Contents

Contents .......................................................................................................................................... 1
Preface ........................................................................................................................................... 3
The Authority to Plan ................................................................................................................ .. 4
Summary of the Planning Process ................................................................................................. 5
Town, County & State Officials .................................................................................................... 6
Institute for Public Administration ................................................................................................. 7

I Part 1: Background Data ....................................................................................................... 8
  1 Georgetown’s Location .......................................................................................................... 8
  2 Natural Features .................................................................................................................... 9
  3 Georgetown’s Heritage ......................................................................................................... 9
  4 Georgetown Population Characteristics ............................................................................. 11
  5 Housing ................................................................................................................................ 20
  6 Economic Development and Town Revitalization .............................................................. 23
  7 Historic Preservation and Urban Design ............................................................................. 28
  8 Recreation, Parks and Open Space ....................................................................................... 29
  9 Utilities and Services ........................................................................................................... 31
  10 Transportation ................................................................................................................... 34
  11 Government and Community Services .............................................................................. 42
  12 Existing Land Use ............................................................................................................. 50

II Part 2: The Georgetown Plan .............................................................................................. 52
  1 Introduction: The Georgetown Plan Concept .................................................................... 52
  2 Town Wide Goals and Recommendations ........................................................................ 52
  3 Neighborhood Planning Areas ............................................................................................ 65
  4 Land Use Plan .................................................................................................................... 96
  5 Annexation Plan ................................................................................................................ 101

III Implementation ................................................................................................................... 103
  1 Revision of the Zoning Code and Subdivision Ordinances .............................................. 103
  2 Intergovernmental Coordination ....................................................................................... 105
  3 Other Town Policies ........................................................................................................... 106
  4 Future Planning Efforts ....................................................................................................... 107
Tables, Charts and Maps

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

Chart 1. Georgetown Population Trend ............................................................................. 13
Chart 2. Sussex County Population Trend ........................................................................... 13
Chart 3. Racial Composition of Georgetown ....................................................................... 14
Chart 4. Age Profile: Sussex County and Georgetown ......................................................... 15
Chart 5. Population Projections 1990-2020 -- Census Tract 505 ........................................ 18
Chart 7. Age of Housing Stock in Georgetown, Sussex County & Delaware ..................... 20
Chart 8. Ownership & Vacancy Rates in Georgetown, Sussex County & Delaware .......... 21
Chart 9. 1990 Median Housing Values in Georgetown, Sussex County & Delaware .......... 21
II Part 2: The Georgetown Plan

1 Introduction: The Georgetown Plan Concept

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

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

2 Town Wide Goals and Recommendations

2.1 Housing

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

- Because Georgetown is characterized mainly by its residential areas and there is a diversity of residents with different income levels living in the town, providing a diverse range of housing in the community for all residents is desirable. A mixture of single-family housing and multi-family housing creates a rich environment that caters to different housing needs. Senior housing developments guarantee housing availability for senior citizens.

- Housing should be affordable to serve all sectors of the population.

- Attention should also be given to the creation of affordable housing units. Establishing these units in mixed areas avoids the concentration of low-income housing and resulting problems for the community. Such an approach prevents the emergence of “pockets of poverty” and supports the overall goal of the community to achieve a balanced housing supply for families with a variety of income levels and housing needs.

2.2 Economic Development

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

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

Retail

- The overall goal for retail is to establish more compact retail development in neighborhood shopping centers throughout the town.

- Due to the current distribution of shops in Georgetown, neighborhood retail should be encouraged by future zoning decisions. Commercial uses conforming with residential areas could be allowed throughout the town via conditional use zoning to provide needed services to residents.

- The expansion of further strip mall highway commercial along Route 113 should be discouraged.

- Additional highway commercial should be accommodated in a way that does not affect highway capacity. Also minimum standards for landscaping should be established.

Offices

- Overall, the Town should encourage new office facilities within its municipal boundaries while downtown locations should be the primary focus, particularly for smaller offices and personal services.

- For other locations Georgetown should designate the most appropriate areas for office uses and also encourage a mix of uses through multi-functional buildings and locations. One example of such an area is the Airport Business Area, located adjacent to the Sussex County Airport.

Industrial

- Since Georgetown views its function primarily as a residential, office, and retail center, new properties for industrial use should be considered carefully.

- The Town should focus on light industrial uses that do not produce major noise emissions or air pollution.
For major heavy industrial uses, it is recommended that the Town develop a combined strategy with the County for marketing land at the Sussex County Aeropark to attract interested companies.

### 2.3 Historic Preservation

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

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

**Building Design**

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

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

### 2.4 Recreation, Parks, and Open Space

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

For existing built-up areas, the goal of the Town is to maintain the quality of recreational facilities and improve linkages to residential areas. The goal for new development is to ensure the provision of adequate new open space by developers.
While the Town has a variety of parks and recreation opportunities, the linkage between their locations and most residential areas is often unsafe or inconvenient for non-motorized traffic. This is particularly serious for playgrounds that are predominantly frequented by children. Since retrofitting existing residential areas with parks or playgrounds is often not feasible, the main recommendation for existing built-up areas is to improve access to nearby open spaces, playgrounds, and sport facilities. Underlining the recommendations made in the transportation section of the plan, it is proposed to create on- and off-street bike paths and connecting footpaths and trails.

