Preliminary Land Use Service (PLUS) Application
Municipal Comprehensive Plans
Pre-Update Review Request

Delaware State Planning Coordination
122 Martin Luther King, Jr. Blvd. • Dover, DE 19901 • Phone: 302-739-3090 • Fax: 302-739-5661

Please complete this "PLUS application in its entirety. **All questions must be answered. If a question is unknown at this time or not applicable, please explain.** Unanswered questions on this form could lead to delays in scheduling your review. This form will enable the state staff to review the project before the scheduled meeting and to have beneficial information available for the applicant and/or developer at the time of review. If you need assistance or clarification, please call the State Planning Office at (302) 739-3090. Possible resources for completing the required information are as follows:

www.state.de.us/planning
www.dnrec.state.de.us/dnrec2000/
www.dnrec.state.de.us/DNRECeis/
datamil.delaware.gov
www.state.de.us/deptagri/

Preliminary Land Use Service (PLUS) Application
Municipal Comprehensive Plans
Pre-Update Review Request

Delaware State Planning Coordination
122 Martin Luther King, Jr. Blvd. • Dover, DE 19901 • Phone: 302-739-3090 • Fax: 302-739-5661

Name of Municipality: City of Delaware City	
Address: P.O. Box 4159 407 Clinton Street Delaware City, DE 19709	**Contact Person:** Carol Houck
	Phone Number: (302) 834-4573
	Fax Number: (302) 832-5545
	E-mail Address: chouck@ci.delaware-city.de.us

Plan certification date: 11/24/2008

The municipality requests that the enclosed plan be reviewed to provide suggestions for revisions and improvements. The review is also to notify the municipality of any code changes since the certification of this plan that should be included in the scheduled update.

Information prepared by: Institute for Public Administration	
Address: 180 Graham Hall University of Delaware Newark, DE 19716	**Contact Person:** William DeCoursey
	Phone Number: (302) 831-4925
	Fax Number: (302) 831-4934
	E-mail Address: decourse@ude.edu

Maps Prepared by: Institute for Public Administration	
Address: 180 Graham Hall University of Delaware Newark, DE 19716	**Contact Person:** Nicole Minni
	Phone Number: (302) 645-4353
	Fax Number: (302) 645-4332
	E-mail Address: nminni@udel.edu

Preliminary Land Use Service (PLUS) Application
Municipal Comprehensive Plans
Pre-Update Review Request

Delaware State Planning Coordination
122 Martin Luther King, Jr. Blvd. • Dover, DE 19901 • Phone: 302-739-3090 • Fax: 302-739-5661

General Plan Approval Process

Step 1: **Draft prepared by local government.**

Step 2: **Planning Commission and/or Legislative Body approves draft plan to send to PLUS.**

Step 3: **PLUS meeting, application submitted by 1st business day of the month for that month's meeting.**

Step 4: **State comments submitted to local government within 20 business days of meeting.**

Step 5: **Local government replies to state comments in writing and submits revised plan (if necessary) to the Office of State Planning Coordination (O S P C) for review.**

Step 6: **OSPC requires 20 working days to reply to revised plan. State sends a letter accepting changes or noting discussion items or if no changes are necessary see step 7.**

Step 7: **Certification letter will be sent within 10 business days of final submission to OSPC.**

Step 8: **The local jurisdiction shall adopt the plan as final following certification. Plan is effective on the date of adoption.**

Step 9: **A copy of the final document and written notification of adoption is to be sent to OSPC.**

Preliminary Land Use Service (PLUS) Application
Municipal Comprehensive Plans
Pre-Update Review Request

Delaware State Planning Coordination
122 Martin Luther King, Jr. Blvd. • Dover, DE 19901 • Phone: 302-739-3090 • Fax: 302-739-5661

Comprehensive Plan / Amendment Checklist[1]

Please check yes or no as to whether the following information has or has not been included in the comprehensive plan and indicate page numbers where information may be found.

Public Participation	**Yes**	**No**	**Page # / Section**
Public Participation Summary and Results	☒	☐	2,5,32

Population Data and Analysis	**Yes**	**No**	**Page #**
Past Population Trends	☒	☐	6-7
Population Projections	☒	☐	6-7
Demographics	☒	☐	7-8
Position on Population Growth	☒	☐	32

Housing	**Yes**	**No**	**Page #**
Housing Stock Inventory	☒	☐	12-14,34
Housing Pipeline	☐	☒	
Housing Needs Analysis	☐	☒	
Position on Housing Growth	☒	☐	14,32-35
Affordable Housing Plan	☒	☐	13,34-35

Annexation	**Yes**	**No**	**Page #**
Analysis of Surrounding Land Uses	☒	☐	36
Annexation Plan	☒	☐	37-38

Redevelopment Potential	**Yes**	**No**	**Page #**
Identification of Redevelopment Areas and Issues	☒	☐	38
Redevelopment Strategy	☒	☐	16,31
Community Development Strategy	☒	☐	37,41-45

[1] Please go to the following website for detailed checklist information: http://www.state.de.us/planning/services/circuit.shtml.

Preliminary Land Use Service (PLUS) Application
Municipal Comprehensive Plans
Pre-Update Review Request

Delaware State Planning Coordination
122 Martin Luther King, Jr. Blvd. • Dover, DE 19901 • Phone: 302-739-3090 • Fax: 302-739-5661

Community Character	**Yes**	**No**	**Page #**
History of the Town or City	X		3,4,15
Physical Conditions	X		12,26-27
Significant Natural Features	X		26-27
Community Character	X		32-33
Historic and Cultural Resources Plan	X		15-16
Community Design Plan	X		32-33
Environmental Protection Plan	X		23,26-27

Land Use Plan	**Yes**	**No**	**Page #**
Existing Land Use	X		34-36
Land Use Plan	X		37-38

Critical Community Development and Infrastructure Issues	**Yes**	**No**	**Page #**
Review of Community Conditions	X		37-37,12
Inventory of Community Infrastructure	X		17-25,28
Inventory and Analysis of Community Services	X		17-25,28
Water and Wastewater Plan	X		23-25
Transportation Plan	X		28-31
Community Development Plan	X		32-33,37
Community Facilities Plan	X		17-22

Intergovernmental Coordination	**Yes**	**No**	**Page #**
Description of Intergovernmental Relationships	X		39-45
Intergovernmental Coordination Strategy	X		39-45
Analysis and Comparison of Other Relevant Planning Documents	X		39,23,27

Economic Conditions	**Yes**	**No**	**Page #**
Economic Base / Major Employers		X	
Labor Market		X	
Income and Poverty	X		9
Economic Development Plan	X		16,32-33

Open Space and Recreation	**Yes**	**No**	**Page #**
Inventory of Open Space and Recreation Facilities	X		36-38
Open Space and Recreation Plan	X		32-33,36

Preliminary Land Use Service (PLUS) Application
Municipal Comprehensive Plans
Pre-Update Review Request

Delaware State Planning Coordination
122 Martin Luther King, Jr. Blvd. • Dover, DE 19901 • Phone: 302-739-3090 • Fax: 302-739-5661

Implementation Strategies	Yes	No	Page #
Evaluation of Current Codes and Ordinances	X		16,32-33
Zoning Map Revisions	X		32-33,37
Zoning and Subdivision Code Revisions	X		16,32-33
Implementation Plan	X		40-45
Coordination with Other Government Agencies	X		39-45

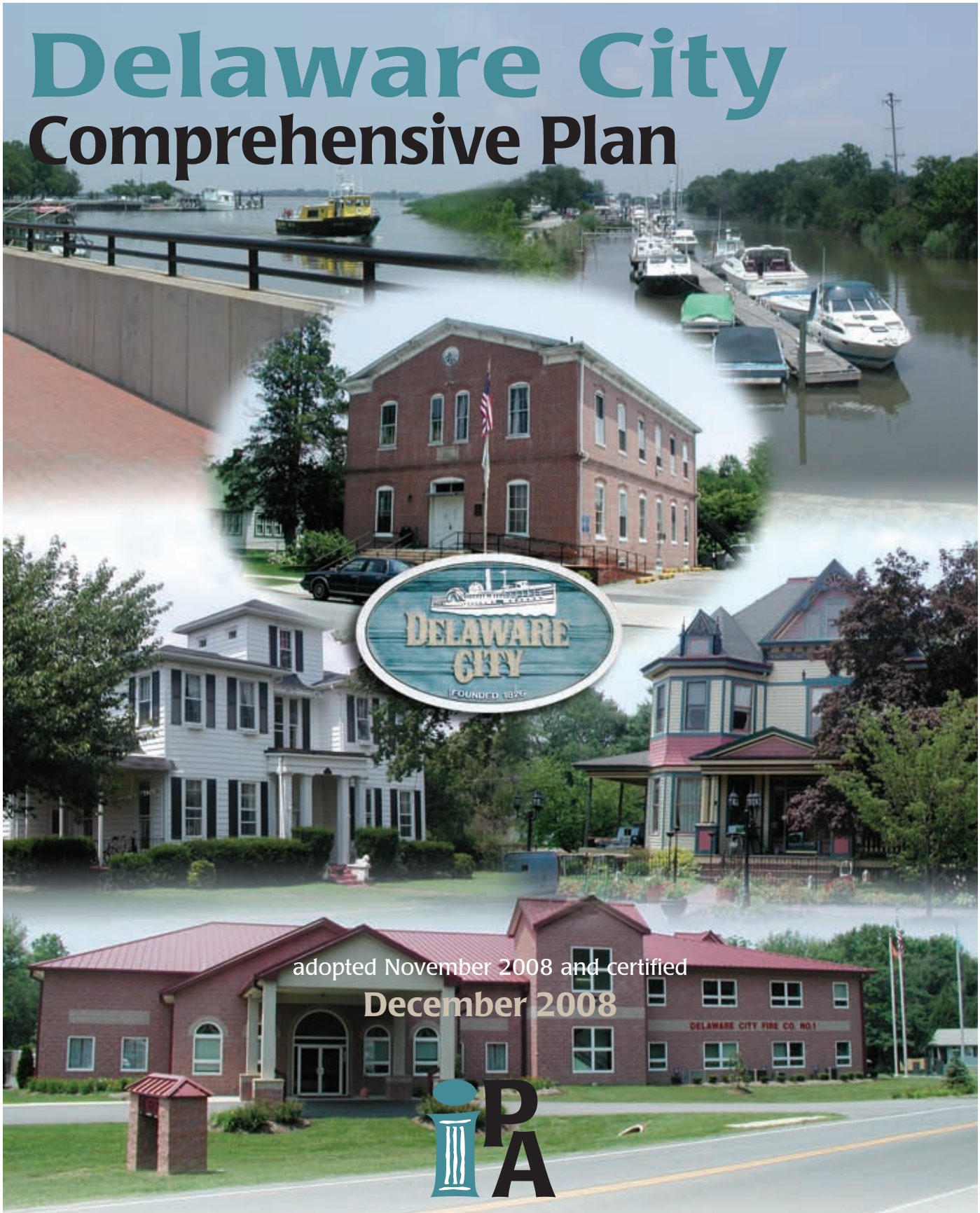
Other State Programs, Policies, and Issues	Yes	No	Page #
Total Maximum Daily Loads	X		27
Corridor Capacity Preservation Program		X	
Agricultural Preservation Program	X		20,38,42
Sourcewater Protection	X		23,25

Additional Comments:

In addition to the 2008 Comprehensive Plan, the City adopted an update in 2014 (created by Sasaki, the Pelsa Company, and Connolly Gallagher) to allow for annexation and redevelopment of the Ft. DuPont complex. It also updated the Future Land Use, Annexation & Future Land Use, FEMA Floodplains, and State Investment Strategies Maps.

Summary:

Delaware City
Comprehensive Plan



adopted November 2008 and certified

December 2008

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

www.ipa.udel.edu

Delaware City
Comprehensive Plan

adopted November 2008 and certified

December 2008

STATE OF DELAWARE
OFFICE OF THE GOVERNOR

RUTH ANN MINNER
GOVERNOR

December 19, 2008

The Honorable Cordelia Bennett
Mayor
Delaware City
P.O. Box 4159
Delaware City, DE 19706

RE: Certification of Comprehensive Plan

Dear Mayor Bennett:

I am pleased to inform Delaware City that as of November 24, 2008, per the recommendation of the Office of State Planning Coordination, the comprehensive plan for Delaware City is hereby certified provided no major changes to the plan are enacted. The certification signifies that the comprehensive plan complies with the requirements of Delaware Code Title 22, Section 702.

I would like to thank Delaware City for working with the State of Delaware to incorporate our comments before adoption. We look forward to working with Delaware City as you move into the implementation stage of your plan.

Once again, congratulations on your certification.

Sincerely,

Ruth Ann Minner
Governor

TATNALL BUILDING, DOVER, DELAWARE 19901 (302) 744-4101 (302) 739-2775 FAX
CARVEL STATE OFFICE BUILDING, WILMINGTON, DELAWARE, 19801 (302) 577-3210 (302) 577-3118 FAX

"A Historic Past"

"A Bright Future"

CITY OF DELAWARE CITY
407 Clinton Street – P.O. Box 4159
Delaware City, Delaware 19706
302-834-4573

ORDINANCE 08-1020-01

AN ORDINANCE TO ADOPT A NEW COMPREHENSIVE PLAN PENDING CERTIFICATION BY THE GOVERNOR.

WHEREAS, the Mayor and Council of the City of Delaware City have commissioned the University of Delaware in association with the Delaware City Planning Commission and the City Manager to update and modify the City's comprehensive plan as required by State law.

NOW, THEREFORE, the Mayor and Council of the City of Delaware City do ordain as follows:

SECTION 1: The following amendment to Chapter 47-11 of the Code of the City of Delaware City is hereby adopted by the Mayor and Council of the City of Delaware City:

47-.11 Adoption of Comprehensive Plan: The Comprehensive Plan dated August 2008, a copy of which is attached hereto as Appendix C and made part of this Article, is hereby adopted pending certification by the Governor of the State of Delaware. The Plan will be in full force and effect upon certification by the Governor.

SECTION 2. Severability. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portions of this Ordinance. The Mayor and Council hereby declare that they would have passed this Ordinance and each section, subsection, sentence, clause or phrase irrespective of the fact that any one or more thereof is declared unconstitutional or invalid.

SECTION 3. Repealer. Ordinances or parts of Ordinances in conflict herewith are hereby repealed; provided that any such repeal shall not abate a right of action already accrued under any repealed Ordinance.

SECTION 4. Effective Date. This Ordinance shall become effective immediately upon passage.

ADOPTED BY THE MAYOR AND COUNCIL, this 24th day of NOVEMBER, 2008.

ATTEST:

City Secretary

Mayor

APPROVED AS TO FORM:

City Solicitor

Councilmember

Councilmember

Councilmember

Councilmember

Councilmember

First Reading: October 20, 2008

Second Reading and Adoption: 11/24, 2008

Table of Contents

Charts, Tables, and Maps ii
City, County, and State Officials iii
Institute for Public Administration iv

Chapter 1. Background 1
1-1. The Authority to Plan 1
1-2. The Planning Process 2
1-3. A Brief Overview of the Community 3
1-4. Overall Community Vision and Goals 5

Chapter 2. Community Profile and Character 6
2-1. Demographics and Future Population 6
2-2. Local Government 10
2-3. Housing 12
2-4. Historic Preservation 15
2-5. Government and Community Services and Facilities 17
2-6. Water, Wastewater, and Stormwater Management 23
2-7. Environmental Protection and Natural Features 26
2-8. Transportation 28
2-9. Economic and Community Development 32

Chapter 3. Land Use and Annexation 34
3-1. Existing Land Use 34
3-2. Future Land Use and Annexation 37

Chapter 4. Implementation and Intergovernmental Coordination 39
4-1. Summary of Recommendations and Actions 39

Appendix: Maps 46

Charts, Tables, and Maps

List of Charts

Chart 1. Delaware City Residents, 1950-2000 6
Chart 2. Delaware City Residents: Estimated, 2000-2004 6
Chart 3. Age of Housing Stock in Delaware City, New Castle County, and Delaware, 2000 ..13
Chart 4. Median Housing Value in Delaware City, New Castle County, and Delaware, 2000. 13
Chart 5. Ownership and Vacancy Rates in Delaware City, New Castle County, and Delaware, 2000 14

List of Tables

Table 1. Delaware City Population Projections, 2000-2030....7
Table 2. Residents of Delaware City, New Castle County, and Delaware, 1950-2000....7
Table 3. Households in Delaware City, New Castle County, and Delaware, 1960-2000....8
Table 4. Age Profiles for Delaware City, New Castle County, and Delaware, 2000 8
Table 5. Educational Attainment in Delaware City, New Castle, and Delaware, 2000 8
Table 6. Selected Income Data for Delaware City, New Castle County, and Delaware, 2000 ...9
Table 7. Dwelling Units in Delaware City, New Castle County, and Delaware, 1960-2000....12
Table 8. Parks and Recreation Areas Serving Delaware City, 2005....19
Table 9. Public Schools Serving Delaware City Students, 2005 21
Table 10. Places of Worship in Delaware City, 2005....22
Table 11. Delaware City Well Construction Data 23
Table 12. Park & Ride Lots in the Delaware City Vicinity 29
Table 13. Cycling Conditions 30
Table 14 Breakdown of Existing Land Uses 36

Appendix: Maps....46
Map 1. Aerial View
Map 2. Roads and Boundaries
Map 3. State Investments Strategies
Map 4. Existing Land Use
Map 5. Adjacent-Area Zoning
Map 6. Environmental Features
Map 7. FEMA Flood Plains
Map 8. Historic District
Map 9. Future Land Use
Map 10. Growth and Annexation Areas
Map 11 Existing Zoning

City, County, and State Officials

Delaware City

Mayor & Council
Cordelia W. Bennett, Mayor
Paul L. Parets, Vice-Mayor
Ronald R. Graham II, Council Member
John W. Martin, Council Member
John P. Buchheit, III, Council Member
Joseph Marocco, Council Member
Rebecca Keifer and James A. Parker, contributing former members

Planning Commission
Carol Schofield - Chair
Carol Stewart
Robert Malinowski
Eric Diehl
Madonna Malinowski
Joe Neel
Todd Lightcap
Edward Davis II, Tom Wyatt, and Gregg Uhde, contributing former commissioners

City Staff
Daniel Tjaden, City Manager
Paul Morrill, Community Development
Al Kaczorowski, Chief of Police
Kathleen Walls, City Clerk
Dawn Gwynn and Kathleen Clifton, Assistant City Clerks
Daniel Losco, City Solicitor

New Castle County
Chris Coons, County Executive
Paul Clark, President, County Council
Bill Bell, County Council Member, District 12
Victor Singer, Chairman, County Planning Board

State of Delaware
Ruth Ann Minner, Governor, State of Delaware
Bruce C. Ennis, Senator, 14th District
Richard C. Cathcart, Representative, 9th District
Constance Holland, AICP, State Planning Director

Institute for Public Administration

This plan was prepared by Delaware City's Planning Commission with assistance from the Institute for Public Administration (IPA), a unit within the College of Human Services, Education & Public Policy at the University of Delaware. IPA links the research and resources of the University of Delaware with the management and information needs of local, state, and regional governments in the Delaware Valley. IPA provides assistance to agencies and local governments through direct staff assistance and research projects as well as training programs and policy forums. Dr. Jerome R. Lewis is the Director of the Institute.

Comprehensive plans produced by IPA are a true team effort. Martin Wollaston manages the IPA Planning Services Team. Edward O'Donnell and B.J. DeCoursey functioned as Project Co-Managers. IPA Graduate research Assistants Cori Burbach and Lindsey Interlante authored portions of the plan and provided valuable research support to the project.

Institute Director
Jerome R. Lewis, Ph.D.

Delaware City Comprehensive Plan Team
Martin Wollaston, IPA Planning Services Manager
Edward O'Donnell, AICP, Senior Planner – Project Co-Manager
B.J. DeCoursey, Planner – Project Co-Manager
Cori Burbach, Research Assistant
Lindsey Interlante, Research Assistant

Mapping and GIS Development
Nicole Minni, GIS/Graphics Specialist
Stephanie Piltman, Research Assistant

Editorial Review and Cover Design
Mark Deshon, Assistant Policy Scientist

Acknowledgements
In addition to the IPA staff listed above, many thanks go to Herb Inden of the Office of State Planning Coordination and Heather Dunigan, Dave Gula, and William Swiatek with WILMAPCO, for their invaluable assistance throughout the process.

