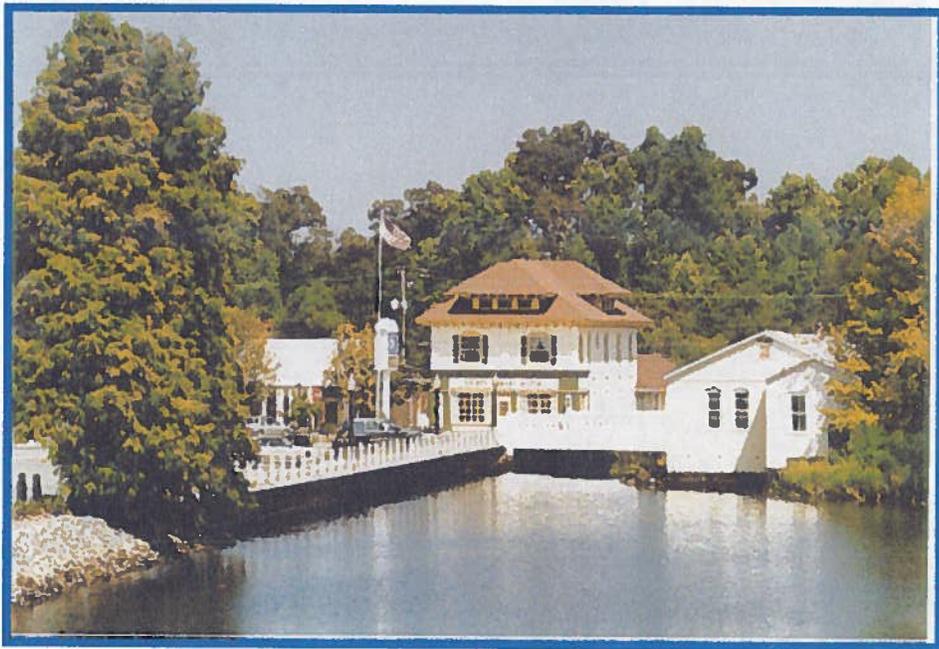


**TOWN of MILTON
COMPREHENSIVE PLAN
UPDATE**

2010



May 2010

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

TOWN OF MILTON, SUSSEX COUNTY AND STATE OF DELAWARE

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TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

TABLE OF CONTENTS

I.	Introduction & Executive Summary	3
II.	Milton's History and Character.....	5
III.	Inventory of Existing Conditions	8
	A. Community Growth Profile	8
	B. Milton's Natural Environment.....	15
	C. Land Use	19
	D. Zoning, Related Plans & Other Codes.....	26
	E. Transportation.....	31
	F. Public Facilities	37
	G. Marketing, Promotion and Special Events	44
IV.	The Comprehensive Plan: Goals, Policies & Projects	46
	A. Vision Statement.....	46
	B. Land Use.....	46
	C. Transportation.....	51
	D. Public Facilities	51
V.	Implementation of the Comprehensive Plan.....	53
	A. Zoning.....	53
	B. Annexation.....	53
	C. Utility Extensions	55
	D. Capital Improvements Program.....	55
	E. Charter Amendments	56
	F. Intergovernmental Coordination.....	56
	G. Grants and Loans	56
	H. Marketing, Promotion and Special Events	56
	I. Periodic Review of the Comprehensive Plan	57

APPENDIX

A.	Delaware Statewide Planning Goals.....	58
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EXHIBITS

A. Regional Framework	G. Future Land Use/Potential Expansion
B. Aerial View	H. State Strategies
C. Roads and Boundaries	I. Town Center District
D1. Natural Environmental Lands	J. Historic Resources
D2. Agricultural Lands	
E. Existing Land Use	
F. Existing Zoning	

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

I. INTRODUCTION AND EXECUTIVE SUMMARY

The Town of Milton is an historic community at the head of navigation on the Broadkill River in eastern Sussex County, Delaware. It is located in the coastal area 10-15 miles west of Lewes, Rehoboth Beach and Dewey Beach, Delaware's popular and growing resort centers. The Broadkill River system, which connects Milton with the Delaware Bay, is a special and unique natural environment. An important feature of the Town is its designated National Historic District, including some 150 historic houses, along Federal and Union Streets. Milton's town center is in the middle of the district, where Federal/Union Streets, part of Delaware's Route 5, crosses the Broadkill River.

Milton has served as an industrial and employment center for maritime and agricultural processing activity since its founding in the 18th century. The Town's population is diverse and its land uses balanced with a variety of residential, commercial, industrial, civic, public, visitor and recreational uses. The Town's 2000 Census population of 1,657 persons grew during the 1990's at an average of 24 people per year. The unincorporated farmland areas surrounding Milton are also experiencing some new residential and business development along major roadways, especially along Milton Ellendale Highway/Beach Highway, part of Delaware Route 16, where the Town has annexed new areas. The incorporated area is experiencing not only residential growth but also modest amounts of new commercial, industrial and service development in proportion to the size of Milton.

The Comprehensive Plan Update addresses future planning and development within the Town of Milton and the surrounding area. The Milton Comprehensive Plan has been coordinated with the Sussex County Comprehensive Plan and with the *Strategies of State Policies and Spending*, adopted by the Cabinet Committee on State Planning Issues in 1999, and Governor Ruth Ann Minner's Livable Delaware initiative.

With the assistance of Nutter Associates, the town completed the *1998 Town of Milton Comprehensive Plan Update* in May 1998. Since the plan was adopted, there have been several significant changes in Milton and in State requirements for comprehensive plans. Within Milton, the most significant change is the closure of the Draper King Cole Cannery in 1998. The land comprising the cannery has since been annexed into Town and is being developed as Cannery Village, a mixed use project including a combination of residential, commercial and industrial uses. Progress is also being made by the Milton Development Corporation on the restoration of the Milton Theater. Other changes in the way of annexations and other development projects have also taken place.

In July 2001, Governor Ruth Ann Minner signed House Bill 255 which changed the requirements for comprehensive plans in several ways. The bill created a certification process by which the Governor certifies comprehensive plans that meet requirements of the Delaware Code and are consistent with the *State Strategies on Policies and Spending*. The bill also requires that

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

annexations “be consistent with the most recently adopted municipal comprehensive plan meeting the requirements of Title 22, Chapter 7, Delaware Code. The area(s) being considered must be depicted as area(s) for future annexation on the adopted plan.”

These changes in State law and within the Town of Milton caused the Town to update the 1998 Plan. The executive summary update for 2009 was compiled from information obtained at a Pre-PLUS meeting with the State Agencies and funding left over from a Livable DE funding grant.

The goal of the Executive Summary Update, is to update the current document using the remaining funds available from the Livable DE Grant in a timely manner. This vision responds to the needs and desires of the community and can be implemented with available town, county, state, federal and private resources. Both conservation and development needs are addressed by the plan update, which includes an inventory of existing conditions and a statement of goals and policies concerning the natural environment, land use, transportation, and public facilities.

The Plan identifies the most important goals for Milton as being the preservation of its tradition as a balanced and diverse community for all residents and uses, economic development to create jobs and tax base, developing a diversity of housing types, conservation of the natural environment along the Broadkill River, growth through annexation and utility extensions, preservation of the Milton Historic District and revitalization of the Town Center area.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

II. MILTON'S HISTORY AND CHARACTER

“MILTON (L), 2.7 m. (30 alt., 1,135 pop.), only 7 miles from Delaware Bay in a direct line but many more by the convoluted Broadkill, is one of the little old Delaware towns that prospered through shipbuilding and shipping in the 19th century. The shipyards have long ago disappeared from the foot of Union and Federal Sts. . . The business section displays a rare lot of the permanent store awnings, wood or metal roofed, that used to shade the sidewalk in front of nearly every store in lower Delaware, but have disappeared from many main streets. The old part of the town contains many old cypress-shingled houses characteristic of eastern Sussex County.”

- From *Delaware – A Guide to the First State*, American Guide Series, 1938

“MILTON – Classic example of life in a small historic town. Extensive Victorian home district in relatively rural area. Its ice cream parlor (King’s Ice Cream at Union and Broad Streets, the oldest commercial building in continuous use in Sussex County) is renowned throughout the region.”

- From *Delaware - Quality of Life*, Delaware Economic Development Office, June 1996

Milton’s history is written in its streets, its architecture, its relationship to the Broadkill River, its industrial heritage, and its image and reputation throughout Delaware and beyond. The area was first settled in prehistoric times by the Leni Lenape and Nanticoke Indians. Beginning in 1675, English planters began settling in the area, following earlier Dutch settlement at Lewes. The beginnings of the Town itself reach back to early 18th century lumbering, mill, shipping and shipbuilding activities at the head of navigation on the Broadkill, or Broadkiln, River.

Two factors seem to have prompted the rapid development of Milton as an inland port. First, because of its interior location, it offered easy water transportation access to sources of forest and farm products. Second, because it was some 10 miles inland of Lewes via the circuitous Broadkill, it was secure from the pirate and foreign naval attacks that plagued the bayfront towns in the early centuries. Milton was founded as “Head of Broadkiln” in 1763. Increasingly, a more urban settlement grew around the present Town Center on the river’s edge, and hulls for sailing ships began to be manufactured where today’s Town Dock, Town Park and Marina are located. Mill activity accelerated as the branches tributary to the Broadkiln were dammed to create the millponds that are defining scenic elements of today’s Milton. In 1807 the Delaware Legislature

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

changed the settlement's name from "Head of Broadkill" to "Milton" in honor of the famous English poet.

By 1809, according to *Delaware – A Guide to the First State*:

“. . . besides a shipyard, there were seven granaries and four stores; tanyards were later established. Shipbuilding reached its peak between the Civil War and 1880, during which time there were on the stocks usually three or four schooners that measured as much as 125 feet in length. The stream was so narrow that there had to be excavations made on the opposite side to receive the vessels as they were launched ("lanced") down the ways. By 1887 shipbuilding had almost ceased, but six vessels plied regularly to Philadelphia and five to New York with grain, produce, lumber, cordwood, and other products (such as holly)."

The pattern of historic houses running up along Union, Federal, and Chestnut Streets was well established by the mid-19th century. Today Milton's Historic District is well known for its four stately "Governor's Houses", once occupied by men who served as governors of Delaware (or of Wyoming, in one case).

In 1865, Milton was incorporated with a town form of government. By the late 19th century, the industrial development of granaries and crop processing was well established in the south end of Town. Here the Queen Anne's Railroad (later called the Maryland & Delaware Coast Railway) crossed Federal and Chestnut Streets, with rail service to points north through Ellendale, 6 miles to the west.

By the early 20th century, Milton's town center was well developed with general merchandising stores, shops, taverns and restaurants and a movie theater. In 1909 a fire destroyed 14 buildings in the downtown area, with \$400,000 worth of damage.

Boating activity in the Broadkill, still important today, has reoriented itself to fishing and recreation over the years. Numerous state and national groups are working on conservation issues along the Broadkill.

The history of Milton is especially important in influencing historic preservation and revitalization efforts along Federal and Union Streets. In 1980, Sussex County renovated a former store on Union Street as the Milton Branch of the Sussex County Library. After a strong local effort, the Milton National Historic District was listed on the National Register of Historic Places on June 25, 1982. At the same time, Milton residents worked to advance the revitalization of the Town Center using the principles of the National Main Street Program. The town has participated in the Main Street Program from 1995 through 1997 and is considering reviving this effort. Major

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

improvements have been made to the Broadkill waterfront at the Town Park. Victorian light poles have been installed. The handsome "Governors' Walk" pedestrian promenade was completed along the central portions of the Broadkill. In 2009, new playground equipment and picnic tables and benches were installed and a new Victorian style gazebo was constructed, which is now the site of summer concerts. Several new shops and businesses have opened in the downtown area. New bed and breakfasts have been established in the Historic District. Property values in the district appreciated significantly in the 1900s and early 2000s.

Milton's economic history has meant a balance of industrial and commercial uses, a diversity of population and income levels and a broad array of housing types. This healthy balance and growth is continuing today. One area of significant change, however, is in the location of different types of commercial uses. For the first two hundred years of life in Milton, the town center was the location of virtually all of the community's commercial activity. Today's Milton retains its general focus on the historic center. Federal and Union Streets, as in the past, form a main north-south spine of movement, land use and civic life. But a more specialized pattern of commercial land use has taken hold. Larger scale retail and business functions are choosing highway locations with high volumes of passing traffic and large amounts of free parking, conditions which are difficult to replicate in a downtown area. This pattern is affecting the development of roadside sites on Milton Ellendale Highway/Beach Highway (Route 16) along Milton's north edge, including two shopping centers, Clipper Square at Milton Ellendale Highway (Route 16) and Mulberry Street (Road 197), and Milton Park Center at Milton Ellendale Highway (Route 16) and Union Street Extended (Route 5). Meanwhile, the town center has begun to specialize in generally smaller, more visitor-oriented uses.

Milton has always been an industrial center. It was for this reason that it was located where the river penetrated deeply into a hinterland rich in agriculture and timber. Successors to the original granaries and cannery have redeveloped the property into the Federal Street Medical Park as well as other businesses located in the vicinity, such as a trucking company, a machine shop, a building supply company, a sign company, WBOC television studio, and Milton's largest employer, Dogfish Head Brewery. These have been joined by a successful plastics company that relocated to Milton from Long Island. All in all, it is estimated that there are some 865-890 jobs of all kinds in Milton.

The historic Town Center remains the civic center, and has welcomed new office and commercial uses suited to its central location, pedestrian scale and historic ambiance. These include antique, gift and specialty stores oriented to bayshore visitors and professional or service uses. There are four restaurants in Town Center, as well as the renovated historic Milton Theatre, now a general performing arts center and movie theatre. Just as Milton's commercial land use patterns were once shaped by shipping on the Broadkill River, and later by railroading on the Queen Anne's Railway, today they are being influenced by the area's arterial roadways, and by a new division of labor between the historic Town Center and more highway-oriented uses along Milton Ellendale Highway/Beach Highway (Route 16).

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

III. INVENTORY OF EXISTING CONDITIONS

A. COMMUNITY GROWTH PROFILE

Growth Trends

According to the 2000 Census, the Town of Milton had an estimated population of 1,657 people. This represents a growth trend that began in 1980, following a period of population loss, as shown in Table 1 below:

Table 1
Town of Milton Population Growth & Change, 1880-2030

Year	Pop.	Increase/(Decrease)		Average Annual Increase/(Decrease)	
		Number	Percent	Number	Percent
1880	1,025	--	--	--	--
1890	1,094	69	6.7%	7	.7%
1900	948	(146)	(13.3%)	(15)	1.3%
1930	1,130	182	19.2%	18	1.9%
1940	1,198	68	6.0%	7	.6%
1950	1,321	123	10.3%	12	1%
1960	1,617	296	22.4%	30	2.2%
1970	1,422	(195)	(12.1%)	(20)	(1.2%)
1980	1,359	(63)	(4.4%)	(6)	(.4%)
1990	1,417	58	4.3%	6	.4%
2000	1,657	240	16.9%	24	1.7%
2005	1,780	123	7.4%	25	1.5%
2010 (Proj.)	1,983	203	11.4%	41	2.3%
2020 (Proj.)	2,322	339	17.1%	34	1.7%
2030 (Proj.)	2,631	309	13.3%	31	1.3%

Source: 1880-2000: US Census. Estimates and Projections: Delaware Population Consortium, US Census 1990 and 2008 population estimates.

As the numbers above indicate, Milton lost population between 1960 and 1980. Growth began relatively slowly in the 1980's, with an annual increase of less than half a percent, or about 6 people per year. During the 1990's, its growth began to accelerate, with annual growth at nearly 2 percent, or 24 people. By using the Delaware Population Consortium's projections for population growth in Sussex County, it is possible to estimate future population growth in Milton. If Milton grows at the same rate as that projected for Sussex County then population is expected to reach 1,983 by the year 2010, 2,322 by the year 2020, and 2,631 by the year 2030.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

The actual population for 2005 was 1,780, which showed a slight decrease of 39 people from the 2005 projected number of 1,819.

The above estimates and projections are corroborated by analysis of building permits granted in Milton over the past decade and those expected in the future. As is shown in Table 2 below, since 1990, the Town has granted a total of 720 building permits. At an estimated household size of 2.33 persons (US Census 2000), this would mean 1,677 people in new housing alone.

**Table 2 – Residential Building Permits 1990-2008
Town of Milton Incorporated Area**

Year	Single-Family Homes	Multi-Family Units	Annual Totals
1990	18	50	68
1991	8	0	8
1992	1	0	1
1993	12	0	12
1994	3	0	3
1995	2	0	2
1996	2	0	2
1997	8	7	15
1998	5	0	5
1999	4	0	4
2000	2	36	38
2001	5	24	29
2002	50	48	98
2003	37	24	61
2004	16	51	67
2005	85	4	89
2006	100	0	100
2007	62	0	62
2008	56	0	56
Total	476	244	720
Av. Annual	25	13	38

Source: Town of Milton, Delaware State Housing Authority, and Nutter Associates for 1990-2002. Town of Milton for 2003-2008 multi-family defined as three or more units in Town Zoning Code.

As is shown in Table 3 below, projected future residential building projects will add a total of 1,385 units to the town, or approximately 3227 people (1,385 x 2.33 persons per household). When all are constructed, total town population would be approximately 5007 people (1,780 in 2005 plus 3227), or nearly triple its population in the year 2005.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

**Table 3 – Projected Future Residential Building Projects,
Town of Milton Incorporated Area**

Project	Unit Type	Est. Total Units
Chestnut Crossing	Single-family	12
The Orchards	Townhouses	14
Merriweather	Single-family	8
Heritage Creek	Mixed Use	425
Holly Lake Villa's	Multi-family	44
Key Ventures	Mixed Use	342
Preserve on the Broadkill	S-F/Condominium	38
Wagamons West Shores	Single-family	94
The Cannery Village	Mixed Use	384
Riverwalk on the Broadkill	Mixed Use	(*) 370
Totals		1,385

Source: Town of Milton

(*) = Projected # of maximum units allowed

Area Growth

See Exhibit A, Regional Framework

Growth in Milton is occurring in the context of overall growth in Sussex County, which, according to the 2000 Census, grew by 38 percent between 1990 and 2000 (113,849 to 156,638 persons). According to the Office of State Planning Coordination (*Shaping Delaware's Future*, 1997), growth in Sussex is due to the attraction of the ocean and Inland Bays, the migration of retirees to the area, and to jobs created as a result of increases in commercial and retail uses along Coastal Highway (US Route 1) in the Lewes-Rehoboth area. Sussex's accelerated growth is expected to continue, with the 2020 population projected at 219,547, a 28.4% increase from 2000 (Delaware Population Consortium, October 8, 2001). Increasing property values in the coastal areas due to growth pressures may be in part responsible for growth in the Milton area, where property values remain lower than in the coastal communities.

Growth in the unincorporated areas surrounding the town of Milton has outpaced growth in the Town of Milton, and this trend is expected to continue. According to the Center for Applied Demography and Survey Research's projections based on small geographical areas called "Modified Grids", the Town of Milton's population is expected to increase by approximately 0.1% annually between 2000 and 2025 while the population in the grids contiguous to the Town of Milton is projected to increase by approximately 1.0% annually during the same time period.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Tax Base

The Town of Milton's total assessed valuation in 2002 is \$73,437,690 a decrease of \$2,048,700 or 2.8%, from its 1998 total assessed valuation of \$75,486,390. The Town of Milton's total assessed valuation in 2008 was \$141,208,739, which is an increase of \$67,771,049 or 48%. The closing of the Draper King Cole Cannery shortly after the adoption of the 1998 Milton Comprehensive Plan resulted in this tax base decrease in 2002 and the increase in 2008 was based on the development and growth demand. A Town wide tax reassessment was completed in 2009 which resulted in an estimated total assessed valuation of \$371,823,800, which is an increase of \$230,615,061 or 62%.

