

City of New Castle

Comprehensive Plan 2009 Update

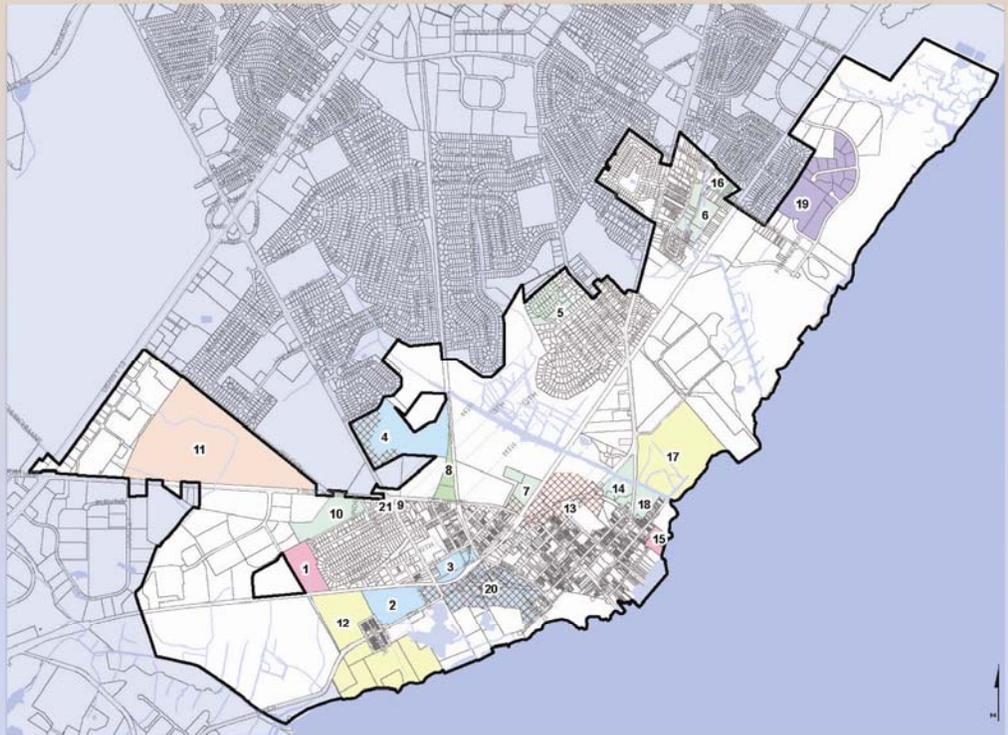


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Introduction

The following Comprehensive Plan represents an update of the City of New Castle's very detailed 2003 Comprehensive Plan. Much of the data, information, assumptions, and many of the recommendations of the 2003 plan are still valid. Rather than repeat them unnecessarily here, the current effort continues to bring forward past recommendations, suggest new ones, and match both to a series of implementation strategies.

In the 2008 Update, the City has concentrated its planning resources on modifications to respond to state agency comments through a pre-Preliminary Land Use Service (PLUS) review, to acknowledge accomplishments and obstacles, and to provide a more strategic planning approach to assure that the recommendations of this document move from planning into action.

The 2008 Comprehensive Plan Update consists of two parts. Part One contains the update itself, and addresses all of the topics and requirements within the state's "Comprehensive Plan Checklist for Towns & Cities with a Population of 2000 Persons or More." The Plan describes and analyzes existing conditions, and sets forth the goals, strategies and policies establishing the rational basis and guidance for future action. Part Two, the Plan Appendices provides a list of accomplishments since the 2003 Plan adoption, a summary of the findings from the September 2008 Community Workshop, and an Implementation Matrix that lists the planning initiatives over the five-year life of the current plan. The Implementation Matrix further provides identifies responsibilities and notes work already completed as a part of this Plan.

It would be difficult to improve on Warren Boeschstein's eloquent summary of the special character of the City of New Castle in his *Historic American Towns Along the Atlantic Coast*. It is important to note, however, that Boeschstein's evident delight is not focused on the City's well-documented architectural history, but rather on its service as an outstanding model for community planning. Equally significant is that Boeschstein refers mostly to New Castle's historic core. The mapping contained in his essay, for example, does not stray far beyond the edges of the downtown. But this, of course, is just part of the picture. The small colonial town founded on Peter Stuyvesant's fort has now expanded to contain a land area of over three square miles and encompass four centuries of development.

While the City should be rightfully proud of the historic downtown – a pedestrian-oriented precinct of unmatched physical beauty and architectural distinction – it must likewise recognize that not all areas of the City benefit from the same level of design quality. For example the quality of life in neighborhoods on the periphery of downtown, such as Washington Park, Shawtown, and Dobbinsville, is significantly diminished by the high volumes of traffic that pass through these communities. Farther along the development timeline, the suburban-style subdivisions strung out along Route 9, such as Van Dyke Village, Boothhurst and contemporary development in the Buttonwood area, are rather isolated – both from each other and the downtown. And the character of commercial

development taking shape on the City's edges is provocative indeed, but for entirely the wrong reasons.

Clearly, with such an ideal model so close at hand, New Castle is more prepared than most communities to address the planning and design miscues of the recent decades, and to achieve the promise of "adaptive change" that Boeschstein believes is possible.

Community Profile

This chapter outlines data on population, demography, housing and economic conditions in New Castle and surrounding areas. Where it is appropriate, comparisons are made to New Castle County and the State of Delaware. The data for this analysis has been derived from a number of sources, most notably the United States Census.

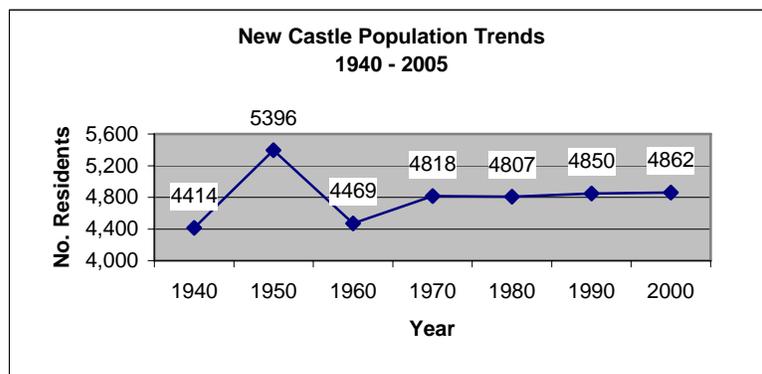
Population

According to the United States Census from 1940 to 2000, the population in New Castle increased just over 10 percent. Since 1970, there has been an increase of less than one percent in New Castle's population. From 1940 to 1960, the City experienced a sharp increase, reaching a peak in 1950 and declining significantly by 1960 to 4,469 people.

In 2000, there were 4,862 people living in the City of New Castle. Table 1 tracks the number of City of New Castle residents from 1940 to 2000 according to the U.S. Census figures. Table 2 displays the U.S. Census Population Estimates of the population of the City for the years 2000 to 2005. These estimates show a population decrease from 4,862 to 4,836, which is a 0.5 percent decrease over the five-year period. The 2010 U.S. Census will need to be examined to verify the decrease that has been estimated.

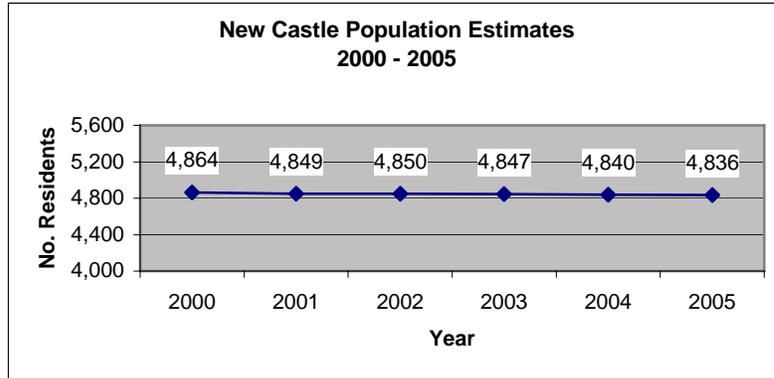
The total 2005 population estimate for New Castle County was 522,103 and 841,753 for the State of Delaware. To compare state and county population levels between 1990 and 2005, New Castle County grew by 18.1%. The State's population grew by 26.4%, whereas during this period the City of New Castle's population remained relatively unchanged. This stability can be attributed to the City nearly being built out and the City boundaries expanding to include primarily commercial properties. Although the residential population has remained unchanged, the number of people actually coming into the City of New Castle has ballooned to over 10,000 people a day, because of the growing number of businesses and tourists.

Table 1. Population Trends



Source: 2000 US Census Data.

Table 2. Population Estimates



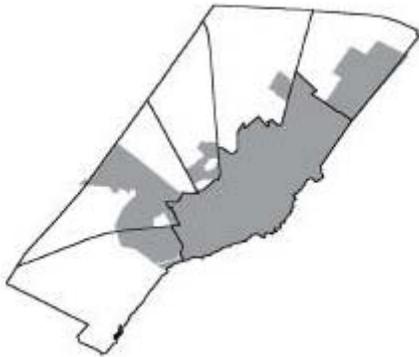
Source: 2005 and 2006 US Census Population Estimates

Population Projections

Assuming the City does not annex a significant amount of new territory, it is possible to estimate the future population. However, projections for small populations such as the City of New Castle are difficult to prepare accurately. Due to the small size of the population, slight inaccuracies or data errors in the current Census figures can become large errors when projected into the future. These projections should not be considered accurate or binding and should be relied upon with caution.

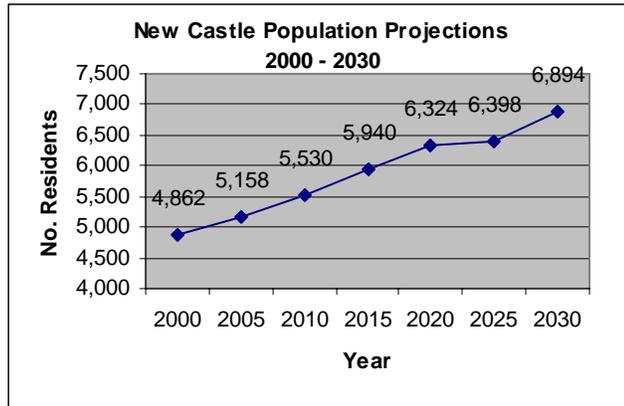
The University of Delaware, Center for Applied Demography and Survey Research prepares a series of population projections for the Delaware Department of Transportation based on small geographic areas called, "Modified Grids." These projections are used for transportation planning purposes. The Center uses an area that mostly corresponds to City of New Castle municipal boundaries. The portions of land that extend beyond the municipal boundaries include industrial property. The population of the City of New Castle is projected to increase by 43% from 4,862 in 2000 to 6,894 in 2030, according to the Center for Applied Demography and Survey Research; however, this projection is likely too high for the City. The Modified Grid includes areas outside of the City's boundary, which are growing faster than the City itself.

Map 1. New Castle Area Modified Grid Area Study



Source: Draft Population, Employment, and Household Projections for New Castle County prepared by the Center for Applied Demography and Survey Research at the University of Delaware under contract with the Delaware Department of Transportation, 2001.

Table 3. Population Estimates



Source: Draft Population, Employment, and Household Projections for New Castle County prepared by the Center for Applied Demography and Survey Research at the University of Delaware under contract with the Delaware Department of Transportation, 2001.

Racial Profile

In 2000, the City of New Castle, New Castle County, and the State of Delaware showed similar racial compositions. New Castle County’s population included 73.1% white, 20.2% black, and 6.7% other races. The State of Delaware’s population included 74.6% white, 19.2% black, and 6.2% other races. From 1990 to 2000, the major shift in demographics was growth in diversity.¹ Across the board, the white population dropped 5 to 6 percent, and this shift was almost evenly split between an increase in the black population and other races. The City of New Castle experienced a similar shift in population demographics from 1990 to 2000. The percentage of white people decreased from 82.1% to 77.5%; the black population increased from 16.9% to 20.2%; and the remaining races increased from 1.1% to 2.5% of the total population.