A MUNICIPAL COMPREHENSIVE PLAN FOR
DELAWARE CITY, DELAWARE
October 2008

Chapter 1. Background

1-1. The Authority to Plan

The City of Delaware City Comprehensive Plan is Delaware City's authoritative statement of land use policy. This plan brings Delaware City into compliance with Title 22 of the Delaware Code, Chapter 7, Section 702, which requires municipalities to prepare comprehensive plans to direct land use.

The plan is a legal document serving as a foundation for Delaware City's land use decisions and annexation policy. It also serves as a consolidated reference guide containing demographic, economic, environmental, and historical information about Delaware City.

Authority to Plan
Delaware law requires that municipalities engage in comprehensive planning to encourage "the most appropriate uses of the physical and fiscal resources of the municipality and the coordination of municipal growth, development, and infrastructure investment actions with those of other municipalities, counties, and the state…." This plan was written to comply with the requirements of a municipal comprehensive plan as described in the Delaware Code for towns with a population of less than 2,000.

The Delaware Code states the following:

The municipal comprehensive plan for small communities with fewer than 2000 people is to be a "document in text and maps, containing, at a minimum, a municipal development strategy setting forth the jurisdiction's position on population and housing growth within the jurisdiction, expansion of its boundaries, development of adjacent areas, redevelopment potential, community character, and the general uses of land within the community, and critical community development and infrastructure issues." In addition, the city's comprehensive-planning process must demonstrate coordination with other municipalities, the county, and the state during plan preparation. (22 Del. C. 1953, § 702; 49 Del. Laws, c. 415, § 1.)

At least every five years a municipality shall review its adopted comprehensive plan to determine if its provisions are still relevant, given changing conditions in the municipality or in the surrounding areas. The adopted comprehensive plan shall be revised, updated, and amended as necessary, and re-adopted at least every ten years (22 Del. C. 1953, § 702; 49 Del. Laws, c. 415, § 1).

This document is Delaware City's Municipal Comprehensive Plan as required by state law. It is intended to cover a ten-year planning period and be reviewed at least every five years.

1-2. The Planning Process

Reason for New Plan
Delaware City last updated its comprehensive plan in 2001. Since that time, the municipality has worked to formalize its relationship with the Delaware City Refinery and opted to include these industrial areas in its area of concern. The city is also concerned about its long-term sewer capacity and thus has a lesser interest in a number of parcels lying southwest of town.

The regulatory environment has also changed since the city's last plan. Delaware has enacted legislation that requires municipalities to review their comprehensive plans every five years and details the required contents of those plans. This plan update is crafted to fulfill these and consolidates much of the previous planning principles laid out in the 2001 plan.

The State also completed an update to the *Strategies for State Policies and Spending* in 2004, establishing guidelines for where and how it plans to make investments. This plan incorporates this update in state policy.

Comprehensive-Planning Approach
The comprehensive-planning process involves establishing goals for the future of a community, analyzing current and projected conditions, and laying out steps that can be taken to help a community reach its goals. This plan has followed this general process. The public was given several opportunities to weigh in throughout the process. At the project's inception, a survey was distributed by the city to residents in and around Delaware City. In April 2006 WILMAPCO distributed a second survey to residents, primarily concerning transportation issues. The city also sent letters to property owners who could potentially be affected by the city's proposed annexations, and in the spring of 2006, a public forum was held, in which the city's goals and strategies were presented to the public.

Using the community's input as a guide, Delaware City's Planning Commission met regularly with IPA, crafting goals, strategies and recommendations they felt were consistent with the community's priorities. The city's goals, strategies, and future land use and annexation plan were presented to the public in May of 2006 at a public forum. The meeting was very well attended. Significant numbers of neighboring, residential property owners expressed concern over the possibility of their inclusion within the municipality. Another property owner, who felt they were not properly notified, sent a letter disapproving of all of the city's plans. Despite the misgivings expressed over individual properties, the attendees seemed to understand and appreciate the city's broader goals.

1-3. An Overview of the Community

Location

Delaware City is located in the northern half of New Castle County, 17 miles from the semicircular Pennsylvania border. As the map below shows, the City stretches for about one mile along the westerly bank of the Delaware River. The Delaware City Branch Channel of the Chesapeake and Delaware Canal forms the city's southern border. The city is located 15 miles from Wilmington, 12 miles from Newark, 30 miles from Dover, 50 miles from Philadelphia, Pa, and 55 miles from Baltimore, Md.

Delaware City's Heritage

Delaware City was first granted to Henry Ward in 1675; however, the City was settled in 1801 by John Newbold, who built the wharves that would become the entrance to the Chesapeake and Delaware (C&D) Canal. When it was determined in 1826 where the main entrance to the C&D Canal would be located, Newbold and his sons plotted the settlement, built ten houses, and gave it the name Delaware City. The establishment of the canal in the 1830s made Delaware City a commercial hub for fishing, farming, and shipping. Delaware City thrived from that time until the railroad was built in the 1840s. By providing faster and more direct service, the railroad

proved too great a competitor for the canal, thereby taking away the city's primary economic base. The economy of the city improved somewhat with the "peach boom," which was led by Major Philip Reybold in the 1840s to the 1880s. Fishing, particularly for sturgeon, also proved profitable for Delaware City until pollution destroyed the Delaware River in the 1930s. During the 19th century, small-scale industrial development kept Delaware City's economy reasonably strong. This industry included a blacksmith shop, carriage shop, grist mill, stamped-tin and iron manufacturer, as well as a mincemeat factory. It was not until 1954, when the Tidewater Oil Company Refinery (now Valero Energy Corporation) was built, that heavy industry came to Delaware City.

Delaware City also has a rich military history, with two army forts located just outside its boundaries. Fort Delaware was constructed on Pea Patch Island, across the Delaware River from Delaware City, in 1859 by the Army to protect Philadelphia and other important ports along the River. It served as one of the largest prisons for Confederate soldiers during the Civil War, housing as many as 12,595 captured southern soldiers, and was a garrison for 200 Union soldiers throughout the war. The fort is now a state park and is administered by the Department of Natural Resources and Environmental Control (DNREC). Fort DuPont is also outside of Delaware City's boundaries and was used as a base for Army engineer units until 1945 when it was abandoned by the Army and turned over to the state. Presently, the State uses some of the land for the Governor Bacon Health Center. Both forts contributed significantly to the economy of the city in the 1800s.

Throughout its history, Delaware City possessed excellent transportation facilities that have contributed to the strength of its economy. In 1871 the Newark—Delaware City branch of the Philadelphia, Wilmington, and Baltimore Railroad was completed. Unfortunately, the City incurred a $30,000 debt from construction, and the line was abandoned in 1946. There was also a trolley line established in 1900 between Dobbinsville, in the present day City of New Castle, and Delaware City that connected to Wilmington and New Castle. It was discontinued in 1931.

1-4. Overall Community Vision and Goals

Numerous public meetings, at least two surveys, and a public-outreach session all served to prove a single point. The residents of Delaware City are generally happy with their community and are dedicated to preserving those parts of it that they feel make it special. While not anti-growth, the community values its compact, walkable, interconnected layout. So too does it prize its open spaces and architectural assets.

At the same time, public input points to a general desire for more commercial/convenience uses. In fact, the survey results show that retail uses, by far, outstripped all other potential future land uses, including residential. Community members also appear to have a genuine concern over the physical appearance of existing and potential structures, thus the emphasis on a design-review process and augmented code enforcement.

Finally, the City has made clear its concern about its future financial viability, which it seeks to ensure through negotiations with the refinery. It also envisions including these industrial lands in its area of concern, allowing for the potential future realignment of the city's borders with surrounding natural and man-made features.

The Planning Commission approved the following goals:

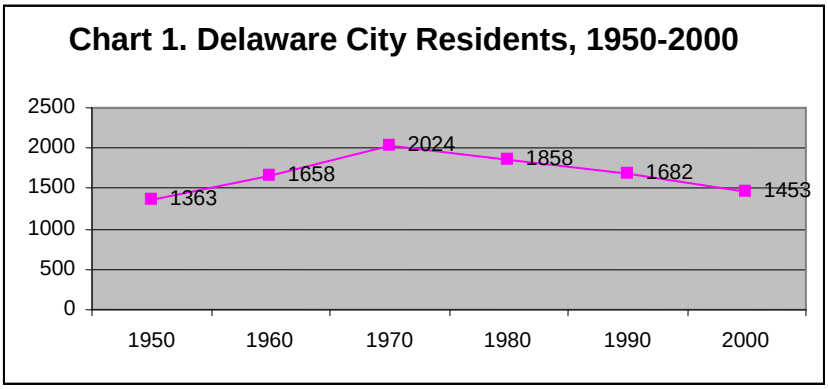
1. Balance the mix of retail uses so that tourists and residents are each adequately served.
2. Incorporate economic-development efforts with historic preservation.
3. Maintain a proactive code-enforcement program.
4. Provide sound and affordable housing for residents of all income levels.
5. Preserve Delaware City's heritage.
6. Provide safe and reliable circulation within the city utilizing all transportation modes.
7. Improve transportation links to areas outside of the city.
8. Ensure sufficient parking to accommodate tourists and residents.
9. Provide an adequate supply of open space for active and passive recreational activities.
10. Define and preserve a distinct boundary, or perimeter, around the city through a planned, undeveloped buffer or greenbelt.
11. Maintain a safe and reliable supply of drinking water.
12. Assure sufficient sewage-treatment capacity.
13. Assure reliable police protection, fire protection, and emergency medical services.
14. Increase the public revenue and protect the community character of Delaware City and the surrounding area through negotiations with the refinery, in cooperation with the state and county.
15. Maintain proactive relationships with appropriate governments and agencies through a conscientious intergovernmental coordination effort.

Chapter 2. Community Profile and Character

2-1. Demographics and Future Population

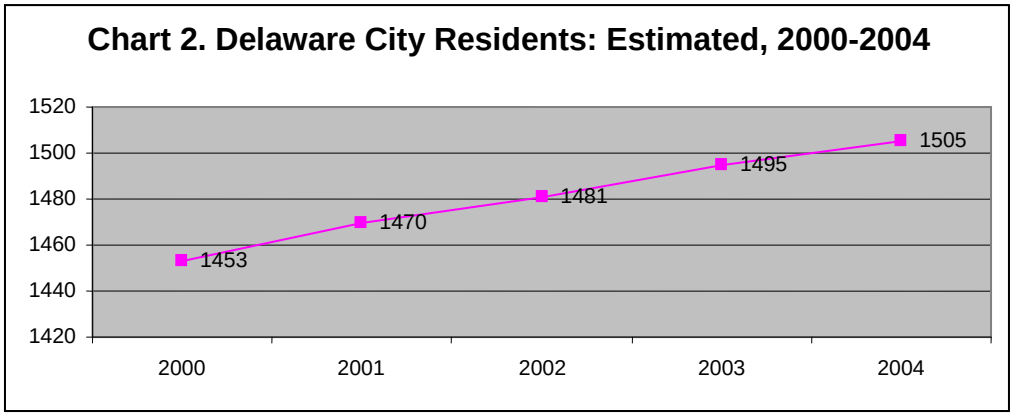
Population
This section presents information about Delaware City's population between 1950 and 2000, and compares the city's population trend with trends in New Castle County and the State of Delaware.

Residents
Chart 1 tracks the number of Delaware City residents from 1950 to 2000. The City experienced steady growth in the 1950s and 1960s, with that trend reversing in the 1970s. According to the U.S. Census figures reported from 1980-2000, Delaware City's population has continued to decrease.



Source: 1950-2000 U.S. Census Data

Chart 2 displays the U.S. Census Population Estimates of the population of Delaware City for the years 2000 to 2004. These estimates show a possible resurgence in the population of the city from 1,453 to 1,505, an increase of 3.6 percent over the four-year period. These gains may be attributable to new household formation, the number of school-age children, or other demographic groups. The 2010 U.S. Census will need to be examined to verify the increase that has been estimated.



Source: 2004 U.S. Census Population Estimates

Population projections for a municipality the size of Delaware City can be very problematic. When dealing with modest populations, the degree of accuracy with which future projections can be made are somewhat suspect and can vary greatly with a difference of only a percentage point or two. With that said, though Delaware City's population has been on the slow decline, the regional metropolitan planning organization (WILMAPCO) projects modest growth for the Red Lion Planning District, of which Delaware City is a part.

In 2000, Delaware City represented 26 percent of the population of the Red Lion District. If one assumes that, over the course of time, Delaware City will continue to comprise 26 percent of the district, one can make an educated projection of the city's likely future population.

Table 1. Delaware City Population Projection 2000-2030

	2000	2005	2010	2015	2020	2025	2030
Red Lion Planning District	5,589	6,999	7,895	8,665	9,125	9,983	10,062
Delaware City	1,453	1,820	2,053	2,253	2,372	2,595	2,616

Source: 2000 U.S. Census data and WILMAPCO population projections by planning district, 2006

Table 1 shows the 2000 population totals for both the Red Lion Planning District and Delaware City as 5,589 and 1,453, respectively. If the assumptions stated above hold true, Delaware City can expect its population to grow steadily over the next 25 years, nearly doubling by the year 2030.

In contrast to Delaware City's modest growth, the number of residents in New Castle County and the state increased substantially, especially between 1950 and 1970. Table 2 compares the city's population growth with that of New Castle County and the State of Delaware. Between 1950 and 1960, New Castle County and Delaware each experienced a 40-percent increase in residents, while Delaware City's residents increased by only 21.6 percent. During the 1960s, Delaware City, the County, and the State grew at nearly the same rates. From the 1970s through 2000, Delaware City's number of residents declined significantly while the State and County showed steady growth.

Table 2. Residents of Delaware City, New Castle County, and Delaware, 1950-2000

Year	Delaware City		New Castle County		Delaware	
	Number	Change	Number	Change	Number	Change
1950	1,363		218,879		318,085	
1960	1,658	21.6%	307,446	40.5%	446,292	40.3%
1970	2,024	22.4%	385,856	25.5%	548,104	22.8%
1980	1,858	-8.2%	398,115	3.2%	594,338	8.4%
1990	1,682	-9.5%	441,946	11.0%	666,168	12.1%
2000	1,453	-13.6%	500,265	13.2%	783,600	17.6%

Source: 1950-2000 U.S. Census Data

Households

Table 3 depicts changes in the number of households in Delaware City, New Castle County and Delaware. Households have increased steadily in the county and in the state, while the number of households in Delaware City has declined since data began being collected. Specifically, the number of households in New Castle County and Delaware grew by 15.1 percent and 20.7

percent, respectively, in the past decade. Concurrently, Delaware City experienced a 5.2-percent decrease in the number of households within City limits.

Table 3. Households in Delaware City, New Castle County, and Delaware, 1960-2000

Year	Delaware City		New Castle County		Delaware	
	Number	Change	Number	Change	Number	Change
1960	na	na	88,406		128,582	
1970	na	na	115,744	31.0%	164,804	28.2%
1980	624	na	138,944	20.0%	207,081	25.7%
1990	598	-4.0%	164,161	18.1%	247,467	19.5%
2000	567	-5.2%	188,935	15.1%	298,736	20.7%

Source: 1960-2000 U.S. Census Data

Age Profile

Table 4 compares Delaware City's age profile with those of New Castle County and the State of Delaware. The City's age profile closely resembles those of the County and State, with the exception of persons 45-64, where the city's percentage is about five percent higher than both New Castle County and the State. Similarly, the city's median age is also slightly higher.

Table 4. Age Profiles for Delaware City, New Castle County, and Delaware, 2000

Age	Delaware City		New Castle County		Delaware	
	Number	Percent	Number	Percent	Number	Percent
0 to 4 years	75	5.2	33,384	6.7	51,531	6.6
5 to 19 years	319	22.0	107,420	21.5	166,719	21.3
20 to 29 years	170	11.7	70,368	14.1	102,884	13.1
30 to 44 years	318	21.9	122,616	24.5	185,222	23.7
45 to 64 years	396	27.3	108,574	21.6	175,518	22.4
65+ years	175	12.0	57,903	11.5	101,726	13.0
Total	1,453	100.0	500,265	100.0	783,600	100.0
Median Age	38.3		35.0		36.0	

Source: 2000 U.S. Census Data, Summary File 1

Education

Table 5 compares high school and college graduation rates for Delaware City, New Castle County, and Delaware. As the table shows, more than 81 percent of Delaware City residents are high school graduates. Nearly 15 percent hold a bachelor's degree or higher. On average, the U.S. Census reports that Delaware City residents have a lower level of educational attainment than do residents of New Castle County and the state as a whole.

Table 5. Educational Attainment in Delaware City, New Castle, and Delaware, 2000

Jurisdiction	High School Graduate or Higher	Bachelor's Degree or Higher
Delaware City	81.4%	14.5%
New Castle County	85.5%	29.5%
Delaware	82.6%	25.0%

Source: 2000 U.S. Census Data, Summary File 3

Economic Profile

This section profiles Delaware City's income sources and household character.

Income

Table 6 presents selected income information for Delaware City, New Castle County and Delaware. As shown in the table, Delaware City's median household income in 1999 was $43,611. This was eight percent lower than the state's median income of $47,381 and 16.9 percent lower than the County's median income of $52,419.

Similar to New Castle County and the state of Delaware, more than 80 percent of Delaware City households receive wages and salary income. The percentages of households receiving social security and public assistance are higher in Delaware City than in the county and the state. The percentage of households with retirement income is between those of New Castle County and Delaware.

The percentage of households below the poverty level was comparable in all three jurisdictions. However, Delaware City has a higher percentage of families with children under five years old and seniors below the poverty level.

Table 6. Selected Income Data for Delaware City, New Castle County, and Delaware, 2000

Item	Delaware City	New Castle County	Delaware
Median household income	$43,611	$52,419	$47,381
Households with wages and salary income	82.1%	83.5%	81.3%
Mean wage and salary income	$53,495	$65,254	$59,142
Households with social security income	30.8%	24.2%	26.9%
Mean social security income	$10,260	$12,397	$11,997
Households with retirement income	20.8%	18.9%	21.0%
Mean retirement income	$12,560	$18,286	$17,871
Population with public assistance income	7.7%	2.4%	2.7%
Mean public assistance income	$3,011	$2,488	$2,516
Population below poverty level	8.5%	8.4%	9.2%
Families with children under 5 below poverty level	14.9%	10.8%	13.2%
Seniors below poverty level	11.2%	7.4%	7.9%

Source: 2000 U.S. Census Data, Summary File 3

2-2. Local Government

This section highlights the city government officials, staff, boards, and commissions related to the comprehensive plan and its implementation. Delaware City has a council-manager form of government. The council is responsible for making laws while the city manager directs the city's daily operations. Boards and commissions, made up of appointed citizens, provide advice to the mayor and council.

Mayor and Council
Delaware City is a municipal corporation. Its officers consist of a mayor and a five-member city council. The mayor and Council members serve two-year, staggered terms. In years ending with an odd-numbered digit, voters elect a mayor and two Council members, and, in years ending with an even-numbered digit, voters elect three Council members. At the first meeting following an election, Council members elect a vice-mayor from among themselves. The vice-mayor serves as mayor should the mayor be unable to perform official duties.

Together, the mayor and Council govern Delaware City. The Council is the city's legislative branch of government, whose primary responsibility is passing laws in the form of ordinances. After introduction and first reading, a proposed ordinance must be posted in public places for seven days prior to a public hearing. A public hearing can be held during a regular or special meeting of the mayor and Council. The Council also must confirm mayoral appointments.

The mayor is the city's chief executive officer. The mayor presides at Council meetings and is responsible for carrying out the city's laws. When the Council adopts an ordinance, it is referred to the mayor. If the mayor signs the ordinance or does not take any action on it within 15 days, it becomes law with penalties for violation. If the mayor vetoes an ordinance, the Council may override the veto with a four-fifths majority. The mayor is also responsible for appointing a city manager, members of the Elections Board, members of the Board of Health, a city solicitor, a city treasurer, a city secretary, planning commissioners, and members of ad hoc city boards and commissions, with the consent of Council. The role of the mayor and Council in the comprehensive-plan process is to hold a public hearing on and adopt the plan document. In accordance with the city's charter, the mayor and Council must request recommendations from the Planning Commission before taking action on the plan. The charter requires that, once adopted, the mayor and Council must use the plan as a guide for making future decisions. When acting on development ordinances or expenditures, the mayor and Council must outline how such proposed ordinances or expenditures are in accordance with the comprehensive plan as well as seek recommendations from the Planning Commission.