Population Characteristics

All statistics in this section are from the 2000 US Census, except as noted.

Milton's population in 2000 was 67% white, 24% black and 8% other. The percentage of white population in Milton decreased from 70% in 1990 while the percentage of black population decreased from 28% and the percentage of other races increased from 2%. Persons of Hispanic origin made up 9% of Milton's population in 2000. This was an increase from 1990 when 5% of Milton's population was composed of persons of Hispanic origin.

Compared to percentages at county and state level, a smaller percentage of residents over the age of 25 in the town of Milton have at least completed high school. (71.2% Milton; 76.5% Sussex County; 82.6% Delaware) The percentage of Milton's residents with at least a bachelor's degree is comparable to percentages at the county and state levels (18.4% Milton; 16.6% Sussex County; 25% Delaware).

Median age in the Town of Milton in 2000 was 36.8 years, somewhat older than the 35.3 median for the US and the 36.0 median age for Delaware, but younger than Sussex County's median of 41.1 years. Sussex County is steadily aging. According to the US Census 2000, 18.5% of Sussex County's population was 65 or over in 2000. The Delaware Population Consortium projects that the percentage of Sussex County's population 65 or older will rise to 21% by 2010, 24% by 2020, and 28% by 2030. The table below lists the distribution of ages Milton, Sussex County and the State of Delaware as reported by the US Census 2000.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Age	Milton		Sussex County		Delaware	
	Number	Percent	Number	Percent	Number	Percent
Under 5 years	149	9.0%	9,009	5.8%	51,531	6.6%
5 to 9 years	114	6.9%	9,960	6.4%	55,813	7.1%
10 to 14 years	97	5.9%	10,250	6.5%	55,274	7.1%
15 to 19 years	86	5.2%	9,480	6.1%	55,632	7.1%
20 to 24 years	131	7.9%	7,556	4.8%	51,665	6.6%
25 to 34 years	221	13.3%	17,811	11.4%	108,840	13.9%
35 to 44 years	216	13.0%	23,425	15.0%	127,601	16.3%
45 to 54 years	233	14.1%	21,312	13.6%	103,999	13.3%
55 to 59 years	69	4.2%	9,615	6.1%	39,320	5.0%
60 to 64 years	62	3.7%	9,198	5.9%	32,199	4.1%
65 to 74 years	137	8.3%	17,091	10.9%	56,415	7.2%
75 to 84 years	111	6.7%	9,362	6.0%	34,762	4.4%
85 years and over	31	1.9%	2,569	1.6%	10,549	1.3%
Total	1,657	100%	156,638	100%	783,600	100%
Median Age	36.8		41.1		36.0	

Milton's labor force in 2000 of 840 people composed 63.9% of its population over the age of 16. 4.5% of Milton's residents over the age of 16 were unemployed. The predominant occupations of Milton's population were management, professional, and related occupations at 28.8% of the population, sales and office occupations at 25.5%, service occupations with 18.7%, and production, transportation, and material moving occupations with 18.3%. The major industries of employment for Milton's residents in 2000 included educational, health and social services, retail trade, and manufacturing. The educational, health, and social services industry employed 18% of Milton's residents while retail trade employed 17.4% and manufacturing employed 11.8%.

There were 700 households in Milton in 2000, with an average household size of 2.33. As in the US as a whole, household size has been decreasing. The median household income in 1999 for the town of Milton stood at \$32,368. This is less than the median household income found across Sussex County in 1999 of \$39,208. 18% of individuals in Milton were below the poverty level in 1999. This is more than the 10.5% of Sussex County residents below the poverty level.

Housing Characteristics

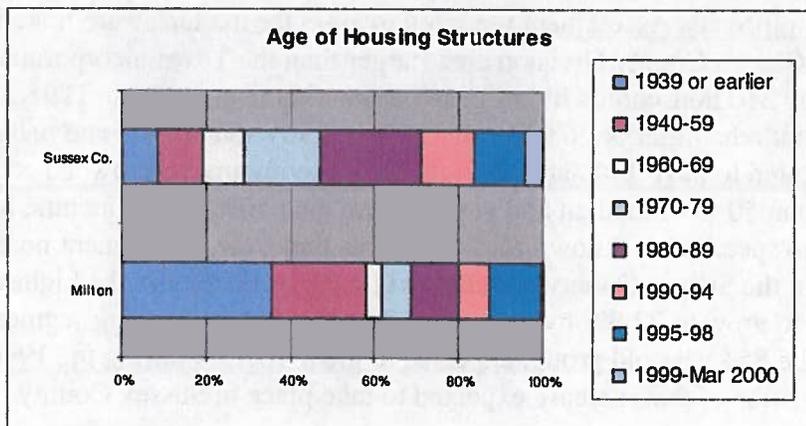
Milton's housing units totaled 804 in 2000, with a vacancy rate of 12.9% and 3.7% of all units being for seasonal, recreational or occasional use. Renter-occupied housing comprised 41.7% of Milton's occupied units, as compared to 19.3% in Sussex County. Median housing value in 2000 was \$88,200, in Milton, compared with \$122,400 in Sussex. Median rent was \$508 in Milton and \$507 in Sussex County.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

The majority of housing structures in the town of Milton are of the single-family detached variety. 67% of housing is single-family detached while 13% are single-family attached and the remaining 20% are composed of multi-family housing.

On average, housing units in Milton were built significantly earlier than those found across Sussex County. According to the US Census 2000, the median year of housing construction in Milton was 1952 while the median year of housing construction in Sussex County was 1981. The figure below compares the age of housing structures in the town of Milton with the age of housing in Sussex County.



Employment

The following total jobs were reported by the Town of Milton's significant places of employment as of October 2009:

Table 4
Town of Milton, DE
Estimated Employment at Significant Employers
Telephone Survey of 10/2/09

Employer	Jobs
1. Reed Trucking	65
2. Atlantis Industries Inc.	35
3. Bayport Business Park	26
4. Clipper Square	61
5. Brittingham Elementary School	70
6. Milton Elementary School	80
7. Town of Milton	23
8. Town Center Area in General (1)	102
9. Roger's Sign Company, Inc.	21
10. US Post Office	19
11. Dogfish Head Brewery	105
12. Milton Park Center	118

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

13. Mariner Middle School	65
Total	790

(1) See Table 2 - *Town Center Use & Parking Survey of February 1998 updated 2009.*
Source: Phone surveys completed by the Town of Milton.

It is estimated that there are an additional 75-100 jobs located elsewhere in Milton, bringing the total to approximately 865-890 jobs.

Statewide Housing Needs Assessment

In the Statewide Housing Needs Assessment prepared in 1996 for the Delaware State Housing Authority, the Milton Census County Division area (larger than the Town incorporated limits) was indicated as having 210 households living in substandard housing units in 1995. These are units needing substantial rehabilitation to make them structurally sound, safe and habitable. In addition Milton was found to have 114 "at risk" households living in overcrowded conditions or having incomes less than 50 % of median and paying more than 50% of that income for housing expenses. Although no specific breakdown for Milton was done, the Assessment noted that the proportion of elderly in the Sussex County population (19.2% in 1995) was the highest in the State, and is expected to grow to 22.9% by the year 2020. The fastest growing segment of the elderly population is the 85+ year old group, expected to grow 107.5% during the 1990-2020 time period, with two-fifths of that increase expected to take place in Sussex County.

The Housing Market for Existing Milton Houses

During the past 5-10 years, some 25-30 of the 150 historic district houses in Milton have been sold annually to new purchasers. These are usually persons coming from outside of Delaware who are attracted by Milton's closeness to the Bay and its small town historic charm, and the fact that a Milton historic house costs only half of what a comparable house in Lewes or Rehoboth Beach would cost. The market for the historic houses appears to be the leading edge of the baby boom (persons born between 1946 and 1964) seeking early retirement, and coming from Philadelphia, Baltimore and (many from) Washington, DC.

Thus, Milton's housing market is a reflection and percentage of the larger Bayshore housing market. Purchasers feel that Milton is close enough to the beach. A typical historic house purchaser will choose to "live part-time all year round" in Milton, coming for weekends or longer stretches as often as possible. Many are professional persons in their fifties who have good incomes and have paid off the mortgages on their first homes. Many have an interest in pursuing home-occupation type businesses.

In general, sales of houses in Milton have steadily increasing up to the end of 2006. The table below notes the increase in the transfer tax from fiscal year 1997 to 2006 with decreases in 2007 and 2008. This decrease could be based on the declining national economic development trends. In addition to historic district sales, many other houses are typically sold each year in Milton.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Outside of the incorporated limits, within a radius of about 1 mile around Milton, within the county-zoned agricultural-residential farmland areas, there is new housing construction at the rate of some 15-30 houses per year, predominantly individually developed homes along road frontages rather than subdivisions. There is also a substantial rental housing market in Milton.

Year	1997	1998	1999	2000	2001	2002
Transfer Tax	\$24,473	\$47,744	\$48,764	\$55,465	\$92,870	\$169,625

Year	2003	2004	2005	2006	2007	2008
Transfer Tax	\$277,608	\$598,527	\$740,026	\$1,098,163	\$810,924	\$590,810

The market for new residential development is discussed in the Demographic Trends section.

Commercial Real Estate Market

Milton has been experiencing great commercial growth which began in the late 1990's, both in the Town Center and along Milton Ellendale Highway/Beach Highway (Route 16). There has also been significant interest in additional Bed and Breakfasts and antique shops. Since the 2003 Comprehensive Plan, there has been additional commercial activity:

- Milton Park Center (Food Lion, Family Dollar, Happy Harry's, to include a mixture of restaurants, retail, and personal services)
- Federal Street Medical Park (multiple buildings providing an array of medical services)
- Major expansion of Dogfish Head Brewery

B. MILTON'S NATURAL ENVIRONMENT

See Exhibits D1, Natural Environmental Lands & D2, Agricultural Lands

Milton's location at the head of navigation on the Broadkill places it at the center of the Broadkill tidal river system. This comprises a unique natural environment with excellent plant, fish and wildlife habitats and special educational and recreational potentials. The Broadkill gathers waters flowing toward Delaware Bay from a line of divide east of the Redden State Forest on DuPont Boulevard (Route 113). Waters west of that divide are part of the Nanticoke River system. In the Broadkill tributary system, the Pemberton, Brittingham, Ingram, Waples and Round Pole Branches flow east into Lavinia, Wagamons and Diamond Ponds along the west and south edges of Milton, or directly into the river between the Town Center and Rattlesnake Hill. The Pemberton and Brittingham Branches west of Milton are characterized by significant woodlands and unique wetland habitats. East of the Town Center there is a woodland in the area identified on the USGS map as "Rattlesnake Hill."

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Milton's ponds were created as millponds in the 18th century by impounding their tributaries. They are now important visual and environmental assets in Milton. The river is tidal as far as the Town Center. Its waters change from brackish freshwater to salt water approximately ½ mile upstream of the Coastal Highway (Route 1) bridge.

The Town Center area between Magnolia and Front Streets lies at an elevation of between 5 and 10 feet above sea level, while the remainder of the Town is typically at 15-25 feet or above. During Nor'easter storms like that of February 1998 the winds push the tide into the Broadkill through the Roosevelt Inlet at Lewes and may cause flooding up to elevation 8 or 9 in Milton. Flood-prone areas within the 100 year floodplain (typically at elevation 10 and below) are shown on the Federal Emergency Management Agency (FEMA) Maps of Milton. Topography is shown at 5' intervals on the attached section of the USGS Quad map for Milton. Flood-prone areas include much of Milton Memorial Park and the downtown center as well as the sewage treatment plant on Front Street (Route 89).

From the Town Center, the Broadkill winds its way some 15 miles eastward through a watery natural environment with several unique habitat and conservation areas. The Nature Conservancy's 143-acre Edward H. McCabe Preserve is located on the south bank two miles downstream of Milton. The Smith Farm Landing is two miles further downstream on the north side; the adjacent Smith farmlands are now under easement to the Delaware Agricultural Lands Foundation. The river then passes beneath a low bridge at Coastal Highway (Route 1) and the nearby Steamboat Landing site and then meanders through the marshy Prime Hook National Wildlife Refuge area to join the Lewes Channel and flow into the Delaware Bay and Atlantic via the man-made Roosevelt Inlet. Here the channel also merges with that of the Lewes and Rehoboth Canal.

Under Section 303(d) of the 1972 Federal Clean Water Act (CWA), states are required to identify all impaired waters and establish total maximum daily loads to restore their beneficial uses (e.g., swimming, fishing, and drinking water). A TMDL defines the amount of a given pollutant that may be discharged to a water body from point, nonpoint, and natural background sources and still allows attainment or maintenance of the applicable narrative and numerical water quality standards. A TMDL is the sum of the individual Waste Load Applications (WLAs) for point sources and Load Allocations (LA's) 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 reduce nutrient and bacterial pollutant loading to the level(s) specified by the Total Maximum Daily Load; and must reduce pollutants to level specified by the State Water Quality Standards. A variety of site-

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

specific best management practices (BMPs) will be the primary actions required by the PCS to reduce pollutant loading(s).

The Town of Milton is located within the greater Delaware River and Bay Drainage; specifically within the Broadkill watershed. The pollutants targeted for reduction in the Broadkill watershed are nutrients (e.g., nitrogen and phosphorus) and bacteria are shown below. As mentioned previously, the PCS will require specific actions that reduce nutrient and bacterial loads to level consistent with the goals and criteria specified in the State Water Quality Standards. The PCS for the Broadkill is pending review and has no projected completion/approval date.

Delaware River And Bay Drainage	Nitrogen Reduction Requirements	Phosphorus Reduction Requirements	Bacteria Reduction Requirements
Broadkill watershed	40%	40%	75%

In 2001, the General Assembly passed a law requiring that, beginning in 2007, municipalities and counties with populations greater than 2,000 persons adopt as a part of their comprehensive plans overlay maps delineating, as critical areas, source water assessment, wellhead protection, and excellent ground-water recharge potential areas. The law also requires that these counties and municipalities adopt by December 31, 2007, regulations governing land use within these areas, to protect these areas from activities and substances that may harm water quality and reduce overall water quantity. Excellent recharge areas identified by DNREC are depicted on Exhibit D. As the Town moves forward to implement its comprehensive plan, the Town should work with DNREC to implement protections for these areas.

The Nature Conservancy and the Town of Milton worked together to establish the Milton-McCabe Preserve Canoe Trail. This links the Town Center and its boat launch with a new canoe dock, kiosk and hiking trail at the McCabe Preserve. The McCabe Preserve improvements include a small parking area, benches along an interpreted hiking trail and resting area with a river view. The Milton-McCabe Preserve Greenways Trail, built with a grant obtained by the Town, was formally dedicated by the Town and the Conservancy on June 6, 1998. Many State and non-profit groups are now working together to preserve the unique environment of the Broadkill.

Milton and the farmlands surrounding it are located on the flat coastal terrain of eastern Sussex County, on lands first cleared for agriculture in the 17th century, with sporadic woodlands and gentle slopes along the waterways. Soil classifications within the study area are based on information obtained from Department of Natural Resources NRCS. The ramifications for development of the involved soil types are given in Table 5. The relative suitability of study area agricultural lands for long-term agricultural preservation is shown on Exhibit D, drawn from statewide mapping prepared for the Delaware Agricultural Lands Preservation Foundation.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Table 5 Milton Area Soil Characteristics Milton soils - Sussex Co., DE - SSURGO v.9 (10/16/2006)

Soil Map Unit	Surface Texture	Slope	Limitations for:			Note
			sm commercial buildings	Basements	Roads/Parking	
<u>Downer</u>						
DnA	loamy sand	0-2%	Not limited	Not limited	Not limited	(4)
DnB	loamy sand	2-5%	Not limited	Not limited	Not limited	(4)
DuB	loamy sand	0-5%	Not limited	Not limited	Not limited	(4)(7)
<u>Downer</u>						
DoB	sandy loam	2-5%	Not limited	Not limited	Not limited	(4)
<u>Evesboro</u>						
EvD	loamy sand	5-15%	Somewhat lmtd(5)	Somewhat lmtd(5)	Somewhat lmtd(5)	(1)
<u>Fort Mott</u>						
FmB	loamy sand	2-5%	Not limited	Not limited	Not limited	(4)
<u>Fort Mott-Henlopen</u>						
FhB-Fort Mott	loamy sand	2-5%	Not limited	Not limited	Not limited	(4)
FhB-Henlopen	loamy sand	2-5%	Not limited	Not limited	Not limited	(4)
<u>Hambrook-Urban land</u>						
HkB	sandy loam	0-5%	Not limited	Somewhat lmtd(3)	Somewhat lmtd(2)	(4)(7)
<u>Henlopen-Rosedale</u>						
HrA, HsA-Henlopen	loamy sand	0-2%	Not limited	Not limited	Not limited	(4)(7)
HrA, HsA-Rosedale	loamy sand	0-2%	Not limited	Somewhat lmtd(3)	Not limited	(4)(7)
<u>Ingleside</u>						
IeA	loamy sand	0-2%	Not limited	Somewhat lmtd(3)	Not limited	(4)
<u>Ingleside</u>						
IgA	sandy loam	0-2%	Not limited	Somewhat lmtd(3)	Not limited	(4)
IgB	sandy loam	2-5%	Not limited	Somewhat lmtd(3)	Not limited	(4)
IuB	sandy loam	0-5%	Not limited	Somewhat lmtd 3)	Not limited	(4)(7)
<u>Longmarsh & Indiantown</u>						
LO-Longmarsh	mucky loam	0-1%	Very limited	Very limited	Very limited	(6)
LO-Indiantown	mucky loam	0-1%	Very limited	Very limited	Very limited	(6)
<u>Manahawkin</u>						
Ma	muck	0-1%	Very limited	Very limited	Very limited	(6)
<u>Rosedale</u>						
RoA	loamy sand	0-2%	Not limited	Somewhat lmtd(3)	Not limited	(4)
<u>Udorthents</u>						
UzC	sandy loam	0-10%	Not limited	Somewhat lmtd(3)	Somewhat lmtd(2)	(7)

Notes:

- (1) rapid permeability, moderate moisture capacity, low fertility
- (2) potential frost action
- (3) seasonally wet w/in 4-6 ft.
- (4) excellent agricultural soil, may need irrigation
- (5) slope creates some limitation for development
- (6) flooding, ponding
- (7) a significant portion of map unit is 'urban land' (already developed, impervious)

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Sussex County, the State of Delaware and The Nature Conservancy are endeavoring to protect the natural environment of the Broadkill. The entire length of the river from Prime Hook to Milton has been designated by the State of Delaware as one of 20 "State Resource Areas" within which the State may acquire property in order to conserve an irreplaceable natural environment. Scientists have identified portions of the Broadkill tidal river system as unique Atlantic White Cedar bogs and swamps. In addition, the Broadkill from Lewes to Milton is viewed as a part of Delaware's Greenway program. The 470-acre Smith Farm site, with the sole exception of its Broadkill landing edge, has been enrolled in Delaware's Agricultural Lands Preservation program; its development rights have been purchased by Delaware's Agricultural Lands Preservation Foundation and the land placed under permanent protective easement. There is every reason to believe that the conservation partnership for the Broadkill will strengthen in the years to come.

C. LAND USE

See Exhibit E, Existing Land Use

The approximately 1.63 square miles incorporated area of the Town is naturally divided between north and south by the Broadkill River and between east and west by Union and Federal Streets (Route 5). The Town's land use pattern has been shaped by the resource economy of eastern Sussex County, and by the river, topography and transportation. The Town Center developed naturally where the junction of land and waterway transportation could serve the surrounding agricultural territory. The residential portions of the Historic District grew along Union, Federal and Chestnut Streets as population grew, with newer residential streets radiating to the east and west. Industry developed in the southside area once the railroad came. Proportionate to Milton's small size, commercial and service development is now growing substantially on new sites along Milton Ellendale Highway/Beach Highway (Route 16).