Hispanic Population

New Castle’s Hispanic population almost doubled from 1990 to 2000, with the City experiencing a growth from 1.26% to 2.41% of the City’s population. The State also experienced significant growth in Hispanic population, while the City of New Castle County’s Hispanic population grew minimally. The proportion of Hispanic people living in New Castle is similar to the State and County’s ratios of Hispanic people. (Persons of Hispanic origin may be of any race.)

¹ The 2000 Census methodology for recording race changed from the 1990 Census. A category was added which allowed respondents to answer “two or more races” when reporting their race. Thus, the 1990 and 2000 figures cannot be directly compared without acknowledging this disparity. This new category may have contributed to the increase in the population of “other races” discussed in the text and shown in the charts.

Table 4. Hispanic Population Growth and Comparison – 1990 and 2000

	City of New Castle		New Castle County		Delaware	
	1990	2000	1990	2000	1990	2000
Population	61	117	11,804	12,986	15,280	26,293
Percent (of total population)	1.26%	2.41%	2.67%	1.66%	2.29%	5.26%

Source: 1990 and 2000 US Census Data.

Age Profile

Table 5 below indicates the population of the City of New Castle has a slightly older population than New Castle County and the State of Delaware. The County and the State have a larger percentage of their population between birth and 34 years old than New Castle. While the bulk of New Castle residents are 45 years old or older. The most prevalent age group in New Castle is between 45 and 54 years old.

Table 5. 2000 Age Profile

Age	New Castle		New Castle County		Delaware	
	Number	Percent	Number	Percent	Number	Percent
<5	273	5.6%	33,384	6.7%	51,531	6.6%
5 to 9	265	5.5%	36,150	7.2%	55,813	7.1%
10 to 14	330	6.8%	34,961	7.0%	55,274	7.1%
15 to 19	298	6.1%	36,309	7.3%	55,632	7.1%
20 to 24	271	5.6%	35,499	7.1%	51,665	6.6%
25 to 34	610	12.5%	73,869	14.8%	108,840	13.9%
35 to 44	781	16.1%	83,616	16.7%	127,601	16.3%
45 to 54	790	16.2%	66,882	13.4%	103,999	13.3%
55 to 64	545	11.2%	41,692	8.3%	71,519	9.1%
65 to 74	383	7.9%	30,904	6.2%	56,415	7.2%
75 to 84	252	5.2%	20,556	4.1%	34,762	4.4%
85>	64	1.3%	6,443	1.3%	10,549	1.3%

Source: 2000 US Census Data.

Throughout the State, the percentage of people who are under 24 years old has decreased and the percentage of people aged 45 to 64 has increased. However, the changes have been slightly magnified for New Castle. See Table 6 below.

Table 6. 1990 & 2000 Age Comparison

Age	City of New Castle		New Castle County		Delaware	
	1990	2000	1990	2000	1990	2000
0 to 4	6.00%	5.60%	7.20%	6.70%	7.30%	6.60%
5 to 24	25.66%	23.94%	28.60%	28.57%	28.40%	27.87%
25 to 44	33.40%	28.61%	34.10%	31.48%	33.00%	30.17%
45 to 64	21.40%	27.46%	18.80%	21.70%	19.20%	22.40%
65+	13.60%	14.38%	11.40%	11.57%	12.10%	12.98%

Source: 1990 and 2000 US Census Data.

Educational Attainment

New Castle's education attainment falls between the County and the State's levels. According to the 2000 Census, 82.6% of New Castle residents 25 years old and older had graduated from high school or college. From 1990 to 2000 in New Castle County and Delaware, the percentage of residents who earned high school diplomas or bachelor's degrees increased between three and five percent. However, the percentage of New Castle residents, who received a bachelor's degree or higher, increased nearly 10 percent, from 16.5 percent to 26.4 percent.

Table 7. Residents with High School Diplomas or Better

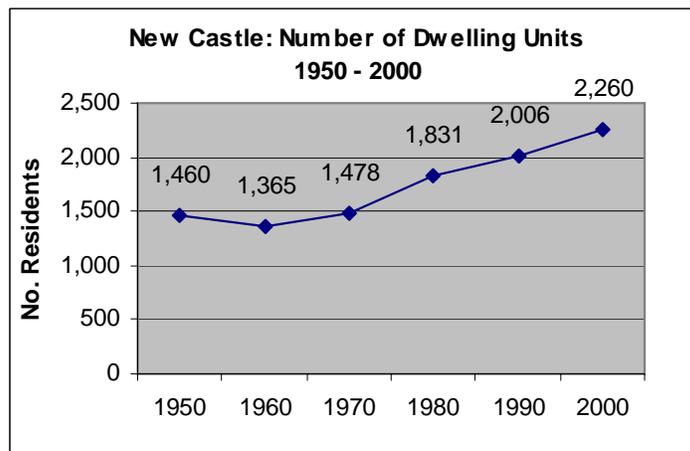
	City of New Castle		New Castle County		Delaware	
	1990	2000	1990	2000	1990	2000
High School>	77.60%	82.60%	80.60%	85.50%	77.50%	80.40%
Bachelors Degree	16.50%	26.40%	25.50%	29.50%	21.40%	24.40%

Source: 1990 and 2000 US Census Data.

Housing

A description of the housing stock and related data ensues in the following series of tables. Table 8 charts the number of dwelling units in New Castle since 1950. Since 1970, the housing stock in New Castle has grown by 52.9%, a net increase of 782 dwelling units. Table 9 examines the trends in the number of dwelling units for the City of New Castle, New Castle County, and Delaware. Since 1970, the number of housing units more than doubled within the County and the State.

Table 8. Dwelling Units in the City of New Castle



Source: 1998 New Castle Comprehensive Plan and 2000 US Census Data

Type of Housing Stock

New Castle's housing stock mainly consists of detached single-family homes. The City also has a larger percentage of row houses than the County or the State, which is attributed to the character of the City's large historic district.

Table 9. Dwelling Trends in City, County & State, 1950 - 2000

	City of New Castle	% Change	New Castle County	% Change	Delaware	%Change
1950	1,146		62,901		97,013	
1960	1,385	-5.1%	94,688	50.5%	143,725	48.2%
1970	1,478	6.7%	120,704	27.5%	180,233	25.4%
1980	1,831	23.9%	148,563	23.1%	238,611	32.4%
1990	2,006	9.6%	173,560	16.8%	289,919	21.5%
2000	2,260	12.7%	199,521	15.0%	343,072	18.3%

Source: 1998 New Castle Comprehensive Plan and 2000 US Census Data

Table 10. Composition of Housing Stock in 2000

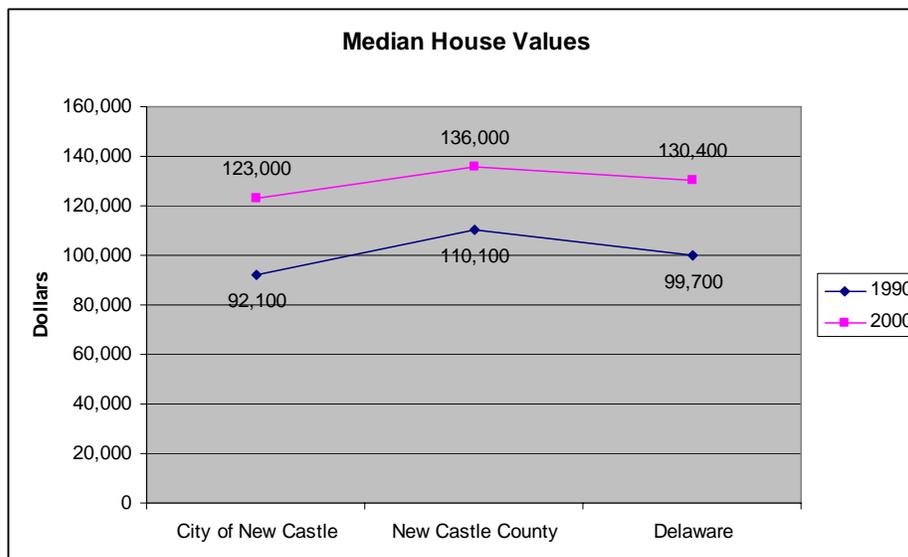
Housing Type	City of New Castle	% of Total	New Castle County	% of Total	Delaware	% of Total
Single Family, Detached	1,145	50.7%	107,015	53.6%	191,688	55.9%
Single Family, Attached	770	34.1%	39,609	19.9%	48,340	14.1%
Multi-Family	337	14.9%	47,818	24.0%	64,128	18.7%
Mobile Home	8	0.4%	5,072	2.5%	38,281	11.2%
Boat, RV, Van, etc.	0	0.0%	7	0.0%	635	20.0%
Total	2,260		199,521		343,072	100.0%

Source: 2000 US Census Data.

Age of Housing Stock

Over 50 percent of New Castle's housing stock was built before 1959. Whereas, housing built by this time accounts for only 30 percent of Delaware and 37 percent of New Castle County's housing stock. During the 1980s and 1990s, New Castle experienced a modest growth spurt in housing stock. However, the County and the State experienced substantial growth.

Table 11. Median Housing Values



Source: 1990 and 2000 US Census Data.

Housing Values

Table 11 depicts the 1990 and 2000 median housing values for New Castle, New Castle County, and Delaware. Between 1990 and 2000, median housing values increased by approximately a third in the City of New Castle and the State and by 24% in the County.

Ownership and Vacancy

The City of New Castle experiences a higher owner-occupancy rate than the County or the State. The 1990 rate of 68.8 percent, increased to 71.4 percent in 2000. The number of rental units for that period decreased from 501 to 443 in New Castle, whereas, the number of rental units increased slightly in the County and the State. Vacancies rose slightly for all three governmental entities. The 2010 Census should show an increase in rental units in New Castle with the addition of 144 units in Deemer's Landing I and a proposed 76 units in Deemer's Landing II.

Economic Profile

In 2000, New Castle's median income exceeded the County and State's. From 1990 to 2000, the City of New Castle increased its median household income by 43 percent and reduced the number of people who fall below the poverty line. The County saw a reduction in the number of single female heads of household who fall below the poverty line and have children 18 years or younger, while the City experienced a slight increase.

Table 12. 1990 & 2000 Income & Poverty Comparison

	City of New Castle		New Castle County		Delaware	
	1990	2000	1990	2000	1990	2000
Median Household Income	36,792	52,449	38,617	52,419	34,875	47,381
Per Capita Income	16,111	24,052	17,442	25,413	15,854	23,305
People Below Poverty Level	292	236	32,268	40,710	56,223	69,901
Female Head of Household with Children <18 yrs Below Poverty Level	21	28	4,489	3,991	5,609	6,950

Table 13. 2000 Source of Income

Households	City of New Castle		New Castle County		Delaware	
	1,863	% of Total	164,104	% of Total	247,163	% of Total
With Wage and Salary Income	1,531	82.2%	135,957	82.8%	199,690	80.8%
With Non-Farm Self-Employment Income	208	11.2%	15,185	9.3%	24,165	9.8%
With Farm Self-Employment Income	5	0.3%	1,044	0.6%	3,376	1.4%
With Interest, Dividend, or Net Rental Income	793	42.6%	78,239	47.7%	106,385	43.0%
With Social Security Income	548	29.4%	40,712	24.8%	65,306	26.4%
With Public Assistance	105	5.6%	7,296	4.4%	12,914	5.2%
With Retirement Income	417	22.4%	29,157	17.8%	45,999	18.6%

Summary and Conclusions

Although New Castle's population has increased by less than one percent since 1970, the number of housing units has increased by over 50 percent. This confirms the nationwide trend of households becoming smaller. New Castle has a racially diverse population and a growing population of people aged 45 years and older. This shift toward an older population has created a workforce of more self-employed people. While the percentage of New Castle residents with bachelor's degrees or better rose by 10 percent, household incomes increased by 43 percent. New Castle's slightly elevated percentage of people who depend on retirement income would suggest that the City should be prepared to offer more elderly-related services.

Government Services and Community Facilities Plan

City Government Format

The Mayor and a five-member Council consisting of four members and a president govern the City of New Castle. Voters elect these officials for two-year terms. The Council is the legislative branch, charged with passing laws in the form of ordinances, as well as creating and administering the budget. When the Council adopts an ordinance, it is referred to the Mayor. If the Mayor signs the ordinance or does not return it to the Council within five days, it becomes law with penalties for violation. If the Mayor vetoes an ordinance, the Council may override the veto with a 2/3 majority.