City Manager
A professional city manager directs the day-to-day administration of city matters. Appointed by the mayor and confirmed by the Council, the city manager is the chief administrative officer of the city. The manager supervises the operations of all city departments, attends Council meetings, prepares annual budgets, advises the mayor and Council on financial matters, oversees public works operations, and collects taxes, fees, and other charges.

Planning Commission

The Planning Commission's duties include advising the mayor and Council on zoning and land subdivision matters, the comprehensive plan, floodplain regulation, and the city's official map. The Commission consists of seven members who are appointed by the mayor and confirmed by the Council. Commissioners serve three-year terms. The Planning Commission's role in the formulation of a comprehensive plan and its implementation is to make recommendations to the mayor and Council. The city's charter specifies that the mayor and Council hold a public hearing on a proposed comprehensive plan only after receiving recommendations from the Planning Commission. The charter goes on to say that proposed ordinances (especially zoning or subdivision amendments) or public capital expenditures, covering items related to the comprehensive plan, be referred to the Planning Commission for recommendations before the mayor and Council act on them.

City Hall

Delaware City's City Hall is located at 407 Clinton Street. The building houses offices for the city manager, an administrative assistant, city clerks, and the police chief, as well as a meeting room for the City Council and various commissions.

2-3. Housing

This section examines Delaware City's housing stock's age, condition, supply, affordability, and diversity. The availability of land for new home construction is also addressed.

One of the primary concerns in Delaware City has been the condition of the existing housing stock, as a number of properties have not been well maintained. The City has delegated its code-enforcement activities to New Castle County. Some progress in this area has resulted in a number of homeowners improving their properties. Still, the City may wish to take further steps, such as hiring a full-time code-enforcement officer or contracting with New Castle County for additional services.

Number of Dwelling Units

Table 7 compares changes in the number of dwelling units in Delaware City, New Castle County, and the state of Delaware. Between 1960 and 1970, the housing stock in Delaware City grew at a slower rate than that of New Castle County, but at a faster rate that the housing stock in the state. Between 1970 and 1980, all three jurisdictions increased their housing stock, but the rates of growth in the state and the county were higher than Delaware City's. Since the 1980s, Delaware City's housing stock has decreased, while the county and state have experienced significant increases in the number of dwelling units.

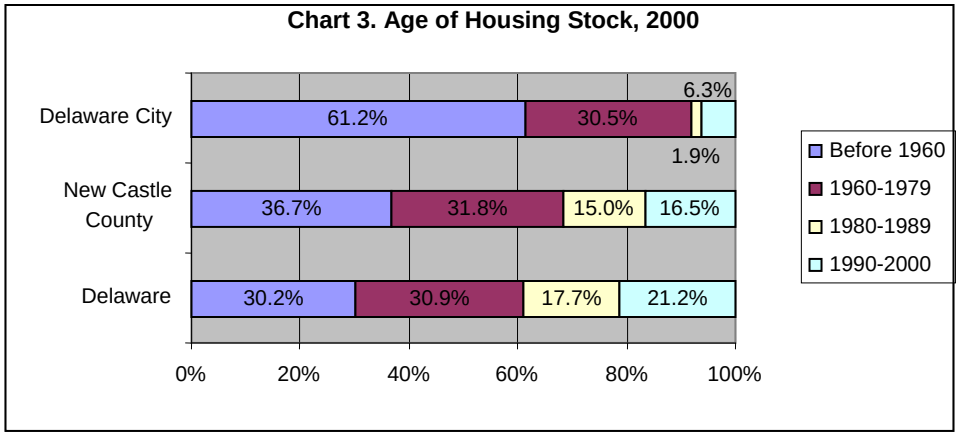
Table 7. Dwelling Units in Delaware City, New Castle County and Delaware, 1960-2000

Year	Delaware City		New Castle County		Delaware	
	Number	Change	Number	Change	Number	Change
1960	510		94,688		143,725	
1970	572	12.2%	120,704	27.5%	180,233	6.7%
1980	681	19.1%	148,563	32.1%	238,611	23.9%
1990	658	-3.4%	173,560	16.8%	289,919	9.6%
2000	616	-6.4%	199,521	15.0%	363,072	25.2%

Source: 1960-2000 U.S. Census Data

Age of Housing Stock

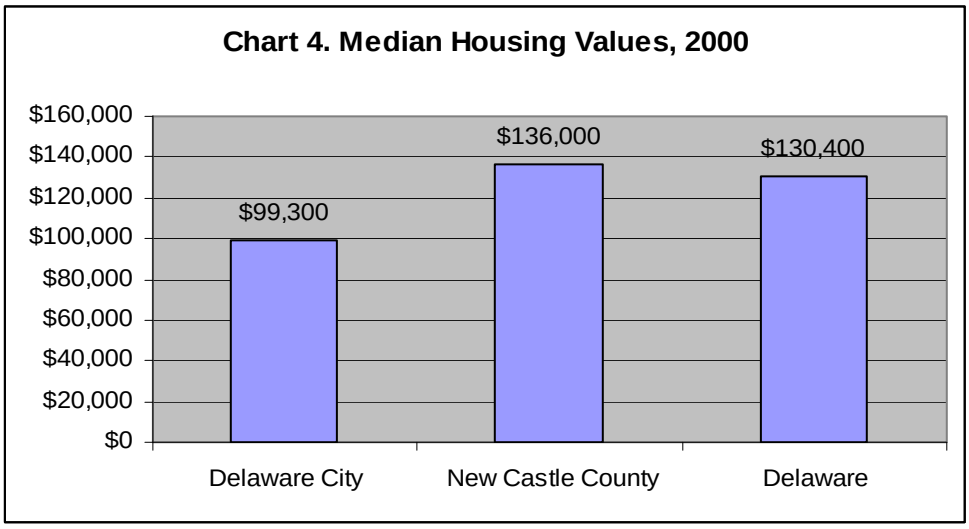
Chart 3 compares the age of Delaware City's housing stock to those of New Castle County and Delaware. As the chart shows, Delaware City's housing stock is considerably older than that of either the county or the state. Over half of the city's homes were built before 1960. It should be noted that the city boasts a National Register Historic District, with many structures dating back to the 19th Century. In fact, much of the older housing stock is part of, or contributes to, the district. The City views this nucleus as a positive, adding to the character of the community and serving as an attraction for visitors. However, the maintenance of the district has certainly had an effect on the turnover rate for redevelopment and new construction. The City has recently experienced some increase in the number of houses being built on infill parcels.



Source: 2000 U.S. Census Data, Summary File 3

Housing Value

Chart 4 compares Delaware City's 2000 median housing value with housing values in New Castle County and the state of Delaware. The median value of Delaware City's housing was $99,300 in 2000. This value is considerably lower than the $136,000 median value in New Castle County and $130,400 median value of housing units in the state.



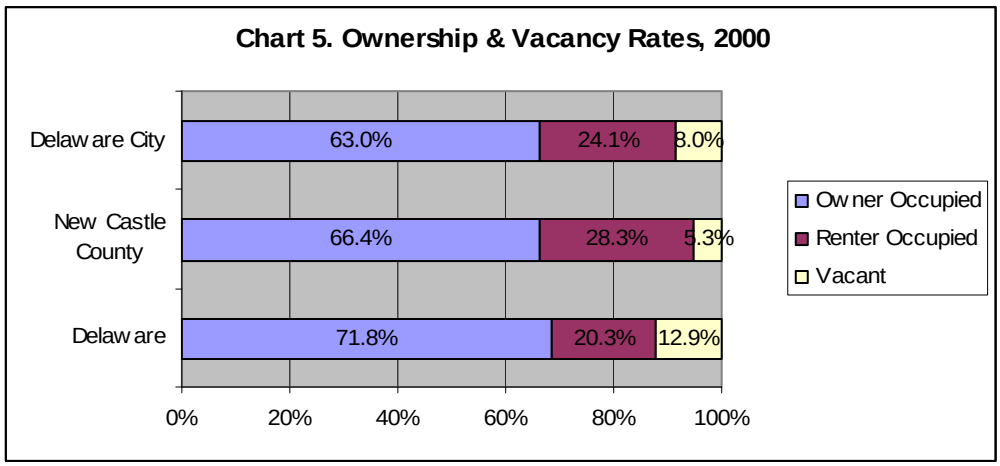
Source: 2000 U.S. Census Data, Summary File 3

It should be noted that housing values have significantly changed since the 2000 Census data were released. According to the Delaware State Housing Authority (DSHA), median housing values in New Castle County have increased from $136,000 in 2000 to $183,000 in 2004. Median values in the state have increased from $130,000 in 2000 to $195,000 in 2004. Housing value figures were not available for Delaware City for 2004. However, based on analysis of past selling prices of homes currently for sale in the city, it can be concluded that there has been a significant increase in these values as well. Several homes for sale in Delaware City during the planning process were considered in reaching this conclusion. One home that sold for approximately $300,000 in 2001 was on the market in 2005 for $475,000. Another, listed for $225,000 in 2004, was advertised for $300,000 in 2005. This increase in values closely mirrors the sharp increase in housing value that DSHA has shown in New Castle County and the state.

Ownership and Vacancy

Chart 5 compares the proportion of vacant units, owner-occupied units, and renter-occupied units in Delaware City with those of New Castle County and the state. As illustrated in the chart, Delaware City and New Castle County have comparable rates of owner-occupied housing units, both of which are slightly lower than the state's percentage. Sixty-three percent of homes were reported as owner-occupied in Delaware City.

Rental housing units accounted for 24.1 percent of Delaware City's housing stock. This figure is slightly higher than the state percentage of 20.3 percent and slightly lower than the county rate of 28.3 percent. With respect to vacant units, Delaware City also falls between the county and state percentages, with eight percent of the housing units in the city reported as vacant by the 2000 Census.



Source: 2000 US Census Data, Summary File 1

GOALS

- Provide sound and affordable housing for residents of all income levels.
- Maintain a proactive code-enforcement program.

STRATEGIES

- Encourage, and zone for, a variety of housing types that are affordable at various income levels.
- Utilize a design-review process, under which certain code requirements, such as setbacks, parking, and lot-area requirements on irregularly shaped lots could be relaxed so as to encourage their use for more modest residential structures.
- Consider enacting a rental-licensing and inspection program.
- Improve current code-enforcement efforts and work to coordinate said efforts with Delaware City's historic-preservation and revitalization programs.
- Negotiate with New Castle County for more aggressive code-enforcement services, or consider hiring a full-time code-enforcement officer.

2-4. Historic Preservation

Delaware City developed along a gridded street plan beginning at the time of the opening of the Chesapeake and Delaware Canal in 1829. Although early settlers envisioned a city competitive with Philadelphia, growth never reached the expected rate. Initial building in Delaware City occurred in the 1830s on small lots at the northeast ends of Washington and Clinton Streets. As the century progressed, new construction took place on larger lots to the southwest, away from the canal. Development had slowed by the early 20th century, since the railroad had become the dominant means of travel. The Delaware City Historic District reflects the City's development in a variety of buildings constructed from 1827 to 1933. A few early 19th-century buildings in the Federal style remain. A majority are of the Italianate and Greek Revival styles, popular in mid-century. Several Gothic Revival and Italianate buildings began appearing around 1870, followed by a scattering of Queen Anne-style buildings between 1880 and 1910. The newest buildings contributing to the historic district are bungalows dating from the 1920s and 1930s. Other buildings not of historic significance have since filled interspersed vacant lots. The building stock is composed primarily of frame residential buildings. Only 30 of the 226 buildings are brick. Residential buildings comprise 86 percent of the stock, followed by commercial at nine percent, religious at three percent, and municipal at one percent.

Map 8 portrays Delaware City's historic district. The district includes the area between the Delaware River and Route 9, and between Dragon Creek and the Delaware and Chesapeake Canals. Covering most of the gridded portion of town, the district contains 204 significant historic structures and 22 noncontributing structures (those constructed during later time periods) and is an example of both a planned settlement and a 19th century canal town.

In 1983, the district was listed on the National Register of Historic Places. Authorized by the passage of the National Historic Preservation Act of 1966, the National Register is America's official list of cultural resources worthy of preservation. The Register contains more than 68,000 listings that include all historic areas in the National Park System, more than 2,200 National Historic Landmarks designated by the Secretary of the Interior because of their importance to the nation, and historically significant properties nominated by governments, organizations, and individuals.

Included on the National Register is the Eastern Lock of the Chesapeake and Delaware Canal. Located in Battery Park, this property is historically significant for its role in transportation and was named to the Register in 1975.

A seven-member Historic Preservation Commission is charged with reviewing and administering historic preservation regulations and guidelines in Delaware City. The mayor, with advice and consent from the City Council, appoints commissioners. Commissioners serve two-year terms and are eligible for reappointment. The Commission reviews all alteration, construction, and demolition actions that affect historic properties and landmarks.

In addition, the City offers below-market loans for facade improvements to commercial buildings located on Clinton Street from Second to Harbor Streets, which is located within the Historic District. Preference is given to property owners who agree to restore building facades to their original designs.

GOAL

- Incorporate economic-development efforts with historic preservation.

STRATEGIES

- Develop guidelines for areas outside of the Historic District that encourage quality construction; provide incentives, such as design assistance and increased density, and encourage homeowners and developers to utilize the standards.
- Amend the unified code to establish design-review standards and a Design Review Board to manage the development and redevelopment of properties not subject to historic review.
- Ensure the upkeep and maintenance of historic structures by encouraging their adaptive reuse—allowing "at risk" structures to be renovated for new, appropriate uses (possibly not as currently zoned).
- Solicit and or encourage new businesses to renovate and locate within historic structures instead of building a new structure.
- Work with state and federal entities to raise awareness of, and access to, historic-preservation tax credits and other public funds.
- Explore hiring or setting aside city staff time and money to pursue historically sensitive economic development.
- Working with relevant revitalization and tourism agencies, engage in destination marketing for the Delaware City area to improve outside attitudes and perceptions of downtown Delaware City.
- Work to attract businesses that both encourage and benefit from historic preservation.
- Consider revising the uniform code in order to soften the requirements for bed and breakfasts.

2-5. Government and Community Services and Facilities

This section describes the governmental and community facilities serving the Delaware City community. These facilities include utilities such as water and sewage service, electricity, natural gas, and cable television. They also include solid-waste disposal, recycling, stormwater management, and public safety (i.e. police and fire protections and emergency medical services). Additional community services are schools, libraries, senior and youth services, health care, postal services, and places of worship.

Electricity
Delmarva Power provides electric service to Delaware City residents and businesses. Customers purchase electricity directly from the company. Delmarva routinely maintains and upgrades the entire system.

Natural Gas
Delmarva Power supplies natural gas to Delaware City. The utility company owns and maintains natural gas lines in the city.

Cable Television
Atlantic Broadband, LLC, provides cable television service to Delaware City residents. Delaware City's franchise was renewed in 1995 through 2010. Verizon has recently been granted a franchise to provide video (cable television) services beginning in late 2006 by the city. A significant number of residents subscribe to satellite television services.

Solid-Waste Disposal
This section discusses the collection and disposal of trash as well as recycling procedures.

Trash Collection and Disposal
The City contracts with Independent Disposal Services, Inc. (IDS), to collect solid waste from all residences and a few businesses within the city boundaries. The City also collects trash from single-family residences located on the west side of Clinton Street south of Route 9. Most businesses are required to contract with IDS or another private trash collection service.

Recycling
Delaware City revived a voluntary curbside-recycling program in 2000. The City supplies two containers to subscribing residents at no cost and picks up recyclable items, including yard waste, glass, certain plastics, newspapers and magazines, cardboard, and cans, on the same days that other crews collect garbage. The City contracts with the Cutting Edge, Inc., to collect all recyclables and deliver them to the Delaware Solid Waste Authority in New Castle. The DSWA continues to operate a Recycle Delaware center at the Valero Refinery, approximately two miles from the city.

Public Safety

Public safety services include police protection, fire fighting, and rescue activities.

Police

Delaware City's police headquarters are in City Hall. The department is staffed by a police chief and three officers (two full-time and one part-time). Seasonal officers are sometimes also employed. The New Castle County Police Department and the Delaware State Police provide additional police protection in response to 911 calls. Police protection is financed entirely with local funds.

In 2004 the Delaware City Police Department initiated marine patrols on the Delaware River to enhance security at the refinery port facility. Funding for the patrol boat was provided by the federal Department of Homeland Security.

In addition to customary patrol duties, the Delaware City police are involved in youth activities and provide internships for criminal-justice students from Delaware Technical & Community College and the University of Delaware. The criminal-justice internship is designed to give students practical police experience. Interns accompany city police officers and assume community patrol duties on bicycles. The Police Department was instrumental in establishing a youth center, which provides constructive activities for children after school.

Fire & Rescue

The Delaware City Volunteer Fire Company provides fire protection as well as emergency medical and ambulance services. The company also maintains a rescue boat. The fire company is located in a new facility, constructed in 2004, at 815 Fifth Street. There are currently 25 active and 150 inactive members in the fire company.

GOAL

- Assure reliable police protection, fire protection, and emergency medical services.

RECOMMENDATIONS

- Monitor and support fire protection and emergency medical services.
- Seek additional sources of funding for police personnel to continue or expand local police protection.
- Attract additional medical services to the city, such as a clinic and pharmacy.

Recreation and Open Space

Table 8 lists public park and recreation facilities in and near Delaware City. Many of these facilities are at city-owned parks and the public schools serving Delaware City. Together, they provide residents with playing fields, tot lots, courts, and picnic areas.

Table 8. Park and Recreation Areas Serving Delaware City, 2005

Park	*Location*	*Acres*	*Facilities & Services*
Community Center	Fifth and Bayard Streets	5	Gymnasium, athletic fields, senior activities, computers, leisure activities, counseling, skateboard ramps
Delaware City Athletic Field	Route 9	5.7	Little league fields
Battery Park	Clinton Street riverfront	2.1	Canal Promenade, festivals, gazebo
Delaware City Municipal Docks	Clinton and Canal Streets	0.0	Floating transient docks
Dragon Run Park	Off Route 9 at Dragon Run Road	6.0	Basketball court, softball, volleyball, horseshoes, playground, tot lot, picnic tables
Getty Tract	Route 9	7.5	Baseball, softball, playground
Southern Elementary and Gunning Bedford Middle School	Cox Neck Road		Baseball, soccer, softball, track, football, tennis, multi-purpose gym, environmental lab
Everett Brown (7th Street) Park	Seventh & Clinton Streets	2.1	Playground equipment and swings, basketball court, volleyball, picnic tables
Fort Delaware State Park	Pea Patch Island	616.7	Civil War era fortress, nature preserve, fishing, museum, Civil War reenactments, picnic tables
Fort DuPont	Off Route 9 south of Delaware City Branch Canal	322.7	Boat ramp, World War II era buildings, hiking, fishing, picnic tables, conference center, museum
Chesapeake and Delaware Canal Wildlife Area	Length of the C&D Canal, accessible off of Route 9	2,784	Fishing, hunting, hiking
Lums Pond State Park	Bear, between Routes 896 & 71	2,000	Swimming, boating, hunting, fishing, pavilions, biking/hiking/equestrian trails.

Sources: City of Delaware City, Tax Parcel List; Delaware Department of Natural Resources & Environmental Control, Division of Parks & Recreation, 2005

In addition to recreational opportunities available within the city limits and in the surrounding area of New Castle County, Delaware City residents are close to a number of state facilities. The closest is Fort Delaware State Park, located on Pea Patch Island in the Delaware River off the Delaware City coast. Once a prison for Confederate prisoners of war, the fort is now a state park and offers living history demonstrations several times each year. The Three Forts Ferry makes regular trips to the fort from the docks at Battery Park in the city. A second nearby State-operated facility is Lums Pond State Park, a 2000-acre recreational facility centered on the largest freshwater pond in Delaware. Lums Pond State Park is located in Bear, between State Routes 896 and 71.