The following analysis of existing land use examines the following sub-areas of the Town and its surrounding area:

The Milton National Historic District

The Milton Historic District contains 198 listed properties of which 150 are historic houses, plus the Town Center area described below. From Willow Street to the Broadkill River, the Historic District centers on Union Street with an arm along Broad Street. South of the river, it widens out to a larger area between Federal, Chestnut, Walnut and Collins Streets, with its southern boundary at Sand Street. There are two Bed and Breakfasts operating in the Union and Clifton Streets portion of the District.

Since 2007, the Town of Milton's Historic District Expansion Ad-HOC Committee and the University of Delaware's Center for Architecture & Design (CHAD) Department have been

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

working on obtaining information and making recommendations to expand the Town of Milton's Historic District. The draft document has been forwarded to the State Historic Preservation Office (SHPO) for review and comment. It is anticipated the review and potential adoption process will be completed in 2010 by the Town Council. This document will assist the Town in preserving the historical character and structures.

Town Center

Milton's Town Center consists of an approximately 30-acre area centered on the intersection of the Broadkill River and Federal and Union Streets. It is an integral part of the larger Milton National Historic District. While the remainder of the Historic District is zoned residential (R-1), the Town Center area is zoned Town Center (TC). The current zoning ordinance includes a Town Center (TC) zoning district that would allow the flexibility that is needed to create a thriving downtown. The Town Center district is depicted on Exhibit I.

The following information is based on a downtown parcel and building use, employment and parking inventory conducted by the Town of Milton Building Inspector and Nutter Associates in February 1998 and updated based on the Town Center Zoning District by the town in October 2009, presented in Table 6 below, the Town Center zoning district contains approximately:

- 1) 27.9 acres of land area;
- 2) 68 total parcels of land;
- 3) 56 total buildings (one parcel has two buildings on it/counted as two);
- 4) 135,592 square feet of building floor area;
- 5) uses are stated below based on the parcel in Table 6;
- 6) 316 off-street parking spaces,
- 7) 102 full or part time jobs; and
- 8) 13 vacant parcels.

There are currently 135,592 square feet of building floor area in the Town Center District. The nonresidential inventory includes the Town of Milton offices, Police Department, four restaurants, antique stores, gift boutique, a theatre and performing arts center, a seasonal ice cream store, a used bookstore, the Lydia B. Cannon Museum of the Milton Historical Society, a bank, the recently expanded branch of the Sussex County library, a convenience store, Fire Hall, and others as stated below in table 6. There are also a few residences in the form of both individual historic homes and upper floor rental apartments.

Table 6 - Town Center Zoning District Use & Parking Survey of January 2003 updated 10/2009

Properties In TC	Parcel Number(s)	Description of Use(s)	Off-Street Parking # Spaces	Approx. Square Footage	Est. # Employees Full/Part-Time
1	69	Coffee Shop	6	1,610	2
2	71	Book Store	0	315	1
	71	Vacant	0	960	0

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

	71	Jailhouse Antiques	0	450	0
	71	3 Rental Apartments	4	2,200	0
3	73	Vacant Lot – Parking	10	0	0
4	74	Residential, House	2	--	0
5	75	Vacant	0	1,300	0
6	112	Milton Theater	9	2,000	0
7	111	Vacant Lot	0	0	0
8	110	Vacant Lot	0	0	0
9	109	Municipal Parking Lot	53	0	0
10	101	Vacant Lot	0	0	0
11	100	Vacant Lot	0	0	0
12	180	Residential, House	2	--	0
13	181	Residential, House	2	--	0
14	182	County Library-Expansion	0	11,976	0
15	183	County Library	5	4,700	6ft, 4pt
16	184	Union Square	0	3,000	12
17	185	3 Rental Apts.	0	7,500	0
	185	Antique Store	0	7,800	1
18	76	1 Rental Apartment	2	1,225	0
	76	Vacant	0	2,850	4
19	77	Irish Eye's	0	2,450	15
	77	1 Rental Apartment	0	1,100	0
20	79	Ashby's Service Garage	10	1,400	1
21	81	Wilmington Trust Bank	28	3,000	7
22	82	Milton Police Department	3	5,000	10
23	83	Rental Apartment	1	1,250	0
	83	Workman's Liquors	0	2,000	1
24	84	Vacant	0	1,200	0
	84	Vacant	0	2,400	0
	84	Vacant	0	4,992	0
	84	3 Rental Apartments	6	2,000	0
25	74	King's Ice Cream	0	1,200	2
26	108	Bodies Lewes Dairy	16	2,400	4
	108	Coin Laundry	5	1,200	1
27	107	Treasures, Gems and Junk	21	2,700	1
28	22	Hillside Florist	0	6,000	2
	22	Residential, House	2	--	0
29	106	Iguana Grill	0	2,870	4
30	138	Parking Lot	20	0	0
31	1	Fire Department	6	19,200	4
32	3	Fire Department Parking Lot	16	0	0
33	2	Fire Department Parking Lot	17	0	0
34	87	Casa San Francisco	17	13,200	6
35	6	Vacant-abandon plant	0	unknown	0
36	7	Residential, House	2	--	0
37	8	Residential, House	2	--	0
38	5	Sewer Lift Station	0	unknown	0
39	85	Residential, House	2	--	0
40	67	Residential, House	2	--	0
41	88	Town Hall	5	3,326	13
42	66	Church Meeting Room Hall	0	2,278	0

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

43	89	Residential, House	2	--	0
44	90	Residential, House	2	--	0
45	106.01	Residential, House	2	--	0
46	105	Residential, House	2	--	0
47	18	Residential, House	2	--	0
48	13	Residential, House	2	--	0
49	19	Vacant Lot	0	0	0
50	20	Residential, House	2	--	0
51	21	Residential, House	2	--	0
52	23	Residential, House	2	--	0
53	173	Residential, House	2	--	0
54	172	Residential, House	2	--	0
55	99	Museum	0	4,600	1
56	171	Residential, House	2	--	0
57	98	Residential, House	2	--	0
58	170	Residential, House	2	--	0
59	97	Residential, House	2	--	0
60	169	Residential, House	2	--	0
61	73	Residential, House	2	--	0
62	102	Vacant Lot	0	0	0
63	102.01	Vacant Lot	0	0	0
64	103	Residential, House	2	--	0
65	104	Vacant Lot	0	0	0
66	86	Vacant	0	970	0
	86	Apartment	2	970	0
67	3	Governor's Walk	0	0	0
68	174	Residential, House	2	0	0
Totals	--	-----	316	135,592	102

Note: All numbers are approximations intended for general area wide analysis only. Not all square footages changed for the existing parcels, only added for new parcels and/or corrections.

The Town Center has evolved away from its former role as a center for general merchandising to a new role as a specialized center of visitor-oriented retail, civic, office and service uses, although considerable work is needed to complete this process. The new uses are, in part, oriented to the region's tourism traffic.

The Town Center is also the location of the Milton Memorial Town Park, which includes a marina, boat launch, parking area, playground, picnic areas, benches, gazebo, walkways, children's' miniature railroad attraction, and numerous archaeologically significant shipbuilding sites from Milton's past.

New downtown improvements (public and private) which have been accomplished include: completion of two segments of the Governors' Walk project, complete renovation of the old Milton Sausage and Scrapple building, which now houses several businesses including a chiropractic practice and wellness center, a hair salon, and a bakery and café, renovation of the Lydia B. Cannon Museum of the Milton Historical Society, a major addition to the Milton branch

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

of the Sussex County Library, and renovation of the Milton Theatre. The Town government, its Economic Development Committee, the Milton Chamber of Commerce, and local businesses and residents are all committed to building economic development and marketing of Town businesses.

Northeast Quadrant

The northeast quadrant, bounded by Union Street (Route 5), the Broadkill River, the Beach Highway (Route 16) corridor and the eastern Town limits, is a primarily residential area with a variety of housing types and sites. The Bay, Behringer, Chandler and Atlantic Avenue area is the location of numerous older single family homes within or adjoining the Historic District. Many of these are undergoing renovation. The Milton Cemetery is located at midpoint on Union Street (Route 5). Three apartment complexes of recent vintage, Luther Towers and Luther Gardens (housing for the elderly) and Park Royal Apartments (HUD-assisted family housing) are located along Bay Avenue. Bay Avenue has remaining undeveloped sites which could be considered for single-family or higher density housing. There are numerous vacant land parcels, some still in agricultural use, scattered throughout the section between Bay Avenue and Beach Highway (Route 16).

A key development site within the area is the 16-acre residentially zoned Preserve on the Broadkill tract, which has frontage on the Broadkill River. The Preserve tract extends from Atlantic Avenue south to the waterfront between the Milton Memorial Park and the town limits. Access will be from Chandler Street. Construction of the project, which will consist of single-family homes, is currently underway.

The Preserve on the Broadkill represents a new approach to housing development in Milton. It would appear that special attention should be given to the design of the waterfront edge of this site, including any provisions for public access or dockage for boating.

Atlantic Avenue ends at the Milton Little League Fields where the developed residential area changes into the farmlands of the Rattlesnake Hill area.

Beach Highway (Route 16) is experiencing dramatic growth in this area. East of Union Street (Route 5), the Beach Highway (Route 16) corridor is characterized by several commercial sites including an industrial plant and about a half dozen commercial and service businesses. The 48-unit Milton Landing project on Palmer Street Extended is a residential project in the northeast quadrant. Milton Landing is a non-profit assisted multi-family housing project for moderate-income families. Milton Landing's location near Beach Highway (Route 16) makes it well located to serve households where individuals are employed in the new discount outlet areas of Lewes or Rehoboth Beach. It should be noted that land along the south side of Beach Highway (Route 16) within the corporate limits is zoned commercial (C-1). An estimated 150,000 square feet of new space has been developed in the Beach Highway (Route 16) corridor between 1985

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

and 1998. For a community of Milton's size, this is a great deal of space. Milton Park Center was annexed in 2001 and includes 61,000 square feet for Food Lion and Happy Harry's along with other businesses.

Southeast Quadrant

The southeast quadrant is characterized by lower density, and generally older residential development within and adjacent to the Historic district. In this area, the Historic District broadens out to include houses along Chestnut and Walnut Streets, including some along Collins Street. The Front Street (Road 89) area contains undeveloped land presently zoned both commercial and residential. The Sewage Treatment Plant is located in this section of Front Street (Road 89). An undeveloped marina occupies a prominent Broadkill site at the Round Pole Branch. There is some property deterioration along Front (Road 89) and Collins Streets, as well as vacant sites awaiting redevelopment by the Town and/or private parties.

Atlantic Street and Cave Neck Road (County Route 88) connect Milton with the Red Mill Pond and Five Points sections of the Lewes area. There are active suburban single-family housing developments near the Lewes end of this road. Development pressures for this type of housing, already present at the Cave Colony subdivision, can be expected to continue along this road. Key Ventures also has a proposed mixed residential use development that also has access unto Cave Neck Road (County Route 88). At the southeast edge of the Town, outside the corporate limits, lies the East Side Village subdivision, an attractive smaller neighborhood.

The south end of town at Federal (Route 5) and New Streets is Milton's industrial area. There are more than 100 jobs located in this area. Uses include Reed Trucking on New Street, Federal Street Medical Park, Angerstein's and, on the west side of Federal Street (Route 5), the Atlantis Plastics plant on Park Street. Atlantis Plastics is a growing firm which manufactures small plastic parts. It relocated to southern Delaware in recent years from Long Island. The Draper King Cole plant closed in 1998. Dogfish Head Brewery has since begun production and is expanding its operation on the former Cannery site. The cannery land has been annexed into Milton, and is the site of Cannery Village, a mixed use development in the process of being built. A parcel of land south of Cannery Village was also annexed and is the site of the new middle school, which opened in September 2003.

Southwest Quadrant

Wagamon's Pond, Diamond Pond and the Ingram Branch of the Broadkill are distinctive waterway features of the southwest quadrant. The Milton Elementary School's neo-classic building marks the center point of Federal Street (Route 5) in this portion of the Historic District. West of Wagamon's Pond is the 90 plus acre waterfront site approved for 231 single-family homes known as Wagamon's West Shores.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Outside of the incorporated limits of the town is the Su-Sax Acres subdivision along Bangor Road on the west bank of Diamond Pond. Active farmland stretches away to the southwest from these points.

Northwest Quadrant

The northwest quadrant, bounded by Union Street (Route 5), Wagamon's Pond, the Milton Ellendale Highway (Route 16) corridor and the western Town limits, experienced a great amount of growth during the 1990s. There has been a steady development of new commercial and service uses along Milton Ellendale Highway (Route 16), especially on the south side of the road, within the corporate limits. This land is zoned commercial. The Bayport Business Park is an approximately 25,000 square foot mixed commercial and service use project developed in 1993-4 that currently accommodates multiple tenants. The Clipper Square retail plaza, with 9 shops and approximately 28,000 square feet, was developed in 1994-5 at the southwest corner of Milton Ellendale Highway (Route 16) and Mulberry Street (Route 197). Its development was assisted by a coalition of county and state economic development agencies.

Shipbuilder's Village, with a mix of townhouse, duplex, and single-family units, is a large phased housing subdivision of approximately 50 acres adjacent to the H.O. Brittingham Elementary School on Mulberry Street (Route 197). The project began in the late 1980's. By the time of the 1990 recession, it had produced 44 townhouse units, 34 duplex units and 6 single-family houses. At first the project developed only townhouse units and now incorporates single family homes with only 7 vacant lots left. The project serves a bay-area region middle-income market of young single and married persons, retired persons and some investors desiring to own rental units. Shipbuilders Village is only 15 minutes away from the retail clerk and service employment concentration along Coastal Highway (Route 1) in Lewes, Rehoboth Beach, and this is a major factor in its marketing.

Twenty-four new townhomes have been constructed along Tobin Street. There are also several areas of undeveloped land in the .5-2.0 acre size category along Mulberry Street (Route 197) in this area.

Development within the Unincorporated Surrounding Area

Generally, active farmlands surround the incorporated area of the Town of Milton. There has, however, been a gradual development of very small units of service businesses or small groups of homes on individual sites near the intersections of Milton Ellendale Highway/Beach Highway (Route 16) with north-south roads like Gravel Hill Road (Route 30), Cedar Creek Road (Road 212), Union Street (Route 5) and Ponder Road (Road 232). In 2009, The Sussex County Council approved the rezoning of 29.0 acres of land (AR-1 to HI-1) west of Gravel Hill Road (Route 30). Town annexation has occurred in the Union Street Extended (Route 5)/Cedar Creek Road (Road 212) area immediately north of Milton Ellendale Highway/Beach Highway (Route 16). The road

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

frontages on these roads are vulnerable to conversion to unbroken strips of new home and small business development with driveways connecting directly to these traffic ways.

The Collins-Russell Development, East Side Village, Cave Colony, and Su-Sax Subdivision are examples of the diversity of housing development in the unincorporated areas around the Town. In 2008, The Sussex County Council approved a mixed use development called Elizabethtown along the Northwest town limits. There has been recent manufactured home subdivision development at other points on Milton Ellendale Highway/Beach Highway (Route 16), including the Wall Street (Road 212B) area between Union Street Extended (Route 5) and Cedar Creek Road (Road 212) and farther east along Broadkill Road (Route 16) east of Coastal Highway (Route 1). There are also scattered points of service and/or small business use development, usually along Milton Ellendale Highway/Beach Highway (Route 16).

Annexation of Territory by the Town of Milton

The Town has updated all mapping tools throughout the Comprehensive Plan to note all changes since the last update in 2003. Exhibit F shows the Town limit boundary and existing zoning classification from previous annexations. Exhibit G shows the Future Land Use/Potential Expansion area for future annexations.

D. ZONING, RELATED PLANS & OTHER CODES

The portions of the study area within the Town's incorporated limits are regulated by the Town of Milton Zoning Ordinance. Areas outside the limits are governed by the Sussex County Zoning Ordinance.

Town of Milton Zoning Ordinance

As a community, Milton has been conscientious about zoning, the most fundamental of American planning and land use regulations. Prior to the completion of the *1985 Town of Milton Comprehensive Plan*, zoning within the Town area was governed by the Sussex County zoning ordinance and map. Within the incorporated limits, the town center, southside industrial area and certain commercial/business parcels along Milton Ellendale Highway/Beach Highway (Route 16) were zoned UB – Urban Business. The remainder of the incorporated area was zoned UR – Urban Residential. Outside the incorporated limits, the predominant county zoning designation was, and still is, AR-1 – Agricultural Residential One. MR – Medium Density Residential was applied to medium density residential development areas outside of the incorporated limits. There was a high degree of cooperation between Sussex County Planning and Zoning officials and Town representatives on zoning matters.

The Town of Milton Zoning Ordinance was adopted in 1987 following the adoption of the comprehensive plan. The Town Zoning Map is included as part of the Town of Milton 1997

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Community Information Guide. As of 2003, the Milton Zoning Ordinance includes 8 zoning districts, as follows:

R-1 - Residential One District

The R-1 District includes approximately 42.5% of all the land in the Town of Milton. Regulations provide for a diversity of dwelling styles and minimum lot sizes of 10,000 square feet (4 units per acre). Permitted uses include: noncommercial greenhouses, open space, single-family detached dwellings, places of worship, public and private schools, firehouses, home office professional office uses, other customary home occupations as long as there is no display of products visible from the exterior, bed and breakfasts subject to Town Ordinance 21. Childcare centers are allowed as special exceptions after site plan review by the Zoning Commission. Although most of the Historic District, with the exception of the Town Center, is in the R-1 District, the R-1 regulations do not address historic preservation matters, such as protection of architectural integrity or regulation of demolition. The Town of Milton has adopted a Historic Preservation Ordinance and formalized a Historic Preservation Commission to preserve and review new construction and exterior renovations.

R-2 - Residential Two District

The Town Council amended the Zoning Ordinance to create an R-2 District in 1997. The R-2 District provides areas for the development of clustered single family and attached single family (side by side duplex) housing on appropriate sites. Minimum 40,000 square foot lots are required, with one dwelling unit allowed for each 10,000 square feet of lot area (4 units per acre) and a minimum lot size of 4,000 square feet.

R-3 - Residential Three District

The R-3 District provides areas for the development of multiple-family dwellings in suitable areas with adequate services. Permitted uses include: single-family attached dwellings, garden apartments, townhouses, condominiums, parks and related noncommercial recreational facilities and apartments. There is a minimum lot area of 4,000 square feet for each dwelling unit.

C-1 - Commercial/Business District

The C-1 District provides for business center, retail goods and service establishments, places of commercial entertainment, professional services, single family and apartment residential uses, financial services, hotels and motels, and rooming house accommodations. "Office needs" are cited as provided for in the Intent section, but are not addressed in the listing of permitted principal uses. Permitted principal uses specifically include: general merchandise stores, apparel stores, hardware and home furnishings, food stores, eating establishments, specialty, convenience and personal service shops, libraries, fire stations, social organizations, theaters, lodging facilities, places of worship, newspaper and printing, repair places, auto services, boat sales, day care centers and apartments. Gasoline stations or car washes are permitted as special exception uses after Zoning Commission site plan review.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

LI-1 - Light Industrial District

The LI-1 District provides land for light and limited business and manufacturing which do not have significant impacts on neighboring non-industrial uses. It is intended to encourage industrial park development and to provide for close-to-home job opportunities for Milton residents. Currently, the only area zoned LI-1 in Milton are the portions of the southside industrial area west of Chestnut and south of New Street. Strict performance standards regarding enclosure, separation from residential areas, architecture and height, parking, loading, landscaping and fencing apply to the district. Permitted uses include a broad variety of manufacturing, assembly, bottling, distribution and supporting retail and civic uses which are subject to the performance standards.