Since 1990, the Council has appointed a professional City administrator, who has directed the day-to-day operations of the City, such as the police, public works, and building inspections. The administrative staff utilizes the City hall, located at 220 Delaware Street. The City public works, building and code enforcement and the police departments are located in a municipal campus on Route 9.

With regard to the operations of the City government, a common concern raised by the City staff, elected officials, and community members is that the City's charter requires modernization. The 1998 Comprehensive Plan also recommended a review and update of the charter, noting:

"...Like many jurisdictions, New Castle's charter has been amended piecemeal as needed over time. This plan recommends that the New Castle undertake a comprehensive review of its charter. This review should eliminate outdated language and organize the charter's provisions in a logical order. It should also evaluate the charter's contents to determine what is appropriate for a modern-day municipal charter. This plan also noted specific charter amendments that would be needed to carry out recommended actions. The first involves an amendment to permit cost sharing between the City and property owners for sidewalk repair and replacement. Another recommended amendment would require petitioners for annexation to submit cost revenue studies..."

These charter revisions and others, such as evaluating the efficiency of two-year terms for elected officials, should be incorporated into an update of the charter. This plan recommends that City Council should appoint a charter review commission or committee to review the current charter and recommend revisions, modifications and updates that will result in a modern and efficient set of general principles, powers and limitations for the City government.

Other Governing Boards & Commissions

Planning Commission

The Planning Commission is responsible for reviewing development plans and making recommendations to the City Council regarding development matters, as well as preparing the City's comprehensive plan. The Commission consists of nine members who are appointed for staggered three-year terms by the Mayor and confirmed by the Council.

Municipal Services Commission

The Municipal Services Commission (formerly known as the Board of Water & Light Commissioners) was formed by an act of the State legislature on petition of New Castle's Mayor and Council in 1921. Its roots lay in two private companies, the New Castle Water Works Company and the New Castle Electric Railway. The Board's mission is to provide reliable water and electric services to its residential and commercial customers at competitive rates.

Trustees of the New Castle Common

The 13-member Trustees of the New Castle Common oversee a non-profit organization confirmed by William Penn, which was incorporated in 1762 and reincorporated by the General Assembly in 1792. The purpose of the Trustees is to benefit the citizens, to preserve the historical City of New Castle and to manage land and open space now held in trust. Trustee income is derived primarily from investments and rental properties.

Historic Area Commission

Council created the Historic Area Commission (HAC) in 1968 as a way to encourage and oversee the preservation of the City's historic resources. Five people – one of them an architect with Colonial experience – are appointed by Council, the New Castle Historical Society, and the Planning Commission to serve on the commission for three years. The HAC approves changes that are made to structures within the historic district.

Tree Commission

The Tree Commission consists of nine people who serve staggered three-year terms and are appointed by Council, Municipal Services, the Mayor, and local garden clubs. The Commission was formed in 1953 and amended in 1983 in an effort to oversee the maintenance of street trees and park plantings.

Others

To involve citizens in their local government and to seek advice, the Mayor and Council establish various committees and task forces, which may be permanent or formed for specific purposes. Examples of the issues such groups might examine include annexation, health matters, historic buildings, public buildings, parking, code enforcement, trees, and comprehensive plan updates.

Schools

The Colonial School District is a K-12 district and is the third largest district in the State. There are 14 schools in the District including all the schools within the City of New Castle as well as other schools in New Castle County. Per the School Profile Report prepared by the Delaware Department of Education, the 2006 and 2007 fall student enrollment for the district was 10,475 and 10,361, respectively. There are also several private and religious schools in the City. These schools include New Castle Baptist Academy, which offers classes from pre-kindergarten through the 12th grade, and Saint Peter’s Catholic School, which offers classes pre-kindergarten through the 8th grade.

Public Safety

New Castle receives public safety services from the City’s police department, and the Good Will Fire Company offers fire and rescue services.

Police

Established in 1672, the New Castle Police Department is one of the oldest in the United States. The department’s current headquarters is located in the Municipal Services Campus on Route 9, north of the Ferry Cut-off. The following table outlines some of the community programs sponsored by the police department.

Table 14. New Castle City Police Community Programs

Name of Program	Activities
VEST (Various Environmental Situations Training)	A program that teaches participants to be aware of their surroundings, including rape prevention
School & Community Meetings	Topics include drug & alcohol awareness seminars, safety tips, and organizing block watches
Fingerprinting	A program to fingerprint children which is provided in conjunction with the Good Will Fire Co.
Property Check	Arrangements for police officers to visit homes of residents when they are away from the City for extended periods.
Volunteers in Patrol	Citizen patrol with a vehicle provided by the Police Department

Fire

The Good Will Fire Company provides fire protection within the City of New Castle. Good Will is primarily volunteer organization. The company is in the process of expanding its headquarters. The department provides fire fighting, basic life support, and water rescue. New Castle County paramedics provide advanced life support.

Community Services

Library Services

New Castle County and Trustees of the New Castle Common provide library services for New Castle residents. The City’s branch is the New Castle Public Library, located at 424 Delaware Street. This library is one of 11 libraries in the New Castle County Library System and the only library in the City of New Castle. The library is open Monday through Saturday. Programs include weekly story times for preschoolers, a summer reading program for school-age children, and other family programs. It offers large print materials and books on audiocassette for visually impaired patrons. The library is currently being expanded.

Health Care

Health care services for New Castle residents are available from a variety of nearby public and private hospitals and clinics. The Medical Center of Delaware, with Wilmington and Christiana Hospitals, is the largest acute care facility. Another acute care facility is St Francis Hospital in Wilmington. Riverside Hospital is an extended care facility affiliated with the Medical Center. Several other specialized hospitals serve New Castle County, including the Alfred I. DuPont Institute (Children's Urgent Care and Orthopedics) and Bissell Hospital (Chronic Lung Disease). In addition, several State Health Care Centers and a variety of private agencies provide a range of clinical services. Private facilities, as well as the acute care hospitals, meet emergency needs. Outpatient services are provided by non-hospital affiliated facilities and acute infant mortality care facilities.

Postal Service

New Castle has two post offices. The New Castle Main Branch is located at 501 Delaware Street, and the Centerpoint Carrier Annex is located at 101 Centerpoint Boulevard.

Senior Services

The New Castle Senior Citizen Center, Inc. was established in 2001 as a private, non-profit entity to provide senior services to the greater New Castle area. It is located at the former Booker T. Washington School on South Street.

Goal #1: Review and Update City Charter and Planning Documents

Strategies

1. Mayor and City Council to appoint a special commission or committee to review the existing charter and recommend appropriate revisions, modifications, and amendments.
2. Charter Review Commission to include elected officials, City solicitor, City staff, and residents.
3. Charter review process should include significant public involvement.
4. Review the Memorandum of Understanding between the City and the Delaware Office of State Planning Coordination to ensure it still meets the City's needs. Make revisions if needed.

Goal #2: Buyer Information Package

1. Develop an ordinance requiring every purchaser who acquires title to land within the city to view a "buyer information package" disclosing the status of the zoning, historic preservation, floodplains or wetlands on the property prior to purchase.

P ublic Participation

Summary of the 2002 Public Participation Process

The public participation element for the 2002 Comprehensive Plan was guided by an Ad-Hoc Steering Committee, comprised of representatives from various City agencies and commissions, including the Planning Commission, Tree Commission, Historic Area Commission, Trustees of the New Castle Common, the Visitors Bureau, and City Municipal Services. The purpose of the Steering Committee was to oversee the comprehensive plan development, and provide input and community expertise as representatives of the City.

The project team held four public meetings during the project that focused on transportation, annexation, economic development, and general land use planning issues. Attendance at each meeting ranged from 30 to 60 people. During those meetings, feedback was solicited through a variety of means, such as audience participation and working groups. Comment forms were available for attendees to record their concerns or issues in written form.

In addition, the Task Force held meetings in some of the City's neighborhoods including Boothurst, Buttonwood, Dobbinsville, Shawtown, Van Dyke Village, Washington Park and the downtown. During the neighborhood outreach, the task force and the consultant met with residents in local parks or open spaces. Over the course of several months, the Task Force met with several hundred people to hear their concerns about the future of New Castle.

With a great deal of feedback from the many public and neighborhood meetings, the consultant team prepared a colorful brochure outlining draft planning goals and descriptive strategies for the City organized by category: circulation & connectivity, economic development, annexation, aesthetics, recreation, environment, and land use. The process also included an open house, consisting of a series of display boards that reflected the goals and strategies in the brochure with the consultant team available to answer questions. At the open house, the public had an opportunity to watch an ongoing PowerPoint presentation that explained how the project team developed the goals and strategies for New Castle. About 100 people attended this event.

Results

The Task Force and consultant team acquired a great deal of information and feedback from the public participation process throughout the course of the information-gathering phase of the comprehensive plan. Upon carefully evaluating the feedback, the consultant team created a series of goals and strategies to effectively reflect the community input and address the City's most pressing issues and concerns. These goals and strategies form the foundation of the Action Program, which is the section of the comprehensive plan that recommends the top priority projects for the City.



Community Workshop, September 2008

Summary of the 2008 Public Participation Process

A Community Workshop was held on September 16, 2008 at the New Castle Middle School. The purpose of the workshop was to address a specific set of issues, goals and recommendations as for the Comprehensive Plan Update. About 100 people attended the workshop. A summary of the participants' responses revealed from the workshop are provided as Appendix B. These comments were used to affirm and refine the 2003 Plan goals and objectives, and to further develop implementation strategies.

When a draft plan was complete, the City of New Castle held two public hearings to take formal comments on Plan recommendations. The first hearing was held before City Council on February 24, 2009, and the second was held before the Planning Commission on March 23, 2009.

Land Use Plan

Land Use Issues

How land is used in a community is largely guided by its land use plan as implemented through zoning ordinances. Zoning ordinances not only determine the types and locations of homes, businesses, stores, and public facilities in a community, but also include guidelines for the size and placement of buildings, and establish requirements for parking and other infrastructure. In many ways, zoning ordinances are the most important and powerful tools communities possess, and are intimately intertwined with all aspects of the comprehensive plan.

New Castle's land use pattern is shaped by historic patterns of development and planned efforts starting with its first Comprehensive Plan in 1964. Often these two forces are at odds. Whereas historically, land developed with mixed types of land use within neighborhoods and even buildings, the trend since the Second World War has been to devote whole areas to a single use. Hence, the newer neighborhoods such as Van Dyke Village and Washington Park are solely residential, the office and industrial parks are solely places of work, and most properties along the Ferry Cut-off may only be used for commercial purposes. While the original intent of this type of land use zoning was to separate incompatible uses, such as heavy industry and residential, its effects have been to isolate uses at such a distance that many simple trips must be done by car. Thus, traffic has increased, commercial architecture has changed to facilitate and attract automobile drivers, and former neighborhood stores die off without parking and presence on a major road.

Lately, planners have looked critically at this practice, and the idea of mixing uses has come back into fashion. It is now felt that neighborhood-scale businesses should be encouraged to mix into residential areas to facilitate walkable living and foster neighborliness. Likewise, larger-scale commercial activity should be made to reflect the physical values of the older town centers with other uses mixed in, walkable streets, attractive architecture, and buildings close to the street and each other.

In the 2003 Plan Update process, the task force together with the consultant conducted an intensive study of New Castle's land use issues and ideas for improvement. This study included an intensive community outreach and public involvement program, interviews with community stakeholders, and field investigation by City staff and project team. Several goals were developed and implemented to better mix land uses, permit neighborhood scale retail and provide design guidelines that encourage pedestrian-oriented development.

The 2003 Plan goals and strategies that were not achieved have been carried-over and updated:

Recommended Land Use Goals

Goal #1: Continue to encourage mixed residential/retail/office uses.

Background

As mentioned above, mixing uses within neighborhoods and even buildings encourages walkable communities, fosters communal activity within neighborhoods, and can create safer “24-hour” places where someone’s eyes are “on the street” at all times.