Delaware City is adjacent to the planned C&D Canal recreation area and within the Coastal Heritage Greenway, the national Millennium Trail, and the proposed Heritage National Park. As noted in New Castle County's 1993 *Background Report and Annual Profile*, a greenway is a linear open space established to connect parks, wildlife areas, historic sites, and communities to create corridors through which animals can migrate and people can travel, exercise, and enjoy nature. Though greenways are depicted on maps, public access may not be available for all areas, and an entire area designated as a greenway may not be publicly owned. The Coastal Heritage Greenway begins at Claymont in northeastern New Castle County and extends the entire length of the Delaware River into Sussex County.

GOALS

- Provide an adequate supply of open space for active and passive recreational activities.
- Define and preserve a distinct boundary, or perimeter, around the city through a planned, undeveloped buffer or greenbelt.

STRATEGIES

- Conduct an open-space/parks inventory to determine if existing recreational options are adequate; develop a parks and recreation plan.
- Pursue a buffer or greenbelt strategy to ensure the existence of undeveloped lands surrounding the municipality.
- Consider purchasing—or otherwise preserving—existing, undeveloped parcels within Delaware City in accordance with the parks plan.
- Pursue annexation of the Governor Bacon/Fort DuPont site.
- Work with the refinery to preserve a greenbelt buffer and prevent inappropriate development.
- Work with the state and other stakeholders to preserve the historic character of the Fort DuPont site while allowing the introduction of appropriate private or public-private uses.
- In appropriate areas/parcels, pursue voluntary conservation or farmland preservation easements or seek to downzone said areas.

Community Center

In 2003 the City completed renovations to the former Delaware City Elementary School, now home to the Delaware City Library, the Youth Center, senior activities, the Reedy Point Players community theatre group, and other community programs. The community center provides after-school activities for youth and operates a summer camp. Seniors meet two days per week, and daytime access is available for adult exercise and craft activities. The Center provides space for plays, ice cream socials, movies, dances, and other community activities.

Schools

Delaware City is located in the Colonial School District, headquartered in the City of New Castle. The district, which serves about 10,500 students, operates fourteen schools: one high school for grades 9-12, three middle schools for grades 6-8, eight elementary schools for grades K-8, the John G. Leach School for physically challenged students at all grades, and the Commodore MacDonough School, which serves grades 6-12. The public school system is governed by a seven-member School Board. Colonial School Board members are elected for five-year terms.

The district completed additions to George Read School and Castle Hill School in the late 1990s. Southern Elementary School, which serves Delaware City, was completed in August 2001. A new school, Wrangle Hill Elementary, broke ground in March of 2006. Located to the West of

Rt. 1 and North of Rt. 72, it is slated to open for the 2007-08 academic year. The district is also engaged in the renovation of the other schools.

Table 9 shows the schools that Delaware City students currently attend. Students in kindergarten through grade 5 attend Southern Elementary School. From there, students advance to Gunning Bedford School in Delaware City for grades 6-8, and high school students in grades 9 to 12 attend William Penn High School in New Castle. Area students also attend New Castle County Vocational-Technical District schools, including Hodgson, Delcastle, and Howard.

Table 9. Public Schools Serving Delaware City Students, 2005.

Grade Levels	*School*	*Location*
K to 5	Southern Elementary School	795 Cox Neck Road, New Castle
6 to 8	Gunning Bedford Middle School	801 Cox Neck Road, New Castle
9 to 12	William Penn High School	713 Basin Road, New Castle

Source: Delaware Department of Education, 2005

Libraries

Library services for Delaware City residents are provided by the Delaware City Library, which contracts with the New Castle County Library System. The library is located in the newly renovated Community Center at Fifth and Bayard and has over 24,000 volumes, including hardcover publications, paperbacks, and periodicals. The library is open seven days a week and serves over 5,600 people with two full-time and three part-time librarians. The library also sponsors educational and cultural programs and provides children's arts-and-craft programs.

Delaware City residents also have access to other New Castle County library branches, the closest of which is the Bear Public Library, founded in 1998. There are also branches in Newark, Hockessin, Elsmere, New Castle, Wilmington, Claymont, and Odessa.

Health Care

Delaware City has only one physician in town and no pharmacy or emergency facility. Health services are provided by a variety of public and private hospitals and clinics throughout New Castle County. Christiana Care, which operates a primary-and-specialty-care center, is the largest acute-care facility in the area. Several other specialized hospitals serve New Castle County, including the Alfred I. duPont Hospital for Children (children's urgent care and orthopedics), Bissel Hospital (chronic lung disease), and Governor Bacon Health Center (long-term care). In addition, several state healthcare centers and a variety of private agencies provide a range of clinical services.

To give New Caste County residents another healthcare option, the Christiana Care Health System opened a healthcare facility in 2004, equipped with imaging services, physical therapy, rehabilitation services, family medicine, and women's health services. This facility is located in the Springside Plaza in Glasgow, west of SR 896 on U.S. Route 40. In the near future, Christiana Care is also planning to locate healthcare facilities in downtown Smyrna.

Senior Services

Delaware City does not have a formally recognized senior center within its limits. Activities for seniors are provided at the new Community Center, with part-time and volunteer staff. In

addition, a group of seniors meets weekly at Dragon Run Park Recreational Hall. The closest county-administered senior-service facility is the C & D Senior Center, located in the Liberty Terrace Apartment Complex on Freedom Road. This center is open Monday through Friday, and serves approximately 50 people each day. It serves daily lunch (priced according to income) and offers crafts, lectures, and monthly blood-pressure screenings.

Postal Service

Delaware City is served by a United States Post Office located in the municipal center at 54 Clinton Street. There is no home mail delivery, but all residents are provided with a post office box.

Places of Worship

There are six places of worship in Delaware City. Table 10 lists their names and locations.

Table 10. Places of Worship in Delaware City

Place of Worship	***Location***
Christ Episcopal Church	226 Clinton Street
Ebenezer United Methodist Church	306 Clinton Street
First Presbyterian Church	138 Jefferson Street
Mt. Salem U.A.M.E. Church	301 Fourth Street
St. Paul's Roman Catholic Church	209 Washington Street
True Worship Church of Jesus Christ	123 Fifth Street

Source: Delaware City Comprehensive Plan, 1999; field check by the Institute for Public Administration, 2005.

2-6. Water, Wastewater, and Stormwater Management

Water System

Delaware City has operated its own water system, which it acquired from a private operator in the 1960s. All residences are served by public water. Delaware City secures water from two wells that are approximately 700 feet deep and draw from the Potomac Aquifer. These wells were constructed in 1976 and 1977, respectively, and have an allocated capacity of 350 gallons per minute. Delaware City began adding fluoride to the water supply beginning in July 2005. Water is stored in an elevated tank located on city property at Fifth and Washington Streets.

In 1997 Delaware City completed a $1.6 million Water Revitalization Project that had been approved by voters in February of 1995. Improvements included new valves, replacement of 40 percent of the transmission mains, individual meters, and additional hydrants.

Table 11. Delaware City Well Construction Data

Well #	DNREC Permit #	Allocation #	Year Constructed	Alocated Capacity (gpm)	Diameter (inches)	Screen Interval (fbgs)	Aquifer
4	36504	87-0006-R	1976	350	10	692-722	Potomac
5	37981	87-0006-R	1977	350	8	707-737	Potomac
gpm=gallons per minute fbgs=feet below ground surface							

Source: 2002 Source Water Assesssment of The Public Water Supply Wells for Delaware City, New Castle County

Currently, within the existing municipal boundaries, there are no recharge areas in Delaware City. Excellent recharge areas are areas where precipitation easily infiltrates the ground, reaches, and replenishes the underground aquifers. However, should the city realize its annexation plans, it would encompass an area containing five excellent recharge areas, all northwest of the existing municipal boundary. Another recharge area, due west of town just north of Cox Neck Road, would be included in the city's area of concern. Protecting these areas from contaminants is critical since these areas allow for the rapid transmission of potential contaminants to drinking water sources and, ultimately, to water bodies. Measures aimed at protecting excellent-recharge areas include prohibiting the storage of hazardous materials within their boundaries and limiting impervious surface cover to best allow for their natural replenishment.

The Safe Drinking Water Act Amendments of 1996 mandated that each state develop a Source Water Assessment and Protection (SWAP) Program to better protect public drinking water sources, consisting of three main components:

- Delineate the boundaries of the land that is most important to public water sources.
- Identify the potential sources of contamination within those boundaries.
- Assess the susceptibility of the public water source to these contaminants.

In late 2002, DNREC and the Delaware Division of Water Resources published a sourcewater assessment of the public water supply for the State. According to this report, referenced below, Delaware City's water supply, overall, has a low susceptibility to contamination primarily because the Potomac is a confined aquifer. The assessment for Delaware City was completed in 2002 and can be viewed at *www.wr.udel.edu/swaphome/phase2/fagw_newcastlecounty.html* (click on Delaware City).

In 2001 the Delaware General Assembly passed Senate Bill 119, requiring jurisdictions with populations over 2,000 to implement measures to protect sources of public drinking water within their boundaries by the year 2007. Although Delaware City's population does not exceed 2,000, such plans are still recommended, particularly in light of the nature of the industrial activities in close proximity to the municipality. There are a variety of tools available to assist jurisdictions in their efforts to better protect sources of public drinking water, including ordinances, best management practices, and public education. These measures are outlined in a manual developed for DNREC by the Institute for Public Administration's Water Resources Agency (IPA-WRA) at the University of Delaware called *Source Water Protection Guidance Manual for the Local Governments in Delaware* The document can be viewed at *www.wr.udel.edu/publications*

Sewage System

New Castle County provides sewage service to Delaware City homes and businesses. In 1961 the New Castle County Public Works Department took over the Delaware City Sewer System, establishing the Delaware City Sanitary Sewer District. At that time, the system was upgraded and a treatment plant was constructed at the Governor Bacon Health Center property to serve Delaware City and the St. Georges area. The capacity of this plant is 500,000 gallons per day. Within the past three years, the County has begun to replace old mains in order to reduce infiltration of surface and groundwater in order to preserve the capacity of the treatment plant. Additional sections of sewer main will require replacement and are in the planning phase within New Castle County. The City will want to maintain a dialogue with the county to ensure that the planned upgrades are completed as soon as possible. Delaware City is also concerned about the amount of sewer capacity available to it, particularly with development pressures west of the city along Cox Neck Road in unincorporated New Castle County. The city has identified this area as an area of concern and would hope to be able to engage the county in a dialogue if said potential development were to substantially limit sewer capacity to the municipality.

Stormwater Management

Storm drainage in Delaware City is achieved by a system of open, roadside ditches and a new closed-drainage system constructed between 2002 and 2005. Stormwater runoff is directed to tidegates in the Delaware River, the Branch Canal, and the marshes along Dragon Run. The storm-sewer system in Harbor Estates discharges into drainage ditches maintained by the U.S. Army Corps of Engineers. Although the storm-drainage system has been considerably improved, some areas experience difficulty with standing water and flooding during heavy rainfalls. The city also has a flood-wall system that can be erected as needed in anticipation of flooding events. This system provides additional flood protection to the city.

GOALS

- Maintain a safe and reliable supply of drinking water.
- Assure sufficient sewage-treatment capacity.
- Improve stormwater drainage in identified problem areas.

STRATEGIES

- Monitor the quality and quantity of water supply to assess long-term needs for water supply and storage and to help develop a long range program for major upgrades and repairs.
- Establish a replacement reserve for periodic maintenance of the water system.
- Explore interconnections and water supply agreements with the Governor Bacon Health Center and the industrial complex to increase supply redundancy and improve the economics of the water fund.
- Maintain working relationships with officials responsible for sewer service in the New Castle County Department of Special Services.
- Through the comprehensive-planning process, identify all properties west of the city abutting Cox Neck Road between the city and U.S. Rt. 13 as areas of concern to preserve Delaware City's and the Governor Bacon/Fort DuPont complex's wastewater-treatment capacity.
- Secure a formal sewer agreement with New Castle County that accommodates the long-terms needs of the city.
- Coordinate with New Castle County for the timely completion of proposed sewer repairs/capacity improvements in and around Delaware City.

2-7. Environmental Protection and Natural Features

This section of the plan describes the natural environment of Delaware City. It includes information on geology, soils and slopes, topography, and water resources. The natural resoures present in Delaware City and the surrounding region are of significant aesthetic, recreational, and potential economic value to regional residents. Delaware City seeks to preserve and protect these resources through the liberal preservation of open space in the form of a greenbelt surrounding the existing municipal boundary and through a philosophy of compact, contiguous development within, or very near the town's border.

Geology
Delaware City sits on the Wenonah Formation, the Mount Laurel-Novesink Formation, and the Redbank Formation. The composition of the various layers of earth is very fine and somewhat unstable. As referenced below, their composition makes them unsuitable, or only marginally suitable, for any engineering purposes. Delaware City forms a part of the Atlantic Coastal Plain Province, a geological formation which consists of beds of rock covered with a layer of gravel and ice-age sand.

Topography
Due to its location in the Atlantic Coastal Plain, Delaware City's terrain is relatively flat. Delaware City's topography is in the 0.3-percent-slope category, which means that it is nearly level; no area in the city exceeds 50 feet above sea level. Delaware City's topography makes the land suitable for most types of rural and urban development. Looking at Map 6, it is immediately apparent that Delaware City is situated on, and surrounded by, both tidal and non-tidal wetlands. Similarly, Map 7 shows that the majority of the city, particularly the outlying areas, is encompassed in FEMA's 100-year-flood plain. The core of the city is situated largely within the 500-year-flood plain.

Soils
The underlying soils in Delaware City are Matapeake-Sassafras, Tidal Marsh, and Sassafras-Fallsington-Matapeake associations. The Matapeake-Sassafras Association is found in most of Delaware City. Because of the city's close proximity to the Delaware River, much of the soil is composed of slightly plastic silty and clay soils, as well as tidal-marsh and poorly drained swampy soils. These types of soils limit both the density and types of development. In some cases, development is not possible.

Hydrology
Hydrology is the science that deals with water circulation and distribution. Delaware City is located in the Dragon Run Creek and C&D Canal East Watersheds. If the city's annexation plans are realized, it will also encompass the majority of the Red Lion watershed. Groundwater, which is abundant and of good quality, is the source of Delaware City's drinking water. Large portions of the city are composed of marine tidal plain, marine tidal-marsh deposits, and floodplains. Tidal marshes and floodplains limit development. Delaware City's tidal marsh and floodplain areas include Dragon Creek, Red Lion Creek, the Chesapeake and Delaware Canal, and in particular, the area along the Delaware River. Map 6 delineates the tidal and non-tidal wetlands that encompass the city. Map 7 shows Delaware City's flood-prone areas.

Total Maximum Daily Load (TMDL)

The Clean Water Act and the U.S. Environmental Protection Agency's Water Quality Planning and Management Regulations were developed to maintain the health of our nation's waters. They provide for the regulation of impaired waters that are not meeting their designated uses—those water uses identified in state water-quality standards that must be achieved and maintained as required under the Clean Water Act. When waters, or watersheds, do not meet the criteria for these uses, they are required to have a TMDL: a specified, maximum amount of pollution allowed to enter a water body and still permit said body to meet water-quality standards. DNREC has proposed TMDLs for both the Red Lion Creek and Dragon Run watersheds, both scheduled for public hearings at the time of this plan's development. In each case, DNREC proposes a 40-percent reduction in nitrogen, phosphorous, and enterococcus bacteria over the baseline levels measured between 2002 and 2005.

Implementation of these TMDL regulations will be achieved through the development and implementation of a pollution control strategy. The strategy will be developed by DNREC in concert with relevant tributary action teams, the public, and Delaware City.

Climate

Delaware City's climate is moderate with few extremes in temperature. Winters tend to be mild, with an average January temperature of 33.3 degrees with northwest winds prevailing. Summers are not excessively hot, although high humidity is common. The average growing season is 194 days. The average dates of the first and last killing frosts are October 28 and April 17, respectively. The annual precipitation is between 40 and 46 inches, distributed almost evenly throughout the year.

Coordination

Delaware City should aim to coordinate its natural resources-related activities with those agencies and organizations that can lend their assistance and expertise, including, but not limited to, DNREC, IPA-WRA, and New Castle County. Possible projects include environmental-protection ordinance development, the adoption of best management practices to reduce nutrient loading to impaired bodies of water, and public outreach efforts.

2-8. Transportation

This section outlines the transportation issues facing Delaware City. It includes streets and highways, bus transportation, bicycle and pedestrian facilities, rail services, and airports. Delaware City, at the time of this plan's preparation, was in the process of updating its transportation plan in cooperation with the Wilmington Area Planning Council (WILMAPCO) and the Delaware Department of Transportation (DelDOT). Therefore, this document will serve primarily to express the city's goals and objectives. WILMAPCO's plan will present the analysis of the issues outlined and suggest an implementation strategy. For the purposes of the preliminary land use service (PLUS) review, that document will be submitted as an addendum to this comprehensive plan and serve as the transportation section. The study will focus on street quality and transportation issues in Delaware City and on significant surrounding roadways. It will also address mobility-friendly design standards, parking needs, bicycle and pedestrian path possibilities, street right-of-ways, and connectivity to potentially annexable land. The findings of the study could have a considerable impact on the future transportation conditions in Delaware City.

Streets and Highways
Map 3 depicts the road network serving Delaware City and the surrounding area. DelDOT maintains Fifth Street (State Route 9) and Clinton Street southwest of the SR9 traffic light (Cox Neck Road). The City maintains all other roads in Delaware City. Fort Delaware, the Governor Bacon Health Center, and through traffic on SR9 generate most of the traffic in the city. Summer weekend traffic increases due to a significant volume of motorist through-traffic bound for the state's beaches and Dover Downs. Because Delaware City is located on a river and near marshy areas, there is a problem of unstable roadbeds. Surface run-off is also a problem that weakens a road's weight-bearing capacity, causing potholes and surface deterioration.

Bus Transportation
This section describes bus services available to Delaware City residents.

Intercity Service
The Delaware Transit Corporation (DTC) does not provide direct public transportation services to Delaware City. It does provide public intercity bus service along U.S. Route 13 between Wilmington and Dover, which Delaware City residents can access via Park & Ride lots or ride sharing. The Tybout's Corner Park & Ride and the Boyd's Corner Park & Ride lots in Odessa (located at SR 1 & Pole Bridge Road) provide Delaware City residents with access to this service. Connecting service to Rehoboth Beach and other points in Sussex County is available from the Christiana Mall Park & Ride and the Smyrna rest stop Park & Ride (located between U.S. 13 and SR 1) during resort season.

There are a variety of Park & Ride lots available to Delaware City residents in order to access affordable public transportation. These are described in Table 12.

Table 12. Park & Ride Lots in the Delaware City Vicinity, 2005

Name	Location	Dist. From Delaware City	Serving
People's Plaza	SR 896 & U.S. Rt. 40 Glasgow	10 miles	People's Plaza, Pleasant Valley Road, Pencader Corp. Center, Four Seasons, Glasgow High School, South Chapel Street Industrial Parks, Old Balt. Pike, Christiana, Christiana Mall, Downtown Wilmington, SR 4/896 Park & Ride, Fox Run, Sparrow Run, SR 7/273 Park & Ride, Four Seasons
Tybout's Corner	U.S. Rt. 13 & Hamburg Rd. New Castle	5 miles	Downtown Wilmington, Llangollen, Airport Plaza, DuPont Highway
SR 273 & 7	SR 273 & SR 7 Christiana, DE	11 miles	People's Plaza, Fox Run, Sparrow Run, Christiana Mall, SR 7/273 Park & Ride, Downtown Wilmington
Christiana Mall	Christiana Mall Newark	12 miles	People's Plaza, Pleasant Valley Road, Pencader Corp. Center, Four Seasons, Glasgow High School, South Chapel Street Industrial Parks, Old Balt. Pike, Christiana, Christiana Mall, Downtown Wilmington, SR 4/896 Park & Ride, Fox Run, Sparrow Run, SR 7/273 Park & Ride, Four Seasons, Newark Municipal Building, Basin Road, New Castle, Newport, Delaware Tech (Stanton Campus), Elkton Rd. & Apple Rd., Kimberton, Avon, Newark Rail Station, MBNA, Christiana Hospital, var. local Newark stops

Source: DelDOT, 2005

Local Fixed-Route Service

There is no local bus service within Delaware City. The Delaware Transit Corporation (DTC) provides local fixed-route bus service in the Greater Wilmington Area and in northern New Castle County.

