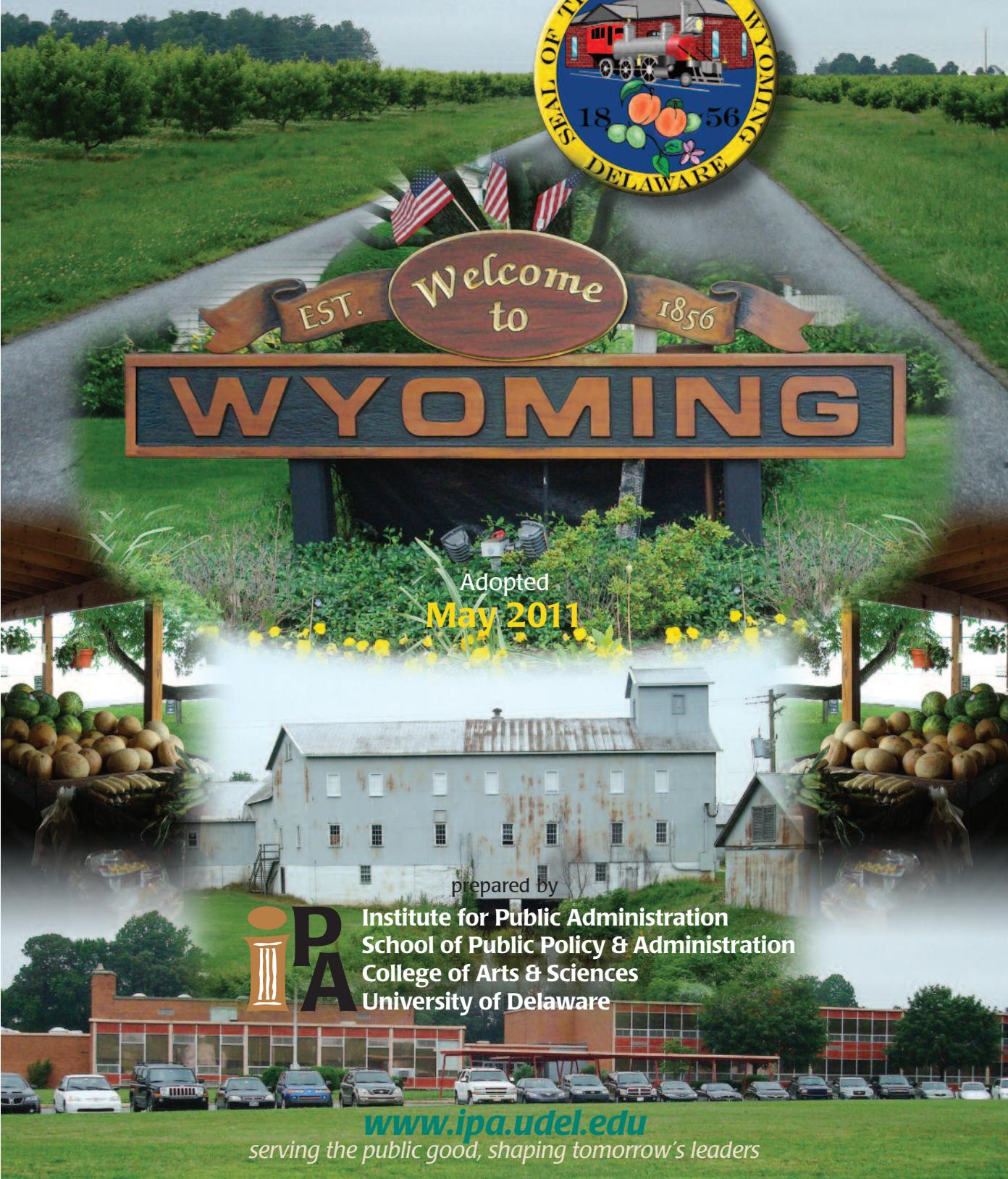


# 2011 Update to the 2004 *Town of Wyoming Comprehensive Plan*



Adopted  
**May 2011**

prepared by



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

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serving the public good, shaping tomorrow's leaders

**2011 Update** to the 2004  
*Town of*  
**Wyoming**  
**Comprehensive Plan**

Adopted  
**May 2011**

**AN ORDINANCE BY THE WYOMING TOWN COUNCIL**

***Adopting the 2011 Update to the 2004 Town of Wyoming Comprehensive Plan***

---

WHEREAS, Section 36.1 of the *Wyoming Town Charter* states that " All powers conferred upon or vested in the Town Council of Wyoming by any act or law of the State of Delaware not in conflict with the provisions of this Charter are hereby expressly conferred upon and vested in the Town of Wyoming and/or the Town Council of Wyoming precisely as if each of said powers was expressly set forth in this Charter;" and,

WHEREAS, pursuant to Title 22, Section 701(a) of the *Delaware Code*, the Town of Wyoming has established a planning and zoning committee; and,

WHEREAS, pursuant to Title 22, Section 702(e) of the *Delaware Code*, the Town desires to update the *2004 Update to the 1999 Comprehensive Plan* adopted January 2004 and certified by the Office of State Planning Coordination February 3, 2004; and,

WHEREAS, pursuant to Title 22, Section 702(a) of the *Delaware Code*, the Planning & Zoning Committee has prepared the *2011 Update to the 2004 Town of Wyoming Comprehensive Plan* and has included in that plan the elements required for municipal development strategies set forth in Title 22 Section 702(b) of the *Delaware Code*; and,

WHEREAS, the Planning & Zoning Committee held a public workshop on October 22, 2009 to solicit public input on the development of the plan; and,

WHEREAS, notice of the Planning & Zoning Committee's public workshop was given by posting at the Town Flag, the Wyoming Park, the Wyoming Annex, Wyoming Town Hall and the Wyoming Website; and,

WHEREAS, pursuant to Title 29, Section 9103 of the *Delaware Code*, the plan was reviewed under the Preliminary Land Use Service (PLUS) process on April 28, 2010; and,

WHEREAS, in a letter dated May 26, 2010 (PLUS 2010-04-07), a copy of which is attached to and made a part of this ordinance, the Office of State Planning Coordination provided comments on the plan; and,

WHEREAS, the Planning & Zoning Committee, after careful review of comments from the office of State Planning Coordination, made revisions and transmitted the *2011 Update to the 2004 Town of Wyoming Comprehensive Plan* to the Town Council on January 11, 2011; and,

WHEREAS, since February 7, 2011, the *2011 Update to the Town of Wyoming Comprehensive Plan* has been posted on the Town's website and linked to the website hosted by the Institute for Public Administration, University of Delaware, whose URL is <http://www.ipa.udel.edu/llocalgovtmunicipalities/wyoming/>; and,

WHEREAS, the Town Council held a public hearing on March 7, 2011 to receive public testimony on the proposed *2011 Update to the 2004 Town of Wyoming Comprehensive Plan* at which all interested citizens and parties were given an opportunity to be heard; and,

WHEREAS, notice of the Town Council's March 7, 2011 hearing was given as follows.

1. A notice appeared in the *Delaware State News*, a newspaper of general circulation in the Wyoming area, on February 28, 2011;
2. On February 28, 2011, notices were posted at the Town Hall, at the Town Annex, on the Town Flagpole, at the Town Park, and on the Town Website; and,

WHEREAS, this Ordinance was read in its entirety for the first time at the regular meeting of the Wyoming Town Council on March 7, 2011, for which notice was duly given; AND,

**AN ORDINANCE BY THE WYOMING TOWN COUNCIL**  
**Adopting the 2011 Update to the 2004 Town of Wyoming Comprehensive Plan**

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WHEREAS, this Ordinance was read in its entirety for the second time at the regular meeting of the Wyoming Town Council on May 2, 2011, for which notice was duly given

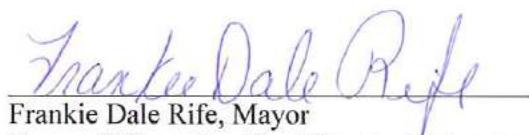
NOW, THEREFORE BE IT ORDAINED that the Wyoming Town Council hereby adopts the *2011 Update to the 2004 Town of Wyoming Comprehensive Plan*, a copy of which is attached to and made a part of this Ordinance.

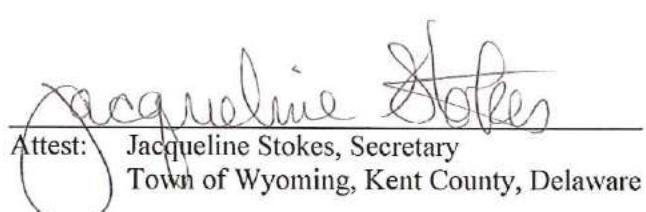
AND, BE IT FURTHER ORDAINED that the *2011 Update to the Town of Wyoming Comprehensive Plan* supersedes and replaces the *2004 Update to the 1999 Comprehensive Plan*, adopted January 2004.

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

ADOPTED this 2nd day of May, 2011.

By

  
\_\_\_\_\_  
Frankie Dale Rife,  
Mayor  
Town of Wyoming, Kent County, Delaware

  
\_\_\_\_\_  
Attest: Jacqueline Stokes,  
Secretary  
Town of Wyoming, Kent County, Delaware

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## **TOWN, COUNTY, AND STATE OFFICIALS**

### **Town of Wyoming**

Mayor and Council	Harold Arnold, Acting Mayor Georganne Wagner, Secretary Treasurer, Georgette Williams Jacqueline Stokes, Councilman Terry Witt, Councilman
Planning & Zoning Committee	Jack Fairful, Committee Member J. Kelly Crumpley, Committee Member John David, Committee Member David Van Kavelaar, Committee Member Richard Eachus, Committee Member
Town Solicitor	J. Terence Jaywork
Town Staff	Nicole Armour, Finance Clerk Pamela Haddick, Administrative Clerk

### **Kent County**

Commissioners	P. Brooks Banta, President Levy Court, 1 <sup>st</sup> District Allan F. Angel, Vice President, 3 <sup>rd</sup> District Richard E. Ennis, Sr., At-Large Bradley S. Eaby, 2 <sup>nd</sup> District Eric L. Buckson, 4 <sup>th</sup> District George Sweeney, 5 <sup>th</sup> District Harold K. Brode, 6 <sup>th</sup> District
County Administrator	Michael Petit de Mange
Director of Planning Services	Sarah Keifer

### **State of Delaware**

Governor	Jack Markell
Senate	Brian Bushweller, Senator, 17th District
House of Representatives	Donald A. Blakely, Representative, 34th District
Office of State Planning	Constance S. Holland, AICP, Director

## **INSTITUTE FOR PUBLIC ADMINISTRATION**

This plan was prepared by the University of Delaware's Institute for Public Administration (IPA). 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. Jerome R. Lewis is the director of the Institute.

B.J. DeCoursey was the Project Manager for this plan and authored much of it. He coordinated the efforts of the staff and was IPA's liaison with the Town Council, Planning and Zoning Committee, and the residents of Wyoming. Linda Raab, AICP, assisted in training, mapping, and writing. Nicole Minni, GIS Specialist for IPA, assembled the digital data and information needed for this plan and developed all of the maps found in the Appendix. Graduate Research Assistant Ryan Gillespie assisted with plan research and authored significant portions of the plan.

### **Institute Director**

Jerome R. Lewis, Ph.D.

### **Wyoming Comprehensive Plan Team**

B.J. DeCoursey, AICP, Planner

Linda Raab, AICP, IPA Planning Consultant

Ryan Gillespie, Research Assistant

### **Mapping and GIS Development**

Nicole Minni, GIS/Graphics Specialist, Water Resources Agency

### **Editorial Review and Cover Design**

Mark Deshon, Assistant Policy Scientist

### **Staff Review Team**

Plans developed by IPA are a total team effort utilizing the individual skills of many of the staff and students working with the IPA Planning Services group. In addition to the IPA staff listed above, thanks also go to Martin Wollaston for his valuable comments, David Edgell, the Office of State Planning Coordination's Circuit-Rider Planner for Kent County, and particularly, the town's planning and zoning committee.

# A MUNICIPAL COMPREHENSIVE DEVELOPMENT PLAN UPDATE WYOMING, DELAWARE

**April 2011**

## INTRODUCTION

The 2010 Update to the 2004 Town of Wyoming Comprehensive Plan was prepared at the request of the town to revise the town's 2004 Comprehensive Plan and establish a new municipal growth element for Wyoming to comply with the provisions established by the Livable Delaware legislation (HB 255). The Update will serve as an official statement about the future of the town and provide a unified advisory document to the Council and the Planning and Zoning Commission on land use and growth issues. It should be used to guide future development decisions, annexations, and capital improvements throughout the town.

The Update is also an informational document for the public. Citizens, business people, and government officials can turn to the Update to learn more about Wyoming and its policies for future land use decisions. Potential new residents can use this document as an informational resource about the town, its characteristics, and its facilities to help them make decisions about moving to Wyoming. This document contains the most current information on population, transportation, housing, employment and the environment, which may be of interest to land developers, economic-development professionals, and financiers.

Finally, the 2010 Update to the 2004 Town of Wyoming Comprehensive Plan is a legal document. The Delaware Code specifies that “ . . . any incorporated municipality under this chapter shall prepare a comprehensive plan for the city or town or portions thereof as the commission deems appropriate.” The code further specifies, “after a comprehensive plan or portion thereof has been adopted by the municipality in accordance with this chapter, the comprehensive plan shall have the force of law and no development shall be permitted except as consistent with the plan.” (§ 702, Title 22, Delaware Code)

Parts of this plan update were reproduced from the town's 2004 Comprehensive Plan. The information that was dated from that plan, like demographic data, was updated with the most current data available. Other elements of the plan were incorporated into this document to bring it into compliance with the state's requirements for plan certification. Once the plan is certified by the state, it will be a viable plan for the next five years for the town and will not have to be updated unless the town seeks to change the future growth and land use elements within the plan.

# CHAPTER 1. BACKGROUND

## 1-1. The Authority to Plan

Delaware law requires that municipalities engage in comprehensive planning activities for the purpose of encouraging “the most appropriate uses of the physical and fiscal resources of the municipality and the coordination of municipal growth, development, and infrastructure investment actions with those of other municipalities, counties and the State....” This plan was written to comply with the requirements of a municipal development strategy as described in the Delaware Code (below) for towns with population of 2000 or fewer.

The municipal comprehensive plan for small communities (such as Wyoming) with fewer than 2,000 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 town’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.)

State law requires that planning be an ongoing process and that municipalities identify future planning activities. This document is Wyoming’s Municipal Comprehensive Development Plan as required by state law. It is intended to cover a ten-year planning period and be reviewed at least every five years.

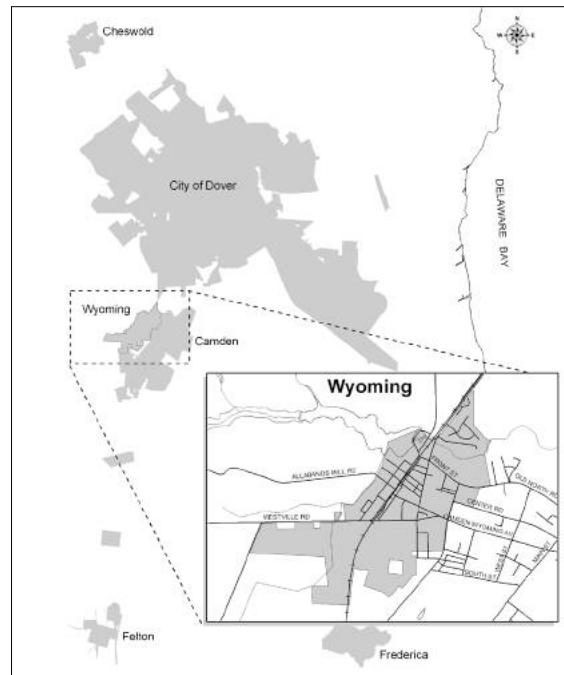
## 1-2. Community Profile

### 1-2a. Location

The Town of Wyoming is located in central Kent County, Delaware. Wyoming is located just south of Dover, adjacent to the western edge of the Town of Camden. The main access to Wyoming is provided via U.S. Routes 13 and 13A and State Route (SR)10 from the east and SR 15 from the north and west.

### 1-2b. History

Wyoming was founded around the Pennsylvania Railroad in 1856. When John T. Jakes, an agent for the Delaware Railroad and for the Adams Express Company, arrived in Wyoming to take charge of the offices, there was only a mill and two houses. Soon after Mr. Jakes arrival, a store was built to serve the people trading at the mill and shipping on the railroad. Mr. Jakes remained active in the community for many years, later playing an important role in bringing a Post Office to Wyoming. Following its establishment, he served as the first Postmaster in 1866 and continued in that capacity until 1885. Mr.



Jakes was also influential in constructing a church within the town in 1865, originally the Methodist Episcopal Plank Church of West Camden. He went on to serve on the board of trustees upon its completion. His contribution to the early development of Wyoming and the surrounding area was substantial. Much of his family continued to live and work in the community, his daughter graduating from Wyoming Institute and then teaching at the school until it was closed in 1887.

By 1860 Wyoming had grown into a small village and was variously called “Camden Station” or “West Camden.” In 1865 the Reverend John J. Pierce, of the Wyoming Valley in Pennsylvania, came to “West Camden” and laid it out in building lots. Reverend Pierce was pastor of the Methodist Episcopal Church of West Camden for a short period after its construction and dedication in 1865. In this same year, it was decided by the citizens of “West Camden” to change the name of their village to Wyoming out of deference to the Reverend Pierce. The town experienced a boom in population in the following years, attracting a number of people from Reverend Pierce’s former home in Wyoming Valley. People from the surrounding areas just south of the town, the North Murderkill Hundred, and slightly northwest, the West Dover Hundred, also contributed to the population increase seen during this period.

On March 20, 1869, Wyoming was incorporated as a town by the Delaware General Assembly. Population growth continued in the following years. By 1886 the school house built in 1870 had become too small for the number of children attending from the town and surrounding area. Only 30 years after the town was founded, a larger two-story building was constructed, and the number of children attending was estimated at 125. The growth in business was substantial as well, as the town had attracted a variety of important establishments in those three decades. By 1888 the community was said to include three general stores, a drug store, a butcher, two blacksmiths, two coal dealers, a shoe shop, two doctors, and a variety of other establishments that reflect the rapid growth of the town.

Beginning in the 1860s, peach and apple crops had become considerably important economically in the Delaware region. The main point of shipment for this region was Wyoming. Wyoming was regarded as the “Peach Center” of Delaware, the Peach State. Several growers could be found in the area at the time, as well as multiple business operations within the community to evaporate their juices and can the peaches. Still today, Fifer Orchards ships its seasonal produce around the world. The town celebrates the traditional importance of peaches to the area each year during the annual Peach Festival, held the first Saturday in August.

### **1-3. Demographics, Future Population, and Housing Growth**

#### ***1-3a. Total Population***

U.S. Census information indicates that the populations of Kent County and the state of Delaware have steadily increased between the years 1930 to 2010, although the rate of increase for the state has been more gradual. The population trend in the Town of Wyoming has demonstrated more variation. The town’s population peaked at approximately 1,172 in 1960 and then steadily declined through 1970 and 1980. The population had increased again by the 1990 Census and continued to increase as reported in the 2000 and 2010 Census.

In 2010 there were 1,313 persons living in the Town of Wyoming. The total population for Kent County was 162,310, and 897,934 for the state of Delaware. Table 1 demonstrates in greater detail the population trends since 1940 in Wyoming, Kent County, and the State. Growth from 1990 to 2000 was greater in Wyoming (16.8% increase) than in Kent County (14.1%) and the state of Delaware (17.6%). Most recently, Wyoming's growth has slowed to approximate the state's overall growth rate. Growth in Kent County has been strong, over 28 percent in the previous decade, according to the 2010 Census.