For new developments, the Town’s subdivision plans should require that public open space and playground facilities and interconnecting trails for pedestrians and cyclists are planned and created by the developer. This requirement should include provisions for the future maintenance of the recreation area through the developer or a homeowner’s association.

Future Park Planning

Currently, Georgetown has no major public park. An opportunity for a new park is a portion of the undeveloped land located on the eastern fringe of Georgetown that is currently zoned for industrial use. This area has been designated as the Regional Park Area on the Neighborhood Planning Areas and Future Land Use Maps, and will serve as both a recreational resource and a buffer between the residential areas of the town and the industrial and aviation uses anticipated on and near the Sussex County Airport. It is recommended that when this park area is developed that proper buffering be provided between the recreational facilities and any nearby office or light industrial uses. Pedestrian and bicycle linkages should be provided between the park and the residential areas of the town.

Since it would be difficult for the Town to afford maintenance of a park on a long-term basis, it is recommended that Georgetown work towards reaching arrangements with citizens, volunteer groups, or private sponsors to guarantee the long-term public availability of such an amenity. The Town Council already has appointed a committee to draw on an established group such as the Boys and Girls Club for future planning and development. One potential collaborator in developing the park and recreational facilities is the proposed Delmarva Christian High School, which is located adjacent to the park area.

2.5 Utilities and Services

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

For delivering adequate infrastructure and services cost-efficiently, a particularly relevant issue is the fiscal impact of new development. To avoid financial burdens for the Town and its citizens caused by growth in housing or commercial uses, Georgetown should utilize provisions that make new development reflect the associated costs necessary to extend or
upgrade existing infrastructure such as water and sewer lines or required pumping stations. New development should essentially pay for itself.

- **Water and Sewer Availability:** Town water and sewer services are available on the outskirts of the existing town limit lines. It is recommended that extensions may be made at the cost of the developer on a case-by-case basis. The developer should be subject to Impact Fees for the new construction.

- **Impact Study:** New developments or projects equivalent to 12 EDU’s or higher will require an impact study. The Town currently addresses a sewer impact study and it is recommended that an impact study be completed on water as well. A feasibility study may also be required at the discretion of the Mayor and Council on a case-by-case basis.

- The Town should undertake a study of the existing sanitary sewer system to determine any deficiencies or excess capacity. The study should evaluate whether upgrades or enhancements need to be made in the existing system to accommodate expected growth. This study can develop a work plan for capital improvements and maintenance, and should be the basis for designing extensions of sewer service to new areas.

- A comparison of permitted water withdraws to current water usage indicates that Georgetown’s water allocation is very close to its annual permit limit of 300 mg and went over its monthly limit four months in 1999 (June – September). Therefore, it is recommended that the Town begin discussions with DNREC concerning its need to increase its allocation permit limits. This will be essential in order to accommodate anticipated residential and economic growth.

### 2.6 Transportation

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

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

To achieve the transportation goals, measures should be implemented to make car travel more efficient, improve conditions for pedestrians and cyclists, and extend transit services. Therefore, the Town should work towards providing a safe, efficient and economical multi-modal transportation system. Improving transportation choices within the town and links to areas
outside can help to minimize vehicle miles traveled (VMT) and also relieves parking pressure and reduces pollution and congestion in the town.

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

**Vehicle Traffic**

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

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

- The Town should work closely with DelDOT to manage through-traffic on Route 113 and seasonal traffic on Route 9 to achieve a balance between local and regional traffic and different modes of transportation.

- Potential options include changing traffic light patterns, introducing traffic calming schemes in residential areas to reduce the negative impacts of through-traffic on the community, or altering signage at regional level to direct cars away from the town by strategically placing signs for “resort areas” at major intersections that are frequented by beach traffic. One local alternative to relieve traffic could be to sign Rt. 9 through downtown as “business” and existing “Truck Route 9” as “9”.

- A significant measure to reduce impacts of vehicle traffic on residential areas is to incorporate traffic calming features in new subdivisions and existing residential areas. Instead of applying traditional technical traffic calming devices (e.g., speed bumps or cul-de-sacs) overall emphasis should be given to general neighborhood improvements, human scale development and design features that visually slow down motorists. Improving safety by addressing motorists’ perception of speed requires narrowing the visual profile of streets through planting trees, creating pedestrian and bicycle facilities and promoting a human-scale, small-grained development pattern of buildings and on-street parking rather than large parking lots.