Paratransit Service

Paratransit is a public transportation service that is offered in addition to regular fixed-route services. It provides door-to-door services exclusively for elderly and disabled persons. Typically, a paratransit customer must make a reservation in advance for specific pick-up and drop-off service.

The DART First State Paratransit, operated by DTC, provides service to persons 60 or older and those with physical or mental disabilities throughout Delaware. One guest may ride with each eligible customer. The State of Delaware also provides financial assistance to support additional paratransit services offered by private nonprofit agencies, local governments, social-service agencies, and taxicab companies. Pick-ups and drop-offs are arranged in response to requests for transportation. Riders are transported in small and medium-sized buses and vans equipped with wheelchair lifts.

Pedestrian and Bicycle Movement

Sidewalks can be an important asset to a community by providing a pedestrian link within neighborhoods and between residential areas and commercial activities. In Delaware City, sidewalks are in place on most of Clinton Street, on parts of Washington Street, and in the Harbor Estates subdivision. In addition, the Canal Promenade, a bicycle/pedestrian path along the Branch Canal, is approximately 50 percent complete. Most residential back streets do not have sidewalks. Property owners are responsible for sidewalk maintenance.

The *New Castle County, Delaware, Bicycle Map*, produced by DelDOT in 2002, evaluated the cycling conditions on roadways in New Castle County, including Delaware City. The map showed that Delaware City contains roadways that have a mixture of ratings in terms of their bicycle-friendliness.

The section of State Route 9 (called 5th Street as it passes through Delaware City) was identified as having "Below Average" cycling conditions. The other section of roadway that DelDOT evaluated was Clinton Street west of SR 9. This portion of road was ranked as having "Above Average" cycling conditions. The definitions of cycling conditions are given in Table 13 below.

Table 13. Cycling Conditions.

Above Average: Most suitable for on-road cycling. A majority of cyclists would find conditions favorable.
Average: Moderately suitable for on-road cycling. Cyclists of lesser skill and experience riding in traffic may find conditions unfavorable.
Below Average: Least suitable for on-road cycling. Cyclists of advanced skill and experience riding in traffic may find conditions unfavorable.

Source: New Castle County, Delaware, Bicycle Map, DelDOT, 2002.

Parking

At times, parking can be an issue in Delaware City. By and large, the municipality depends upon on-street parking. Though generally adequate, the parking supply is, at times, strained during the summer tourist season. WILMAPCO plans to study the problem. Better definition of parking areas, parking styles, and the associated regulations may be sufficient to at least partially remedy the problem.

"Paper Streets"

Another transportation concern is a mapping issue. New Castle County's property-tax map delineates a number of "paper streets": mapped roadways that have never been built. In some areas, it appears that structures have been placed in mapped rights-of-way. Delaware City officials do not intend that these mapped streets be utilized for vehicular travel, but it is not clear as to whether public action to abandon them has been taken. It also is not clear whether these rights-of-way are publicly owned. This plan recommends that city officials solicit public input concerning the future use of these streets. As part of the deliberations, city officials should consider retaining portions of these rights-of-way for pedestrian pathways, bikeways, open spaces, or a neighborhood park as well as abandoning them to adjacent property owners.

Rail
The closest passenger-rail service is in Wilmington. From there, Amtrak provides daily service to many major cities. In addition, DTC and the South Eastern Pennsylvania Transit Administration (SEPTA) provide daily commuter-rail service between Newark, Churchman's Crossing, Wilmington, and Philadelphia along Amtrak's Northeast Corridor.

Air
The New Castle County Airport, located within 13 miles of Delaware City, serves commercial, business, general aviation, cargo transport, and military customers. The Delaware River and Bay Authority (DRBA) operates the airport, which employs approximately 30 people. Its facilities include hard-surfaced runways, runway lighting, hangers, and tie-downs for outdoor storage. The longest runway at the New Castle County Airport is 7,181 feet long. Except for limited Delta Airlines passenger service, the closest commercial passenger service for Delaware City residents is either Philadelphia International Airport or Baltimore-Washington International Airport. The travel time to each is approximately 1-1.5 hours.

GOALS
- Provide safe and reliable circulation within the city utilizing all transportation modes.
- Improve transportation links to areas outside of the city.
- Ensure sufficient parking to accommodate tourists and residents.

STRATEGIES
- Develop a coordinated plan to make Delaware City more bicycle and pedestrian-friendly, including assessing the condition of the city's existing sidewalks and crosswalks. Consider the establishment of bike routes on underutilized rights-of-way.
- Coordinate with DART First State to provide public transportation service in Delaware City.
- Develop a comprehensive corridor design for Washington Street and seek its designation as a regionally significant road to allow the state to improve and maintain the corridor.
- Request that DelDOT construct traffic-calming features on SR 9 entering the town to reduce the speed of through-traffic.
- Play as active a role as possible in the ongoing trail and recreation studies and improvements expected along the C&D Canal.
- Continue to seek state improvements to SR 9 and SR 72 to ensure that those roadways remain passable in major flood events as evacuation routes.
- Encourage pedestrian and bicycle interconnections, and the presence of sidewalks and bike paths, in any adjacent development, particularly in identified areas of concern.
- Encourage developers to provide sidewalk, curb, drainage, and parking infrastructure where deemed appropriate.
- Identify potential sites for additional parking.
- Determine the feasibility of implementing a strategy of shared parking.

2-9. Economic and Community Development

For Delaware City, economic development means revitalizing its town center and capitalizing on tourism opportunities. Its business district has remained a focal point for the community, in part due to the presence of the post office and the lack of door-to-door mail service. The city's gridded street pattern makes the commercial area accessible, and on-street parking is available. There are sidewalks on both sides of the street, which enable customers and nearby residents to walk conveniently to most businesses and services.

Like many small towns, Delaware City has seen its town center diminish as regional shopping malls have attracted customers who once patronized corner stores and small shops. The results of the survey the city distributed early in the process show that respondents were generally happy with Delaware City, but would favor additional commercial activity, particularly retail. Equally telling, survey responses strongly indicated that residents favored new commercial growth far more than residential, office, or industrial.

In response, the Commission has proposed a two-faceted approach: (1) the delineation of a central business district/mixed-use zone around its existing commercial properties, and (2) a strategy of encouraging synergy between its long-standing historic preservation efforts and economic revitalization—namely by encouraging the adaptive re-use of historic structures for compatible, commercial uses. Given its limited population and the fact that its future land use policies are not aimed at substantially increasing its populace, the City will rely heavily on tourism and a strategy of place-making, i.e., providing unique, historically oriented, commercial opportunities that, in time, could enhance the city's attractiveness as a regional destination.

The City feels that one potentially useful strategy would be the creation of design-review standards and the empowerment of an existing committee to oversee them. All areas within the city's Historic District currently fall under the purview of the Historic Review Board, non-historic properties included. As the process has proven successful at maintaining the look, feel, and continuity of structures in this identified area, the City would like to duplicate that success elsewhere in the municipality. There is also hope that a design-review board, or similarly empowered committee, could help to significantly reduce the number of dimensional variances requested of the city. This could be done through an expedited process, in which an applicant willing to work within the framework set by the review board would be fast-tracked through the review process. The hope is that, together with a comprehensive rezoning, such a process would result in an incentive to the property owner and added architectural value in the community.

GOALS

- Balance the mix of retail uses so that tourists and residents are each adequately served.
- Incorporate economic development efforts with historic preservation.

STRATEGIES

- Refine the municipal zoning ordinance to delineate a mixed-use or town center zoning classification to be implemented in the downtown district. The new provisions should encourage a small-scale mix of uses and permit both residential and commercial uses, particularly residential or office on upper floors with commercial uses encouraged at the street level.
- Refine the city's zoning ordinance and map, to encourage the appropriate balance of retail uses.
- Solicit public input as to what retail uses are desirable and supportable.
- Working with relevant revitalization and tourism agencies, engage in destination marketing to attract an increased number of visitors to Delaware City, thereby improving the viability of, and economic conditions for, existing and potential commercial uses.
- Develop guidelines for areas outside of the Historic District that encourage quality construction, provide incentives, such as design assistance and increased density, and encourage homeowners and developers to utilize the standards.
- Amend the unified code to establish design-review standards and a Design Review Board to manage the development and redevelopment of properties not subject to historic review.
- Ensure the upkeep and maintenance of historic structures by encouraging their adaptive reuse—allowing "at risk" structures to be renovated for new, appropriate uses (possibly not as currently zoned).
- Solicit, and/or encourage new businesses to renovate and locate within historic structures instead of building a new structure.
- Work with state and federal entities to raise awareness of, and access to, historic-preservation tax credits and other public funds.
- Explore hiring or setting aside city staff time and money to pursue historically sensitive economic development.
- Working with relevant revitalization and tourism agencies, engage in destination marketing for the Delaware City area to improve outside attitudes and perceptions of downtown Delaware City.
- Work to attract businesses that both encourage and benefit from historic preservation.
- Consider revising the uniform code in order to soften the requirements for bed and breakfasts.

Chapter 3. Land Use and Annexation

3-1. Existing Land Use

Land Use Pattern
Map 5 portrays the current development pattern for Delaware City and the surrounding area. This map shows how each property in the city was utilized in 2005. This section describes each land use.

Agricultural
There are no agricultural parcels within the city.

Residential
Residential land uses in Delaware City include single-family detached homes, single-family attached homes, and multi-family dwelling units. A dwelling unit consists of at least one room with its own cooking, sleeping, and sanitary facilities. A majority of the parcels in Delaware City are designated for residential use.

Single-Family Detached Homes
A single-family home provides living quarters for one family and is not attached to any other home. It has a front, a rear, and two side yards and a door leading directly to the outside. Single-family detached homes comprise most of Delaware City's residential housing stock. They are found throughout the city.

Single-Family Attached Homes
An attached home is a single-family home that shares at least one wall with an adjacent home. Single-family attached homes take many forms. A semi-detached home, often called a duplex or a two-family home, is a single-family home that is attached to another home either vertically or horizontally, i.e., either side-by-side or one on top of another. Another type of attached home is a townhouse, which consists of at least three attached units in a row. Like a single-family detached home, each townhouse has a separate front and rear entrance to the outside. In Delaware City, attached homes are scattered throughout the older parts of city. It is not unusual to find a small group of semi-detached homes or three attached homes among single-family detached homes.

Single-Family Condominiums
The City has recently adopted code provisions allowing condominiums by special exception. Should the housing market in Delaware City strengthen and create growth pressures, condominiums could provide an affordable and less land-intensive solution.

Multi-Family Housing
Multi-family housing is located in a building containing three or more dwellings. Unlike a single-family home, which has an entrance leading directly to the outside, a multi-family home's entrance leads to a common stairway (e.g., a garden apartment development) or a common hall (e.g., a mid- or high-rise apartment building). Most of Delaware City's multi-family buildings are small, and they are found in and near the historic area.

Manufactured Homes

Delaware City's mobile homes are located in a mobile-home park located south of Fifth Street. The name mobile home was replaced by the term "manufactured home" with the passage of the Federal Manufactured Housing Construction and Safety Standards Act of 1974. A manufactured home is constructed, entirely or substantially, in a manufacturing plant for installation or assembly at a building site as opposed to a site-built home, which is constructed entirely at a building site. A manufactured home is built to the Manufactured Home Construction and Safety Standards (HUD Code) and displays a red certification label on the exterior of each transportable section. The U.S. Department of Housing and Urban Development (HUD) administers and enforces these standards, which became effective on June 15, 1976.

Manufactured homes are often confused with other types of factory-built housing, such as modular, panelized, prefabricated, and kit homes. Like a manufactured home, some or all components of a factory-built home might be constructed and/or assembled away from its building site. However, the primary difference between manufactured and other factory-built homes is their construction standards. Manufactured homes must conform to the national standards of the HUD code, while other factory-built homes are subject to state and/or local building codes. As real estate prices in Delaware City are considerably lower than those of the County, and given the prevalence of manufactured housing and multi-family homes, Delaware City affords its residents an ample supply of affordable housing.

Commercial

Commercial refers to retail sales and service business areas. Delaware City's commercial areas are situated in three locations. The most prominent commercial area is along the north side of Clinton Street between Front Street and the River. This area includes businesses typically found in a small town center: one convenience grocery store, neighborhood restaurants, an antique shop, and other specialty shops. A second, smaller commercial area is located on both sides of Fifth Street between Canal and Jefferson Streets. This area includes a gas station and restaurants. Unlike the concentration of commercial uses found along Clinton Street, the commercial uses along Fifth Street are scattered among community and residential uses. The third commercial area consists of a marina that covers the area between Canal and Franklin Streets and between Third and Fourth Streets.

Industrial

Industrial land uses include wholesale trade, storage, and contracting, as well as manufacturing and processing activities. The only industrial area within Delaware City's limits is the Valero Refinery port facility.

Institutional

Institutional land uses include buildings owned by the city, county, state, or federal governments, schools, religious institutions, and facilities used by civic groups. As noted in the Government and Community Services & Facilities section, several government and community facilities are located in Delaware City.

Utilities

Utility land uses include facilities related to the provision of water and sewerage, electricity, gas, refuse disposal, or communications. There are two small areas of utility land use in Delaware

City; one is located south of Fifth Street across from Washington Street, and the other is located at the corner of Fourth and Washington Streets.

Open Space and Recreation
Delaware City has a large amount of open space, though the space is limited to one area of the city. Open space is land that is not slated for development. Delaware City's largest open spaces are south of Fifth Street between Clinton Street and the canal. These parcels are part of the Chesapeake and Delaware Canal Wildlife Area and are owned by the state and federal government. Smaller pockets of open space are scattered around the city.

Vacant Land
Vacant land refers to parcels that are either being developed or could be considered candidates for development. Open spaces, although often vacant, are not included. There are vacant parcels throughout the City. The largest is a 443-acre parcel on the northwest side of town owned by Valero Inc. However, floodplain, marsh, and wetlands may make substantial portions of this tract unsuitable for development. Delaware City's remaining vacant land is scattered around the city on various single parcels which do not comprise any significantly large vacant areas.

Surrounding Area
There is a mix of developed and undeveloped land surrounding Delaware City. The Delaware River forms Delaware City's eastern boundary. The area north of State Route 9 and west of the city is a chemical complex. The area south of SR 9 is primarily open space with some residential lots. On the west side of Clinton Street, south of SR 9, are several single family homes. Southeast of the City is Fort DuPont State Park, which houses the Governor Bacon Health Center. Much of the undeveloped land surrounding the city consists of wetlands, streams, or floodplains that cannot be developed.

Land Uses
Table 14 shows the number of parcels and square acreage of the existing land uses in Delaware City. Given the environmental constraints in and around the municipality, it is not surprising to see relatively large acreages of open space and vacant lands. The Valero port facility constitutes the sole industrial use. It is also interesting to note that commercial uses, in terms of acreage, are the third smallest use, a fact noted by survey respondents whom favored commercial growth over any other category.

Table 14. Breakdown of Existing Land Uses

Land Use	# of parcels	Acreage
Commercial	50	113.4
Industrial	1	52.5
Institutional	25	322.7
Open Space	4	891.9
Residential	650	1637.3
Utilities	4	24.7
Vacant	31	4920.9

Source: IPA Field Survey, Fall 2005

3-2. Future Land Use and Annexation

Within the existing municipal boundaries, very few changes in land use are recommended. The city would like to designate a central business district that would encompass the currently commercially zoned properties clustered in the northeastern corner of the city. The City is generally happy with the existing mix of uses. Looking forward, the city would favor a mix of residential and what it terms "low-impact commercial" uses in this area. Potential uses would range from small retail fronts, boutiques, restaurants, artisan workshops, and studios. Currently the area consists of commercial structures, some single-family, and a number of multi-family homes. The intent would be to allow the reuse or rehabilitation of existing structures to the fullest extent possible, in order not to significantly change the architectural character of the zone. The proposed future land use (Map 9) also reclassifies a handful of properties along Route 9, correctly, as commercial uses.

The most substantive changes in the city's plan are the proposed potential annexation of a quasi-enclave west of Clinton St., and an area east of town (including the Governor Bacon Complex) between the existing municipal boundary and the Delaware River. Large tracts of the existing Valero industrial complex are being proposed as areas of concern.

As proposed, the city's municipal boundary would extend to a number of natural and man-made features that, in reality, define the Delaware City community (see Map 10). To the northeast, the City extends to the Delaware River. The proposed southernmost boundary is unchanged. The city's western boundary would be expanded to include approximately 20 existing residential parcels, two institutional uses, and a swath of open space. The proposed northern boundary is unchanged. Southeast of the existing municipal boundary, the city wishes to annex significant tracts of land (mainly the Governor Bacon Complex) bordering the Delaware River, with one parcel stretching south nearly to the Chesapeake and Delaware Canal.

The city has no plans, in regards to the inclusion of the industrial complex as an area of concern, to suggest changes to the land uses as they currently exist, and it is certainly not the city's intent to encourage development through this identification or some future potential annexation. At present, a de-facto greenbelt of agricultural and vacant lands surrounds the industrial complex, and it is the city's intention to formalize this use with cooperation from the county and the refinery. The city hopes that this cooperation, along with the area's identification as an area of concern, will lead to the formal establishment of a greenbelt to protect environmentally sensitive areas, as well as assuring itself a distinct boundary, or urban edge, regardless of the economic future of the refinery or the nation's preference for oil as an energy source.

Since the reality of the situation is that areas so close to a potentially dangerous industrial use are generally unsuitable for development, the proposed greenbelt would serve mainly to formalize their existing uses. Concerning land use within the existing municipal boundary, the City has expressed interest in tweaking their zoning ordinance so as to allow only, "low-impact" commercial uses within the identified commercial business district. Likewise, the code will likely be altered to assure that marine uses are encouraged along the riverfront. Map 11 shows the current municipal zoning.

As discussed in the services section, the City is also concerned about its sewage-treatment capacity. Currently, all town flows are treated at the county plant just east of the existing municipal boundary. However, development west of town, primarily along Cox Neck Road, threatens to impinge upon capacity remaining for Delaware City residents. As such, the city has identified these parcels as areas of concern.

GOALS

- Preserve Delaware City's heritage.
- Provide an adequate supply of open space for active and passive recreational uses.
- Define and preserve a distinct boundary, or perimeter, around the city through a planned, undeveloped buffer or greenbelt.
- Increase the public revenue and protect the community character of Delaware City and the surrounding area through negotiations with the refinery, in cooperation with the state and county.
- Preserve and protect natural resources in the Delaware City area.

STRATEGIES

- Strengthen and preserve the city's access to both the river and canal, in particular a greenway connection to the planned C&D Canal recreation area.
- Maintain the city's compact size and distinct boundary through the creation of a greenbelt or open space buffer around Delaware City.
- Pursue a buffer or greenbelt strategy to ensure the existence of undeveloped lands surrounding the municipality.
- Identify portions of the industrial complex as areas of concern to help preserve a greenbelt buffer and prevent inappropriate development.
- Work with the state and county to minimize the encroachment of suburban-type development in Delaware City's "areas of concern."
- Pursue annexation of the adjacent Governor Bacon/Fort DuPont site.
- Work with the state and other stakeholders to preserve the historic character of the Fort DuPont site while allowing the introduction of appropriate private or public-private uses.
- In appropriate areas/parcels, pursue voluntary conservation or farmland-preservation easements, or seek to downzone said areas.

Chapter 4. Implementation and Intergovernmental Coordination

4-1. Summary of Recommendations and Actions

This plan reflects a great deal of thought, time, and effort on the part of Delaware City's Planning Commission and city staff. Even so, in the long run, plans are judged by their impact on a community and their effective implementation. To that end, this chapter recounts the major implementation steps, referred to as "strategies" or "recommendations" throughout this plan. Details on these and other implementation steps can be found in their respective chapters. These steps are organized by topic area. Partners for coordination are identified for each.