Strategy

Located on the Delaware River waterfront, New Castle’s downtown is functions as a commercial, residential and recreational core of the City. The City should obtain funding for and conduct a more detailed waterfront plan to identify market needs and strengthen the downtown’s ties to the waterfront. Specific issues to address include:

- Appropriate business mix
- Residential needs
- Parking needs and potential supply solutions
- Enhanced waterfront connections
- Enhanced recreational opportunities

Goal #2: Develop New Castle’s remaining undeveloped parcels, brownfields, and redevelopment areas harmoniously with nearby land uses.

Background

Several parcels of undeveloped land, as well as a few former industrial and commercial sites, remain in New Castle. In order to encourage certain uses, these parcels should be identified and given suggested uses.

Strategies

The following are several strategies that could be employed to achieve this goal:

1. Identify remaining undeveloped parcels and rezone if necessary to encourage an appropriate use. (See Table 16)
2. Identify vacant land and parcels that may be suitable for new open space or expansion of existing open space. (See Table 15)
3. Identify former industrial sites and rezone to appropriate uses given their locations and environmental condition.



Route 9 and Larkin Street

4. Identify areas where long-term redevelopment of inappropriate and dilapidated uses should be encouraged. Prepare example site plans, identifying new land uses and recommended zoning and setback regulations.

5. Strengthen non-conforming regulations to limit the expansion of non-conforming uses and explore the possibility of creating a City-sponsored program to assist and support the relocation of non-conforming land uses.

6. Define appropriate zoning designations for vacant land designated for open space in the event that they are developed or redeveloped prior to acquisition by the City. The zoning for these land areas should be provide appropriate protection for environmental resources on the site and nearby, be compatible with surrounding land uses and promote a form of development that would yield at least some open space.

Goal 3: Develop and adopt long-term redevelopment vision plans for the Ferry Cut-off and the 7th & South Street areas.

Background

While the reuse of currently vacant land should be a primary concern, the City's redevelopment planning should also encompass sites that may be currently occupied but for which there may ultimately be a more productive or beneficial use.

The Ferry Cut-off

As discussed in the Economic Conditions section of the comprehensive plan, the auto-oriented commercial district along Route 9 offers the opportunity to be redeveloped as a new pedestrian-oriented neighborhood commercial district providing primarily local goods and services and presenting a gateway worthy of the City of New Castle.



Ferry Cut-off Redevelopment Area



Images of the Ferry Cut-off Redevelopment Area

7th & South Street

Currently a mix of commercial and non-residential lands possessing dramatic vistas of the river, this area directly adjoins the southern boundaries of the downtown area and Battery Park. While it is likely that the current land use pattern in this portion of the City could continue indefinitely, it is easy to envision this area as a new residential neighborhood, extending the built-form, character and scale of the historic district southward. This area could become a new, dynamic extension of downtown,



7th & South Streets Redevelopment Area



Images of the 7th & South Street Redevelopment Area

Strategies

1. Develop and adopt a long-term redevelopment vision for the 7th & South Street area as a new, primarily residential extension of the downtown area with a mix of residential, retail and office uses. It is appropriate to designate some parcels as a mix of residential only with apartments, condominiums and single-family homes.
2. Develop a capital improvement program identifying desirable physical improvements ranging from enhanced pedestrian connections for the Ferry Cut-off to entirely new neighborhood streets for the 7th & South Street area.
3. Coordinate state and local transportation improvements to achieve better pedestrian linkages between these areas of the City and existing adjoining neighborhoods.

Relationship to State and Regional Plans

The goals and strategies outlined in this land use plan are congruent with the stated goals and strategies of other plans done for the New Castle area. New Castle County's 2007 Comprehensive Plan strongly encourages improving the quality of life by actively managing development, providing for a mix of land uses, preserving open space, and promoting infill and reuse of brownfields - all ideas found within this plan. Additionally, the *Delaware Strategies for State Policies and Spending* and *Livable Delaware* plans both suggest meeting growth needs in part by reusing developed land and promoting infill development in existing communities like New Castle, a tactic that is promoted here as well.

Table 15. Suggested Open Space Acquisition.

Map 2c ID	Property/Location	Acres	Current Use/Notes on Property	Owner
1	Hoover Universal / Between Washington park and Centerpoint Industrial Park	12.90	Provides buffer between Washington Park and Centerpoint Industrial Park	Private
5	Swedes Square	9.70	Already subdivided for single family homes, though a new plat should delineate wetlands and local lots away from them.	Private
12	Seven parcels to the north, west and south of Dobbinsville	72.00	Serves as neighborhood open space and gateway to south end of new Castle. Good location for proposed fishing pier and waterfront trailhead.	Trust
14	Area bounded by Route 9, Ferry Cut-off, on both sides of the street	15.70	Mostly wetlands, serves as attractive gateway to historic area. Could hold residential parking lot	Trust/City
15	Two parcels at terminus of Chestnut Street	3.20	Broad Dyke canal fishing.	Trust/City
17	Trust property / East side of 6th Street, north of downtown	53.50	Historic cemetery, wetlands. Possible site for waterfront trail extension.	Private
18	Parcel behind Bull Hill	11.00	Open space	Trust

Table 16. Vacant land and suggested land uses.

Map 2c ID#	Property/Location	Acres	Land Use Recommendation	Owner
1	Hoover Universal / Between Washington park and Centerpoint Industrial Park	12.90	Open Space. Provides buffer between Washington Park and Centerpoint Industrial Park	Private
2	ABEX / Route 9 south of Washington St.	18.90	Mixed-use. Compatible with surrounding land uses of residential and open space.	Private
3	Deemer Steel / South side of 9th St, east of Washington St.	5.80	Residential. Compatible with recent development and surrounding uses	Private
4	North side Basin Road, opposite William Penn High School	68.20	Mixed-use. Compatible with adjacent uses. Only small part along Basin Rd is usable due to wetlands. Could also hold a bike trail from proposed rail trail to high school	Trust
5	Swedes Square	9.70	Residential. Already subdivided for single family homes. A new plat should delineate wetlands and locate lots away from them.	Private
6	Buttonwood, 7 parcels bounded roughly by Holcomb Ln., CSX tracks, Buttonwood Ln. and Rt. 9	9 to 10	Residential with an environmental overlay to protect streams and wetlands on the parcel.	Private
7	Privately owned Route 273 / East of New Castle Middle School	6.70	Residential with an environmental overlay to protect floodplain and other environmental features on the site. Densities should be limited to those that are compatible with adjacent wetland features and flooding risks.	Private
8	City owned Route 273 / east New Castle Middle School	1.93	Park	City
9	Trust owned Route 273 / Behind of New Castle Middle School	144.47	Open Space to preserve flood storage and wetlands.	Trust
10	Parcel between Washington Park, Route 273 / East of the ball fields	11.90	Residential, with some land set aside for neighborhood open space.	Trust
11	Farm bounded by Rt. 273, School Lane	108.00	Agriculture. Only remaining farm in New Castle area.	Trust
12	Seven parcels to the north, west and south of Dobbinsville	72.00	Mix of residential and open space. Serves as neighborhood open space and gateway to south end of new Castle. Good location for proposed fishing pier and waterfront trailhead.	Trust
13	SW corner 6th St and Ferry Cut-off	2.00	Mixed-use. Part of Ferry Cut-off commercial area.	Private
14	Area bounded by Route 9, Ferry Cut-off, on both sides of the street	15.70	Residential with an environmental overlay to protect the wetlands on the property. It currently serves as attractive gateway to historic area. Could hold residential parking lot	Trust/City
15	Two parcels at terminus of Chestnut Street	3.20	Open space. Parking for residents, Broad Dyke canal fishing.	Trust/City
16	Several parcels on Buttonwood Street, west of Buttonwood School	3.10	Residential. Compatible with surroundings, but some floodplain issues still exist.	Private
17	Trustee property / East side of 6th Street, north of downtown	53.50	Open space and residential with and environmental overlay to preserve wetlands and other resources. Historic cemetery and wetlands on site. Possible site for waterfront trail extension.	Private
18	Parcel behind Bull Hill	11.00	Residential with and environmental overlay to preserve resources on site	Trust
19	Riveredge Industrial Park, numerous parcels	60.00	Light industrial, office park.	Private
20	SW of Corner Basin Rd.	0.33	Mixed-use redevelopment.	Private
21	7 th and South Street area	50.00	Mixed-use redevelopment	Private

Annexation Plan

Annexation Issues

Communities use annexation as a tool for multiple purposes, including controlling nearby development patterns, securing open space, rationalizing a City's boundary, and strengthening a jurisdiction's tax base. However, annexation frequently means additional responsibilities and expenses - increased City services, additional City staff, expensive capital projects, and a diminished "small town" feeling.

Between 1998 and 2003, the City of New Castle annexed numerous parcels extending the City's southern boundary to Army Creek and its western boundary to Route 13. The new territory included marshland on the north side of Army Creek to be secured as open space, industrially zoned land adjacent to Centerpoint Industrial Park, and commercially zoned land adjacent to Route 13.

Throughout the extensive public involvement program undertaken with the 2003 update to the Comprehensive Plan, residents expressed mixed opinions over whether or not New Castle should expand further. The process revealed that criteria should be developed that guides future annexation decisions, and the process should be as open as possible. In addition, a key goal was to annex remaining "pockets" or "islands" of unincorporated land within the City boundary in an effort to create an ultimate City boundary. The results of 2008 Public Workshop affirmed and refined the City's position on annexation and growth, which is to limit annexation to critical parcels that rationalize the city edges and to remove unincorporated enclaves, rather than outward expansion.

Recommended Annexation Goals

A study of issues and ideas concerning New Castle's annexation procedures and possible future annexation areas was featured in an intensive community outreach and public involvement program, as well as interviews with community stakeholders, and field investigation by City staff and project team. Several goals emerged from this study:

Goal #1: Establish Citywide annexation criteria, policy, and procedures.

Background

New Castle's current annexation process is unclear, and lacks specific criteria by which to judge potential annexation areas. Annexations should be revenue neutral or positive, and should work to rationalize the City's edges, reduce inefficiencies in providing City services, and establish an ultimate municipal boundary.

Strategies

1. Create formal criteria, policies, and procedures for annexing land.
2. All annexations should require a fiscal impact study, prepared at the expense of the property owner, to determine its potential economic impact on the City.

3. All annexations should require a recommendation from the Planning Commission as to compatibility of proposed land uses.

Goal #2: Identify possible areas for future annexation.

Background

The majority of land surrounding New Castle is currently developed. Several tracts to the south, however, are vacant or undergoing redevelopment. As the county has zoned this land for industrial or heavy industrial uses, the City may want to pursue annexation here in order to protect open space and have greater design control over future development, as well as add to the tax base. In other places, small annexations would serve to fully rationalize the City's boundary.

Strategies

1. Identify parcels that are important to consider for annexation due to critical issues, such as preservation of open space or historic resources. See Table 17 and Map 2 – Annexation Areas.

Goal #3: Encourage the development of areas outside but adjacent to New Castle, or under consideration for annexation, in a harmonious manner with nearby uses.

Strategies

1. Identify possible annexation areas and other developable land adjacent to the City and suggest possible land uses.
2. Work with New Castle County to enact appropriate zoning changes and other development controls.

Relationship to State and Regional Plans

The goals and strategies outlined in this annexation plan are congruent with the goals and strategies of other plans done for the New Castle area. Though neither New Castle County's 2007 Comprehensive Plan nor the *Delaware Strategies for State Policies and Spending* and *Livable Delaware* Plans addresses annexation specifically, they both encourage growth in traditional centers of population and employment, and also encourage more coordination between government entities in planning processes. This annexation plan, which suggests that the City of New Castle could help direct and control growth and development through annexation, also strongly encourages cooperation and coordination between the county and the City in matters of annexation.

The following table presents a list of possible annexation areas and suggestions for future uses:

Table 17. Possible Annexation Areas.