**Road Construction Projects**

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

b) Road projects serving local traffic:

• The first project planned by the Town is the construction of a local roadway connecting Route 18 West before CR 319 to Route 9 West of Georgetown Plaza across the south side of Trap Pond Road (Old Laurel Road). There the road would cross Route 113 to Park Avenue, flow into the County’s proposed Airport Road extension and connect back into Route 9 East. Alternatively, the existing Industrial Air Park Road could be used for a further east connection. This would allow several access options within the town. This proposed local road network should be designed as a “residential boulevard” as it traverses through the Southern Development Area. New residential subdivisions should be designed to incorporate this concept in this area. See the Map Appendix: Map 7 Recommended Land Use. A potential alignment for this roadway is shown in blue on Map 7.

• A second proposed roadway is to extend the existing Edward Street West across Rt. 113 behind Shepherds Point and tie it into an interior roadway that connects Ennis Street with Rt. 9 West by the shopping center entrance. See the Map Appendix: Map 7 Recommended Land Use. A potential alignment for this roadway is shown in blue on Map 7.

• The new local street network on the southern side of town should at some point intersect with Route 9 and the new “northern by-pass” at some point east of town. The intersection of these roads should be designed to safely manage the anticipated mixture of local traffic, seasonal traffic traveling to and from the resort areas, and truck traffic traveling to and from the airport and the poultry processing operations.

c) Study and Implementation

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

_Downtown Parking_

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

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

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

_Pedestrians and Bicycles_

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

- In a first step, the Town should evaluate the results from the sidewalk inventory. Retrofitting roads with sidewalks or bike lanes and improving existing ones should be prioritized in relation to the amount of pedestrian and motorized traffic and existing or potential conflicts along roads or intersections. Because dangers are highest on intersections without safe crossings and along roads where heavy and fast vehicle traffic mixes with high volumes of pedestrians and cyclists, improvements should start there.

- Georgetown should work on creating a safe town-wide network of either combined or separated pedestrian and bicycle trails or paths that connect residential areas with main places of activity such as shopping, offices and other commercial, cultural, recreational and park facilities. On this basis, the Town should develop a capital improvement plan for annual, incremental sidewalk or bike lane construction and improvements and explore potential funding contributions from state and federal sources.

- The Town should work with DelDOT’s enhancement program to improve pedestrian and bicycle amenities along state maintained roadways, including Route 113.
Future Bicycle Paths

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

- North Georgetown Elementary
- Delaware Technical & Community College
- North Bedford Park
- Chamber Train Station Office
- Georgetown Little League Park
- Sussex County Senior Service Center
- Delmarva Christian High School Academy
- Boys and Girls Club
- The Circle
- St. Paul’s Episcopal Church
- Georgetown Public Library
- Sussex Central High School
- Marvel Museum
- Sussex Academy of Arts and Science

- The Town should seek funding to develop a comprehensive bicycle and pedestrian plan to accomplish the linkage of these institutions with the residential neighborhoods in the town.

- New development projects of all land use types should provide pedestrian and bicycle facilities in order to accomplish this plan. Once the plan is developed, bicycle paths can be reserved along designated alignments.

Transit

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

- To improve transit options, the Town should work with the Delaware Transit Corporation (DTC) to explore potential options.

- A first aspect of such cooperation with the State would be to initiate a survey in the community to get information about the residents’ needs for transit services within Georgetown and to other towns in and outside of Sussex County. On the basis of this survey, the Town should consider with DTC how to improve frequency, quality and area coverage of existing local and regional bus service. An immediate, low-cost measure to improve local services would be to extend existing regional services 206, 210, and 212 that now terminate at DHSS into downtown or the eastern part of the town.

- In lieu of expanding fixed route transit, efforts could be made to focus on alternatives to conventional transit, for instance expansion of Dial-a-Ride service area, community vanpools, and coordination of existing transit services provided by non-profit agencies and
for profit providers. Coordination and cooperation between DTC and private and public providers could lead to better service for a broader population base.

Linking Land Use and Transportation Decisions

Mobility Friendly Design

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

- The Town should require developers to provide pedestrian and bike connections and focus on transit friendly subdivision design. Cul-de-sacs should be avoided. This is not only relevant for conventional busses but also for efficient school bus transportation. Because of the proximity to the rest of the town, the new residential area south of Georgetown High School is a prime candidate for creating interconnectivity for pedestrians and bikes.

- To relieve major arterials from local traffic, new developments and subdivisions should extend their street networks to tie into a service road network, where feasible.

- All developments should have cross access to adjacent parcels to minimize the need for customers to enter the regional highway when they stop at multiple destinations.

- For all developing areas in Georgetown, the Town should retain public right-of-ways that later could serve as pedestrian paths, bicycle links, or access to infill-development. The Town should also make sure that roads with intensive commercial activity have adequate provisions for pedestrians and cyclists. As a criteria for commercial rezoning and other development decisions, the Town should favor proposals that are within walking distance of residential areas and/or to other centers of activity to encourage pedestrian circulation and mixed use.

- All new subdivisions should be required to have sidewalks. Only in special circumstances should this provision be waived. To achieve this goal, the Town should upgrade subdivision codes to require curbs and sidewalks in all developments installed by the developer to town standards.