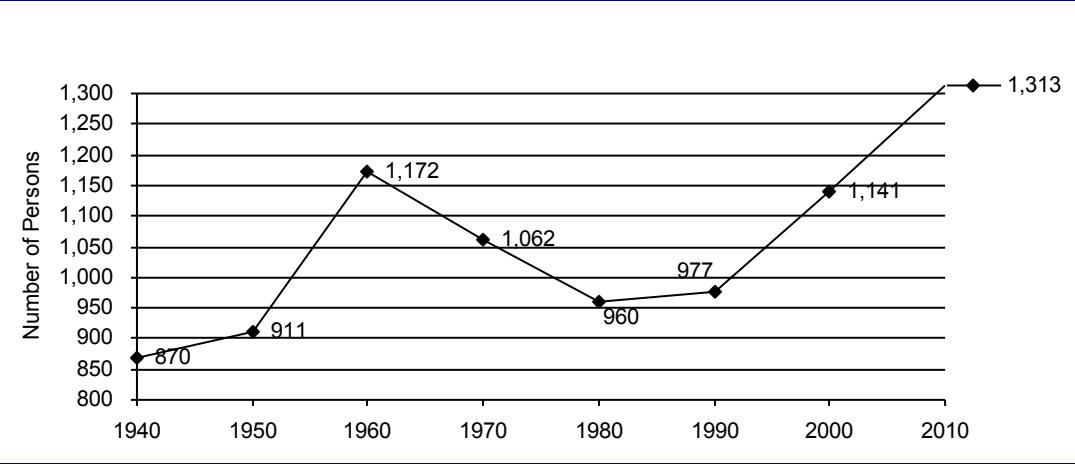
**Table 1. Population Change in Wyoming, Kent County, and Delaware**

	<b>Wyoming</b>		<b>Kent County</b>		<b>Delaware</b>	
Year	Number	Change	Number	Change	Number	Change
1940	870	-	31,840	-	266,502	-
1950	911	+4.7%	34,441	+8.2%	318,085	+19.4%
1960	1,172	+28.6%	37,870	+10.0%	446,292	+40.3%
1970	1,062	-9.4%	65,651	+73.4%	548,104	+22.8%
1980	960	-9.6%	81,892	+24.7%	594,338	+8.4%
1990	977	+1.8%	110,993	+19.9%	666,168	+12.1%
2000	1,141	+16.8%	126,697	+14.1%	783,600	+17.6%
2010	1,313	+15.1%	162,310	+28.1%	897,934	+14.6%

Source: U.S. Census, 1940-2010

Figure 1 displays the population trend for the town as recorded by the U.S. Census for the past 70 years. Note that the town's population was previously highest in 1960 but now stands at 1,313, surpassing the previous high.

**Figure 1. Population Trend for the Town of Wyoming, 1940-2010**



Source: U.S. Census, 1940-2010

#### *Estimate of 2010 Population*

There has been little growth in town since the very recently released census results. (*Note – 2010, full-count data became available for incorporation into this document just prior to its adoption. 2010 U.S. Census data was incorporated where possible*). According to town staff, three new homes have been permitted in 2011. With a population of 1,313 and 572 housing units (both according to 2010 Census), the town averages 2.3 persons-per-household. Therefore, the town's 2011 population can be estimated at roughly 1,320.

### *Future Population*

Population projections for small communities like Wyoming are very difficult to accurately forecast. Small populations make it likely that slight inaccuracies in data or the assumptions used for the forecasts can become very large errors when projected over time. These projections should not be considered accurate or binding and should be relied upon with caution.

Table 1 shows the population in Wyoming has both increased and decreased over the decades since 1940. Recent, wild shifts in the housing and development markets only add to this uncertainty. The town seems especially susceptible to housing booms, as evidenced by rapid growth during the suburbanization boom of the 1950s and 60s and the well-documented housing boom of our time. These variables aside, one near certainty is that the availability of land is likely not a constraining factor. Map 8 shows the short-term and long-term growth areas identified by the town—478 and 778 acres, respectively. Even if the town were to mandate a one-acre-minimum lot size, which it is not, at the present growth rate, it would take over 50 years to exhaust the identified short-term growth area.

Building permit data provided by the town from 2004 forward shows that the vast majority of the town's growth has occurred in its newest subdivision, the Greens at Wyoming. Of the 104 total permits for new construction, 91 were in the Greens. Only 13 were issued for the remainder of town. With developments online and selling, the town's annual rate of adding homes appears on the order of 17.3 a year (roughly 40 people each year, or 200 every five). Incremental growth outside of new development is shown to be just over two (2.17) units per year (five people a year, or 25 every five). Even at the accelerated pace seen in the late 2000's, the Greens at Wyoming still has capacity (146 available home sites) to accommodate all growth in town for eight to nine years. Given a marked slowdown in sales and permits, the town estimates this capacity will likely last 15 years (9.73 homes per-year).

Therefore, this plan includes estimates of future populations for two scenarios—recovery, continued growth and annexation and a conservative view, bowing to what appears to potentially be a new and lasting slowdown in development.

Scenario One, continued growth – at 17.3 units per year, the town would be expected to add 86.5 housing units every five-year period (199 people). At this rate, assuming a current population of approximately 1,320, the town would grow to 1,479 (by 2015), 1,678 (by 2020), 1,877 (by 2025), and 2,076 (by 2030), respectively.

Scenario Two, annexation and development – at 9.73 units per year, the town could be expected to add 48.65 housing units every five-year period (111.9 people). At this rate, again assuming a current population of approximately 1320, the town would grow to 1,410 (by 2015), 1,522 (by 2020), 1,634 (by 2025), and 1,746 (by 2030), respectively. Incidentally, if the town's 30 year average annual growth rate (since 1990) of 1.15 percent is projected forward until 2030, the population would be 1,747.

Given the current market environment, the town's stated wish of maintaining its small-town feel and character, and the fact that there are no large-scale subdivisions on the immediate planning horizon, it is hard to foresee the town maintaining the accelerated growth trend illustrated in the first scenario. Even so, the town's overall position on population growth is favorable, as described in Chapter 5. The town

feels it must continue to grow and develop, or risk being overshadowed by neighboring municipalities. The town also favors growth for the associated increases in revenue and governance capacity.

### **1-3b. Racial Composition**

In 1990, Kent County and the state of Delaware showed very similar racial composition. The racial profile of Kent County was 79 percent white, 19 percent black, and 2 percent other, while the state of Delaware was 80 percent white, 17 percent black, and 3 percent other. In comparison, the Town of Wyoming had a higher percentage of white residents, (84.7%), a lower percentage of black residents, (12.5%), and a higher percentage of residents of other races, (2.8%).

U.S. Census data for the year 2000 indicate that the population for the Town of Wyoming became more diverse during the 1990s. The white population has decreased from 84.7 percent to 79.5 percent, the black population remained relatively constant, 12.5 percent in 1990 to 13.3 percent in 2000, and the increase in residents of other races grew from 2.8 percent in 1990 to 7.2 percent in 2000. However, it must be noted that the 2000 Census included the category “more than one race,” which was not included in the 1990 Census. This new category is included in the “Other” category in Table 2, which may explain some portion of the apparent changes in demography between 1990 and 2000.

**Table 2. Racial Composition of Wyoming, Kent County, and Delaware**

<b>Race</b>	<b>Wyoming</b>		<b>Kent County</b>		<b>Delaware</b>	
	<b>1990</b>	<b>2000</b>	<b>1990</b>	<b>2000</b>	<b>1990</b>	<b>2000</b>
White	84.7%	79.5%	79.0%	73.0%	80.0%	75.0%
Black	12.5%	13.3%	19.0%	21.0%	17.0%	19.0%
Other	2.8%	7.2%	2.0%	6.0%	3.0%	6.0%

Source: U.S. Census, 1990 & 2000

### **1-3c. Age Distribution**

Table 3 displays data regarding the age of the population in Wyoming, Kent County, and the state of Delaware. The 2000 Census indicates that just over a quarter (26.9%) of the persons in Wyoming are less than 20 years of age. This measure is slightly less than that for the state and the county. However, the data show that more than a third (35.2%) of the population of Wyoming is between 30 and 49 years of age, which is much larger than the measure for the state and county. For persons older than 60 years of age, Wyoming, Kent County, and the state displayed about the same percentages (16.6%, 15.6%, and 17.1%, respectively). Overall, the Town of Wyoming contains fewer young persons, a larger portion of middle-aged adults, and a similar portion of seniors as compared to the county and the state.

**Table 3. Age Distribution of Wyoming, Kent County, and Delaware, 2000**

Age	Wyoming		Kent County		Delaware	
	Number	Percent	Number	Percent	Number	Percent
0 to 9 years	140	12.0	19,124	15.1	107,236	13.7
10 to 19 years	174	14.9	19,490	15.4	110,229	14.1
20 to 29 years	149	12.7	16,577	13.1	102,077	13.0
30 to 39 years	153	13.1	19,781	15.6	122,522	15.6
40 to 49 years	258	22.1	18,653	14.7	119,178	15.2
50 to 59 years	101	8.6	13,317	10.5	88,605	11.3
60 to 69 years	117	10.0	9,617	7.6	61,998	7.9
70 to 79 years	50	4.3	6,757	5.3	48,211	6.2
80+ years	28	2.3	3,381	2.7	23,544	3.0
Total	1,170	100.0	126,697	100.0	783,600	100.0
Median Age	36.0 years		34.4 years		37.3 years	

Source: U.S. Census, 2000

**1-3d. Educational Attainment**

Table 4 compares the level of education attained by residents 25 years and older in the Town of Wyoming, Kent County, and Delaware. As the table shows, Wyoming is comparable or exceeds the state in educational attainment for high school diplomas, associate's and master's degrees, and doctoral degrees. Residents in Wyoming, though, rank below the state in bachelor's and professional degrees. As compared to Kent County, Wyoming is more educated at nearly all levels, with the exception of professional degrees.

**Table 4. Educational Attainment for Wyoming, Kent County, and Delaware, 2000**

Level Attained	Delaware	Kent County	Wyoming
High School or Equivalent	31.4%	32.9%	33.4%
Associate's Degree	6.6%	6.5%	9.1%
Bachelor's Degree	15.6%	11.6%	12.7%
Master's Degree	6.2%	5.2%	7.2%
Professional Degree	1.7%	1.2%	0.4%
Doctoral Degree	1.5%	0.6%	1.4%

Source: U.S. Census, 2000

**1-3e. Housing Units**

This section describes Wyoming's housing stock. Table 5 compares the number of housing units by type in Wyoming, Kent County, and Delaware. According to the 2000 Census, there were a total of 509 housing units in Wyoming, 27 percent of which are renter-occupied. Compared to the surrounding county and the state as a whole, Wyoming shows very little variety in housing types. More than four-fifths (85.3%) of the housing units in the town are single-family attached dwellings, a much higher proportion than is found in Kent County and the state as a whole. Attached, single-family homes and multi-family dwellings account for only 14 percent of the total housing stock in Wyoming. Generally speaking, the town hosts a very uniform stock of housing units. Though the housing supply seems adequate for the town's existing residents, it is entirely possible that the town is missing out on

residential market segments (such as young professionals and empty-nesters living in Dover) that would prefer smaller-scale homes, condos, or apartments.

**Table 5. Composition of Housing in Wyoming, Kent County, and Delaware in 2000**

Housing Type	Wyoming	% Total	Kent County	% Total	Delaware	% Total
Single-Family, Detached	434	85.3	29,502	58.4	191,688	55.9
Single-Family, Attached	11	2.2	4,230	8.4	48,340	14.1
Multi-Family	60	11.8	7,324	14.5	64,128	18.7
Manufactured Homes	2	0.4	9,392	18.6	38,281	11.1
Other	2	0.3	33	0.1	635	0.2
Total	509	100.0	50,481	100.0	343,072	100.0

Source: U.S. Census, 2000

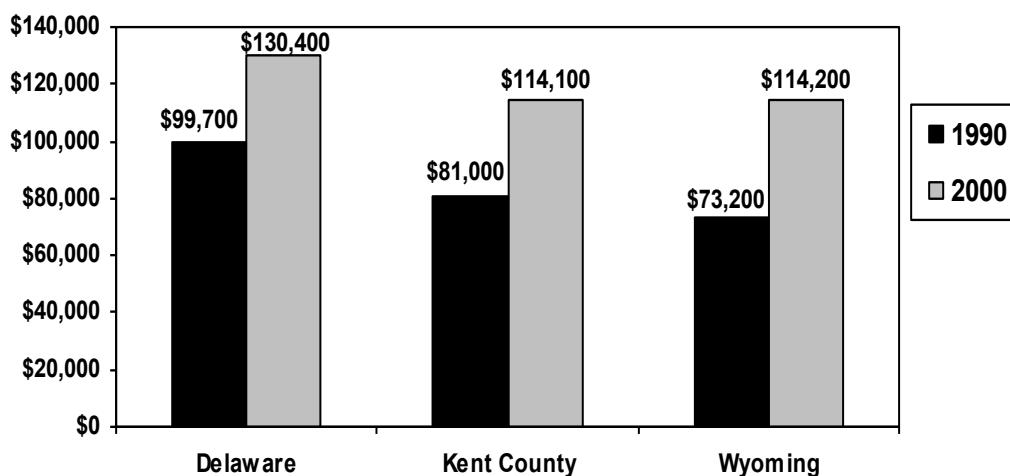
Table 6 compares the age of Wyoming's housing stock with that of Kent County and the state. A significant number of homes—305, or 60 percent of the housing stock—were built before 1960. Furthermore, less than a quarter (23%) of the housing units in Wyoming was built during the past two decades. When compared to the same data for the state and county, it is clear that the town has experienced much less housing growth than the surrounding county and the state as a whole. This idea is supported by the fact that the median year built for structures in Wyoming precedes that of the county and state by at least 20 years. Some of the possible issues that may arise from this older housing stock include maintenance, appearance, community character, and historic-resource preservation.

**Table 6. Age of Housing Stock, 2000**

Year Built	Wyoming		Kent County		State of Delaware	
	Number	Percent	Number	Percent	Number	Percent
1995-2000	80	15.7	6,651	13.2	38,314	11.2
1980-1994	37	7.3	15,016	29.7	95,077	27.7
1960-1979	87	17.1	16,227	32.1	105,921	30.9
1940-1959	125	24.6	7,633	15.1	66,951	19.5
1939 or earlier	180	35.4	4,954	9.8	36,809	10.7
<hr/>						
Median Year Built	1953		1976		1973	

Source: U.S. Census, 2000

The median housing values for homes in Wyoming are presented in Figure 3. The median value of housing in Wyoming has increased significantly since 1990, more than in the county or the state, and is now fairly equivalent to that of the surrounding county. This may be a very encouraging indicator for the town, illustrating that its housing stock is able to maintain value similar to the county although it is relatively older than the units in the surrounding area.

**Figure 2. Median Housing Values for Wyoming, Kent County, and Delaware, 1990–2000**

Source: U.S. Census, 1990 & 2000

#### **1-4. Overall Community Vision and Goals**

During the development of the town's comprehensive plan, the Town of Wyoming Planning and Zoning Committee held a number of public meetings and workshops to solicit public involvement in the comprehensive-planning process. The committee held nearly a dozen public meetings on the second Tuesday of each month from the spring of 2009 until the present. In fact, the Town sent letters to property owners within and outside of town who owned or resided on property within discussed growth and redevelopment boundaries, as well as posting the usual notices. At a September 2009 workshop, members of the community talked about the plan and their vision for Wyoming's future. Since that workshop, town officials have worked to incorporate this input into the municipal development strategy. In this section of the plan, leaders and citizens of Wyoming outline their visions for the future. These visions include the town's overall character, growth and development, adjacent areas outside of the town boundaries, and redevelopment within town. Through these public participation exercises, the Planning and Zoning Committee was able to establish a concrete set of development and planning goals around which to base the recommendations for action found in this document.

During this plan-update process, the Planning and Zoning Committee always placed the comprehensive plan on the committee's agenda and provided opportunities to discuss the town's plan. All of the comments received at the workshop were supportive of the plan update, including the future growth component. Goals developed for the 2010 Update are listed below.

##### **1-4a. Plan Goals**

###### *Housing and Population Growth*

- Provide sound and affordable housing for residents of all income levels.
- Maintain the small-town feel of the community's developed areas.

*Future Land Use and Annexation*

- Focus on development of an appropriate scale and character to preserve Wyoming's small-town aesthetic within town and on properties considered for annexation.
- Maintain Wyoming's historic town center as the heart of the community.
- Preserve and encourage neighborhood commercial uses to serve the needs of the community without detracting from its architectural character.
- Preserve the environmental features, including mature vegetation, with an emphasis on preserving quality tree stands, stream valleys, steep slopes, floodplains, and other wetlands.
- Preserve the agricultural character of the area. If neighboring agricultural parcels are proposed for development, maintain agricultural access to the pond.
- Require that any properties proposed for potential annexation provide pedestrian, auto, and bicycle connections to the adjacent transportation infrastructure and plan for and preserve similar linkages to neighboring parcels.
- Consider the creation of a “Waterfront District,” in the event parcels bordering Wyoming Mill Pond are annexed, to ensure adequate open space, a mix of uses, and public access to the shore.

*Community Services, Utilities, and Facilities*

- Ensure a safe and reliable supply of drinking water.
- Ensure sufficient wastewater-treatment capacity for existing development and future expansion.
- Continue to develop adequate police services in order to ensure the safety and welfare of current and future residents of the town.
- Provide for a sufficient level of fire-protection services and Emergency Medical Services in order to ensure the health and safety of current and future residents of the town.

*Transportation*

- Monitor traffic levels and work with DelDOT and neighboring municipalities to keep through traffic at acceptable, safe levels.
- Provide safe and reliable circulation for all road users within town, including roads, sidewalks, and bike paths.
- Improve transportation links to areas outside of town.
- Plan for and require street and sidewalk linkages between neighboring subdivisions.
- Work toward a network of interconnected open spaces, parks, and trails.

*Historic Preservation and Redevelopment*

- Preserve historic and culturally significant structures and areas in the public domain, and encourage the preservation of privately owned historic structures and lands within the town.
- Maintain and improve the cultural and environmental aspects of the community that make the town a unique and attractive setting.

*Economic Development*

- Encourage the retention of existing businesses and provide new opportunities for offices, commercial sites, and neighborhood businesses.
- Discourage the development of strip-commercial or isolated office/commercial parks.
- Encourage business development throughout town, in appropriately zoned areas, particularly within the “Town Center” area.

## CHAPTER 2. CURRENT PLANNING ENVIRONMENT

Wyoming's planning environment is not limited to its own plans and policies. In fact, it must take into consideration a variety of statewide and regional policies and realities. The plans and policies of neighboring municipalities (Camden and Dover) are of particular importance, as Wyoming shares in the growth and prosperity of its neighbors. In the case of Camden, the towns share a water and sewer authority. Wyoming is also affected by the regional policies, such as Kent County's growth zone and, of course, by statewide planning, transportation, and environmental-protection policies and laws.

### 2-1. State of Delaware

The state of Delaware has endeavored to manage growth and promote the wise, timely investment of state funds for close to 50 years. In 1959 the State Planning Council was commissioned to explore a number of strategies to focus development in and around existing communities, preserve farmland, provide opportunities for employment, and maintain a high quality of life for all Delawareans.

Most recently, in 2004, then-Governor Minner signed the *Delaware Strategies for State Policies and Spending Update, Five-Year Update July 2004*. This policy document and supporting maps break down all the lands of the state into levels one through four. The methodology is somewhat technical; however, blocks of land are essentially graded as to their suitability for development and worthiness for state expenditures based on dozens of criteria. Some of the most fundamental are environmental, proximity to (or inclusion in) a municipality, proximity to major roadways, proximity to civic and state services, and proximity to schools. Speaking very generally, the state will favor growth in areas it deems as the "most suitable" (levels one and two). Growth in level three areas is tolerated, so long as it is a natural extension or expansion. Development in level four areas should be of a nature that would serve to protect and preserve the rural, agricultural, and environmental heritage of the state. At the time of this publication, the strategies were in the process of being updated. A fuller, more detailed explanation of the strategies and the entire document are available online at [stateplanning.delaware.gov/strategies/strategies.shtml](http://stateplanning.delaware.gov/strategies/strategies.shtml).