M – Marine District

The purpose of the M District is to provide for and to preserve waterfront land along the Broadkill for commercial docking, waterfront sales, storage and repair of small boats, including out-of-water repairs, and seafood packing and processing establishments subject to applicable regulations. Permitted uses include marinas, yacht clubs and tourist-oriented services, lodging uses, water-related retail sales, restaurants and any uses permitted in the R Districts. Uses in the M District are subject to Site Plan Review by the Zoning Commission. Numerous conditional and special exception uses are permitted subject to site plan review and Zoning Commission approval. An M District has been established along the south edge of the Broadkill River between Walnut Street and the Round Pole Branch, which is a portion of the area that was the historic site of Broadkill shipbuilding in Milton.

LPD – Large Parcel Development

The Town Council amended the Zoning Ordinance in 2001 to create a Large Parcel Development district. As stated in the Town's Zoning Ordinance, "the purpose of this district is to develop new and redevelop older neighborhoods that reflect the urban design and scale of the Town of Milton...in order to encourage large-scale developments as a means of creating a superior living environment." This district acts as an overlay district in that the requirements of this district are superimposed on existing districts within the town. The minimum size for an LPD District is 25 acres.

T-C Town Center

Milton's Town Center consists of an approximately 30-acre area centered on the intersection of the Broadkill River and Federal and Union Streets. It is an integral part of the larger Milton National Historic District. While the remainder of the Historic District is zoned residential (R-1), the Town Center area is zoned Town Center (TC). The current zoning ordinance includes a Town Center (TC) zoning district that would allow the flexibility that is needed to create a thriving downtown. The Town Center district is depicted on Exhibit I.

The breakdown of land by zoning district within the Town limits is:

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Table 7 – Zoning Districts in the Town of Milton

Zoning District	Approx. Acreage	Approx. % of Zoned Area
R-1	450.4	42.5%
R-1/LPD	303.3	28.6%
R-2	22.1	2.1%
R-3	48	4.5%
R-3/LPD	93.8	8.8%
T-C	27.9	2.6%
C-1	78.7	7.5%
M-1	10.5	1%
LI-1	11	1%
L-1/LPD	14.8	1.4%
	1060.6	100.0%

Note: Zoned lands do not include lands owned by the Town of Milton, roads, and other rights of way. Information obtained from CABA Associates Zoning Map October 2009.

Article 5 of the Zoning Ordinance contains minimum off-street parking requirements for each type of permitted use. The parking requirements are consistent with normal American practice, including, for instance, two parking spaces required for each residential dwelling unit and one off-street parking space for every 200 square feet of retail or office space. As a practical matter, however, off-street parking spaces in the Town Center area are mostly provided in the form of Town-owned parking lots with shared use.

The maximum height, minimum lot area, maximum coverage and setback, or yard, requirements for the various districts are set forth in Section 3 of the Zoning Ordinance, entitled “Table of District Regulations.” As is typical in American zoning ordinances, the requirements are directed to new houses on new lots. There are numerous existing lots and houses in Milton which are smaller than the required sizes, but these properties are completely legal as “pre-existing non-conforming uses” under the Zoning Ordinance.

Sussex County Planning and Zoning

The portions of the study area that lie outside the incorporated limits are governed by the Sussex County comprehensive plan and by the Sussex County zoning ordinance and map. In 2009, the Sussex County Council adopted the *Sussex County Comprehensive Plan Update* in accordance with the Quality of Life Act. The 2009 update supersedes its 2002 predecessor.

The 2009 *Sussex County Comprehensive Plan* stresses the principle that future development in the county should occur to the fullest extent possible in or adjacent to existing municipalities, areas that the Plan defines as town center and development districts. These areas were created

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

around municipalities because infrastructure exists in these areas. The County will adopt ordinances for overlay zones which will delineate the Town Center and Development Districts and the requirements for infrastructure.

The Plan divides the county into ten districts in addition to the existing Municipalities. The districts serve as the basis for updating the County's zoning and subdivision regulations as well as for future public infrastructure and services. The following types of Growth Management Districts are designated for portions for Milton and its environs: (1) Municipality for the Town of Milton incorporated area; (2) Developing Area for the area surrounding the Town, (3) Agricultural Preservation Districts/Purchased Development Rights for areas that have entered into the State's Farmland Preservation program, (4) Natural Resource Protection Area land along the south bank of the Broadkill River estuary between Milton and Coastal Highway (Route 1), and (5) Low Density Area for the rural area surrounding Milton's Developing Area.

At present the majority of the unincorporated portions of the Study area is zoned AR-1 - Agricultural Residential. The East Side Village is zoned MR - Medium Density Residential. The Collins-Russell Development, the area between Union Street Extended (Route 5) and Cedar Creek Road (Road 212) and the Waples Pond area between Union St Extended (Route 5) and Deep Branch Road (Road 234) are zoned GR for General Residential. One or two small parcels on the north side of Milton Ellendale Highway/Beach Highway (Route 16) are zoned B1, Neighborhood Business and C-1, General Commercial.

The study area is generally designated as a Town Center District and also an Intergovernmental Coordination District by the county comprehensive plan. This is designed to concentrate future growth as tightly as possible around the existing developed center.

The County's growth area is depicted on Exhibit G, Future Land Use/Potential Annexation. Within this area, the Town of Milton would like to coordinate with Sussex County on land use decisions, especially within the town's potential expansion area. Lands, east of Town along Milton Ellendale Highway/Beach Highway (Route 16), which are not feasible for annexation because of large agricultural districts, are also within the County's growth area. Since the activities on these lands will directly impact the town in terms of traffic and other infrastructure demands, the Town would like to coordinate with the County on any proposals here as well.

The remaining area around Milton is designated by the Plan as an Agricultural Residential District, with selected areas zoned M-R, Medium Density Residential.

Milton Area Agricultural Lands Preservation Analysis

The Delaware Department of Agriculture was consulted to factor agricultural lands preservation considerations into the plan. Exhibit D- *Natural Environment & Agricultural Lands* depicts the relative suitability of the existing farmlands surrounding Milton for long-term agricultural

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

preservation. The lands have been ranked by the Department of Agriculture in terms of their suitability for agricultural production. The Smith Farm and the Clyde Betts and Son expansion of the Smith district are now enrolled in the statewide agricultural lands preservation program and have sold their development rights to the Agricultural Lands Preservation Foundation. The Sycamore Farms, Inc. agricultural district, to the east and northeast of town, have applied to have their development rights purchased by the Foundation. Conversely, those lands indicated as falling into suitability classes III, IV and V, are most suitable for non-agricultural development.

Other Codes

In addition to regulating land use through zoning, the Town issues building permits for new construction or rehabilitation based on the requirements of the International Building Code (IBC). Minimum housing code standards that apply to the occupancy of existing units are governed by a section of the Town Ordinance. The Delaware Department of Natural Resources and Environmental Control enforce health code standards, including the regulation of septic tank and well systems.

E. TRANSPORTATION

See Exhibit C, Roads and Boundaries

Milton's roadway network is influenced by local accessibility needs, regional traffic needs to connect Milton to major Delmarva highways to the west and north and the needs of seasonal traffic accessing Delaware's bayside resort communities. Traffic patterns to and from the Chesapeake Bay Bridge and Coastal Highway (Route 1) serving Lewes, Rehoboth Beach and Dewey Beach have a significant influence on Milton area roadways and intersections. Connections between Milton and Milford, Dover and Wilmington via Coastal Highway (Route 1), DuPont Highway (Route 13) and DuPont Boulevard (Route 113) are important. Another major influence on Milton's roads is the trucking industry which serves the agricultural processing companies of eastern Sussex County, including those of the poultry industry.

The Town of Milton maintains streets within the town boundary as defined by the Municipal Street Aid funds. The Town's roadway network also includes roads owned and maintained by the State of Delaware's Department of Transportation (DelDOT). The network includes six important DelDOT arterials. Each of these is a two lane road. The following describes needs and planned improvements associated with each of the DelDOT roadways.

- 1) Milton Ellendale Highway/Beach Highway (Delaware Route 16), the Broadkill Pike, crosses the northern edge of the town and provides a continuous east-west route between the bayshore communities along Coastal Highway (Route 1) and, via Seashore Highway (Routes 404) and Ocean Gateway (Route 50), to the Chesapeake Bay Bridge. Milton Ellendale Highway/Beach Highway (Route 16) carries high traffic volumes during the

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

peak times of the April-October shore season, especially on summer weekends. Traffic appears to be growing currently by slightly less than 10% per year. Milton Ellendale Highway/Beach Highway (Route 16) along the north side of Milton can expect continuing and increasing pressures for business as well as residential development. The intersection of Coastal Highway (Route 1) and Milton Beach Highway/Broadkill Road (Route 16) was reconstructed with an extension of the left turn lanes in the northbound, southbound and eastbound lanes. DelDOT has plans to construct a grade-separated interchange at this location, but this project is not currently scheduled.

- 2) Federal Street/Union Street (Delaware Route 5) is a north-south route that connects the Indian River area with Coastal Highway (Route 1) at Waples Pond. Within the incorporated limits, Route 5 traverses Federal and Union Streets through the heart of the Milton Historic District. As Coastal Highway (Route 1) in the bayshore area experiences increasing congestion during the summer months, an increase in general resort-oriented traffic is also occurring on Union and Federal Streets (Route 5). This seasonal traffic is using Federal Street/Union Street (Route 5) as a bypass between Lewes at Lewes Georgetown Highway (Route 9) and Seashore Highway (Route 404) and Milton Ellendale Highway/Beach Highway (Route 16), as a way of avoiding delay on Coastal Highway (Route 1) between these points. The Milton truck route was completed in 2005.
- 3) Gravel Hill Road (Delaware Route 30) is a north-south route approximately 1 mile west of Milton. It connects Millsboro at Indian River with Coastal Highway (Route 1) just southeast of Milford. Historically underutilized, Gravel Hill Road (Route 30) has been identified, as discussed above, as the north-south link in a Federal Street/Union Street (Route 5) Truck Bypass. As part of this effort, improvements include intersection upgrades at Federal Street/Harbeson Road (Route 5 and Sand Hill Road (County Road 319) and Gravel Hill Road (Route 30) and Sand Hill Road (County Road 319). Sand Hill Road (County Road 319) is also having its shoulders widened to 8 feet. Bridge 806 has been widened and bridge 918 was replaced to make them adequate for truck traffic.
- 4) Lewes Georgetown Highway (U.S. Route 9), 3 miles south of Milton, is a major east-west route between the bayshore resort destinations of Lewes, Rehoboth Beach and Dewey Beach (as well as Maryland resorts further south) and points west to the Chesapeake Bay Bridge via Routes 404 and 50. As is the case with Milton Ellendale Highway/Beach Highway (Route 16) to the north, traffic on Lewes Georgetown Highway (Route 9) appears to be increasing by some 10% per year.
- 5) Atlantic Street/Cave Neck Road (County Road 88), comprising Atlantic Street within the Town and Cave Neck Road southeast of the Town, is an important intermediary roadway connecting Federal Street (Route 5) in Milton with Lewes to the southeast. This road is experiencing steady development pressure for new housing development, most intensely in the vicinity of Red Mill Pond at its Coastal Highway (Route 1)/Lewes junction. The buildup of housing subdivisions along Cave Neck Road (Road 88) suggests that

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

development pressure will continue along this street. Atlantic Street/Cave Neck Road (Road 88) is Milton's transit route. The Blue Diamond Lines statewide transit service from Wilmington to Rehoboth Beach uses Atlantic Street/Cave Neck Road (Road 88) for the Milton-Lewes leg of its route. The Milton transit stop is located at Union (Route 5) and Magnolia Streets. There is one round trip service per day, stopping in Milton at 9:00 AM and 6:00 PM.

- 6) Cedar Creek Road (County Road 212) runs northwest of Town from Gravel Hill Road (Route 30) northwest of Milton to Milton Ellendale Highway/Beach Highway (Route 16). At Milton Ellendale Highway (Route 16), the road number changes to Road 197 and runs along Mulberry Street within the Town to Road 88 at Atlantic Street. Tractor-trailer trucks sometimes use Mulberry Street (Road 197) within the Town limits.

DelDOT, Sussex County and Town of Milton representatives have identified the following intersection changes and improvements for Milton's roadway system. In carrying out its statewide transportation program, DelDOT is applying a new access management policy to major state-owned arterials. Under this policy, each state owned and maintained roadway is classified according to type.

- 1) Coastal Highway (Route 1) and Beach Highway/Broadkill Road (Route 16) intersection. DelDOT undertook a rebuilding of this intersection to increase its capacity. The construction involved extending the left turn lanes in the north and southbound directions. A grade-separated interchange is planned for this intersection; however the project is currently unscheduled.
- 2) Coastal Highway (Route 1) and Union Street Extended (Route 5) intersection. Once the interchange project is complete at Beach Highway/Broadkill Road (Route 16) and Coastal Highway (Route 1), DelDOT plans to permanently close this intersection to northbound traffic. The intersection will henceforth be limited to "right in, right out" turning movements. This change is part of DelDOT's Coastal Highway (Delaware Route 1) "Corridor Preservation Program." The time table for this project is unknown because it is dependent on the completion of the Coastal Highway (Route 1) and Beach Highway/Broadkill Road (Route 16) interchange, which is currently unscheduled.
- 3) Cedar Creek Road (Route 30) and Coastal Highway (Route 1) intersection. Wilkins Road (County Road 206) provides the connecting link between Cedar Creek Road (Route 30) and Coastal Highway (Route 1) near Milford.
- 4) Sand Hill Road (Road 319) and Gravel Hill Road (Route 30). Turning radius improvements were completed at this intersection to implement the truck bypass plan.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

1996, 2001, 2002, 2006, 2007, 2008 annual average daily traffic (AADT) volumes were obtained from the Department of Transportation are shown for key roadway segments in the following table:

**Table 8 – Milton Area State Roadways
1996, 2001, 2002, 2006, 2007, 2008 Traffic Volumes by Roadway Segment**

Milton Area Traffic Volumes		Annual Average Daily Traffic (AADT)					
Road	Endpoints	1996	2001	2002	2006	2007	2008
SR 16	E Ellendale limits to Road 227	4,035*	4,313*	4,618	4,636	4,724	3,279*
SR 16	Road 227 to SR 5	3,610*	3,951*	4,231	5,438	5,541	5,275*
SR 16	SR 5 to SR 1	5,039	3,483*	3,729	3,745	3,816	5,277*
SR 5/ Union St	Rd 249 to South Milton limits	3,711	4,507	5,102	3,168	3,972	3,745
SR 5/ Union St	South Milton limits to Front St	3,866	4,118	4,662	3,620	3,634	3,426
SR5/Union	Front St to SR 16	10,464	3,928	4,447	4,180	4,196	3,956
SR5/Union	SR 16 to SR 1	2,394	2,547	2,883	2,668*	2,678	2,525
SR 30	Rd 249 to Rd 319	1,080	1,625	1,625	3,431	3,379	3,243
SR 30	Rd 319 to SR 16	2,354	3,056	3,057	5,369	5,288	5,076
SR 30	SR 16 to Rd 212	775	1,694	1,695	2,938	2,893	2,777
SR 1	US 9 to SR 16	17,712*	20,965*	26,236*	24,040*	24,496*	24,665*
SR 1	SR 16 to SR 5	16,437	19,490	19,468*	19,553	19,924	18,967
Road 88	Federal St to Chestnut St	2,857	2,589	2,931	2,295	2,304	2,172
Road 88	Chestnut St to SW Milton limits	1,912	2,430	2,751	2,894	2,905	2,739
Road 88	SW Milton limits to SR 1	1,953	2,601	3,019*	2,747	2,757	2,599
Road 212	SR 16 to Rd 230	1,528	2,347	2,657	2,498	2,507	2,364
Road 197/ Mulberry St	Federal Street to SR 16	1,529	4,641	5,254	3,112	3,124	2,945

*Actual count; other volumes are estimates, factoring previous counts based on current counts of similar roads.

Town Center Off-Street Parking

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

The Town Center Survey of February 1998 that was updated to include each parcel in October of 2009 indicated a total of 316 existing off-street parking spaces, serving a total of 135,592 square feet of existing building space. In addition there are some 50 on-street parking spaces. This amounts to one parking space for every 430 square feet of building space. In addition, parking should be designed for maximum convenience to major uses.

As part of the Town Center survey, the following sites were identified as having future parking development potential:

1. The area to the west of the existing parking lot adjacent to the former Chamber of Commerce offices, on the west side of Federal Street (Route 5). There is the potential to reorganize this parking lot and enlarge it to the west.
2. Presently unused land along the north side of Magnolia Street opposite the existing Magnolia Street municipal parking lot.
3. Land now available for redevelopment on the south bank of the Broadkill just east of the Wilmington Trust Company parking lot.

It should be assumed that in some cases municipal action would be needed, through acquisition or cooperative agreements with private owners, to make permanent additions to the off-street parking supply.

Milton Scenic Trail and Bikeway Planning

The Sussex County Convention and Tourism Commission worked with Milton officials and volunteers to develop the "Southern Delaware Heritage Trail" scenic auto and bike tour trail which follows Federal and Union Streets (Route 5) through Milton. The bike route portions of the trail include use of segments of Cave Neck Road/Atlantic Street (Route 88) and Sweetbriar Road (Road 261), Hudson Road (Road 285) and Cedar Creek Road (Road 212) around Milton. Phase I of the Heritage Trail project includes the installation of signs carrying the trail logo, preparation of a brochure, advertising in Mid-Atlantic Travel magazine and numerous media releases. Future phases of the project will include marketing to canoeists interested in the McCabe Preserve-to-Milton canoe trail, to bird watchers and to nature photographers.

As part of Delaware's statewide transportation planning for bikeways, DelDOT has identified Union Street (Route 5), Front Street (Road 89) along the Broadkill River and Cave Neck Road (Road 88) and Cedar Creek Road (Road 212) as segments of Statewide Bike Route One through Milton. The completion of the truck bypass should help to alleviate existing tractor-trailer truck traffic within the Historic District that poses a conflict to bicyclists and slower-driving motorists using these trails.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Milton Area Greenway Routes

As part of Delaware's Greenway program, Milton is being marketed as a side-trip destination of the Greenway Auto Tour. In addition, the "American Discovery Trail" makes use of portions of Lavinia Street (Road 250), Mulberry Street (Road 197) and Atlantic Street/Cave Neck Road (Route 88) through Milton. The American Discovery Trail is marketed on publicly distributed maps and information as a place for biking, hiking, boating, fishing and scenic auto touring. The Town has been working with DelDOT to add or improve the bicycle and pedestrian facilities found along the Southern Delaware Heritage Trail and the American Discovery Trail.

Milton's Governors' Walk has become one of the most successful greenway projects in the State of Delaware. With financial assistance through the Transportation Enhancement Program, the Delaware Land and Water Conservation Trust Fund, and other sources, Governors' Walk has been completed, and it now continues through Milton Memorial Park.

Water Transportation along the Broadkill River

Water transportation along the Broadkill River has always been an integral part of Milton's history and economy. During the 18th and 19th centuries, this meant shipbuilding and shipping using the Broadkill for water access to Lewes and Delaware Bay. Today it means recreational and educational use of the river way for fishing, canoeing and boating in the historic Town Center and the near-wilderness recesses of this hidden river corridor. The Town Dock, the Boat Launch, and Milton Memorial Park all serve these needs on the banks of the Broadkill in the Town Center.

The Nature Conservancy and the Town created a canoe trail along the Broadkill River from the Town Limits to the McCabe Preserve natural resource area east of Coastal Highway (Route 1). East of Coastal Highway (Route 1) is the location of the Prime Hook Natural Wildlife Management Refuge, Broadkill Beach and the beginning of the Lewes and Rehoboth Canal. The Broadkill also provides river access to the Delaware Maritime Industrial Park on the canal in Lewes.