Map 3 ID#	Property/Location	Acres	Description	Purpose	Suggested Use
1	Four parcels between route 273, Centerpoint Industrial Park and Quigly Boulevard	20.2	Two small parcels with existing residential use, One small parcel with industrial use, One large vacant parcel with shrub and wooded vegetation land cover	Rationalize city's edges, More efficient services	Mixed Use
2	Lot within Centerpoint Industrial park, along CSX tracks	13.7	"Island" of industrial use	Remove unincorporated "islands", Increase tax base	Industrial or Light Industrial
3	Schoolside Apartment Complex	6.3	Apartment complex	Rationalize city's edges, More efficient services	Continued Residences
4	Rear of Carrie Downie Elementary School	5.5	Portion of Elementary School site	Rationalize city's edges	School
5	Six Parcels on the northern side of Swedes Square	4.6	Four single-family residential subdivision	Rationalize city's edges, More efficient services	Continued Residences, Park
6	Three small parcels along the north side of Buttonwood Drive	1.1	A few remnant homes oddly left out of the city	Rationalize city's edges, More efficient services	Continued Residences

Infrastructure Plan

Inventory of Community Infrastructure

Water Supply

Water is supplied to homes and businesses in the City of New Castle by the Municipal Services Commission (formerly the Board of Water & Light Commission). As reported in the City's 2003 Comprehensive Plan, water supply drawn from two wells located on the Penn Farm serve as the principal source for the City's water supply. These two wells have the capacity to produce 1.3 million gallons per day of the MSC's 1.6 million gallons per day allocation, more than double the City's annual demand. The MSC plans to redevelop an existing third well located on Basin Road which will provide an additional 288,000 gallons per day of source water.

The City's current water supply is considered adequate to meet projected demands through 2010 and with the addition of the redeveloped Basin Road Well water supply will be more than adequate for the "foreseeable future".

The City's water supply is routinely tested by the State of Delaware Office of Drinking Water and the MSC to ensure it meets all standards. The MSC is required to publish an annual "Consumer Confidence Report" regarding the source and quality of the City's drinking water. Tests prepared for the 2008 Consumer Confidence Report indicate that the City's water is well within the U.S. Environmental Protection Agency's quality standards.

Well Head Protection

Protection of the City's source water has always been a concern of the MSC. This involves the City controlling land use in and around wellheads to prevent contamination. The Source Water Protection Law of 2001 required all counties and municipalities with 2000 or more persons to adopt regulations governing the use of land around Water Recharge Areas and Wellheads by December 2007. The City in cooperation with the MSC drafted and adopted Ordinance No. 457 to provide Source Water and Wellhead Protection to its water supply.

Ongoing and planned activities of the MSC relating to Water Supply:

Identification of New Water Sources

Although the current source of water is considered to be adequate, the MSC will continue to review options for drilling test wells throughout the City to identify new sources of water. It is anticipated that this activity will continue into the future and when needed, new wells will be developed to supplement the capacity of the existing system.

Water System Evaluation

In 2006, the MSC contracted with the engineering firm Davis, Bowen, and Friedel, Inc. to complete a comprehensive Water System Evaluation. The evaluation included review of its water system, water storage facilities, well sites, and treatment facilities. At the end of 2007, improvements to the Million Gallon Water Tank were complete and the installation of 2000 linear feet of eight inch water main firmed up the distribution system. Improvements to the Gray Street Water Tank, Frenchtown Road Well, and Basin Road Well were completed in 2008.

Fire Hydrant Replacement Program

In 1996, the MSC instituted a multi-year fire hydrant replacement program to upgrade fire hydrants throughout the City. At the end of 2007, the MSC had replaced 65 fire hydrants and added five new fire hydrants to increase fire protection for the City. This program will continue into the future.

Water Metering

In 2005, the MSC invested in an automated radio meter reading system for the water system. This improvement allows the water meters to be read monthly and a single bill generated for both water and electric. Both the MSC and its customers have benefitted from this improvement as water meters are read in less than a day, estimated bills have been almost entirely eliminated, and leaks are detected earlier avoiding high bill complaints.

Water Distribution System Improvements

The MSC continuously reviews its water distribution system for opportunities to make improvements which will improve water system reliability and water quality by eliminating dead end mains where possible.

Wastewater

New Castle County provides sanitary sewer collection (through lines leased from the City) and treatment to residences and businesses in the City of New Castle. The collection system in the City was upgraded in the early and mid 1990s, and there are no further major upgrades or improvements currently anticipated. The County's Wilmington Wastewater Treatment Plant provides sanitary sewer treatment for the City of New Castle. This plant is expected to have sufficient capacity through the year 2010 and planned improvements will provide sufficient capacity to 2020.

Electricity

Electrical power is supplied to all homes and most commercial properties in the City of New Castle by the Municipal Services Commission (formerly the Board of Water & Light Commission), with a small number of commercial properties receiving their power from Delmarva Power Company.

As reported in the City's 2003 Comprehensive Plan, a number of system improvements have been undertaken and completed to improve the capacity and reliability of the electric system. These improvements include the completion of upgrading the City's primary electric voltage from 4kV to 12kV to better serve its commercial and industrial customers in existing and newly annexed areas as well improved overall electrical service to City residents. Additionally, the Substation was upgraded from 15kV to 30kV.

Ongoing and planned activities of the MSC relating to Electric Supply:

Electric System Evaluation

In 2006, the MSC contracted with the engineering firm Quad Three Group, Inc. to complete a comprehensive Electric System Evaluation. The evaluation included review of its transmission tie-in point, substation equipment, and existing distribution circuits.

The MSC has reviewed all options presented in the evaluation and is moving forward with the recommendation to construct a second substation on the southern side of the City to meet the expected growth in this area. Additionally, three new circuits will be constructed to interface the existing substation with the old substation, improving reliability and allowing one of the substations to be removed from service for routine maintenance.

Electric Metering

As with water metering, the MSC implemented in an automated radio meter reading system for the electric system in 2005.

Electric Distribution System Improvements

The MSC continuously reviews its electric distribution system for opportunities to make improvements which will improve system reliability and quality.

Recommended Community Infrastructure Goals

Goal #1: Encourage the relocation of aerial utilities below ground through development of a long-term utility relocation plan and through revisions to the City's subdivision and land development ordinance.

Background

Aerial utilities detract significantly from the aesthetic appearance of the City's neighborhoods. Additionally, aerial utilities are susceptible to storm damage resulting in more frequent interruptions of service. The MSC has relocated some segments of its aerial service below ground, when opportunities to do so have occurred; however, there is currently no systematic program to bury overhead utilities.

Strategies

1. Develop a long-term plan to systematically bury aerial services in the historic areas and other neighborhoods currently served by aerial utilities.

2. Determine the practical minimum level of development or redevelopment for which utility relocation would be financially feasible.
3. Based upon information developed in the foregoing strategies, develop appropriate revisions to the subdivision and land development ordinance requiring utility relocation as a part of any development or redevelopment activity
4. The City should explore state funding assistance for the burial of utilities, especially the Department of Transportation in connection with improvement of state-owned roads and highways.



Clayton Street, between 8th and 9th Streets

Relationship to State and Regional Plans

The overall goals of the Infrastructure Plan appear to be generally consistent with the infrastructure goals of the New Castle County 2007 Comprehensive Development Plan Update (Goal VII, Page 99).

The overall goals of the Infrastructure Plan appear to be consistent with Goal #8 of Delaware Strategies for State Policies and Spending. The Infrastructure Plan is also consistent with the State of Delaware's *Strategies for State Policies and Spending* recommended "water and wastewater" Strategies for Nurturing Communities.

T ransportation Plan

Inventory of Transportation Facilities

Transportation infrastructure not only facilitates movement of people and goods within and through a community, but also serves to define a community physically and mentally. All residents of a community must have access to places to work, learn, shop, play, and socialize. Similarly, neighborhoods that are well connected via all modes of transportation not only retain their attractiveness but also are more aware of taking part in a larger community.

Pedestrian Facilities – Most of the streets in New Castle have sidewalks. Developers are required to provide sidewalks for new developments, and property owners are responsible for maintaining walkways along the frontage of their properties. However, there remain several places throughout the City where sidewalks are lacking, and several others where sidewalks are beyond an owner’s ability to repair.

Bicycle and other Non-Auto Facilities – Bicycles, skateboards, and roller blades are an important mode of transportation, especially for younger residents. The main roads of New Castle have wide shoulders, but almost no dedicated bicycle lanes exist in the City. The best known is the riverfront recreation path that has become an important link for places like Dobbinsville. Bicycle facilities could also provide tourism and economic selling points, especially with the East Coast Greenway connection – a bicycle equivalent of the Appalachian Trail.

Streets and Highways – New Castle is built on several grids of streets and cul-de-sacs arranged around a few main roads such as Route 9, Route 273, and Route 141. From these main roads, there exists quick and direct access to regional highways, including Route 13 and Route 40, as well as Interstate 95 and the Delaware Memorial Bridge. Responsibility for street maintenance and construction is shared between the City (municipal streets) and DelDOT (interstate, U.S., and state roads). The City’s public works department performs routine maintenance on the 20+ miles of municipal streets, providing services such as leaf collection, street sweeping, cutting grass on rights-of-way, marking curbs and streets, and maintaining street signs.

Opinions differ on the adequacy of residential parking in New Castle, but clearly the number of automobiles per household is growing. Commercial parking in the downtown is also adequate except on days with special events or high visitation. Most of the parking lots near Battery Park and the edges of the downtown are dirt and gravel lots.

Bus Transportation – The Delaware Transit Corporation (DTC) operates two bus lines (#15 and #37) that connect New Castle with Wilmington, the Christiana Mall, and other nearby destinations. The DTC also operates a Paratransit service that provides door-to-door service for mentally and physically challenged individuals. New Castle County operates a

volunteer-based “WHEELS” program that provides transportation for seniors to doctor appointments.

Rail – One active rail right-of-way exists in New Castle. It is owned by Norfolk Southern, and carries freight as part of the main Delmarva Peninsula Line. A former rail right-of-way that runs to Wilmington is owned by DelDOT, and the City leases portions of the right-of-way for use as bike path corridor. Amtrak and SEPTA provide passenger rail services from Wilmington.

Air – The New Castle County Airport provides facilities for general aviation and some limited passenger flights. The nearest major airline hub is the Philadelphia International Airport.

Recommended Transportation Goals

A study of issues and ideas concerning New Castle’s transportation facilities included an intensive community outreach and public involvement program, interviews with community stakeholders, review of suggestions from a 1999 Transportation Plan sponsored by WILMAPCO, and field investigation by City staff and project team. This analysis has resulted in the formation of the following recommended goals:

Goal 1: Expand bike and pedestrian connections and facilities throughout the City.

Background

Although New Castle is well-known for its walkable historic district and its riverfront trail, many of the City’s other residential neighborhoods are not as well-served by pedestrian amenities and lack critical pedestrian linkages to the downtown, between neighborhoods, and to other shopping, school, and recreation destinations within the City. To enhance the overall quality of life of the City’s neighborhoods, to encourage walking and biking as an alternative to driving, to reduce reliance on the automobile – especially for local trips, and in an effort to improve the overall interconnectivity of the City’s numerous neighborhoods, it is imperative that the pedestrian environment throughout the City be enhanced and that an extensive network of on and off-street pedestrian and bicycle routes be created. Map 4 illustrates the location of pedestrian improvements as well as the alignment of possible new linkages. Table 18 describes these improvements in more detail.

Strategies

1. Develop a plan to designate where sidewalk construction is needed, identify needed pedestrian crossings and bike route markings. High priority locations include: Rt. 9 from 3rd to city border, Wilmington Rd. and Chestnut St., South St. and 3rd St., 13th St., and Washington St. at Deemer's Landing. (see Table 18 and Map 4 – Priority Transportation Improvements).
2. Appropriate city codes, including building codes and subdivision and land development regulations, should be revised to include requirements to provide sidewalks along all streets whether the fronting property is improved or not.
3. Add bike lanes and appropriate signage to roadways to enhance bicycle mobility and safety. (See Table 18 and Map 4 – Priority Transportation Improvements)

4. Plan for routing, construction, and maintenance of East Coast Greenway through the city. (See Table 18 and Map 4 – Priority Transportation Improvements)
5. Implement the Delaware State Plan for improvements to Route 273 as described in the Transportation Improvement Plan.

Goal 2: Clarify regional and local traffic patterns throughout the City.

Background

Several major transportation routes traverse New Castle, including U. S. Route 13, State Routes 273, 141, and scenic State Route 9. At time, these routes bring unwanted volume and heavy truck traffic through the City. Additionally, through-drivers frequently use local streets as shortcuts to the main routes and speed along residential streets. The location of suggested physical improvements is shown in Map 4 and described more fully in Table 18 on page 34.

