOC residents will make up the majority of Delaware’s future population growth. Possible housing needs include space for multi-generational households, different lot sizes, housing types, or accessory uses, etc.

According to the Urban Institute, household growth is expected to increase 9.9% between 2020 and 2030. Within that growth, Hispanic families account for 33.1%, Black families for 17.2%, White families for 3.6% and ‘other’ families, including Asian, American Indians, Native Hawaiians, other Pacific Islanders and multiracial people, for 28%. However, while non-white families will account for the largest segment of household formation, these families are underrepresented in the homeownership rate.

The Sussex Housing Group recommends incentives to non-profit organizations purchasing housing in Georgetown to provide affordable housing. Non-profit organizations operating in Georgetown should be seen as a viable option for providing affordable housing. Such incentives could consist of down payment and closing cost assistance or forgiveness, and sliding fees related to the costs of renovation or development (building permits, sewer hookup costs, etc.)

The Sussex Housing Group asks that the town of Georgetown consider both use and expansion of the Downtown Development District to encourage the development of housing.

The Sussex Housing Group asks that Georgetown consider the following additional issues in its Goals and Recommendations: 1) addressing blighted property in a way that benefits and does not burden communities; 2) addressing issues of overcrowding; 3) empowering tenants to approach landlords and resolve rental issues.

ADOPTION ORDINANCEAF-2
CERTIFICATION LETTERAF-3



APPENDIX F
ADOPTION DOCUMENTS

ADOPTION ORDINANCE



ORDINANCE 2021-03

AN ORDINANCE TO ADOPT THE 2021 TOWN OF GEORGETOWN COMPREHENSIVE PLAN

THE TOWN COUNCIL OF THE TOWN OF GEORGETOWN IN COUNCIL MET AND
HEREBY ORDAINS:

WHEREAS, the Town of Georgetown, in compliance with 22 Del.C. §700, adopted the most recent Comprehensive Plan in 2010 and then revised, updated, amended, and adopted by the Mayor and Town Council in 2013; and

WHEREAS, according to 22 Del.C. §702, at least every ten (10) years, the Town's Comprehensive Plan shall be revised, updated and amended as necessary, and readopted by the Town; and

WHEREAS, in compliance with 22 Del.C. §702, the Town of Georgetown Planning Commission has successfully reviewed, revised, updated, and amended as necessary the Town's Comprehensive Plan and has recommended that the Town Council adopt the updated Comprehensive Plan presented by the Planning Commission; and

WHEREAS, the Town Code requires a First and Second Reading prior to enacting an Ordinance; and


WHEREAS, the Town Council held its First Reading of the Ordinance to adopt the Town's updated Comprehensive Plan on June 9, 2021, pending State certification, and approved said First Reading on said date; and

WHEREAS, since the First Reading, the Town Council has received notice dated July 9, 2021 from the Office of State Planning Coordination that the Town's updated Comprehensive Plan has been accepted by said office for certification; and


WHEREAS, the Town Council has determined that all other conditions included in its approval of the First Reading of this Ordinance have been met;

NOW, THEREFORE, BE IT ORDAINED, by the Town Council of the Town of Georgetown, in public session met, a quorum pertaining at all times thereto, on this 14th day of JULY 2021, upon review and consideration voted that the Second Reading of the Ordinance adopting the Town of Georgetown's updated Comprehensive Plan, without conditions, be and is hereby adopted, and will go into effect upon receipt of the certification letter from the Governor.

BE IT ENACTED by the Town Council of the Town of Georgetown, Delaware on the
14th day of July A.D., 2021.



William E. West, Mayor



Angela Townsend, Secretary

1st Reading: June 9, 2021

2nd Reading: July 14, 2021

Adoption: July 14, 2021

CERTIFICATION LETTER



OFFICE OF THE GOVERNOR

TATNALL BUILDING, SECOND FLOOR

MARTIN LUTHER KING, JR. BOULEVARD SOUTH

DOVER, DELAWARE 19901

PHONE: 302-744-4101

FAX: 302-739-2775

JOHN CARNEY
GOVERNOR

July 27, 2021

Mr. Gene Dvornick
Town Manager, Town of Georgetown
37 The Circle
Georgetown, DE 19947

RE: Certification of 2021 Town of Georgetown Comprehensive Plan

Dear Mr. Dvornick:

I am pleased to inform you that as of July 14, 2021, per the recommendation of the Office of State Planning Coordination, the comprehensive plan for the Town of Georgetown 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 black ink that reads "John C. Carney".

John C. Carney
Governor, State of Delaware