Air Service

Air freight service for Milton exists at the Sussex County Airport and Industrial Park on Lewes/Georgetown Highway (Route 9) east of Georgetown. There are private airfields on Coastal Highway (Route 1) and in Ellendale. The closest air passenger service, via shuttle, is provided at the Salisbury-Wicomico Regional Airport in Salisbury, Maryland. International flights are available from airports in Philadelphia and Baltimore and can be reached within 2 hours.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Rail Service

A rail spur along the old Queen Anne's Railroad alignment from Ellendale to Lavinia Street (Road 250) is owned and maintained by the Delaware Transit Corporation, a part of DelDOT. The spur is leased to the Delaware Coastline Railroad, which in turn contracts to store rail cars there for other railroads.

F. PUBLIC FACILITIES

Overview

The Town provides municipal water services as well as police protection. The Town sewer services are provided by Tidewater Utilities, Inc. Fire protection for the Town is the responsibility of the Milton Fire Department. The Milton Elementary School on Federal Street (Route 5), Mariner Middle School on Harbeson Road (Route 5) and the H.O. Brittingham Elementary School on Mulberry Street (Road 197) are part of the Cape Henlopen School District. The library is the Milton Branch of the Sussex County Library system. The Town Police Department is located at the corner of Federal (Route 5) and Front (Road 89) Streets. Town Hall is located on Federal Street (Route 5). The Public Works Department, which oversees the water system, and maintains the Town streets and properties, has an office on Front Street. The Milton Memorial Park between Chandler Street and the Broadkill River is a municipal park which includes a boat launch and dock, miniature railroad track, long-term boat slip rentals, walkways and sections of the Governors' Walk waterfront promenade. In 2007, as a part of preparation for the Town's Bicentennial Celebration, the Town established a new park, named Mill Park, on Mulberry Street across from and overlooking Wagamon's Pond. The park has four pergolas, with park benches beneath them, and is beautifully landscaped. In December 2008, a bronze statue was installed in Mill Park of the poet John Milton seated on one of the benches beneath a pergola.

Public Schools

Milton is served by the Milton Elementary School on Federal Street (Route 5), the H. O. Brittingham Elementary School on Mulberry Street (Road 197), and the Mariner Middle School on Harbeson Road (Route 5). All are facilities under the governance of the Cape Henlopen School District headquartered in Lewes. Past enrollments at each Milton facility are given in the following table:

Table 9
Cape Henlopen School District Public Schools in the Town of Milton
Actual Enrollment, 1990–2002

<u>Year</u>	<u>Milton Middle School</u>	<u>H.O. Brittingham Elem. School</u>
1990	501	425

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

1991	511	430
1992	519	437
1993	527	441
1994	546	455
1995	554	470
1996	563	482
1997	526	489
1998	572	500
1999	537	495
2000	461	455
2001	463	459
2002	499	447

Actual Enrollment, 2003–2008

<u>Year</u>	<u>Milton Elementary School</u>	<u>H.O Brittingham Elementary School</u>	<u>Mariner Middle School</u>
2003	461	440	464
2004	450	464	516
2005	481	451	516
2006	512	487	523
2007	498	438	493
2008	516	445	488

Data received from the Delaware Department of Education website.

The Milton Elementary School, built in 1932, was formerly the Milton High School and then Milton Middle School. It contains 34 classrooms, a gymnasium, library and cafeteria. The H.O. Brittingham Elementary School was built as an elementary school in 1965. It has 32 classrooms, a gymnasium, library and cafeteria. Construction of the new Mariner Middle School was completed and ready for operation by September 2003. Now that the new middle school is complete, the old Milton Middle School is used as an elementary school, along with H.O. Brittingham Elementary School.

Public Parks and Recreation Areas

The Town owns the Milton Memorial Town Park on the Broadkill River in the Town Center and Mill Park on Wagamon's Pond. The three school facilities owned by the Cape Henlopen School District all have playgrounds and/or athletic and gymnasium facilities. The Milton Little League ball fields at the east end of Atlantic Avenue are owned by the Broadkill Post of the Veterans of Foreign Wars of the United States. These facilities serve many of the needs of the population, although there is some evidence to support the need for more active recreation for young people, and to the possible long-term need for a swimming pool. In a survey conducted by the Delaware Division of Parks and Recreation in 2002, eighteen residents in the Milton zip code were surveyed. While this does not represent a large enough sample to draw strong conclusions, those

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

needs that were rated highest among these respondents included playgrounds, walking and biking paths, hiking trails, swimming pools, and indoor recreation facilities.

In 2008 and 2009, a major renovation was done in Memorial Park, replacing all playground facilities with new state-of-the-art equipment, providing new brick walkways, a larger gazebo, and all new picnic tables, benches and grills. This “new” park on the riverfront provides numerous opportunities for enjoyment by residents and visitors of all ages. Renovations, brick walkways, pergolas, new gardens, benches, and the Town’s first piece of public art, a statue of the poet John Milton, were added to Mill Park in 2008. The statue is a gift to the Town from the Milton Community Foundation. Mill Park is now the site for peaceful, passive recreation. In 2009, in conjunction with the State, the first phase of the Rails-to-Trails project was completed. Eventually this walking, passive recreation facility will extend through Town and out to Lavinia Street.

The famous ponds of Milton, including Wagamon’s, Diamond and Waples Mill ponds, and the Broadkill River offer water-related recreation opportunities for hiking, fishing and boating unmatched by most communities. There are boat ramps at both the Milton Memorial Town Park and Wagamon’s Pond.

Milton Police Department

The Police department is housed in the former Town Hall, and has renovated that space. Milton presently has a Police Chief and nine full-time police officers. The Sussex Correctional Institution in Georgetown is used when prison facilities are needed.

Utilities

The study area receives electrical service from Delmarva Power and Delaware Electric Cooperative. Verizon and Comcast provide telephone service. Natural gas has recently become available in one new development, Heritage Creek, and is supplied by Chesapeake Utilities. The town contracts with M & T trash for garbage pickup. Sewer service within the town limits is provided by Tidewater Utilities.

Milton’s town-owned municipal water system serves properties within the incorporated limits plus a small number of users outside the limits. The Town adopted a Master Water Plan in 2009 and the information obtained for this section was from that adopted plan.

The Town of Milton is presently served by four water supply wells, designated as Wells No. 2, 3, 4 and 5. Wells No. 2, 3 and 4 are found near the water tower and treatment building at the corner of Behringer Avenue and Chandler Street. Well No. 5 is found at the wastewater treatment facility on Front Street. Each well house contains a well head and controls. Some also house chemicals and chemical feed equipment. Each well is linked to an emergency generator enabling water to be supplied in case of a power outage. Well No. 3, which was originally installed in

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

1962, was replaced in 2008. The original well screen was corroded and efforts to clean and restore the screen were unsuccessful.

The existing water system controls were updated in 2008 and are located in the water treatment building. The controls monitor system pressure at the water treatment building and transmit that value to a small digital pump controller. The pump controller allows the operator to establish high and low alarm set points and lead, and multiple lag pump set points to start and stop the well pumps. The digital pump controller is connected to the original pump controls installed in 1998 to provide alarm capabilities and to physically start and stop pumps.

A schematic diagram of the existing water supply, treatment, storage and distribution systems is included as Exhibit II-1 as well as the specific location of each well and shown in the Master Water Plan. The depth, diameter, pumping rate, and other information regarding each well are tabulated below:

	Well				
	2	3	4	5	
Year Constructed	1974	2008	1982	1983	
Diameter (in.)	10	8	8	8	
Depth (ft.)	67	90	520	560	
Screened Interval	47-67	70-90	420-470	420-460	
Pump Type	Submersible	Submersible	Submersible	Submersible	
Pump HP	15	20	20	20	
Capacity (gpm)	250	492	260	260	

Wells No. 2 and 3 are shallow wells that draw from the Columbia unconfined water table aquifer. Wells No. 4 and 5 are deep wells that draw from the Federalsburg confined aquifer. The discharge lines of Wells No. 2, 3 and 4 are interconnected enabling water from the three wells to be blended before entering the distribution system. Well No. 5 enters the distribution system directly.

Well pumping records for the years 1998 through 2007 are shown graphically on Exhibit II-2. Overall, water pumping records show typical seasonal variations with highest demands occurring in the summer months and lowest during the winter months. The 11.89 million gallons pumped during the peak month, July 2007, are equivalent to a consumption of approximately 383,500 gallons per day (gpd). Average demand in 1998 was 175,000 GPD, average demand in 2007 was 200,000 GPD.

Water withdrawals are regulated through the DNREC, Division of Water Resources, Water Allocation Permit Program, and the Delaware River Basin Commission Comprehensive Water Resources Plan. The Town is an active participant of both programs. The current water withdrawal limits are summarized below:

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Well	Allocation No.	Maximum Pumping Rate (GPD)	Expiration Date
2	87-0009A-R2M	360,000	8/14/2017
3	87-0009A-R2M	482,400	8/14/2017
4	87-0009B-R2M	374,400	8/14/2017
5	87-0009B-R2M	374,400	8/14/2017

Maximum pumpage from all wells combined must not exceed 500,000 gallons in any 24-hour period or 10,000,000 gallons in any 30-day period. The Town has exceeded its 30-day period water withdrawal limit during August 2006 and the months of June, 2007 through September 2007. Pumping records indicate July 2007 as the highest water usage month, which exceeded the Town's maximum 30-day period by 1.9 million gallons.

With the growth expected in Sussex County and the planned and potential development within and around the Town, water demands will increase in the next 20 years. Based on projected growth trends for the Milton area, including potential development within the Town, the Water Demand Projection graph shown on Exhibit II-5 located in the Master Water plan was produced. Since 2003 Milton has been experiencing an accelerated growth rate due to development pressure from subdivisions in the Town and potential annexations. From September 2006 to September 2007, 77 new homes were constructed in Town.

That figure fell to approximately 50 homes the following year. Exhibit II-5 in the Master Water Plan shows potential water demand based on a low growth rate of 50 new homes per year and a high growth rate of 150 homes per year. There is currently sufficient new homes planned in subdivisions and annexed lands to exceed 1,000,000 GPD water demand within 20 years provided that growth rates around Town continue to rise. Projected twenty year water demands are shown below:

Year	Water Demand		Peak Daily (GPD) B
	Average Daily (GPD) A	B	
2008	280,000	280,000	560,000
2009	292,000	316,000	632,000
2010	304,000	352,000	704,000
2011	316,000	388,000	776,000
2012	328,000	424,000	848,000
2013	340,000	460,000	920,000
2018	352,000	640,000	1,280,000
2023	364,000	820,000	1,640,000
2028	376,000	1,000,000	2,000,000

A - Based on 50 homes per year growth rate.

B - Based on 150 homes per year growth rate.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Determining water supply needs is normally based upon daily estimated demands. The Recommended Standards for Waterworks (10 States Standards), endorsed by the DDPH, states that the total source capacity should equal or exceed the peak daily demand and should equal or exceed the average daily demand with the largest well out of service. The Town's four (4) wells can supply the quantity of water for future development until 2010 when the projected peak daily demand could approach the Town's total source capacity.

Water Quality information can be found in the Town's Master Water Plan. Adequate storage is a vital element of any water system. Storing water before actual need allows water supply wells and treatment equipment to be sized for the average daily demand rather than peak hourly demand, and provides reserve supplies for contingencies such as fire fighting. The Town's existing storage consists of two elevated storage tanks. Tank No. 1, at the corner of Behringer Avenue and Chandler Street, was built in 1984 and has a capacity of 150,000 gallons. The tank is in good condition, the exterior and interior wet areas were repainted in 2006. The second tank (Tank No. 2), found behind the elementary school, was built in 1989/90 and has a capacity of 75,000 gallons. The exterior of Tank No. 2 was repainted in 2003 and the tank is in good condition. The total existing storage capacity is presently 225,000 gallons. The Town has entered a 10-year maintenance contract for the elevated storage tanks that ends in 2012.

Domestic demand and fire protection must be considered in the Town's finished water storage needs. Ten States Standards recommends a minimum storage volume equivalent to the average daily consumption, for systems not providing fire protection. Using 2007 well pumping data by the Town, the current average daily domestic demand is approximately 280,000 gallons. The Delaware State Fire Prevention Regulations require a storage capacity, in excess of domestic demand, based on the following formula:

$$\text{Storage Volume} = (\text{fire flow} \times \text{duration}) + 2\%$$

A fire flow of 1,500 GPM for two hours is required for industrial areas within the Town. Therefore, storage required for fire protection is equal to approximately 184,000 gallons. Combining both domestic demand storage and fire protection storage, the Town's current total storage should equal or exceed 464,000 gallons. Projected average daily consumption is expected to rise quickly in the next four to five years as shown in Exhibit II-4 of the Water Master Plan. Based on the well pumping data provided by the Town, peak domestic demands are taxing the Town's existing storage capacity. As growth occurs, domestic demands will increase and fire protection will become a smaller portion of finished water storage.

Milton's water system is a typical municipal distribution system that connects all sources, storage, and customers with a continuous system of pipes. The system provides domestic water and fire protection with 110 hydrants found throughout Town. All service connections are metered. The existing system consists of water mains ranging from 4" to 12" in diameter. Many older mains in Town are 6" and 4" diameter cast iron or asbestos concrete pipe, both outdated

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

materials. Newer 8", 10" and 12" mains are constructed of PVC and HDPE pipe. Overall, the system is well looped and dead end mains are primarily found only at the boundaries of the water system. All elevated storage tanks and three water supply wells are on the north side of the river. The fourth well is on the south side of the river. During the last ten years, the Town has upgraded the distribution system by expanding a large diameter water main loop that has interconnected all elevated storage tanks and water supply wells and replaced older water services in selected areas. The requirements of a public water distribution system are to provide adequate water for both domestic use and fire defense. This is accomplished by constructing a well interconnected and looped system with few or no dead end mains that is adequately sized to deliver water to users with a minimum loss of pressure.

The overall strength of the Town's water system can be evaluated by hydrant testing throughout Town. Town wide testing was previously completed in 2004. Recently, additional testing was completed in new subdivisions and in areas where the water system has been upgraded. A summary of the 2004 and recent hydrant testing results is shown on Exhibit IV-1 in the Water Master Plan. During testing any defective hydrants were noted and are summarized on Exhibit IV-2 of the Water Master Plan. Hydrant testing results show the majority of hydrants throughout Town can supply 500 GPM at 20 psi residual pressure in accordance with the State Fire Prevention Regulations. However, hydrants at the extreme ends of Chestnut Street, Sussex Street, and Atlantic Street that are located on non-looped 4" mains do not meet those standards. Fire prevention in those areas will require connecting to nearby hydrants on larger or looped water mains that may be further from the fire location. Although this situation provides adequate fire protection, the Town should plan water main upgrades which strengthen those areas to minimize future risks and public safety concerns.

The annexation area represents the area into which the Town will expand and provide service. However, the existing older water mains decrease in size as they approach the Town boundary. These mains will need to be replaced as the Town expands. Water main improvements should plan for future expansion by extending large diameter mains to boundary areas where annexation is most likely. Within the existing distribution system some older water mains are primarily used to deliver water for domestic demand and do not provide fire protection. Although these older mains can provide adequate water for domestic demand, their age may be a problem. Asbestos cement pipe has been known to become weak with age thus leading to maintenance problems. Older unlined cast iron mains can be affected by tuberculation that reduces their carrying capacity. Determining when these mains will need replacement is impossible without removing some older sections of pipe for examination. However, it is likely if several homes in an area are experiencing low pressures the problem can be traced to water main degradation. The majority of old lead goose neck water service connections have been systematically replaced.

Proposed water main improvements are shown on the Water Facilities Master Plan Map. The map shows proposed replacement water mains within the existing Town boundaries. These improvements are planned to improve service and fire protection for existing customers. The

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

map also shows proposed water mains in the annexation area. Those mains are planned as a backbone for extending the existing looped system as the Town grows. Additional lines will be installed in individual communities, shopping centers, etc. and are not shown. The improvements are broken into logical segments that could be constructed as individual projects. Exhibit IV-3 in the Master Water Plan lists each project and its associated cost.

The Town can provide water service to customers that are within its Certificate of Public Convenience and Necessity (CPCN) area. The Town's current CPCN, shown on Exhibit IV-4, was last revised in 2005 through a CPCN application to the Delaware Public Service Commission. By regulation any lands that are annexed should be automatically added to the CPCN area. If the Town would like to expand service to lands that are not annexed or that may be annexed at some future time, a CPCN application and supporting documentation should be submitted to the Public Service Commission for review and approval.

The separate storm drainage system is directed to the Broadkill River or its tributaries.

G. MARKETING, PROMOTION AND SPECIAL EVENTS

Milton is adjacent to Delaware's bayshore tourism center, consisting of Lewes, Rehoboth Beach and Dewey Beach. It is a 25 minute, 20 mile trip to the center of this national tourism area from the center of Milton. Much of the traffic driving to and from these resorts moves along Coastal Highway (Route 1) and Milton Ellendale Highway/Beach Highway (Route 16), very close to the center of Milton. The study area is also ringed by attractive open spaces that are regional and national in their appeal. These include Cape Henlopen State Park, the Prime Hook National Wildlife Refuge, Slaughter Beach, Redden State Forest, Ellendale State Forest, the Nanticoke Wildlife Management Area, Fenwick Island Lighthouse, Holt's Landing State Park, Delaware Seashore State Park, and Assawoman Wildlife Area. There are major hunting and fishing activities throughout the area. Nature hiking and bird-watching is very popular, because of the unique habitats. Discount retailing is now a burgeoning activity along Coastal Highway (Route 1) in the bayshore areas. There is more and more year-round activity, much of it centered on weekends. Tens of millions of visitors come to these attractions each year, large percentages of them residents of the Baltimore, Washington and Philadelphia metropolitan areas. Marketing and promotions are handled by the Rehoboth-Dewey Beach Chamber of Commerce and the Lewes Visitors Bureau.

Milton is the setting for a number of annual special events, including The Horseshoe Crab and Shorebird Festival on Memorial Day weekend, Bargains on the Broadkill and the annual Canoe/Kayak Race on the Broadkill in late August, Spring Bass Open on Wagamon's Pond, Governor's Day, and the Holly Festival and Holiday House Tour at Christmas time. The Lydia B. Cannon Museum, operated by the Milton Historical Society is open regular hours year round, and offers monthly walking tours through the historic district of town. The town hosts weekly free concerts in Memorial Park throughout the summer, sponsored by local businesses. The

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Chamber of Commerce sponsors two town-wide yard sales, in May and September. The Milton Theatre provides a broad array of entertainment year round, including live theatre, movies, and concerts of all music genres. The John Milton Poetry Festival is held each December.

Milton's ability to capture a share of the bayshore tourist market has already been proven by the success thus far of the Historic District. It can be assumed that, with the enthusiastic support of the Town government, local organizations, businesses and residents, this capture of a percentage of southeastern Sussex County's tourist trade will continue to grow in the years to come, and will be translated into new growth for Milton. Even small increases in visitation, traffic and trade would have large benefits for the retailers and service providers of the Town, as well as for the Town's tax base.

Marketing for specific revitalization projects is done by a coalition of Town, Historic District, Main Street Committee, Chamber, County and State of Delaware Economic Development Office officials on a case-by-case basis.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

IV. THE COMPREHENSIVE PLAN: GOALS, POLICIES AND PROJECTS

The Comprehensive Plan Update for the Town of Milton is both an inventory of Milton's assets and a statement of goals, policies and projects to guide the town's planning over the next ten years. The goals and policies are based on the Inventory of existing conditions. Both a *Future Land Use/Potential Expansion* map and a Town Center District Map have been prepared and are attached to this section of the plan.

The goals and policies have also been developed to reflect Governor Minner's Livable Delaware agenda and the policies set forth in the "State Strategies for Policies and Spending," adopted in 1999 by the Cabinet Committee on State Planning Issues.