Strategies

1. Install clear signage on Route 9 (New Castle Street, Ferry Cut-off, and 7th Street) to direct through-traffic onto designated routes and off local streets.
2. Determine the feasibility of creating a Route 9 bypass south of downtown New Castle as a part of WILMAPCO's upcoming update to the 1999 Transportation Plan.
3. Prohibit large trucks from utilizing small City streets, such as 6th Street and Delaware Street, with weight limit signage and coordinated enforcement.
4. Design and implement an attractive way-finding and informational signage system.

Goal 3: Redesign streets and intersections to reduce speeding and cut-through traffic, while improving pedestrian safety in all City neighborhoods.

Background

Though congested at peak times in certain locations, New Castle's roads adequately serve the City. Issues such as speeding, cut-through traffic, pedestrian safety, and the presence of high volume of traffic on residential streets, rather than capacity, are the main concerns. For example, the current geometry of the intersections of Route 9 and 6th Street, and Route 9 and 3rd Street encourages traffic to continue into a residential section of the City instead of using Route 9. The locations of suggested physical improvements and the positive impacts they would create are shown in Map 4 and described more fully in Table 18.



Ferry Cut-off Intersection

Strategies

1. Monitor the DelDOT project to make pedestrian upgrades along Washington Street and continuing onto 7th and South Streets to provide a contiguous route to Battery Park. The projected in service date is 2011. (DelDOT CIP FY2008 - FY2013. Project #22-011-04.)
2. Monitor the DelDOT project to analyze safety upgrades at the railroad crossing and minor intersection improvements at 7th and Washington. (DelDOT CIP FY2008 - FY2013. Project #22-011-04.) As an alternative to the 2003 strategy to create a Route 9 by-pass, these improvements may encourage drivers heading north and following Route 9 not to go straight through the City.
3. Monitor the DelDOT project to realign the current intersection of Route 9 and 6th Street to promote thru-traffic to continue on Route 9. If needed, the intersection at 3rd will be upgraded. Multi-modal facilities, such as sidewalks, bike lanes and bus shelters, may be incorporated. The projected in service date is 2010.
4. Pursue grant funding to implement the recommendations for the Ferry Cut-off area in 1999 City of New Castle Transportation Plan prepared by WILMAPCO. Intersections of Route 9 and Delaware Street and Route 9 and 6th Street will be reconfigured; street trees, sidewalks, curbs, crosswalks and pedestrian-scaled lighting will be added to Route 9. Continue to coordinate with WILMAPCO in the update of the Transportation Plan.
5. Pursue grant funding to improve the streetscape and add traffic calming design solutions to 7th Street as it passes through and near Dobbinsville. These should include street trees, pedestrian-scale lighting, sidewalks and a special crossing environment for pedestrians, such as a yellow-light mandatory traffic yield for pedestrians.
6. Pursue grant funding to provide enhancements at intersections, such as curb extensions, reduced curb radii, median refuges, crosswalk treatments, and pedestrian signals, to improve pedestrian safety. (See Table 18 and Map 4.)
7. Reduce street cross sections through narrower cartways or pavement striping to slow traffic. (See Table 18 and Map 4.)

8. Install new sidewalks, street trees, and decorative lighting to create pedestrian-oriented streets and thoroughfares. (See Table 18 and Map 4.)
9. Monitor the implementation of DelDOT Route 9/River Road Area Flood Remediation Project. (DelDOT CIP FY 2008-FY 2013.)

Goal 4: Formalize and optimize the existing parking supply.

Background

Though the population of New Castle is staying relatively constant, the number of cars per household is increasing. This, along with increased tourism in the historic district and visitation of amenities such as Battery Park, underlies a need for more parking. Improvements to existing lots should be enough to meet the current demand, but future lots may be needed. The locations of suggested physical improvements are shown in Map 4 and described more fully in Table 18.

Strategies

1. Pave, stripe, and sign the gravel parking lots at the southern terminus of 3rd Street and the foot of Chestnut Street. Consider permeable paving for new parking facilities to limit increases in impermeable surface coverage.
2. Encourage businesses and churches in the downtown to share parking.
3. Create new visitor and/or employee parking areas on the fringes of the Historic District. (See Table 18 and Map 4.)
4. Work with New Castle Police Department to explore the possibility of developing an effective parking permit system for residents in the Historic District that better manages visitor parking.
5. Improve signage to direct visitors to designated parking areas.
6. Enforce multi-vehicle parking per household on residential streets.
7. Explore methods to provide temporary special events parking, including the possibility of shuttle service to and from remote parking areas.
8. Evaluate the need for a parking structure as part of the 7th and South Street redevelopment. The scale and design of such a structure should fit within the context of its surroundings.

Relationship to State and Regional Plans

The Transportation Plan is highly congruent with other plans for New Castle. The WILMAPCO 2030 *Regional Transportation Plan*, the *Delaware Strategies for State Policies and Spending* and *Livable Delaware* plans emphasize improving motorized and non-motorized transportation in traditional centers such as New Castle, a goal reinforced in this plan. Furthermore, many of the ideas for improvements outlined here are also found in the New

Castle Transportation Plan, prepared with the assistance of WILMAPCO in 1999. Additionally, New Castle County's 2007 Comprehensive Plan and this plan both place a strong emphasis on bettering the quality of life

Table 18. Transportation Physical Improvements.

Map	Project/Location	Length /Size	Description	Cost Estimates*
1	Pedestrian and bike improvements along Route 9 from 6th St. north to City limits	6,100 ft	Add sidewalks, paint crosswalks, bike lane stencils	\$300,000
2	Pedestrian and bike improvements along Route 273 from US Route 13 to Delaware Street.			\$0
3	Streetscape, traffic calming on Washington St. from 7th St. to Rt. 273	2,300 ft	Narrow lanes, add sidewalks, trees, lighting, crosswalks, curb extensions, stripe parking, bike lanes	\$960,000
3	Clearly indicated state through-routes	n/a	Improve directional signage for Route 9 and Route 13, directing through traffic around downtown	\$12,000
4	Streetscape Ferry Cut-off from Delaware St. to 6th St. Intersection improvements at Delaware St. and 6th St.	1,400 ft	Narrow lanes, add sidewalks, bike lanes, trees, lighting. Reconfigure intersections to right-angle meetings, improve pedestrian crossings	\$720,000
5	Pedestrian crossing, streetscape, traffic calming on 7th St. through Dobbinsville	800 ft	Narrow lanes, add sidewalks, trees, lighting, crosswalks, curb extensions, stripe parking, bike lanes.	\$360,000
6	Pedestrian and bicycle improvements along South St. from 3rd St. to 8th St.			\$0
7	Off street pedestrian and bicycle improvements along School Lane from Rt. 273 to US Rt. 13			\$0
8	Off street pedestrian and bicycle improvements connecting School Lane to athletic fields at William Penn High School			\$0
9	Off street pedestrian and bicycle improvements connection the athletic fields at William Penn High School to proposed path along former railbed			\$0
10	Create bike path along former railbed from Rt. 273 north pass City limits to Bouled Blvd.	1,500 ft	Paved path to connect neighborhoods with Battery Park and future East Coast Greenway	\$240,000
11	Off street pedestrian and bicycle Improvements through ballfield area from Rt. 273 to intersection of W 14th St. and Oak Street			\$0
12	Off street pedestrian and bicycle improvements from the Chestnut St. terminus to the river bank to 2nd St. to Glebe Ln.			\$0
13	Off street pedestrian and bicycle improvements along river at the southernmost City boundary south of River Rd.			\$0
14	Traffic calming on 6th St. from South St. to Chestnut St.	2,200 ft	Narrow lanes, crosswalk treatments, curb extensions, stripe parking, and bike lanes	\$288,000
15	Improve visitor parking lots at Battery Park	60 Spaces each	Pave, stripe, and sign dirt lots at foot of South St, and along southern end of 3rd St.	\$72,000
16	Improve downtown resident parking lots	80 Spaces	Pave and sign dirt lot at foot of Chestnut St.	\$36,000
17	Improve downtown business parking	n/a	Encourage businesses to share parking, improve directional signage for visitor and park parking.	n/a

* Construction only. Estimates are per the 2003 Plan, and updated assuming a 20% increase to adjust for inflation and increasing cost of materials and services.

Historic and Cultural Resources Plans

Historical and Architectural Overview of the City of New Castle

The City of New Castle was settled in 1651 with the construction of Fort Casmir. The fort was constructed by Peter Stuyvesant and his followers to gain the control of the Delaware River for the New Netherlands government. The location of the fort, on a spit of land extending into the Delaware, afforded an excellent vantage point and virtual control of traffic. After a brief period of Swedish control in 1654, the Dutch recaptured Fort Casimir and in 1656 it was renamed New Amstel.

In 1664, the English government seized all Dutch possessions in North America, at which point the town was renamed New Castle. The town remained under British control for the balance of the colonial period. In 1682, William Penn received the proprietorship of the three lower counties of New Castle, Kent, and Sussex from James, Duke of York.

The only surviving example of seventeenth-century-style architecture in New Castle is the "Old Dutch House" located at 32 East Third Street. The date of construction is thought to be during the late 1660s; however, the exact date of construction has yet to be determined. The other well known example, from the seventeenth century, was the "Tile House," built in 1687 and demolished in 1884.

William Penn soon discovered that the counties wished to rule themselves, and in 1704, the proprietors granted them a separate legislature. This assembly made New Castle the colonial capital and later the first state capital of Delaware. During this period, the Georgian style was the prominent style throughout the colonies. In New Castle, there are many surviving Georgian structures, including the "Kensey John, Sr. House", which typifies the vernacular Georgian style. The state capitol moved to Dover in 1777, but this change did not reduce the importance of New Castle. The town remained the seat for the federal courts and the county government. New Castle's location, on the eastern side of the land dividing the Delaware and Chesapeake Bays, also made it an ideal transfer point for trips to and from the new federal capitol and other destinations along the Atlantic coast. The town saw great growth during this period.

The Federal style became prominent in New Castle from the end of the Revolutionary War to approximately 1830. The structures representative of this period of growth include the vernacular Federal house, located at 120-122 East Second Street, and the high-style Federal house located at 53-55 The Strand. One of the earliest American railroads, the New Castle and Frenchtown, was completed in 1832. It brought increased prosperity during the 1830s through the 1850s. This prosperity brought with it a building boom. The building styles predominant during this period included Greek Revival and Italianate. In New Castle, the vernacular Greek Revival style includes 25-33 The Strand, and high-style Greek Revival is well represented by 10-16 East Fourth Street. During this period of prosperity, the Italianate style was heavily used. An example of the vernacular Italianate is found at 207-217 East

Second Street. A high-style example of Italianate is found in the Farmers Bank located at 4 The Strand.

The decline of river traffic and the growth of Wilmington as a commercial center, due in part to the new Baltimore Railroad, brought a slow decline to New Castle's economy. During the latter half of the nineteenth century, the Second Empire, Queen Anne, Stick, and Shingle styles were typical architectural styles. Due to the slowing of the economy in New Castle, there are fewer examples from this period as compared to the early and mid-nineteenth century. New Castle's examples of Second Empire include 125 East Third Street and the Masonic Lodge at 306 Delaware Street. An example of the Stick style is the second floor bay window addition at 53 East Second Street.

During the first quarter of the twentieth century, New Castle experienced growth in local businesses and industries that, in turn, attracted new construction. A modern trans-shipment carry over was also installed by the New Castle Pennsville Ferry system that carried the heavy traffic from U.S. Routes 40 and 13 across the river. During the early 1900s, the Bungalow style house, emblematic with the house at 50 West Fifth Street, was used heavily throughout the United States. This period also included the Beaux Arts style. A prominent example of the Beaux Arts style is the bank building located at 220 Delaware Street.

In 1951, the Delaware Memorial Bridge was opened and the New Castle-Pennsville Ferry was decommissioned. Since the bridge has opened New Castle has developed several new industries and prosperous local businesses, as well as becoming a center of a growing residential area.