- As part of the overall strategy, Georgetown should develop community design criteria in cooperation with other local, regional, and state agencies to promote the aesthetic appeal and good use of transportation facilities.

Recommended Street Layout for New Subdivisions

The illustration below demonstrates the recommended development pattern for new subdivisions. The diagram may be used as a guide when reviewing subdivision plans.
This illustration also demonstrates the advantages of connectivity by design. A conventional subdivision pattern places a high impact on arterial roads. By providing additional options, the capacity of arterial roads can be preserved. Connections for pedestrians and bikes, also shown on this figure, increase the options for alternative modes of transportation. By combining this layout with traffic calming measures, through-traffic and shortcuts through residential areas can be avoided.

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

**Transportation Impacts**

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

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

**DelDOT’s Access Management and Corridor Preservation Programs**
It is recommended that the Town obtain a copy of the Access Management regulations when they are adopted, and work with DelDOT to ensure that future land use decisions are compatible with the regulations and the goals of the program.

It is recommended that the Town initiate a “Memorandum of Understanding” with DelDOT, in which the Department agrees to review and comment on development applications prior to their approval by the Town. There are similar agreements in place between DelDOT and the three counties, as well as some of the larger towns and cities, such as Dover. A pre-review of subdivisions and major site plans is usually very informative in the planning and design process. Such a review can also minimize conflicts which sometimes occur “after the fact” when the municipality grants approval to plans which then have difficulty obtaining entrance approvals.

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

2.7 Government and Community Services

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

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

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

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

The Town should work with the Indian River School District to retain educational functions in town.

The Town should work with new private or charter schools planned or built in Georgetown to accommodate their needs and coordinate infrastructure requirements.
• The Town should coordinate with Delaware Tech, particularly with regard to transportation and housing matters.

Community Services and Organizations

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

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

Table 22. Neighborhood Planning Areas

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

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

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

Downtown Georgetown

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

3.1.2 General Features

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

3.1.3 Historic Preservation

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

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

3.1.4 Economic Development

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

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

3.1.5 Housing

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

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

3.1.6 Recreation, Parks, and Open Space

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

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

3.1.7 Utilities

Current Conditions:
- Entire area is served by water and sewer
• Entire area has a stormwater collection system
• Overhead electric, cable, and telephone utilities

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

3.1.8 Transportation

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

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

3.2 Town Residential Area

3.2.1 Purpose

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

3.2.2 General Features

This district is located to the west of North Bedford Street and to the east of Route 113. This is the primary residential area within the town and is comprised of primarily single-family
dwellings while also housing a couple of multi-family complexes. The planning district is split by West Market Street (Route 9). West Market Street is one of four major thoroughfares in the town and is home to numerous professional offices, one retail store, Sussex Central High School/Georgetown Elementary School Complex, and single family homes. The district is also home to the Georgetown Church of God and St. Michael’s Catholic Church.

3.2.3 Historic Preservation

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

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

3.2.4 Economic Development

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

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

3.2.5 Housing

Current Conditions:
- Primarily single family residential throughout the district
- Multi-family complexes within the district at Briggs Apartments (W. Pine Street), Dunbarton Apartments (Edward St—W. North Street), Northgate Townhomes (W. North Street), Acorn Acres in planning process (West Way-Lynch’s Lane)
- Density decreases in the district from north to south
- Single family homes are primarily owner-occupied
- Multi-family complexes are located on the fringe areas of the district between Rt. 113 Corridor and downtown Georgetown
- Single family subdivision in southern portion of district offers largest new single family homes in Georgetown
- Minimum lot size in most areas of the district is 7,200 sq. ft. (60x120)
Desired Conditions:
- Continue to maintain single family detached owner-occupied homes as the primary type of housing in this district
- Consideration should be given to increasing newly created minimum lot size since many lots currently exceed 10,000 sq. ft
- Continuation of Phase II of Cinderberry Estates and infill of existing lots for use as single family homes that fit the character of existing neighborhoods

3.2.6 Recreation, Parks, and Open Spaces

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

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

3.2.7 Utilities

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

Desired Conditions:
3.2.8 Transportation

Current Conditions:

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

Desired Conditions:

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

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

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

3.3.3 Historic Preservation

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

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

3.3.4 Economic Development

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

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

3.3.5 Housing

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

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

3.3.6 Recreation, Parks, and Open Space

Current Conditions:
• There are no parks, recreational facilities, or other open spaces within or near this area

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

3.3.7 Utilities

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

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

3.3.8 Transportation

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

Desired Conditions:
• Discourage new land uses that generate additional truck traffic
• Improve the pedestrian network, and provide linkages to recreational and cultural attractions in other areas of town

3.4 Redevelopment Area

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

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

3.4.3 Historic Preservation
Current Conditions:
• These are older neighborhoods, with many historic working class homes in various states of repair. Working class homes are valuable historic assets in any community.