### 2-2. Kent County

Obviously, as a municipality within Kent County, the county's plans and policies are very relevant to the planning and development climate of the town. The county's most recent comprehensive plan and land use actions have made clear its commitment to agricultural preservation and the management of growth. During the mid-1990s, the Levy Court passed an ordinance reinforcing its ability to preserve farmland and direct growth to areas with existing infrastructure. A key component of this action was the creation of the county's growth-zone overlay. The ordinance also established density and open-space standards for development in the county's agricultural zones. The Town of Wyoming may not be impacted as heavily as some other towns by this growth zone, as the key service provision on which it is set is sewer, a service Wyoming and Camden jointly share via the Camden-Wyoming Water and Sewer Authority. Even so, it is important to be mindful of the guidelines as they will impact development elsewhere in Kent County and how Wyoming will likely interface with it.

## 2-3. City of Dover

Dover's plans and policies are obviously important to the town of Wyoming. It is the state's capital, second largest city, and, clearly, the key economic and growth driver in central Kent County. Many of Wyoming's residents work in Dover, and it is the most accessible and available provider of services, retail, and recreation outside of Wyoming's town limits. The two municipalities do not share a meaningful border at present, but are within a stone's throw of each other. It is likely a matter of time until the borders meet, or a permanent gateway/open space is established between them. To this end, Dover's future land use plan, its growth ambitions, and its support for state agricultural preservation policies will be paramount in how it interacts with its southern neighbor. At present, the city's 2008 plan shows the potential for some, limited southern expansion but stops short of contacting Wyoming's boundary. A key issue identified by the Planning and Zoning Committee, members of council, and the public was how best to provide an identifiable gateway between the two while preserving Wyoming's uniqueness and sense of place. Possible development on and around Wyoming Mill Pond was an especially important issue and is discussed in more detail in the future land use and opportunities for redevelopment sections of this document.

## 2-4. Town of Camden

As Wyoming's eastern, and more recently, southern neighbor, the Town of Camden's growth and development strategies are very important to the future of Wyoming and its surrounds. The towns share a number of services—most notably water, sewer, and educational institutions. Each town's growth impacts the other, as there is a limited permitted supply of water and sewer capacity.

Over the past ten years, Camden's growth and annexation policies could fairly be described as expansive. The small municipality that used to border Wyoming's northeast boundary now has nearly enveloped Wyoming's eastern and southern borders. This growth has raised a number of issues, including what will the ultimate borders/interface of the two communities be, and of what character. The roadway connections between the two (existing and planned) will have a lasting impact on the character and accessibility of the entire area.

## 2-5. Town Governance, Land Use Planning, and Regulation Process

Wyoming's governing body consists of a mayor and four council members. The council members are elected for two-year terms on a staggered system so at least two council positions are elected each year. The mayor serves a three-year term. Minimum requirements for holding office are that the candidate must be over the age of 21 and must have lived in the town for at least one year prior to the date of the election. Town elections are held each year on the last Saturday of February. The council meets on the first Monday of each month in the Town Hall.

The Town has a Planning and Zoning Committee consisting of six residents, and committee members cannot be on the town council. The Committee assists the town council in implementing some of the recommendations of the Comprehensive Plan and provides advice to the town council on land use issues.

The Town employs a town clerk and an assistant town clerk to oversee daily operations. The Town of Wyoming is responsible for street maintenance, snow removal, street lighting, stormwater maintenance, and planning and zoning matters. Sidewalk maintenance and show removal are the responsibility of individual property owners.

Wyoming Town Hall is located at 1 N. Railroad Avenue and houses the town clerk, the assistant town clerk, and the four officers in the town's police department. Wyoming has also acquired a building that serves as the Town Hall Annex, located across the tracks from the Town Hall at 10 South Railroad Avenue. The Annex is mainly used as the meeting room for town council, the Planning and Zoning Committee, and other groups and commissions.

## **2-6. Current Codes and Ordinances**

The Town of Wyoming updated its zoning and subdivision codes and combined them into a land use and development code in August 2009. The new land use code provided for a town center zone, which permits mixes of uses in the commercial areas along Camden-Wyoming Avenue and Railroad Avenue. It also includes a substantial amount of environmental protections, connectivity requirements, and standards for open-space set-asides. Like this plan, it was the product of significant public outreach and deliberation. Many of the code's provisions addressed long-standing community goals in the areas stated above. Accordingly, many goals and recommendations in this plan call for the continuation of the standards or requirements addressed in the land use and development code. This is simply in deference to the Delaware Code, which requires land use regulations to be updated in accordance to the prevailing comprehensive plan, not the existing land use and development code, and acts as a safeguard that such standards not be lost in a future code update.

## CHAPTER 3. COMMUNITY CHARACTER

### 3-1. Natural Features

Wyoming, as with the rest of Kent County, is located in the Atlantic Coastal Plain. This geological formation consists of layers of rock covered with a layer of gravel and ice-age sand. The Atlantic Coastal Plain dips gently toward the Atlantic Ocean from north to southeast. Due to its location in the Atlantic Coastal Plain, Wyoming's terrain is relatively flat. The surface elevation across the existing town limits varies from an elevation of 25 feet above sea level along the Isaac Branch and Derby Creek to an elevation of 60 feet in the northeast section of town. The area in close proximity to streams and portions of the pond on the western side of town may limit the location and types of development. The northernmost reaches of the municipality are within the St. Jones River Natural Area.

#### 3-1a. Floodplains and Wetlands

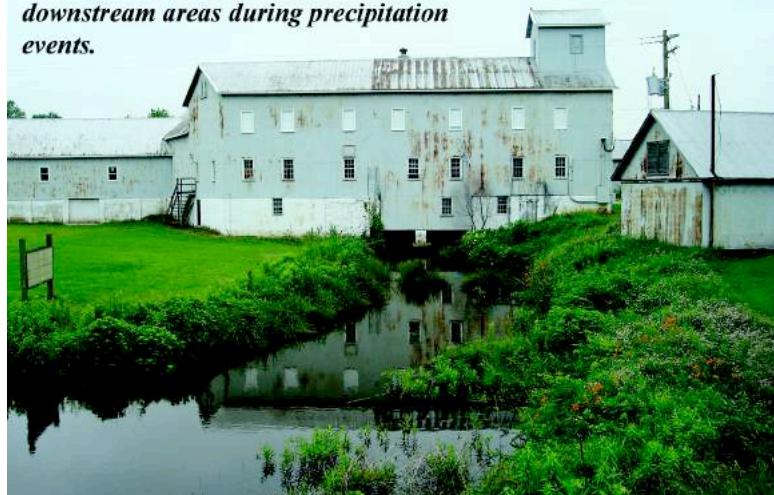
There are tributaries of the Isaac Branch that form Wyoming's western border. The Isaac Branch is a tributary of the St. Jones River that runs through the northern part of town. The St. Jones River flows east and drains into the Delaware Bay at Bowers Beach. Wyoming Mill Pond is located on the northwest border of town near the railroad tracks.

The majority of Wyoming consists of well-drained, upland areas that are suitable for agricultural and development uses. The well-defined 100-year floodplain is located along the Isaac Branch, with small portions of 500-year floodplain adjacent to the east end of Wyoming Mill Pond, roughly covering the Wyoming Mill property. The wetland area, which is also located along the Isaac Branch and Wyoming Mill Pond, is necessary to ensure proper drainage and natural stormwater management. This region consists of marshland, which is typified by poorly drained soils with root mats and other wetland vegetation responsible for slowing floodwaters and distributing them more easily. In addition, these areas perform valuable ecological functions for area wildlife and are best left undisturbed.

#### 3-1b. Flood Control Features

The privately owned Wyoming Mill property provides the town and its surroundings an important floodwater-control capacity. At present, the system works well, if not somewhat informally. The property owner adjusts the through-flow of the dam, maintaining the level of Wyoming Mill Pond while controlling flows during rainfalls and snowmelts. In 2008 DNREC completed a statewide dam inventory to determine which dams were subject to regulation, map an estimated zone of risk, and classify each structure's hazard level. As it is privately owned, the mill dam is not subject to state regulation. However,

*Aside from its historic nature, the Wyoming Mill continues to serve an important flood-control function for the community, protecting downstream areas during precipitation events.*



DNREC's research indicated that should the mill dam fail during a storm event, there could be considerable damage or even loss of life. It estimates that SR 15 would be under water and multiple residences would be at risk of flooding. These risks could be mitigated by requiring hydraulic/hydrologic studies for any downstream development to more precisely determine the exact inundation area in case of failure. The town could also consider working with the property owner on a voluntary basis, developing an emergency action plan or formalizing dam operations through the development of a maintenance manual and informal inspections.

### ***3-1c. Stormwater Management***

The Kent Conservation District has complete jurisdiction over stormwater management in Kent County. Most of the town's stormwater runoff is collected in strategically located catch basins. Rainfall is transported to the catch basins by a combination of street gutters, culverts, and storm sewers. The town's gently sloping topography and well-drained soil types serve to minimize overall drainage problems. The stormwater system is separate from the sewage-collection system. The town's land use and development code prohibits the obstruction of tax ditches or drainage features and requires easements for said features when an area is developed.

### ***3-1d. Soils***

According to the current [USDA-NRCS Soil Survey for Kent County, Delaware](#), the majority of underlying soils in Wyoming are highly productive, well drained, and, generally not prone to flooding. Some 30+ percent of the soil is classified as Greenwich Urban-Land Complex. Sassafras soils also comprise roughly a third of the land area. Downer and Hambrook Sandy Loams each account for another 12-13 percent. They are suitable for development as well as agriculture. Approximately five percent of the area contains Long Marsh, Puckum Muck, and Mahahawkin Muck, all of which are poor draining and prone to flooding and ponding. Small pockets of Fallington and Hurlock Loams are also present. Though not prone to flooding, these soil types do occasionally pond. All newly annexed or developable properties with these soil types will need to be examined to determine soil suitability prior to development.

### ***3-1e. Watersheds and Total Maximum Daily Loads***

Under Section 303(d) of the 1972 Federal Clean Water Act, states are required to identify all impaired waters and establish for each a total maximum daily load (TMDL) to restore their beneficial uses (e.g., swimming, fishing, drinking water, and shellfish harvesting). A TMDL defines the amount a given pollutant (or the pollutant loading rate reduction for a given pollutant) that may be discharged to a water body from all point, nonpoint, and natural background sources; thus enabling that water body to meet or attain all applicable narrative and numerical water quality criteria (e.g., nutrient/bacterial concentrations, dissolved oxygen, and temperature) in the state of Delaware's Water Quality Standards. A TMDL may also include a reasonable margin of safety to account for uncertainties regarding the relationship between mass loading and resulting water quality.

In simplistic terms, a TMDL matches the strength, location, and timing of pollution sources within a watershed with the inherent ability of the receiving water to assimilate that pollutant without adverse

impact. The realization of these TMDL pollutant-load reductions will be through a pollution-control strategy (PCS). A PCS is the regulatory directive that identifies what specific actions (e.g., best management practices) are necessary for reducing pollutants in a given water body (or watershed); thus realizing the water quality criterion or standards set forth in the state of Delaware's Water Quality Standards—ultimately leading to the restoration of a given water body's (or watershed's) designated beneficial use(s). The PCS will also include some voluntary or non-regulatory components as well. The Town of Wyoming is located within the greater Delaware River Basin drainage, specifically within the St. Jones River watershed. The St. Jones River Association has assigned nitrogen and phosphorus and bacterial TMDL reduction requirements (See table 1). Currently the PCS for the St. Jones watershed is pending review or has not been completed and/or adopted.

<b>Table 7. TMDL Reduction Requirements for the St. Jones River Watershed</b>			
Delaware River and Bay Drainage	N	P	Bacteria
St. Jones	40%	40%	90%

Source: DNREC, 2010

### **3-1f. Excellent-Recharge Areas**

Wyoming, like all municipalities in the area, obtains its drinking water supply from wells, drawing from aquifers (discussed below). To continue to provide potable or treatable water, aquifers must be recharged by precipitation or snowmelts. Areas where the soil is highly permeable facilitate this process and are called excellent-recharge areas. In such areas, it is desirable to limit the amount of impervious surfaces (driveways, roads, rooftops, etc.), as they act to speed up the flow of runoff and give precipitation less time to infiltrate the soil and, thus, recharge the underlying aquifer.

Map 5 shows the excellent-recharge areas in the vicinity of Wyoming. None are located within the town's current boundary or within its short-term annexation areas (see Map 8). However, a prominent excellent-recharge area sits squarely within the town's long-range growth area, just south of the Isaac's Branch stream and the Wyoming Mill Pond. The future growth and annexation portion of this document outlines, in greater detail, the town's eventual hope for this area. In general, should this area eventually be annexed into the town, it hopes to be able to preserve a generous amount of open space in this area, preserving public access to the stream and pond, concentrating commercial or denser residential uses south of the excellent-recharge area. Should development eventually occur in this area, the town would favor lower-density uses and limits on impervious surfaces within the recharge area.

Wyoming's land use and development code includes a number of regulatory provisions and best management practices designed to ensure that land use activities are conducted in such a way as to minimize the impact on, and reduce the risk of contamination to, excellent groundwater recharge areas and wellhead protection areas which are the source for public drinking water in the Town. They were crafted to satisfy the requirements of the Delaware Source Water Protection Law 2001 in Title 7 Chapter 60 of the *Delaware Code*, Subchapter VI Source Water Protection, Section 6082 (b) and (f). The document is available online ([www.ipa.udel.edu/localgovt/municipalities/wyoming/zoningordinanceAug09.pdf](http://www.ipa.udel.edu/localgovt/municipalities/wyoming/zoningordinanceAug09.pdf)).

## 3-2. Community Services, Utilities, and Facilities

### 3-2a. Utilities

#### *Water System*

The Camden-Wyoming Sewer and Water Authority (CWSWA) provides water service to all of the residents and businesses in Wyoming. Both the towns of Wyoming and Camden appoint members to CWSWA's Board to represent the respective towns, but Wyoming does not directly employ any of the personnel required to operate the system. CWSWA serves a total of approximately 5,000 residents within its service area with 2,359 metered connections (2,114 residential, 245 commercial). The combined water system used by Camden and Wyoming consists of two wells, two elevated storage tanks, and approximately 37 linear miles of water-distribution mains. The tanks have a combined storage capacity of approximately 1.3 million gallons. The water system acquires its water exclusively from groundwater below the Town of Camden. The two wells are located in different aquifers—one in the Cheswold Formation and screened between 183-228 feet, and one in the Piney Point Formation and screened between 343–460 feet. DNREC grants allocation permits for groundwater withdrawals.

The combined maximum output of Wells #2 and #4 is 1,000 gallons per minute. Both wells are located in Camden; Well #2 (DNREC I.D. #10077) has been replaced by Well 227937, located at 16 South West Street in Camden. According to DNREC staff, it has the same allocation of 400,000 gallons per day (gpd) as the previous well. There is a possibility this allocation may be upgraded in 2010 or 2011. The new permit was not available at the time of this plan's publication. Well #4 (DNREC I.D. #10078) is located on West Street south of Camden-Wyoming Avenue. After groundwater is pumped to the surface, it is disinfected with chlorine as required by the DNREC. This takes place in a building adjacent to the wells.

It is unclear if a moratorium on new or increased allocations for water withdrawals from the Piney Point formation remains in place. However, according to the CWSWA engineer, no application for a new or increased allocation has been granted in nearly 20 years. Even so, water supply does not appear to be a limiting factor. Between the two wells, the CWSWA is permitted to withdraw 21 million gallons per month. The authority's average monthly usage in 2009 was 10,969,483 gallons per month. Peak usage in July and August was roughly 14 million gallons per month.

#### *Wastewater System*

CWSWA also maintains and operates the wastewater-transmission system. Initially constructed in 1963, the sanitary-sewer transmission system consists of vitrified-clay pipes ranging in diameter from 8-15 inches and buried 3-15 feet deep. The wastewater flows from CWSWA to the Kent County Regional Sewer System via a transmission line located along the Isaac Branch.

The Kent County Regional Sewer System provides sewage treatment for Wyoming. The town's effluent flows by gravity to a Kent County pumping station (Sewer Pumping Station #14). The pumping station is located off of U.S. Rt. 13, across from Rodney Village Shopping Center. The station is designed to

handle a maximum daily flow of 500,000 gallons. The sewage is transmitted via a force main to Kent County's sewage-treatment plant located near Frederica.

According to the Kent County Public Works Department, sewer allocation is not an impediment to growth in Wyoming, Camden, or the Central Kent region in general. Often times, municipalities or authorities have an allocated maximum flow; however, this is not the case with CWSWA. In May of 2006, CWSWA entered into a contract user agreement with Kent County. Lasting for ten years, the agreement ensures the transmission and treatment of sewage from CWSWA's infrastructure to the Frederica plant. The flow is metered, and CWSWA is billed at a uniform rate. Unlike many agreements, there is no hard-and-fast maximum allocation. As explained by Kent County Public Works staff, the county is obligated to receive and treat all effluents, provided that the discharges are within the authority's historical percentages and/or within the percentage of its peers. Though it is hypothetically possible that large residential developments of several thousand units, quickly built and sold, in Wyoming and Camden could exceed these contractual limits, it appears extremely unlikely to occur within the five-year planning period. If it were to occur, the authority would be expected to defray the costs of upgrades to the county's transmission lines, pumping stations, or treatment plant. Careful planning and the imposition of appropriate impact fees could be used to retain solvency in this unlikely event. CWSWA currently sends approximately 500,000 gpd to the Kent County plant. Town officials did express some concern about rainfall events overwhelming the town's sewage-collection infrastructure, likely resulting in stormwater runoff entering the system. If this were to occur, the stormwater would be treated by the county just as if it were effluent, and the CWSWA would be billed.

#### *Electricity*

The Town of Wyoming has an agreement with Delmarva Power for the electric utility franchise for the town. Delmarva Power, a major investor-owned utility serving the entire Delmarva Peninsula, is part of a fully integrated Pennsylvania-New Jersey-Maryland interconnected electricity system and a partner in the Artificial Island Atomic Power Station in Salem, New Jersey.

Within the Town of Wyoming Delmarva Power maintains an electrical substation on Southern Boulevard. Delmarva Power maintains the electrical production and distribution system and plans to meet the needs of development within the town and surrounding areas.

#### *Natural Gas*

Chesapeake Utilities supplies natural gas to Wyoming. The utility company owns and maintains natural gas lines in the town and will provide service as needed for new development or redevelopment.

#### *Telecommunications*

Verizon of Delaware holds the telephone utility franchise for the Town of Wyoming. The need for expanded telecommunications services will occur, due to increases in the number of houses and increases in the demand for telephone service due to home offices and demands for internet connections. Comcast and Verizon provide residential and business broadband Internet service.

**3-2b. Community Services and Facilities***Education*

Wyoming is located in the Caesar Rodney School District, which has its district office at 219 Old North Road just east of town. The district operates 12 schools: one high school for grades 9-12, three middle schools for grades 6-8 (one is located at the Dover Air Force Base), six elementary schools (grades 1-5), one early-childhood center (kindergarten), and one special-services school for children with additional needs at all grade levels. The district has developed a grouping of schools along Old North Road / Front Street and Camden-Wyoming Avenue. The Caesar Rodney High School, Fred Fifer Middle School, W.B. Simpson Elementary School, and the central administration building are located in this three-block area. The public school system is governed by an elected, five-member school board that appoints a superintendent to administer the district's activities and to serve as the school board's executive secretary.

All Caesar Rodney School District students attending kindergarten use the single available facility, the McIlvaine Early Childhood Center, which is located in Magnolia. The majority of Wyoming's public school students attend the W.B. Simpson Elementary School for grades 1-5. The Simpson School is located on Old North Road at the north end of town near the Camden border. The Nellie Stokes School was recently built inside of Camden's limits on Upper King Road. The Fred Fifer Middle School was recently built, and children from Wyoming attend grades 6-8 there. For grades 9-12, Wyoming students attend the Caesar Rodney High School in Camden.

