

TOWN OF WYOMING DELAWARE



2022 COMPREHENSIVE PLAN

*Adopted June 2022
Certified August 2022*

Prepared by the
Institute for Public Administration
www.ipa.udel.edu



UNIVERSITY OF DELAWARE
BIDEN SCHOOL OF PUBLIC
POLICY & ADMINISTRATION



2022 Comprehensive Plan

TOWN OF WYOMING

Kent County, Delaware

Adopted by the Mayor and Council on June 06, 2022; Ordinance 64-22

Certified by the Governor on August 24, 2022

Prepared by

Institute for Public Administration

Joseph R. Biden, Jr. School of Public Policy & Administration

University of Delaware



UNIVERSITY OF DELAWARE

**BIDEN SCHOOL OF PUBLIC
POLICY & ADMINISTRATION**

WYOMING, DELAWARE
ORDINANCE NO. 64-22

**AN ORDINANCE TO ADOPT THE 2022 WYOMING COMPREHENSIVE PLAN
PENDING CERTIFICATION BY THE GOVERNOR OF THE STATE OF DELAWARE**

WHEREAS, pursuant to Section 702 of Title 22 of the Delaware Code, municipalities in the State of Delaware are required to revise, update, amend, and readopt a comprehensive land use development plan every 10 years;

WHEREAS, the Town of Wyoming met with State agency planners on September 22, 2021 as part of the Preliminary Land Use Service review process to receive comments from the State of Delaware on proposed revisions to the 2022 update to the Wyoming Comprehensive Plan;

WHEREAS, the Town has addressed all certification items associated with the plan as identified in a letter from the Delaware Office of State Planning Coordination dated October 19, 2021; and

WHEREAS, in the opinion of the Town Council of the Town of Wyoming, it is in the best interest of the health, safety, and welfare of the public to adopt the 2022 Town of Wyoming Comprehensive Plan, pending certification by the Governor of the State of Delaware.

NOW THEREFORE, BE IT HEREBY ORDAINED by the Town Council of the Town of Wyoming, a majority thereof concurring in Council duly met, that the Town of Wyoming 2022 Comprehensive Plan, a copy of which is attached hereto as Exhibit A and incorporated herein by reference, is hereby adopted by the Town Council of the Town of Wyoming, pending certification by the Governor of the State of Delaware.


IT IS FURTHER ORDAINED THAT this Ordinance shall be effective upon the date of its adoption.

SYNOPSIS

This ordinance adopts the Town of Wyoming 2022 Comprehensive Plan, pending certification by the Governor of the State of Delaware.

This shall certify that this is a true and correct copy of the ordinance duly adopted by the Town Council of the Town of Wyoming at a duly noticed and convened meeting at which a quorum was present on June 6th, 2022.

Attest:


Town Secretary

So Certifies:


Mayor



STATE OF DELAWARE
OFFICE OF THE GOVERNOR

TATNALL BUILDING, SECOND FLOOR

JOHN CARNEY
GOVERNOR

MARTIN LUTHER KING, JR. BOULEVARD SOUTH
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August 24, 2022

The Honorable Steve Bilbrough
Mayor
Town of Wyoming
120 W. Camden Wyoming Ave.
Wyoming, DE 19934

RE: Certification of 2022 Town of Wyoming Comprehensive Plan

Dear Mayor Bilbrough,

I am pleased to inform the Town of Wyoming that as of June 6, 2022 per the recommendation of the Office of State Planning Coordination, the comprehensive plan for the Town of Wyoming is hereby certified provided no major changes to the plan are enacted. The certification signifies that the comprehensive plan complies with the requirements of Title 22, Section 702 of the Delaware Code.

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

Once again, congratulations on your certification.

Sincerely,

A handwritten signature in black ink that reads "John C. Carney".

John C. Carney
Governor, State of Delaware

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Town, County, and State Officials

Town of Wyoming Council

Mayor	Steve Bilbrough
Vice Mayor	Doug Denison
Councilman	Jeffrey Gravatt
Treasurer	Kyle Dixon
Secretary	Tracy Johovic

Town of Wyoming Planning Commission

Chair	Rebecca Marasco
Member	John Willard
Member	Luke Thomas
Member	Jilana Wilson
Member	James Fennemore

Kent County

County Administrator	Michael J. Petit de Mange, AICP
Department of Planning Services	Sarah E. Keifer, AICP – Director

State of Delaware

Governor	John C. Carney, Jr.
Senate	William Charles “Trey” Paradee III, Senator 17th District
House of Representatives	Lyndon Dean Yearick, Representative 34th District
Office of State Planning Coordination	David Edgell, AICP – Director

Institute for Public Administration

This plan was prepared by the Town of Wyoming Comprehensive Planning Committee with input from the Town Council and assistance from the Institute for Public Administration (IPA), a unit within the Joseph R. Biden, Jr. School of Public Policy & Administration at the University of Delaware. IPA links the research and resources of the University of Delaware with the management and information needs of local, state, and regional governments in the Delaware Valley. IPA assists agencies and local governments through direct staff assistance and research projects as well as training programs and policy forums.

Comprehensive plans produced by IPA are a true team effort. IPA Associate Director Troy Mix manages the IPA's planning efforts. William DeCoursey served as project manager for the Town of Wyoming Comprehensive Plan Project. Mapping and geo-spatial analysis was performed by Nicole Minni.

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Sarah Pragg – IPA Assistant Policy Specialist

Chapter 1. Background

1-1. Authority to Plan

According to the provisions of Title 22, Chapter 7 and Title 29, Chapter 92 of the Delaware Code, a comprehensive plan is a document prepared and adopted by a Town, coordinated with its County and reviewed and certified by the State of Delaware. A Comprehensive Plan contains a long-term community vision; goals and objectives; and policies and projects for the physical growth, revitalization, conservation, preservation, and development of the community. A plan respects tradition and upholds individual property rights. It is general interest in nature, based on community participation and open communication. It contains text, data analysis, maps, and graphics. A plan defines a municipal development strategy, setting forth the jurisdiction's position on population and housing growth within the municipality. It also details existing and future land use, often making general recommendations on potential zoning and regulatory approaches. Community economic development, community design, expansion of boundaries through potential annexation, development in adjacent areas, redevelopment of existing deteriorated and blighted areas, existing and enhanced community character, community facilities, public utilities, historic preservation, town center revitalization, conservation of natural resources, hydrology, open space, transportation, and critical community development and infrastructure issues are also commonly addressed.

The comprehensive planning process must demonstrate consideration of and coordination with adjacent areas, with the county of jurisdiction and with the State of Delaware. The Plan is subject to the state review and certification process set forth in §9103 of Title 29 of the Delaware Code. All annexations by the municipality must be consistent with its most recently adopted and certified Comprehensive Plan meeting the requirements of Title 22, Chapter 7 of the Delaware Code. An area being considered for annexation must be depicted as an area for potential annexation in the adopted and certified plan. The Comprehensive Plan must be reviewed every 5 years and updated every 10 years. Comprehensive Plans are prepared and updated under the direction of the municipal Planning Commission, if there is one, adopted by Ordinance of the Town Council after public hearing, and certified by the State of Delaware. The Comprehensive Plan guides the Zoning Ordinance, Subdivision and Land Development Regulations, other codes and ordinances as applicable, annexation policy and procedure, planning and zoning review fees, development impact fees, and capital improvements projects for the municipality.

1-2. Planning Process

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 fulfill the requirements of a municipal development strategy as described in the Delaware Code for towns with a population of 2,000 or fewer persons.

The municipal development strategy for a small community like Wyoming is to be a “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, Kent County, and the State of Delaware during plan preparation (22 Del. C. 1953, § 702; 49 Del. Laws, c. 415, § 1).

Wyoming's Planning Commission, with regular input and participation from members of Council, served as the guiding agency for the preparation of this Comprehensive Plan. This collaboration has been invaluable. The Comprehensive Plan project has enabled the Planning Commission to work closely with Council and to engage the citizenry in a united fashion, particularly regarding annexation.

1-2a. Reason for Plan Update

Wyoming's most recent Comprehensive Plan was adopted in 2011, along with two amendments in 2016. The town is due for its 10-year update. Though there have not been significant growth or development pressure within the municipality, Wyoming borders Camden and Dover, and adjoins the Camden-Wyoming Bypass. The Town felt this was an appropriate time to revisit the comprehensive plan. To the best of the town's knowledge, its municipal boundary is accurately shown on all plan maps and is accurately reflected in the county's data.

1-2b. Comprehensive Planning Approach

Wyoming understands that planning is a continuous process. The plan is based on the foundation that if a community knows where it wants to go, it possesses better prospects of getting there. From the outset, Wyoming has endeavored to cast as wide a net as possible and to gain a fuller understanding of its citizens' concerns, business community's interests, and the regional context in which the Wyoming Comprehensive Plan will function.

The comprehensive planning process involves establishing goals for the future of a municipal government, analyzing current and projected conditions, and laying out steps that can be taken to help a municipality reach its goals. Considerable time was invested in updating information and data to summarize existing and projected conditions Wyoming faces, and will likely face, in terms of demographic, infrastructure, environmental, economic, and land use conditions.

1-3. Public Participation

Wyoming has striven to fully engage its citizenry in this planning initiative. Wyoming began the planning process with a training session for town officials in July 2020. For the remainder of 2020, Wyoming held publicly advertised comprehensive plan development meetings, generally held on the fourth Wednesday of each month. These meetings continued until August 2021, when Wyoming hosted a public planning workshop. There was no meeting in December 2020.

In late April 2021, the Town of Wyoming sent letters to every property owner included in the town's "priority," or general annexation areas. Interested members of the community attended a hybrid virtual/in-person planning meeting on May 26, 2021. At that meeting, consultant staff explained the significance of being included in the area of potential annexation. Also, elected officials explained the town's rationale and long-term vision and discussed the available services and benefits of being incorporated into the Town of Wyoming.

Also, in the spring of 2021, the Town invited representatives from the Delaware Department of Transportation (DelDOT) to give an overview of the Camden-Wyoming Bypass project. The DelDOT representatives were gracious with their time, answering questions from town officials and the public. Much of this discussion is referenced in the transportation chapter.

In August 2021, the town distributed plan documents to Kent County, the City of Dover, and the Town of Camden, seeking input.

1-4. Overall Community Vision and Goals

Wyoming's Vision

"Wyoming is a small, railroad-era community with agricultural roots and a traditional town center. The town likes to see itself as a residential community, rather than a community of residential developments. Wyoming's character as a small town, with small-scale uses, commercially as well as residentially, is very important to it and worth preserving. Its character is what largely separates it from its very close neighbors, the City of Dover and the Town of Camden."

Community Character Goals

- Provide sound and affordable housing for residents of all income levels.
- Encourage the preservation of historic and culturally significant structures and areas in the public domain, as well as privately owned historic structures and lands within the town.
- Encourage homeownership and citizen investment in the community.
- Maintain the small-town feel of the community's developed areas.
- Maintain and improve the cultural and environmental aspects of the community that make the town a unique and attractive setting (e.g., Fifer Orchards, Boys & Girls Clubs of Delaware).

Community and Government Services Goals

- 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.
- Pursue any opportunities to expand recreational lands and activities within Wyoming.
- Strive to offer efficient, accountable, informed, and flexible governance and services.

Position on Housing Growth

"The Town welcomes housing growth consistent with its desired community character. This could include the build-out of existing residential neighborhoods, the rehabilitation of vacant homes, and the development of identified annexation areas. The Town is supportive of neighborhood-scale single-family residential in new development, and of preserving existing rental opportunities."

Housing Goals

- Provide sound and affordable housing for residents of all income levels.
- Encourage the preservation of historic and culturally significant structures and areas in the public domain, as well as privately owned historic structures and lands within the town.

- Ensure a fair state of rental units and overall neighborhood appearance.

Transportation Goals

- Coordinate with DelDOT to support the impending Camden-Wyoming Bypass to minimize heavy truck traffic in town.
- 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 linkages to areas outside of town.

Economic Development and Redevelopment Goals

- Consider the creation of an economic development committee, or of the town hosting economic development roundtables or events.
- 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 and redevelopment throughout town, in appropriately zoned areas, particularly within the “Town Center” area (development examples include brewery, dining, farm to table, and entertainment).

Natural Resources Goals

- Coordinate with relevant agencies and committees to improve water quality in the St. Jones Watershed.
- Pursue agricultural preservation of high-value agricultural parcels, in keeping with the town’s small-town, agricultural heritage.
- Preserve the environmental features, including mature vegetation, with an emphasis on preserving quality tree stands, stream valleys, steep slopes, floodplains, and other wetlands.
- Limit the growth of harmful atmospheric emissions attributable to Wyoming.

Parks and Open Space Goals

- Work toward a network of interconnected open spaces, parks, and trails.
- Consider the potential annexation of the Boys and Girls Club of Delaware property to add to the town’s open space/parks inventory.
- Provide safe and reliable circulation for all road users within town, including roads, sidewalks, and bike paths.

Position on Population Growth

“Though historically a town of modest population, Wyoming welcomes population growth consistent with the town’s community character. The Town is open to growth associated with the rehabilitation of vacant housing, the build-out of residential neighborhoods, and the development of identified annexation areas.”

Future Land Use and Annexation Goals

- 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 that serve the needs of the community without detracting from its architectural character.
- 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.

Chapter 2. Community Character

Community Character Statement

“Wyoming is a small, railroad-era community with agricultural roots and a traditional town center. The town likes to see itself as a residential community, rather than a community of residential developments. Wyoming’s character as a small town, with small-scale uses, commercially as well as residentially, is very important to it and worth preserving. Its character is what largely separates it from its very close neighbors, the City of Dover and the Town of Camden.”

2-1. 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 State Route 15 from the north and west.

2-2. History and Historic and Cultural Resources

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’s 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

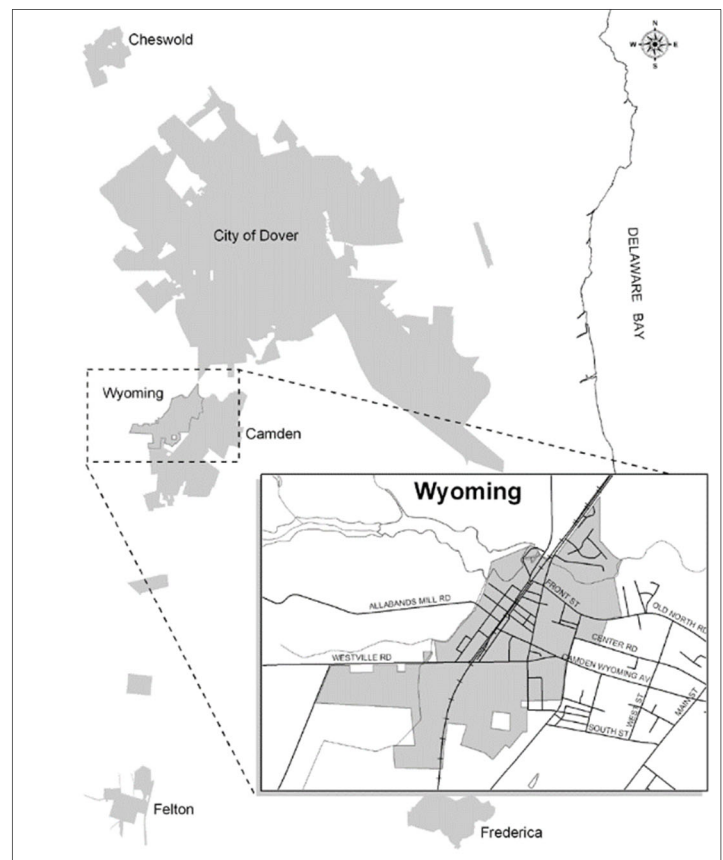


Figure 1. Wyoming Location



Figure 2. Hall's Family Diner is typical of the small-town feel and values Wyoming embraces.

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 schoolhouse 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.

2-2a. Historic Structures and Districts

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

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

The Town of Wyoming 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.

2-3. Community Design

Wyoming is a classic example of a railroad-era town. In and around the town's historical core, North and South Railroad Avenue (SR 15) function much as a one-way pair, on either side of the rail line. Areas closest to the railroad were built largely on a gridded street pattern. Areas further north and east of the historic core make some use of cul-de-sacs and winding roads, consistent with most first-generation subdivision practices. Civic uses aside, almost all structures sit upon modestly sized lots, with "suburban style" lots generally being a little larger. Generally, front setbacks are not excessive, and periodic redevelopment has resulted in considerable variation of architectural styles.

Southern Boulevard (SR 15) is the primary east to west route in town and largely separates the more historic and contemporary areas. South of the boulevard, residential uses are typically suburban, comprised of stub streets and cul-de-sacs with single and multi-family homes of a consistent architectural style.

2-4. Community Character and Design Goals and Objectives

Goal

- Provide sound and affordable housing for residents of all income levels.

Objective

- Consider e-ticketing code enforcement to ensure a fair state of rental units and neighborhood appearance.

Goal

- Encourage the preservation of historic and culturally significant structures and areas in the public domain, as well as privately owned historic structures and lands within the town.

Objective

- Coordinate with the State Historic Preservation Office (SHPO) and appropriate local entities if/when significant redevelopment is anticipated within the nationally recognized historic district.

Goal

- Encourage homeownership and citizen investment in the community.

Objective

- Work to obtain Community Development Block Grant (CDBG) funds to assist homeowners with serious property maintenance and repair needs.

Goal

- Maintain the small-town feel of the community's developed areas.

Objectives

- Update Wyoming's existing zoning and subdivision ordinance to regulate permitted uses and densities to reflect the recommendations of the Comprehensive Plan.
- Accommodate community-scale commercial uses, on a case-by-case basis, when appropriate, by utilizing conditional use exemptions.

Goal

- Maintain and improve the cultural and environmental aspects of the community that make the town a unique and attractive setting.

Objectives

- Consider the eventual annexation of the Boys and Girls Club of Delaware property.
- Remain engaged with Fifer Orchards and other prominent neighboring landowners.

Chapter 3. Community Profile

3-1. Population Trends

Table 1 summarizes the town's population between 1940 and 2020, alongside those of Kent County and Delaware as a whole.

Table 1. Population and Housing Units, 1940 to 2019

Year	Population			Housing Units		
	Wyoming	Kent County	Delaware	Wyoming	Kent County	Delaware
1940	870	34,441	266,505	180	10,362	75,567
1950	911	37,870	318,085	277	12,242	97,013
1960	1,172	65,651	446,292	305	19,915	143,725
1970	1,062	81,892	548,104	341	25,242	180,233
1980	960	98,219	594,338	392	35,354	238,611
1990	977	110,993	666,168	450	42,106	289,919
2000	1,141	126,697	783,600	519	50,481	343,072
2010	1,313	162,310	897,934	648	65,338	405,885
2019	1,381	176,699	957,248	663	71,753	433,195

Source: 1940 through 2010 Decennial Censuses and 2010 & 2019 American Community Survey (ACS) Estimates

Wyoming has grown more slowly than either the county or state. It hit its peak in the 1960 before contracting slightly. Like many towns in Delaware, it saw little booms in the 90s and early 2000s.

3-1a. Population Projections

For the purposes of this demographic section, population projections will rely upon the established methodology used by the Delaware Population Consortium (DPC) and estimates derived from the U.S. Census. Table 2, below, shows the projected population for Wyoming by year 2050.

Table 2. Wyoming Growth Projections

	1980	1990	2000	2010	2020	2030	2040	2050
Population	960	977	1,141	1,313	1,381			
Annual Growth Rate		0.18	1.68	1.51	0.52			
40-year Rate						1,520.99	1,675.17	1,844.97
20-year Rate						1,566.35	1,776.58	2,015.03
Paces Kent County						1,425.05	1,441.96	1,438.93
DPC Projection						1,658.00	1,753.00	1,941.00

Notes: 40-year Growth Rate (1980 to Present) is .97%; 20-year Growth Rate (2000 to Present) is 1.01%; Paces Kent is .31%, .12% and -.02% for 2020–2030, 2030–2040, and 2040–2050 respectively
Source: Delaware Population Consortium 2020 Estimates

Population projections for small communities like Wyoming are difficult. With limited data points to draw from, even small errors in projected growth rates can equal wild swings in potential population levels

over 20 or 30 years. Moreover, recent history has shown that growth and population are indeed often influenced by political events, market forces, or other factors beyond the purview of traditional demography. In this instance, the 2020 population for the town is an estimate from the 2019 American Community Survey (ACS) 5-year estimate, not a full-count decennial census. A difference of 20 people in the present estimate could sway the 2050 result by several hundred persons, as it is the baseline figure for compounding growth and because it represents a fair increase over the 2010 figure.

A somewhat more reliable option is to try and establish a range, given certain assumptions. This analysis calculated the town's 20- and 40-year average annual growth rates and, in turn, projected each over a 30-year span. The third option was to mirror the observed decadal growth rates and apply each to Wyoming, as developed by the Delaware Population Consortium in their 2020 estimates for Kent County.

Scenarios one and two produce a very similar result. Wyoming has only seen two real population surges in recent memory. One between 1990 and 2000, the other between 2000 and 2010. The modest increase from 2010 to 2020 is yet to be verified by a full count. In either case, the observed annual growth rates were very similar. The result: if growth were to follow past patterns, the town might expect between 1,800 and 2,000 residents by mid-century. This aligns well with the Delaware Population Consortium's official projection of 1,941 residents by 2050.



Figure 3. Wyoming has, within its present boundaries, ample room to grow. Above is a large undeveloped lot adjacent to the Wyoming Greens.