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

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

Desired Conditions:
• Existing neighborhood businesses should be allowed to continue, except where their operation is incompatible with the surrounding residential uses.
• New neighborhood businesses should be allowed conditionally, after reviewing the businesses impact and contributions to the surrounding neighborhood. Special consideration may be given to proposals which involve the renovation, repair and reuse of abandoned structures or structures in poor condition.

3.4.5 Housing

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

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

3.4.6 Recreation, Parks, and Open Space

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

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

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

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

3.4.8 Transportation

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

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

3.5 Northern Residential Area

3.5.1 Purpose

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

3.5.2 General Features

The North Georgetown Elementary School is located in the northern portion of this planning area. The bulk of this area is comprised of a number of deep lots which run generally from North Bedford Street Extended to the railroad tracks immediately to the south of the elementary school. There are some single-family homes on the front portion of these lots, but the rear portions are largely vacant. When consolidated, there is enough land for a sizable residential
development. The Carriage Place is a residential development that contains 15 self-help housing lots. This development is located on the southern portion of this area. The Northern Development Area also includes a small enclave of single-family houses to the west of North Bedford Street Extended.

3.5.3 Historic Preservation

Current Conditions:
• Most of the structures in this area are contemporary, except for perhaps a few agricultural out buildings

Desired Conditions:
• None

3.5.4 Economic Development

Current Conditions:
• There are no businesses in this area

Desired Conditions:
• This area should remain residential. No businesses should be permitted.

3.5.5 Housing

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

Desired Conditions:
• Low density, single-family residential housing should be promoted in this area
• The narrow, deep vacant lots should be consolidated and developed as a single subdivision. This is the only reasonable way to obtain adequate access to the interior parcels. Such a consolidation will also be a more efficient use of the existing land, and most likely will yield more units.
• Any new development in this area should have bicycle, pedestrian, and vehicular connections to the existing Carriage Place development
• Any new development in this area should have at least bicycle and pedestrian connections to the elementary school. The Town and the School District should
evaluate whether or not a vehicular connection to the school is desirable at the time of development.

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

3.5.6 Recreation, Parks, and Open Space

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

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

3.5.7 Utilities

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

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

3.5.8 Transportation

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

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

3.6 Southern Development Area

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

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

3.6.3 Historic Preservation
- The area is currently vacant

Desired Conditions:
- None

3.6.4 Economic Development
Current Conditions:
- There are currently some scattered businesses in the area

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

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

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

3.6.6 Recreation, Parks, and Open Space

Current Conditions:
• The Marvel Museum is located in this area and currently owned by the Town.

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

3.6.7 Utilities

Current Conditions:
• The majority of the properties are currently using utilities in this area

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

3.6.8 Transportation

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

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

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

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

3.7.3 Historic Preservation
Current Conditions:
• None

Desired Conditions:
• None

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

Desired Conditions
• Continuation of larger retail to be located in this district
• Additional strip mall development should be cautiously considered
• Encourage the design of commercial development that will offer highway exposure while preserving roadway capacity
• Create opportunities through land use and planning to encourage existing business to expand, new business to locate within the Town, in an effort to create additional job opportunities
• Focus should be on the development west of Route 113 between Routes 18 and 9
• Encourage mixed-use developments that include on site services such as convenient stores, banks, restaurants, etc. that have safe access from the community as well as the transient population on the highway
• Encourage attractive commercial development throughout the district as a mechanism to enhance the character of the Town while presenting an image that the Town is attractive for commercial growth. This could be done through landscaping, building design, and signage requirements.

3.7.5 Housing

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

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

3.7.6 Recreation, Parks, and Open Space

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

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

3.7.7 Utilities

Current Conditions:
• All areas to the east of Route 113 are served with water. Sewer is served to the west Route 113 from the northern town limits to Ennis Street. The area around the Georgetown Plaza Shopping Center is also served with water and sewer.
• Stormwater collection system is provided throughout the entire district, either through the state road system, tax ditches or stormwater management ponds.
Desired Conditions:
- The Town should evaluate all utility conditions at the time road/street construction is being planned.
- All utilities should be located underground in new development.
- Curbing and appropriate storm drains should be installed in all areas.
- Consideration should be given to combining stormwater management ponds to reduce the number of ponds that are required.

3.7.8 Transportation

Current Conditions:
- The major roads are Route 113 and Route 18/404

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

3.8 Western Development Area

3.8.1 Purpose

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

3.8.2 General Features

The Western Development Area consists of three separate areas, all within the town limits and west of Route 113 and the highway commercial areas that are associated with it. The northern
most of these areas contains the Delaware Tech campus and some vacant land that has recently been annexed along Bridgeville Road (Route 9). The vacant parcel is proposed to contain a mixture of multi-family housing and commercial uses that are intended to complement the college.