There are three institutions of higher learning located within 15 miles of Wyoming: Delaware State University, Delaware Technical and Community College, and Wesley College. Delaware State University is a public land-grant university located in Dover that grants bachelor's degrees in art, science, social work, and technology, and master's degrees in art, science, business administration, and social work. Wesley College is located in Dover and is a private college that grants bachelor's degrees in liberal arts, science, nursing, and business. The Terry Campus of the Delaware Technical and Community College is located in northern Dover and serves Kent County. Over 4,500 full- and part-time students enroll each year in diversified technical associate-degree programs, diploma programs, and certificate and special-interest offerings. Campus programs are primarily designed to be a resource for students to enhance employment skills, abilities, and knowledge in order to meet the needs of area businesses, industries, and government agencies. Wilmington University also has a campus in Dover, offering undergraduate- and graduate-degree programs, as well as accelerated day, evening, and weekend classes. The Paradee Center in Dover hosts Polytech Adult Education courses and certificate programs as well as parallel campuses for the University of Delaware and Wilmington College.

*Libraries*

Kent County operates a library at 497 South Red Haven Lane in Dover, Del. The library houses a growing collection of fiction, non-fiction, and audio books. Residents with a library card and PIN also have free access to the Internet and a workstation for word processing. Additional library services for Wyoming residents are available at the Dover Public Library, which in addition to books offers videos, audiocassettes, newspapers, and magazines.

Other libraries near Wyoming are the Milford Public Library, the Harrington Public Library, and the Smyrna Public Library. All of these libraries are in the Kent County library system and are available to Wyoming residents free of charge. The Kent County Department of Libraries also operates a bookmobile service. The bookmobile stops nearest Wyoming are at the Harvest Years Senior Center within the town and at the Brecknock County Park in Camden.

#### *Public Safety*

Wyoming residents receive 24-hour police protection provided by the Town of Wyoming Police Department. The department has four police officers, including the Chief of Police. Individuals arrested and detained by the department are incarcerated at the state's Troop 3, located on U.S. Route 13A just south of Camden. Fire protection is provided by the Camden-Wyoming Fire Company located on the corner of Camden-Wyoming Avenue and West Street in Camden. This is an all-volunteer company. The company provides ambulance and basic life-support service and has mutual-assistance agreements with other area fire companies.

Emergency medical assistance is provided by Kent County paramedics. The ambulance company, located in Camden, is responsible for basic life support and ambulance transport for both the Wyoming and Camden fire districts. County paramedics, stationed in Dover and at the Delaware Hospital for the Chronically Ill, provide advanced life support.

#### *Solid-Waste Disposal*

The Town of Wyoming contracts with Allied Waste Services for waste disposal service. Residential trash is collected twice per week and disposed of at the Sandtown landfill. The Town also contracts for a curbside recycling service. Curbside recycling pick-ups are on Tuesdays. Trash is collected on Fridays.

#### *Postal Service*

The Town of Wyoming is served by a United States Post Office located on 2 Old North Road in Wyoming. It serves both Camden and Wyoming, and the zip code is 19934.

#### *Health Care*

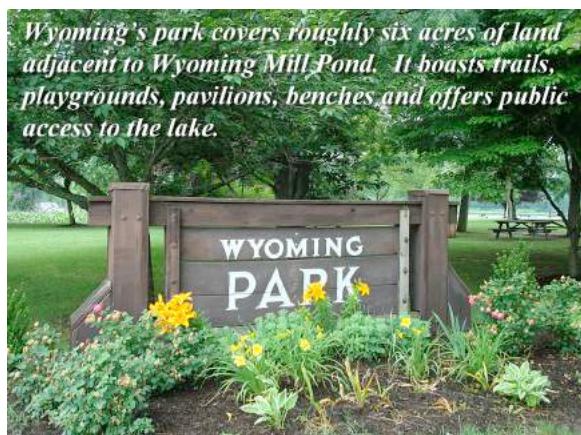
Figure 4 lists several healthcare facilities in close proximity to Wyoming. These facilities provide various forms of services, ranging from acute care to outpatient clinics. Additional facilities are located in northern and southern Kent County.

**Figure 3. Healthcare Facilities Serving Wyoming**

<b>Facility Name &amp; Location</b>	<b>Services</b>
Delaware Rural Ministries, Wyoming	Outpatient Clinic
Kent General Hospital, Dover	Intermediate and acute care
James A. Williams State Service Center, Dover	Clinical and social services
Courtland Manor Nursing and Convalescent Care, Dover	Skilled nursing and intermediate care
Silver Lake Convalescent Center, Dover	Skilled nursing and intermediate care
Westmister Village Presbyterian Senior Living Community, Dover	Skilled nursing and intermediate care
Crescent Farm Convalescent and Nursing Center	Intermediate care

*Recreation & Open Space*

There are a number of places that Wyoming residents can enjoy recreation. Wyoming Town Park, which overlooks Wyoming Mill Pond, contains six acres of land. The park has a playground, picnic pavilion, and 17 picnic tables. The Johnson Memorial Park at the intersection of Layton Avenue and



New Burton Road, and the area surrounding the train station at the junction of Railroad Avenue and Camden-Wyoming Avenue, provides additional open space. There are also nearby municipal parks, Brecknock Park, Camden Town Hall, and the Camden Town Park. There are ball fields at the Camden-Wyoming Little League and the adjacent Pop Warner football field on Willow Grove Road. It was recently agreed to empower Wyoming to annex the fields. Additionally, Kent County and the City of Dover both have extensive park and recreation programs that serve the region.

### **3-3. Plan Goals and Recommendations: Community Services, Utilities, and Facilities**

*Plan Goals: Community Services, Utilities, and Facilities*

- Ensure a safe and reliable supply of drinking water.
- Ensure sufficient wastewater-treatment capacity for existing development and future expansion.
- Continue to develop adequate police services in order to ensure the safety and welfare of current and future residents of the town.
- Provide for a sufficient level of fire-protection services and emergency medical services in order to ensure the health and safety of current and future residents of the town.

***Plan Recommendations: Community Services, Utilities, and Facilities***

- Maintain a strong working relationship with CWSWA and with the Town of Camden on the allocation of water and wastewater-treatment capacity.
- Work with CWSWA to continually monitor the quality and quantity of water supply.
- Encourage CWSWA to investigate additional sources of groundwater and assist in CWSWA application for expansion of DNREC permits for groundwater allocation.
- Provide suggested amendments to CWSWA comprehensive plan and capital-improvements program to bring the plans into consistency with the comprehensive plans for Wyoming and Camden.
- Inform the Police Department and Fire Company concerning development proposals and encourage them to provide comment on these proposals.
- Retain the environmental protections for wellheads, recharge areas, and wetlands, provided for in the town's land use and development code.
- Explore opportunities for open space preservation and wetland buffering/preservation in areas shown as "waterfront."
- Explore means of formalizing the operations, or safeguarding areas downstream of the mill dam.
- In regards to tax ditches, waterways, and storm drains, consider recognizing these areas as open space and/or pursue drainage easements to reduce the administrative burden of routine maintenance.
- Coordinate with DNREC to identify any problem drainage areas within the town or its designated areas of annexation.
- Consider the development of a tree-preservation policy or ordinance to protect woodlands and habitat in natural areas.

## CHAPTER 4. TRANSPORTATION

This section describes the transportation system serving Wyoming and the surrounding vicinity; it includes streets and highways, public transportation, services for seniors and disabled persons, bicycle and pedestrian facilities, rail service, and airports.

### 4-1. Streets and Highways

Wyoming is immediately south of Dover and is served by major north-south highways on the Delmarva Peninsula. State Route (SR) 1, a limited-access highway to the north of Wyoming, connects approximately four miles to the east of Wyoming along SR 10, which runs along the town's eastern boundary. U.S. Route 13 is less than one mile to the east of Wyoming and U.S. Route 13A transverses the adjacent Town of Camden. SR 10 and SR 15 provide access into Wyoming. The Town of Wyoming maintains the following municipal streets:

Appletree Lane	Jenkins Drive	Price Street
Barley Drive	S. Layton Avenue	Railroad Avenue North – East Side
Broad Street	Lake Drive	Railroad Avenue South – East Side
Chambers Alley	Meadow Avenue	Rice Court
Church Drive	Mechanic Street	Second Street
Dirt Road	Medallion Circle	Sewage Plant Street
Downey Oak Circle	Mill Street	South Drive
Franklin Street	Millet Lane	Third Street
Front Street	North Drive	Wingate Entrance
G-Alley	Oats Lane	Wingate North Court
Harrison Avenue	Pine Street	Wingate South Court

Tables 7a and 7b present information regarding traffic flow along the two main roads in Wyoming from DelDOT. SR 15 is a major road that enters the town from the west and north, forming a major north/south roadway through the center of Wyoming. Traffic counts for the section of SR 15 through Wyoming are divided into four major sections.

According to DelDOT, every segment listed in the summary reports are counted each year. When a segment is not counted, a volume is estimated for it by factoring the most recent data from similarly classified roads elsewhere in the state. Therefore, changes shown should not be taken as absolutes. The available data for SR 15 show a 4.5 percent increase in volume from the western town limits to Railroad Avenue and an 8.4 percent drop in volume from Railroad Ave. to Camden-Wyoming Ave. Contrasting counts were not available for two other segments on SR 15.

SR 10 showed a two-percent drop in volume from Camden-Wyoming Ave. to Camden's Main Street and a half-percent increase from Camden's Main Street to U.S. Rt. 13. No data were available for comparison on the third segment.

The perception of increased traffic, held by the members of the planning and zoning committee and interested citizens, is impossible to corroborate or dispute given the available data. However, the

anecdotal observations of Wyoming's citizenry should not be discounted. The town may wish to collaborate with the Kent/Dover Metropolitan Planning Organization to attempt to more fully document traffic volumes and flows. DelDOT continues to study and evaluate options for the West Dover Connector, a key aim of which would be to reduce east/west traffic in Wyoming.

<b>Table 7a. Wyoming Traffic Counts - SR 15 (Southern Blvd. and W. Railroad Ave.)</b>				
	W. Wyoming Limits to W. Railroad Ave	W. Railroad Ave. to Camden-Wyoming Ave.	Camden-Wyoming Ave. to Front St.	Front St. to N. Wyoming Limits
2000	5,117	4,674		
2004		3,387	7,280	6,767
2008	7,289			
Annual Growth (Decline)	4.50%	-8.40%	na	na

**Table 7b. Wyoming Traffic Counts - SR 10 (Caesar Rodney Ave. and Camden-Wyoming Ave.)**

	S. Wyoming Limits to Camden-Wyoming Ave.	Camden-Wyoming Ave. to Main St., Camden	Main St., Camden to U.S. Route 13	
2000		12,971	8,438*	
2002	5,670			
2008		11,097	8,803	
Annual Growth (Decline)	na	-2.00%	0.50%	

Source: DelDOT, 2010 \*The 2000 Traffic Summary count erroneously showed a volume twice the amount shown. The above value has been corrected.

## 4.2. Public Transportation

The Delaware Department of Transportation (DelDOT) runs the Delaware Area Regional Transit–First State (DART) bus line throughout the state. Two buses run through Wyoming daily—the 104 and 105 buses. The timed stops for these two routes are at the corner of Broad Street and Layton Avenue and the intersection of Caesar Rodney Avenue and Camden-Wyoming Road. The buses run through the town every hour on the hour to the Water Street Transfer Station and the Mifflin Meadows and Carroll's Corner stops. At the Water Street Transfer Station (slated for relocation), all of the routes in Kent County may be accessed including buses to New Castle County. Though these routes serve the residents of Wyoming adequately for local, non-automotive travel, residents' ability to travel out-of-county is somewhat cumbersome. For several years, DART has been running two highly successful inter-county services. Route 303 links Dover, Milford, Milton, and Georgetown, while Route 301 runs from Dover, through Smyrna and Middletown, on to the Christiana Mall, and into downtown Wilmington. Given the fact that these lines run so close to Wyoming, the town is interested in providing easier access to them for its residents. The town may wish to coordinate with DelDOT and DART regarding possible shuttle service to the appropriate bus stop in Dover or could consider asking for modifications to the Route 104

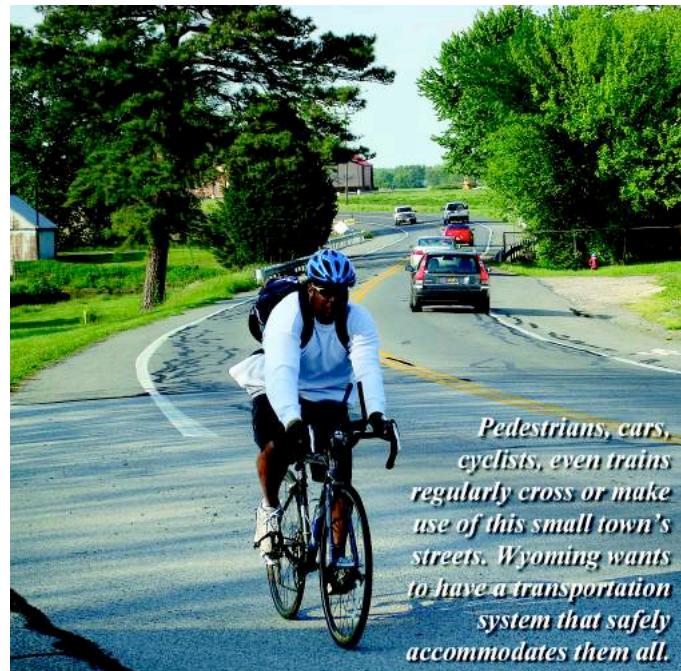
and 105 schedules to more easily permit transfers. The Dover/Kent MPO's technical advisory committee (TAC) was also suggested as a starting point for such discussions.

The transportation needs of Wyoming's elderly and physically and mentally challenged population are addressed through DART's Paratransit service. Residents of Wyoming aged 60 and over, or disabled at any age, can contact DART 24 hours prior to the day of desired use, and it will provide them with transportation to and from their destination. Participants in the program must go through the application process.

#### 4-3. Non-Automotive Travel

In 2009 the Town of Wyoming was invited to participate in the University of Delaware's Healthy/Walkable Communities Initiative (see roads and boundaries map), a joint collaboration between the University's Institute for Public Administration, its Department of Health, Nutrition, and Exercise Sciences, and the Delaware Department of Public Health. IPA analyzed the walkability and bike-ability of the town. IPA staff and students joined town officials in identifying potential issues and remedies. The Mayor and members of the Planning and Zoning Committee were instrumental in guiding this research.

The study endeavored to analyze and score the town's walkability on three levels; the pedestrian/cyclist network, the environment within which one would be likely to walk/cycle, and the destinations available and appropriate to them. The results of this survey were shared with the Planning and Zoning Committee early in the comprehensive-planning process and are included in the plan.



*Pedestrians, cars, cyclists, even trains regularly cross or make use of this small town's streets. Wyoming wants to have a transportation system that safely accommodates them all.*

With the adoption of its Land Use and Development Code, the Town achieved several, noteworthy, regulatory goals. The code requires street and sidewalk connections to existing or proposed adjoining subdivisions. It requires five-foot-wide sidewalks (where practical) on both sides of any new streets. Also, it requires the dedication of open space, or payment of a fee in lieu of dedication, and includes provisions requiring landscaping. This document's goals and regulations make parallel recommendations only to make sure such accomplishments are not lost in future land use-code updates. These standards, and the goals and recommendations put forth in this document, are very much in keeping with the Complete Streets concept. The town is aware of the state's Complete Streets policy (executive order), enacted late 2009, and has tailored its land use and development code and this plan in hopes of continuing to make strides in that direction.

#### 4-3a. Network

Network refers simply to the existence or absence of facilities for the pedestrian or cyclist. Put simply, can one get from place to place without competing with automotive traffic? Wyoming ranked well in this regard. The ratio of total street distance to sidewalk distance equated to 76 percent sidewalk coverage, meaning that most everywhere, sidewalks are present on at least one side of the street. There are sidewalks throughout the majority of the Town of Wyoming. Some segments are in less than ideal condition (see map) and are badly in need of repair. The majority of these segments are scheduled for improvement/maintenance. Sidewalks connect Wyoming to the Town of Camden along Camden-Wyoming Avenue. In addition, there are interconnections between the Town Hall, the historic railroad station, the post office and the W.B. Simpson Elementary School. There are gaps in the sidewalk network along older streets that were not designed with sidewalks; however, generally speaking, traffic on these streets is minimal to non-existent. Though the assessment does not discourage the addition of walkways and bike lanes on these residential streets, they are less a priority.

Similarly, the actual distance one must traverse utilizing the street/sidewalk network in Wyoming compares favorably with typical, suburban development patterns. This is largely due to the town's block-style pattern of streets, allowing the pedestrian frequent opportunities to choose a shorter route as opposed to the curvilinear/cul-de-sac style of development so prominent for the past 50 years. The study analyzed likely origins and destinations for non-automotive trips in and around town. The median 1.36-to-one ratio between straight-line and walking distances ranked well in comparison to other communities studied. It means, simply, that a pedestrian following the transportation network need walk only 36 percent further than the absolute, as-the-crow-flies distance. It is recommended that the town continue to favor this style of interconnected street pattern to preserve this benefit.

*Though the Greens at Wyoming has interior sidewalks, the sidewalk network does not continue east toward the center of town (see Map 2). Providing a safe connection could draw residents from one of the town's major population centers into its business district.*



A key area of concern to town officials was the stretch of Southern Blvd. (SR 15) from the town's newest subdivision, the Greens at Wyoming, east towards the town center. No sidewalks are available until Mechanic Street and officials have noted an increase in pedestrians forced to walk on the road's shoulder. This is a problem that is only likely to worsen as the development is fully built out to the several hundred units envisioned. A central goal of this document is to maintain a vibrant town center, connected to, and servicing, the larger community. A recommendation to actively pursue the installation of sidewalks and bike lanes along this stretch of road could help achieve that vision.

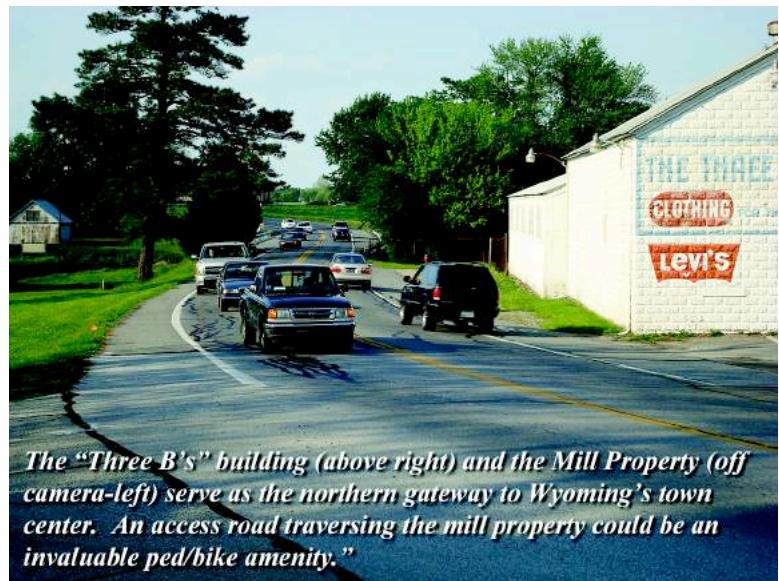
Another key area of concern identified was the stretch of Railroad Avenue going over the bridge past the Mill and the Three-B's property, northeast to the church and a number of homes. Though market forces will likely determine how this area develops, the town is hopeful that existing service roads/paths may one day be available to pedestrians and cyclists to ease the “bottleneck” effect that currently exists here. The area is exceptionally scenic and already a popular spot to enjoy outdoor activities, and it is hoped that it will one day serve as a gateway to the town-center area.

The town would also like to explore some way of ensuring safe, accessible railroad crossings for pedestrians. Work continues on the pedestrian network each year. In 2010 a DelDOT grant saw sidewalks installed on the west side of Railroad Avenue from Third Street to Southern Boulevard and on the east side of North Layton Avenue from Front Street to the entrance to Wingate.