Scenario 3 (Growth Follows Kent County Projections) – Another approach is to project Wyoming's growth relative to projections for Kent County. Projections for larger geographic areas are more reliable than for small cities and towns. While there may be greater certainty regarding likely populations, there is more variability in where, within these larger areas, that population will reside. The consortium's experts are bearish regarding population growth in Kent County. In all instances, the projected growth rates are less than a third of the town's scenarios. Beyond 2040, DPC forecasts a very slight population contraction. Overall, scenario three predicts extremely modest growth, on the order of roughly two people per year.

Position on Population Growth

Though historically a town of modest population, Wyoming welcomes population growth consistent with the town's community character. The Town is open to growth associated with the rehabilitation of vacant housing, the build-out of residential neighborhoods, and the development of identified annexation areas.

3-1b. Demographic Characteristics

The Census Bureau has changed the method by which it now collects and disseminates much of its information. The Bureau no longer distributes the old long-form survey that historically provided data on a number of demographic factors that were published as "Summary Files 3 & 4." These included indicators on social statistics such as education, poverty, income, and commuting patterns. These summary files were replaced by the American Community Survey (ACS) data, available in one-, three-, and five-year estimates.

The difference in the ACS (survey) and the old long-form (count) data is analogous to polls versus elections. A poll extrapolates likely data based on a sampling of respondents. Whereas a full-on counting of all respondents is akin to tallying votes. Obviously, a full count is much more accurate, but is also more costly. Surveys can be conducted more often. Unfortunately, in the case of municipalities or geographic areas below a threshold population of 50,000, the margin of error for the survey data can be very significant.

Household and Families

Table 3 summarizes household and family characteristics for Wyoming, Kent County, and the State of Delaware. A household is any occupied housing unit comprising all of those people living in the unit. A family is a household with a householder and at least one other related person, whether it is by marriage, birth, or adoption. Families are also households, but households can sometimes consist of unrelated persons.

Wyoming's average family size was on par with those of Kent County and the State. Its household size shows as marginally smaller. Of all households in Wyoming, 59 percent are families. For Kent County, that figure is 65 percent; for the State, 39 percent.

Table 3. Wyoming's Household and Family Characteristics, 2020

Item	Wyoming	Kent County	Delaware
Total Population	1,381	176,699	957,248
Total Households	571	65,796	363,322
Married/Family	338	42,948	235,278
Average Household Size	2.42	2.61	2.57
Average Family Size	3.16	3.12	3.14

Source: 2019 ACS 5-year estimates

Racial Composition, Hispanic or Latino Origin

Table 4 summarizes racial composition in Wyoming, Kent County, and the state in 2020. Wyoming's racial diversity in 2020 was very much in line with the entire county and state, overall.

Table 4. Racial Composition Wyoming, Kent County, and State, 2020

Race	Wyoming		Kent County		Delaware	
	#	%	#	%	#	%
White	930	67.3%	116,954	66.2%	658,237	68.8%
Black	331	24.0%	45,424	25.7%	212,302	22.2%
Other	6	.4%	3,480	2.0%	22,621	2.3%
Asian	41	3.0%	3,552	2.0%	37,009	3.9%
Multiple Race	73	5.3%	7,289	4.1%	27,079	2.8%
Totals	1,381	100%	176,699	100%	957,248	100%

Source: 2019 ACS 5-Year Estimate

As would be expected, Wyoming's racial diversity has increased over the past thirty years. Also note that the "two or more races" convention now used by the ACS was not in use in 1990. Such respondents were likely included in "other," or chose one of the existing categories. Table 5 summarizes the changes in racial composition in Wyoming between 1990 and 2020.

Table 5. Wyoming Racial Composition Change, 1990–2020

Race	1990	2020
White	84.7%	67.3%
Black	12.5%	24.0%
Other	2.8%	4.0%
Multiple Race	##	4.1%

Source: 1990 U.S. Census, and 2019 ACS 5-year estimates.

Table 6 summarizes the changes in Wyoming's population reporting Hispanic or Latino origin between 2000 and 2020.

Table 6. Wyoming's Population Reporting Hispanic or Latino Origin, 2000–2020

	2000		2020	
	#	%	#	%
Hispanic or Latino (of any race)	29	2.4%	64	4.6%
Not Hispanic or Latino	1146	97.6%	1317	95.4%
Total Population	1175	100%	1381	100%

Source: 2000 Census and 2019 ACS 5-year estimates

According to the ACS, Wyoming's population of all races identifying as Hispanic has roughly doubled in the past twenty years, but still accounts for less than five percent of the total population.

Table 7 shows the age distribution of Wyoming's population.

Table 7. Wyoming's Age Distribution, 2020

Age	Wyoming		Kent County		Delaware	
	#	%	#	%	#	%
Under 5	78	5.88%	11,042	6.25%	54,830	5.73%
5 to 19	242	18.25%	34,836	19.71%	173,874	18.16%
20 to 59	792	59.73%	91,167	51.59%	489,460	51.13%
60+	214	16.14%	39,654	22.44%	239,084	24.98%
Totals	1,326		176,699		957,248	
Median	34.6		37.7		40.6	

Source: 2019 ACS 5-Year Estimate

The ACS reports that Wyoming is actually a bit younger than the surrounding county or state, as a whole. The median age is a full six years younger than the state. The town has a comparable percentage of preschool-aged children, as well as elementary and secondary aged children. Perhaps the most notable differences are seen in working-aged and retirement-aged adults. Nearly 60 percent of the population is solidly working aged, with a smaller percentage reported of retirement, or near retirement-aged individuals.

Table 8 shows which age cohorts grew fastest in Wyoming from 2000 to 2020.

Table 8. Wyoming's Age Distribution Change, 2000–2020

Age	2000		2020	
	#	%	#	%
Under 5 Years	68	5.81%	78	5.88%
5 to 19 Years	246	21.02%	242	18.25%
20 to 59 Years	661	56.50%	792	59.73%
60 Years and Over	195	16.67%	214	16.14%
Totals	1,170		1,326	

Source: 2000 and 2020 Censuses

According to the 2000 U.S. Census, the median age was 36.0 years twenty years ago. As shown in Table 7, that figure is marginally lower today. In the past twenty years, Wyoming has seen a slight dip in school-aged children and a corresponding uptick in working-aged adults. Percentages for those under five and over 60 are largely unchanged.

Education

Table 9 compares Wyoming's educational attainment for the population age 25 years or more with that of Kent County and the state. As the table shows, Wyoming compares favorably against the county and state. As reported by the 2019 ACS, Wyoming has a smaller percentage of individuals that did not finish high school, a larger percentage reporting "some college," a slightly higher figure for associate degree, representative figures for bachelor's degree, and the highest percentage shown for advanced degrees.

Table 9. Wyoming's Educational Attainment, 2019

Educational Level	Wyoming		Kent County		Delaware	
	#	%	#	%	#	%
Not HS Graduates	41	4.41%	14,834	12.57%	66,816	9.98%
Graduated HS, No Degree	223	24.00%	38,843	32.90%	209,449	31.29%
Some College	294	31.65%	26,645	22.57%	126,281	18.87%
Associate Degree	90	9.69%	9,702	8.22%	52,636	7.86%
Bachelor's Degree	150	16.15%	17,393	14.73%	124,632	18.62%
Graduate or Prof. Degree	131	14.10%	10,637	9.01%	89,506	13.37%
Total 25 and above	929		118,054		669,320	

Source: 2019 ACS 5-Year Estimate

Economic Characteristics

Tables 10 summarizes the 2019 ACS income data for Wyoming, Kent County, the state, and nation. ACS data show that Wyoming largely mirrors Kent County in terms of median household and family income. Both are shown to be a little less affluent than the state and national averages, particularly in regard to family income.

Table 10. Household and Family Annual Income, 2020

Income	Wyoming	Kent County	Delaware	United States
Median Household Income	\$63,708	\$60,910	\$68,287	\$62,843
Median Family Income	\$70,938	\$70,919	\$83,127	\$77,263

Source: 2019 ACS 5-Year Estimate

Table 11 summarizes the 2020 ACS on income distribution and poverty data comparing Wyoming, Kent County, Delaware, and the United States. The ACS data suggests poverty is less of an issue in Wyoming than in the county, state, or nation. Only two percent of the town's families reported incomes designated as below the poverty line. Additionally, reported race, ethnic identity, or education appeared to be driving factors. Ten percent of seniors were shown as potentially at risk of poverty. As with all sub-classifications of small populations, these survey results are subject to significant margins for error.

Table 11. Selected Poverty Data for Families

		Wyoming	Kent County	Delaware	U.S.
All Family	#	336	45,138	240,038	79,114,031
	%	2.10%	10.30%	14%	9.50%
With kids aged 18 and below	#	199	21,067	101,313	36,984,818
	%	0%	17.30%	14%	15.10%
Black	#	78	10,783	47,522	9,021,182
	%	0%	16.70%	14.90%	19.20%
Hispanic	#	10	3,016	18,627	12,056,862
	%	0%	20.30%	18.60%	17.30%
65 +	#	40	10,175	60,854	16,849,424
	%	10%	4.50%	3.80%	5.20%
No High School Diploma	#	13	4,496	18,813	8,031,815
	%	0%	22.20%	22.80%	25.20%

Source: 2019 ACS 5-Year Estimate

3-2. Summary of Key Issues

From a demographic standpoint, Wyoming seems to be well situated. The data show that its population has increased and should continue to grow. It has also become demonstrably more diverse without evidence of any sub-populations struggling with poverty. Its citizens appear to be comparatively well educated and its population well balanced across the age spectrum. One area to take note of may be a small percentage of seniors living on limited, possibly insufficient means.

Chapter 4. Government, Community Services, and Infrastructure

4-1. Government

Wyoming's governing body consists of a mayor and four council people. The annual municipal election is held at a place designated by the Wyoming Town Council on the last Saturday in February. The mayor is elected for a three-year term. Council people serve two-year terms.

A Planning Commission has been established in accordance with Title 22, Section 701 of the Delaware Code. Section 702(a) charges municipal planning commissions with the task of preparing comprehensive plans. The Planning Commission also has the responsibility to review zoning changes, propose amendments to the zoning and subdivision ordinances, and make recommendations to the Council on planning and development matters. The mayor, council people, and a lay resident serve as the Planning Commission.

Municipal services now provided by the town include those detailed below, as well as typical municipal functions such as building inspection and licensing/permitting.

The fiscal year 2021 town budget reported roughly \$1.15M in revenue and expenditures. The town had a property tax base of just over \$600,000 in fiscal year 2020–2021.

4-2. Community Services

4-2a. *Police Service*

Wyoming residents receive 24-hour police protection provided by the Town of Wyoming Police Department, in coordination with other law enforcement agencies. The department typically funds three police officers, including the Chief of Police and administrative support. Individuals arrested and detained by the department are incarcerated at the Delaware State Police Troop 3, located on U.S. Route 13A just south of Camden. Police, fire, and Emergency Medical Services (EMS) dispatching are all coordinated through Kent County's Division of Emergency Communications, also known as Kent Center.

4-2b. *Fire Protection and Emergency Medical Services (EMS)*

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 a largely volunteer company founded in 1891 but does have the benefit of paid EMS professionals. The station was built in 2007 and boasts modern apparatus bays, offices, living space for on-duty crews, and kitchen facilities.

The company serves all of Wyoming and Camden, as well as the Willow Grove village. The company provides ambulance and basic life-support service and has mutual-assistance agreements with other area fire companies.

Its fire suppression and rescue apparatus include five engines (including a squad and rescue), tower ladder, tanker, and several utility and command units.

Emergency medical assistance is also 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, from Medic Station 7 on Public Safety Boulevard in Dover, provide advanced life support.

4-2c. Solid-Waste Disposal

The Town of Wyoming contracts with Republic Services, Inc. for waste disposal service. Residential trash is collected on Fridays and disposed of at the Sandtown Landfill. The Town also contracts for a curbside recycling service, generally two or three times a month on Tuesdays.

4-2d. Libraries

Kent County operates a public library at 497 South Red Haven Lane in Dover, Delaware. 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. It also provides computer and internet access and use of popular computer programs. Library staff annually conduct more than 100 programs for children and adults. Kent County Public Library also offers 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.

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.

4-2e. Postal Service

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

4-2f. Health Care

Table 12 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.

Table 12. Healthcare Facilities Serving Wyoming

Facility Name & Location	Services
Camden Walk-In and Camden Primary Care LLC	Urgent care and primary care
Bayhealth Hospital, Dover	Intermediate and acute care
James A. Williams State Service Center, Dover	Clinical and social services
Courtland Manor Nursing and Convalescent Home, Dover	Skilled nursing and intermediate care
Silver Lake Convalescent Center, Dover	Skilled nursing and intermediate care
Westminster Village Presbyterian Senior Living Community, Dover	Skilled nursing and intermediate care
Crescent Farm Convalescent and Nursing Center	Intermediate care
ChristianaCare HomeHealth	Home health

4-2g. *State Service Center*

Wyoming is served by the James W. Williams State Service Center at 805 River Road in Dover. The center offers a wide variety of public services to help people with their health and human needs. The center can assist the public in obtaining services provided through the state Department of Health and Social Services, the state Department of Services for Children, Youth, and their Families, and the Delaware Department of State, as well as many nonprofit community service groups.

4-2h. *Veterans Services*

Established in 2007, the Delaware Veterans Home provides long-term care to Delaware veterans with the mission of upholding dignity and respect while sustaining and improving quality of life. The 150-bed facility is located 16 miles from Wyoming in Milford's Independence Commons Business Park and provides skilled nursing care.

4-3. Education

Wyoming is located in the Caesar Rodney School District, which has its district office at 7 Front Street, in Wyoming. 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. The district, at the time of this plan's development, was in lease negotiations for an additional middle school to be located in Magnolia. It was anticipated this may have some impact on attendance patterns at Fifer Middle.

School enrollment has increased modestly since the 2009–2010 school year, adding 819 students from 6,689 (regular and special) to 7,508 in 2021.

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 was acquired by DSU in the spring of 2021. 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 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. Polytech Adult Education, in Woodside, offers courses and certificate programs as well as parallel campuses for the University of Delaware.

4-4. Water Supply, Wastewater Disposal, and Stormwater Management

4-4a. Water Supply

The Camden-Wyoming Sewer and Water Authority (CWSWA) provides water service to all 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. The combined water system used by Camden and Wyoming consists of three wells, three elevated storage tanks, and roughly 40 linear miles of water-distribution mains. The tanks have a combined capacity of approximately 1.5 gallons per minute. The water system acquires its water exclusively from groundwater below the Town of Camden. The wells are located in different aquifers—one in the Cheswold Formation and two in the Piney Point Formation. DNREC grants allocation permits for groundwater withdrawals.



Figure 4. The CWSWA governs all drinking water and sewer issues for Wyoming and Camden.

Overall, the authority's wells are characterized as having a low vulnerability potential to contaminants released into a wellhead protection area. This largely has to do with the geology of the underlying aquifers. Both are "confined," with significant clay layers between the surface soil and water table.

However, as a group, the wells are quite vulnerable to potential metal contaminants and other inorganic compounds. Nutrient, pathogen, polychlorinated biphenyl (PCB), and hydrocarbon vulnerability was much less a concern, according to the DNREC Public Water Supply Source Water Assessment, updated in 2018.¹

The most recent CWSWA water quality report is available on the authority's website.² According to the authority's report, the public water supply is of "good" quality and in compliance with federal and state standards under the Safe Drinking Water Act.

¹ Report available online at: https://delawaresourcewater.org/wp-content/scripts/getAsses.php?filename=2018%2FCamden-Wyoming_web.pdf

² Report available online at: <http://cswsa.com/blog/wp-content/uploads/2020/04/CCR2019.pdf>

4-4b. *Excellent Groundwater Recharge Potential Areas*

A groundwater recharge potential area is land on top of an aquifer. Precipitation falling on the land surface provides the water that recharges aquifers. Groundwater recharge potential areas are classified as excellent, good, fair, and poor according to how rapidly rainwater filters through the ground to the underlying aquifer. Aquifers are layers of gravel and sand, within which, water is stored and moves underground. Maintaining good water quality in local aquifers is especially important because the CWSWA obtains drinking water exclusively from wells. Care must be taken when developing within groundwater recharge potential areas to ensure that precipitation is not contaminated with surface pollutants that could potentially carry these contaminants into the aquifers. It is also vital that excellent groundwater recharge potential areas remain permeable and allow sufficient infiltration to recharge the aquifer below. Impervious surfaces such as rooftops, roads, parking lots, and soils compacted through construction or landscaping generally cause runoff, not infiltration. The ability of soils to recharge groundwater resources has been approximated and mapped by the Delaware Geological Survey. Areas of excellent groundwater recharge potential are shown on the Environmental Features Map.

Within the presently incorporated areas of Wyoming, there are not any areas classified as excellent groundwater recharge potential areas. Such an area exists west of town in an agricultural area. Another sits beside the town's eastern boundary, largely within Camden. Excellent groundwater recharge potential areas consist of predominantly sandy soils that allow precipitation to rapidly infiltrate to the underlying aquifer. Good, fair, and poor groundwater potential recharge areas have respectively slower infiltration rates. Delaware Code (7 Del. Laws, c. 6082(c)) requires municipalities with populations of 2,000 or above to protect excellent groundwater recharge potential areas through limitations on the percent of impervious area permitted by new development. Wyoming's population does not meet this regulatory threshold. Regardless, in 2009, the town incorporated wellhead and excellent groundwater recharge protection areas into its land use development code. These protections can be found in Section 8-4.

4-4c. *Wastewater Disposal*

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 to 15 inches and buried 3 to 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. Route 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.

The DNREC report, *Delaware Statewide Assessment of Wastewater Facilities Current Status and Future Needs 2020–2025*, describes the overall CWSWA system as a 3.8-square-mile area, serving over 1,300 households.³ Average daily flows are .7 million gallons per day (MGD). Peak flows were .98 MGD.

The CWSWA is a contract user of the Kent County Sewage system and pays a metered rate. The flow is metered, and CWSWA is billed at a uniform rate. There is no set allocation, though provisions are made to offset the effects of development and growth, largely through incremental improvements funded by

³ Report available online at: <http://www.dnrec.delaware.gov/fab/Documents/DE-WWTP-Needs-Assessment-4-10-20.pdf>

impact fees. Stormwater infiltration continues to be an issue and is being addressed incrementally. A meter upgrade program was completed in 2019 and smoke testing of storm sewer connections are routine.

4-4d. Stormwater Management and Flood Control

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.

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, the Delaware Department of Natural Resource and Environmental Control (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, 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 State Route 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.

4-5. 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. It also maintains the electrical production and distribution system and plans to meet the needs of development within the town and surrounding areas.

4-6. 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, demand for telephone service for home offices, and demands for internet connections. Comcast and Verizon provide residential and business broadband Internet service.

4-7. 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.

Goal

- Ensure a safe and reliable supply of drinking water.

Objectives

- Continue to require wellhead, recharge area, and wetland protections codified in the current land use ordinance.
- Coordinate with DNREC on the development of the St. Jones watershed pollution control strategy (PCS).
- Continue to participate in the CWSWA board.

Goal

- Ensure sufficient wastewater-treatment capacity for existing development and future expansion.

Objective

- Continue to participate in the CWSWA board.

Goal

- Continue to develop adequate police services in order to ensure the safety and welfare of current and future residents of the town.

Objective

- Review mutual aid agreements with relevant municipalities and agencies.
- Network with organizations, such as the Delaware League of Local Governments, to recruit skilled candidates.

Goal

- 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.

Objective

- Review mutual aid agreements with relevant municipalities and agencies.

Goal

- Pursue any opportunities to expand recreational lands and activities within Wyoming.

Objective

- Consider community recreational uses for the semi-vacant lot behind the new town hall.
- Prioritize annexations that offer existing, or new, recreational opportunities.

Goal

- Strive to offer efficient, accountable, informed, and flexible governance and services.

Objectives

- Encourage the appropriate use of low-impact development and resilient stormwater management practices contained in the Delaware Green Infrastructure Primer.

- Attend relevant workshops and training seminars, often hosted by the Delaware League of Local Governments, the American Planning Association, and some of the state's universities and colleges.
- Explore real time ticketing or E-Code enforcement solutions.

Chapter 5. Housing

5-1. Housing Characteristics

Over 80 percent of the town's area is in, or is anticipated to be, residential use. The remainder is a mix of commercial, industrial, mixed-use, and community amenities. The predominant housing type is single-family, though there are a number of townhomes in the Greens at Wyoming development as well as a smattering of duplex-style homes in the older parts of town along Railroad Avenue.

Overall, the town is made up, largely, of single-family detached structures. The town does not have a prevailing architectural style. From block to block, street to street, the prevailing character can change from colonial two-story to modest ranch homes.

A benefit of this design diversity is also a broad range of housing styles and price points.

During this plan's development, the town expressed a strong satisfaction with the composition of its housing stock. While it was not against higher-density options at all costs, planning commission members and members of council were eager to protect and preserve Wyoming's community character and small-town charm.

Presently, the town's zoning ordinance suits this approach well. Single family conversions to multi-family are possible, even in the town's least dense (R1) zone, as a conditional use. Multi-family, townhomes, and semi-detached structures can be considered in R2 or Town Center (TC), when accompanied by a design plan.

Position on Housing Growth

The Town welcomes housing growth consistent with its desired community character. This could include the build-out of existing residential neighborhoods, the rehabilitation of vacant homes, and the development of identified annexation areas. The Town is supportive of neighborhood-scale single-family residential in new development and of preserving existing rental opportunities.

5-2. Housing Inventory

Table 13 summarizes the distribution of housing unit types in Wyoming and contrasts its housing stock with those of Kent County and the State of Delaware. The data show that Wyoming has a considerably more diverse housing inventory than either Kent County or the State of Delaware. In fact, it ranked well for three- and four-unit apartments as well. However, the survey's margin of error was too high to responsibly include these figures. Regardless, the town's position of allowing, but not prioritizing, multi-family options would seem sound.