Historic and Cultural Resources

A portion of downtown New Castle was declared a National Historic District in 1967. Bounded by Harmony Street, The Strand, 3rd Street, and Delaware Street, the district contained many fine examples from the Colonial, Federal, and Victorian periods. In 1984, the district expanded to include the area roughly bounded by the Delaware River, the Broad Dike, 4th, 6th, 7th and Dennis Streets. Within that period, eight buildings and sites were also individually listed on the National Register of Historic Places. The only nominations in recent years are the air services hangar and Penn Farm located on Frenchtown Road and listed on the National Register in 1997. Of note is the fact that the City of New Castle contains three of the state's 11 National Historic Landmarks, including the Historic District itself, the Old Courthouse, and Stonum.



New Castle Historic District

In November 2008, the National Park Service released Special Resource Study to explore options in establishing a National Park Unit in Delaware. The purpose of the study was to determine whether specific natural and cultural resources or areas in Delaware are nationally significant, suitable and feasible to qualify for potential congressional designation

as a unit of the National Park System. The study identifies resources of national significance and evaluates whether they meet the criteria for new areas of the National Park System.

Currently in the public comment period, the plan could result in congressional establishment of a national historical park. The purpose of the park would be to preserve and interpret resources associated with early Dutch, Swedish and English settlement, as well as Delaware’s role in the birth of the nation and becoming the first state. Under one of the study alternatives, the boundary of the park would encompass the boundary of the New Castle National Historic Landmark District. The concept envisions that the National Park Service (NPS) would be authorized to conduct tours of resources that are related to the early settlement and first statehood themes.

The annual cost for operations is estimated to be between \$400,000 and \$500,000, plus an annual NPS contribution of about \$50,000 for maintenance of visitor services facilities. The NPS cost for preparation of a general management plan for the park is estimated at \$600,000. NPS operations of the park would require the equivalent of five to seven full-time NPS interpretive rangers, although some of that staffing might be seasonal employees. Grants and technical assistance would also be available to other organizations for historic preservation and restoration of resources within the boundary of the park and the costs of design, construction, installation and maintenance of exhibits related to the park. The federally provided share of the grants is estimated at up to \$5,000,000.

Table 19. Resources eligible for the National Register.

Map ID	Property Name	Location	Year Listed	Year Built
1	Amstel House	Delaware and 4th Streets	1977	1783
2	Glebe House	Delaware Route 9	1973	1820
3	Lesley Mansion	112 W. 6th Street	1973	1855
4	New Castle Historic District	Bounded by Harmony Street, The Strand, 3rd Street and Delaware Street	1967	Various
5	New Castle Historic District	Bounded by the Delaware River, the Broad Dike, 4th, 6th, 7th and Penn Streets	1984	Various
6	New Castle Ice Piers	Delaware River	1982	1803
7	Old Courthouse	Delaware Street between 2nd and 3rd Streets	1972	1730
8	Penn Farm	807 Frenchtown Road	1997	
9	Stonum	9th & Washington Streets	1973	1750
10	Swanwyck	65 Landers Lane	1977	

New construction and the modification or demolition of existing buildings located within the historic district is subject to the review of the Historic Area Commission. Building permits are not issued for work in the historic area unless a historic review certificate has been obtained.

Recommended Historic and Cultural Resources Goals

Goal 1: Develop strategies to protect resources outside the historic district.

Background

Presently, a number of important historic resources are located outside the historic area. This includes both isolated structures as well as entire communities, such as Dobbinsville, which may qualify as historic districts. Currently, the Historic Area Commission (HAC) operates with a series of un-codified policies governing areas. Measures should be taken to afford greater protection for these historic assets, including the codification of these standards.

Strategies

1. Conduct a historic survey to update and augment the City's historic inventory. Explore expanding the existing historic district or creating new districts.
2. Explore the potential benefit of expanding applicability of the Historic Area Guidelines to resources outside of the historic district.

Goal 2: Develop updated and enhanced design standards/review procedures for development within the historic area.

Background

The City's current historic guidelines handbook provides an excellent overview of conditions in the historic area. Many current issues reviewed by HAC are not addressed within the handbook, or could be more specifically addressed. Current HAC policies should be codified within enhanced guidelines to provide more specific restoration, rehabilitation, or alteration guidance for both HAC and property owners. The University of Delaware can provide support in these initiatives.

Strategy

1. Prepare updated Historic Area design guidelines that provide additional guidance, options and alternatives to property owners.
2. Review current procedures to determine the need for updating or revising these procedures, such as requiring a longer submission deadline in the advance of meetings to allow for the public review of an application prior to the hearing date.

Relationship to State and Regional Plans

The overall goals of the Historic and Cultural Resources Plan appear to be generally consistent with the historic resource goals provided in Section IV. C. of the New Castle County 2007 Comprehensive Development Plan Update, which encourages the protection of historic buildings, structures, objects and districts; maintenance of the County's historic rural landscapes, roads, villages, and suburbs; promotes restoration projects, adaptive reuse of under-utilized historic buildings and heritage tourism; and supports the education of all segments of the public on the importance of the County's historic and archeological resources and data on historic resources.

Delaware Strategies for State Policies and Spending does not specifically mention the preservation of historic and cultural resources as a state goal; however, to the extent that historic preservation contributes to the revitalization of communities and the enhancement of local quality of life, the Historic and Cultural Resources Plan appears to be consistent with Goal #6 of the state plan.

Community Design

Physical Conditions

The City of New Castle began in the mid-seventeenth century as a small riverfront Dutch fort, a challenge to Swedish hegemony over the Delaware River. As it later grew into the state's first capital and significant commercial port, it remained a compact City, the result of environmental constraints, traditional town planning practices, and the City's unique belt of common land that once stretched over 1,000 acres along its northern and western borders. The first major expansion outside the traditional historic core occurred circa World War II, when significant portions of the New Castle Common were released for development. The City is now girdled on its northern and western boundaries by sprawling, post-war residential subdivisions, the New Castle County Airport, and a number of commercial complexes. Modern New Castle as a whole takes a somewhat linear form, with the Delaware River forming a central focus for the City's historic development, and Route 9 serving as the principal linkage between the historic core and more recent suburban development.

Although encompassing a relatively small land area of just over three square miles, the City of New Castle is surprisingly geographically diverse. The City's major elements include:

- A compact, intact historic downtown area dating to the 17th century, containing a mix of residential and nonresidential land uses in a highly pedestrian-orientated built form;
- 20th century suburban-style residential subdivisions on the periphery of downtown and arrayed along Route 9;
- Sizeable industrial parks, such as the Riveredge and Centerpoint, containing a mix of light manufacturing, distribution and office space;
- Great swaths of environmentally sensitive areas and open space, including 4 miles of river frontage, which have historically defined the City and are important components of its civic identity.

As mentioned above, natural features such as the river and associated wetlands have defined both the physical boundaries and unique identity of New Castle throughout its history. These same features, such as wetlands along the Broad Dyke Canal, now create natural barriers between the historic core of the City and later development. Mid twentieth century subdivisions such as Van Dyke Village, Boothhhurst, and contemporary development in the Buttonwood neighborhood, are linked to the historic core solely by highways.

Where streets in the City's network could serve to connect neighborhoods, they also fail for reasons of design and function. For example Washington Street, an important segment of Route 9's somewhat erratic sojourn through the City, could serve to link Washington Park to

Shawtown. Instead, its heavy traffic volume, including truck traffic, essentially cuts these communities off from each other. Where Route 9 is in close physical proximity to well established neighborhoods, such as the Ferry Cut-off area, its highway-oriented design, and lack of sidewalks and other pedestrian and bicycle amenities do not relate to the existing setting.

The physical disconnect between the City's many neighborhoods is further compounded by the celebrity of the historic district, creating among many residents of the City's outlying neighborhoods a (perhaps predictable) perception that the downtown area receives preferential treatment and attention. Thus, the City's natural and man-made boundaries also serve to reinforce perceptions of social and economic separation.

In sum, the great physical planning challenge of the future will be to identify and implement community development initiatives that better weave together the City's disparate neighborhoods and achieve improved physical and social interconnections between outlying areas, the historic center, and the City's most significant open space asset: the river. A number of strategies for greater connectivity are discussed in detail in the transportation, open space and recreation, and community and economic development sections of this comprehensive plan. As the City plans its final annexations and stretches to fill its ultimate corporate boundaries, the great task for New Castle's fifth century of existence will be the consolidation and unification of its many parts into a seamless, fully integrated, single New Castle. It is a worthy challenge for one of America's greatest historic communities.

Urban design analysis, though in the past not a major feature of comprehensive planning efforts, is increasingly appreciated as a necessary part of ensuring a high quality of community life. General land use designations, economic development policies, and transportation and infrastructure improvement recommendations do not in themselves assure the emergence of places of quality. More detailed instructions in the form of specific urban design guidelines and standards are required to transform planning goals into desired physical realities. Moreover, post-war, suburban-style zoning regulations that prescribe minimum standards of performance have effectively delivered exactly that. Alternatively, place-making, human-scaled urban design standards can help to produce highly desirable, pedestrian-oriented places of quality.

Recommended Community Design Goals

Goal 1: Incorporate detailed urban design standards into the City's development controls to assure that high quality new development.

Background

A common criticism voiced during the public involvement process was that recent development has not been very high quality, that it lacks architectural merit and does not respect the historic built form of the City. A major contributing factor to the quality of new development is the City's weak zoning and land use regulations that prescribe minimum standards of performance rather than requiring excellence in design.

Strategies

1. Prepare urban design standards that will foster redevelopment in the 7th and South Street area. Specific design components, include "build-to lines"; "minimum building-street frontage" requirements; doorway/fenestration requirements; smaller block dimensions; streetscape improvements, etc; will be incorporated to ensure that new development is pedestrian oriented and of very high quality.
2. Adopt site design standards for commercial uses in the Ferry Cut-off redevelopment area. Require parking lots to be designed in accordance with landscaping and pedestrian-oriented standards and guidelines. The purpose of such standards should be to promote and facilitate a safe and comfortable pedestrian scale environment and to reduce the visual impact of large areas of parking. Examples of site design standards include landscaped islands, shade trees, continuous designated pedestrian paths and crosswalks, pedestrian-scaled street lighting, screened utilities, among other things.

Goal 2: Reinforce community identity with attractive gateways at the City's edges.

Background

Another area of common concern is the appearance of the City's edges, particularly its principal gateways. New Castle's current main entrances consist of auto-oriented suburban sprawl, commercial strip malls and billboards belying the fact that just beyond lies a national architectural treasure. New Castle, sadly, is not alone in this condition. Many of the nation's other great historic cities and towns, like Beaufort and Charleston, South Carolina, also lack relationships between the historic core and the surrounding modern development. But gateways and edges are important. They help to define and reinforce community identity and present a positive image of civic pride.



Rt. 273 – Western gateway



Rt. 273, Rt. 9 & Rt. 141 Gateway



Rt. 9 & the Army Creek Gateway

Strategies

1. Invest in streetscape and gateway treatments for the Ferry Cut-off redevelopment area. Examples include wayfinding signage, brick paver sidewalk and crosswalks, and pedestrian-scaled lighting and banners, among other things.
2. Pursue a western gateway along Rt.273 at the City border for a New Castle sign with landscaping and wayfinding signage to the downtown historic district.
3. Pursue gateway improvements at Route 273, Route 9 and Route 141, which provides multiple approaches to the City. Such improvements should include the removal of billboards, wayfinding signage to downtown, and sidewalks and streetscape improvements.

4. Pursue improvements at Rt. 9 and Army Creek, which would provide the southern gateway. Such improvements should include appropriately scaled signage highlighting the natural environment, the waterfront trail and Army Creek dam.

Goal 3: Establish requirements for landscape buffers to screen residential neighborhoods from more intense land uses.

Background

Historically, worker housing took its place near industrial sites, allowing easy pedestrian communication between home and the work site. Dobbinsville, dating to the end of the nineteenth century, is an important local example of this traditional pattern of development. Today, the smokestack industries of the past have largely vanished from the landscape, replaced by so-called “clean industries” of fabrication and assembly, research and development, pharmaceuticals and warehousing and distribution. Although the air, water and noise pollution that characterized industrial operations of the past is not a major concern with modern industries, there are other negative impacts associated with large-scale commercial operations that merit special planning and design attention, including visual and traffic impacts.

Strategies

1. Revise existing zoning and land use regulations to incorporate extensive landscape and buffering requirements.
2. Revise existing zoning and land use regulations to incorporate traffic impact and appropriate mitigation requirements.