#### **4-3b. Environment**

The pedestrian environment is another key factor in an area’s walkability. Though a fairly complete and connected network is required, it will often sit underutilized if it traverses an area that is otherwise very undesirable in which to walk. Though individuals’ feelings and preferences vary, most tend to favor walking where they are buffered from automotive traffic, are in the public view (such as along or near a street), have some measure of protection from the elements (awnings, buildings, street-trees), and are not a great distance from structures. The town center of Wyoming is exceptional in this area. The main road, Railroad Avenue, is lined with structures near the street. There is very little surface parking that pedestrians have to cross. The town has benches, some street trees, and on-street parking, which serve to slow vehicular traffic and make pedestrians feel as if they belong and have a space to call their own. A grassy planting strip between the walkway would be ideal, but the grade-separated curb serves to separate uses adequately. The only obvious downside in the network and environment is the two railway crossings. These crossings are among the most dangerous in the state, even for cars. While they may not be overly intimidating to able-bodied teens and adults, they do pose a significant obstacle to children, those with a disability, or possibly to elder citizens of the town.

The historically residential areas of the central town are also quite appealing. Most feature sidewalks separated from the street by a curb and grassy strip. The homes tend to be fairly close together, on modestly sized lots, and in proximity to the street. This adds variety to a pedestrian/cyclists’ journey (more places to go past) and helps them to feel as if they are not “out of sight.” There are ample trees for shade. The streets tend to be narrow and allow on-street parking, which also tends to reduce traffic speeds and discourages cut-through traffic. Generally speaking, the lot-sizes and median setbacks nearly double in the northeastern and southwestern portions of town; however, this is in large part due to changes in land use and much larger structures/parcels such as the schools and the Pioneer properties.



Conscientious efforts aimed at improving the network, providing for connections, and continuing to favor on-street parking, the provision of amenities (such as benches and street trees), and a bias towards modest set backs should serve to maintain the town's connectivity and favorable walking environment.

#### **4-3c. Destinations**

Perhaps the most important, most overlooked factor in an area's walkability is the presence of available and appropriate walking destinations. Many towns with far more commercial activity than Wyoming do not



*Though not “in town,” Wyoming is lucky to have the orchard as a valued neighbor. Offering a variety of produce and a scenic setting, it is a favored destination for area cyclists.*

fare as well in this regard simply because the destinations are either not in the walkable part of town, or they are predominantly auto-dependent (auto-dealerships, big-box retail, drive-through restaurants, etc.). Happily, this is not the case in Wyoming. Though the town envisions revitalizing and improving its central business district (which can only help), the fact remains that most of the destinations in town are within a reasonable distance and are appropriate to walk to and from. The town hall, post office, schools, and parks are all within easy reach. The town's commercial ventures (the restaurant, market, and shops) also are located in its historic core. None rely excessively on surface parking, and all are near the street. The town's goal to ensure that this unique and attractive area remains the focal point of the community seems entirely appropriate. Even the orchard on Allabands Mill Road, some distance from the town center, has proven to be a favored destination, particularly for cyclists. The town already appears to host a vibrant, active, health-conscious population. Any improvements to the facilities available to them, such as a potential bike path or trail to the orchard, should serve only to reinforce this fortunate attribute.

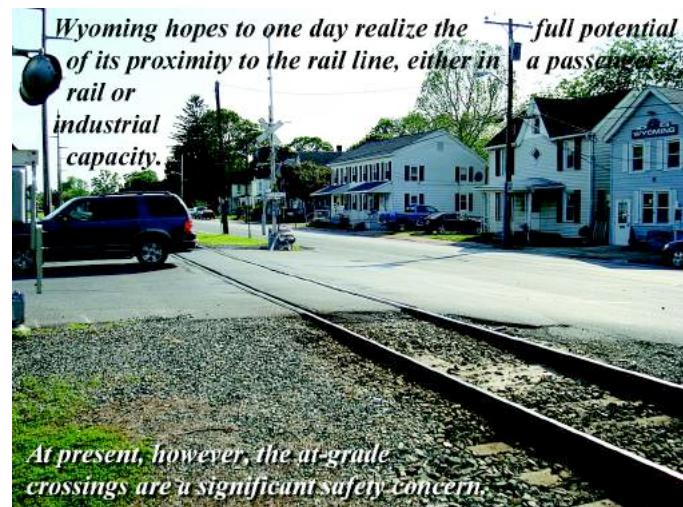
#### **4-3d. Opportunities for Physical Activity – Open Space**

Section 3-1 of this document details the official, defined open spaces, parks, etc., in and around the town. However, Wyoming boasts many more opportunities for active recreation than a few ballfields, a park, and school playgrounds. As detailed above, the street and sidewalk system and the variety of opportunities make the town an attractive destination for outdoor recreation. Two unique assets, the Mill property and the orchard/farmers' market, stand out. The Mill property is used already by fishermen, bird-watchers, and outdoor enthusiasts. One option this plan embraces is the opportunity to formalize this use. The orchard also is a popular destination, and the road it abuts is lightly trafficked and popular with cyclists. The community expressed support for any projects or initiatives that would be helpful in making these areas more accessible to non-automotive travel.

## 4-4. Railroads and Airports

### 4-4a. Railroads

The railroad line running through the center of Wyoming is owned and operated by Norfolk Southern. This is the only rail line running from northern to southern Delaware, and it only transports freight. This rail line forms part of the main Delmarva Peninsula Line that originates south of Wilmington and terminates in Pocomoke City, Maryland. Norfolk Southern operates this line and owns property adjacent to the right of way. There are several trains per day that cross through Wyoming on this line. However, the Dover/Kent MPO's long-range plans anticipate the possible resumption of passenger rail services. As the town has an existing depot, it should be an active partner in any future discussions regarding this possibility.



### 4-4b. Airports

The Dover Air Force Base, located nearby in the City of Dover, provides limited public use at the Central Delaware Commuter Air Facility. Jenkins Airport, located west of Wyoming, serves general aviation purposes. Currently, there are no charter flights out of this airport. The airport is open to the public and runs private flights. The Delaware Airpark in Cheswold is home to 45 aircraft and Delaware State University's flight-training program. It serves both corporate and recreational flyers year-round.

## 4-5. Plan Goals and Recommendations - Transportation

### *Plan Goals: Transportation*

- Monitor traffic levels and work with DelDOT and neighboring municipalities to keep through traffic at acceptable, safe levels.
- Provide safe and reliable circulation for all road users within town, including roads, sidewalks, and bike paths.
- Improve transportation links to areas outside of town.
- Plan for and require street and sidewalk linkages between neighboring subdivisions.
- Work toward a network of interconnected open spaces, parks, and trails.

### *Plan Recommendations: Transportation*

- Retain public rights-of-way that later could serve as pedestrian paths, bicycle links, or access to infill development.

- Require developers to provide pedestrian and bike connections as part of their subdivision plans.
- Work with DelDOT, DART, and the Dover/Kent MPO to obtain additional/improved bus service.
- Continue to work with DelDOT and/or the Dover/Kent MPO to monitor traffic levels on major town roads and respond to changes accordingly and in coordination with state transportation officials.
- Work with DelDOT and/or the Dover/Kent MPO to provide bicycle and pedestrian facilities on Southern Boulevard and Railroad Avenue (possibly with transportation enhancement funds).
- Work with the Dover/Kent MPO and the City of Dover regarding the possible long-range resumption of passenger-rail service to Kent County.
- Continue to actively participate in discussions regarding the alignment of the proposed West Dover Connector.

## CHAPTER 5. LAND USE PLAN

### 5-1. Land Use Within Existing Town Boundaries

The Town of Wyoming is primarily a residential community with a mix of neighborhood commercial areas to serve local needs. The town's small size and its proximity to the City of Dover and the regional commercial and employment centers of the Dover/Kent County Metropolitan Area, lead to the recommendation that the town work to maintain its small-town charm and character. Map 1 provides an aerial view of the town, and Map 2 shows the road and sidewalk network and parcel boundaries.

#### 5-1a. Current Land Uses Within the Town of Wyoming

Map 4 - Existing Land Use depicts the current pattern of development for the Town of Wyoming. This map delineates each tax parcel and displays its land use as of 2009.

*Residential* land uses in Wyoming 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. Approximately 31 percent of the land in Wyoming is currently used for residential purposes. These properties are predominantly single-family detached housing of varying types, conditions, and age.

*Commercial* properties include structures that are used for retail, office and service industries. Just under four percent of the land in Wyoming is committed to commercial uses. The largest commercial properties are at the northeast area along New Burton Road and at the northwest along West Railroad Avenue. These structures are primarily located along Camden-Wyoming Avenue and West Railroad Avenue.

*Industrial* land uses include wholesale trade, storage, and contracting services, as well as manufacturing and processing activities. Approximately eight percent of Wyoming's land area is, or historically has been, in industrial use. On a few large properties, the entire property was classified industrial due to an existing industrial use. In some cases, these parcels could be subdivided and are currently underutilized, vacant, or used for stormwater management. The primary industrial areas are along Southern Boulevard on the south side of town.

The *Community Use* classification includes the town hall, post office, churches, schools, and a property formerly used by the Camden-Wyoming Sewer and Water Authority as a sewage-treatment facility. These uses accounted for roughly 13 percent of the land area, and the CWSWA property is the largest parcel.

Wyoming's *Utility* land uses currently comprise a single property used by Delmarva Power for electric distribution. This covers less than one percent of the town.

*Open Space* uses within Wyoming include park and recreation areas. Open spaces are areas that are not to be developed. The Wyoming Town Park is the only permanent open space in the town and accounts for slightly less than one percent of the town's land area. The Greens at Wyoming subdivision also

hosts some designated open spaces. The town does have other open spaces, such as the right-of-way along the railway and some set-asides shown in the plat of the Greens subdivision not included in this calculation. Town residents also have access to the playgrounds and athletic fields, hosted by the schools in Wyoming and in neighboring Camden. These lands are designated as community use in Map 4.

Approximately 60 acres of land in Wyoming are currently *vacant* lands and account for about five percent of the land in the town. Most vacant parcels include developable land containing no structures and scattered vacant residential parcels distributed throughout town. The large parcels of land slated for residential construction just south of the Greens subdivision are largely not included in this calculation as they continue to be in agricultural use, despite plans for residential development.

Agricultural lands account for 38.5 percent of the town's land area, with the Abbott and Fifer properties (due south and west of the Greens subdivision, respectively) accounting for the overwhelming majority.

### **5-1b. Future Land Use Within Existing Boundaries**

This plan recognizes that the town is largely a residential community, primarily single-family detached and attached homes, and strives to maintain this small-town character. Some provision should be made to accommodate mixed-use (possibly multi-family) style residential units/structures, should they occur in the town's waterfront area. The plan also encourages the town to support neighborhood commercial uses to serve the daily needs of the town's residents. It supports the continued existence of the current industrial uses but, due to infrastructure limitations, specifically the road network, future industrial development should be limited to the smaller scale that can be supported by the roads crossing in and around the town. This issue was also addressed in Section 4-4 and 3-6 of the town's land use and development code (2009), defining prohibited uses. It is also important the town explore and secure a fixed entrance/egress for the Pioneer property, to ensure its marketability and sustainability as an industrial use.

Generally speaking, the town wishes to preserve the existing balance of land uses within its municipal boundaries. The Town's overarching vision in doing so is to maintain a sense of community and a vital town center. The town wishes to encourage growth and redevelopment in and around its town center, Railroad Avenue, and to retain existing commercial uses elsewhere. The town also anticipates the possible need for some additional commercial uses to service the many residents of the Greens at Wyoming (upon build-out) but does not wish to encourage strip commercial, as it could detract from the town center's viability and clutter the overall aesthetic of the town.

While the town has designated certain areas on its maps concerning future land use and growth (maps seven through nine) as "Open Space Areas," "Waterfront," "Utilities," "Community Uses," and "Town Center Areas," this comprehensive plan does not require the town to zone with these specific designations when rezoning in accordance with this plan. These uses may be placed in any zoning district that the town designates as permissible under Wyoming's land use and development code or other applicable land use regulations. The purpose of this is so the town need not create new zoning districts titled "community uses," or "utilities." Wyoming's land use and development code presently

allows community and institutional uses in all zones, most of which are permitted by right. This is not to say the town cannot consider creating new classifications should it so desire.

The town has a particular interest in two areas - The Pioneer industrial site and the Wyoming Mill (shown on Map 7 as “1” and “2,” respectively). The vacant storefront across the railroad from the mill—the “Three B’s” building—was also a topic of conversation. The town feels the appropriate future development of these areas will be pivotal in determining the town’s character and functionality.

### *Pioneer Property*

The Pioneer property is a large commercial/industrial complex (red and purple on Map 7), just south of the town center. These properties, and the associated business, have historically been a source of jobs within the town. They are also a source of tax revenue. However, according to town officials, the business is no longer very active, and the parcels, aside from some storage, are nearly unused. Though these parcels are in proximity to many residential and community uses, the town does not wish to lose these industrially zoned parcels to residential development, nor does it wish the area to host a heavy-industrial, loud, or odorous use that could likely be a nuisance to neighboring property owners. With these concerns in mind, the town envisions this area as a light-industrial/industrial-commercial complex, understanding that the parcels themselves may, one day, be agglomerated or subdivided. Should the parcels be subdivided, or change ownership, securing a well-defined, permanent entrance to each will be imperative. The plan recommends the town coordinate with neighboring property owners, and/or DelDOT to ensure continued access to this important site.

### *Wyoming Mill*

The Wyoming Mill property is, at present, a commercially zoned cluster of properties on the western side of Railroad Avenue at its northern end. The property is currently vacant, but is host to an old mill, which still serves as a flood-control mechanism.

According to the State Historic Preservation Office (SHPO), the mill is within the National Register-listed historic district. Along with an identified short-term annexation area due north of town on Railroad Avenue, the town feels that the Mill, the Three B’s Building, and the bridge serve as an important gateway to the town.

*The Mill property is one of Wyoming’s jewels. It is popular with fishermen and nature-lovers but is, unfortunately, gated off. The town is hopeful the property could either be redeveloped while maintaining its aesthetic beauty or be actively preserved and made accessible.*



With the objective of creating an aesthetically pleasing gateway in mind, the town wishes for this area to remain largely commercial, offering examples such as fine dining or theatre. The town has entertained interest in some residential units in a mixed-use setting, such as apartment or condominiums above a commercial use, but stated clearly that any future development should be, by and large, of the

commercial variety. The area also hosts a creek and gated-off private drive and is very popular with fishermen. The town would like to see these amenities preserved and be open to the public. This could be accomplished through direct negotiations with the current or future property owners, through dedication of open space, dedication of parkland, deed restriction, or some other arrangement.

The town also sees value, however, in the preservation of the Mill property much as it is. Though the Mill does not sit in the 100-year floodplain, significant portions of the property are designated as non-tidal wetlands; a designation the town's land use and development ordinance provides restrictions for development within, particularly with regards to impervious surfaces. It seems unlikely that no viable use could be integrated into this scenic setting. However, should design/engineering/construction costs result in the parcels being economically unmarketable/undevelopable, the town would sincerely like to explore the possibility of preserving the structure and opening the lands and paths within to the public as some less-intense use than commercial. Residents favored suggestions such as parkland, passive open space, or some sort of visitor's center. In reality, the area is already fairly heavily used by fishermen and birdwatchers, but steel gates at either end of the property's drive limit its utility and aesthetic. The SHPO offered its assistance, should the town wish to pursue the adaptive re-use of the existing structure and noted that, as a commercial property within the historic district, federal and state tax credits could be available if the structure were rehabilitated to federal standards. Conversely, should there be no interest in commercial development, or should it prove infeasible, the town could also look to the state's Division of Parks and Recreation for financial and planning assistance for all or some portion of the property. The Delaware Land and Water Conservation Trust Fund (DTF) provides matching-grant assistance to local governments for land acquisition and park development. Lands acquired with DTF funds must remain as open space for conservation or recreation purposes in perpetuity.

The town shows this area, as well as an area of short-term annexation due north of the mill property (annexation section), as "waterfront" and plans to include provisions for such in the update to its land use ordinance. While it is not the intent of this plan to be overly prescriptive, a key and unanimously agreed-upon characteristic of such a district was to ensure public access to the shoreline. Possible methods the town may consider would be design guidelines for said district, waterfront buffers, easements, the granting of rights of way, open-space requirements, or the dedication of parkland/open space in an instrument such as an annexation agreement. Should the same party ultimately acquire the mill property and the short-term "waterfront" area north of the pond (shown on Map 9), the town did not discount the possibility of considering the projects jointly, possibly preserving the mill as open space, parkland, or a visitor's center.

### *Three B's*

The third area is located almost directly across Railroad Avenue from the mill. The building, the Three B's store, is no longer in use, and the property could be classified as vacant, though it is for rent. The town envisions this area to remain in commercial use, either as a stand-alone business, or, ideally, to be developed in concert



with the mill. In this scenario, it could serve as an accessory commercial use (snack stand, farmer's market, convenience shop), but could also be used to provide parking for patrons of area "2" (as shown on Map 7) and possibly the greater town-center area as well. Regardless of the mill property's ultimate disposition, the town feels a commercial designation is most appropriate for this parcel. The property is not well suited for residential use.

### *Western, Agricultural Lands*

The large parcels to the west and south of the Greens (the Abbott/Savannah property and the Fifer Orchards parcel) are, at present, in agricultural use. As shown on the future land use and existing zoning maps, the town envisions these areas eventually transitioning almost entirely to residential use. Two small areas are planned for commercial use—an area on the southeast corner of Westville Road and Mooselodge Road and a similarly sized area a very short distance due south (See Map 7).

## **5-2. Growth and Annexation**

This section of the plan document outlines and details the future changes to the existing land uses and boundaries of the town that have been identified as desirable by the Wyoming Planning and Zoning Committee and the Town Council. Six of the nine maps in the Appendix apply to this section of the plan document (Maps 3, 4, 6, 7, 8, and 9). Map 3 – State Strategies for Policies and Spending shows the areas in and around Wyoming that are designated as primary and secondary growth areas by the state of Delaware. Map 4 – Existing Land Use displays the current land uses and the current municipal boundaries. Map 6 – Existing Zoning shows the existing zoning classifications for each parcel in Wyoming. Map 7 – Future Land Use shows the desired future land uses for the parcels within the existing municipal boundaries. Map 8 – Future Growth and Annexation Areas delineates short-term anticipated areas of annexation, long-term growth areas, and areas of concern for the Town of Wyoming. Map 9 – Potential Land Use Within Growth Areas displays the desired land uses for the growth areas delineated on Map 8. Using these maps as references, the following sections will present and describe information regarding future land use within the town, future growth of municipal boundaries, and future land use in designated areas of future growth.

### **5-2a. Surrounding Lands**

Wyoming is west of, and adjacent to, the Town of Camden. The area of Camden bordering Wyoming along Wyoming's eastern and southern borders is either developed or planned for development. The Town of Camden has annexed property along U.S. Route 13A for development as either residential or industrial use. The Camden-Wyoming Sewer and Water Authority has invested in infrastructure to serve these areas. To the west of Wyoming there is scattered low-density residential development, but the primary use is agriculture. The City of Dover is located to the north and has permitted residential and commercial uses.

### **5-2b. Growth Areas**

Map 8 - Future Growth and Annexation Areas and Map 9 - Potential Land Use Within Growth Areas display the town's growth plan and the proposed land use for those areas. The Town Planning and Zoning Committee and Town Council dedicated several meetings to discuss the potential land areas the

town would consider for annexation. Town officials repeatedly expressed their concern that, with Camden on the town's eastern and southern boundaries and Dover very near its northern boundary, Wyoming could be surrounded in the future and unable to grow, which it believes it must do to prosper. The town's growth strategy was also based around the limited road network serving the greater Wyoming area, and officials stated their concern with the increases in traffic the town currently has to contend with and the reality that it will likely only get worse as this area is experiencing growth. By annexing these properties into the town, it would be able to exercise greater control over the types of development and realize increased revenues to help mitigate the impacts of the development on the town, including the need for more parks, open space, sidewalks, bike paths, and the road network. The plan recognizes that the Town of Wyoming is, and will likely remain, a primarily residential community with growth (via annexation) within the next five years, outlined as the Short-Term Growth Areas depicted on Map 8 - Future Growth and Annexation Areas. The town would like to retain its small-town character; however, it does want to secure the right to consider the annexation of adjacent parcels when development is proposed.