Table 13. Housing Type

Housing Type	Wyoming		Kent County		Delaware		United States	
	#	%	#	%	#	%	#	%
Single-Family Detached	422	63.7%	47,383	66.0%	255,555	59.0%	84,644,765	61.6%
Single-Family Attached	153	23.1%	6,688	9.3%	67,696	15.6%	8,048,562	5.9%
2 units	51	7.7%	948	1.3%	6,660	1.5%	4,901,645	3.6%
Mobile Home	0	0%	8,596	12.0%	34,266	7.9%	8,495,408	6.2%

Source: U.S. Census American Community Survey 2019

Table 14 shows the occupancy status for structures in Wyoming, Kent County, Delaware, and the nation. As of the 2019 American Community Survey, Wyoming's vacancy rate of 13.9 percent was higher than that of Kent County, but compared very favorably to Delaware's rate.

Table 14. Occupancy Status, 2020

Status	Wyoming		Kent County		Delaware		United States	
	#	%	#	%	#	%	#	%
Occupied	571	86.1%	65,796	91.7%	363,322	83.9%	120,756,048	87.9%
Vacant	92	13.9%	5,957	8.3%	69,873	16.1%	16,672,938	12.1%
Total	663	100%	71,753	100%	433,195	100%	137,428,986	100%

Source: U.S. Census American Community Survey 2019

Table 15 compares the age of Wyoming's occupied housing stock to Kent County, the state, and the nation. Overall, Wyoming has a comparatively larger percentage of homes built pre-1950 than either the county or state. Housing growth in Wyoming lagged considerably behind both in the 1970s and 80s, catching up a bit in the 90s. Only in the 2010 to 2013 category did the town convincingly outstrip the state and Kent County.

Table 15. Age of Housing Stock, 2020

Built	Wyoming		Kent County		Delaware		United States	
	#	%	#	%	#	%	#	%
2014 or Later	18	2.7%	2,402	3.3%	16,315	3.8%	3,399,842	2.5%
2010 to 2013	107	16.1%	3,666	5.1%	17,824	4.1%	3,690,038	2.7%
2000 to 2009	83	12.5%	18,090	25.2%	79,481	18.3%	19,186,932	14.0%
1990 to 1999	91	13.7%	12,545	17.5%	66,860	15.4%	19,072,607	13.9%
1980 to 1989	27	4.1%	9,674	13.5%	57,734	13.3%	18,455,307	13.4%
1970 to 1979	30	4.5%	8,414	11.7%	50,861	11.7%	20,877,555	15.2%
1960 to 1969	56	8.4%	5,074	7.1%	44,266	10.2%	14,526,829	10.6%
1950 to 1959	62	9.4%	5,271	7.3%	44,309	10.2%	14,142,147	10.3%
1940 to 1949	45	6.8%	1,882	2.6%	19,659	4.5%	6,748,599	4.9%
1939 or Earlier	144	21.7%	4,735	6.6%	35,886	8.3%	17,329,130	12.6%
Total	663	100%	71,753	100%	433,195	100%	137,428,986	100%

Source: U.S. Census American Community Survey 2019

5-3. Housing Pipeline

Wyoming continues to show steady growth, in terms of housing construction. Table 16 shows numbers for new construction permits, as well as demolitions, since the town's plan was last updated in 2017. Taken together, the results are fairly consistent with the observed ACS data and suggest the town may be in a period of relative growth.

Table 16. Wyoming Housing Pipeline

Year	New Construction Permits	Demolitions
2017	30	5
2018	12	3
2019	31	1
2020	56	2
2021	20	0

Source: Town of Wyoming, March 2021

5-4. Housing Needs

ACS data for towns the size of Wyoming are problematic. In many cases, the margins for error may approach 100 percent. Anecdotally, however, Wyoming appears to be in a good place contrasting its population to the available, and anticipated, housing inventory. The town appears to have grown by about 250 people in the past twenty years. Considering the ACS and town-provided data, it appears that at least that number of homes have been built. A truer determination may not be possible until the results of the 2020 decennial census are fully released. If anything, one might conclude the town is over-housed. It's also important to remember that Wyoming has developments still in the process of full build-out. Both its population and the character of its future housing stock will be affected by market forces.



Figure 5. Aside from a town center full of modestly sized homes, the Greens hosts numerous attached homes and rental units.

5-5. Affordable Housing and Housing Rehabilitation

As of March 2021, the real estate market appeared relatively tight in Wyoming. Statewide, the spring following the trying year of 2020 saw the real estate market recover. Even so, Wyoming appeared well-positioned to provide sound and affordable housing options to a broad segment of the market.

A scan of real estate sites revealed three new construction, three (or more) bedroom, multiple bath townhomes for sale for between \$180,000 and \$195,000. A number of single-family homes, typically larger, were available in the range of mid \$200,000 to mid \$300,000.

Even for a family earning \$25,000 a year, debt service on a \$100,000 home would be considered “affordable.” The town’s median family income measure of **\$70,938** puts even the \$260,000 homes within reach of the average family in Wyoming.

The new construction townhomes rate as even more affordable. The \$880 estimated mortgage payment falls well within the “affordable” range for households with incomes below \$50,000. Wyoming’s median household income in 2019 was nearly \$64,000.

Add to this the diversity of the town’s housing and rental stock, compared to Kent County and the state and a consideration that no “fixer-uppers” were available on the market during the scan. While affordable homeownership and rental opportunities will always be an important issue, it appears a very manageable concern in Wyoming.

As with any town where a considerable portion of the housing inventory is 50+ years old, code enforcement is an important consideration to ensure a fair state of rental units. Wyoming is contemplating enhancements to its present apparatus to allow for e-ticketing.

Overall, the town’s affordable housing strategy is to continue to entertain multi-family proposals as conditional uses, or with an accompanying design plan, on a case-by-case basis and continuing to seek Community Development Block Grant (CDBG) funds to assist homeowners with property maintenance. Wyoming also should consider promoting the free Weatherization Assistance Program provided by DNREC to assist homeowners and renters in cutting their energy bills by weatherproofing and improving the efficiency of their homes.

Goal

- Provide sound and affordable housing for residents of all income levels.

Objectives

- Continue to seek CDBG funds to assist homeowners with property maintenance.
- Promote DSHA homeownership initiatives to current and prospective residents.
- Consider e-ticketing code enforcement to ensure a fair state of rental units and neighborhood appearance.
- Promote DNREC’s Weatherization Assistance Program to in-need homeowners and renters.
- Consider multi-family proposals on a case-by-case basis.

Goal

- Encourage the preservation of historic and culturally significant structures and areas in the public domain, as well as privately owned historic structures and lands within the town.

Objective

- Continue outreach and correspondence with appropriate property owners.

Goal

- Ensure a fair state of rental units and overall neighborhood appearance.

Objective

- Consider the adoption of e-ticketing code enforcement to streamline the process, accelerate outcomes, and provide a convenient interface for property owners.

Chapter 6. Transportation

This chapter provides an inventory of the transportation system in Wyoming and identifies issues that may need to be addressed. It details planned transportation improvements and makes recommendations to foster maximum mobility, via all modes, for residents and visitors using the town's transportation network.

The Roads and Boundaries Map in the appendix shows Wyoming's transportation network. It includes streets, roads, sidewalks, trails, and bicycle routes.

6-1. Transportation Planning Trends and Developments

Delaware has increasingly focused on non-motorized transportation modes, namely walking and cycling, in many of its planning and policy initiatives. Motor vehicle projects are, and likely will continue to be, the largest recipient of infrastructure projects. However, the State of Delaware has made significant investments in a series of trails and paths within major population and employment centers. Moreover, updated planning and engineering procedures have been enacted with the goal of ensuring bicycle and pedestrian improvements are incrementally built into the state's transportation network as regularly scheduled maintenance and construction is carried out.

In 2011, the State of Delaware established dedicated funding with the passage of Senate Concurrent Resolution 13, to explore and plan how "to create contiguous systems or networks of walkways and bikeways within and between cities and towns in Delaware in order to provide travelers with the opportunity for safe, convenient, cost-effective and healthy transportation via walking and bicycling." Later that year, a memorandum of understanding (MOU) between DNREC and DelDOT was initiated to implement the resolution. A number of projects have been completed, are underway, or are being planned. Over 75 miles of trails and pathways have reportedly been installed since 2011 alone, according to DNREC and the most recent statewide outdoor comprehensive recreation plan (SCORP).

Operationally, DelDOT has been making a concerted effort to connect directly and electronically with its customers. In addition to traditional tools like variable message signs, traffic hotlines, and traffic radio, the State of Delaware has deployed an interactive website and, more recently, the DelDOT App, a smartphone traffic application. The department has also developed a considerable social media presence, which it leverages to provide real-time updates.

Likewise the Dover/Kent Metropolitan Planning Organization (MPO) plays a critical role coordinating transportation planning and programming throughout Kent County. Its plans and programs outline how federal transportation funds will be spent and ensure compliance with federal regulations covering clean air, environmental justice, transportation, and performance measurement.

Also, the Delaware Transit Corporation (DTC), commonly known as DART, has a bus tracker tool on its app. The tool, allows transit users to see when their bus will arrive and also to track their bus in real time. DelDOT also shares this data with Google, benefitting both services. DART's app also facilitates fare payment via smartphone.

In May 2016, Senate Bill 130 was signed into law, creating the framework for Complete Community Enterprise Districts. These districts would encourage master planning, development supportive of transit, and an interior transportation network conducive to the first- and last-mile pedestrian and cycling trips that are so often the weakest link in fixed-route transit. Creation of said districts would require one or several

jurisdictions to enter into an MOU with DeIDOT. No initiatives were yet underway at the time of this plan's completion.

Another planning step of note is the availability of Transportation Improvement Districts (TID) as an alternative to numerous traffic impact studies (TIS) that are traditionally required in the approval process of developments of significant scale. The regulations and procedures required for a TID are laid out in DeIDOT's 2016 Development Coordination Manual.⁴

According to the manual, TIDs are “a geographic area defined for the purpose of securing desired improvements to transportation facilities in the area.” Instead of required improvements being identified piecemeal, as development comes online, a municipal master plan may identify, in partnership with DeIDOT, all of the improvements that an area will need to achieve build-out. These may then be addressed systematically.

6-2. Roads and Traffic

The transportation system in the Town of Wyoming consists of roadways, rail, sidewalks, and rideable shoulder. This section of the transportation chapter provides a brief overview of the major modes of transportation currently found in town.



Figure 6. Wyoming's town center is remarkably walkable

6-2a. Roadways

Wyoming is immediately south of Dover and is served by major north-south highways on the Delmarva Peninsula. State Route 1, a limited access highway to the north of Wyoming, connects approximately four miles to the east of Wyoming along State Route 10, which runs along the town's eastern boundary. U.S.

⁴ Report available online at: https://deldot.gov/Business/subdivisions/pdfs/changes/Development_Coordination_Manual-Chapter_2.pdf?041116

Route 13 is less than one mile to the east of Wyoming and U.S. Route 13A transverses the adjacent Town of Camden. State Route 10 and State Route 15 provide access into Wyoming. As of early 2021, Wyoming was responsible for 4.62 miles of roadway; unchanged since at least 2017. According to DelDOT, the Town of Wyoming maintains the following municipal streets:

Table 17. Municipally Maintained Roadways

Appletree Lane	Lake Drive	Railroad Avenue East
Barley Drive	Layton Avenue	Remus Lane
Broad Street	Meadow Avenue	Rice Court
Chambers Alley	Mechanic Street	Second Street
Church Drive	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
Jenkins Drive	Price Street	

Citizens interested in a high-def view of state versus municipally maintained streets may visit <https://deldot.gov/Programs/gate/index.shtml> and choose “Road Maintenance Responsibility.”

Tables 18 and 19 present information regarding traffic flow through the two main roads in Wyoming from DelDOT. State Route 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 Route 15 through Wyoming are divided into four major sections.

According to DelDOT, not 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 State Route 15 show, essentially, no change from the town’s western boundary as far east as Camden-Wyoming Avenue. Traffic was shown to have decreased slightly from Camden-Wyoming Avenue to the northern edge of town.

State Route 10 also returned unremarkable results. There was no real change from the town’s southern border to Camden-Wyoming Avenue and marginal decreases shown from that point on toward U.S. Route 13.

Existing traffic volumes were not a priority topic during this plan’s development. However, commission and council members were keenly interested in possible impacts of the West Camden Bypass project, which was imminent at the time of the plan’s development. This is discussed in Section 6-4.

Table 18. Wyoming Traffic Counts — State Route 15 (Southern Boulevard and W. Railroad Avenue)

	W. Wyoming Limits to W. Railroad Avenue	Railroad Ave. to Camden-Wyoming Avenue	Camden-Wyoming Avenue to Front Street	Front Street to N. Wyoming Limits
2010		3,829	8,819	8,762
2012	6,078			
2015		3,919	7,039	7,354
2019	6,277			
Annual Growth (Decline)	0.46%	0.47%	-3.75%	-3.03%

Source: DelDOT, 2020

Table 19. Wyoming Traffic Counts — State Route 10 (Caesar Rodney Avenue and Camden-Wyoming Avenue)

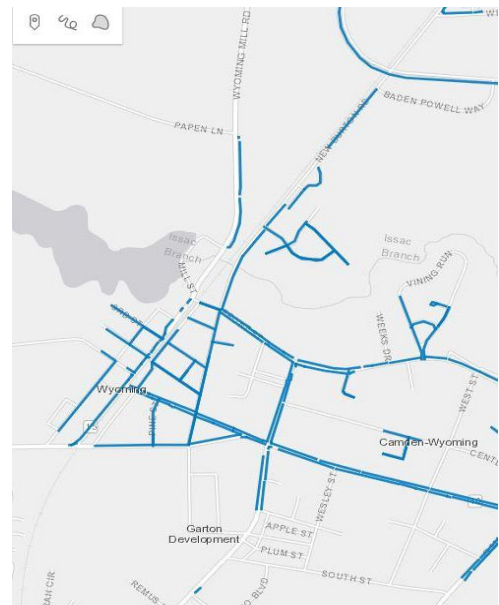
	S. Wyoming Limits to Camden-Wyoming Avenue	Camden-Wyoming Avenue to Main Street, Camden	Main Street, Camden to U.S. Route 13
2010	7,880		
2011		8,420	11,052
2015	8,264	8,072	9,826
Annual Growth (Decline)	.46%	-1.02%	-2.66%

Source: DelDOT, 2020

6-3. Non-Automotive Travel

With the previous 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.

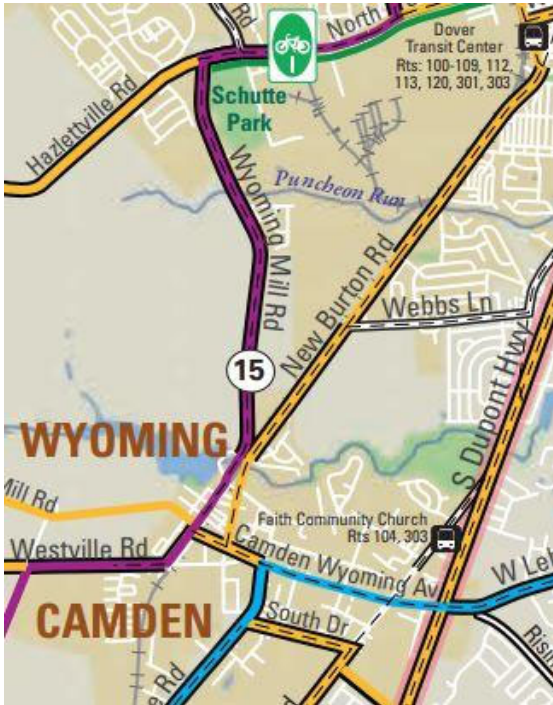
These standards, and the goals and recommendations put forth in this document, are very much in keeping with the Complete Streets concept. The town is aware of the state's Complete Streets policy (executive order # 6), enacted in late 2009, and has tailored its land use and development code and this plan in hopes of continuing to make strides in that direction.

*Figure 7. Wyoming Sidewalk Network*

Source: Firstmap 2021

6-3a. Pedestrian Facilities

Figure 7 details the town's sidewalk coverage. Internally, Wyoming is quite well connected with the obvious exception of the Greens not connecting to the core of town. Area residents should have no issue walking between Wyoming and Camden. However, there are breaks in the system between Wyoming and Dover.



6-3b. Bicycle Traffic

Wyoming is fortunate to have a solid cycling network. According to DelDOT's Kent County Bicycle Routes map (see Figure 8) the bulk of the significant roadways are designated bikeways.⁵ This typically means they have markings or, at least, "rideable shoulders." Area cyclists can find fairly direct routes between Wyoming and Camden and even the transit center at the southern tip of Dover. The town does note that Allabands Mill Road, a popular ride because it leads to the Fifer Orchards, does require cyclists to use the vehicular lanes.

6-3c. Railroads

The railroad line running through the center of Wyoming is owned by Norfolk Southern and operated by Carload Express, commonly known as the Delmarva Central Railroad. 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.

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.

6-3d. Public Transportation

Wyoming, host three DART stops along State Route 10/Caesar Rodney Avenue. The northernmost stop neighbors the WB Simpson Elementary School on North Street. The others are spread out to the south along the Wyoming/Camden boundary. None are shown to have benches or shelters. The DART stops are served by Route 104, which runs Monday to Friday from 6 a.m. to 9 p.m. and Saturdays from 9 a.m. to 5 p.m., connecting the Dover Transit Center and the Camden Walmart in just under 25 minutes. The route runs every half hour on weekdays, hourly on Saturday. Connections to the entirety of DTC's service area are available at the Dover Transit Center. Paratransit and demand response services are also

⁵ The Kent County bike map may be viewed at https://deldot.gov/Programs/bike/biking_in_delaware/pdfs/maps/KentMapInside.pdf?cache=1616523411633
The statewide bike plan is available at <https://deldot.gov/Publications/plans/bikeandped/pdfs/DelDOTBikePlan043018FINAL.pdf>

available, depending upon the requestor's location relative to the ADA zone. Fares for riders from outside the zone are marginally higher. Visit dartfirststate.com for details.



Figure 9. A classic railroad town in every sense, the line passes directly through town.

6-3e. Aviation

The Dover Air Force Base, located nearby in the City of Dover, provides limited public use at the Civil Air Terminal. 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 Coastal Airport in Georgetown, Delaware, is also not far. It operates on visual flight rules and provides small plane services, and a 5,500-foot runway. The nearest regular passenger air services are provided at the Philadelphia International and Baltimore-Washington International Airports, each roughly 100 miles away. The Delaware Airpark in Cheswold, Delaware, 10 miles due north, is home to 45 aircraft and Delaware State University's flight-training program, serving corporate and recreational flyers year-round. Some commercial flights are also available out of the New Castle County Airport. The Wicomico Regional Airport located in Salisbury, Maryland, 60 miles due south, is the only commercial airport on the Delmarva Peninsula.

6-4. Planned Transportation Improvements and Studies

At the time of this document's printing, the Camden-Wyoming bypass was the only substantial transportation improvement envisioned for the area.

6-4a. Studies

The Corridor Capacity Preservation Program (CCPP) impacts design considerations and future development patterns on both major highways (State Route 1 and U.S. Route 13), somewhat near Wyoming. The CCPP approach began as a pilot project in the early 1990s. The aim was, and is, to avoid the cycle of building a highway, attracting economic development (driveways, intersections, traffic lights),

experiencing congestion, building a bypass, and repeating the cycle on the bypass. The program's main goals are to:

- Maintain a road's ability to handle traffic safely and efficiently
- Minimize the impacts of increased economic growth
- Preserve the ability to make future improvements
- Prevent the need to build an entirely new road
- Sort local and through traffic

The program is well coordinated and delineates areas, and potential remedies, based on the desirability of investment of state funds, very much in line with the Strategies for State Policies and Spending.⁶

The Dover/Kent County Metropolitan Planning Organization (MPO) Metropolitan Transportation Plan (MTP) *Innovation 2045* was published in 2020.⁷ The MTP is a long-range, big-picture, regional planning and guidance document compiled by the Dover/Kent County MPO in close coordination with Kent County, DeIDOT, the Office of State Planning Coordination (OSPC), and municipalities.