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

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

3.8.3 Historic Preservation

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

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

3.8.4 Economic Development

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

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

3.8.5 Housing

Current Conditions:
• There is currently one residential subdivision in this area

Desired Conditions:
• The second phase of the existing subdivision should be completed
• Low density residential uses will be appropriate in the western portion of this area to serve as a transition to the rural areas west of town
• Multi-family residential areas are appropriate in the vicinity of Delaware Tech

3.8.6 Recreation, Parks, and Open Space

Current Conditions:
• The sports facilities at Delaware Tech represent the only recreational facilities in this area

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

3.8.7 Utilities

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

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

3.8.8 Transportation

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

Desired Conditions:
• The Town is proposing a new local street network. A new road would extend generally from the southern portion of the Delaware Tech campus and intersect with Route 113 at approximately the southern town limits. It would then cross the highway and align with a proposed residential boulevard through the southern development area. A connection to Route 113 would be provided in the middle of this area, aligned with Edwards Street.
• The actual alignment of this road network will be determined in concert with the site designs and subdivision plans for properties in the area. Individual developers would construct portions of the road.
• New development in this area should be designed to access this new public street network.
• Pedestrian and bicycle enhancements are recommended in all areas, but especially between Delaware Tech and the downtown Georgetown area. A safe pedestrian and bicycle crossing of Route 113 is needed.

3.9 Northern Industrial Area

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

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

3.9.3 Historic Preservation
Current Conditions:
• Modern poultry processing plant, with associated structures and industrial facilities

Desired Conditions:
• None

3.9.4 Economic Development
Current Conditions:
• Over 800 employees
• Trucks access the site from the north via Savanna Road
• A significant contributor to the town’s economy

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

3.9.5 Housing
Current Conditions:
• There are a few scattered single-family homes in this area

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

3.9.6 Recreation, Parks, and Open Space

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

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

3.9.7 Utilities

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

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

3.9.8 Transportation

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

Desired Conditions:
• Perdue should continue its voluntary policy of routing trucks into their site via Savannah Road
• Any future industrial user of the Perdue site, or any new industrial user should also continue this policy
• *If and when* a by-pass is constructed to the north of the town, trucks should be directed to use that road
• Appropriate sidewalk and bikeway connections should be constructed between the plant and the adjacent residential neighborhoods

### 3.10 Eastern Development Area

#### 3.10.1 Purpose

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

#### 3.10.2 General Features

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

#### 3.10.3 Historic Preservation

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

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

#### 3.10.4 Economic Development

**Current Conditions:**
- Small businesses located at Parsons Lane and west of the Burton Street and East Market Street intersection
- Mixed-use homes for professional use existing along East Market Street between Parson’s Lane and Burton Street
- Railroad line operated by DART Transit that connects Georgetown and Lewes
- Adjacent to the Sussex County Airport
- Commercially zoned property just outside of the town limits on East Market Street/Route 9
- CHEER Community Facility
- Delmarva Christian High School planned for west side of Airport Road
Desired Conditions:
- Small/professional businesses should not be permitted any further east than Burton Street
- Continuation of CHEER project through a controlled Planned Unit Development (PUD)
- Commercial growth of small retail or other low intense commercial uses should be focused for expansion along Route 9 outside of the existing town limits, where retail and commercial business currently exists
- Zoning for areas adjacent to CHEER should consider supporting CHEER facility
- Community facilities to act as a buffer between commercial uses and single-family residential areas.

3.10.5 Housing

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

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

3.10.6 Recreation, Parks, and Open Space

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

Desired Conditions:
- Bicycle/pedestrian facilities that will link this district with CHEER, DCHS, and downtown Georgetown.
• Possibility of an outdoor recreational facility off of Sand Hill Road, Airport Road or Route 9.

3.10.7 Utilities

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

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

3.10.8 Transportation

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

Desired Conditions:
• Any development in the northern portion of this district should consider alternate access points from Sandhill Road or Savannah Road
• All new development should be linked by pedestrian/bicycle facilities
• Consideration given to a future by-pass from the north to connect to Route 9 east of Sandhill Road
• Reduced speed limit east of town limits at the bend in the road
• Require traffic impact studies that take into consideration undeveloped subdivisions in the district at the buildout year
• Pedestrian and bicycle extensions to the new school and the CHEER Center
• Improvements to Airport Road are needed in conjunction with future development along Airport Road and at the Sussex County Airport
• Status of the railroad line on Airport Road and future possibilities

3.11 Regional Park Area

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

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

3.11.3 Historic Preservation

Current Conditions:
• The area is currently vacant

Desired Conditions:
• None

3.11.4 Economic Development

Current Conditions:
• There are no businesses in this area. Agricultural production is currently the primary economic activity.

Desired Conditions:
• New businesses are not proposed in this area
• An attractive regional park facility will greatly increase the quality of life in Georgetown, and in the surrounding areas of central Sussex County. Amenities such as parks can influence companies to stay in the area or expand, and can be a marketing tool to attract new companies.
• By reserving these lands as a regional park, the Town of Georgetown is supporting Sussex County’s goal to attract new businesses to the industrial park at the airport. New industry will be directed to locate there.