The Town has labeled three types of areas on its growth plan—Short-Term Growth Areas, Long-Term Growth Areas, and Areas of Concern. The Short-Term Growth Areas are parcels that the town wants the ability to annex within the next five years. Some of these areas are effectively enclaves—properties that directly adjoin much of the town's eastern boundary and also share a boundary with Camden, as well as areas adjoining the town's boundaries to the north and west. The parcel due north of the existing town boundary and the pond is also shown as a Short-Term Growth Area, as is the rectangular parcel touching Dover on its eastern edge. Both these parcels were formerly enrolled in the State's agricultural preservation program.

Long-Term Growth Areas, labeled 1, 2, and 3 on Map 8, are lands to the west of the town center that are currently used for agricultural purposes but may one day be developed and would have direct effects on the town. The town may want to consider the annexation of these lands, but annexation of these lands would probably be considered beyond the next five years, unless significant changes occur on those lands before five years.

Areas of Concern are lands with which the town is very concerned about future development, as the consequences could affect the town. The town would like to be informed by Kent County, the City of Dover, or the Town of Camden of any proposed development activity on this land and will agree to reciprocate and inform Kent County, Dover, and Camden of any proposals brought to the town for consideration.

### ***Short-Term Growth Areas***

These include many enclaves of unincorporated areas that abut the town's boundary, as well as the Town of Camden. Some of these lands are already residentially developed. The town is aware that the northernmost, largest enclave between the two towns (Kesselring properties) is the potential site of a Boy Scout camp and county recreational facility (Labeled "A" on Map 9). The town does not wish to stand in the way of this community asset but, nevertheless, feels it prudent to include all enclaves as potential areas of short-term annexation, should these plans not materialize. The town is also aware that the City of Dover identified this area for potential annexation/common interest with Wyoming during its most recent plan update. Accordingly, the town has followed suit and also shows this area as one of

common interest. As shown on Map 9, should this property be annexed into Wyoming, it is envisioned to be residential. Another short-term growth area is located north and west of the existing town boundary, fronting SR 15. Together, the properties located to the west of town along SR 15 that are to the rear of a number of developed single lots that front SR15, total about 59 acres and would be annexed along with the 30-or-so small, mostly developed lots fronting SR 15, providing that all of the individual lot owners request to be annexed. All of this area would be developed for primarily residential uses, though some discussion of providing the opportunity for limited convenience uses for residents of the Greens at Wyoming subdivision was discussed. Sewer and water infrastructure to serve this area would need to be extended from the town.

Two other large parcels north and west of the town's northern reaches are shown on Map 8 as Short-Term Growth and Short-Term Common Interest (with Dover). Map 9 identifies them as water front and residential. Again, the slender, common interest property abutting Dover's southwestern boundary was identified as it represents a quasi-enclave between the two municipalities and the protected agricultural lands to the west.

Most of the town's discussion regarding short-term annexation tended to center on the parcel north of Wyoming Mill Pond. As it borders the waterfront, the town would like to see it develop in a style similar to that discussed for the Mill property. This parcel is much larger and not significantly environmentally constrained. Should this parcel be annexed, the town would like to also designate it as "Waterfront." Again, the plan is not intended to be prescriptive and has already detailed a range of options for implementation. However, the town repeatedly stated a preference for such an area to be characterized by a mix of uses with the preservation of the public's access to the pond's shore. Maintaining access for area farmers to the pond is paramount as well. The Planning and Zoning Committee's preference was not to disallow residential use but to ensure it did not dominate the landscape, preferring that it be integrated into mixed-use structures of an appropriate scale to the town or be concentrated on the northern portion of the property, to allow a commercial setting and public open space near the water.

### ***Long-Term Growth Areas***

The Future Growth and Annexation Areas map also depict the town's Long-Term Growth Areas. These Long-Term Growth Areas are parcels that the town wants to consider for annexation within a six-to-ten year time frame, although Wyoming may decide to annex these areas in less than six years if the opportunity occurs and the town can adequately provide services to these areas without affecting the level of service in the town. These areas are made up of a handful of large parcels and are currently in agricultural use. The town has had discussions with many of the property owners within the Long-Term Growth Areas, and some of them have expressed interest in being annexed, particularly if their lands were to be targeted for development. No plans currently exist to change or develop these agricultural lands within the next five years. However, if a change in land use were to occur at some future date, the town would like to consider these parcels for future town growth, ideally before any plans are finalized, particularly in regard to the parcels shown as 1, 2, and 3 on Map 9. As stated earlier in this section, the town has a strong interest in maintaining, or creating additional, recreational access to the waterfront, as well as allowing access to the pond for neighboring agricultural uses. The town's vision is for residential development on all of this land except for several smaller lots near the confluence of Westville Road (SR 15) and the Almshouse Branch (stream). The town thinks this area may be a good

location for future commercial use since there is currently a small airfield (Jenkins Airport) on these parcels. The town would also like to possibly permit limited, non-strip commercial, retail activities fronting the roadway on the parcels labeled 1, 2, and 3.

### ***Areas of Concern***

The Town has also identified a large area of adjacent land as an Area of Concern on Map 8. New residential and commercial developments on the properties in these Areas of Concern would often utilize the roads leading into and out of Wyoming, bringing one of the least desirable consequences of growth—increased traffic. Also, some of these properties may be of interest to the town for future growth (beyond the next ten years). The town would like to be informed by Kent County, the City of Dover, and the Town of Camden of any proposed development activity on this land and will agree to reciprocate and inform said parties of any proposals brought to Wyoming for consideration.

## **5-3. Plan Goals and Recommendations: Future Land Use and Annexation**

### *Plan Goals: Future Land Use and Annexation*

- Focus on development of an appropriate scale and character to preserve Wyoming’s small-town aesthetic within town and on properties considered for annexation.
- Maintain Wyoming’s historic town center as the heart of the community.
- Preserve and encourage neighborhood commercial uses to serve the needs of the community without detracting from its architectural character.
- Preserve the environmental features, including mature vegetation, with an emphasis on preserving quality tree stands, stream valleys, steep slopes, floodplains, and other wetlands.
- Preserve the agricultural character of the area. If neighboring agricultural parcels are proposed for development, maintain agricultural access to the pond.
- Require that any properties proposed for potential annexation provide pedestrian, auto, and bicycle connections to the adjacent transportation infrastructure and plan for and preserve similar linkages to neighboring parcels.
- Consider the creation of a “Waterfront District,” in the event parcels bordering Wyoming Mill Pond are annexed, to ensure adequate open space, a mix of uses, and public access to the shore.

### *Plan Recommendations: Future Land Use and Annexation*

- Allow existing industrial land uses to continue, but limit additional industrial development to smaller-scale operations that can be more easily supported by the town’s infrastructure.
- Continue to require the development of open space and parkland as part of the subdivision process that will be integrated into an overall town park system, or a payment in lieu of dedication.
- Explore the possibility of establishing a Mixed Use-type district or zone within the town for the proposed Waterfront area.

- Continue to require the development of open space and parkland as part of the subdivision process that will be integrated into an overall town park system.
- Explore the availability of federal and state tax credits, with SHPO, that may be available for the rehabilitation of the mill property.
- Explore the availability of Delaware Land and Water Conservation Trust Funds through the state's Division of Parks and Recreation.

## CHAPTER 6. ECONOMIC DEVELOPMENT/ REDEVELOPMENT AND PRESERVATION

### 6-1. Economic Development

The following tables give some background concerning the economic state of the Town of Wyoming. Table 8 displays the median household income values for 2000 in the state, county, and Town of Wyoming. The median household income for Wyoming in 2000 was slightly higher than the median value for households of the state as a whole, and much higher than the median value for households in Kent County.

**Table 8. Median Household Income**

Place	Delaware	Kent County	Wyoming
Median Household Income	\$47,381	\$40,950	\$48,452

Source: U.S. Census 2000

Table 9 displays data on income sources and averages for the state, the county, and the town of Wyoming. As shown, the mean wage or salary income in Wyoming falls between that of the surrounding county and that of the state as a whole. However, a significantly greater proportion of Wyoming residents receive income of this type. A larger portion of Wyoming residents also receives self-employment income, and the mean income from this source is much larger in the town as compared to the state and the county.

A smaller percentage of Wyoming residents receive income from interest or rent as compared to the state and county, and the mean level for income of this type is slightly lower in comparison as well. A smaller proportion of the town collects social security as compared to the state and county, but a slightly larger proportion of Wyoming residents collect public assistance income as compared to the other areas. A larger proportion of Wyoming residents collect retirement income; however, the mean income level for this type is lower in Wyoming as compared to both the surrounding county and the state as a whole. Overall, it can be said that, as compared to the state and county, Wyoming's population on average receives more income from wage, salary, and self-employment sources while bringing in less income from investment sources.

**Table 9. Selected Income Data**

<b>Item</b>	<b>Delaware</b>	<b>Kent Co.</b>	<b>Wyoming</b>
Mean Wage or Salary Income	\$57,407	\$46,578	\$49,535
% of Households With Wage or Salary Income	79.4	79.6	85.5
Mean Self-Employment Income	\$26,269	\$21,571	\$29,740
% of Households With Self-Employment Income	9.5	9.9	12.7
Mean Interest or Rent Income	\$9,720	\$7,056	\$4,188
% of Household With Interest or Rent Income	39	33	31.6
Mean Social Security Income	\$11,997	\$10,880	\$10,600
% of Households With Social Security Income	26.9	25.7	22.1
Mean Public Assistance Income	\$2,516	\$2,479	\$1,933
% of Households With Public Assistance Income	2.7	3.4	4.0
Mean Retirement Income	\$17,872	\$16,014	\$14,596
% of Households With Retirement Income	21.0	21.9	25.7

Source: U.S. Census 2000

Table 10 displays unemployment data for the state, Kent County, and the Town of Wyoming. As shown, the unemployment rate for Wyoming is much lower than in Kent County and the state.

**Table 10. Unemployment**

<b>Place</b>	<b>Delaware</b>	<b>Kent County</b>	<b>Wyoming</b>
Unemployment	5.1%	5.3%	1.3%

Source: U.S. Census 2000

Data regarding poverty status by age group is displayed in Table 11 below. Wyoming displays significantly lower measures of poverty than the county and state.

**Table 11. Poverty Status**

<b>Age Group</b>	<b>Delaware</b>	<b>Kent County</b>	<b>Wyoming</b>
0-17 years	12.3%	15.2%	4.7%
18-64 years	8.3%	8.9%	3.3%
65+ years	7.9%	8.8%	3.4%

Source: U.S. Census 2000

Table 12 provides information regarding the place of employment for the residents of Wyoming, Kent County, and Delaware. As shown, more than nine-tenths (92.5%) of Wyoming's working population are employed outside of the town. This measure exceeds that of the state and county by a wide margin, and may be an area of concern for the town in the future. While some of this outside employment may be explained by the town's proximity to the City of Dover—a major employment center in the state, the town may wish to bolster inside employment through its economic-development policies and strategies.

**Table 12. Place of Employment**

<b>Place</b>	<b>Delaware</b>	<b>Kent County</b>	<b>Wyoming</b>
% Working Outside City/Town of Residence	74.7	61.9	92.5
% Working Outside County of Residence	5.6	16.4	7.9
% Working Outside State of Delaware	11.5	4.2	3.7

Source: U.S. Census 2000

Data regarding changes in employment by industry in Kent County and Wyoming can be found in Table 13 below. As shown, the town has seen increases in the transportation: finance, insurance, and real estate (FIRE); professional services; and education sectors; and a decrease in the agriculture, construction, wholesale, and retail job sectors.

**Table 13. Employment by Industry, 1990-2000**

<b>Industry</b>	<b>Kent County</b>			<b>Wyoming</b>		
	Jobs, 1990	Jobs, 2000	% Change	Jobs, 1990	Jobs, 2000	% Change
Agriculture	1,581	934	-40.9	8	7	-12.5
Construction	4,586	5,050	+10.1	66	43	-34.8
Manufacturing	8,636	7,078	-18.0	81	81	+0.0
Wholesale	1,422	1,610	+13.2	16	8	-50.0
Retail	9,737	7,382	-24.2	128	88	-31.3
Transportation	2,089	3,022	+44.7	22	27	+22.7
FIRE	2,347	3,677	+56.7	11	35	+218.2
Prof. Services	7,973	9,967	+25.0	72	101	+40.3
Education	4,491	5,020	+11.8	65	78	+20.0

Source: U.S. Census 1990 and 2000

### **6-1a. Plan Goals and Recommendations: Economic Development**

#### *Plan Goals: Economic Development*

- Encourage the retention of existing businesses and provide new opportunities for offices, commercial sites and neighborhood businesses.
- Discourage the development of strip-commercial or isolated office/commercial parks.
- Encourage business development throughout town, in appropriately zoned areas, particularly within the “Town Center” area.

#### *Plan Recommendations: Economic Development*

- Encourage the retention and expansion of local stores and businesses along Railroad Avenue and Camden-Wyoming Avenue as an important part of maintaining a viable town.
- Encourage commercial and office spaces on ground-level floors of suitable buildings surrounding the train station square.

- Emphasize residential, commercial, and office space land uses rather than expand industrial uses substantially beyond areas currently so zoned.

## 6-2. Historic Preservation and Redevelopment

### 6-2a. *Historic Preservation*

The Train Station on East Railroad Avenue was listed on the National Register of Historic Places in December of 1980. A historic preservation district has been established in the Town of Wyoming. The Historic District is roughly bounded by Front Street, Caesar Rodney Avenue, Southern Boulevard, and Mechanic Street. This district was established in February 1987 and includes Victorian-period buildings.

The Town of Wyoming has a Historic Commission, and the town has worked to preserve the Wyoming Train Station. The land use and development code do not include a historic district, but the town works to preserve its heritage by encouraging preservation of individual structures.

### 6-2b. *Opportunities for Redevelopment*

The majority of the land within Wyoming's boundaries is either developed or approved for development, and most of the historic-core area of the town is in good condition. However, according to the 2000 Census, about 60 percent of the housing stock was built prior to 1960. The town recognizes that there are a number of older homes in the town and that these structures typically have increased maintenance requirements.

There are a number of housing programs administered by the state that may provide financial assistance to eligible residents for maintaining their homes. The Delaware State Housing Authority administers the Housing Rehabilitation Loan Program that can provide a three percent loan for eligible homeowners. The loan can be set up as either a conventional loan with a regular payment schedule or as a deferred loan, registered as a lien on the property, to be paid at the time of resale. The town would like to meet with representatives of the State Housing Authority to explore opportunities for providing financial assistance to its residents for maintaining their homes.

The town also recognizes that there may be needs in the future for the redevelopment of commercial properties. It is important that the town support commercial property redevelopment, since vacant properties in the core area of the town would have a very detrimental impact on the character of the town. The town will review its ordinances that might affect the redevelopment of commercial properties and consider revisions to encourage commercial redevelopment when needed. As discussed in the future land use section of this document, the town sees notable opportunities for synergies between economic development, redevelopment, and historic preservation in a few key areas of the town.

The Pioneer property is likely the most significant area in terms of sheer economic impact. At the time of this plan's publication, the industrial parcels (purple on Map 7) were in a state of flux, not vacant by definition, but certainly underutilized and on the market. The proprietor/property owner was an active

participant in a number of the comprehensive-plan meetings. This area represents a significant opportunity for redevelopment, is appropriately zoned, and shown on the future land use map as a combination of commercial and industrial. The Planning and Zoning Committee demonstrated an earnest desire not to lose the tax revenue and employment potential these parcels represent. Still, the town would prefer not to host a “heavy industrial use,” meaning a business creating a great deal of air, water, or noise pollution. The town is hopeful of finding a handful of tenants for what it terms as a light-industrial/commercial park. This plan recommends the town continue to work with the property owner, any serious potential investors, and the Delaware Economic Development Office (DEDO) regarding these parcels.

The parcels (shown as waterfront on the future land use and the future growth areas maps) are also of particular interest to the town and are also real possibilities for both new growth and redevelopment. The town is very interested in a place-making approach in these areas. The town’s particular desire for these areas, a mixture of commercial and limited residential/mixed-use, is discussed in greater detail in the future land use section. However, the underlying theme to these discussions was the creation of a community gateway between the City of Dover and the Town of Wyoming.

*Steel gates at either end of the private drive traversing the Mill property block what could be a walking/bicycling trail around the bridge on North Railroad Avenue.*



Development/redevelopment along a waterfront has long been a favored approach to economic growth, and the town hopes to take full advantage of its proximity to the pond, the consumer market of the Dover region, and its quaint, small-town atmosphere. The town is hopeful that an identifiable, attractive gateway to the community may also help to spur economic revitalization of its town-center area, located a short walk away.

The former Three B’s building, located directly across the street from the mill properties, also represents an opportunity for redevelopment. The

town is hopeful of finding a viable commercial use for the property, but would be delighted to see it redeveloped in concert with the mill property and the short-term growth area “waterfront” property to complete the identifiable gateway to the Wyoming community.

### **6-2c. Plan Goals and Recommendations: Historic Preservation and Redevelopment**

#### *Plan Goals: Historic Preservation and Redevelopment*

- Preserve historic and culturally significant structures and areas in the public domain, and encourage the preservation of privately owned historic structures and lands within the town.
- Maintain and improve the cultural and environmental aspects of the community that make the town a unique and attractive setting.

*Plan Recommendations: Historic Preservation and Redevelopment*

- Develop an activity focus at the train station square.
- Encourage redevelopment of existing structures and guide non-residential development into existing commercial and industrial centers.
- Require the development of open space and parkland as part of the subdivision process that will be integrated into an overall town park system.
- Coordinate with DEDO, development interests, and landowners to actively pursue the town's vision for a community gateway and the associated commercial, residential, recreational, and historic uses.

## CHAPTER 7. INTERGOVERNMENTAL COORDINATION AND IMPLEMENTATION

This plan represents a great deal of thought, time, and effort on the part of the Planning and Zoning Committee, town councilpersons, staff, and considerable input from the residents of the town. Working together, a thoughtful, constructive vision for the future of the community has been crafted. However, the town recognizes that many of the issues addressed in this planning document may fall beyond the exclusive authority of the municipality or simply be beyond its staffing/technical ability to achieve on its own.

With this in mind, the Town made a conscientious effort to include as many stakeholders and regulating agencies as possible during the public participation process, which consisted of eight public meetings and a public workshop. The Town hosted representatives from the Office of State Planning Coordination, the Department of Natural Resources and Environmental Control, the Delaware Economic Development Office, neighboring farmers, and residents.

In addition, in April and August of 2010, the Planning and Zoning Committee solicited input from Kent County, the City of Dover, and the Town of Camden regarding its growth and annexation plans in the long and short term. Each agency was invited to submit comments to the town or the Office of State Planning Coordination. As a result of this collaboration, the Town and the City of Dover have agreed to designate a small enclave between them (the Kesselring property) as an area of common interest.

The Office of State Planning Coordination's Preliminary Land Use Service (PLUS) process was also instrumental in gathering comments and suggestions from relevant state agencies, planning organizations, and other jurisdictions.