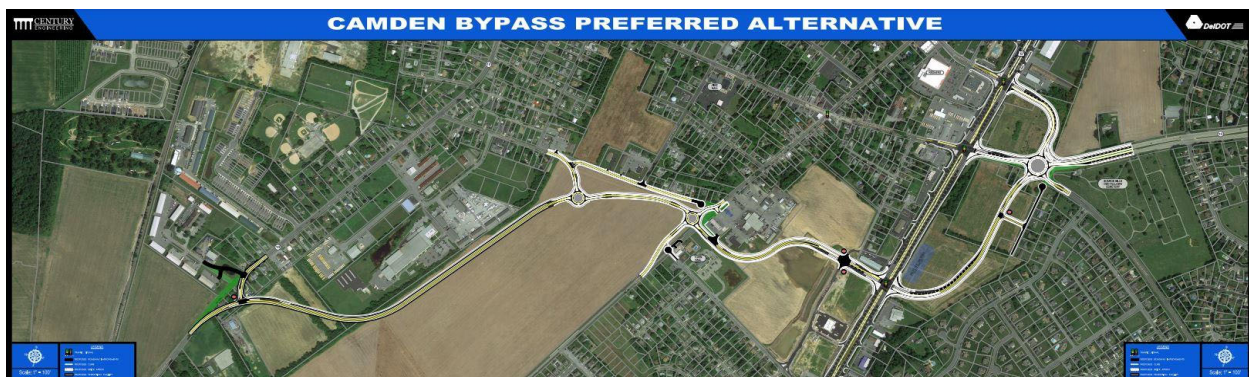
The MTP's three main goals are:

- Safely move people and commodities efficiently on connected and reliable transportation networks
- Integrate multi-modal transportation with local land-use decisions for healthier, stronger, and economically viable communities
- Support transportation system preservation through enhanced system operations, management and sound environmental practices

6-4b. *Improvements*

The Camden-Wyoming Bypass is, clearly, the main project of interest to Wyoming. DeIDOT conceptually divides the project east and west. The entirety of the most recent (2019) concept is shown below in Figure 10.⁸

Figure 10. Camden Bypass Alternative



Source: DeIDOT 2021

⁶ Report available online at <https://strategies.stateplanning.delaware.gov/>

⁷ Report available online at <https://doverkentmpo.delaware.gov/innovation-2045/>

⁸ The DeIDOT project portal can be found at <https://delidot.gov/projects/index.shtml?dc=details&projectNumber=T201709503>

Full details of the bypass project are available here:

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201709503>

The eastern portion of the bypass project is intended to provide a new connection from U.S. Route 13 to State Route 10 (Lebanon Road). The western portion of the project is of much greater interest to Wyoming. Its ultimate aim is to provide a new connection from Willow Grove Road (State Route 10) and South Street (both in Camden) to U.S. Route 13, well east of town. The stated objectives are:

- Increase safety and reduce traffic congestion along State Route 10, and
- Improve traffic operations at the U.S. Route 13/State Route 10 and U.S. Route 13/Old North road intersections.

The project page notes that the roadways in question currently have a failing level of service (LOS).. This is a description of how well a transportation facility or service operates from a traveler's perspective, based on one or more performance measures.

Both aspects of the bypass project were, at the time of this document's preparation, still in the design and right-of-way acquisition phase and had already been subject to a considerable public engagement process. The project timeline called for construction to begin in 2023 and conclude in 2025.

DeIDOT and Town of Wyoming Collaboration

During this plan's development, three DeIDOT representatives, a planning supervisor and two of the agency's circuit-rider planners, met with the Wyoming Planning and Zoning Committee and representatives from town council. DeIDOT representatives outlined the project, as seen above, and were able to share some finer-grade observations, given their considerable familiarity with the project and the locale. During (and possible after) the project, some congestion may occur near the school. The project should ease truck traffic and general traffic will still be able to flow through Wyoming. DeIDOT representatives commented that advance notice will be given if construction will require changes to traffic flows in town during the project.

The back-and-forth discussion revealed several issues of some concern in Wyoming and prompted DeIDOT representatives to make certain suggestions as to how the town may wish to proceed in partnership with DeIDOT.

Key concerns discussed were:

- Wyoming attendees voiced concerns regarding intersections near the rail tracks in a general sense, wondering if increased traffic volumes may back them up.
- Wyoming representatives also wondered about impacts near the post office and noted that an existing intersection at North Layton and Front Street was already busy. Wyoming Mill Road was also noted as a possible concern.
- The possibility of a greater number of cars, particularly commuters to Dover, utilizing State Route 10 instead of the bypass was discussed, both as a possible drawback and as an economic development opportunity.

In response, DeIDOT made two suggestions. First, while the overall concept for the bypass was already considerably developed, the town should fully avail itself of the remaining public outreach process. Second, DeIDOT advised the town to formally request pre- and post-construction traffic studies for areas it feels may be ill-affected. In this way, DeIDOT representatives suggested, the town would be in a strong and well-documented position to request mitigation strategies or projects after the project's conclusion. This was well received by the town and has been incorporated into this document as an important recommendation.

6-5. Additional Transportation Issues

Remaining transportation issues discussed were relatively minor. The town is entertaining a development plan for its industrial park on Southern Boulevard. If this progresses, additional coordination will be required with DeIDOT to secure appropriate access permits.

Also, there are drainage issues at the Windgate development entrance on New Burton Road. Town representatives wondered if technical assistance might be available, or if DeIDOT might consider accepting dedication, and maintenance responsibility, for the troubling roadway segment.



Figure 11. Community members wondered if the bypass project would negatively affect key intersections in town such as Camden/Wyoming and Caesar Rodney and/or Old North and Caesar Rodney. The latter already is congested during school drop-off and pickup.

Goal

- Coordinate with DeIDOT to support the impending Camden-Wyoming Bypass to minimize heavy truck traffic in town.

Objective

- Identify roadways or intersections of concern and request pre- and post-bypass traffic studies to document the overall effects.
- Continue to participate in the bypass project's public engagement process.

Goal

- Monitor traffic levels and work with DeIDOT and neighboring municipalities to keep through traffic at acceptable, safe levels.

Objective

- Periodically consult with Camden and Dover utilizing established MOUs.

Goal

- Provide safe and reliable circulation for all road users within town, including roads, sidewalks, and bike paths.

Objectives

- Continue to plan for and require street and sidewalk linkages between neighboring subdivisions.
- Work toward a network of interconnected open spaces, parks, and trails.
- Consider a bicycle safety assessment of Allabands Mill Road (a popular cyclist route to Fifer Orchards).
- Consider a walking inventory of sidewalk, crosswalk, and curb-cut positioning, adequacy, and condition.

Goal

- Improve transportation links to areas outside of town.

Objective

- Encourage any properties under consideration for annexation to provide pedestrian, auto, and bicycle connections to the adjacent transportation infrastructure.
- Coordinate with DTC regarding the adequacy of transit service and stops (pads, benches, shelters.)

Chapter 7. Economic Development

7-1. Major Employers

Though Wyoming boasts dozens of entrepreneurs and small businesses, it does not host any “major employers,” in the traditional sense of the word. Anecdotally, most of the town’s working-aged residents commute to the Dover Metropolitan area or beyond.

7-2. Employment and Unemployment

Information provided by the Delaware Department of Labor and the 2019 American Communities Survey showed Wyoming with an estimated labor force of 865 persons, and an unemployment rate of 3.3 percent. Table 20 represents the employment status for persons in the labor force in Wyoming, Kent County, Delaware, and the United States.

Table 20. Employment Status Individuals 20 to 64 Years Old.

Employment Status	Wyoming	Kent County	Delaware	United States
Employment/Population 20-64	68.4%	71.3%	73.8%	73.3%
Unemployed	3.3%	5.0%	5.0%	4.9%
Labor Force Participation	74.9%	77.5%	78.3%	77.6%
Population ages 20-64 years old	865	101,404	554,370	191,853,388

Source: U.S. Census 2019 ACS 5-Year Estimate

7-3. Commuting to Work

Table 21. Commute to Work

	Wyoming		Kent County		Delaware		United States	
	#	%	#	%	#	%	#	%
Drive alone	606	87.83%	66,621	82.39%	364,263	80.89%	116,584,507	76.33%
Carpool	57	8.26%	7,474	9.24%	37,721	8.38%	13,763,532	9.01%
Transit	0	0%	862	1.07%	11,458	2.54%	7,641,160	5.00%
Total > 16 years old	690		80,857		450,308		152,735,781	
Average trip time	68% < 24m		60% < 24m		26.3m		26.9m	

Source: 2019 U.S. Census ACS 5-Year Estimate

Commuting data from the ACS survey shows that, compared to the state and nation, Kent and Wyoming residents are less likely to rely on transit. Wyoming residents also seem less inclined to carpool. Given that the only population sample available for this analysis was 16 and over, one might expect some percentage of the carpool subset to mean a parent or guardian drives them to work.

Mean commute distance, in terms of time, could not be extrapolated for Kent County or Wyoming in the same way as the ACS does for the county and state. Even so, the numbers available do not surprise. Kent's commutes appear in line with the state's figures. Wyoming's typical commute seems somewhat shorter, likely due to its proximity to Dover, the county's largest employment center.

7-4. Occupations

Several interesting observations can be made examining the occupational categories data. First, over the past ten years, for every geography studied, "sales and office" has marginally declined. Concurrently, "production, transportation, and material moving" has edged upwards. This would seem to be reflective of the national (if not global) trend away from brick-and-mortar retail and toward just-in-time fulfillment. Wyoming does not appear to be an exception.

Second, Wyoming appears more business-related and less service inclined than Kent County. This is potentially evidenced in higher 2020 figures for "management, business, science, and arts," as well as "production, transportation, and material moving," along with notably lower percentages for service occupations. Most of Wyoming's percentages are unremarkable when contrasted with the state and nation. The town does compare favorably to all geographies for production, transportation, and material moving.



Figure 12. The old ice plant adjacent to the Greens at Wyoming is one of several legacy structures the town hopes to see leased or redeveloped.

Table 22. Occupation for Civilians Ages 16 and Older

	Wyoming		Kent County		Delaware		United States	
	2010	2020	2010	2020	2010	2020	2010	2020
Civilian employed population 16+	655	658	69,270	79,883	419,062	455,620	141,833,331	154,842,185
Management, business, science, and arts occupations:	39.69%	38.91%	31.61%	32.96%	36.85%	40.27%	35.28%	38.52%
Service occupations:	15.57%	14.29%	18.42%	20.73%	17.02%	17.73%	17.12%	17.75%
Sales and office occupations:	26.41%	20.21%	25.58%	21.47%	25.99%	21.73%	25.38%	21.63%
Natural resources, construction, and maintenance occupations:	9.62%	7.90%	11.75%	10.11%	9.56%	8.87%	9.83%	8.86%
Production, transportation, and material moving occupations:	8.70%	18.69%	12.63%	14.73%	10.58%	11.40%	12.39%	13.24%

7-5. Economic Development and Redevelopment Plan

In addition to the above tables, a review of some of the key findings from the demographics chapter paints a favorable picture for Wyoming. Its residents are comparatively well educated. Family and household incomes are on-par with Kent County. However, both are a little less affluent than the state or nation. Despite this, poverty was shown markedly lower compared to all geographies, except for senior citizens. Compared to neighboring geographies, Wyoming residents aren't affluent, but they also are not impoverished. This reinforces the seemingly blue-collar, small business workforce hinted at in the occupational data.

Moreover, the town has a working-age population with sizeable younger cohorts. In the near-term, the town does not have to be concerned with a workforce significantly reduced by retirement.

The town's overall position on economic development and redevelopment is to make the best of what the town has and build upon the foundation of its established character. To this end, the town is very interested to see the eventual development of its industrial park. As of 2021, a concept plan for a roughly 20-parcel development, characterized loosely as storage, shops, and assembly, had progressed through the [Preliminary Land Use Service \(PLUS\)](#) process, but had yet to proceed much further. This remains a priority. So too does finding durable, productive uses for some of the town's underutilized properties. The "Three B's" building at the north end of town and the old ice plant, adjacent to the industrial park, are prime

examples. At the time of this document's development, there was some apparent progress in securing tenants for the ice plan, including a kitchen outlet, lawn care business, and yoga and guitar lesson studio space. The "Three B's" building remained static. Periodic, informal outreach to the property owner



Figure 13. Wyoming's Industrial Park

suggested the owner had no immediate plans and felt no urgency.

The town views its agricultural surrounds, particularly the Fifer Orchards, as one of its best selling points. The planning commission and council remain eager to partner with the orchard whenever feasible, be it for special events or more general common

concerns. Farm-to-table was of particular interest. Town representatives felt that local food, prepared and served locally was a winning formula and perfectly encapsulated the town's character. Town representatives were also amenable to a brewery, brewery/eatery (perhaps a cider house), or signature restaurant that might provide a unique experience and evening entertainment options in-town. The town was interested in both the Downtown Development District and Strong Neighborhoods designations that have become popular economic development tools in the state over the past several years.

In keeping with its established character, the town does not favor strip-style commercial or isolated commercial/office parks. Though generally happy with its land use regulations, the town feels the code



Figure 14. Though not technically "in town," the Fifer Orchards is strongly associated with Wyoming, much to the town's delight. Wyoming maintains an interest in fostering partnerships for "Farm to Table," or simply collaborating on events.

would benefit from a review of by-right, conditional, and prohibited uses. Potentially, this could remove some observed ambiguities and delays in the approval processes.

Goals

- Consider the creation of an economic development committee, or of the town hosting economic development roundtables or events.

Objective

- Committee researches and develops applications for downtown development district and/or strong neighborhoods programs.

Goal

- Encourage the retention of existing businesses and provide new opportunities for offices, commercial sites, and neighborhood businesses.

Objective

- Work with prospective partners to facilitate the development of Wyoming's commercial park.
- Empower a potential economic development committee to make periodic contact with key property owners and entrepreneurs.
- Critically assess the by-right, conditional, and prohibited uses laid out in the existing ordinances.

Goal

- Discourage the development of strip-commercial or isolated office/commercial parks.

Objective

- Ensure the zoning update carried out after this document's adoption accurately reflects community sentiment, consistent with the future land use map.

Goal

- Encourage business development and redevelopment throughout town, in appropriately zoned areas, particularly within the "Town Center" area (development examples include brewery, dining, farm to table, and entertainment).

Objectives

- Ensure that appropriate standards and uses are preserved in any update to the town's land-use ordinance, particularly in town center and commercial areas.
- Consider expanding allowable or conditional uses in desired areas to incentivize or facilitate desired growth.
- Explore incentives available through the Downtown Development District program and/or the Strong Neighborhoods program.

Chapter 8. Natural Resources

Wyoming owes its identity to the rich farmland and pastoral views in and around the municipality just as much as it does its proximity to the state's capitol. It is committed to playing its part in protecting and preserving these invaluable resources for the next generation of residents.

Wyoming prefers, and is committed to, preserving its small-town atmosphere. It is generally disinclined to pursue high-impact, or density, patterns of development. The town is supportive of regional agricultural preservation and has a strong interest in helping to preserve the St. Jones River watershed. This chapter presents a summary of these natural resources and environmental policies, identifies issues of concern, and provides recommended actions for implementing natural resource management policies.

8-1. Physical Characteristics

Wyoming, as with the rest of Kent County, is 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 close proximity to streams and portions of the Wyoming Mill 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.

8-1a. Soils

According to the current U.S. Department of Agriculture Natural Resources Conservation Service (USDA-NRCS) Soil Survey for Kent County, Delaware, the majority of underlying soils in Wyoming is 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 Manahawkin



Figure 15. The majority of the town's floodplain and non-tidal wetlands about the Isaac's Branch.

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.

8-2. Water Resources

The quality and quantity of water available to Wyoming is key to the health and well-being of its residents and to ensuring the long-term viability of the town and the larger community. This section discusses water-quality issues and actions the town can take to minimize negative impacts on water quality within Wyoming and the surrounding watershed.

8-2a. *Watersheds and Total Maximum Daily Loads*

A watershed is all the land that water moves across or under while flowing to a specific body of water and includes the plants, animals, and humans who live within it. The Town of Wyoming is located within the greater Delaware River Basin drainage, specifically within the St. Jones River watershed. DNREC analysis concludes that the St. Jones River and its tributaries are impaired by high levels of bacteria and elevated levels of the nutrients nitrogen and phosphorous. As such, the watershed's designated uses (recreation, fishing, aquatic life/wildlife, industrial and agricultural water supply) are not fully supported. Accordingly, a TMDL (Total Maximum Daily Load) has been established, addressing point-source and nonpoint-source contributions to the watershed.

These reductions must be met to comply with the state's Water Quality Standards. Under Section 303(d) of the 1972 federal Clean Water Act (CWA), states are required to identify all impaired waters and establish TMDLs to restore their beneficial uses (e.g., swimming, fishing, and drinking water). A TMDL defines the amount of a given pollutant that may be discharged to a water body from point, nonpoint, and natural background sources and still allows attainment of maintenance of the applicable narrative and numerical water quality standards. A TMDL is the sum of the individual Waste Load Allocations (WLAs) for point sources and Load Allocations (LAs) for nonpoint sources and natural background sources of pollution. A TMDL may include a reasonable margin of safety (MOS) to account for uncertainties regarding the relationship between mass loading and resulting water quality. In 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 the pollutant without adverse impact. A Pollution Control Strategy (PCS) specifies actions necessary to systematically achieve pollutant load reductions specified by a TMDL for a given water body and must reduce pollutants to levels specified by state Water Quality Standards.

TMDL 7426, within Title 7 of the Delaware Code, lays out the prescribed limits in eight articles. Article 1 limits point source uses to 9.2 pounds per day, combined, of discharge for the nutrient nitrogen. Article 2 limits the combined phosphorous discharge for all identified point sources to .37 pounds. Article 3 limits the discharge of (enterococcus bacterial) colony forming loads (CFLs) to 1.67E+09, combined between all identified point sources. Articles 4 through 6 dictate nonpoint source reductions that will be required, based on the 2002–2003 baseline. Article 4 calls for a 40 percent reduction in the overall nitrogen load. Article 5 requires a 40 percent reduction in nonpoint source phosphorous loads. Article 6 requires a 90 percent reduction in nonpoint source enterococcus bacterial loads. Articles 7 and 8 discuss the margin of safety and ultimate attainment, as well as detailing the development and implementation of pollution control strategies (PCS).

8-2b. *Excellent Groundwater Recharge Potential Areas*

The Environmental Features Map shows that there are no identified areas within the municipal boundary. Likewise, there are none in Wyoming's priority annexation areas. A prominent excellent-recharge area sits squarely within the town's general, longer-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 would favor lower-density uses and limits on impervious surfaces within the recharge area.

Excellent groundwater recharge potential areas are places where soil composition and slope allow precipitation to readily infiltrate to such a depth that unconfined underground aquifers may be recharged and replenished. Excessive soil compaction, paving, or otherwise developing these areas with impervious cover, such as rooftops, driveways, and parking lots can diminish their function. This can lead to increased issues with storm water and runoff, and, potentially, deplete the aquifer. Delaware code (7 Del. Laws, c. 6082(c)) requires municipalities with populations above 2,000 persons to develop and enforce source water protection regulations, protecting excellent groundwater recharge potential areas and wellhead protection areas. This is typically accomplished by setting upper limits on impervious lot coverage and, in the case of wellheads, prohibiting the storage of toxic pollutants. There are no wellhead protection areas in Wyoming or within any of its identified annexation areas.

Wyoming's land use and development code includes 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 potential areas and wellhead protection areas that are the source for public drinking water in the town.

Excellent recharge potential areas are classified as "tier two" areas and are not permitted to exceed 20 percent impervious cover. Up to 50 percent coverage may be allowed if green stormwater management best practices are applied and provision is made for its direction to certified recharge facilities or the project is LEED certified as a "sustainable site."

These regulations 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).⁹

8-2c. *Wetlands and Floodplain*

The Environmental Features Map depicts wetlands in and around Wyoming. There are no regulated, tidal wetlands in, or in proximity to, the town. Small pockets of non-tidal wetlands do appear in and around the municipal boundary.

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

⁹ Report available online at <http://delawaresourcewater.org/wp-content/uploads/2013/05/wyoming.pdf>

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.

In addition to providing wildlife habitat, wetlands provide protection from flooding and protect water quality by naturally filtering runoff on its way to water bodies. Protection of wetlands falls under the regulatory jurisdiction of Section 404 provisions of the federal Clean Water Act. In Delaware, tidal and non-tidal wetlands are regulated by the U.S. Army Corps of Engineers (USACE) under this act; however, tidal wetlands are subject to additional and more stringent regulatory protection under Title 7, Chapter 66 provisions of the Delaware Code.

Wyoming's land-use ordinance generally forbids development within identified wetlands. It does make limited exceptions for utility access, pre-existing farming operations, activities specifically approved by the Army Corps of Engineers and DNREC, as well as limited repairs to pre-existing structures. Moreover, the code establishes a 75-foot vegetative buffer, similarly restricted, but also allowing for water-dependent facility access.¹⁰

8-3. Relevant Programs, Policies, and Regulations

8-3a. Surface Water Protection—Total Maximum Daily Load (TMDL)

The Clean Water Act and the U.S. Environmental Protection Agency's Water Quality Planning and Management Regulations were developed to maintain the health of our nation's waters. They provide for the regulation of impaired waters (those polluted to the extent that they no longer meet their designated uses). Designated uses are identified in state water-quality standards. The St. Jones watershed's uses are primarily recreation, fish and wildlife habitat, and agricultural/industrial water supply.

When waters do not meet these designated uses, TMDLs are required. They serve to specify the maximum amount of pollution that may be allowed to enter a water body and allow it to still meet water-quality standards. The St. Jones Watershed's TMDL was most recently updated in 2006.¹¹ The specific requirements are detailed in section 8-2b of the code.

Table 23. TMDL (Nitrogen, Phosphorus, Bacteria) Requirements for the St. Jones Watershed

Delaware River and Bay Drainage	N- Reduction Requirements	P- Reduction Requirements	Bacteria- Reduction Requirements
St. Jones	40%	40%	90%

With participation from local stakeholders, DNREC developed pollution control strategies (PCS) to meet the TMDL designated reductions. A PCS is a document that specifies where pollution reductions can be made to meet TMDL targets. The PCS document was completed in December 2012.¹² The strategies were designed to reduce nutrient loadings from existing and future land use practices. If implemented as designed, the combination of actions delineated in the strategy should lead to the achievement of the TMDL. DNREC reviews the strategies every ten years to assess if adequate progress is being made. Wyoming should anticipate this update effort to begin by 2022 and should work to be a part of the process.

¹⁰ The town's full code can be viewed here: <https://wyoming.delaware.gov/files/2014/12/zoningordinanceAug09.pdf>

¹¹ View the code online here: <https://regulations.delaware.gov/AdminCode/title7/5000/7400/7426.pdf>

¹² This report is available online at: <https://documents.dnrec.delaware.gov/swc/wa/Documents/WatershedPlans/St%20Jones%202012%20PCS%20final.pdf>

8-3b. *Air Quality*

Air quality remains a regional concern according to the American Lung Association's "State of the Air" report, which gave Kent County a "C" grade in 2021, down from a "B" grade in February 2017. Wyoming is committed to playing its part in regional air quality. Though land use regulations in Delaware for moderately sized municipalities do not typically regulate air quality, Wyoming's preference for remaining a small town, encouraging alternative modes of mobility, and not actively seeking runaway growth may aid in incrementally improving the region's air quality.