A. VISION STATEMENT

The Comprehensive Plan endeavors to capitalize on the best qualities and assets of the Town of Milton as a unique urban town in the countryside, with a full mixture of land uses, a diverse population, a rich history, an extraordinary riverine environment, historic architecture and productive agricultural surroundings.

Each of the following plan elements begins with an overall goal, followed by a set of policies and projects intended to implement that goal.

B. LAND USE

See Exhibit G – Future Land Use/Potential Expansion

Exhibit G depicts the pattern of use and extent of developable land within Milton and a surrounding Study Area generally reaching one mile beyond Milton's present town limits. Land use designations in the majority of cases are based on the existing zoning ordinances of the Town of Milton and Sussex County.

The overall development prospect for Milton, with strong implementation of the Comprehensive Plan, is one of stable, positive, varied and significant growth with strong likelihood of additional annexations along the edges of the Town. Any significant new commercial or industrial development will require a deliberate economic development effort with help from County and State economic development agencies.

The most significant residential developments of benefit to Milton are: (1) Cannery Village (2) Preserve on the Broadkill, (3) Shipbuilders' Village housing site, (4) Wagamons West Shore, (5) Holly Lake Villas, (6) The Orchards, (7) Chestnut Crossing, (8) Merriweather, (9) Heritage Creek and (10) Key Ventures.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Now as in the past, Milton is ringed by farmlands in active use. Those farmlands classified as highly suitable for agriculture by the Delaware Department of Agriculture's agricultural lands mapping analysis are shown in Exhibit D- *Natural Environment & Agricultural Lands*.

The Natural Environment

The overall goal for the natural environment is to protect and enhance the town's natural features, especially its unique and historic environment along the Broadkill River, for the use and enjoyment of both residents and visitors. This includes the following policies and projects:

The Federal Government, State of Delaware and Other Agencies

1. Work with the Federal Government and the State of Delaware to continue the protection of the Prime Hook National and State Resource Areas and to secure funding for Milton area projects under the Land and Water Conservation Trust Fund.
2. Cooperate with the State of Delaware in extending its Agriculture Lands Protection Plan to appropriate farm property in the Milton area.
3. Work with the Nature Conservancy to further enhance the natural environment along the Broadkill, including the Edward McCabe Preserve to the east and the Pemberton and Brittingham branches to the west of Milton.

Natural Protection Techniques for New Development

1. Respect and enhance the waterfront edges of the Broadkill in and adjacent to Milton by utilizing landscaped buffer areas, setbacks, small docking facilities, and low-impact trails located along the river edges.
2. Encourage a clustering site plan approach for new residential development within the sensitive natural environment adjacent to the Broadkill and its tributaries.
3. Prevent runoff through use of well-designed retention/detention ponds.
4. Preserve woodlands and other unique natural and scenic features through creative site planning.

Recreation and Visitor Facilities

1. Utilize the river environment in the center of Milton as the centerpiece and image of Milton's historic town center, continuing to develop recreation and visitor facilities oriented to the water and dovetailing them with the revitalization of the downtown area through trail development, the waterfront orientation of buildings, provision of public access to the water, and interpretation of Milton's history as a port and shipyard center.
2. Encourage low intensity boating, fishing, hiking and hunting along the Broadkill, including supporting retail and commercial uses which might be located in the Town center waterfront area.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

3. See Public Facilities, below, for policies on park development.

Residential Areas

The overall goal for residential areas is to provide a diversity of attractive housing types, sizes and density, with a full range of affordability. Policies and projects include:

1. Enforce the housing and building codes to preserve and upgrade the condition of housing and protect inhabitants.
2. Encourage sensitive preservation of historic houses and enhancement of historic areas. See Historic District, below.
3. Develop new housing on development sites within and adjacent to the Town as shown on the Future Land Use and Transportation Plan. Use of curb cuts should be minimized in subdivisions developed along major streets (see Rt. 16, below). See Natural Environment, above, for policies regarding development in environmentally sensitive areas.
4. Residential development is a central element in Milton's future. There are hopes that in the next few years, real estate values will improve and sales pick up, since that will contribute to a revitalization of the town's tax base and economy in general.

Town Center

The overall goal is continued revitalization of Milton's town center area, maintaining its role as a civic and business center, and capitalizing on its history and unique riverfront and natural environment. Policies and projects include:

1. Encourage new commercial development in the town center to improve employment opportunities and the Town's tax base. The most marketable and feasible new commercial uses for the town center include local resident and tourist-oriented retail and service uses, restaurants, bed and breakfasts and lodging facilities, other gathering and meeting facilities, and small professional offices.
2. Retain civic uses in the town center, including the municipal offices, police station, and the Milton branch of the Sussex County Library (see Public Facilities, below).
3. Continue the enhancement of the waterfront with appropriate boating, dockage, trail development, pedestrian and park amenities and interpretive signage. New development projects along the water should include public access to the water's edge particularly along Front Street, as development takes place in the wake of the sewer plant relocation.
4. Encourage the adaptive reuse of historic buildings, like the theater and other retail buildings, and discourage their demolition.
5. Continue to permit residential use in the Town Center area.
6. Continue to interpret and appropriately develop undeveloped and blighted sites between Wilmington Trust and the undeveloped Marina along Front Street on the south side of the Broadkill River. This was the location of Milton's 18th and 19th century shipyards and docks,

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

and these sites and surviving shipyard archeology should be identified through interpretive signage along extensions of the Governor's Walk. There is apparently the remnant of a 19th century ship beneath the water near the sewage treatment plant. In addition to interpreting the shipyard archeology, appropriate development on these waterfront sites could include additional boating facilities and possibly small-scale restaurant or retail uses with appropriate flooding protections. Any significant new building development in this area would need to be constructed at a base floor elevation of 10 feet above mean water level, as flooding can be expected during heavy nor'easters. New development in this area can build on the existing strengths of the Milton Memorial Town Park, the Library, the private marina and the Governor's Walk. This area is currently zoned "Marine District (M)" which is highly appropriate for this purpose.

7. Continue to seek new investment toward preservation and maintenance of the Milton Theatre building on Union Street, which has been renovated and is now a key downtown feature. The revitalization of the Globe Theater in Berlin, Maryland offers a good example of mixed uses in an older downtown theater. The Milton Theatre is closely related to the water and Governor's Walk. The western portions of this site abut the Broadkill River and face the handsome Governor's Walk on the opposite bank. This has been a key project for the revitalization of the town center. An advantage of this non-profit corporation approach is that it allows a variety of funding opportunities for the project. Both Milford, DE and Berlin, MD offer outstanding nearby examples of how to approach this public/private kind of "downtown redevelopment".
8. Continue to use building façade and sign renovations, decorative sidewalks, street trees, pedestrian amenities, banners, plantings and other elements, develop an overall historic design theme for downtown as part of the Milton Historic District. Façade renovations should be true to the historic character and period for each building.
9. Continue to extend the Governor's Walk trail (see Public Facilities, below) to include areas of the historic district to the north and south of the river, and to relate it through signage and maps to the Southern Delaware Heritage Trail auto and biking route along Union and Federal Streets.
10. Develop additional parking facilities for the town center as new development occurs, using one or more of the sites and implementation methods identified in the Transportation Section of the Inventory.
11. Begin to market the Broadkill River as a means for day trippers to access Milton's town center.

The Milton Historic District

Milton's Historic District consists of both the town center commercial area and residential areas north and south of the center. The overall goal for both the residential and the commercial portions of the district is to preserve and enhance the district's historic structures, recognizing them as key heritage and economic assets of Milton. Policies and projects include:

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

1. Preserve the residential integrity of all residential portions of the Historic District. Continue the policy of allowing appropriate small non-retail home occupation businesses that do not require external display of goods or services.
2. See the Town Center section, above, for historic preservation policies and projects for the commercial portions of the Historic District
3. Explore the desirability of preparing Historic District regulations to guide renovations, adaptive re-use and maintenance of historic structures within the District. Potential regulations should carefully distinguish between the commercial and residential portions of the District, in keeping with current zoning, and should address topics such as appropriate building materials, architectural and historic styles, and the exterior design of new additions and buildings. Current zoning regulations for the residential portions of the Historic District should be reviewed to eliminate or reduce setback requirements in areas where historic houses are built on, or very close to, front lot lines. Regulations could be adopted either in the form of a separate ordinance or a zoning overlay district.
4. Continue to work on the expansion of the Historic District and finalizing the "Culture Resource Survey and Evaluation Report".

The Milton Ellendale Highway/Beach Highway (Route 16) Corridor

Milton Ellendale Highway/Beach Highway (Delaware Route 16) is the major regional gateway to and through Milton, and development in this area has the potential to significantly increase employment, tax base, and commercial services within the town. The overall goal for development in the Milton Ellendale Highway/Beach Highway (Route 16) corridor is to integrate its development within the Town of Milton through continuing the Town's progressive annexation activity in this area, with appropriate Town utility extensions and commercial zoning. High quality highway-oriented business and commercial use should be encouraged along the frontage of Milton Ellendale Highway/Beach Highway (Route 16), consistent with DelDOT's access management program for regional roads of this classification, and with continued development of higher density residential uses for appropriate sites in this area developed along the periphery. See Exhibit G, *Future Land Use/Potential Expansion* and Exhibit C, *Roads and Boundaries*. Policies and projects include:

1. Encourage business uses in this area which require regional roadway access, including larger commercial units and possibly smaller business or light industrial parks.
2. Work closely with DelDOT to coordinate intersection plans and improvements along Route 16. Also cooperate with DelDOT in applying access management techniques for new developments.
3. Encourage, through zoning, uniform setbacks, planned curb cuts, shared lateral service roads wherever possible, the planting of street trees and additional landscaping for new development along Route 16.
4. Cooperate with DelDOT and the Delaware Agricultural Lands Preservation Foundation in efforts to preserve farmland (See Exhibit D, *Natural Environment & Agricultural Lands*).

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

5. Work with the Milton Chamber of Commerce and DeIDOT to develop additional Milton gateway signage at the northeast and northwest corners of town on Route 16.

Industrial Areas

The overall goal for industrial development is to retain existing industrial businesses and attract new industries to appropriate sites, as a way of increasing employment and tax base in Milton. Policies and projects include:

1. Provide and market additional sites for new industrial uses adjacent to the existing industrial district along the southern and southeastern edges of Milton. New light industrial/business park development can also be located along Route 16. Consider annexation where appropriate (See the Annexation Section of Implementation). (See the Future Land Use and Transportation Plan for possible locations for new business and industrial sites).
2. Require vegetative and other buffering where industrial areas abut residential uses.
3. Require applications for new industrial development to include a plan for truck traffic and access. Approval for development should require adherence to approved truck routes.
4. Market sites in cooperation with the Sussex County and State of Delaware Economic Development Offices.

C. TRANSPORTATION

The overall goal for transportation is to provide convenient access and circulation within, around or through Milton, taking care to minimize the impact on adjacent land uses. (See the Future Land Use and Transportation Plan.) Policies and projects include:

1. Work with DeIDOT, Sussex County, and related agencies to implement other needed access management, roadway and intersection improvements that will benefit the Milton area, as listed in the Transportation Section of the Comprehensive Plan Inventory. These improvements should address the needs of all modes of transportation including automobile, bicycle, trails, transit, paratransit and trucks.
2. Add to Town Center parking as revitalization of the center proceeds.
3. Work with County, regional and State agencies to assure continued air and rail service in the area.

D. PUBLIC FACILITIES

The overall goal for public facilities is to provide high-quality public services to enhance the lives of the citizens of Milton, including parks and recreation facilities, public schools, civic facilities and public utilities. Policies and projects include:

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

Parks and Recreation Facilities

1. Continue to develop new activities and amenities, such as the Concerts in the Park, summer festivals, the annual canoe and kayak race, Milton Clipper Express train rides in Milton Memorial Park, including activities for children, visitors and downtown workers.
2. As new private development projects are proposed, encourage developers to provide small parks, tot lots, sitting areas, trail access, or parcels of open space as part of their site plans. Projects along the waterfront should follow the natural protection techniques described in the Natural Environment policy section, above. Any recreation areas intended solely for residents of a particular area must be maintained by a homeowners' association.
3. Work with the Cape Henlopen School District to continue to provide community recreation at the public schools. Consider the potential for providing a community center for teenagers.
4. Encourage the use of the Broadkill River for boating and water related activities.
5. Work with DelDOT, DNREC and the Sussex County Convention & Tourism Commission to publicize the trails and the Coastal Heritage Greenway Auto Tour through Milton.

Civic Buildings and Public Schools

1. Work with the Cape Henlopen School District to ensure the continued presence of all School facilities within Milton.

Public Utilities

The town completed a Water Master Plan in 2009 that identified the goals and objectives based on existing and future needs. This document is available at Town Hall.

1. Continue to require engineering review of all subdivision and annexation plans prior to approval.
2. Develop an adequate public facilities ordinance that ensures that sewer infrastructure is available to land at the time of subdivision.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

V. IMPLEMENTATION OF THE COMPREHENSIVE PLAN

The tools possessed by the Town for the implementation of the Comprehensive Plan include zoning and other codes, annexation, utility extensions, capital improvement programming, Charter amendments, coordination with other agencies, marketing, promotion and special events, and periodic up-dating of the comprehensive plan. The use of each tool is discussed below.

A. ZONING AND OTHER CODES

The Town has approved the codification of the ordinances using General Code. Now that this process has been completed, the Town can review and update its ordinances to ensure that they will help the Plan reach its goals.

B. ANNEXATION

Annexation is an important tool through which to coordinate planned growth, development of Milton's economic and tax base, zoning and extensions of the town's roadway, street lighting and water systems. Newly adopted Comprehensive Plans and policies by both the State of Delaware and Sussex County emphasize that new development should be coordinated with existing incorporated places like Milton and with their developed infrastructure systems. Consequently, annexation where appropriate is viewed as an important tool.

An update was adopted by the General Assembly to the Town of Milton Charter and can be found on the Town's website.

In addition, the State of Delaware's laws governing annexation are spelled out in Title 22, Del. Code, Section 101. In summary, annexations must be consistent with the municipality's most recently adopted comprehensive plan; they must be contiguous to the Town boundary; the Town must prepare a plan of services "indicating those services it expects to provide to the newly annexed area, how such services will be provided, and the fiscal and operating capabilities of the municipality to provide such services"; the land must be zoned at the time of annexation with a zoning classification consistent with the Comprehensive Plan; and the Town must follow the proper public notification requirements (including notification of impacted jurisdictions).

As a further guide to this procedure, the Comprehensive Plan includes a map (Exhibit G – *Future Land Use and Potential Expansion*) showing areas surrounding the Town of Milton that may potentially be annexed in the future. The Town should actively discuss annexation with the owners and developers of sites within this area that are contiguous to Town boundaries whenever significant new residential subdivision or business development is proposed.

Where there is interest on the part of one or more property owners for annexation, the Town should implement its procedure for evaluation of the proposal to determine whether it is

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

advantageous to all parties. In the study, which should include consultation with Town engineering consultants and others as appropriate, the Town Council should determine:

1. Whether the use proposed for the property under consideration is compatible with nearby uses within the current town limits and also compatible with the provisions of the Comprehensive Plan and Zoning Ordinance;
2. Whether it is feasible to extend existing or planned Town roadways, street lighting, water lines, or other municipal facilities or services, to the property and to do so at a reasonable cost which can be repaid by the development over a reasonable period of time.
3. Whether from a fiscal impact point of view the development will be able to pay the Town annual property taxes and/or service fees sufficient to cover the costs of municipal services and/or facilities which the Town will be required to provide.

Once it has made these findings, a committee of the Town Council would make a written report to the full Council in accordance with the Charter procedure. Before annexation can proceed, the Town must send the annexation, along with a plan of services for the area, to the Office of State Planning Coordination for review.

The Area of Potential Expansion, depicted in Exhibit G, includes land outside the current town boundary. The Town envisions this area as an area for potential long-term expansion in the next 20 years or more. The Town does not intend to annex all of this land, rather this area includes lands that the Town could consider annexing, provided that they are contiguous and the Town's infrastructure can support them. While the area does not line up geographically with the State Strategies for Policies and Spending, it is close in area to the State Strategies.

The Area of Potential Expansion includes lands north, west, south and southeast of the existing Town boundaries. The area northeast of town includes several farms that have sold development rights to the Agricultural Lands Preservation Foundation and several farms that have applied to sell their development rights. For this reason, annexations in this area would be inappropriate.

Exhibit G, Future Land Use/Potential Expansion shows the town's vision for areas that may be annexed in the future. For areas to be annexed, the Town envisions a mix of residential and commercial uses, with the possibility of industrial uses that may be located in an industrial park. A mix of commercial and residential uses is envisioned along Coastal Highway (Route 16), with the highway frontage as potential commercial and residential uses behind them. There are a few large parcels along Coastal Highway (Route 16) west of town that would be appropriate for the Large Parcel Development (LPD) overlay. This would allow both the developer and the Town the flexibility to ensure that the project fits well with the character of the Town. If land were annexed for an industrial park, this would be most appropriate west of town along the railroad tracks. The remainder of the land that could be annexed would be residential.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

The availability of town services, such as police and water, is an important factor in the growth of Milton. As the Town grows through annexation and build-out of existing lands, these services will need to grow along with the town.

In the long-term, the Town is gearing up to provide the infrastructure required to support the anticipated development that would come with annexation. In the short-term, the Town is confined by the limitations of its existing infrastructure. The development pressure exists in the area surrounding Milton, and Town must strike a balance between development proposals and the possibility that developers may instead go to the county for approval, thus still putting a strain on the Town's services, such as roads and police but leaving the Town with no control over the development and relatively no revenue from it.

In an effort to allow annexation and development to occur in the short-term in order to provide town services in the long-term, the Town looks to implement two measures to ensure that development and infrastructure keep pace with each other.

1. *Adequate Public Facilities Ordinance* – Such an ordinance would apply to all lands, currently in Town and annexed in the future, and would be triggered when land is subdivided. At the time of subdivision, the adequacy of water infrastructure would need to be demonstrated. If such availability is unable to be demonstrated, the application would be denied, or phased in a way that it could be accommodated.
2. *Annexation Agreements* – These are agreements that the Town of Milton would enter into with landowners at the time of annexation that would address the short-term infrastructure limitations. Such agreements would include a cap on the annual number of building permits and arrangements for the landowner to help fund the necessary water infrastructure upgrades, road improvements, and other services such as police.

C. UTILITY EXTENSIONS

Upon adoption of the Comprehensive Plan, the town should commission a comprehensive study of its water facilities. Decisions on extending utilities to areas to be annexed should be made on a case-by-case-basis.

The previously mentioned adequate public facilities ordinance and annexation agreements should help to manage new growth, both through subdivision and annexation, until such a time that the sewer infrastructure is upgraded to keep pace with development pressures.

D. CAPITAL IMPROVEMENTS PROGRAM

The Town should incorporate the findings of the comprehensive water study in a 5-6 year Capital Improvements Program (C.I.P.) which also includes planned capital improvements in related

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

areas such as roadway extensions, street lighting and other projects of a capital nature. Examples of the latter could be waterfront, trail or park and recreation improvements.

E. CHARTER AMENDMENTS

Milton's municipal charter contains the powers and procedures of the town. It is recommended that the Charter be reviewed for any changes needed to carry out the Comprehensive Plan.

F. INTERGOVERNMENTAL COORDINATION

Many programs of the State of Delaware, Sussex County, the United States government, the Nature Conservancy and other agencies can be of tremendous benefit to the Town of Milton, as described in the Policies section above. The town should continue to work with these agencies, keeping them informed of town needs, and taking advantage of funding opportunities to implement projects of benefit to Milton's citizens.

The town should work with Sussex County's Planning and Zoning Commission to coordinate the implementation of the Town of Milton Comprehensive Plan with the most current *Sussex County Comprehensive Plan*, especially in matters of land use and zoning coordination, referrals and information sharing on a continuous basis.