### 7-1. Description of Intergovernmental Relationships

Wyoming is situated squarely between the Town of Camden and the City of Dover and within the confines of Kent County. The Town shares responsibility for water and sewer services with Camden, via the Camden/Wyoming Water and Sewer Authority (CWSWA). The town is within the purview of the Dover/Kent Metropolitan Planning Organization (MPO). Like any municipality in Delaware, it also works with any number of state agencies. The town has, and anticipates continuing, relationships with the Office of State Planning Coordination, the Department of Natural Resource and Environmental Control, the State Historic Preservation Office, the Delaware Department of Transportation, the Department of Education, the Delaware Authority for Regional Transit, the State Fire Marshal's Office, the Delaware Economic Development Office, the State Housing Authority, the Department of Agriculture, the Department of Health and Social Services, Kent County, Dover, Camden, the CWSWA, and the Dover/Kent MPO, as well as other relevant agencies. The remainder of this chapter will recount the plan's recommendations and suggest avenues for intergovernmental coordination and implementation. A complete list of the plan's goals can be found in section 1-4.

## 7-2. Implementation

### ***Community-Character Recommendations***

- Maintain a strong working relationship with CWSWA and with the Town of Camden on the allocation of water and wastewater-treatment capacity.
- Work with CWSWA to continually monitor the quality and quantity of water supply.
- Encourage CWSWA to investigate additional sources of groundwater and assist in CWSWA application for expansion of DNREC permits for groundwater allocation.
- Provide suggested amendments to CWSWA comprehensive plan and capital-improvements program to bring the plans into consistency with the comprehensive plans for Wyoming and Camden.
- Inform the Police Department and Fire Company concerning development proposals and encourage them to provide comment on these proposals.
- Retain the environmental protections for wellheads, recharge areas, and wetlands, provided for in the town's land use and development code.
- Explore opportunities for open-space preservation and wetland buffering/preservation in areas shown as "Waterfront."
- Explore means of formalizing the operations or safeguarding areas downstream of the mill dam.
- In regard to tax ditches, waterways, and storm drains, consider recognizing these areas as open space and/or pursue drainage easements to reduce the administrative burden of routine maintenance.
- Coordinate with DNREC to identify any problem drainage areas within the town or its designated areas of annexation.
- Consider the development of a tree-preservation policy or ordinance to protect woodlands and habitat in natural areas.

Key Intergovernmental Partnerships – CWSWA and the Town of Camden are key partners, as well as the area's emergency-services providers. DNREC is an ideal partner regarding dam safety, environmental protection, and open-space and tree preservation. Kent County, Dover, Camden, the Division of Public Health, the state park office, or any other number of agencies or property owners could be partners in open-space creation/preservation.

### ***Transportation Recommendations***

- Retain public rights-of-way that later could serve as pedestrian paths, bicycle links, or access to infill development.
- Require developers to provide pedestrian and bike connections as part of their subdivision plans.
- Work with DelDOT, DART, and the Dover/Kent MPO to obtain additional/improved bus service.
- Continue to work with DelDOT and/or the Dover/Kent MPO to monitor traffic levels on major town roads and respond to changes accordingly and in coordination with state transportation officials.

- Work with DelDOT and/or the Dover/Kent MPO to provide bicycle and pedestrian facilities on Southern Boulevard and Railroad Avenue (possibly with transportation-enhancement funds).
- Work with the Dover/Kent MPO and the City of Dover regarding the possible long-range resumption of passenger-rail service to Kent County.
- Continue to actively participate in discussions regarding the alignment of the proposed West Dover Connector.

**Key Intergovernmental Partnerships** – Close coordination with DelDOT, the Dover/Kent MPO, and DART are clearly indicated. Camden and Dover will continue to be important regional partners, most immediately in the finalization and implementation of the West Dover Connector. DNREC and DelDOT may provide valuable resources in any attempt at right-of-way preservation, as could OSPC, the county, property owners, Delaware Greenways, and private developers.

### ***Future Land Use and Annexation Recommendations***

- Allow existing industrial land uses to continue, but limit additional industrial development to smaller-scale operations that can be more easily supported by the town's infrastructure.
- Continue to require the development of open space and parkland as part of the subdivision process that will be integrated into an overall town park system, or a payment in lieu of dedication.
- Explore the possibility of establishing a Mixed Use-type district or zone within the town for the proposed Waterfront area.
- Continue to require the development of open space and parkland as part of the subdivision process that will be integrated into an overall town park system.
- Explore the availability of federal and state tax credits, with SHPO, that may be available for the rehabilitation of the mill property.
- Explore the availability of Delaware Land and Water Conservation Trust Funds through the state's Division of Parks and Recreation.
- Consider establishing or revisiting memorandums of understanding (MOU) with Camden, Dover, and Kent County regarding planning/annexation/proposed development activity of any municipality in proximity to, or likely to have an impact on, another municipality.

**Key Intergovernmental Partnerships** – Cooperation with the neighboring municipalities of Dover and Camden are clearly paramount in these discussions. Wyoming and Dover have agreed-upon areas of common interest regarding annexation. As this area of central Kent County approaches build-out, it will also be important to establish a shared vision for the geographical interface and eventual boundaries of all three municipalities. DEDO, OSPC, DNREC, and DelDOT should continue to be important partners, as well as the divisions cited by name in the above recommendations.

***Economic-Development Recommendations***

- Encourage the retention and expansion of local stores and businesses along Railroad Avenue and Camden-Wyoming Avenue as an important part of maintaining a viable town.
- Encourage commercial and office spaces on ground-level floors of suitable buildings surrounding the train station square.
- Emphasize residential, commercial, and office-space land uses rather than expand industrial uses substantially beyond areas currently so zoned.

**Key Intergovernmental Partnerships** – A working relationship with DEDO is clearly indicated in any discussion of economic development. Coordination with the county and neighboring municipalities would clearly be prudent for anything approaching a regional scale. OSPC may be able to provide technical assistance regarding mixed-use structures. In the case of the train station, the town will want to stay actively engaged with a broad range of partners, most notably the Dover/Kent MPO and DelDOT, should passenger rail make a return to central Kent County.

***Historic Preservation Recommendations***

- Develop an activity focus at the train station square.
- Encourage redevelopment of existing structures and guide non-residential development into existing commercial and industrial centers.
- Require the development of open space and parkland as part of the subdivision process that will be integrated into an overall town park system.
- Coordinate with DEDO, SHPO, development interests, and landowners to actively pursue the town's vision for a community gateway and the associated commercial, residential, recreational, and historic uses.

**Key Intergovernmental Partnerships** – Collaboration with DEDO and SHPO are clearly indicated, particularly regarding the community gateway concept and the mill property. Discussions in this plan's future land use section detail possible avenues of funding and technical assistance from both agencies regarding the mill. Work on a community gateway or identifiable transition from one municipality to another should involve discussions and coordination with Dover and Camden.

## **APPENDIX: MAPS**

**Map 1. Aerial View**

**Map 2. Roads & Sidewalks**

**Map 3. State Strategies for Policies and Spending**

**Map 4. Existing Land Use**

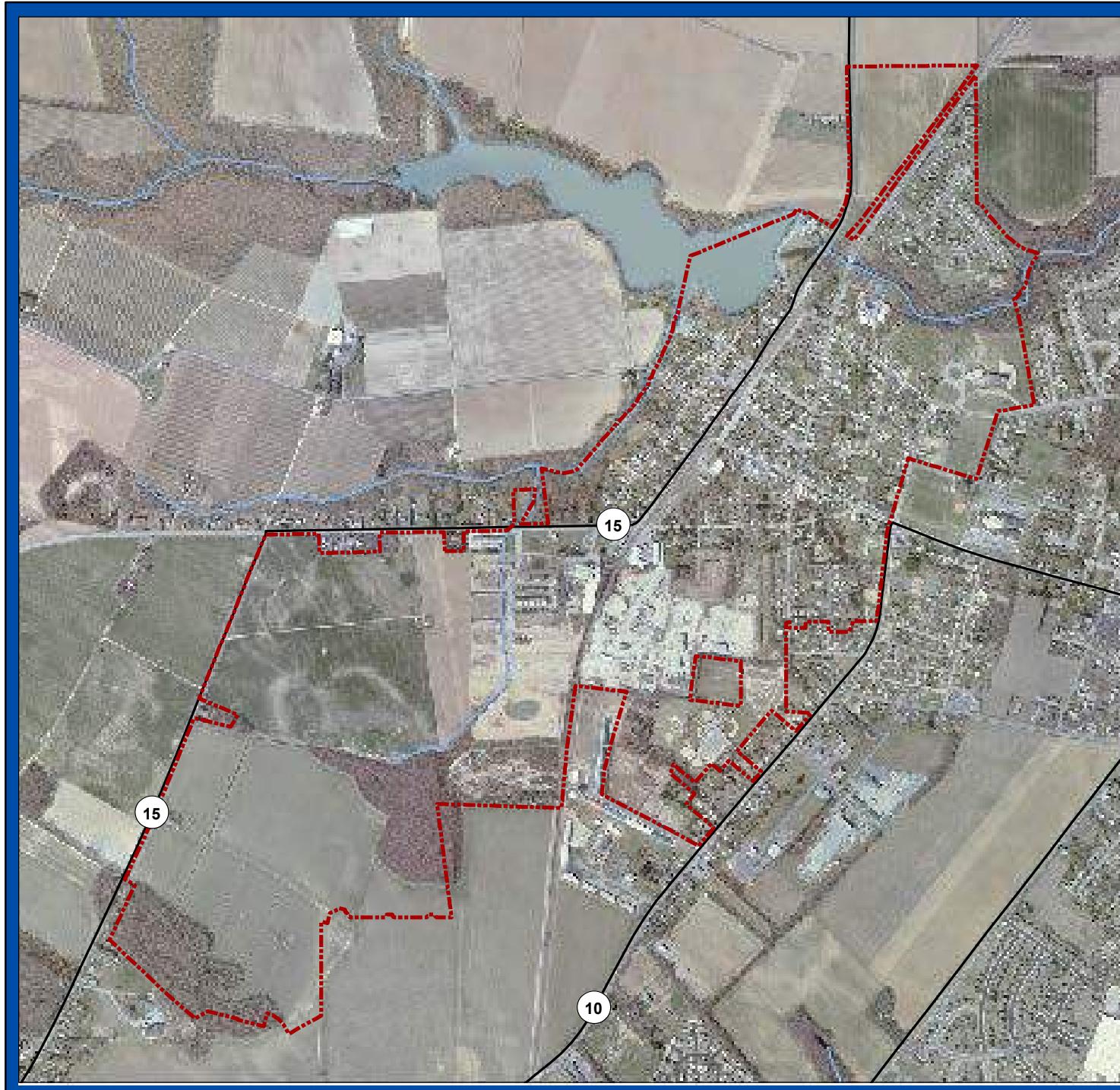
**Map 5. Environmental Features**

**Map 6. Existing Zoning**

**Map 7. Future Land Use**

**Map 8. Future Growth and Annexation Areas**

**Map 9. Potential Land Use Within Growth Areas**



## Town of Wyoming Kent County, Delaware

Map 1: Aerial View

- Town of Wyoming
- Major Roads
- Wyoming Lake
- Stream or River

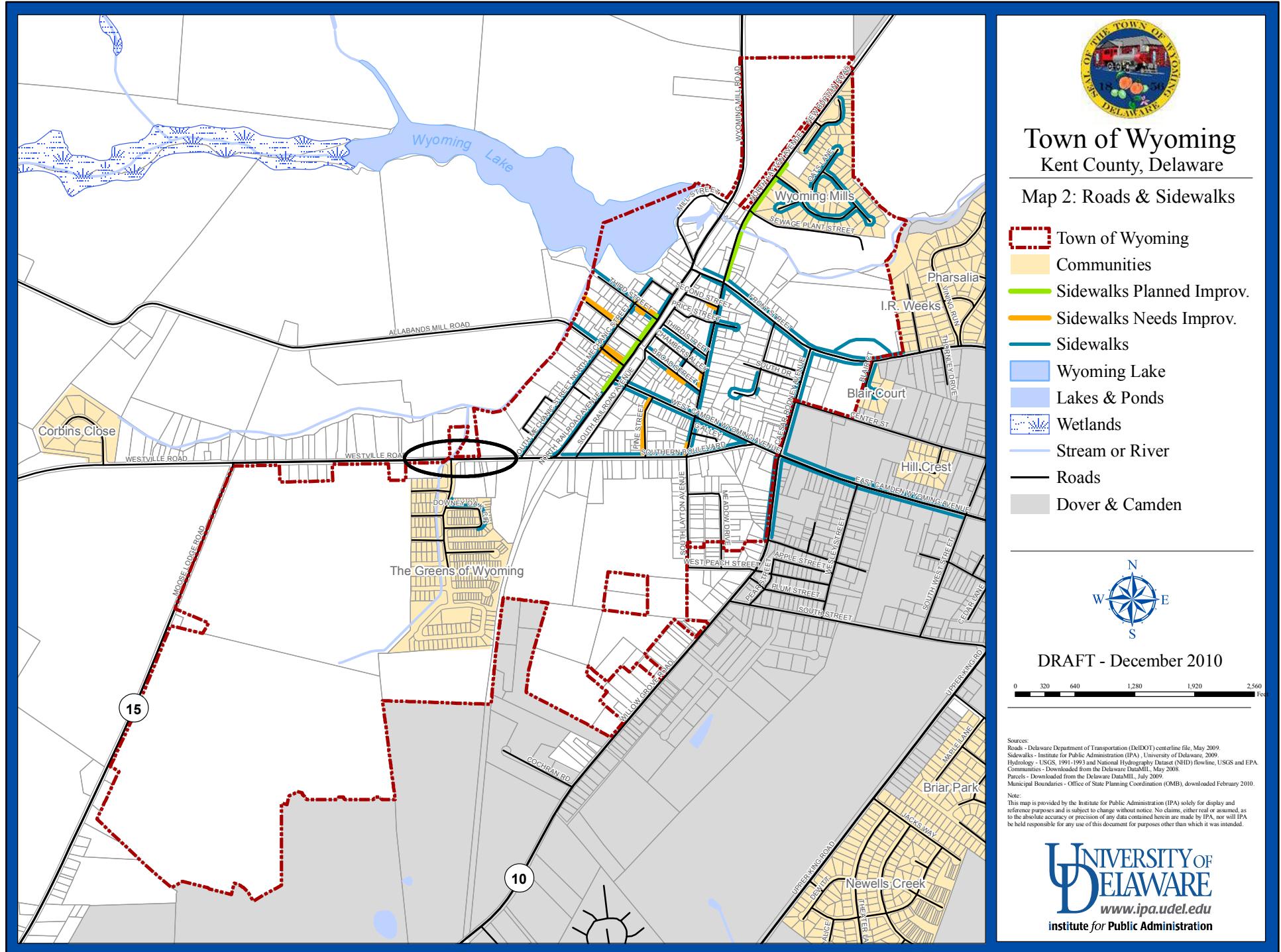


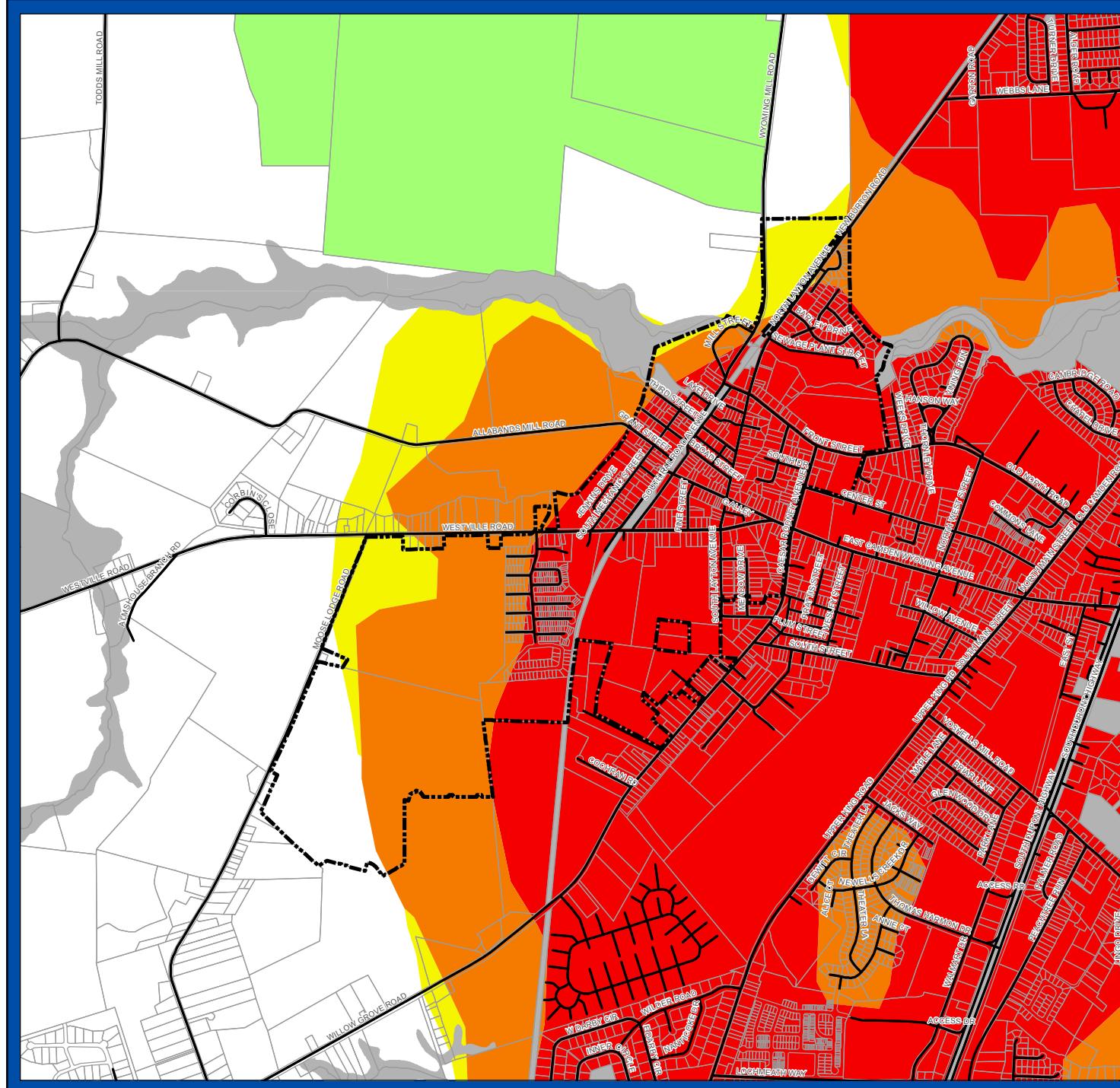
DRAFT - December 2010

0 305 610 1,220 1,830 2,440 Feet

Sources:  
Aerial Photography - 2007 Orthophotography.  
Roads - Delaware Department of Transportation (DelDOT) centerline file, May 2009.  
Hydrology - USGS, 1991-1993 and National Hydrography Dataset (NHD) flowline, USGS and EPA.  
Municipal Boundaries - Office of State Planning Coordination (OMB), downloaded February 2010.

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## Town of Wyoming Kent County, Delaware

Map 3: State Strategies for Policies and Spending

- Town of Wyoming**: Dashed black line
- Roads**: Solid black lines
- Parcel Boundaries**: Thin grey lines
- Agricultural Districts**: Green shaded areas
- Minor Roads**: Small black lines within parcels
- Out of Play**: Grey shaded areas
- Kent Flood Zone**: Grey shaded areas
- Strategy Level** (Color-coded):
  - Level 1: Red
  - Level 2: Orange
  - Level 3: Yellow
  - Level 4: White



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0 470 940 1,880 2,820 3,760 Feet

**Sources:**

- State Strategies for Policies & Spending - Office of State Planning Coordination (OMB), September 2009
- Agricultural Districts - Delaware Department of Agriculture, 2009
- Roads - Delaware Department of Transportation (DDOT) centerline file, May 2009
- Hydrology - USGS, 1991-1993 and National Hydrography Dataset (NHD) flowline, USGS and EPA
- Communities - Downloaded from the Delaware DataMIL, July 2009
- Parcels - Downloaded from the Delaware DataMIL, July 2009
- Municipal Boundaries - Office of State Planning Coordination (OMB), downloaded February 2010.