8-3c. *Subdivision Regulations*

Though the Town of Wyoming falls well below the 2,000 persons threshold for the development of a sourcewater protection ordinance, the town has had one in place for well over a decade. Sections 8-2 and 8-3 above reference specific provisions in the town's ordinance as they relate to specific environmental concerns. Overall, the town's provisions are comprehensive, providing significant guidance, and often restriction, to development within identified wetlands, wellhead protection areas, and areas of excellent recharge potential. Where development and disturbance are allowed, it is often required to adopt a series of best management practices. The town's 75-foot wetlands buffer requirement is also more robust than many, exceeding the Kent County Conservation District's minimum.

Goal

- Coordinate with relevant agencies and committees to improve water quality in the St. Jones Watershed.

Objectives

- Consider municipal participation in the eventual update of the St. Jones Watershed pollution control strategy (PCS) document.
- Review the municipal environmental ordinances for opportunities to align with the updated PCS.

Goal

- Pursue agricultural preservation of high-value agricultural parcels, in keeping with the town's small-town, agricultural heritage.

Objectives

- Link to the Delaware Department of Agriculture (DDA) agricultural preservation program from the municipal website.
- Coordinate with DDA on the status of parcels the town would like to see preserved, as well as maintaining an awareness of parcels that may exit the program.

Goal

- Preserve the environmental features, including mature vegetation, with an emphasis on preserving quality tree stands, stream valleys, steep slopes, floodplains, and other wetlands.

Objective

- Evaluate the efficacy of existing regulations in the municipal ordinance and revise as needed.

Goal

- Limit the growth of harmful atmospheric emissions attributable to Wyoming.

Objective

- Continue to encourage a community design accessible to all transportation modes.

Chapter 9. Parks, Recreation, and Open Space

9-1. Local and Regional Facilities

The Parks and Recreation map shows the available facilities in, and within the immediate vicinity of, Wyoming. It also highlights natural open spaces. The table below gives a brief account of each.

Table 24. Wyoming Region Park and Recreation Facilities

Facility	Features
Wyoming Park	Wyoming Park is the town's only "active" park within the formal town limits. It sports a view of the pond and offers fishing, a small boat ramp, playground equipment, restrooms (seasonal), picnic tables, grills, and two pavilions. The park is available for special events, and the pavilions may be reserved by visiting the town's website.
Johnson Memorial Park	This shaded rail-side open area includes a pavilion and platform near town amenities, shopping, and dining.
Brecknock Park	This 18-acre park was created from an old sand and gravel excavation site. The park has large open fields, a baseball diamond, playground, and nature trail and connects to the Kesselring County Park. Other amenities include two man-made ponds for fishing, a fishing pier. Walking trails, a one-acre dog park, and a picnic pavilion.
Camden/Wyoming Little League Park	The park includes a baseball diamond, little league, and concessions and restrooms when open.
Kent County Recreation Center/Kesselring County Park	Located at the former Kesslerling property on New Burton Road, this site is easily accessible to the POW-MIA Parkway and is conveniently located just north of Camden. The 75,000 square-foot recreation facility is a partnership between the county and the Greater Dover Boys & Girls Club that houses classrooms for educational activities. The Kent County Recreation Center has 30,000 square feet of various indoor courts and an outdoor field for recreational activities. A loop trail is also being constructed. This facility also has a trail connection to the Brecknock Park.
Killens Pond State Park	Killens Pond State Park is located immediately to the east of U.S. Route 13 just south of Felton next to Lake Forest High School. The park surrounds a 66-acre pond known as Killens Pond located along the Murderkill River. Amenities available include boating, fishing, hiking, playgrounds, and picnic areas. The park also features a nature center, year-round campgrounds, and a water park that is open during the summer months. An admission fee or yearly pass is required to enter the park.

Facility	Features
Killens Pond Water Park	Killens Pond Water Park is a unique facility located within Killens Pond State Park that is usually open from Memorial Day to Labor Day. Amenities include a mushroom fountain, a floating lily pad fun walk, two 205-foot-long twisting water slides, and other interactive water features.
Browns Branch Park	Browns Branch Park is a 78-acre park located south of Carpenter Bridge Road, to the northeast of Harrington. Park amenities include two children's playground areas, softball fields, volleyball courts, a football field, 6.5 acres of multipurpose fields, trails, and picnic areas.
Hunn Nature Park	Hunn Nature Park is located off Route 10 on the far side of Camden. At 172 acres, this park is the largest in the Kent County system. It comprises uplands, wetlands, restored landfill meadows, and subaqueous lands. Features of the park include approximately 1.3 miles of trails, most of which is hard-packed stone. An additional 0.6 miles is planned to connect directly to the multi-modal path on Route 10 out to a waterway overlook and a bridge crossing to create a loop on the east end of the park.
Tidbury Creek County Park	Tidbury Creek Park is also just east of Camden and south of Route 10 behind a subdivision. It features a loop trail, pavilion, pond, and dog recreation areas.
Lebanon Landing County Park	Lebanon Landing Park is located between Tidbury Creek Park and the Hunn Nature Park along Sorghum Mill Road. It's a 5-acre area that is used as a boat launch and fishing pier and has a picnic area. It is a convenient place to fish or launch a small boat onto the St. Jones River.

There are a number of places that Wyoming residents can enjoy recreation. Wyoming Town Park, which overlooks Wyoming Mill Pond, contains 6 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, annexed within the past ten years. Additionally, Kent County and the City of Dover both have extensive park and recreation programs that serve the region. Though not listed on the official inventory, Wyoming's school playgrounds are also available for public use.



Figure 17. The Little League field is a prized community asset to both Wyoming and Camden.



Figure 16. The "Mill Property" and the Isaac's Branch have long been regarded as a fishing hole and hiking venue.

9-2. Open Space and Natural Areas

Though situated near Dover and Camden, Wyoming is blessed with an abundance of natural and agricultural open spaces abutting it on its northern and western borders. To the North/northwest, several large agricultural parcels (currently in preservation) buffer the town from the City of Dover, as does the area around the Kesselring property, which also provides access to the Isaac's branch. These can be seen on the environmental features map.

Due west of Wyoming, agricultural uses dominate and comprise a largely undeveloped area roughly equal in area to that of the town. The Fifer Orchards highlight this area, offering public/private use of these otherwise inaccessible agricultural areas. Allabands Mill Road connects the town to the orchard and is a popular ride for area cyclists.

A portion of the Saint Jones River Natural Area is located in the town limits of Wyoming. Natural areas contain lands of statewide significance identified by the Natural areas Advisory Council as the highest quality and most important natural lands remaining in Delaware. Lands within Natural Areas are not held under permanent protection unless a town or municipality has developed local codes and ordinances to protect such lands, or if the lands are dedicated as a nature preserve.

9-3. Regional Pathways and Trails

Trails are also an important local and regional consideration. Sometimes useful to the local transportation system, they are almost always a welcome diversion from the day-to-day and provide physical and mental health benefits in equal measure.

Table 25. Regional Pathways and Trails

Trail	Length
Brecknock Loop	0.9 miles
Brecknock Nature Extension (Park to W.B. Simpson Elementary)	0.8 miles
Tidbury Creek Loop	0.5 miles
Big Oak Park Loop	1.1 miles
Browns Branch Nature Trail	0.3 miles
Browns Branch Boundary Loop	1.1 miles
Hunn Nature Park	1.3 miles
St. Jones Greenway	4.1 miles on 3 separate trails
Killens Pond Loop Trail	2.7 miles

9-4. Recreation Facility Needs

Technically speaking, Wyoming does not have an abundance of open space or parkland in town. However, significant assets sit astride the town and are widely considered as town assets by the community. The Kesselring/Brecknock Bridge project, slated to connect the Brecknock Nature Trail to the Kesselring Park over the Isaac Branch adds even greater access.

The Statewide Comprehensive Outdoor Recreation Plan (SCORP), lists the following activity types as “high facility needs,” in the Wyoming/Camden area:

- Walking and jogging trails
- Public swimming pools
- Bicycle paths
- Fishing areas
- Playgrounds
- Community gardens
- Picnic areas
- Off-leash dog areas

Near the end of this document’s development, the town began exploring the possibility of a dog park, trail, or similar community use behind the new town hall.

Goal

- Work toward a network of interconnected open spaces, parks, and trails.

Objective

- Coordinate with DeIDOT to rectify any sidewalk or crosswalk issues as needed.

Goal

- Consider the potential annexation of the Boys and Girls Club property to add to the town’s open space/parks inventory.

Objective

- Maintain an appropriate dialogue with the property owner and the City of Dover.

Goal

- Provide safe and reliable circulation for all road users within town, including roads, sidewalks, and bike paths.

Objectives

- Consider a bicycle safety assessment of Allabands Mill Road (a popular cyclist route to Fifer Orchards).
- Consider a walking inventory of sidewalk, crosswalk, and curb-cut positioning, adequacy, and condition.
- Continue to explore the redevelopment of the semi-vacant property behind the new town hall for community recreational use.

Chapter 10. Land Use

This chapter begins with a discussion of Wyoming's existing land use. It then focuses on the discussion of planning efforts that have been considered during the development of the town's future land uses. The future land uses are designated for the area within the municipal boundary, and the link between land use and zoning is provided. The chapter discusses recommendations concerning land use and zoning, concluding with a discussion on growth and annexation.

10-1.Existing Land Use

Existing land use is a snapshot of the town's current development pattern. This development pattern is depicted on the Existing Land Use Map. The map identifies the land use for each parcel as of early 2021.

10-1a. Existing Land Use Designations

Table 26 explains how land was classified into the uses shown on the Existing Land Use Map.

Table 26. Existing Land Use Designations

Land Use	Description
Parks and Open Space	Preserved public and private open spaces including parks, recreation facilities, and areas dedicated in connection with land development
Agricultural	Land in active farm use
Residential	Areas developed with any type of dwelling unit
Vacant	Undeveloped lots in recorded subdivisions, other undeveloped lots not being farmed, select homes or structures with no occupant for an extended time.
Commercial	Areas developed with retail, office, service, and similar use.
Community Uses	Areas hosting schools, government, civic, and religious uses.
Light Industrial	Areas developed with manufacturing, processing, assembly, and similar uses.
Utilities	Pumping stations, electrical substations, and similar uses.

Table 27 summarizes the distribution of land uses within the town. As shown below, Wyoming is largely a residential community, though it does host significant agricultural uses. Much of this is anticipated to transition to residential (see future land use discussion). Larger commercial and industrial uses sit astride the rail line south of Southern Boulevard. Larger community uses are mostly located in the town's northern third.

Table 27. Existing Land Use Breakdown

Existing Land Use	Number	Total Acres	Percent
Agricultural	8	388.3	39.47%
Commercial	30	48.5	4.93%
Community Uses	28	121.8	12.38%
Light Industrial	5	70.7	7.19%
Open Space	4	6.5	0.66%
Residential	798	299.8	30.47%
Utilities	1	0.6	0.06%
Vacant Land	49	47.7	4.85%
Total	923	983.9	100.00%

Source: Town of Wyoming, 2020

10-2.Planning Environment

The Comprehensive Plan effort has reviewed other applicable plans and policies that influence the Wyoming area.

10-2a. *Strategies for State Policies and Spending*

Delaware's Strategies for State Policies and Spending, prepared by the Delaware Office of State Planning Coordination and adopted by Executive Order 42 by Governor Carney on July 23, 2020, identifies "Level of Investment" areas that are guidelines for land use as well as state investment. The 2020 Strategies Map, in the appendix, show Level of Investment Areas within the town. Wyoming is shown to be largely within the Level 1 zone. Small areas within appear as Level 2, with only one small area in the town's extreme south-west corner being classified as Level 3. Generalizing, the State is most supportive of new growth and redevelopment in Level 1, anticipates growth in Level 2, and is accepting of thoughtful, planned, adequately resourced development in Level 3.

10-2b. *Kent County*

Kent County's latest comprehensive plan was adopted in the fall of 2018.

A longstanding principle of the county is its growth overlay feature. Kent County has long sought to direct and encourage residential growth to areas and municipalities within the identified zone. It aims to discourage unnecessary sprawl, preserve high-value agricultural lands, promote growth near existing infrastructure and services, and increase efficiencies in the provision of public services.

Growth Zone - The county recognizes municipalities as central to the above approach. Beginning at the New Castle/Kent County line, the zone largely encompasses Smyrna and Clayton and, proceeding south, surrounds Cheswold. Approaching the Dover/Camden/Wyoming area, the zone does not include the eastern/southeastern reaches of the City of Dover, nor the extreme western edge of Wyoming. As such, the town should not expect intense development pressure beyond its western municipal boundary in Kent

County, particularly with the County having recently taken steps to seriously discourage on-site septic. Map 7B of the Kent County Plan illustrates the growth zone and future land use discussion.¹³

Kent County Future Land Use – Beyond the delineated growth zone, in any direction Wyoming could conceivably grow or annex, the County shows a preference for “Low Density Residential.” This meshes perfectly with the town’s modest annexation considerations. A handful of small-parcel enclaves sit directly between Wyoming and Camden. Also, the Boys and Girls Club property in unincorporated Kent County sits between Wyoming and Dover. The Kent County plan shows all these areas as favored for “Medium Density Residential.” Wyoming expects the ultimate disposition of these built-out properties (should they ever be included in a municipality) to be driven by cooperation and planning amongst the surrounding municipalities. Wyoming shared a copy of this plan with Kent County in August, 2021. Upon review, county staff corresponded the county had no objection.

10-2c. City of Dover

The City of Dover also very recently adopted an updated comprehensive plan in January 2020.¹⁴ Like Wyoming, Dover uses a priority approach in identifying potential areas. Dover shares a concern with Wyoming regarding the large block of agriculturally preserved areas north of the Wyoming Pond. Both municipalities show virtually the entire area as an area of concern (see “A” on the Growth and Annexation Map). The two northernmost parcels are potential long-term annexations for Dover. To the west, Dover’s annexation areas and areas of concern and Wyoming’s are separate with almost no overlap. The lone exception being that Dover shows a small portion of Wyoming’s long identified annexation area just northeast of the confluence of Todds Mill and Alabands Mill Roads, bordering the Isaac’s Branch, as an



Figure 18. The Boys and Girls Club Property sits between Wyoming and Dover. Wyoming would welcome this important community use.

¹³ Map is available to view online here: <https://www.co.kent.de.us/media/913825/2018-Comprehensive-Plan-Adopted-9-11-18-Full-Documents-with-Appendices.pdf>

¹⁴ Dover’s annexation areas and areas of concern may be viewed here: <https://www.cityofdoover.com/media/2019%20Adopted%20Comprehensive%20Plan/Map%2013-1%20Potential%20Annexation%20Areas.pdf>

area of concern. This small area represents the extremes of Wyoming's longer-term annexation potential. Consistent with long-standing cooperation between the two municipalities, it would certainly keep Dover well within the loop if annexations expansive enough to include this area were countenanced, in accordance with standard operating procedures regarding neighboring areas of concern.



Figure 19. The Papin Farm is currently under preservation. However, Wyoming still considers it an area of concern, given nearby industrial development.

Another overlap of interests was the cluster of unincorporated community uses just south of the POW-MIA

Parkway, north of the Isaac's Branch. Historically, both municipalities had an interest in the annexation of the Boys and Girls Club/County Parks and Rec/Scout Reservation facilities (see "C" on the Growth and Annexation Areas Map). During the most recent planning cycle, they were depicted as areas of common interest. Correspondence with the City of Dover during this plan update confirmed that Dover no longer has an interest and has no objection to Wyoming simply designating the area as "priority annexation." The town would very much welcome the ability to host such important civic and community uses and feels the POW-MIA Parkway to be the most sensible, eventual boundary between the two municipalities; a sentiment shared by Dover..

With regards to Wyoming's concerns about Dover's annexation plans, the sole apparent instance is the northernmost section (above the Wyoming Mill Spur) of the rectangular parcel abutting Wyoming's northernmost boundary (see "B" on the growth and Annexation Areas Map.) Wyoming is aware of significant industrial-style development in the vicinity and has some concern. However, the Town of Wyoming is aware this parcel has been identified as "high-priority annexation," by the City of Dover and has removed it as an area of concern for Wyoming. Still, the town asks that the City of Dover and the County include it in notifications, public hearings, etc. Wyoming shared draft plans with Dover from the summer of 2021 through early 2022 and, after coordination, the City responded that it had no objections.

10-2d. Town of Camden

Camden grew rapidly over the course of the past ten to twenty years. At some points, Wyoming may have been concerned that it would be enveloped by its fast-growing neighbor. Thankfully, these concerns seem to have largely abated. Camden adopted an updated comprehensive plan in 2019. Its identified potential annexations (in proximity to Wyoming) consist of a quasi-enclave on that town's western boundary that is already developed and buffered from Wyoming by an existing boundary with Camden. The other larger area is a true enclave/existing development centered on the Derby Pond.

Camden does not identify any of the parcels presently in unincorporated Kent County that sit between Wyoming and Camden as areas for annexation. Both towns appear to view Willow Grove Road as the logical divide. Nor does it appear to have any intent on growing west of Moose Lodge Road (State Route 15). Camden's annexation map is included in this document's appendix. In August 2021, Wyoming shared

a draft of its plan with Camden. After distribution to council and review, Camden responded it had no objection.

10-3.Future Land Use within Town

The Future Land Use Map, in the appendix, illustrates Wyoming's desired configuration for, at least, the next five to ten years. Wyoming does not propose any significant changes to future land use from the most recent addendum to its plan. The only changes were a handful of housekeeping edits. Table 28 (below) characterizes the continuing future land-use classifications.

Table 28. Future Land Use Designations

Land Use	Description
Open Space	Preserved public and private open spaces including parks, recreation facilities, and areas dedicated in connection with land development.
Residential	Areas developed with any type of dwelling unit.
Mixed-Use/Town Center	Residential, dual-use structures, community-scale retail, office, and service.
Commercial	Areas developed with retail, office, service, and similar use.
Community Uses	Areas hosting schools, government, civic, and religious uses.
Light Industrial	Areas developed with less intense manufacturing, processing, assembly, warehousing, and similar uses.
Utilities	Pumping stations, electrical substations, and similar uses.

10-3a. Future Land Use Breakdown

Table 29 shows the breakdown of the future land use categories by geographic area.

Table 29. Existing Land Use Breakdown

Existing Land Use	Number	Total Acres	Percent
Commercial	18	37.23	3.74%
Community Uses	1	34.09	3.43%
Light Industrial	6	76.75	7.71%
Open Space	10	24.75	2.49%
Residential	821	782.33	78.63%
Town Center	72	39.20	3.94%
Utilities	1	0.57	0.06%
Total	929	994.93	100.00%

Source: Town of Wyoming, 2020

10-4. Land Use and Zoning

The link between land use and zoning is important because Title 22, Section 702(c) of the Delaware Code requires that municipalities:

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

Zoning is the chief means for implementing the Comprehensive Plan, consisting of a written document and a series of maps. The maps show districts or zones into which the municipality is divided to regulate the use of land. The document specifies the types of activities (uses) that can occur in each district either as a matter of right (in all circumstances) or under certain conditions (conditional uses). It also regulates building height, lot sizes, setbacks, yards and green space, the number and sizes of signs, and space for off-street parking. Some municipalities incorporate environmental protection standards in zoning ordinances, while others have stand-alone ordinances with cross-references to zoning standards.

Zoning works with subdivision regulations. Subdivision refers to the process of splitting up or assembling land for development. The regulations governing this process designate utility locations, street rights-of-way, open space, and common areas. They also outline the services, such as water, sewer, gas, and electricity, and amenities that a developer must supply prior to the sale of subdivided (or assembled) land. Increasingly, the distinction between zoning and subdivision regulations is becoming blurred.

Development plan approvals cannot take place without making sure that plans comply with zoning and subdivision codes. Over the past several years, there has been a trend in the state towards consolidated subdivision and zoning regulations into a single land use code.

10-4a. Wyoming’s Existing Zoning Classifications

Most recently updated in 2009, the Wyoming Area Zoning Ordinance and Map are available to review on Wyoming’s website.¹⁵

It is important to clearly state two points. One, the map that appears at the end of the linked document is **not Wyoming’s Official Zoning Map**. It is a useful guide. Still, interested parties or development interests should view the Official Zoning Map and code at the municipal offices.

Second, this map depicts Wyoming’s zoning as it was before the adoption, certification, and implementation of this Comprehensive Plan. As is discussed in the section above, municipalities have an 18-month window to update their zoning and subdivision ordinances following the adoption and certification of a new comprehensive plan.

Wyoming’s zoning is very straightforward. Each classification is outlined briefly below.

- **R-1 Single-Family Residential** – The R-1 classification allows single family homes with appropriate accessory structures. Allowances are also made for churches, recreational facilities, and agricultural uses that “do not detract from or interfere with residential uses.”
- **R-2 Mixed Residential** – This classification provides for low and medium-density residential development and customary accessory uses. Provisions for churches and recreational facilities carry over from the R-1 designation. Agricultural allowances do not.