G. GRANTS AND LOANS

The policies and projects of the Comprehensive Plan may also be implemented with the help of grants and loans from federal and state agencies or non-profit foundations. These grants and loans are available from time to time for public purpose projects in the areas of housing, urban revitalization, historic preservation, tourism, public infrastructure, transportation, and conservation of the natural environment. Increasingly, such grants and loans are made available on a competitive basis. Each program is governed by its own funding guidelines.

H. MARKETING, PROMOTION AND SPECIAL EVENTS

The Town Council should consider forming a tourism committee to work with the Chamber of Commerce and other existing groups to promote the town to visitors and potential new residents. The Council's Economic Development Committee should assume lead responsibility and work with the Chamber of Commerce in encouraging downtown revitalization projects. The town should consider formation of a non-profit corporation which could accept grant and low-interest loan funds for use in supporting redevelopment. As described in the Policies section, in coordination with other area communities, the town should advocate for a study of the bayshore housing market, possibly in coordination with other area communities.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

I. PERIODIC REVIEW OF THE COMPREHENSIVE PLAN

The Comprehensive Plan has been designed to provide general policy guidance for the town over the next ten years. However, different elements of the Plan will change according to different schedules. There will be a need for Milton to review the Plan regularly to ensure that it remains up to date as a policy statement. General review should occur every five (5) years.

TOWN OF MILTON

COMPREHENSIVE PLAN UPDATE

APPENDIX A

DELAWARE STATEWIDE PLANNING GOALS

State of Delaware Cabinet Committee on State Planning Issues
Delaware Strategies for State Policies and Spending, 2004

- Goal 1.** Direct investment and future development to existing communities, urban concentrations, and designated growth areas.
- Goal 2.** Protect important farmlands and critical natural resource areas.
- Goal 3.** Improve housing quality, variety and affordability for all income groups.
- Goal 4.** Ensure objective measurement of long term community effects of land use policies and infrastructure investments.
- Goal 5.** Streamline regulatory processes and provide flexible incentives and disincentives to encourage growth in desired areas.
- Goal 6.** Encourage redevelopment and improve livability of existing communities and urban areas, and guide new employment into under used commercial and industrial sites.
- Goal 7.** Provide high quality employment opportunities for citizens with various skill levels, and attract and retain a diverse economic base.
- Goal 8.** Protect the state's water supplies, open spaces, farmlands and communities by encouraging revitalization of existing water and wastewater systems and the construction of new systems.
- Goal 9.** Promote mobility for people and goods through a balanced system of transportation options.
- Goal 10.** Improve access to educational opportunities, health care and human services for all Delawareans.
- Goal 11.** Coordinate public policy planning and decisions among state, counties and municipalities.

Town of Milton, Delaware

Exhibit A: Regional Framework

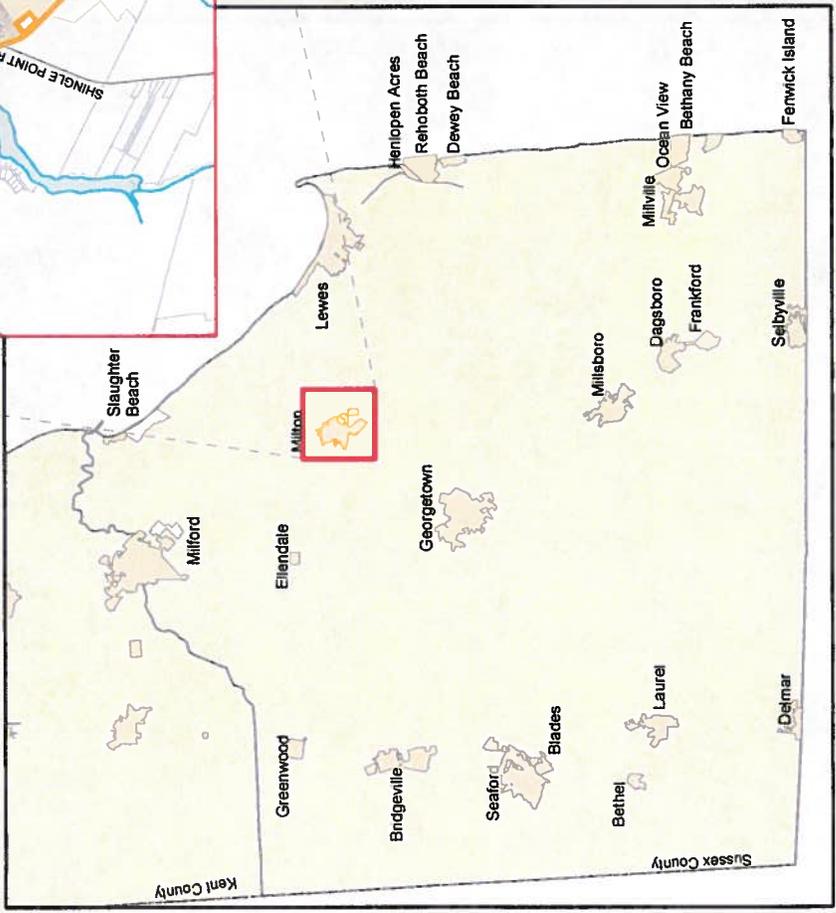
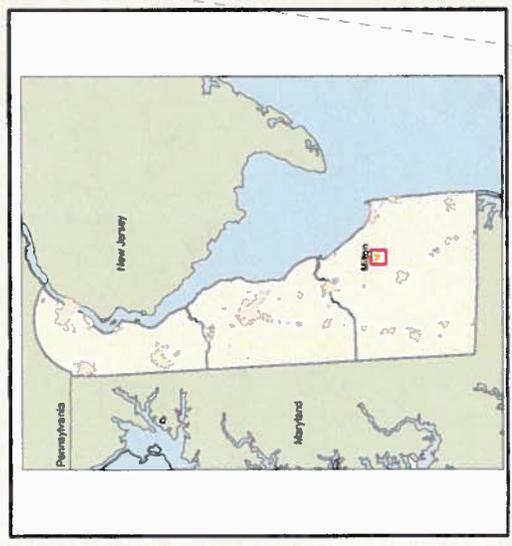
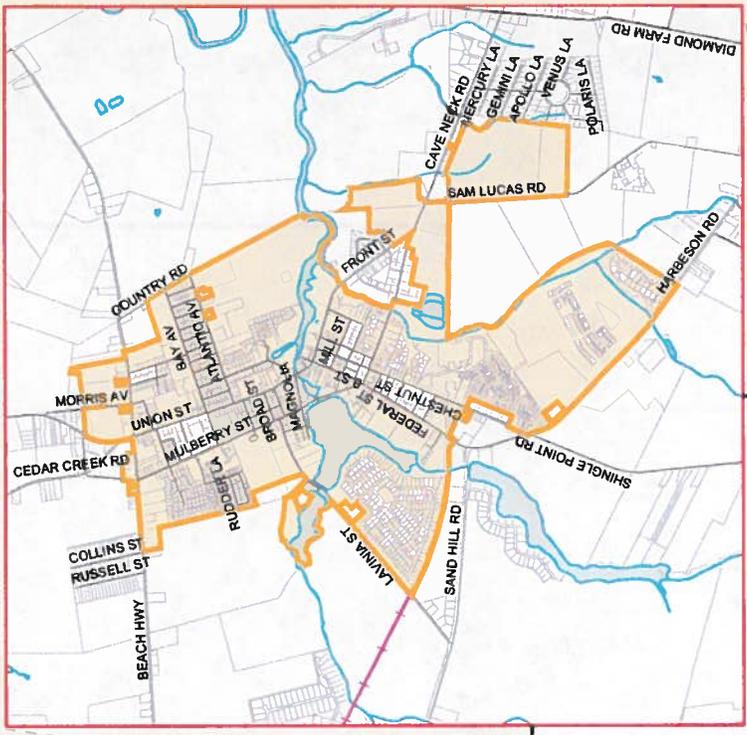
-  Pennsylvania, New Jersey, & Maryland
-  Bays
-  State of Delaware
-  Municipal Boundaries
-  Town of Milton
-  Roads
-  Parcel Boundaries
-  Railroads
-  Hydrology
-  Lakes, Rivers, and Ponds

September 2009



Sources:
 Parcel Data - Prepared by CABE Associates Inc. from available Sussex County and Town of Milton records, September 2009.
 Base map - Delaware Department of Transportation cartographic file (1997) created from Digital Orthophoto Quarter Quad (1997).
 Hydrology - Derived from the USGS (1970-1991) Hydrographic Map. Created in cooperative agreement between the State of Delaware and the USGS (1970-1991).
 Municipal Boundary - Prepared by CABE Associates Inc. from available Town of Milton records, September 2009.

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Town of Milton, Delaware

Exhibit B: Aerial View

Town Boundary



September 2009



Source:

Delaware 2007 Orthophotography provided by the State of Delaware, (1903, Lane + Sany; Sussex County, New Castle County and the City of Dover, 0.25 meter orthophotos of the State of Delaware at a scale of 1:1,000
Municipal Boundary - Prepared by CABE Associates Inc. from available Town of Milton records, September 2009.

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Town of Milton, Delaware

Exhibit C: Roads and Boundaries

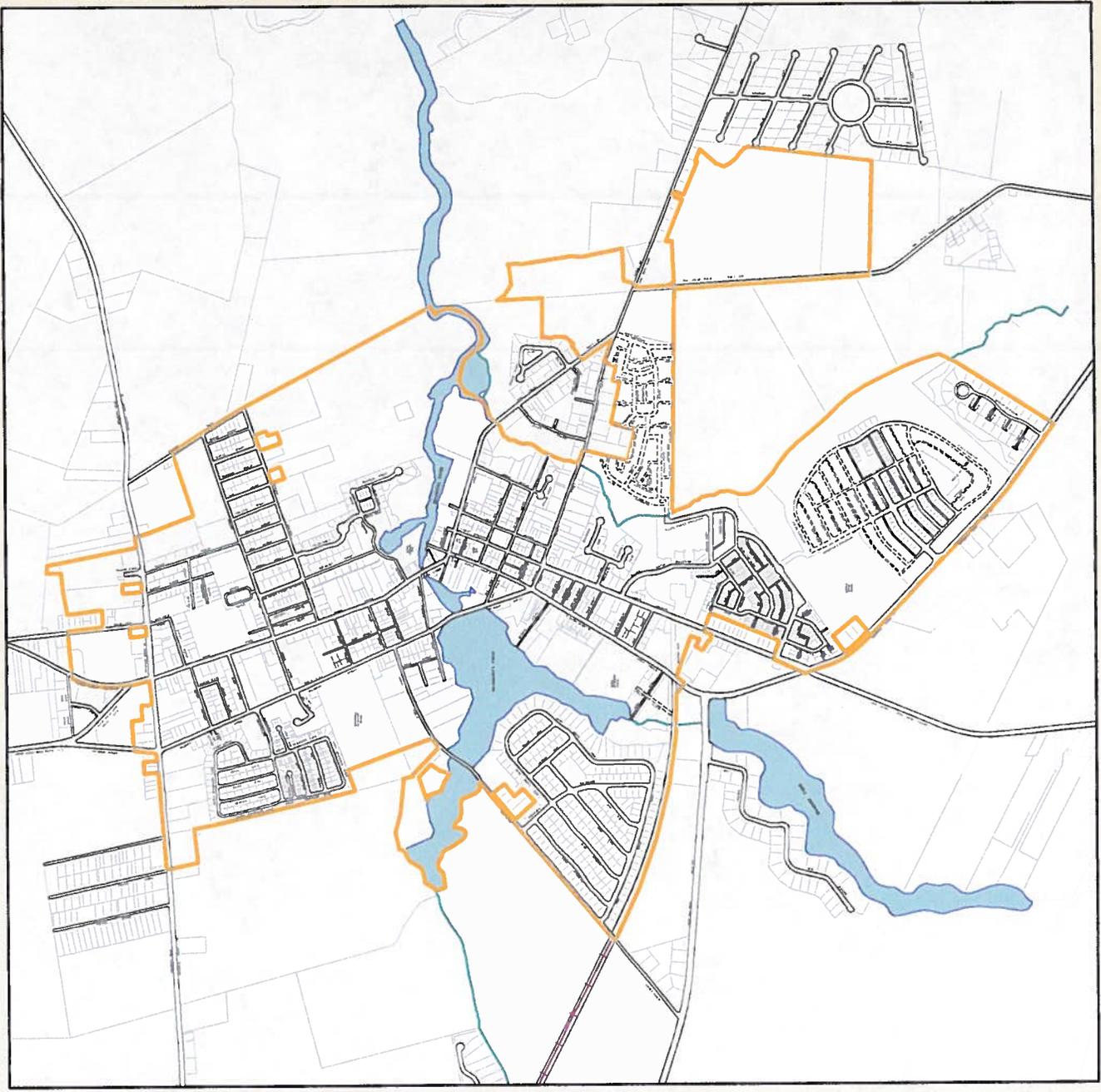
-  Town Boundary
-  Existing Roads
-  Proposed Roads
-  Parcel Boundaries
-  Railroads
-  Hydrology
-  Rivers, Lakes, and Ponds

September 2009



Source:
 Permits - Prepared by C&BE Associates Inc. from available
 Records - Prepared by C&BE Associates Inc. from available
 Records - Delaware Department of Transportation (DOT) 2009
 Orthophoto Quarter Quads (1997)
 Roads - Created by C&BE Associates Inc. from Town of Milton records, September 2009.
 Hydrology and water - Based on USGS data and modified by C&BE Associates Inc. specifically for use
 in this map.
 Municipal Boundary - Prepared by C&BE Associates Inc. from available
 Town of Milton records, September 2009.

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Town of Milton, Delaware

Exhibit D1: Natural Environmental Lands

Town Boundary

Flood Zone

100 Year

500 Year

Excellent Recharge Areas

State-wide Wetlands (SWMP)

Fish & Wildlife Area

Hypsography

Parcel Boundaries

Railroads

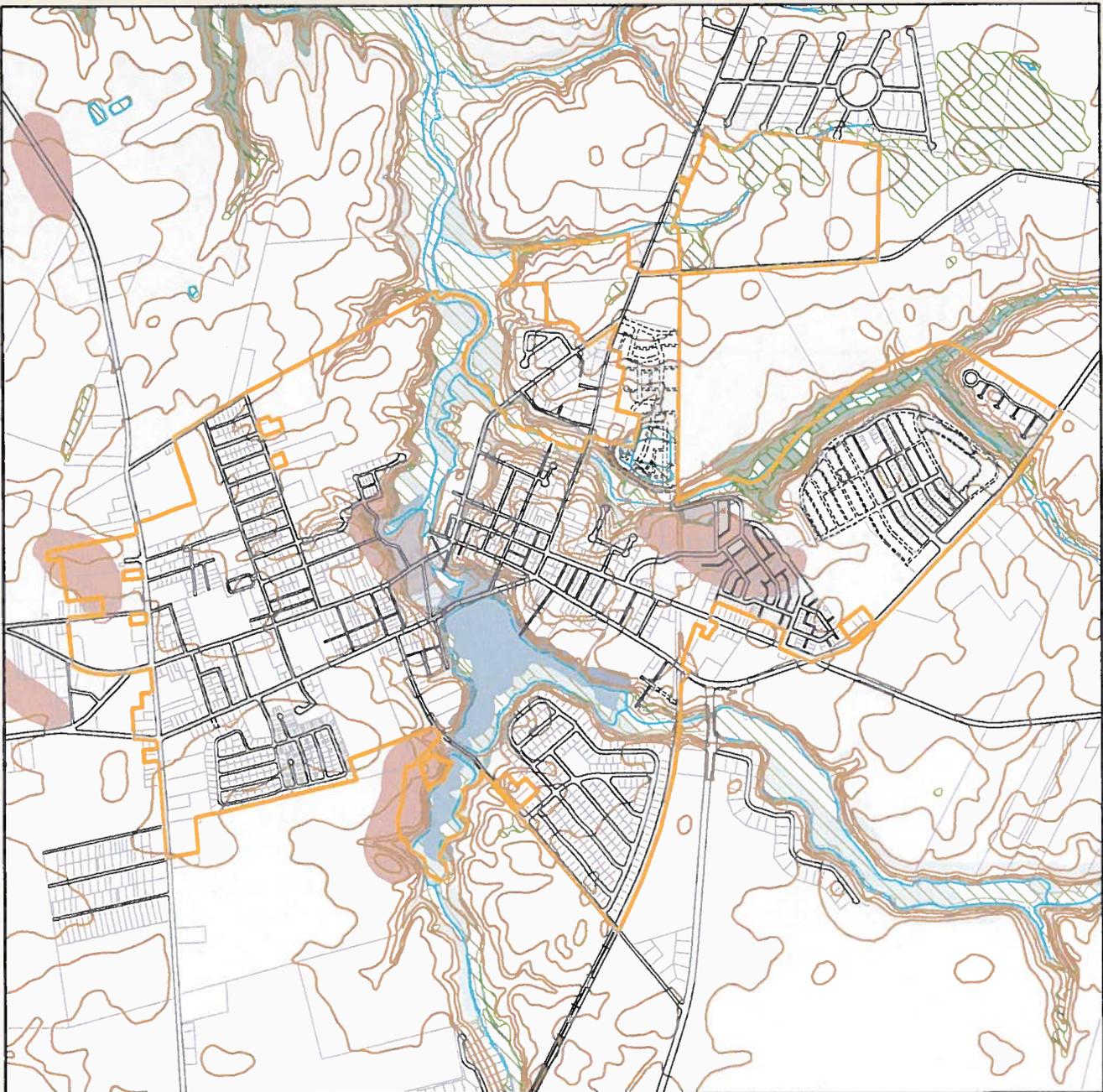
Hydrology

September 2009



Sources:
 Wetlands - Department of Natural Resources & Environmental Control (DNREC), Statewide Wetlands Mapping Project, 1994
 Flood Plains - Federal Emergency Management Agency (FEMA)
 Fish & Wildlife Areas - Department of Natural Resources and Environmental Control (DNREC), 2001
 Hypsography - Derived from USGS Topographic Map Series, Delaware Geological Survey, 2002
 Hydrology - Estimated from USGS Topographic Map Series, Delaware Geological Survey, 2000
 Municipal Boundary - Prepared by C&E Associates Inc. from available
 Town of Milton records, September 21, 09
 Parcel Boundaries - Prepared by C&E Associates Inc. from available
 State of Delaware records, September 21, 09
 Railroads - Delaware Department of Transportation website file (1997) retrieved from Digital Orthophoto
 Quarter Quads (1997)
 Hydrology - USGS 7.5 Minute Series Topographic maps, Created in cooperative agreement between the
 State of Delaware and the USGS (1995-1998).