One of the key elements required in the Municipal Development Strategy Checklist is Intergovernmental Coordination. This element describes the city's relationship with other government jurisdictions and state agencies and sets forth strategies for coordinating and improving these relationships. These relationships include other levels of government such as New Castle Country, neighboring municipalities, and the state. Examples of state agencies that require significant intergovernmental coordination are DelDOT, DNREC, the State Historic Preservation Office, and the Delaware Economic Development Office. In addition an analysis/comparison of other relevant planning documents is required. Examples include, but are not limited to, the State Strategies for Policies and Spending, the New Castle County Comprehensive Plan, and state transportation plans.

In April of 2006, as part of its own intergovernmental coordination initiative, representatives of the New Castle County Department of Land Use met with Delaware City officials. The key discussion points were the city's annexation plans, its hope to create an open space buffer, the city's concern over its sewer capacity, and the possible fiscal implications to both governments should Delaware City indeed annex the majority of the neighboring industrial complex. These issues were ultimately resolved through direct negotiations between the municipality and the refinery, concerning payment in lieu of taxes (PILOT), and New Castle County. The municipality agreed to incorporate the refinery into its area of concern rather than pursuing its outright annexation.

Looking at *Map 5, Adjacent Area Zoning*, there do not appear to be any major conflicts between the current zoning in unincorporated New Castle County and the uses favored by the city in this area. Immediately west of the city, the critical natural area of Dragon Run is zoned suburban. Delaware City proposed further protecting this area by designating it as part of its greenbelt.

Similarly, Delaware City's future land use plans and preservation policies are not incongruous with the Delaware Strategies for State Policies and Spending. The City indicates it has reached out to and discussed its future land use plans with the Office of State Planning Coordination in March and April of 2006. Looking at *Map 3, State Investment Strategy*, the Dragon Run area is labeled "out of play." Again, Delaware City wishes to preserve this area as open space/greenbelt, which would only serve to enhance the regulatory protections provided to this area. Also, particularly to the north and west, there is only a smattering of parcels within level two, and none classified as level one. Therefore, the city's desire to limit growth in these areas

through a greenbelt designation can be seen as compatible with the state's goals. A greenbelt is a favored strategy of the *Better Models for Development in Delaware* booklet published by the state. The greenbelt/open-space preservation strategy is important because it provides a good way to preserve a distinct edge between rural and urban uses and integral in granting an otherwise sprawling community with a unique sense of place.

COMMUNITY SERVICES AND FACILITIES IMPLEMENTATION

Goals

- Maintain a safe and reliable source of drinking water.
- Assure sufficient sewage-treatment capacity.
- Assure reliable police protection, fire protection, and emergency medical services.

Implementation Steps

- Monitor the quality and quantity of water supply to assess long-term needs for water supply and storage and to help develop a long range program for major upgrades and repairs.
- Establish a replacement reserve for periodic maintenance of the water system.
- Explore interconnections and water supply agreements with the Governor Bacon Health Center and the industrial complex to increase supply redundancy and improve the economics of the water fund.
- Maintain working relationships with officials responsible for sewer service in the New Castle County Department of Special Services.
- Through the comprehensive-planning process, identify all properties west of the city abutting Cox Neck Road between the city and U.S.Rt.13 as areas of concern to preserve Delaware City's and the Governor Bacon/Fort DuPont complex's wastewater-treatment capacity.
- Secure a formal sewer agreement with New Castle County which accommodates the long-terms needs of the city.
- Coordinate with New Castle County for the timely completion of proposed sewer repairs/capacity improvements in and around Delaware City.
- Monitor and support fire protection and emergency medical services.
- Seek additional sources of funding for police personnel to continue or expand local police protection
- Attract additional medical services to the city, such as a clinic and pharmacy.

Partners for Coordination

- Office of State Planning Coordination
- New Castle County Department of Special Services
- Valero Inc.

CONTEXT-SENSITIVE ECONOMIC DEVELOPMENT IMPLEMENTATION

Goals

- Incorporate economic-development efforts with historic preservation.
- Balance the mix of retail uses so that tourists and residents are each adequately served.
- Preserve Delaware City's heritage.

Implementation Steps

- Develop guidelines for areas outside of the Historic District that encourage quality construction, provide incentives, such as design assistance and increased density, and encourage homeowners and developers to utilize the standards.
- Amend the unified code to establish design-review standards and a Design Review Board to manage the development and redevelopment of properties not subject to historic review.
- Ensure the upkeep and maintenance of historic structures by encouraging their adaptive reuse—allowing "at risk" structures to be renovated for new, appropriate uses (possibly not as currently zoned).
- Solicit, and/or encourage new businesses to renovate and locate within historic structures instead of building a new structure.
- Work with state and federal entities to raise awareness of, and access to, historic-preservation tax credits and other public funds.
- Explore hiring, or setting aside city staff time and money to pursue historically sensitive economic development.
- Working with relevant revitalization and tourism agencies, engage in destination marketing for the Delaware City area to improve outside attitudes and perceptions of downtown Delaware City.
- Work to attract businesses that both encourage and benefit from historic preservation.
- Consider revising the uniform code in order to soften the requirements for bed and breakfasts.
- Refine the municipal zoning ordinance to delineate a mixed-use or town center zoning classification to be implemented in the downtown district. The new provisions should encourage a small-scale mix of uses and permit both residential and commercial uses, particularly residential or office on upper floors with commercial uses encouraged at the street level.
- Refine the city's zoning ordinance and map, to encourage the appropriate balance of retail uses.
- Solicit public input as to what retail uses are desirable and supportable.
- Working with relevant revitalization and tourism agencies, engage in destination marketing to attract an increased number of visitors to Delaware City, thereby improving the viability of, and economic conditions for, existing and potential commercial uses.
- Strengthen and preserve the city's access to both the river and canal, in particular a greenway connection to the planned C&D Canal recreation area.
- Maintain the city's compact size and distinct boundary through the creation of a greenbelt or open space buffer around Delaware City.
- Work with the state and county to minimize the encroachment of suburban-type development in Delaware City's "areas of concern."

- Institute design standards and a design-review process in the zoning and subdivision codes to help ensure compatible/desirable development.
- Preserve or enhance the visual aesthetic of Delaware City by revisiting the signage code and implementing design review standards.
- Preserve Delaware City's heritage by working to complete the city's grid street system and require developers to provide pedestrian amenities and appropriate parking.
- Strengthen Historic District regulations to prevent inappropriate alterations of historic structures and educate the public on the economic benefits of preservation.

Partners for Coordination:

- Delaware City Historic Preservation Commission
- Valero Inc.
- Office of State Planning Coordination
- Delaware Department of Transportation
- New Castle County Department of Land Use
- Delaware Tourism Office
- Delaware Economic Development Office
- State Historic Preservation Office

PASSIVE, RECREATIONAL, AND BUFFERING OPEN SPACE IMPLEMENTATION

Goals

- Provide an adequate supply of open space for active and passive recreational uses.
- Define and preserve a distinct boundary, or perimeter, around the city through a planned, undeveloped buffer or greenbelt.

Implementation Steps

- Conduct an open-space/parks inventory to determine if existing recreational options are adequate; develop a parks and recreation plan.
- Pursue a buffer or greenbelt strategy to ensure the existence of undeveloped lands surrounding the municipality.
- Identify portions of the industrial complex as a greenbelt buffer and as an area of concern to prevent inappropriate development.
- Consider purchasing—or otherwise preserving—existing, undeveloped parcels within Delaware City in accordance with the parks plan.
- Pursue annexation of the Governor Bacon/Fort DuPont site.
- Work with the state and other stakeholders to preserve the historic character of the Fort DuPont site, while allowing the introduction of appropriate private or public-private uses.
- In appropriate areas/parcels, pursue voluntary conservation or farmland preservation easements, or seek to downzone said areas.

Partners for Coordination

- Valero Inc.
- New Castle County Department of Land Use
- Office of State Planning Coordination

ATTRACTIVE, AFFORDABLE HOUSING STOCK IMPLEMENTATION

Goals

- Maintain a proactive code-enforcement program.
- Provide sound and affordable housing for residents of all income levels.

Implementation Steps

- Improve current code-enforcement efforts and work to coordinate said efforts with Delaware City's historic-preservation and revitalization programs.
- Negotiate with New Castle County for more aggressive code enforcement services, or consider hiring a full-time code-enforcement officer.
- Encourage, and zone for, a variety of housing types that are affordable at various income levels.
- Utilize a design-review process, under which certain code requirements, such as setbacks, parking, and lot-area requirements on irregularly shaped lots could be relaxed so as to encourage their use for more modest residential structures.
- Consider enacting a rental-licensing and inspection program.

Partners for Coordination:

- New Castle County

TRANSPORTATION AND PARKING IMPLEMENTATION

Goals

- Proved safe and reliable circulation within the City utilizing all transportation modes.
- Improve transportation links to areas outside of the City
- Ensure sufficient parking to accommodate tourists and residents.

Implementation Steps

- Develop a coordinated plan to make Delaware City more bicycle and pedestrian-friendly, including assessing the condition of the city's existing sidewalks and crosswalks. Consider the establishment of bike routes on underutilized rights-of-way.
- Coordinate with DART to provide public transportation service in Delaware City.
- Pursue a dialogue with DART First State to connect Delaware City to transit destinations throughout New Castle County.
- Develop a comprehensive corridor design for Washington Street and seek its designation as a regionally significant road to allow the state to improve and maintain the corridor.
- Request that DelDOT construct traffic-calming features on SR 9 entering the town to reduce the speed of through-traffic.
- Play as active a role as possible in the ongoing trail and recreation studies and improvements expected along the C&D Canal
- Continue to seek state improvements to SR 9 and SR 72 to ensure that those roadways remain passable in major flood events as evacuation routes.
- Encourage pedestrian and bicycle interconnections, and the presence of sidewalks and bike-paths, in any adjacent development, particularly in identified areas of concern.
- Encourage developers to provide sidewalk, curb, drainage, and parking infrastructure where deemed appropriate.
- Identify potential sites for additional parking.
- Determine the feasibility of implementing a strategy of shared parking.

Partners for Coordination

- Delaware Department of Transportation
- Wilmington Area Planning Council
- Delaware Transit Corporation

COMMUNITY CHARACTER/FINANCIAL STABILITY IMPLEMENTATION

Goal

- Increase the public revenue and protect the community character of Delaware City and the surrounding area through negotiations with the refinery, in cooperation with the state and county.

Implementation Steps

- Pursue annexation of the Governor Bacon/Fort DuPont site.
- Identify portions of the industrial complex as areas of concern to help preserve a greenbelt buffer and prevent inappropriate development.
- Work with the state and other stakeholders to preserve the historic character of the Fort DuPont site, while allowing the introduction of appropriate private or public-private uses.

Partners for Coordination

- Office of State Planning Coordination
- New Castle County Department of Land Use
- Delaware General Assembly
- Fort DuPont stakeholders
- Valero Inc.

INTERGOVERNMENTAL COORDINATION IMPLEMENTATION

Goal

- Maintain proactive relationships with appropriate governments and agencies through a conscientious intergovernmental coordination effort.

Implementation Steps

Note – *The steps below could either be done informally, on an ongoing, as needed basis, or more formally, by entering into memorandums of understanding (MOUs) with the suggested entities.*

- Develop a system for notifying affected jurisdictions and agencies of proposed development-related activities in Delaware City.
- Request information on, and input into, proposed actions of governments and quasi-governments that affect Delaware City.
- Send copies of Council and Planning Commission agendas to New Castle County and the Office of State Planning Coordination when appropriate.
- Attend meetings of other agencies and jurisdictions.
- Ask other agencies and jurisdictions to afford Delaware City the opportunity to review and comment on proposed actions in and near the municipality.
- Ensure Delaware City's ability to survive as an independent entity and control its future by seeking payment in lieu of taxes through a cooperative agreement with Valero Inc., and New Castle County.

- Establish or maintain a regular dialogue with New Castle County and the state regarding land-use planning and development proposals in each jurisdiction, or areas of concern that may impact either government.

Partners for Coordination

- New Castle County
- Office of State Planning Coordination
- Neighboring municipalities

Appendix: Maps

Map 1. Aerial View
Map 2. Roads and Boundaries
Map 3. State Investment Strategies
Map 4. Existing Land Use
Map 5. Adjacent-Area Zoning
Map 6. Environmental Features
Map 7. FEMA Flood Plains
Map 8. Historic District
Map 9. Future Land Use
Map 10. Annexation and Future Land Use
Map 11. Existing Zoning

City of Delaware City

New Castle County, Delaware

Map 1. Aerial View

- Municipal Boundary
- Railroads
- Streams
- River, Lakes, and Ponds
- Swamp or Marsh

November 2008

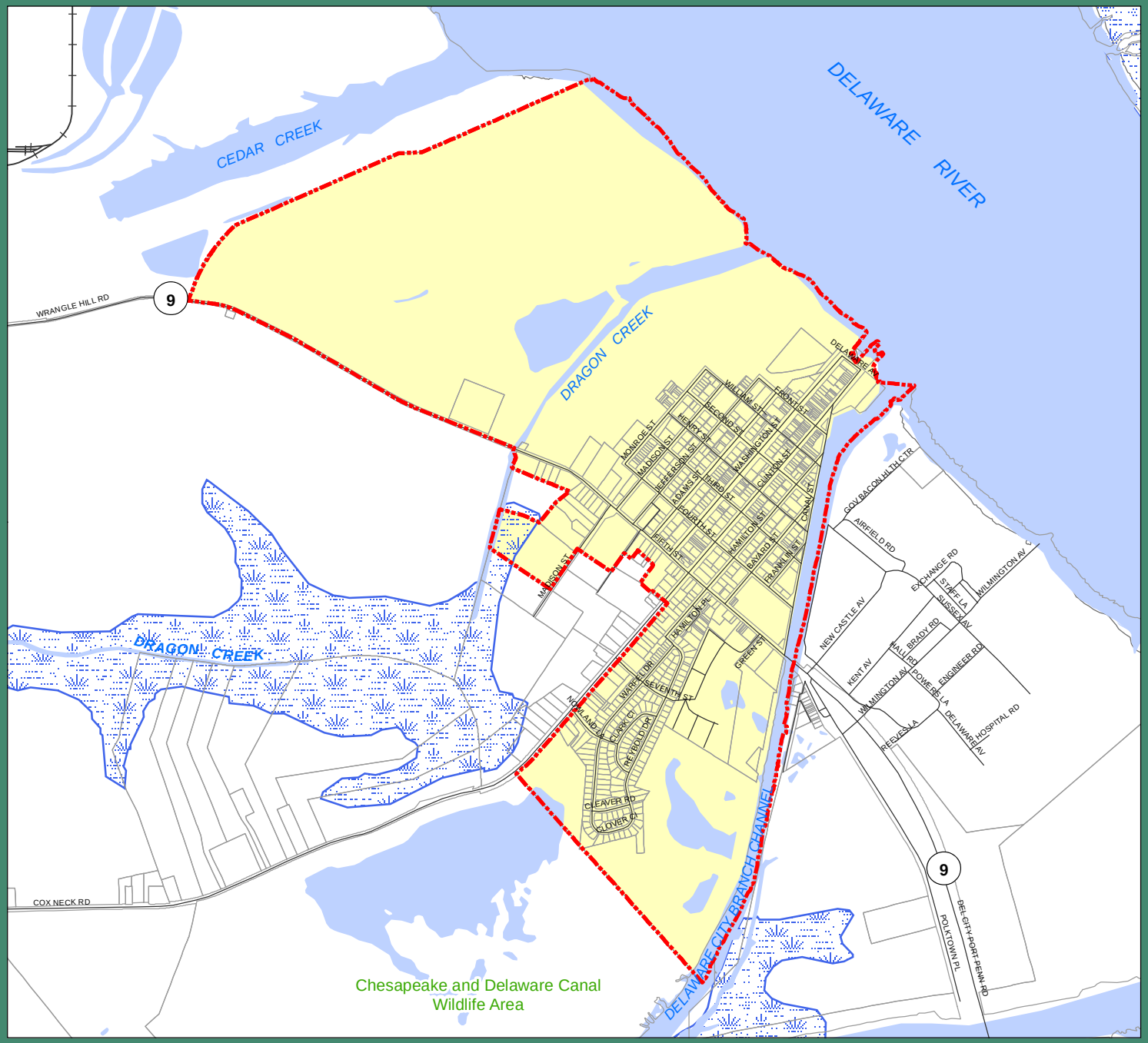
0 237.5 475 950 1,425 1,900 Feet

Sources:

Digital orthophotography - March 2007.
Municipal Boundaries - Delaware Office of State Planning Coordination, May 2006.
National Hydrography Dataset (NHD) is based upon the content of from the EPA Reach File Version 3 (RF3), 2004.

Note:
This map is provided by the Institute for Public Administration (IPA) solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are madeby the IPA, nor will the IP A be held responsible for any use of this document for purposes other than which it was intended.

IPA University of Delaware
www.ipa.udel.edu
institute for Public Administration
COLLEGE OF HUMAN SERVICES, EDUCATION & PUBLIC POLICY



City of Delaware City

New Castle County, Delaware

Map 2.
Roads and Boundaries

- Municipal Boundary
- Delaware Boundary
- Roads
- New Castle Parcels
- Railroads
- River, Lakes, and Ponds
- Swamp or Marsh

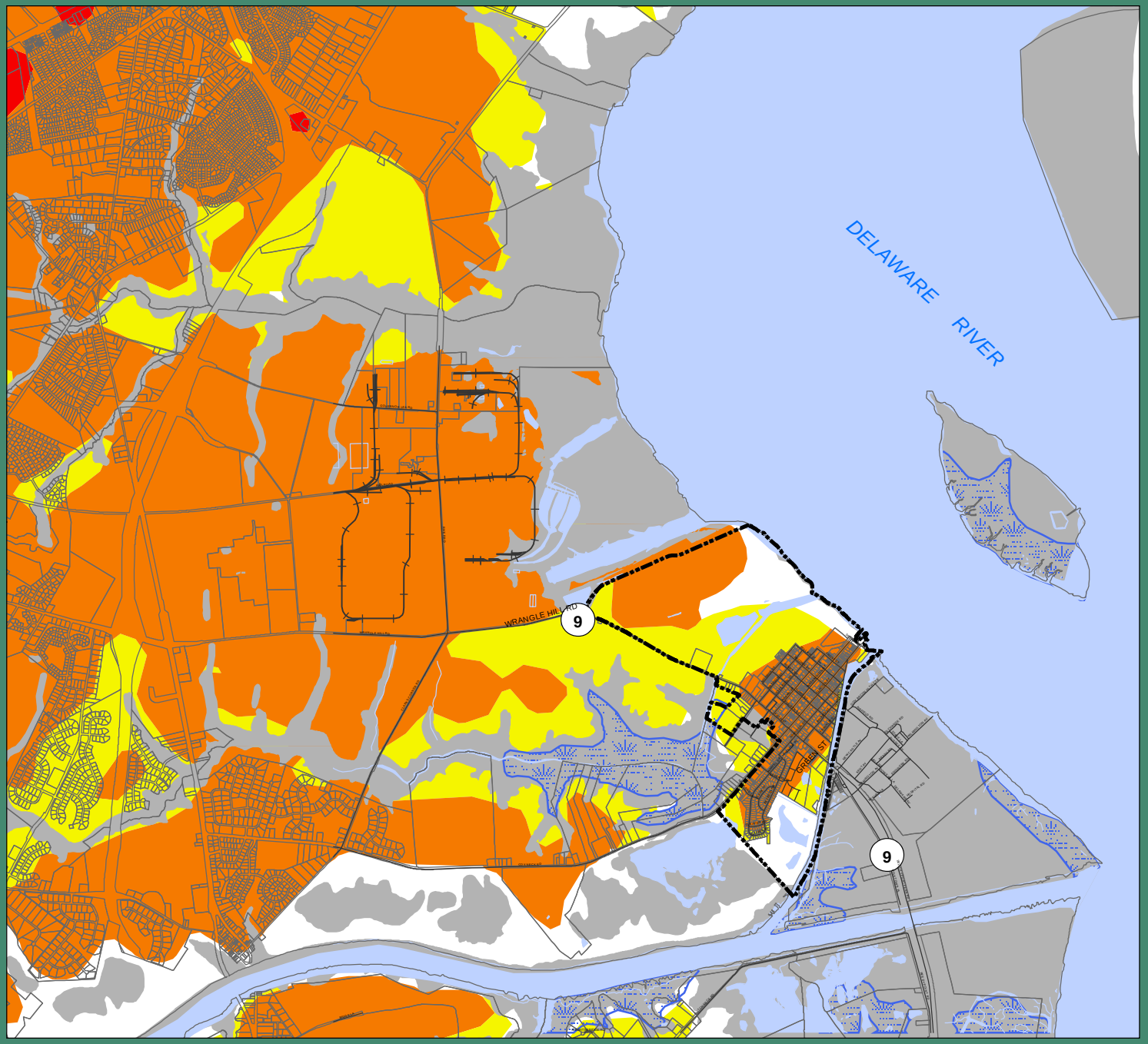
November 2008

0 245 490 980 1,470 1,960 Feet

Sources:
Roads - New Castle County Centerline Roads developed from New Castle County Parcel File, October 2003.
National Hydrography Dataset (NHD) is based upon the content of from the EPA Reach File Version 3 (RF3), 2004.
Municipal Boundaries - Delaware Office of State Planning Coordination, May 2006.