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## Town of Wyoming Kent County, Delaware

Map 4: Existing Land Use

- Town of Wyoming
- Residential
- Commercial
- Industrial
- Community Uses
- Agricultural
- Open Space
- Utilities
- Vacant Land
- National Register District
- Wyoming Lake
- Lakes & Ponds
- Wetlands
- Roads
- Stream or River
- Dover & Camden

N  
W  
E  
S  
DRAFT - December 2010  
0 335 670 1,340 2,010 2,680  
Feet

Sources:  
Existing Land Use - updated from Wyoming's 2004 Existing Land Use, 2010  
Roads - Delaware Department of Transportation (DelDOT) centerline file, May 2009  
Hydrology - USGS, 1991-1993 and National Hydrography Dataset (NHD) flowline, USGS and EPA  
Community - Dover and the Delmarva Data, May 2008  
Parcels - Downloaded from the Delaware DataBank, July 2008  
Municipal Boundaries - Office of State Planning Coordination (OMB), downloaded February 2010.

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## Town of Wyoming Kent County, Delaware

Map 5: Environmental Features

- Excellent Recharge Areas
- Wellhead Protection Areas
- County Parks
- Municipal Parks
- St. Jones Natural Area
- 100 Year Floodplain
- 500 Year Floodplain
- Nontidal Wetlands
- Town of Wyoming
- Roads
- Stream or River
- 2' Contours
- Watershed Boundary

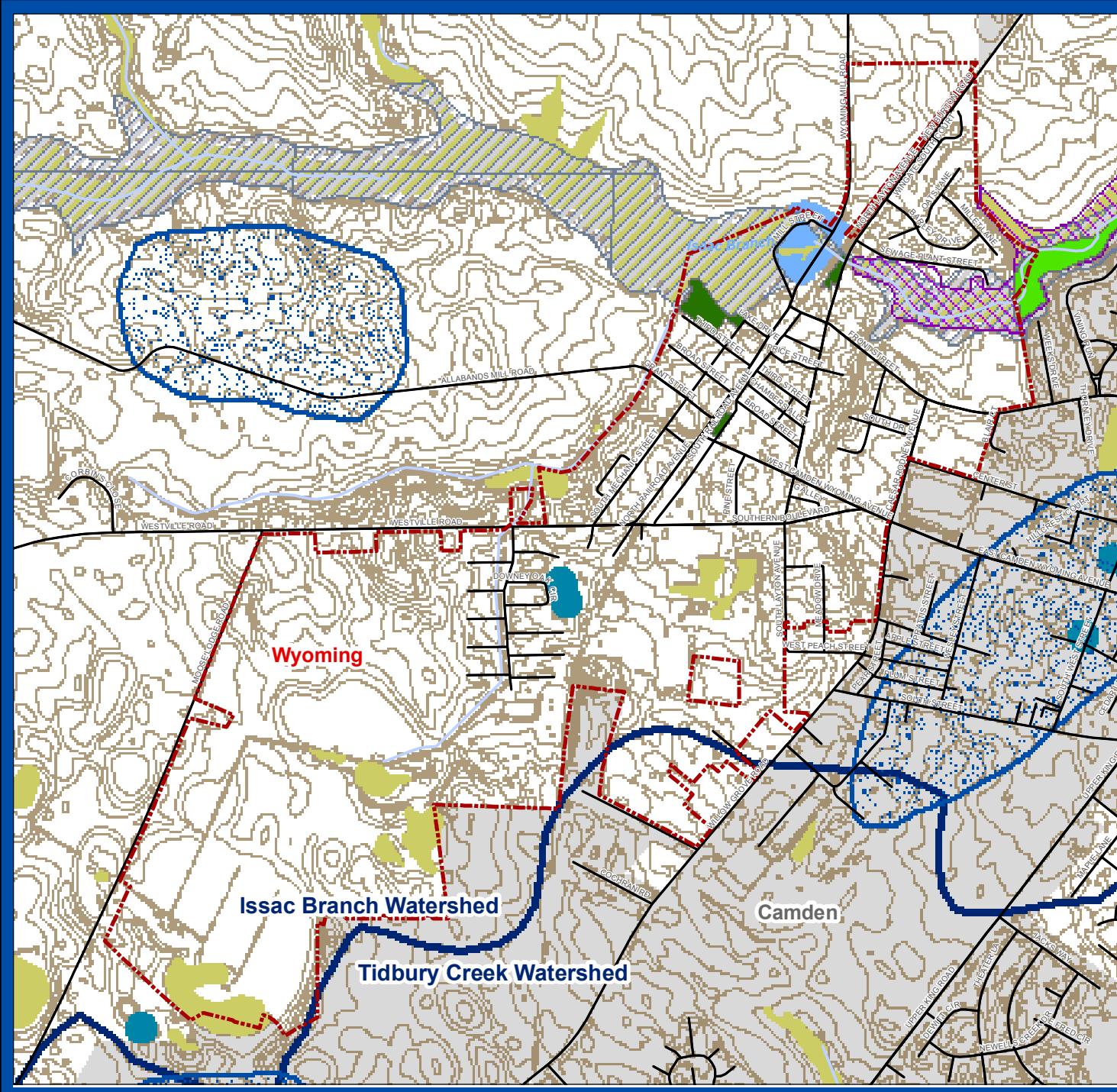


DRAFT - December 2010

0 320 640 1,280 1,920 2,560  
Feet

Sources:  
Floodplain Boundaries - FEMA.  
Wetlands - DNREC 2000.  
Wellhead Protection Areas - DNREC.  
Excellent Recharge Areas - DGS.  
Elevation - 2008 LIDAR.  
Hydrology - USGS, 1991-1993 and National Hydrography Dataset (NHD) flowline, USGS and EPA.  
Parcels - Downloaded from the Delaware DataMart, July 2009.  
Municipal Boundaries - Office of State Planning Coordination (OMB), downloaded February 2010.

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## Town of Wyoming Kent County, Delaware

Map 6: Existing Zoning

- OS, Open Space
- R-1, Single Family Residential
- R-2, Mixed Residential
- TC, Town Center
- C, Commercial
- I-1, Industrial
- Town of Wyoming
- Parcel Boundaries
- Major Roads
- Minor Roads
- Railroads
- Rivers and Streams
- Wyoming Lake
- Lakes and Ponds

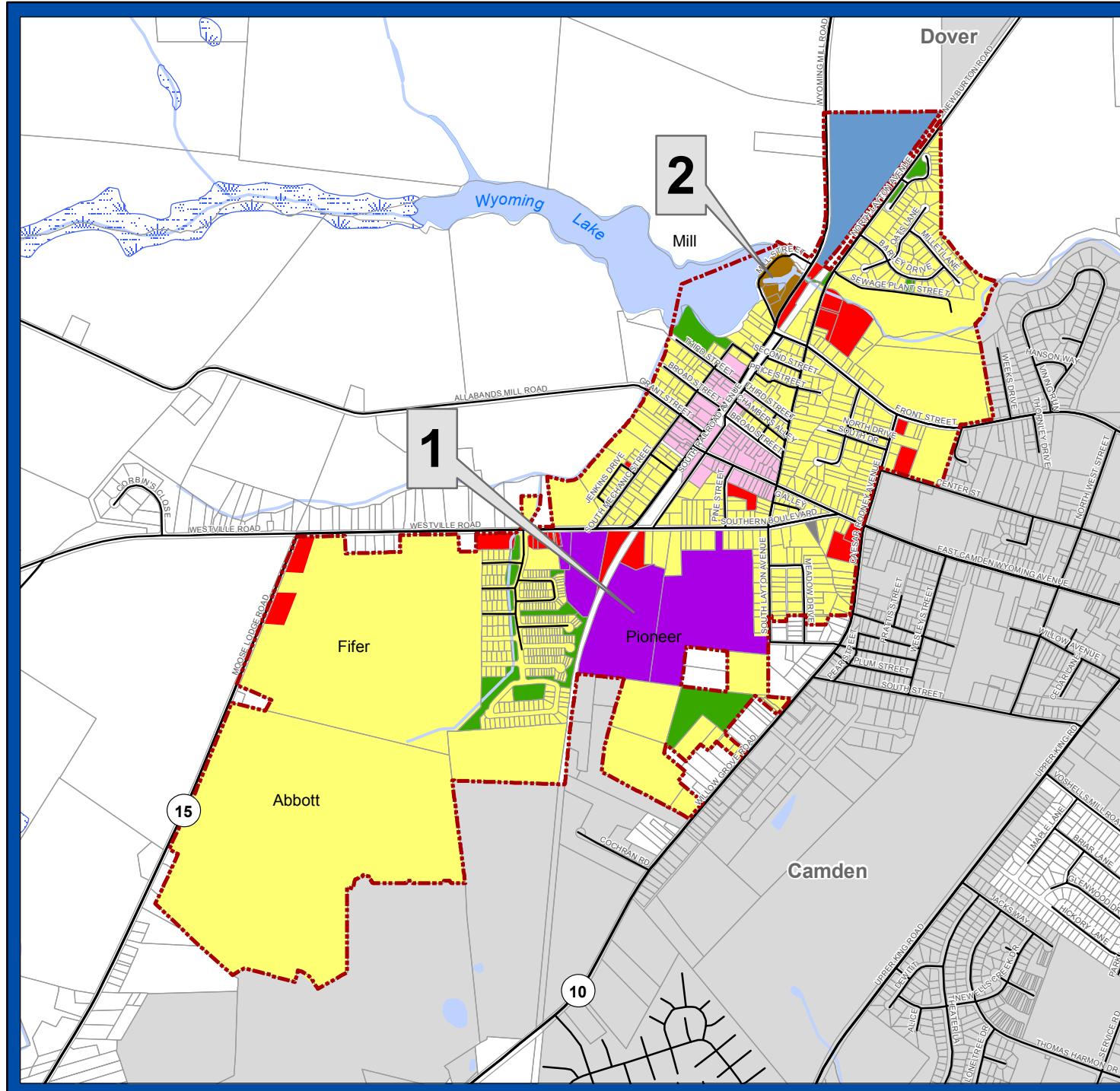


DRAFT - December 2010

0 310 620 1,240 1,860 2,480 Feet

Sources:  
Existing Zoning - Town of Wyoming, July 2009.  
Roads - Delaware Department of Transportation (DelDOT) centerline file, May 2009.  
Hydrology - USGS, 1991-1993 and National Hydrography Dataset (NHD) flowline, USGS and EPA.  
Communities - Downloaded from the Delaware DataMill, May 2008.  
Parcel boundaries - Downloaded from the Delaware DataMill, July 2009.  
Municipal Boundaries - Office of State Planning Coordination (OMB), downloaded February 2010.

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## Town of Wyoming Kent County, Delaware

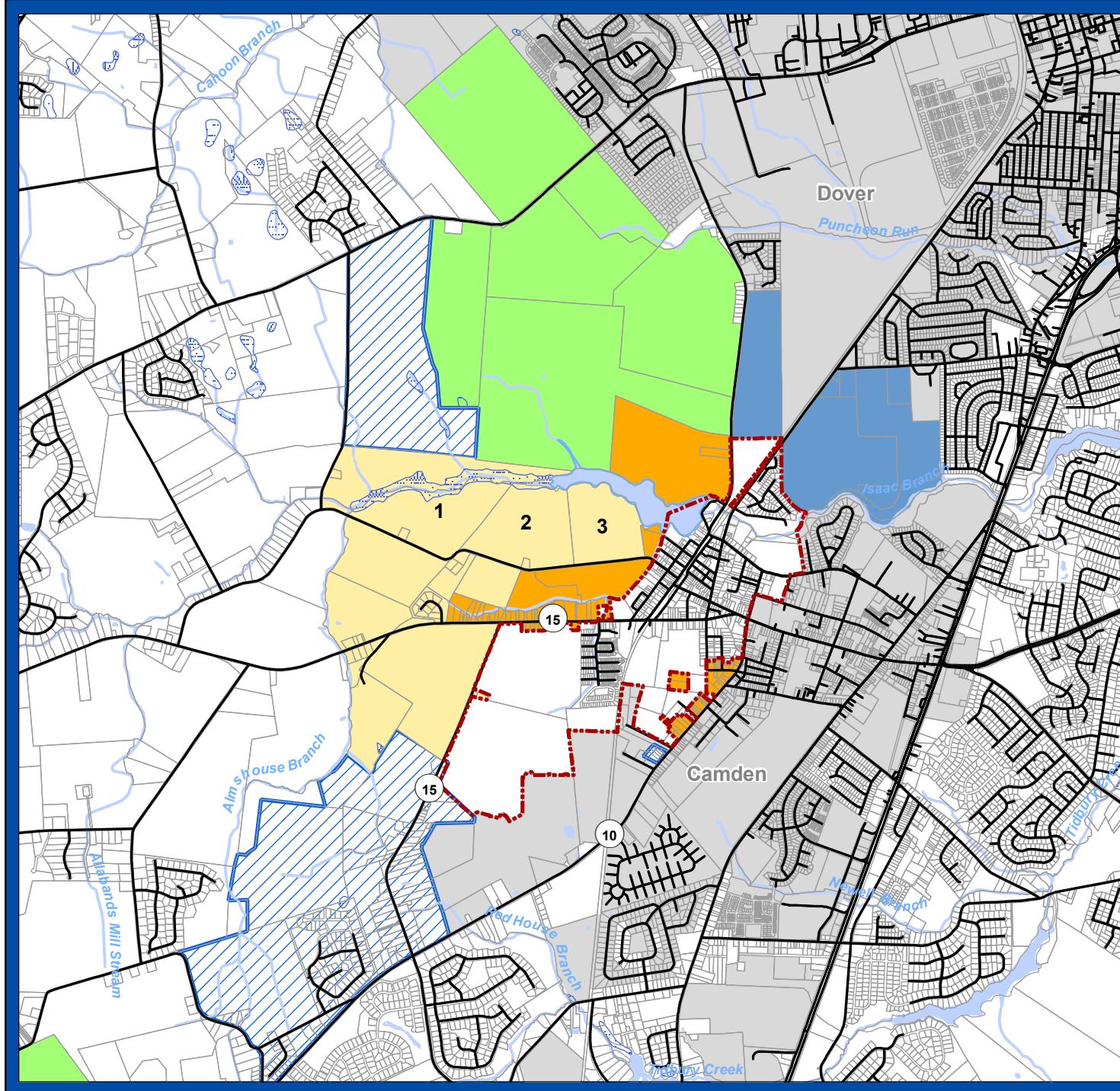
Map 7: Future Land Use

- Town of Wyoming
- Parcel Boundaries
- Residential
- Commercial
- Community Uses
- Industrial
- Mixed Use/Town Center
- Waterfront
- Open Space
- Utilities
- Lakes & Ponds
- Wetlands
- Wyoming Lake
- Stream or River
- Roads
- Dover & Camden

N E DRAFT - December 2010  
W S

Sources:  
Future Land Use - Created from Existing Land Use and modified by University of Delaware Institute for Public Administration, 03/10  
Roads - Delaware Department of Transportation (DDOT) centerline file, May 2009  
Roading - National Hydrography Dataset (NHD) flowline, USGS and EPA  
Communities - Downloaded from the Delaware DataMill, May 2008  
Parcels - Downloaded from the Delaware DataMill, July 2009  
Municipal Boundaries - Office of State Planning Coordination (OMB), downloaded February 2010.

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## Town of Wyoming Kent County, Delaware

Map 8: Future Growth  
and Annexation Areas

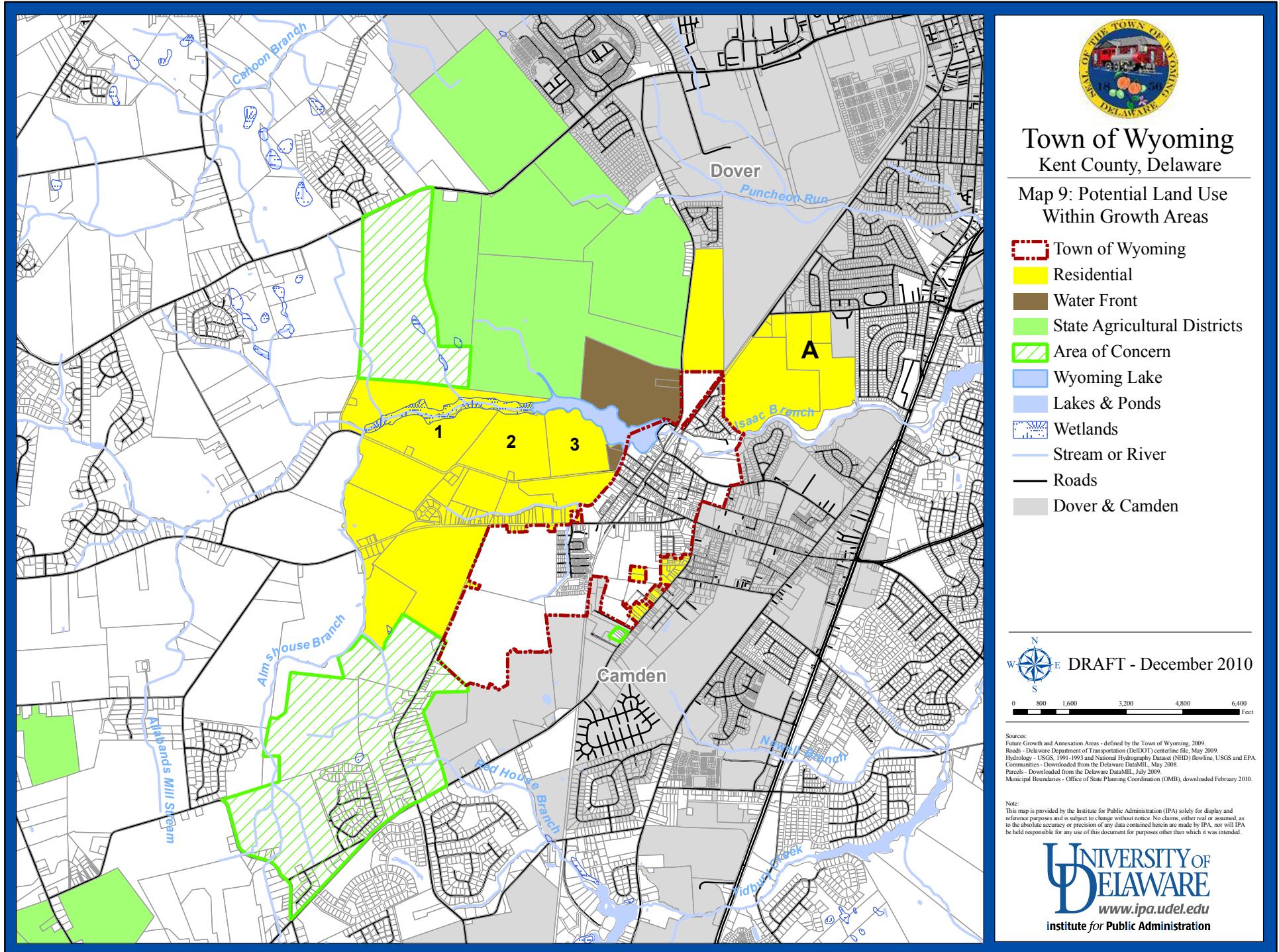
- Town of Wyoming
- Short-Term Common Interest
- Short-Term Growth
- Long-Term Growth
- Area of Concern
- State Agricultural Districts
- Wyoming Lake
- Lakes & Ponds
- Wetlands
- Stream or River
- Roads
- Dover & Camden

DRAFT - December 2010

0 750 1,500 3,000 4,500 6,000  
Feet

Sources:  
Future Growth and Annexation Areas - defined by the Town of Wyoming, 2009.  
Roads - Delaware Department of Transportation (DDOT) centerline file, May, 2009.  
Hydrology - USGS, 1991-1993 and National Hydrography Dataset (NHD) flowline, USGS and EPA.  
Communities - Downloaded from the Delaware DataMIL, May 2008.  
Parcels - Downloaded from the Delaware DataMIL, July 2009.  
Municipal Boundaries - Office of State Planning Coordination (OMB), downloaded February 2010.

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