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Town of Milton, Delaware

Exhibit D2: Agricultural Lands

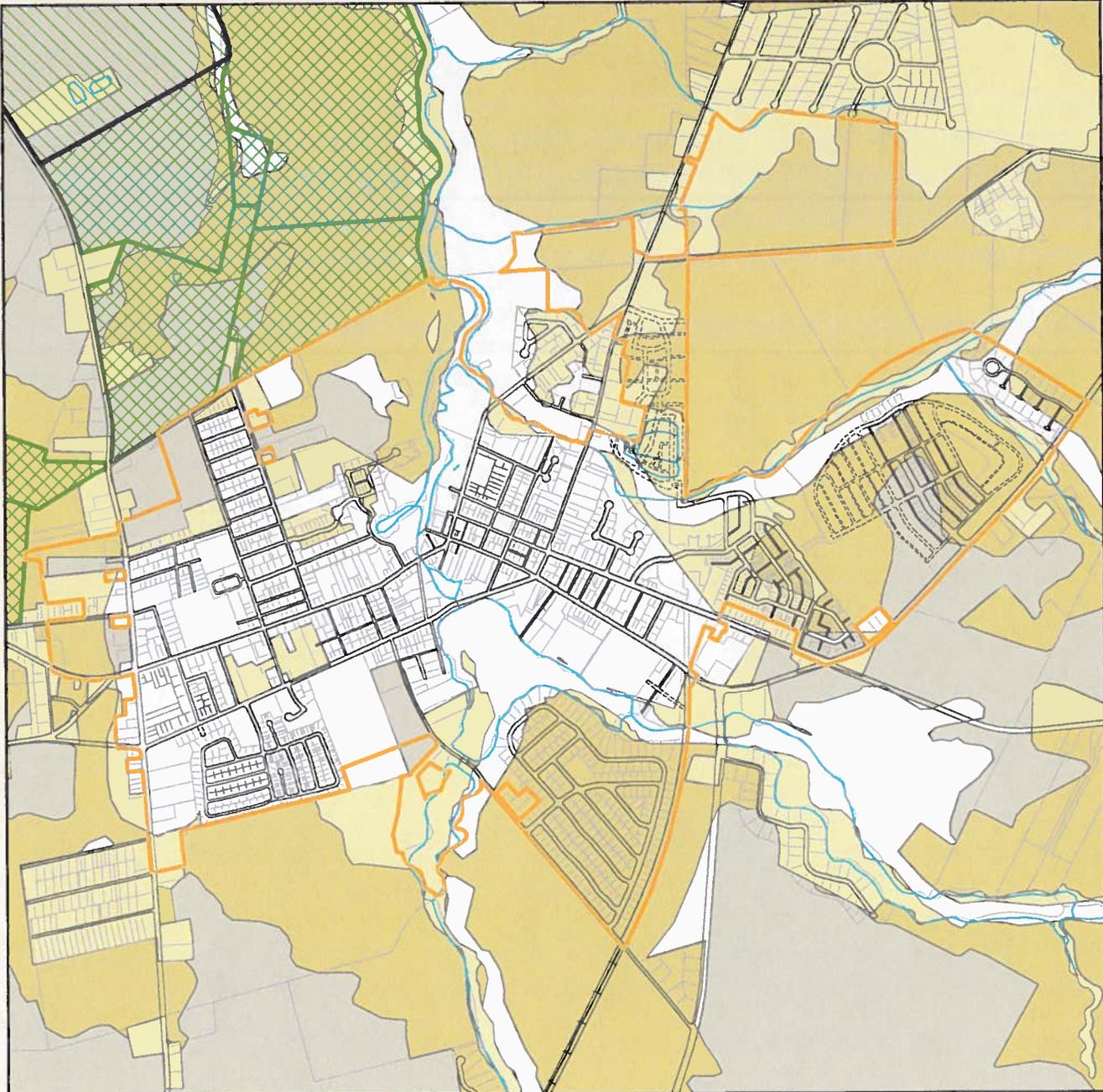
-  Town Boundary
-  Ag Suitability - Very High
-  Ag Suitability - High
-  Ag Suitability - Medium
-  Agricultural District PDR
-  Agricultural District
-  Parcel Boundaries
-  Railroads
-  Hydrology

September 2009



Source:
 Agricultural Suitability - Delaware Department of Agriculture, 1998.
 Agricultural Districts - Delaware Department of Agriculture, November 26, 2002.
 Municipal Boundary - Prepared by C&E Associates Inc. from available data.
 Parcel Boundaries - Prepared by C&E Associates Inc. from available data.
 Railroads - Delaware Department of Transportation records, September 2009.
 Hydrology - Delaware Department of Transportation aerial line file (1997) derived from Digital Orthophoto Quarter Coverage by the National Aeronautics and Space Administration, 1991-1994.
 State of Delaware and the USGS (1991-1994).

Note:
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Town of Milton, Delaware

Exhibit E: Existing Land Use

-  Town Boundary
-  Residential
-  Commercial
-  Agriculture
-  Industrial
-  Parks
-  Institutional
-  Transportation
-  Utilities
-  Water
-  Existing Roads
-  Proposed Roads
-  Railroads
-  Hydrology

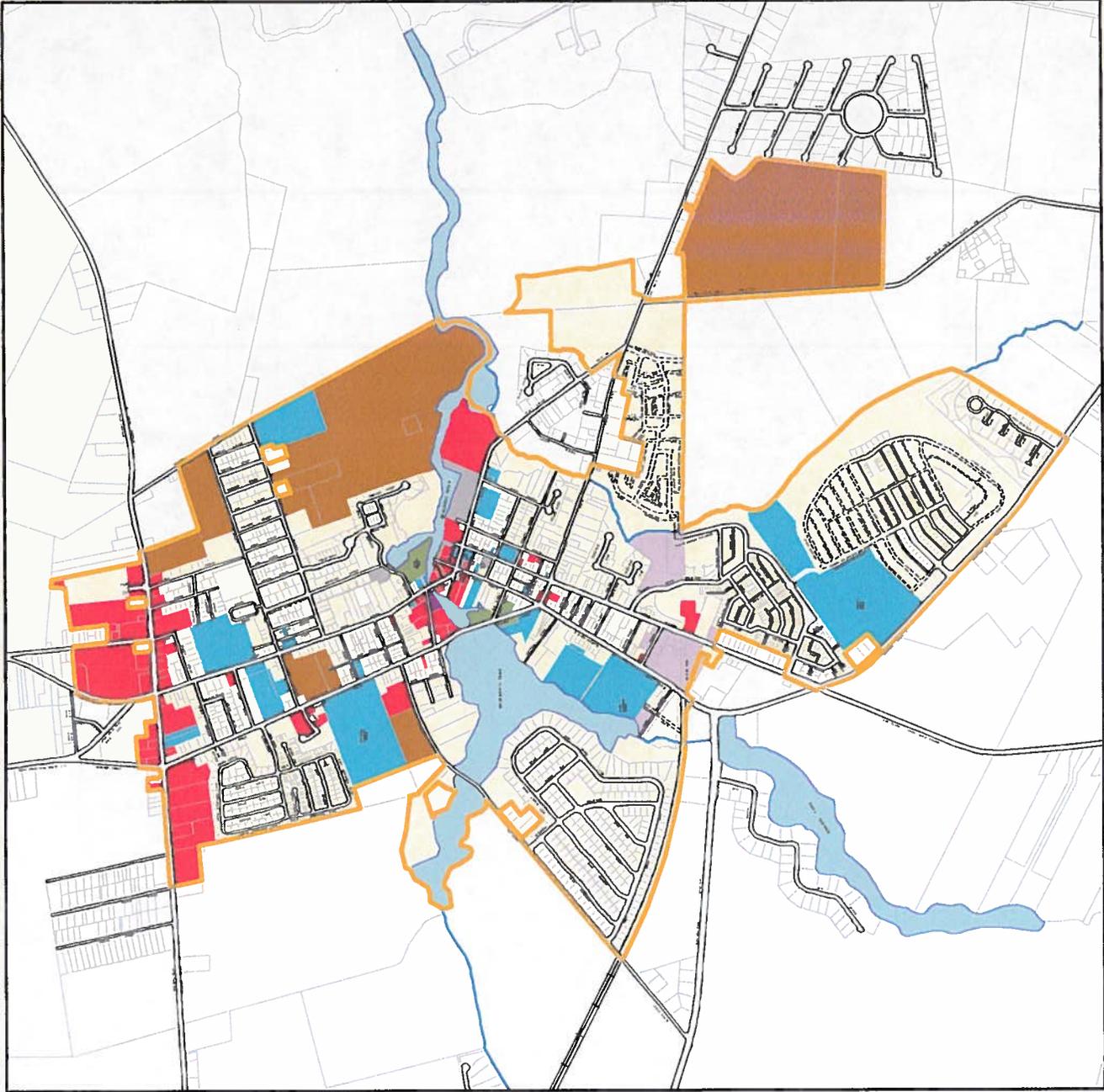
September 2009



Source:

Existing Land Use - Developed from a Land Use Survey completed by the Office of State Planning and Co-ordinated by CABE Associates Inc. for the Town of Milton, Delaware, September 2009. Prepared by CABE Associates Inc. for the Town of Milton, Delaware, September 2009.
 Roads and Railroads - Data from Department of Transportation online file (1997) created from Digital Orthophoto Quarter Quad (1997) GIS data and modified by CABE Associates Inc. specifically for use with Town of Milton maps, 2009.
 Municipal Boundary - Prepared by CABE Associates Inc. from available Town of Milton records, September 2009.

Note:
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Town of Milton, Delaware

Exhibit F: Existing Zoning

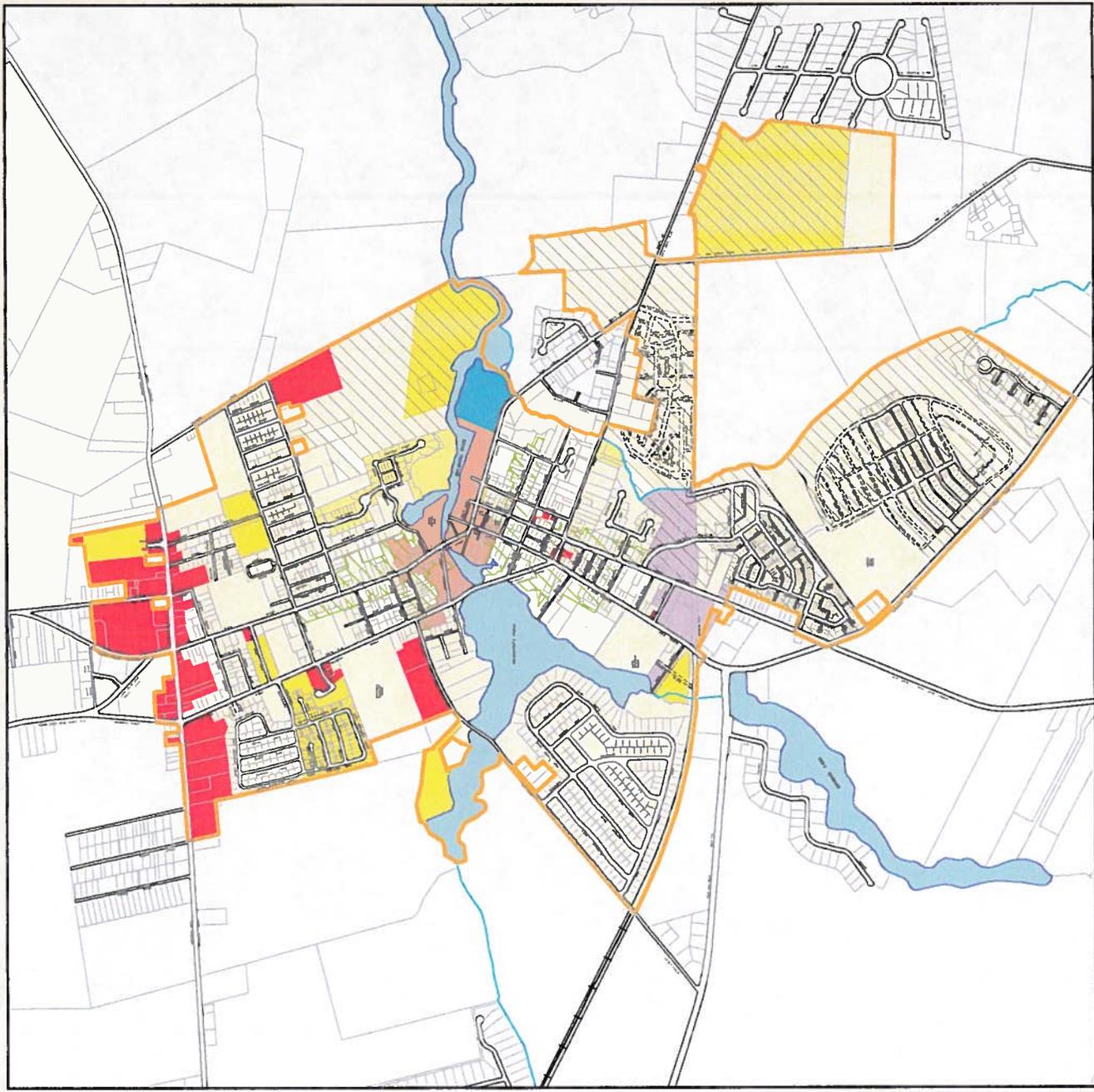
- R 1
- R 2
- R 3
- C 1
- L 1
- MI
- TC
- LPD
- HISTORIC DISTRICT
- Town Boundary
- Hydrology
- Parcel Boundaries
- Existing Roads
- Proposed Roads
- Railroads

September 2009



Source:
 Zoning - Town of Milton, 2013.
 Municipal Boundary - Prepared by C&BE Associates Inc. from available
 Town of Milton records, September 2009 from available
 Parcel Boundaries - Prepared by C&BE Associates Inc. from available
 Source County and Town of Milton records, September 2009
 Roads - Prepared by C&BE Associates Inc. from available
 Town of Milton records, September 2009
 Hydrology - Prepared by C&BE Associates Inc. from available
 Digital Orthophoto Quarter Quads (DOQQ) (1997) obtained from
 the National Aeronautics and Space Administration (NASA) for
 Hydrology. Based on USGS data and modified by C&BE Associates Inc. for
 Town of Milton maps, 2009.

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Town of Milton, Delaware

Exhibit G: Future Land Use / Potential Expansion

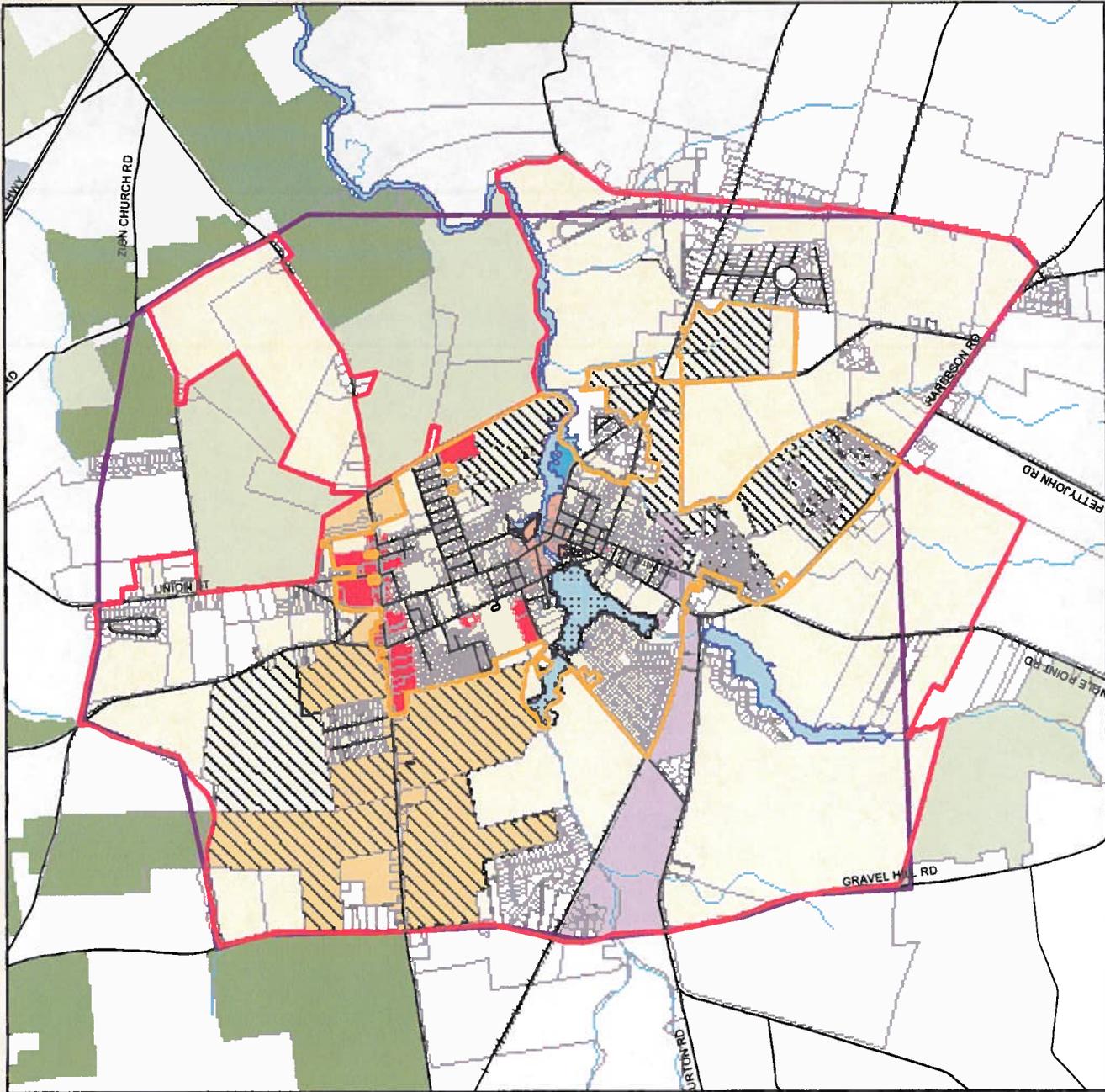
-  Potential Expansion Area
-  Residential
-  Residential (LPD)
-  Mixed Commercial / Residential
-  Mixed Commercial / Residential (LPD)
-  Commercial / Business
-  Light Industrial
-  Light Industrial (LPD)
-  Marine Resources
-  Town Center
-  Agricultural Districts
-  Agricultural PDRs
-  Fish and Wildlife Area
-  Sussex County Growth Areas
-  Town Boundary
-  Hydrology
-  Parcel Boundaries
-  Railroads

September 2009



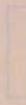
Source: Future Land Use and Allocation Areas - Determined by the Town of Milton Planning Commission, with the assistance of the Office of State Planning and Coordination, June 2003. Sussex County Comprehensive Plan, adopted by Sussex County Council December 10, 2001. Sussex County Comprehensive Plan, adopted by Sussex County Council December 10, 2001. DRAFT Parcel - Parcel for Sussex County are being developed by Thompson Mapping and have not gone through a final review process, 2002. Sussex County Department of Transportation cartographic file (1997) created from Digital Orthophoto Imagery (DO) and 1:25,000 Scale Topographic Maps. Created in cooperative agreement between the State of Delaware and the USGS (1991-1995).

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Town of Milton, Delaware

Exhibit I: Town Center

-  Town Center
-  Sussex County Growth Areas
-  Town Boundary
-  Roads
-  Parcel Boundaries

September 2009



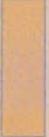
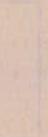
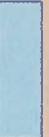
Sources:
 Town Center - Town of Milton, Zoning Map, 2003.
 Sussex County Growth Areas - Sussex County Comprehensive Plan, adopted by Sussex County Council December 11, 2007.
 Map Boundary - Prepared by C&A/E Associates Inc. from available Town of Milton records, September 2009.
 Roads - Prepared by C&A/E Associates Inc. from available Sussex County and Town of Milton records, September 2009.
 Parcel Boundaries - Prepared by C&A/E Associates Inc. from available Town of Milton records, September 2009.

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Town of Milton, Delaware

Exhibit J: Historic Resources

-  Town Boundary
-  National Historic District
-  National Register of Historic Places
-  Existing Roads
-  Proposed Roads
-  Parcel Boundaries
-  Railroads
-  Hydrology
-  Rivers, Lakes, and Ponds

September 2009



Source:
 National Historic District and National Register of Historic Places - Delaware State Preservation Office, Division of Historical and Cultural Affairs, January 2003.
 Parcels - Prepared by CARB Associates Inc. from available records, County of Milton records, September 2009.
 Roads - Existing roads prepared by CARB Associates Inc. from available Town of Milton records, September 2009.
 Railroads - Delaware Department of Transportation verified data (1977) revised from Digital Orthophoto Quarter Quads (1997).
 Hydrology - Data and modified by CARB Associates Inc. specifically for use with Town of Milton maps, 2009.
 Municipal Boundary - Prepared by CARB Associates Inc. from available Town of Milton records, September 2009.

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