Note:
This map is provided by the Institute for Public Administration (IPA) solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are made by the IPA, nor will the IPA be held responsible for any use of this document for purposes other than which it was intended.

IPA University of Delaware
www.ipa.udel.edu
institute for Public Administration
College of Human Services, Education & Public Policy



City of Delaware City

New Castle County, Delaware

Map 3.
State Investment Strategies

Out of Play

State Investment Strategies

- Level 1
- Level 2
- Level 3
- Level 4

NOTE:
Please refer to the Chapter "Directing Growth" in the State Strategies Document for definitions of the investment Levels

- New Castle Parcels
- Roads
- Railroads
- Streams
- River, Lakes, and Ponds
- Swamp or Marsh

November 2008

0 600 1,200 2,400 3,600 4,800 feet

Sources:
State Investment Strategies - Delaware Office of State Planning & Coordination, September 2004.
Roads - New Castle County Centerline Roads created from New Castle County Parcel file, October 2003.
National Hydrography Dataset (NHD) is based upon the content of from the EPA Reach File Version 3 (RF3), 2004.
Municipal Boundaries - Delaware Office of State Planning Coordination, May 2006.

Note:
This map is provided by the Institute for Public Administration (IPA) solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are made by the IPA, nor will the IPA be held responsible for any use of this document for purposes other than which it was intended.

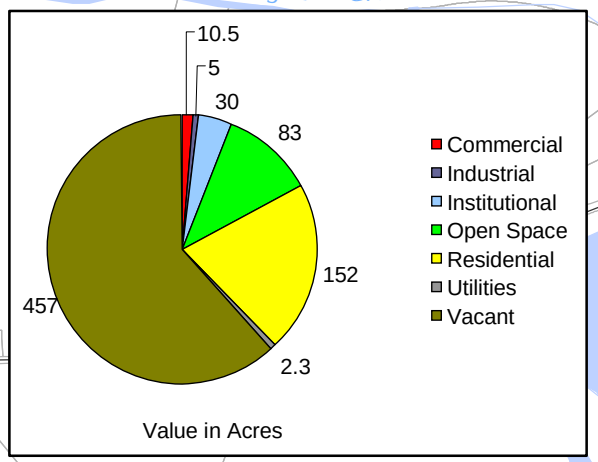
IPA University of Delaware
www.ipa.udel.edu
institute for Public Administration
COLLEGE OF HUMAN SERVICES, EDUCATION & PUBLIC POLICY

City of Delaware City

New Castle County, Delaware

Map 4. Existing Land Use

- Residential
- Commercial
- Industrial
- Institutional
- Open Space
- Utilities
- Vacant
- Municipal Boundary
- Roads
- Parcel Boundaries
- River, Lakes, and Ponds
- Railroads
- Streams



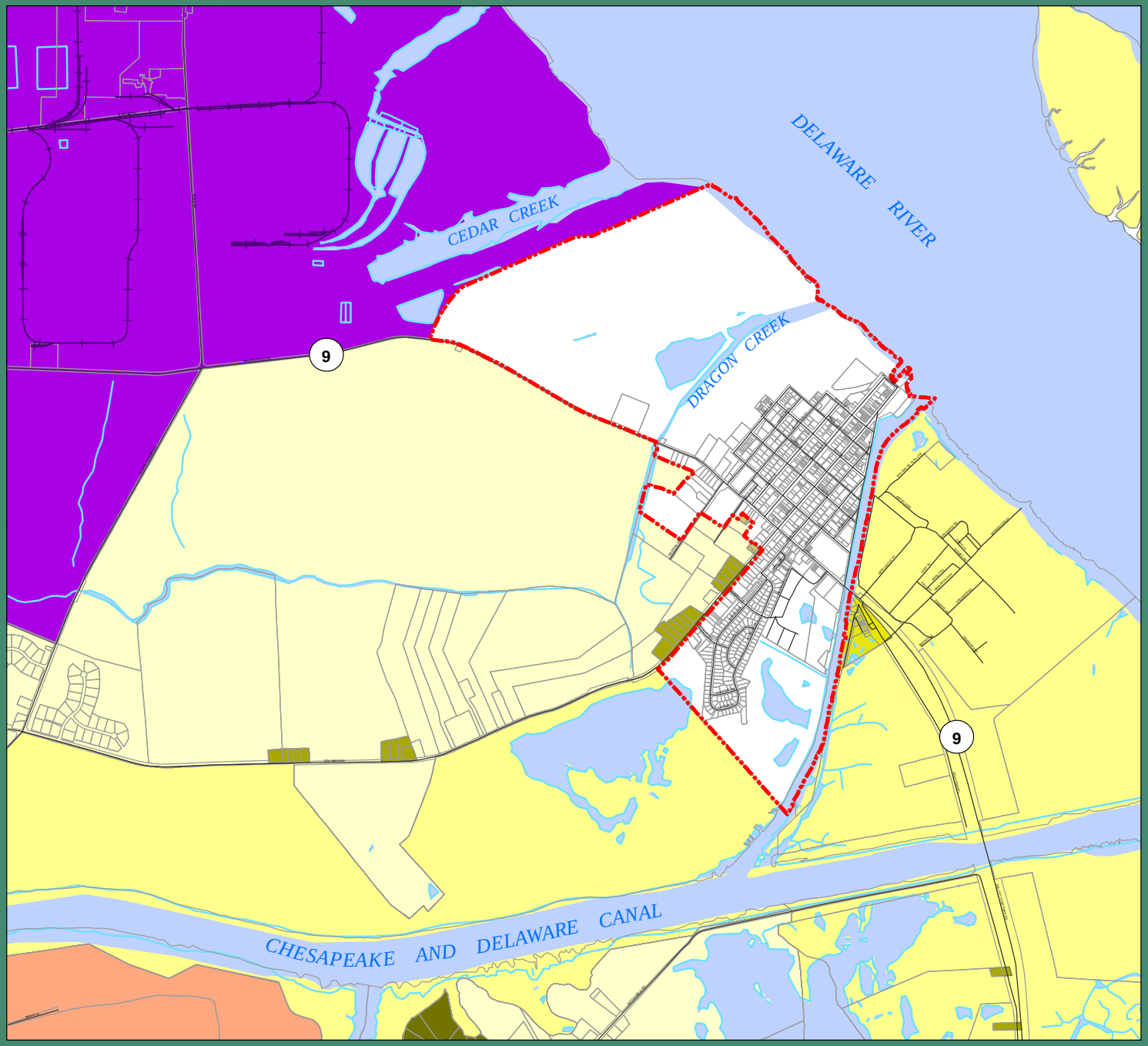
November 2008

0 240 480 960 1,440 1,920 Feet

Sources:
Existing Land Use - Developed from field survey by the Institute for Public Administration, University of Delaware, Fall 2005 and updated June 2006.
Parcel Boundaries - New Castle County Land Use Department, June 2005.
Roads - New Castle County road file was developed from centerline of parcel boundaries, 2003.
National Hydrography Dataset (NHD) is based upon the content of from the EPA Reach File Version 3 (RF3), 2004.
Municipal Boundaries - Delaware Office of State Planning Coordination, May 2006.

Note:
This map is provided by the Institute for Public Administration (IPA) solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are made by the IPA, nor will the IPA be held responsible for any use of this document for purposes other than which it was intended.

IPA University of Delaware
www.ipa.udel.edu
institute for Public Administration
College of Human Services, Education & Public Policy



City of Delaware City

New Castle County, Delaware

Map 5.
Adjacent Area Zoning

Zoning Code

- S — Suburban
- SR — Suburban Reserve
- NC5 — Single Family -5,000 sq.ft. lots
- NC6.5 — Single Family -6,500 sq. ft. lots
- NC21 — Single Family -21,000 sq.ft.lots
- NC40 — Single Family -40,000 sq. ft. lots
- BP — Business Park
- HI — Heavy Industrial
- Municipal Boundary
- Roads
- Parcel Boundaries
- Railroads
- Streams
- River, Lakes, and Ponds

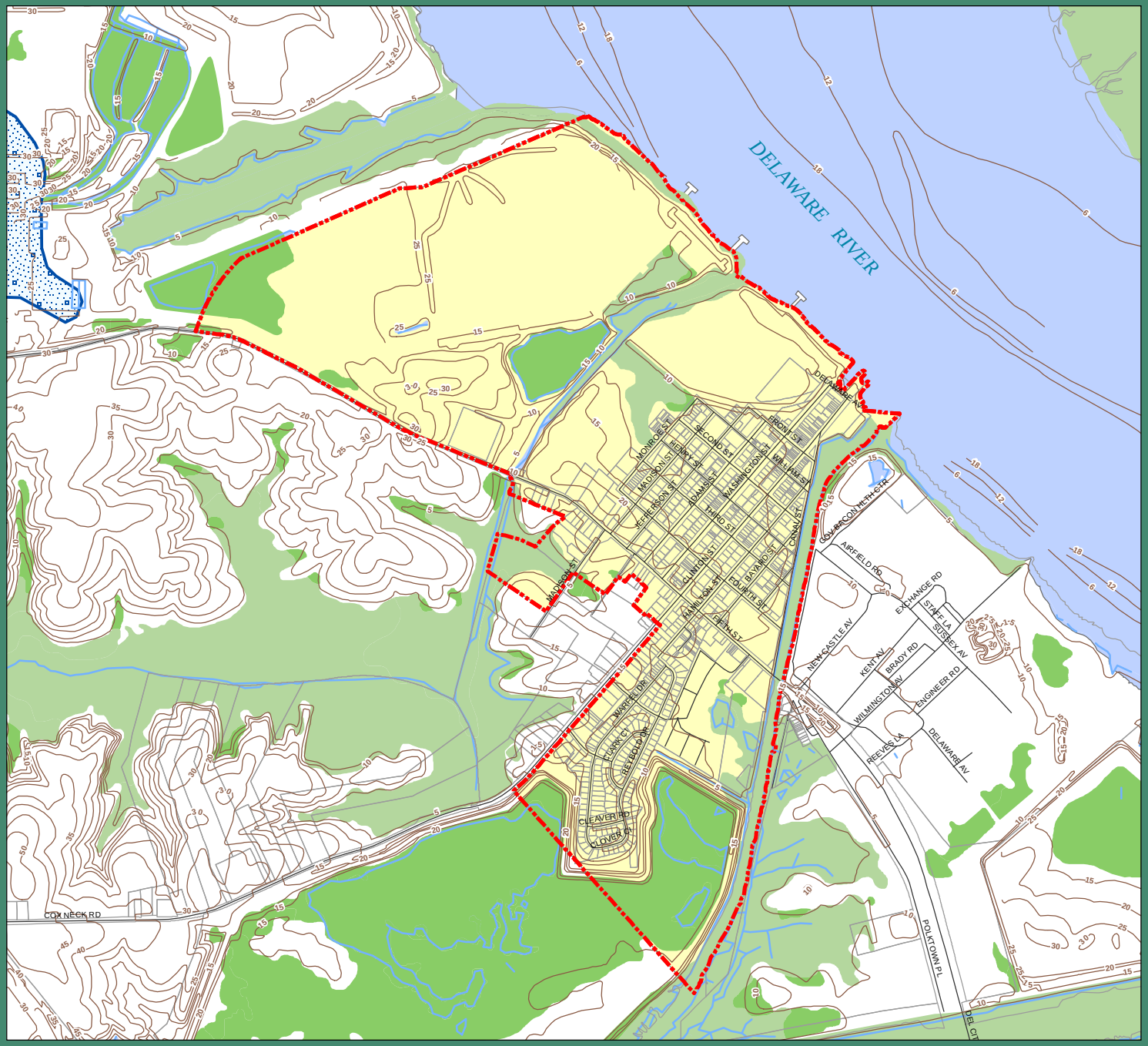
November 2008

0 312.5 625 1,250 1,875 2,500 Feet

Sources:
Adjacent Area Zoning - Adopted by New Castle County, September 1998 revised September 2005.
Roads - New Castle County Centerline Roads developed from New Castle County Parcel file, October 2003.
National Hydrography Dataset (NHD) is based upon the content of from the EPA Reach File Version 3 (RF3), 2004.
Municipal Boundaries - Delaware Office of State Planning Coordination, May 2006.

Note:
This map is provided by the Institute for Public Administration (IPA) solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are made by the IPA, nor will the IPA be held responsible for any use of this document for purposes other than which it was intended.

IPA University of Delaware
www.ipa.udel.edu
institute for Public Administration
COLLEGE OF HUMAN SERVICES, EDUCATION & PUBLIC POLICY



City of Delaware City

New Castle County, Delaware

Map 6.
Environmental Features

- Tidal Wetlands
- Non-Tidal Wetlands
- Excellent Recharge
- 5' Contours
- Municipal Boundary
- Roads
- Streams
- River, Lakes, and Ponds

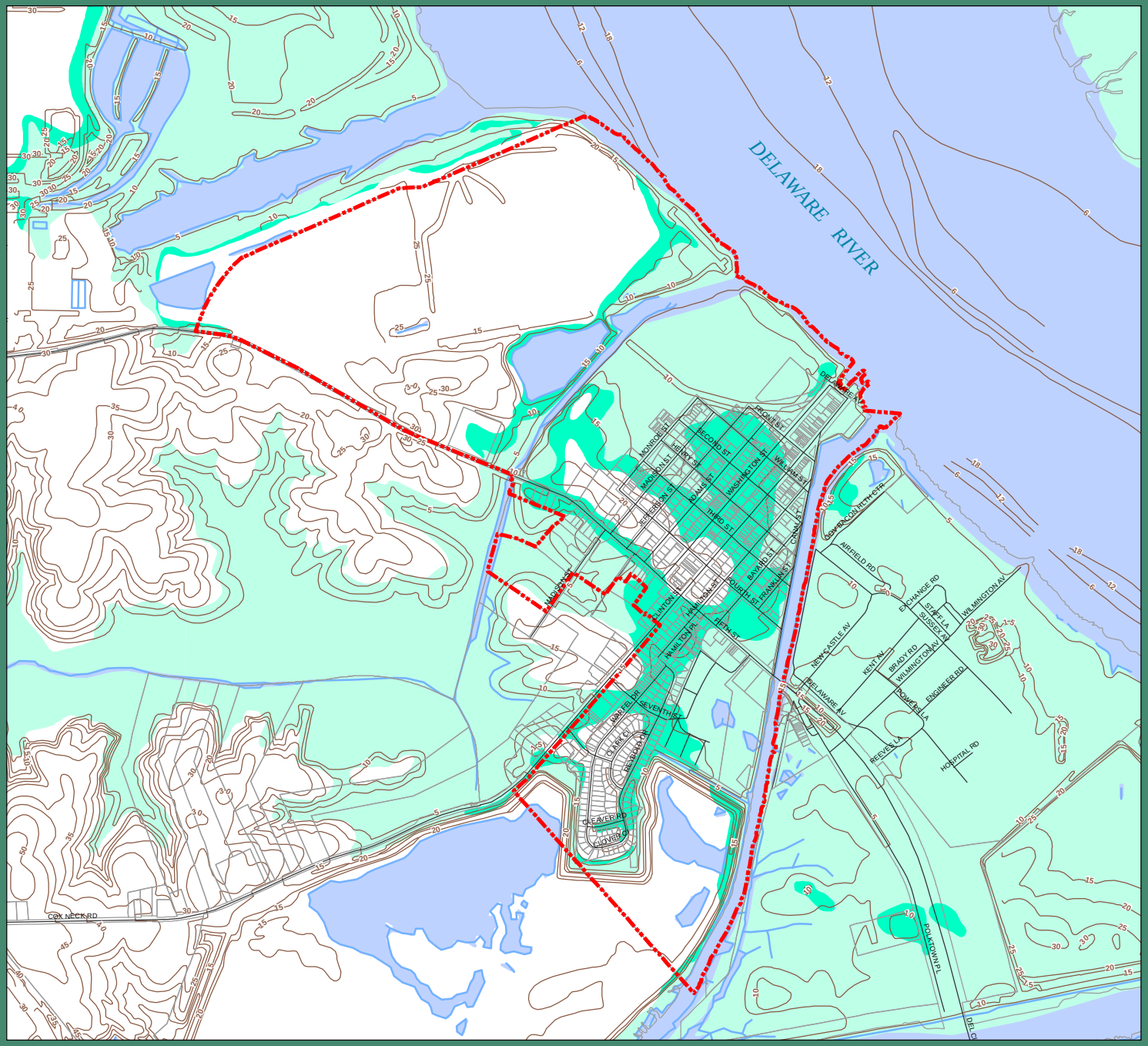
November 2008

0 225 450 900 1,350 1,800 Feet

Sources:
Roads - New Castle Centerline Roads created from New Castle County Parcel boundaries, October 2003.
National Hydrography Dataset (NHD) is based upon the content from the EPA Reach File Version 3 (RF3), 2004.
Municipal Boundaries - Delaware Office of State Planning Coordination, May 2006.
Recharge Areas - New Castle County Water Resource Protection Area Maps, May 2001.
Wetlands - Statewide Wetlands Mapping Project (SWMP), DNREC, 2000.

Note:
This map is provided by the Institute for Public Administration (IPA) solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are made by the IPA, nor will the IPA be held responsible for any use of this document for purposes other than which it was intended.