3.11.5 Housing

Current Conditions:
• There are a few single-family residences scattered throughout the area

Desired Conditions:
• None

3.11.6 Recreation, Parks, and Open Space

Current Conditions:
• There are currently no parks in this area

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

3.11.7 Utilities

Current Conditions:
• There are no facilities currently using utilities in this area

Desired Conditions:
• Utilities should be expanded in a limited way to serve the park uses as needed

3.11.8 Transportation

Current Conditions:
• The area is currently served by a number of roadways, including Airport Road and Park Avenue

Approved by the Georgetown Planning Commission, Mayor and Council -- October 2001
Desired Conditions:
- Roadways should be improved to the extent that is necessary to allow people to safely access the park.
- Adequate parking facilities should be developed for the park uses. Consideration should be given to developing gravel or stone parking lots for large-scale team sports in order to reduce costs and stormwater impact. Grass fields can also be used for overflow parking, allowing them to be utilized for recreation at other times.
- It is essential that strong pedestrian and bicycle linkages be developed between the town and the park facility. There should also be pedestrian and bicycle linkages developed between the new private high school and the park.
- Airport Road should be extended to Park Avenue as part of the concept of a connected network of local streets in the southern portion of the town.

3.12 Airport Business Area

3.12.1 Purpose

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

3.12.2 General Features

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

3.12.3 Historic Preservation

Current Conditions:
- None

Desired Conditions:
- None

3.12.4 Economic Development

Current Conditions:
- There is no building activity in this area. Sussex County is constructing a new airport terminal building directly across from this district.
Desired Conditions:
- The establishment of new business/light manufacturing sites
- Any manufacturing should be within a completely enclosed building
- The area should be developed in a business park setting versus an industrial park
- All future business park uses should be compatible with the aviation activities that occur at the Sussex County airport

3.12.5 Housing

Current Conditions:
- None

Desired Conditions:
- None

3.12.6 Recreation, Parks, and Open Space

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

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

3.12.7 Utilities

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

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

3.12.8 Transportation

Current Conditions:
- Airport Road provides easy access to East Market Street (Route 9)
- South Railroad Avenue provides access to downtown Georgetown
• Airport facility is adjacent to this district
• New airport terminal is under construction
• Area is adjacent to railroad lines
• Difficult to access U.S. 113 and other points to the west without going through the downtown area and navigating narrow streets.

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

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

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

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

4.1  State Investment Areas

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

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

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

4.2  General Direction of Recommended Growth

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

1. To soften demand for new land, using existing built-up areas most efficiently should be the most important component of the town’s strategy. Infill strategies should address properties that are currently underused or in bad physical condition. Also preservation and renovation of existing redevelopment or reuse of previously developed lots are important elements.

2. The second priority of future land use should be given to vacant undeveloped land within contiguous built-up areas of the town.

3. Demand for development that goes beyond vacant properties or redevelopment should be directed to locations close to existing built-up areas rather than to properties that are distant from the community.

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

### 4.3 Recommended Growth Areas for Specific Uses

#### 4.3.1 Residential development

- The Town has identified the area south of Sussex Central High School and adjacent to existing developed land as the primary growth area for future residential use, primarily for single-family homes. This area is both relatively close to the town center and to the commercial district on Route 113. Pedestrian and bike circulation should be encouraged as many business and leisure services will be within walking distance of this new housing development. To create opportunities for all parts of the population, a diversity of housing types can be realized through a mixture of single-family housing, multi-family housing, and second homes.

- In this large, future residential area south of the high school, the Town should design an interconnected grid style pattern of streets. The goals of this strategy are to integrate the new development into the fabric of the existing town; provide enhanced mobility for vehicles, pedestrians and bicycles; and encourage development that fits into the character of Georgetown. This will likely involve working with various developers to reserve rights-of-ways and stub streets to connect with other developments. The Town should develop a concept plan for the future street network in this area to help guide future developers when they are designing subdivisions in this area.

- The Town should focus residential growth on existing vacant lots or subdivisions before encouraging new developments or annexing new residential lands.
• Emphasis should be given to renovation and efficient use of the existing housing stock. Renovation or redevelopment efforts should be directed towards substandard housing that exists in several areas of the town.

• The Town should encourage the development and completion of existing subdivisions before actively promoting new development areas. There are many existing lots in subdivisions with streets and other infrastructures which are currently vacant.

• For new growth, compact patterns of residential development that are close to services are recommended.

• In all residential areas housing should be available for all levels of income.

• Another major area for additional development is west of the new CHEER facility. Because of its proximity to CHEER, this area is most suitable to accommodate new senior and mixed housing. A buffer should be provided between these residential areas and non-residential uses.

• Residential uses should be properly buffered from the arterial roadway (Route 113), and should access the proposed “Boulevard” street network in this area rather than Route 113 where feasible.

4.3.2 Retail Commercial

• It is recommended that the amount of commercially zoned land along Route 113 is kept at the current level or reduced, especially in areas that are remote to existing built-up areas.