¹⁵ Wyoming Area Zoning Ordinance and Map: <https://wyoming.delaware.gov/files/2014/12/zoningordinanceAug09.pdf>

- **CG, Commercial** – Provide for commercial, office, and services serving the wider geographic area. This designation may be thought of as somewhat analogous to “highway commercial.” The town’s code makes a point to contrast it with its “Town Center” district (below).
- **TC, Town Center** – Provide for a flexibly regulated area designed to encourage a mix of retail, office, and residential, not only in the same zone, but potentially in the same structure. This designation also accommodates residential apartments in conjunction with retail, office, and service uses on the upper floors of these structures. Residential-style structures may be redeveloped to house allowable, non-residential, uses.
- **I-1, Light Industrial** – This classification is designed to make allowances for certain types of low-intensity manufacturing, warehousing, and business uses. A key consideration outlined in the code is the prohibition of certain “heavy” industries and the protection of surrounding areas from any adverse effects.
- **Open Space** – Anticipated uses include parks and recreation facilities. The district’s purpose is to preserve areas with natural limitations (floodplains, wetlands, etc.). In some cases, areas set aside in a site plan may appear as open space.

As of the date of this Plan’s adoption, the Existing Zoning Map and the descriptions of the existing zoning categories (above) represent a fixed period in time and Wyoming reserves the right to create new zoning categories and change property zonings as long as the intent of the Comprehensive Plan is upheld. These items are for informational purposes only.

10-5. Community Development Plan – Future Land Use and Annexation

Wyoming spent considerable time developing a consensus on future land use within the town, as well as the community’s modest growth and annexation considerations. In the spring of 2021, the town sent letters to all property owners with parcels within the town’s potential areas of annexation and invited interested parties to attend (virtually or in person) its May 2021 planning meeting. Key takeaways from this discussion are included below. The Growth and Annexation Areas map depicts “priority annexation areas,” and “annexation areas.” These are little different. Priority areas are generally enclaves within town, or quasi-enclaves (unincorporated areas sandwiched between two municipalities), or directly adjoin the municipal boundary with some level of existing build-out. Many, if not all, of these property owners were contacted and/or engaged during the planning process. This is to say the town would likely be proactive in pursuing annexation should the opportunity arise. The remaining “general” annexation areas provide the town with longer-term growth potential and would be entertained if interest were expressed on the part of the property owner.

10-5a. Community Development Plan – Foundational Policy Statements

Wyoming’s Community Character Statement

“Wyoming is a small, railroad-era community with agricultural roots and a traditional town center. The town likes to see itself as a residential community, rather than a community of residential developments. Wyoming’s character as a small town, with small-scale uses, commercially as well as residentially, is very important to it and worth preserving. Its

character is what largely separates it from its very close neighbors, the City of Dover and the Town of Camden.”

Position on Population Growth

“Though historically a town of modest population, Wyoming welcomes population growth consistent with the town’s community character. The Town is open to growth associated with the rehabilitation of vacant housing, the build-out of residential neighborhoods, and the development of identified annexation areas.”

Position on Housing Growth

“The Town welcomes housing growth consistent with its desired community character. This could include the build-out of existing residential neighborhoods, the rehabilitation of vacant homes, and the development of identified annexation areas. The Town is supportive of neighborhood-scale single-family residential in new development, and of preserving existing rental opportunities.”

10-5b. Community Development Plan – Future Land Use in Town

As noted, Wyoming’s anticipated future land use within town has been relatively static. The town continues to envision the eventual build-out of its southwest extreme, generally envisions commercial uses fronting Westville Road and the northern portions of town in proximity to North Railroad Avenue.

Light Industrial remains centered in the associated industrial park south of Southern Boulevard. The Town Center designation continues to be favored in and around the historic core of the town, roughly following the railroad avenues and extending a bit east along Camden-Wyoming Ave. The remainder is largely characterized as residential. Section 10-3 details the breakdown by area as well as the broad outlines of the future use classification meanings. Section 10-4 discusses the town’s existing zoning ordinance and classifications. Should the town choose to accomplish this plan’s implementation with a housekeeping update of the existing ordinance and map, the existing framework appears suitable. Of course, the town may also choose to undertake a comprehensive code and map rewrite and utilize whatever designations and mechanisms it chooses to accomplish its future land use and annexation plans. Late in the planning process, the town discussed comprehensively reviewing the by-right, conditional, and prohibited uses in its 2009 ordinance. While happy with the land-use types, there was some concern about the consistency of allowable and conditional uses across various classifications.

10-5c. Community Development Plan – Growth and Annexation

Wyoming had developed a straightforward and modest plan for potential growth and annexation. Potential areas are categorized as either “priority” or not. Priority areas are mainly unincorporated enclaves within the Town of Wyoming, or enclaves between the municipal boundaries of the town and either Camden or the City of Dover. The only other areas considered “priority” are those directly adjoining the existing town boundary along Westville Road. The town is aware that its annexation areas due west may appear ambitious. However, given that west is the town’s only viable option of growth in the future, it

prefers to keep these long-established areas in play, against the day that one of the handful of owners of large agricultural parcels identified in this area considers selling or developing.

Northern Areas and Boundary with Dover

Wyoming feels that the POW-MIA Parkway represents a logical boundary between itself and the City of Dover and does not intend to pursue annexations beyond it. The town continues to have an interest in the Boys and Girls Club parcels and the Kent County recreation center as a priority annexation area. Previous versions of Dover's plan showed these parcels as potential areas of annexation. The City's most recent plan update does not. They are only areas of concern. Wyoming considers the Kesselring property, just north of the parkway, as an area of concern because it likely represents the final gateway between Wyoming and Dover.

The town does see the agricultural districts parcel on the east side of Wyoming Mill Road as an area of concern. Though it is presently preserved within the Department of Agriculture's 10-year program, this status could change and the property may see development pressures. The town is aware that the northern tip of this property (north of the Wyoming Mill Spur) appears in the City of Dover's annexation area (see "B" on the Growth and Annexation Areas Map), and has excluded it from its area of concern.

Less of an issue are the large agriculture districts north of Wyoming Lake and west of Wyoming Mill Road. Here, the town would only be truly concerned should they fall out of the preservation program. Still, it seems prudent to include them against that eventuality. Wyoming is aware that two of the northernmost parcels of its area of concern are potential long-range annexations for the City of Dover (see "A" on the Growth and Annexation Areas Map).



Figure 20. Wyoming believes the POW-MIA Parkway to be a logical, ultimate marker between itself and the City of Dover.

Eastern Enclaves and Boundary with Camden

The town prioritizes all enclaves as priority annexation areas. Likewise, it would like to, eventually, clean up its border with Camden by incorporating the handful of parcels on the western side of State Route 10 into Wyoming. To the southwest, the town shows a substantial area of concern. Here, there is no eminent concern. However, Wyoming may have strong feelings about further westward expansion by Camden, should it ever be proposed or planned. Camden's most recent comprehensive plan does not detail any annexation ambitions in this area. However, Wyoming is sensitive to the possibility of being encompassed by its eastern neighbor.

Western Agricultural Areas

Wyoming is tremendously grateful for the character, charm, and vitality of the agricultural lands and businesses immediately to the west of town. Fifer Orchards, in particular, is well-associated with the town by residents and visitors alike and is a defining character of Wyoming. The town does show some existing homes, loosely adjoining the current municipal boundary, as priority annexation areas.

South of Westville Road, where the existing agricultural uses to cease operations, the town would consider low-density, single family residential development. To a large extent, and certainly north of Westville Road, the town's annexation interest lies, primarily, in embracing and preserving the existing character of these lands. The town would welcome the opportunity to incorporate these areas, long considered gems of Wyoming, officially into the town.



Figure 21. On the town's west end, on the north side of Westville Road, the town considers existing homes and the (presently) agricultural areas between these structures and Allabands Mill Road as logical priority annexation areas.

The town is aware of a minor overlap between its established annexation area and the City of Dover's area of concern at the northwest extreme of Wyoming's identified area of annexation.

10-6.Goals and Objectives

Goal

- Focus on development of an appropriate scale and character to preserve Wyoming's small-town aesthetic within town and on properties considered for annexation.

Objectives

- Conduct any necessary adjustments to the municipality's land use ordinance, in accordance with this document's future land use plan.
- Critically assess the by-right, conditional, and prohibited uses laid out in the existing ordinance.
- Critically evaluate the advisability of potential annexations.

Goal

- Maintain Wyoming's historic town center as the heart of the community.

Objectives

- Coordinate with the state historic preservation office (SHPO) and local committees, should issues arise.
- Consider Downtown Development District or Strong Neighborhoods initiatives.
- Continue to encourage bicycle and pedestrian connections to the community core.

Goal

- Preserve and encourage neighborhood commercial uses that serve the needs of the community without detracting from its architectural character.

Objective

- Review dimensional, architectural, parking, and use allowances for the commercial and town center classifications during regulatory updates to the land use ordinance.

Goals

- 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.

Objectives

- Continue to coordinate with the Delaware Department of Agriculture (DDA) regarding potential properties for preservation, as well as those that may exit the program.
- Proactively engage with any property owners considering annexation.
- Consider the use of annexation agreements to lay out conditions on larger annexations before they substantively move forward.

Chapter 11. Implementation and Intergovernmental Coordination

11-1. Post-Plan Requirements

This section summarizes the provisions of the Delaware Code that must be complied with following adoption of this Comprehensive Plan.

- Section 702(c) – Adopt comprehensive rezoning within 18 months after adopting this Plan.
- Section 702(e) – Within five years following adoption, review this plan to determine if its provisions are still relevant.
- Section 702(f) – Submit annual reports to Office of State Planning Coordination (OSPC) each July 1.

11-2. Intergovernmental Coordination

Wyoming is a small town with limited staff and financial resources. To accomplish and implement many of its goals, the town relies on productive cooperation between itself, neighboring municipalities, the county, and various state agencies. Notable objectives include:

- Assurance of adequate police, fire, and EMS services and mutual aid agreements
- Close cooperation with the Camden Wyoming Water and Sewer Authority
- Coordination with Dover and Camden regarding enclaves and the eventual borders between the municipalities
- Close coordination with Camden and Dover throughout the bypass construction
- Petitioning DelDOT for pre and post bypass traffic studies to ensure there is reliable data, should the project result in unforeseen, undesirable consequences
- Partnership with DNREC in any upcoming pollution control strategy for the St. Jones watershed

11-3. Implementation

Below, the town's goals and objectives are recounted by chapter/topic area.

11-3a. *Community Character and Design Goals and Recommendations*

Goal

- Provide sound and affordable housing for residents of all income levels.

Objective

- Consider e-ticketing code enforcement to ensure a fair state of rental units and neighborhood appearance.

Goal

- Encourage the preservation of historic and culturally significant structures and areas in the public domain, as well as privately owned historic structures and lands within the town.

Objective

- Coordinate with SHPO and appropriate local entities if/when significant redevelopment is anticipated within the nationally recognized historic district.

Goal

- Encourage homeownership and citizen investment in the community.

Objective

- Work to obtain Community Development Block Grant (CDBG) funds to assist homeowners with serious property maintenance and repair needs.

Goal

- Maintain the small-town feel of the community's developed areas.

Objectives

- Update Wyoming's existing zoning and subdivision ordinance to regulate permitted uses and densities to reflect the recommendations of the Comprehensive Plan.
- Accommodate community-scale commercial, on a case-by-case basis, when appropriate, by utilizing conditional use exemptions.
- Critically assess the by-right, conditional, and prohibited uses laid out in the existing ordinance.

Goal

- Maintain and improve the cultural and environmental aspects of the community that make the town a unique and attractive setting.

Objectives

- Consider the eventual annexation of the Boys and Girls Club property.
- Remain engaged with Fifer Orchards and other prominent neighboring landowners.

11-3b. *Government, Community Services, and Infrastructure Goals and Recommendations*

Goal

- Ensure a safe and reliable supply of drinking water.

Objectives

- Continue to require wellhead, recharge area, and wetland protections codified in the current land use ordinance.
- Coordinate with DNREC on the development of the St. Jones watershed PCS.
- Continue to participate in the CWSWA board.

Goal

- Ensure sufficient wastewater-treatment capacity for existing development and future expansion.

Objective

- Continue to participate in the CWSWA board.

Goal

- Continue to develop adequate police services to ensure the safety and welfare of current and future residents of the town.

Objective

- Review mutual aid agreements with relevant municipalities and agencies.
- Network with organizations, such as the Delaware League of Local Governments, to recruit skilled candidates.

Goal

- Provide for a sufficient level of fire-protection services and Emergency Medical Services to ensure the health and safety of current and future residents of the town.

Objective

- Review mutual aid agreements with relevant municipalities and agencies.

Goal

- Pursue any opportunities to expand recreational lands and activities within Wyoming.

Objective

- Consider community recreational uses for the semi-vacant lot behind the new town hall.
- Prioritize annexations that offer existing, or new, recreational opportunities.

Goal

- Strive to offer efficient, accountable, informed, and flexible governance and services.

Objectives

- Encourage the appropriate use of low-impact development and resilient stormwater management practices contained in the Delaware Green Infrastructure Primer.
- Attend relevant workshops and training seminars, often hosted by the Delaware League of Local Governments (DLLG), the American Planning Association, and some of the state's universities and colleges.
- Explore real time ticketing or E-Code enforcement solutions.

11-3c. *Housing Goals and Recommendations*

Goal

- Provide sound and affordable housing for residents of all income levels.

Objectives

- Continue to seek CDBG funds to assist homeowners with property maintenance.
- Promote DSHA homeownership initiatives to current and prospective residents.
- Consider e-ticketing code enforcement to ensure a fair state of rental units and neighborhood appearance.
- Promote DNREC's Weatherization Assistance Program to in-need homeowners and renters.
- Consider multi-family proposals on a case-by-case basis.

Goal

- Encourage the preservation of historic and culturally significant structures and areas in the public domain, as well as privately owned historic structures and lands within the town.

Objective

- Continue outreach and correspondence with appropriate property owners.

Goal

- Ensure a fair state of rental units and overall neighborhood appearance.

Objective

- Consider the adoption of e-ticketing code enforcement to streamline the process, accelerate outcomes, and provide a convenient interface for property owners.

11-3d. *Transportation Goals and Recommendations*

Goal

- Coordinate with DelDOT to support the impending Camden-Wyoming Bypass to minimize heavy truck traffic in town.

Objective

- Identify roadways or intersections of concern and request pre and post bypass traffic studies to document the overall effects.
- Continue to participate in the bypass project's public engagement process.

Goal

- Monitor traffic levels and work with DelDOT and neighboring municipalities to keep through traffic at acceptable, safe levels.

Objective

- Periodically consult with Camden and Dover utilizing established MOUs.

Goal

- Provide safe and reliable circulation for all road users within town, including roads, sidewalks, and bike paths.

Objectives

- Continue to plan for and require street and sidewalk linkages between neighboring subdivisions.
- Work toward a network of interconnected open spaces, parks, and trails.

Goal

- Improve transportation links to areas outside of town (pads, benches, shelters).

Objective

- Encourage any properties under consideration for annexation to provide pedestrian, auto, and bicycle connections to the adjacent transportation infrastructure.
- Coordinate with DTC regarding the adequacy of transit service and stops.

11-3e. *Economic Development and Redevelopment Goals and Recommendations*

Goals

- Consider the creation of an economic development committee, or of the town hosting economic development roundtables or events.

Objective

- Committee researches and develops applications for Downtown Development District and/or Strong Neighborhoods programs.

Goal

- Encourage the retention of existing businesses and provide new opportunities for offices, commercial sites, and neighborhood businesses.

Objective

- Work with prospective partners to facilitate the development of Wyoming's commercial park.
- Empower a potential economic development committee to make periodic contact with key property owners and entrepreneurs.
- Critically assess the by-right, conditional, and prohibited uses laid out in the existing ordinance.

Goal

- Discourage the development of strip-commercial or isolated office/commercial parks.

Objective

- Ensure the zoning update carried out after this document's adoption accurately reflects community sentiment, consistent with the future land use map.

Goal

- Encourage business development and redevelopment throughout town, in appropriately zoned areas, particularly within the “Town Center” area (development examples include brewery, dining, farm to table, and entertainment).

Objectives

- Ensure that appropriate standards and uses are preserved in any update to the town’s land-use ordinance, particularly in regard to town center and commercial areas.
- Consider expanding allowable or conditional uses in desired areas to incentivize or facilitate desired growth.
Explore incentives available through the Downtown Development District program and/or the Strong Neighborhoods program.

11-3f. *Natural Resources Goals and Recommendations*

Goal

- Coordinate with relevant agencies and committees to improve water quality in the St. Jones Watershed.

Objectives

- Consider municipal participation in the eventual update of the St. Jones watershed pollution control strategy (PCS) document.
- Review the municipal environmental ordinances for opportunities to align with the updated PCS.

Goal

- Pursue agricultural preservation of high-value agricultural parcels, in keeping with the town’s small-town, agricultural heritage.

Objectives

- Link to the Delaware Department of Agriculture (DDA) agricultural preservation program from the municipal website.
- Coordinate with DDA on the status of parcels the town would like to see preserved, as well as maintaining an awareness of parcels that may exit the program.

Goal

- Preserve the environmental features, including mature vegetation, with an emphasis on preserving quality tree stands, stream valleys, steep slopes, floodplains, and other wetlands.

Objective

- Evaluate the efficacy of existing regulations in the municipal ordinance and revise as needed.

Goal

- Limit the growth of harmful atmospheric emissions attributable to Wyoming.

Objective

- Continue to encourage a community design accessible to all transportation modes.

11-3g. Parks, Recreation, and Open Space Goals and Recommendations

Goal

- Work toward a network of interconnected open spaces, parks, and trails.

Objectives

- Coordinate with DeIDOT to rectify any sidewalk or crosswalk issues as needed.
- Continue to explore the redevelopment of the semi-vacant property behind the new town hall for community recreational use.

Goal

- Consider the potential annexation of the Boys and Girls Club property to add to the town's open space/parks inventory

Objective

- Maintain an appropriate dialogue with the property owner and the City of Dover.

Goal

- Provide safe and reliable circulation for all road users within town, including roads, sidewalks, and bike paths.

Objectives

- Consider a bicycle safety assessment of Allabands Mill Road (a popular cyclist route to Fifer Orchards).
- Consider a walking inventory of sidewalk, crosswalk, and curb-cut positioning, adequacy, and condition.
- Future Land Use and Annexation Goals and Recommendations

11-3h. Future Land Use and Annexation Goals and Recommendations

Goal

- Focus on development of an appropriate scale and character to preserve Wyoming's small-town aesthetic within town and on properties considered for annexation.

Objectives

- Conduct any necessary adjustments to the municipality's land use ordinance, in accordance with this document's future land use plan.
- Critically assess the by-right, conditional, and prohibited uses laid out in the existing ordinance.
- Critically evaluate the advisability of potential annexations.

Goal

- Maintain Wyoming's historic town center as the heart of the community.

Objectives

- Coordinate with SHPO and local committees, should issues arise.

- Consider Downtown Development District or Strong Neighborhoods initiatives.
- Continue to encourage bicycle and pedestrian connections to the community core.

Goal

- Preserve and encourage neighborhood commercial uses that serve the needs of the community without detracting from its architectural character.

Objective

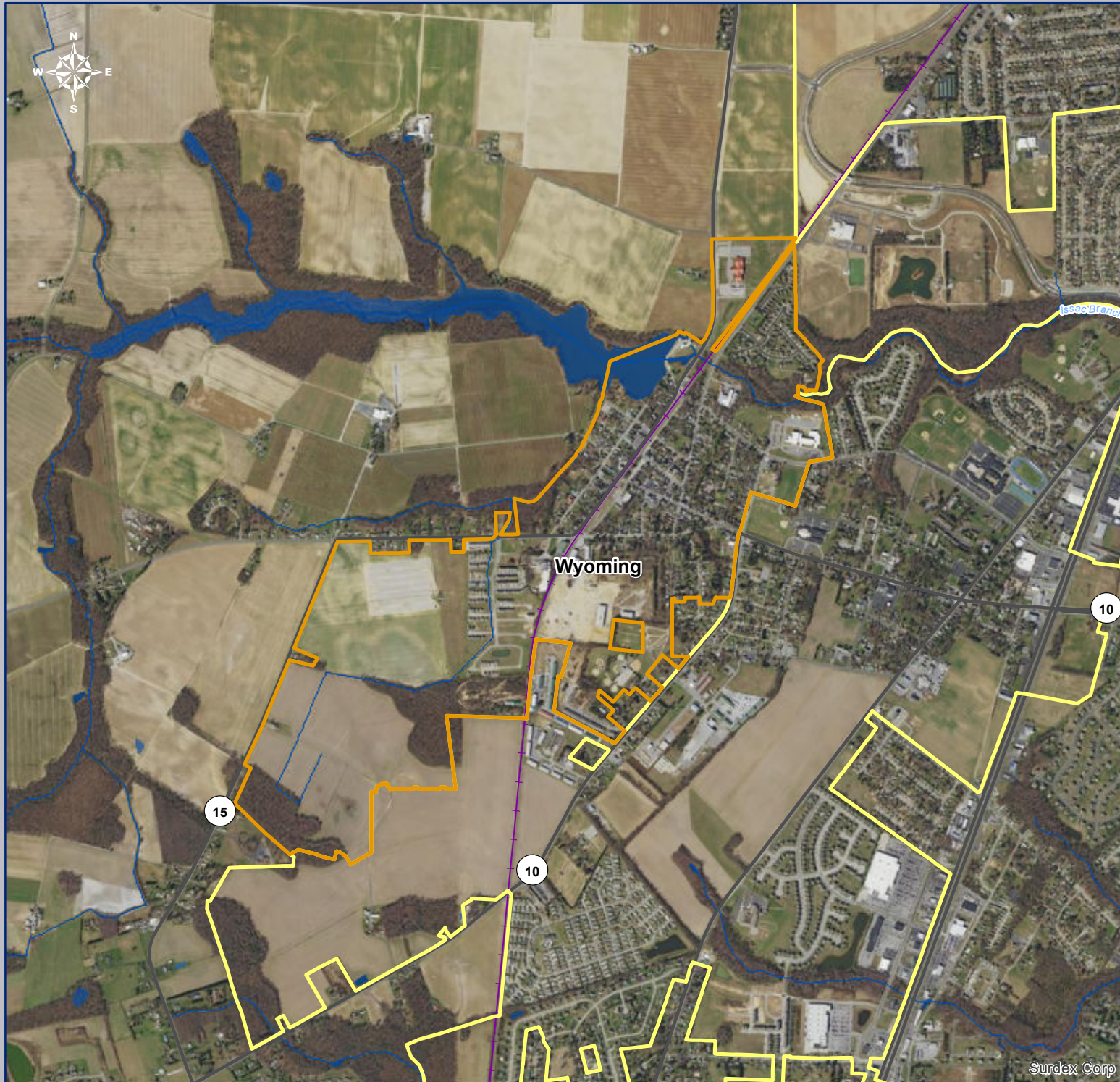
- Review dimensional, architectural, parking, and use allowances for the commercial and town center classifications during regulatory updates to the land use ordinance.