IPA University of Delaware
www.ipa.udel.edu
institute for Public Administration
COLLEGE OF HUMAN SERVICES, EDUCATION & PUBLIC POLICY



City of Delaware City

New Castle County, Delaware

Map 7.
FEMA Flood Plains

ZoneID

- 100 Year Flood Plain
- 500 Year Flood Plain
- Municipal Boundary
- 5' Contours
- Roads
- Streams
- River, Lakes, and Ponds

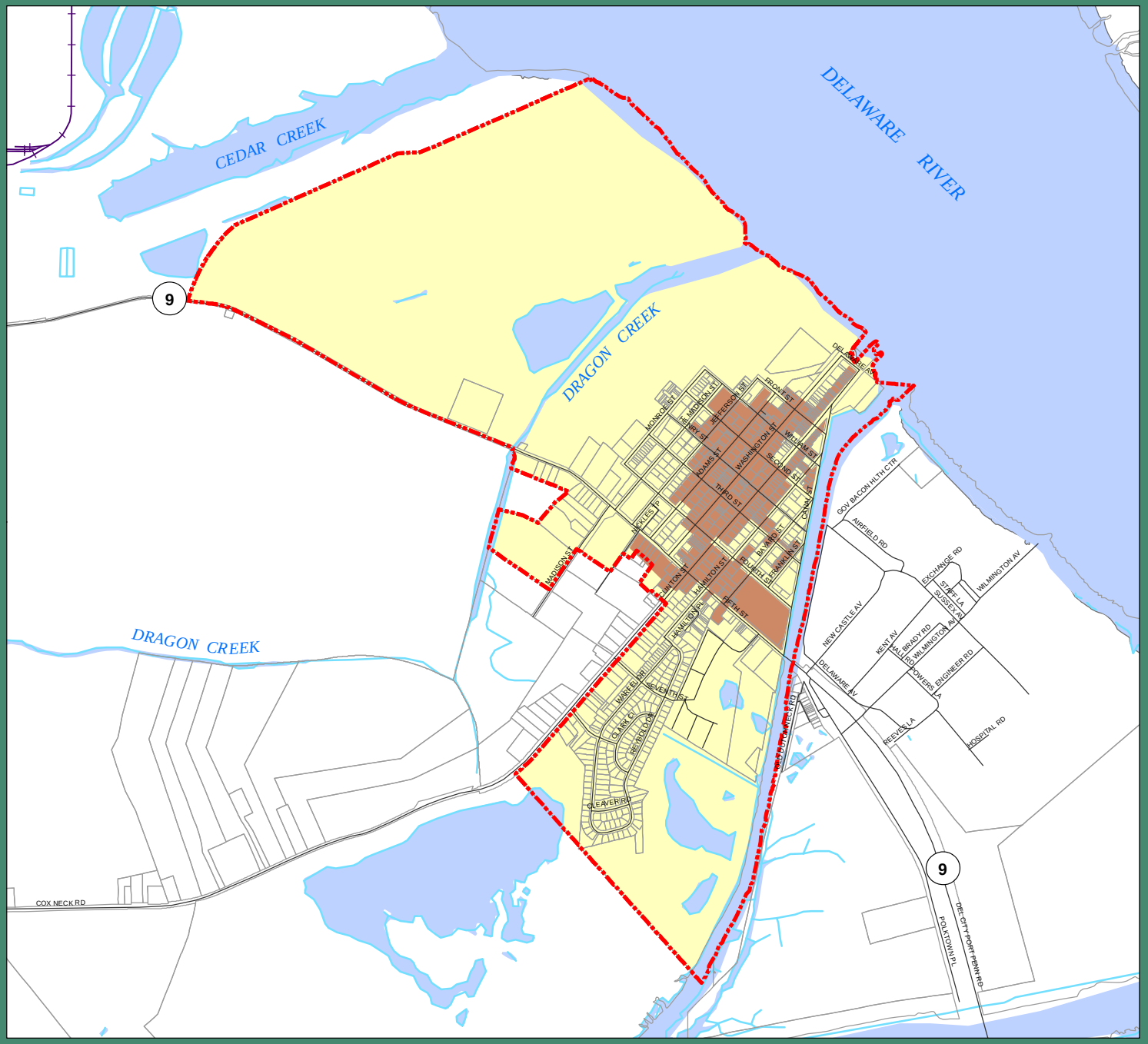
November 2008

0 230 460 920 1,380 1,840 Feet

Sources:
Roads - New Castle Centerline Roads created from New Castle County Parcel boundaries, October 2003.
National Hydrography Dataset (NHD) is based upon the content from the EPA Reach File Version 3 (RF3), 2004.
Municipal Boundaries - Delaware Office of State Planning Coordination, May 2006.
Recharge Areas - New Castle County Water Resource Protection Area Maps, May 2001.
CAD Flood Plains - Delaware City, November 2005.
Flood Plains - Federal Emergency Management Agency (FEMA).
Wetlands - Statewide Wetlands Mapping Project (SWMP), DNREC, 2000.

Note:
This map is provided by the Institute for Public Administration (IPA) solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are madeby IPA, nor will IPA be held responsible for any use of this document for purposes other than which it was intended.

IPA University of Delaware
www.ipa.udel.edu
institute for Public Administration
COLLEGE OF HUMAN SERVICES, EDUCATION & PUBLIC POLICY



City of Delaware City

New Castle County, Delaware

Map 8.
Historic District

- Historic District
- Municipal Boundary
- Roads
- Parcel Boundaries
- Railroads
- Streams
- River, Lakes, and Ponds

November 2008

0 235 470 940 1,410 1,880 Feet

Sources:
Historic District - Delaware City, November 2005.
Roads - New Castle County Centerline Roads developed from New Castle County Parcel file, October 2003.
National Hydrography Dataset (NHD) is based upon the content of from the EPA Reach File Version 3 (RF3), 2004.
Municipal Boundaries - Delaware Office of State Planning Coordination, May 2006.

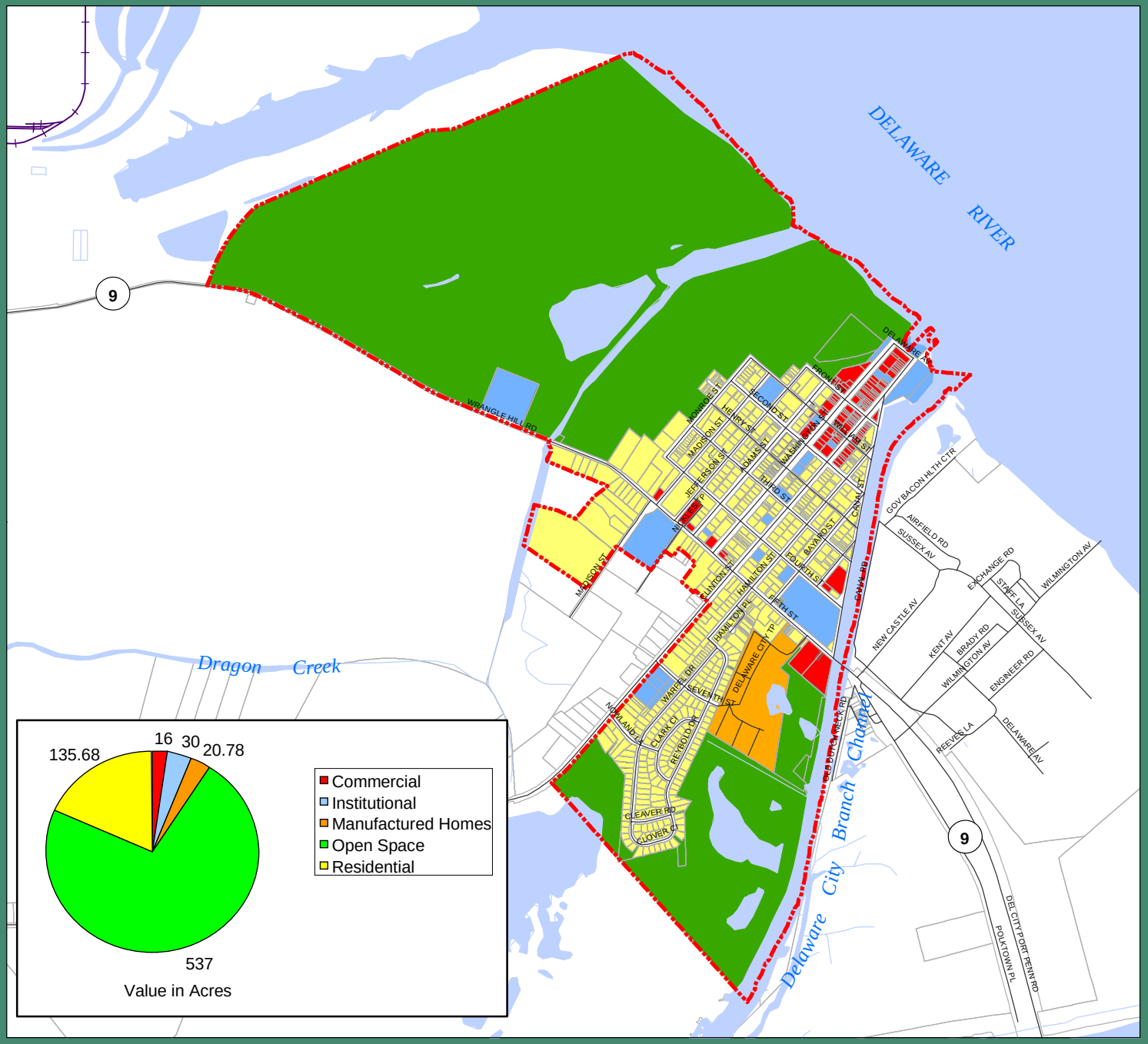
Note:
This map is provided by the Institute for Public Administration (IPA) solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are made by the IPA, nor will the IPA be held responsible for any use of this document for purposes other than which it was intended.

IPA University of Delaware
www.ipa.udel.edu
institute for Public Administration
COLLEGE OF HUMAN SERVICES, EDUCATION & PUBLIC POLICY

City of Delaware City

New Castle County, Delaware

Map 9. Future Land Use



- Residential
- Commercial
- Manufactured Homes
- Open Space
- Institutional
- Roads
- Municipal Boundary
- Parcel Boundaries
- Railroads
- Streams
- River, Lakes, and Ponds

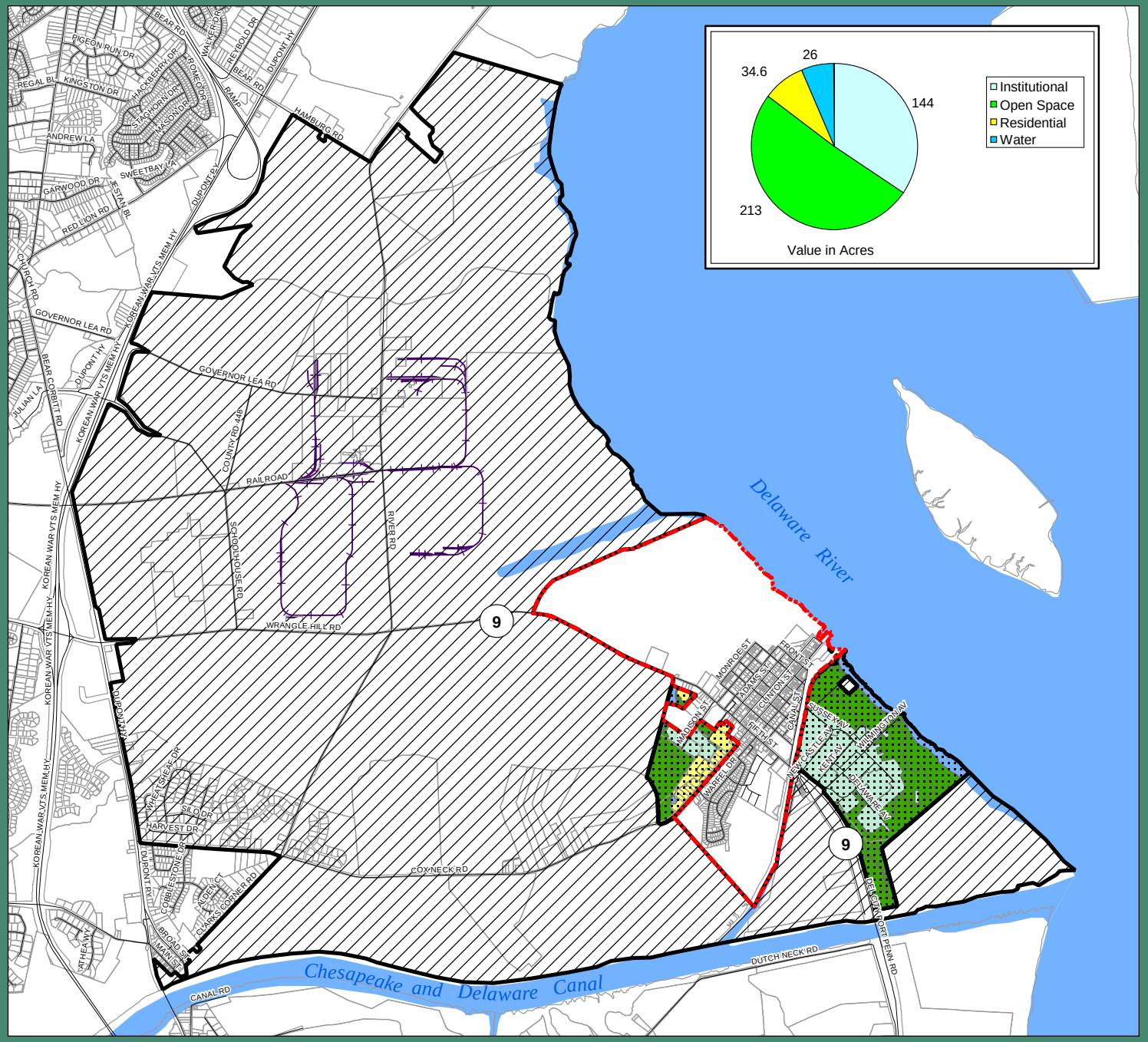
November 2008

0 245 490 980 1,470 1,960 Feet

Sources:
Future Land Use - Developed from Existing Land Use Map by the City of Delaware City with cooperation from the Institute for Public Administration, Univeristy of Delaware, April 2006.
Parcel Boundaries - New Castle County Land Use Department, June 2005.
Roads - New Castle County road file was developed from centerline of parcel boundaries, 2003.
National Hydrography Dataset (NHD) is based upon the content of from the EPA Reach File Version 3 (RF3), 2004.
Municipal Boundaries - Delaware Office of State Planning Coordination, May 2006.

Note:
This map is provided by the Institute for Public Administration (IPA) solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are madeby the IPA, nor will the IPA be held responsible for any use of this document for purposes other than which it was intended.

IPA University of Delaware
www.ipa.udel.edu
institute for Public Administration
COLLEGE OF HUMAN SERVICES, EDUCATION & PUBLIC POLICY



City of Delaware City

New Castle County, Delaware

Map 10. Annexation and Future Land Use

- Delaware City Boundary
- Areas of Annexation
- Areas of Concern

Land Use Classification

- Residential
- Open Space
- Institutional
- Water

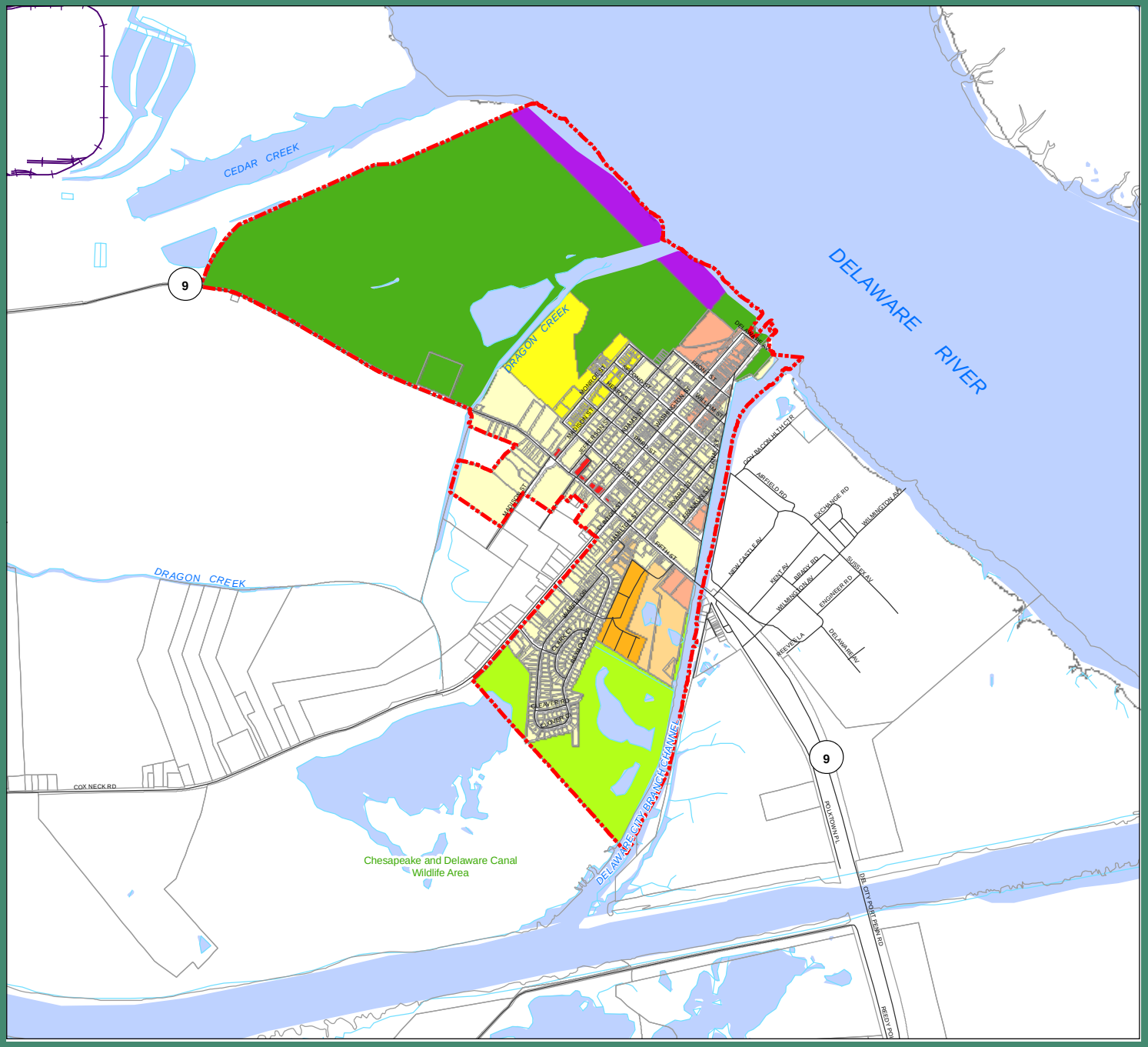
November 2008

0 600 1,200 2,400 3,600 4,800 feet

Sources:
Future Land Use - Modified from the State's 2002 Land Use / Land Cover dataset.
Parcel Boundaries - New Castle County Land Use Department, June 2005.
Roads - New Castle County road file was developed from centerline of parcel boundaries, 2003.
National Hydrography Dataset (NHD) is based upon the content of from the EPA Reach File Version 3 (RF3), 2004.
Municipal Boundaries - Delaware Office of State Planning Coordination, May 2006.

Note:
This map is provided by the Institute for Public Administration (IPA) solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are made by the IPA, nor will the IPA be held responsible for any use of this document for purposes other than which it was intended.

IPA University of Delaware
www.ipa.udel.edu
institute for Public Administration
College of Human Services, Education & Public Policy



City of Delaware City

New Castle County, Delaware

Map 11.
Existing Zoning

- R-1 One Family Residential
- R-2 One & Two Family Residential
- R-3 Multi-Family Residential
- R-MM Manufactured/Mobile Residence
- C-1 Central Commercial
- C-2 General Commercial
- OS-R Open Space & Buffer Area
- OS-BA Open Space & Recreational
- M-1 Light Industrial
- Municipal Boundary
- Roads
- Parcel Boundaries
- Railroads
- Streams
- River, Lakes, and Ponds

November 2008

0 300 600 1,200 1,800 2,400 Feet

Sources:
Zoning - Developed from Delaware City's Original Zoning Map August 1996, updated October 2006.
Roads - New Castle County Centerline Roads developed from New Castle County Parcel file, October 2003.
National Hydrography Dataset (NHD) is based upon the content of from the EPA Reach File Version 3 (RF3), 2004.
Municipal Boundaries - Delaware Office of State Planning Coordination, May 2006.

Note:
This map is provided by the Institute for Public Administration (IPA) solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are made by the IPA, nor will the IPA be held responsible for any use of this document for purposes other than which it was intended.

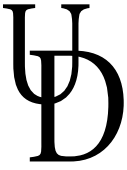
IPA University of Delaware
www.ipa.udel.edu
institute for Public Administration
COLLEGE OF HUMAN SERVICES, EDUCATION & PUBLIC POLICY

Institute for Public Administration
College of Human Services, Education & Public Policy
University of Delaware
180 Graham Hall
Newark, DE 19716-7380

phone: ***302-831-8971*** *e-mail:* ***ipa@udel.edu*** *fax:* ***302-831-3488***

www.ipa.udel.edu

The University of Delaware's Institute for Public Administration (IPA) addresses the policy, planning, and management needs of its partners through the integration of applied research, professional development, and the education of tomorrow's leaders.



An Equal Opportunity/Affirmative Action Employer
The University of Delaware is committed to assuring equal opportunity to all persons and does not discriminate on the basis of race, creed, color, gender, age, religion, national origin, veteran or handicapped status, or sexual orientation in its educational programs, activities, admissions or employment practices as required by Title IX of the Educational Amendments of 1972, Section 504 of the Rehabilitation Act of 1973, Title VII of the Civil Rights Act of 1964, and other applicable statutes. Inquiries concerning Section 504 compliance and information regarding campus accessibility should be referred to the Americans with Disabilities Act (ADA) Coordinator, 831-4643, located at 413 Academy Street. Inquiries concerning Title VII and Title IX should be referred to the Office of the Assistant Vice President for Affirmative Action, 831-8735, located at 124 Hullihen Hall.