• Commercial development in the central portion of the corridor is to be anticipated, and should be encouraged in conjunction with service roads, alternative access points, and pedestrian and bicycle connections to the remainder of the community. Appropriate landscaping, safe access, and an integrated pedestrian network can help this development match the character of Georgetown, while also achieving commercial development success.

• Locations for neighborhood commercial uses should be identified close to residential areas and on major intersections throughout the town. Examples are areas next to the CHEER facility, next to the poultry operations in the north of the town, or south of the town’s neighboring residential areas. To ensure that commercial uses are compatible with the surrounding neighborhoods, the Town should utilize a conditional use review process.

4.3.3 Offices

• Efforts to create new office space should focus on downtown resources. This is especially important for smaller offices and specialized services, such as lawyers or doctors.

• It is also recommended that the Town explore opportunities for larger office space in downtown that can be integrated into the existing fabric.
• If demand for office properties cannot be met in downtown due to the size or other qualities required by developers, new offices should be primarily located next to existing retail, office, or government developments southeast of the intersection of Rt. 113 and 9 west or southeast of Delaware Technical and Community College.

• For new major office buildings, the Town should require multifunctional buildings and projects to foster places that provide a mix of offices with retail, and restaurants, or other services. By increasing the mix of uses, such combined locations significantly minimize travel. For instance, customers or employees can conduct other business after their visit, during lunch breaks, or after work all in one place.

4.3.4 Industrial

• Proposed growth areas for industrial development in Georgetown are north and northwest of the existing Perdue processing plant.

• Light industrial can also be incorporated next to existing commercial areas on Route 113. Another appropriate area for light industrial uses is the Airport Business Area, located adjacent to the Sussex County Airport. Light industrial uses should be compatible with the office and other uses that are anticipated in this area.

• Sussex County Airport is seen as an ideal location for new heavy industrial establishments.

• Any industrial facilities should be properly separated from residential areas and be located in proximity to existing similar uses, such as industrial uses in the north of the town.

4.3.5 Public Uses

Government

• The important role of government functions for the historic district should be further strengthened when expansions or additional offices are being built. With the exception of services that either have an extremely high frequency of clients or that are specifically highway related (e.g., vehicle testing or DelDOT maintenance facilities) the primary location of new government offices should be downtown.

• If there are no adequate properties available or the type of facility does not fit into the town center, new facilities should be located next to existing government buildings southeast of the Rt. 113/9 intersection. By strengthening existing clusters of government and other services, more multi-purpose stops will be possible. As a result, convenience for citizens will be increased and motorized traffic reduced. Closely related to the goal of strengthening the town center is the improvement of parking management as discussed in the transportation section.
New School Sites

- The Town encourages all existing schools to stay in the town limits if the need for new facilities due to overcrowding occurs. A proposed area for future growth for educational uses is the corner of South Bedford Street and Arrow Safety Road located south of the town.

- In general, new schools should be located close to residential areas where most of the future students are living, so that students can reach the schools by foot. New elementary schools should be in proximity to existing residential areas to minimize bussing needs. Primary sites for new schools are therefore either properties next to existing schools or the designated growth area on the south side of town. To create mixed-use environments, secondary school facilities should also be located within town or existing uses. The positive impact on the community and infrastructure considerations further support this goal.

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

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

Open Space

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

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

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

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

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

- Properties which are currently surrounded by lands that are within the current town limits should be annexed, unless there are substantial extenuating factors which make such an annexation undesirable. “Islands” of unincorporated lands within the town limits are often small parcels, subdivisions, or enclaves that have not been incorporated into the town for one reason or another. These properties are in most cases already benefiting from being surrounded by the town, yet they are generating no tax revenue. Annexation will most likely not have a significant impact on town resources, and may allow the Town to formalize service arrangements with the property owner or provide new services.

- Properties which are partially or minimally adjacent to the town boundaries should be evaluated on a case-by-case basis. These parcels may range from small lots to large vacant tracts that are the subject of sizable development proposals. Through annexation, the Town may take control of areas that have not traditionally been served by town services. The evaluation of these annexation proposals may include:
  - The potential benefit to the town in terms of tax revenue, jobs, services, or facilities to be provided.
  - If development is imminent, the desirability of controlling the type and style of development using town codes should be considered.
  - The impact of the development on town services and utilities must be evaluated. These impacts may include sewer; water; fire service; police service; administrative costs; long-term maintenance of infrastructure; impact of the development on town facilities; and other criteria to be defined by the Council and the Town Manager.
The property’s location within the State Investment Strategies Map should also be reviewed. Parcels within the Primary Developing Area classification should be considered favorably. The State has defined these areas for growth in the near term future, and will be most likely to commit to infrastructure improvements in the area. Proposed annexations in the Secondary Developing Areas or in Rural Areas should be approached cautiously. State resources may not be available in these areas, which may greatly increase the financial burden on the town.