Goals

- 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.

Objectives

- Continue to coordinate with DDA regarding potential properties for preservation, as well as those that may exit the program.
- Proactively engage with any property owners considering annexation.
- Consider the use of annexation agreements to lay out conditions on larger annexations before they substantively move forward.



Town of Wyoming Delaware



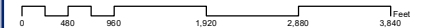
Aerial View

- Town of Wyoming
- Dover and Camden
- Major Routes
- Railroad Lines
- Major Rivers
- Water

Sources:
 Delaware Aerial Imagery - Surdex Corp., FirstMap 2017.
 Municipal Boundaries - Delaware Office of State Planning, Coordination, FirstMap 06/22.
 Road and Rail Network - Delaware Department of Transportation, FirstMap 06/22.
 Hydrology - USGS and EPA, FirstMap 06/22.

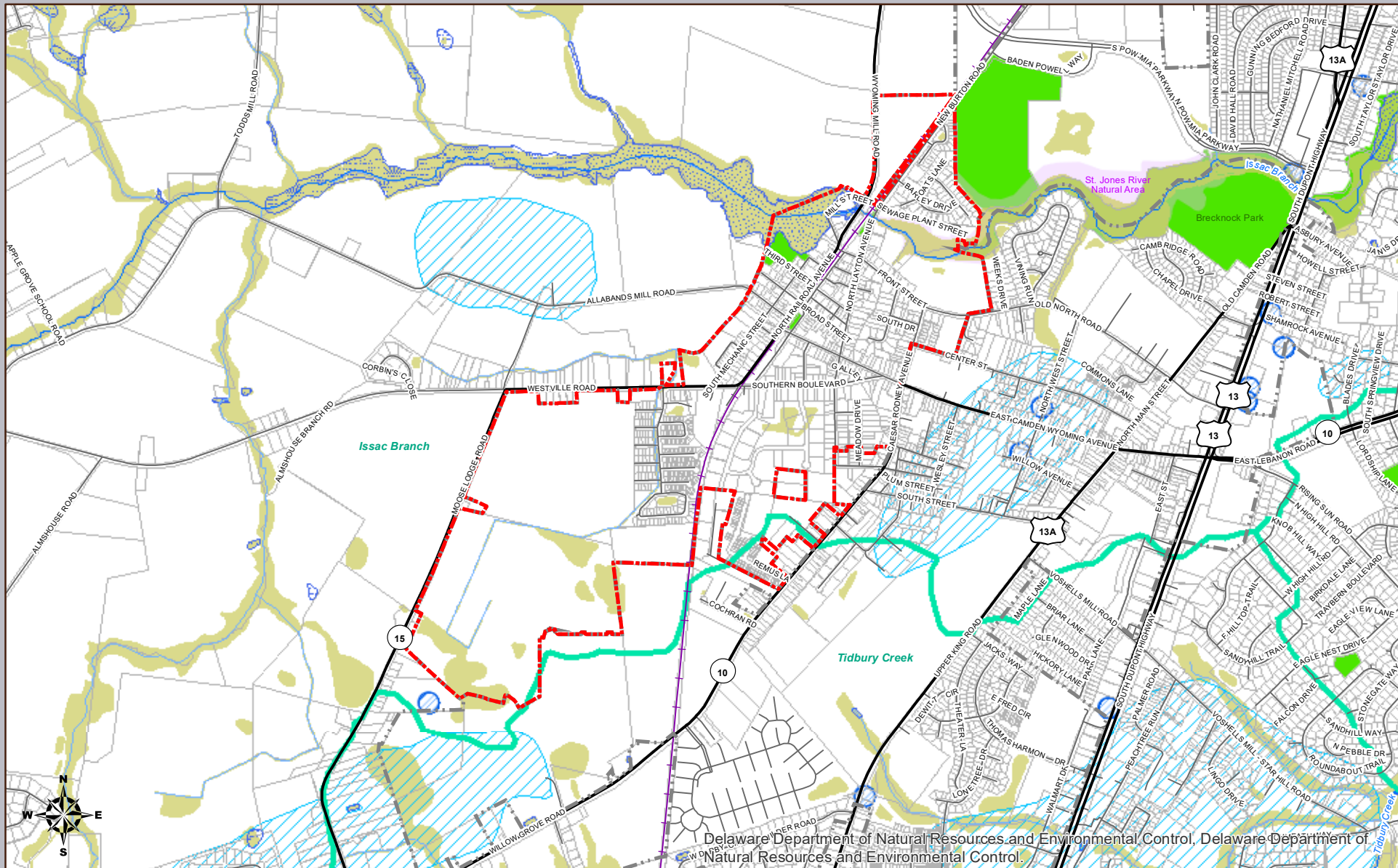
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Surdex Corp



Delaware Department of Natural Resources and Environmental Control, Delaware Department of Natural Resources and Environmental Control.

- Well Head Protection Areas
- Groundwater Recharge Areas
- 2017 Wetlands (not regulatory)
- Natural Areas
- Outdoor Recreation, Parks and Trails Program Open Space
- Public Protected Lands
- Watersheds
- Rivers
- Water
- Marsh
- Town of Wyoming
- Municipalities
- State Parcels
- Major Routes
- Centerline Roads
- Railroad Lines



Town of Wyoming, Delaware

Environmental Features

June 2022



Sources:
 Groundwater Recharge Areas - Delaware Geological Survey, FirstMap 06/22.
 Wellhead Protection Areas - DNREC, Division of Water, FirstMap 06/22.
 Delaware Protected Natural Resources - DNREC, FirstMap 06/22.
 Delaware Wetlands - DNREC, Wetland mapping is supported with funding provided by the Environmental Protection Agency, FirstMap 06/22.
 Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 06/22.
 Road and Rail Network - Delaware Department of Transportation, FirstMap 06/22.
 Public State Parcels - NCC, NC and SC Parcel boundaries, FirstMap 06/22.
 Hydrology - USGS and EPA, FirstMap 06/22.

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Town of Wyoming Delaware



Existing Land Use

Land Use Type

- Parks and Open Space
- Residential
- Community Uses
- Utilities
- Commercial
- Light Industrial
- Agricultural
- Vacant Land
- Town of Wyoming
- Municipalities
- State Parcels
- Major Routes
- Centerline Roads
- Railroad Lines
- Rivers
- Water
- Marsh

Sources:
 Existing Land use - Town of Wyoming Future Land Use, Draft 06/22.
 Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 06/22.
 Road and Rail Network - Delaware Department of Transportation, FirstMap 06/22.
 Public State Parcels - NCC, KO and SC Parcel boundaries, FirstMap 06/22.
 Hydrology - USGS and EPA, FirstMap 06/22.

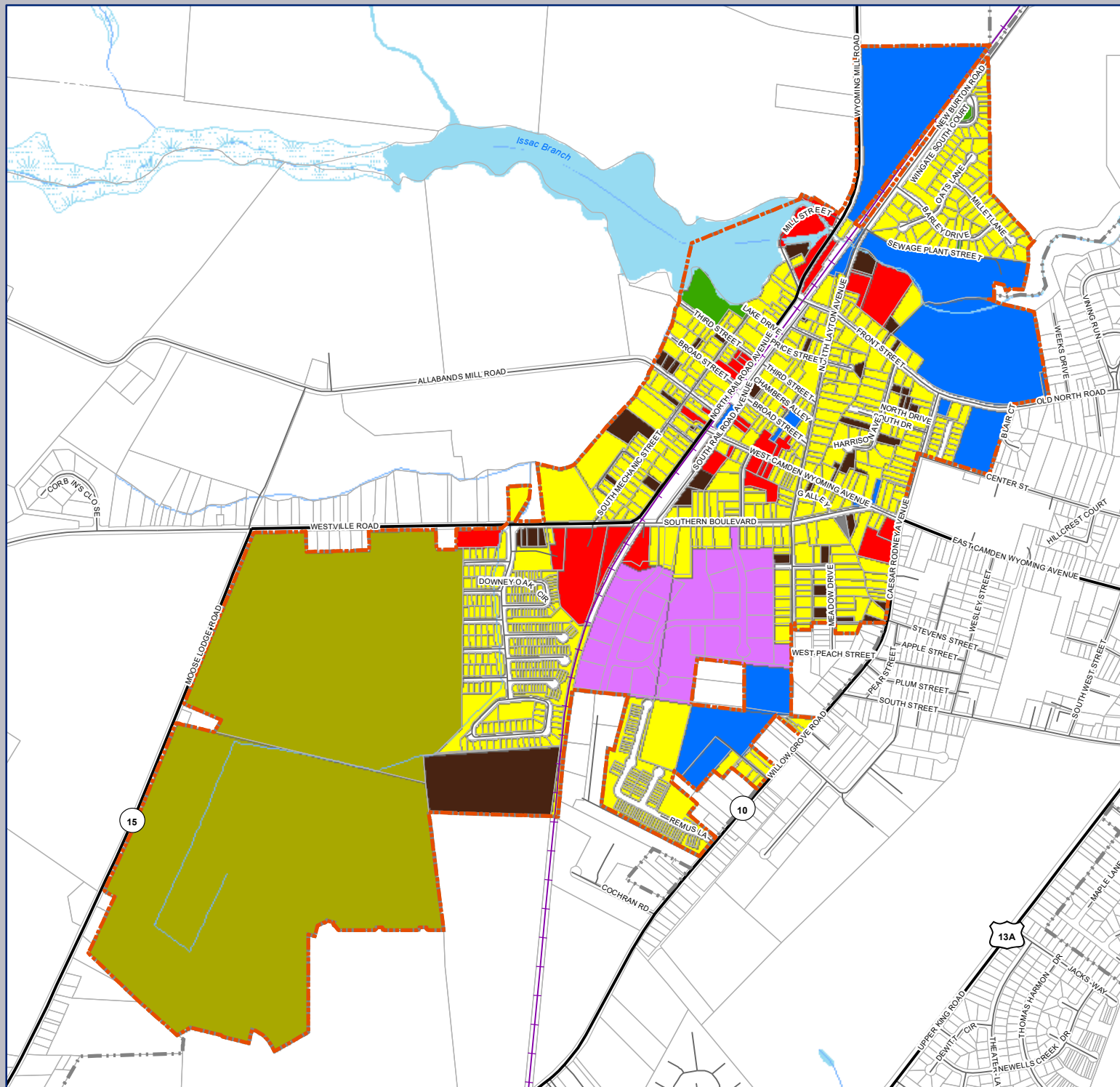
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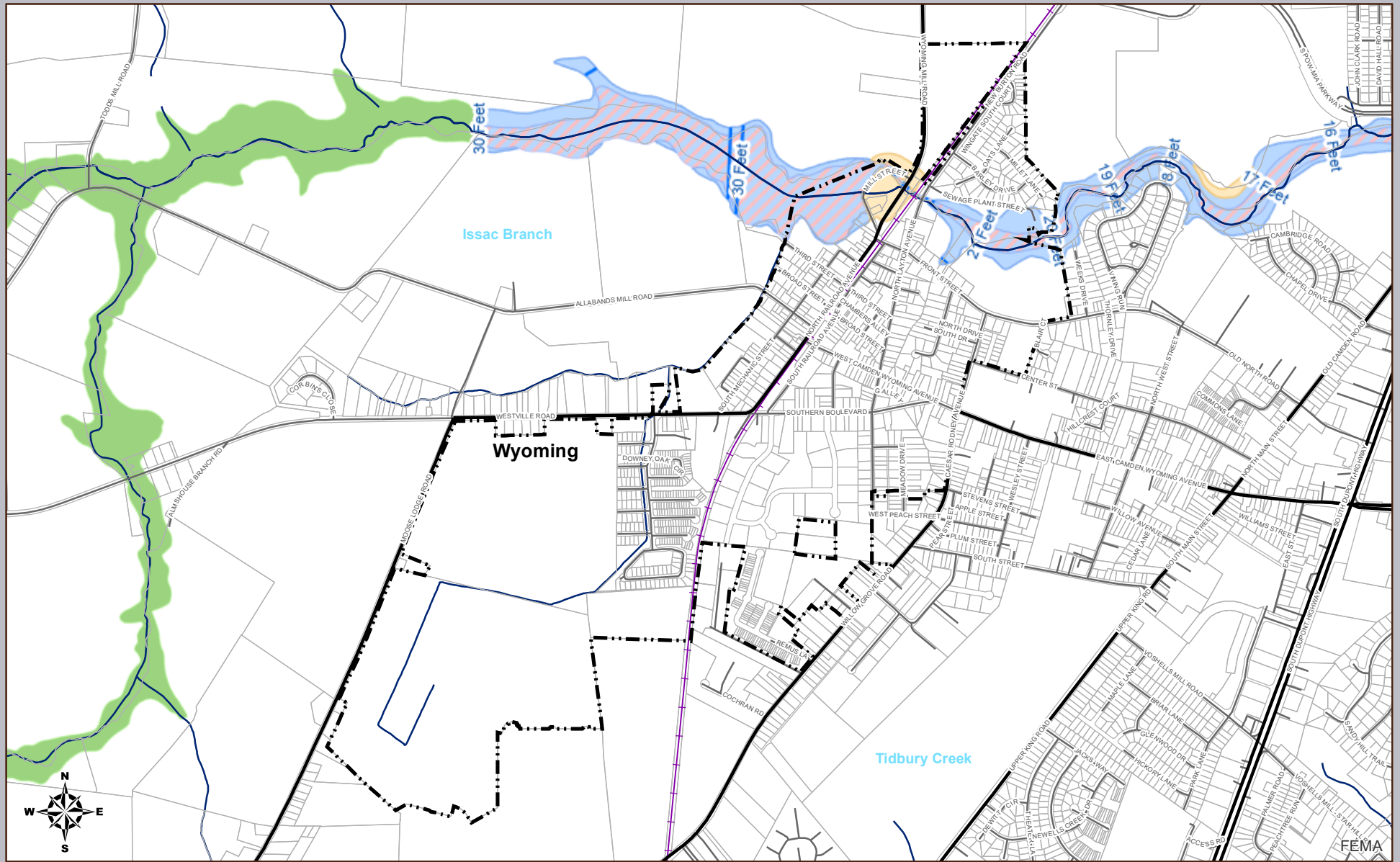
June 2022

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



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FEMA Flood Maps

Flood Zone

- A
- AE
- AE, FLOODWAY
- AO
- VE
- X, 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
- Base Flood Elevation
- Transect

- Town of Wyoming
- Public State Parcels
- Major Routes
- Centerline Roads
- Railroad Lines
- Major Rivers



Town of Wyoming, Delaware

FEMA Flood Map

June 2022

0 360 720 1,440 2,160 2,880 Feet

Sources:

FEMA Flood Maps - Federal Emergency Management Agency (FEMA), FirstMap 06/22.
Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 06/22.
Road and Rail Network - Delaware Department of Transportation, FirstMap 06/22.
Public State Parcels - WCC, KC and SC Parcel boundaries, FirstMap 06/22.
Hydrology - USGS and EPA, FirstMap 06/22.

Note:
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Town of Wyoming Delaware



Future Land Use

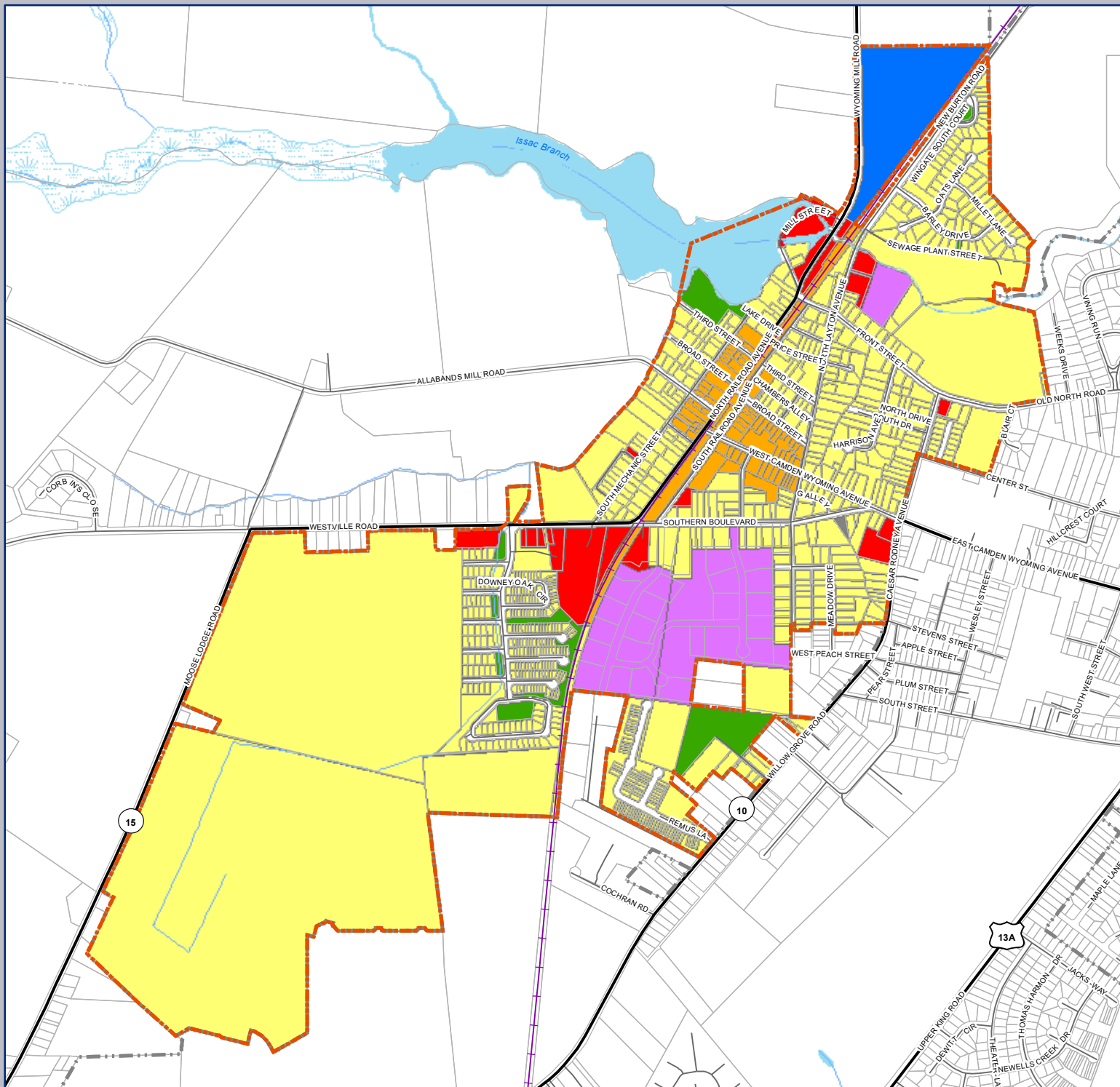
Land Use Type

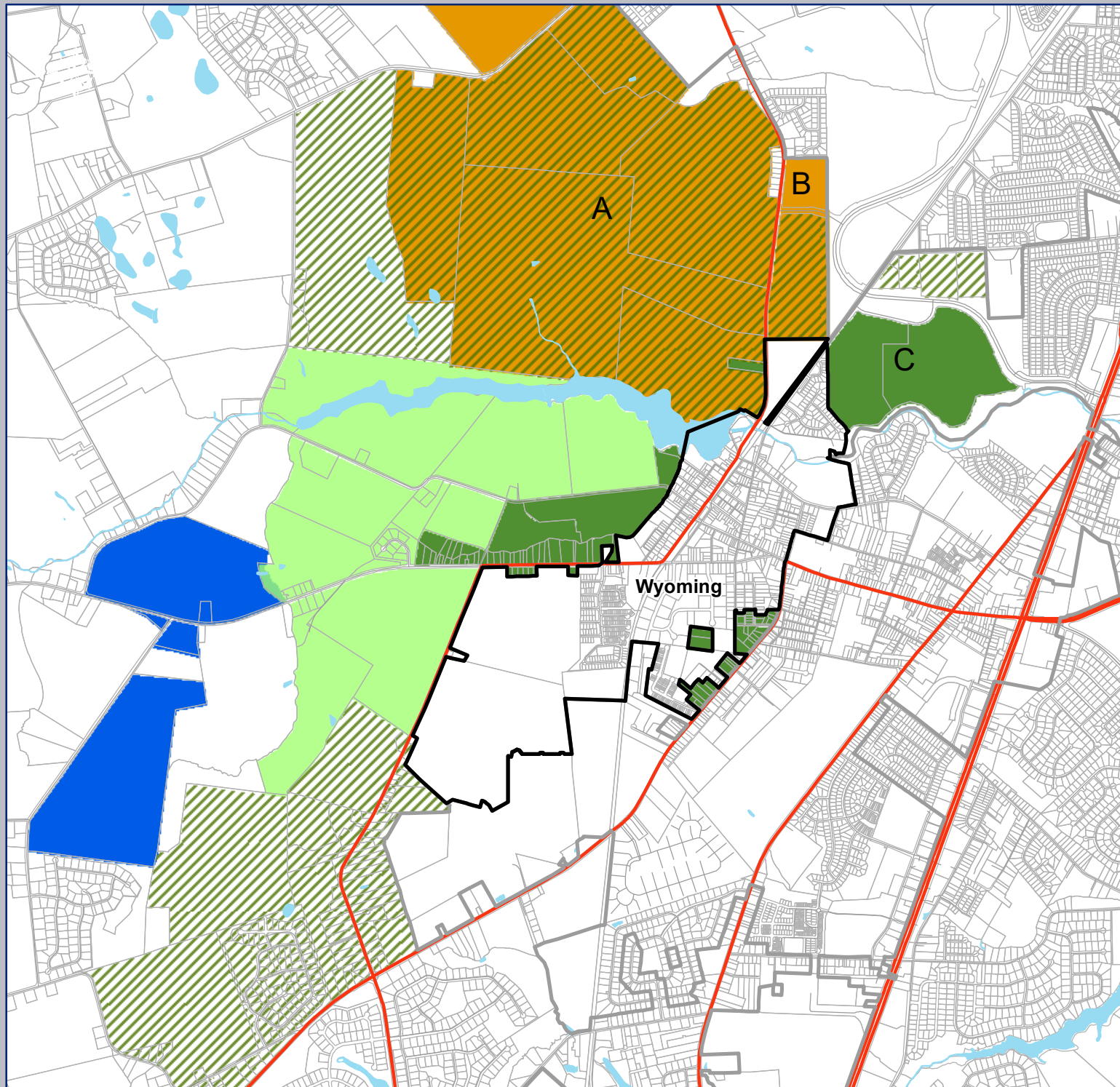
- Parks and Open Space
- Residential
- Community Uses
- Mixed Use/Town Center
- Utilities
- Commercial
- Light Industrial
- Town of Wyoming
- Municipalities
- Major Routes
- Centerline Roads
- Railroad Lines
- State Parcels
- Rivers
- Water
- Marsh

Sources:
 Future Land use - Town of Wyoming Future Land Use, Draft 06/22.
 Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 06/22.
 Road and Rail Network - Delaware Department of Transportation, FirstMap 06/22.
 Public State Parcels - NCC, KC and SC Parcel boundaries, FirstMap 06/22.
 Hydrology - USGS and EPA, FirstMap 06/22.

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Town of Wyoming Delaware



Growth and Annexation Areas

Annexation Type

- Priority Annexation
- Annexation areas
- Area of Concern

Aglands Preservation Districts

- Ag Easement
- District
- Expansion
- Forestland Area
- Forestland Easement
- Young Farmer

- Town of Wyoming

- Municipalities

- State Parcels

- Major Routes

- Centerline Roads

- Major Rivers

- Water

Sources:
 Growth and Annexation Areas - Developed for the Town of Wyoming by the University of Delaware Institute for Public Administration, 06/22
 Delaware Agricultural Lands Preservation - Delaware Department of Agriculture, FirstMap 06/22
 Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 06/22
 Road and Rail Network - Delaware Department of Transportation, FirstMap 06/22
 Public State Parcels - NCC, KC and SC Parcel boundaries, FirstMap 06/22
 Hydrology - USGS and EPA, FirstMap 01/22

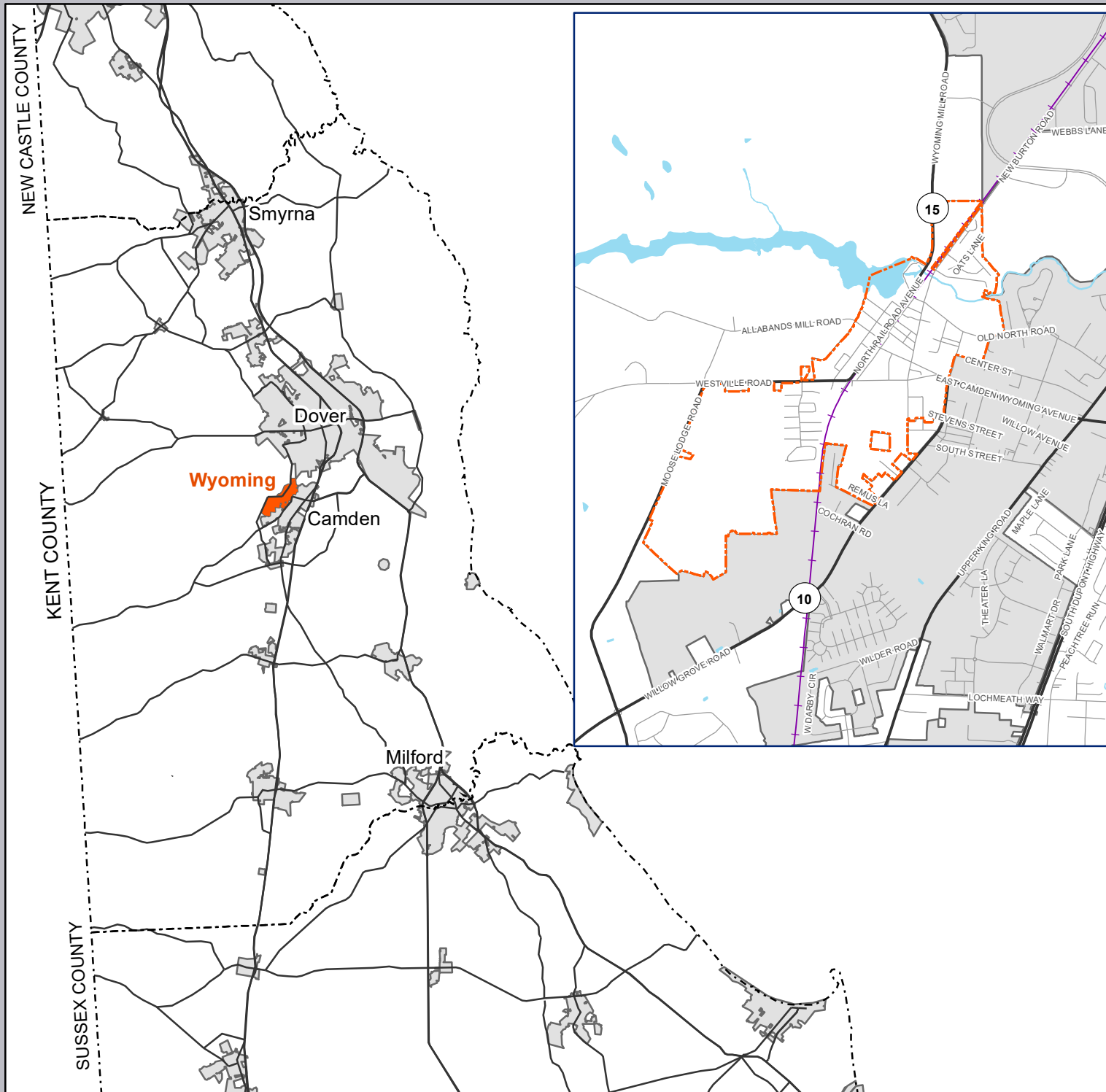
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June 6, 2022

0 625 1,250 2,500 3,750 5,000 Feet

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Town of Wyoming Delaware



Location Map

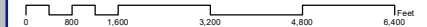
- Town of Wyoming
- Town of Wyoming
- Municipal Boundaries
- State and County Boundaries
- Public Protected Lands
- Major Routes
- Centerline Roads
- Railroad Lines
- Lakes, Ponds, Bays
- Major Rivers

Sources:

Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 12/22.
 Road and Rail Network - Delaware Department of Transportation, FirstMap 12/22.
 Public Protected Lands - Base map from FirstMap, 12/22.
 Hydrology - USGS and EPA, FirstMap 12/22.

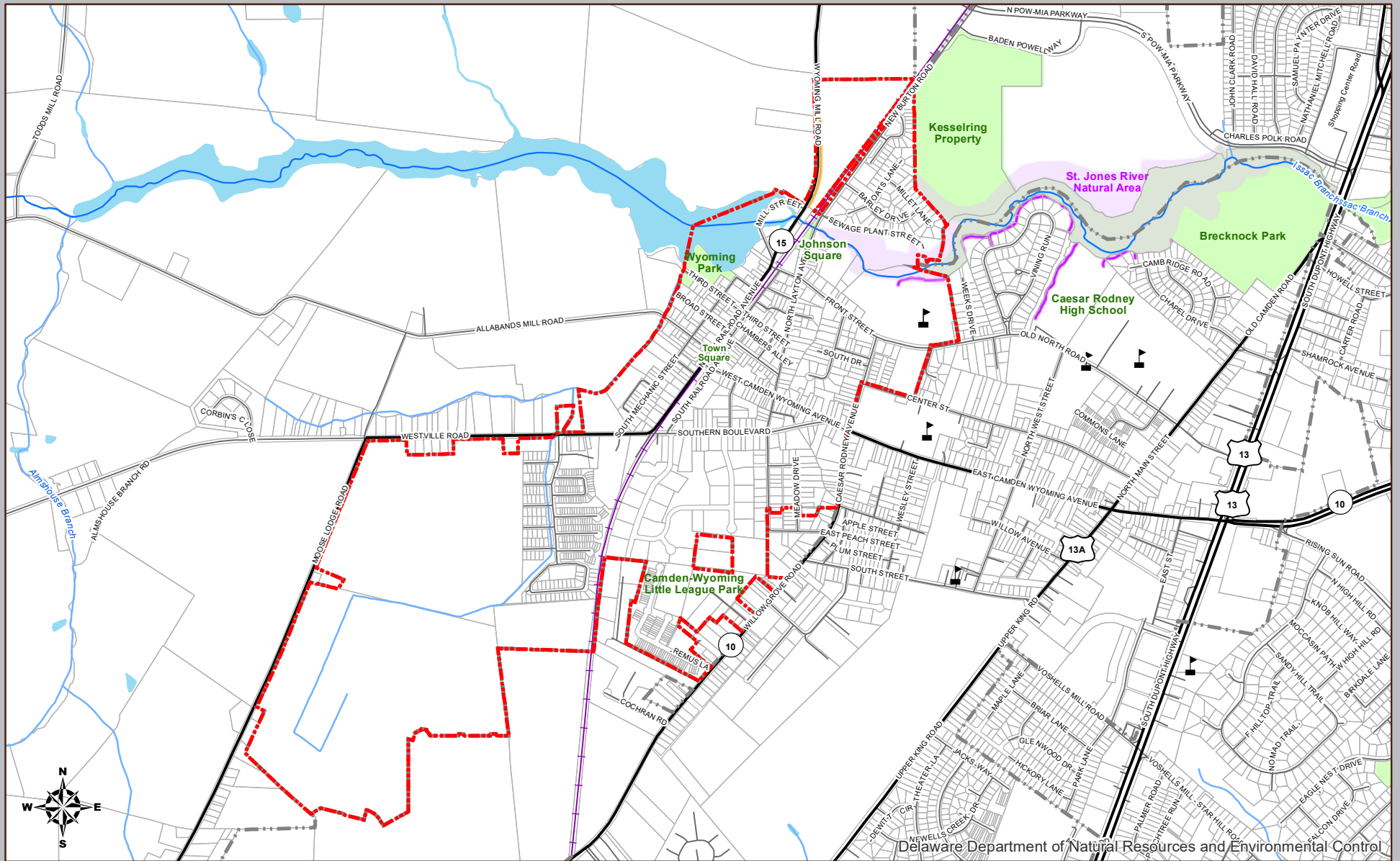
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Delaware Department of Natural Resources and Environmental Control

- Natural Areas
- Outdoor Recreation Areas
- Public Protected Lands
- Town of Wyoming
- Municipalities
- Public Schools
- State Parcels
- Major Routes
- Centerline Roads
- Railroad Lines
- Rivers
- Water



Town of Wyoming, Delaware

Parks and Recreation

June 2022



Sources:
 Outdoor Recreation Areas - DNREC, Division of Parks, FirstMap 06/22.
 Delaware Protected Natural Resources - DNREC, FirstMap 06/22.
 Public Protected Lands - DNREC, FirstMap 06/22.
 Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 06/22.
 Road and Rail Network - Delaware Department of Transportation, FirstMap 06/22.
 Public State Parcels - WCC, KC and SC Parcel boundaries, FirstMap 06/22.
 Hydrology - USGS and EPA, FirstMap 06/22.

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Town of Wyoming Delaware



Delaware Strategies for State Policies & Spending

2020 State Strategies

Investment Level

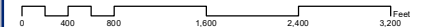
- Level 1
- Level 2
- Level 3
- Level 4
- Out of Play
- Town of Wyoming
- Municipalities
- State Parcels
- Major Routes
- Centerline Roads
- Railroad Lines
- Major Rivers & Streams
- Water
- Marsh

Sources:

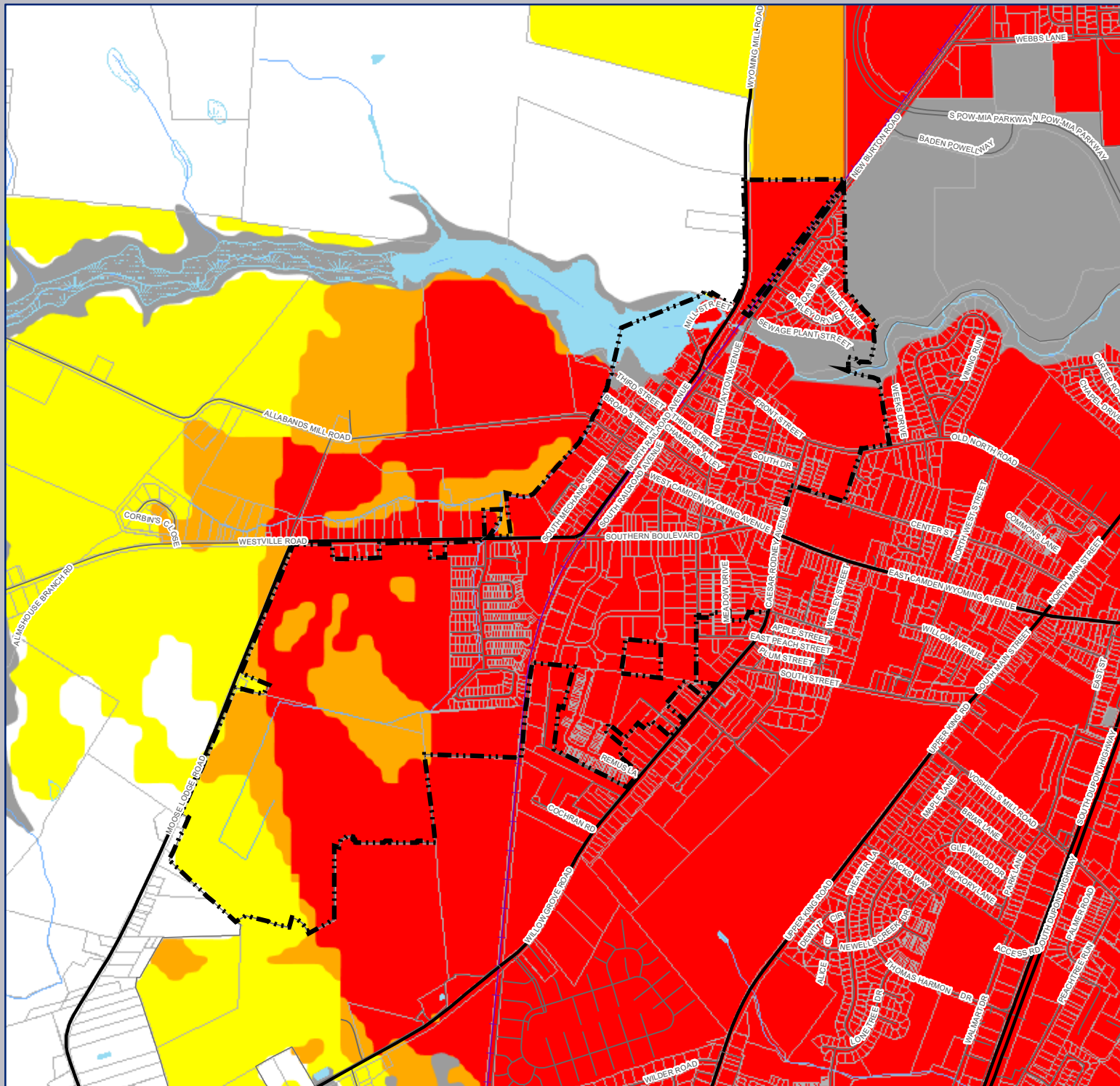
Delaware Strategies for State Policies and Spending - Delaware Office for State Planning
Coordination (OMB) 2020, FirstMap 06/22.
Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 06/22.
Delaware State Parcels - Parcels from the State of Delaware, derived from each County,
FirstMap 06/22.
Road and Rail Network - Delaware Department of Transportation, FirstMap 06/21.
Public State Parcels - NCI, NC and SC Parcel boundaries, FirstMap 06/22.
Hydrology - USGS and EPA, FirstMap 06/22.

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Town of Wyoming Delaware



Transportation Map

- Town of Wyoming
- Major Routes
- Centerline Roads
- Sidewalks
- Bus Stops
- Connector Bike Routes
- Regional Bike Routes
- Statewide Bike Routes
- Railroad Lines
- Water
- Major Rivers

Sources:

Municipal Boundaries - Delaware Office of State Planning Coordination, FirstMap 06/22.
Road and Rail Network - Delaware Department of Transportation, FirstMap 06/22.
Hydrology - USGS and EPA, FirstMap 06/22.
Bike Routes, Bus Stops, and Sidewalks - DeDOT Planning, FirstMap 06/22.

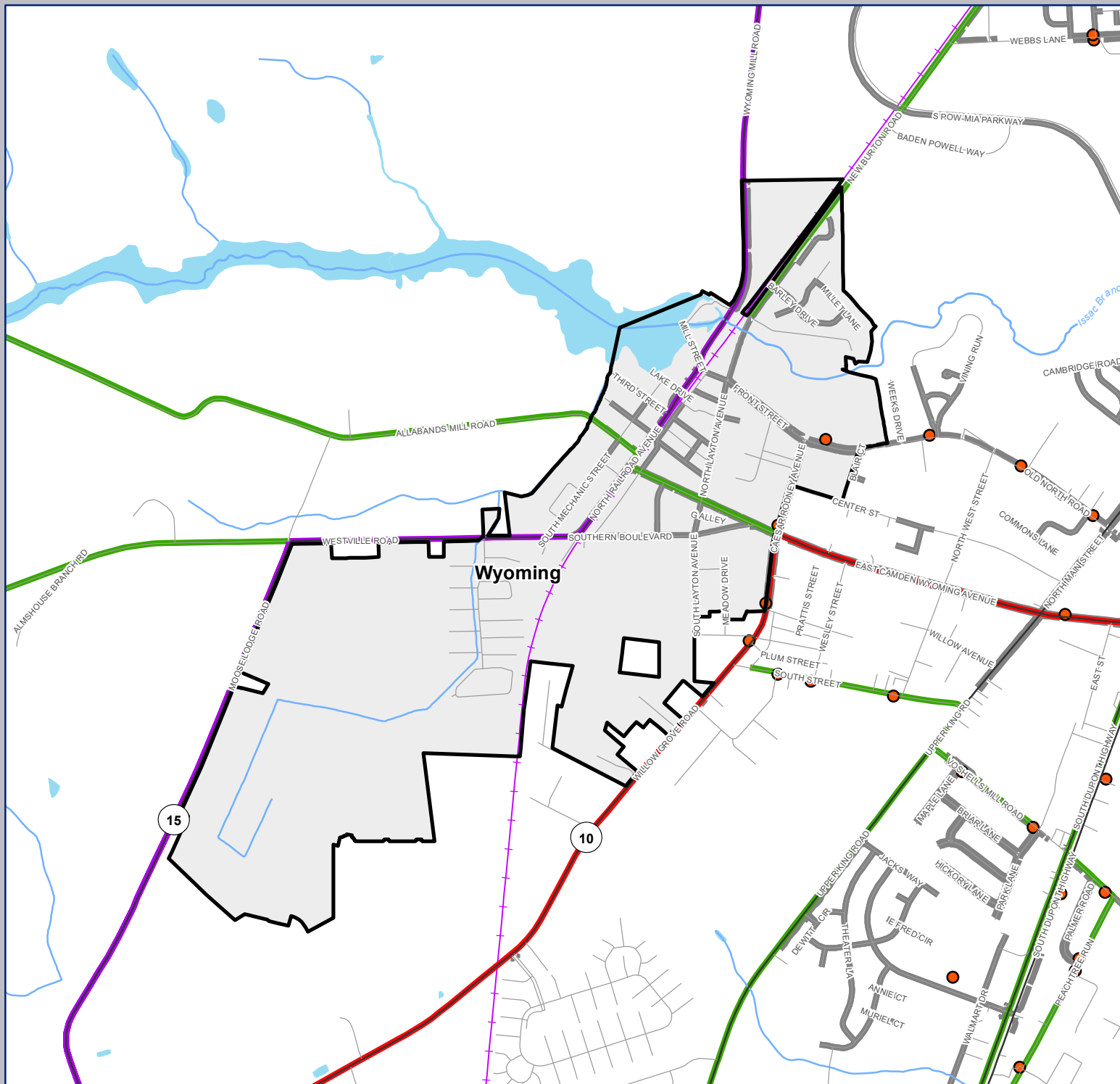
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June 2022

0 400 800 1,600 2,400 3,200 Feet



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