Delaware Street in Downtown New Castle

Economic Development Plan

The City of New Castle possesses a very diverse local economy, including traditional businesses such as local retail and commercial uses, offices, and industrial operations, and a number of high tech, information age businesses such as Amazon.com fulfillment center that opened in 1998. Another important component of the local economy is tourism. Visitors are attracted year round to the City's rich architectural heritage, museums, parks, and open spaces. Based on field investigation, a citywide economic development workshop, and comments received from the community during the intensive community outreach program preceding this plan, several areas of focus for future economic development planning emerged:

- There is a strong need to encourage more local retail opportunities within the City. A survey conducted in 1993 indicated that 70% of respondents were dissatisfied with local shopping opportunities. It appears that conditions have not improved and that coordinated action on the part of the City and business leaders will be necessary to improve the situation.
- Former industrial sites and other brownfields represent an important redevelopment opportunity and should be brought back into productive reuse. Such sites may be opportunities to provide new neighborhood retail and mixed-use developments.
- There is a need for greater coordination of the City's tourism industry to better manage impacts on local residential neighborhoods.
- Greater attention must be given to the impacts of industrial development on residential neighborhoods. Stronger aesthetic and buffer standards must be developed.

Recommended Economic Development Goals

Goal 1: Encourage the growth and diversity of neighborhood scale businesses.

Background

There has been a significant loss of neighborhood retail in the City of New Castle as a result of changing trends, including the continuing evolution of the downtown from a local service to a tourist economy, and the elimination of commercial zoning in the City's neighborhoods. The lack of neighborhood retail diminishes the quality of life of local communities and encourages greater reliance on the automobile. The availability of neighborhood retail not only enhances the convenience of local residents (especially those who do not own a car or because of age or infirmity are unable to drive), it also diversifies the local economy and provides local employment opportunities.



Example of Typical Façade Improvement

Strategies

1. Create a new economic development entity composed of local business owners, City officials, civic leaders, and residents to provide leadership for economic development activities in New Castle. This entity should focus on providing business development assistance, including compiling and distributing potential funding source information and working with City government to create economic development incentives such as tax abatement.
2. Perform a market analysis to identify the types of local retail businesses for which there is strong market demand in the City of New Castle.
3. Seek to recruit businesses and entrepreneurs to the City through a coordinated marketing campaign designed to attract new locally-oriented businesses.
4. Simultaneous with the aforementioned steps, reevaluate the current zoning ordinance to eliminate the long-standing provision that requires vacant commercial properties to revert to residential zoning. Additionally, as recommended in the land use component of this plan, rezone for neighborhood retail or mixed- use areas within or adjoining the neighborhoods that may be suitable for local commercial activity.

Goal 2: Redesign portions of Route 9 and the Ferry Cut-off as a pedestrian-oriented commercial district.

Background

The Ferry Cut-off currently contains a number of retail and local commercial land uses and is located within easy walking distance of many of the City's neighborhoods. However, due to the present auto-oriented arrangement of land uses, and the almost total lack of pedestrian amenities, this portion of the City is not safe, convenient or attractive to pedestrians. Therefore, patrons who may live just blocks away are compelled to drive to businesses located in this area. Furthermore, as a principal entrance to the City, the Ferry

Cut-off presents an unwelcoming and unattractive gateway. As the City's historic downtown continues to evolve into a tourist-based economy, the redesign of Ferry Cut-off offers the possibility of creating a neighborhood commercial district for New Castle.

Strategies

1. Revise the current zoning district regulations for the Ferry Cut-off (or create entirely new ones) to incorporate design standards that will foster pedestrian-oriented development and redevelopment along the corridor.
2. Redesign the streetscape along the entire length of the corridor to incorporate pedestrian-oriented streetscape improvements
3. Implement the traffic calming and vehicular circulation improvements recommended in the 1999 Transportation Plan.

Relationship to State and Regional Plans

The overall goals of the Economic Development Plan appear to be generally consistent with the Goal 2 of Section VI. B. of the New Castle County 2007 Comprehensive Development Plan Update.

The overall goals of the Economic Development Plan appear to be consistent with Goals #1, 6, 7 and 8 of Delaware Strategies for State Policies and Spending. The Infrastructure Plan is also consistent with *Delaware's Strategies for State Policies and Spending* recommended "Economic development" Strategies for Nurturing Communities, which recommends the aggressive identification and marketing of underused, abandoned or brownfields sites.

Housing Plan

Inventory of Housing

New Castle is an architecturally diverse community. First settled in the mid- 1600s, New Castle's housing stock dates from the colonial era to the present day, resulting in an unusually wide range of housing styles. The original part of the City and its associated housing is known as the historic district. Newer neighborhoods have developed concentrically around the historic core, especially during the post-war boom of the mid 20th century. A mixture of large detached homes and row homes characterizes housing in New Castle's historic district. The houses date from the early 18th century, including an impressive array of Colonial and Federal-era homes, with late nineteenth century Victorian styles and later Colonial Revival-style homes built throughout the 20th century. Very recent construction includes a group of new town homes built at the northern end of 2nd Street. In general, the housing stock of the historic district is well maintained. All modifications to buildings within the historic district must be reviewed by the Historic Area Commission, which assists in maintaining the attractive appearance of the housing stock.

Just west of the downtown historic district is Shawtown. Shawtown is an older residential neighborhood of two- and three-story row houses constructed primarily in the mid 1800s. The condition of housing stock in this neighborhood is mixed. Some homes are in poorer condition and others demolished and infilled with new construction. A vacant and boarded structure at the corner of 9th and Young Streets has remained unoccupied for several years. Maintenance seems to be a general problem on some streets in the neighborhood.

Adjacent to Shawtown, across Washington Street, is Washington Park. This development dates to the post-war era, and consists of small, detached homes on several parallel blocks. While most of the homes are in fair to good condition, some are falling into disrepair, so maintenance is an issue. Some residents are parking on front lawns due to an on-street parking shortage. Rentals are increasing in the neighborhood. Washington Park will require assistance for it to remain a viable residential neighborhood.

Buttonwood is another historic neighborhood located on the northern edge of New Castle in the vicinity of Buttonwood Street and east of Route 9. This historically African-American neighborhood is characterized by smaller detached homes. Less dense than the historic core, it contains a mix of historic buildings, including Buttonwood School, and more recent construction. Housing stock quality and maintenance is a problem in Buttonwood, and many homes are in poor condition; however there are no vacant structures. The neighborhood has the potential to decline further, and additional investment in Buttonwood will be necessary for it to return to viability.

Van Dyke Village is another older residential area of New Castle located near the intersection of Route 9 and Moores Lane, and adjacent to two parks. Constructed over several decades, Van Dyke Village consists of small to large well maintained detached single-family homes. Homes along Baldt Street tend to be the smallest and oldest, and date

from the 1930s and 1940s. Further north and west, such as along 14th Street and Van Dyke Drive, the homes are newer and larger, built from the 1950s to the present. Property maintenance is not an issue in this neighborhood, and it appears that Van Dyke Village will continue to thrive. Boothhurst is a newer moderate-income neighborhood just off Route 9 across from Buttonwood. Housing in this neighborhood was completed in the late 1990s and remains in good condition. Property maintenance enforcement should be emphasized to maintain the quality of the residential neighborhood.

Dobbinville is New Castle's southern-most neighborhood bisected by Route 9. Dobbinville dates to the mid-nineteenth century, and was constructed as housing for the adjacent former Deemer Steel factory. The neighborhood consists of only three parallel blocks of modest row houses surrounded by open land and recreation area. Homes in Dobbinville range from well-maintained to deteriorated. Since the neighborhood is historic, improved maintenance and investment will be necessary to maintain and enhance its integrity.

According to the 2000 Census, approximately 8.5% of the City's housing units were vacant, up from 6% in 1990. Vacant housing includes both abandoned units and those between tenants. Almost two-thirds of New Castle's vacant units in 2000 were rental units (106 of its 187 vacant units). Only 12 of the 187 were rented or sold and not occupied. New Castle has a 78% home ownership rate, while 22% of its total housing units are renter-occupied. This figure is an improvement over the 1990 ownership rate of 69% versus 25% renter-occupied. In summary, vacant housing has risen slightly, while home-ownership has increased as well, reducing the number of renters in the City over the last ten years.

Housing Needs Analysis

The population of New Castle has declined since 1980, when the City's population was 4,907. Since then, the population fell slightly to 4,858 in 1990, and stayed almost exactly the same in 2000 with 4,862 residents. As these figures indicate, there has been little change in the City of New Castle population since the 1970s, and the City does not anticipate residential growth. In addition, 2000 Census figures reveal that 8.5% of New Castle's housing stock is vacant. New developments are underway in the City, and they will likely be drawing outside residents because of their location and amenities, as opposed to satisfying an existing housing shortage in the City.

Although the City of New Castle contains neighborhoods of expensive homes, a sizable portion of New Castle's housing stock could be considered affordable. Thus, the existing housing supply appears to be adequately providing the community with its range of housing needs. While New Castle strives to improve housing in various neighborhoods, the City must retain its share of affordable housing and provide opportunities for home ownership to all its residents for generations to come.



Homes on Gray Street

Recommended Housing Goals

Goal 1: Increase affordable opportunities for home ownership.

Background

The foundation for improving the housing stock in New Castle is increasing the number of homeowners. Since New Castle is mostly built-out, except for a few pending developments, the City will not be able to provide many opportunities for home ownership in the form of new housing, and the existing housing stock will continue to constitute the majority of the City's housing availability. The key, therefore, will be increasing the availability of housing, particularly affordable housing, throughout the City for potential homeowners. Thus, the need to rehabilitate and maintain the current housing supply and affordability will be particularly critical to attract additional homebuyers to New Castle.

Strategies

1. Investigate and advertise financial incentives for reconvertng multi-family to singlefamily units.
2. Promote and advertise financial incentives for potential homebuyers, such as tax credits and loan assistance, and offer such services to purchasers of all income levels:
 - Property Tax Abatement
 - Acquisition Rehabilitation Loan Program
 - Delaware State Historic Preservation Tax Credit Program
3. Provide housing education programs for first-time homebuyers.

Goal 2: Improve housing maintenance.

Background

A primary housing concern in New Castle is improving the maintenance of its housing stock in various neighborhoods. While the City has a housing ordinance and a code enforcement staff, maintenance regulations need to be enhanced. The primary problem involves rental properties, particularly units with absentee landlords that remain neglected for long periods of time. To continue progress on housing maintenance, citywide, the City of New Castle should continue to direct housing resources toward improved maintenance.

Strategies

1. Enforce existing and new property maintenance codes, particularly for multi-family housing units, and impose fines on violators.
2. Distribute a brochure to all property owners explaining the code requirements for property maintenance.
3. Control housing conversions from owner-occupied to rental through a City moratorium on conversions of structures from single-family to multi-family residences.
4. Provide home maintenance training programs to educate New Castle residents, particularly regarding historic residences.
5. Adopt previously proposed rental property registration and licensing ordinance to control vacant and boarded housing.

Goal 3: Improve the integrity of the housing stock through rehabilitation.

Background

Another housing concern in New Castle is improving and rehabilitating its housing stock where it has deteriorated. While this problem is not widespread, the City should still strive to encourage housing rehabilitation in all of its neighborhoods to maintain a viable housing stock and improve its overall integrity.

Strategies

1. Direct City's Community Development Block Grant funding to targeted areas in need of rehabilitation.
2. Promote and advertise existing rehabilitation grants and loan programs to assist lower income homeowners with maintaining and repairing their homes.
3. Encourage home improvement programs to provide assistance not based on income.
4. Promote and advertise historic rehabilitation grants and tax credits for historic housing or housing within the historic district.
5. Provide home improvement training programs to educate New Castle residents, particularly regarding historic residences.
6. Provide a list of suggested reliable contractors for City residents to use for home improvements.

Goal 4: Facilitate investment in small run-down residential properties, and ensure that such redevelopment meets or exceeds the architectural character of surrounding homes.

Background

Many small residential properties located within the City have become run-down and are in need of development. Current zoning and land development provisions do not always adequately provide incentive for the redevelopment of small residential run-down properties. The redevelopment of run-down properties will help not only to maintain but also to grow property values throughout the City.

Strategies

1. Identify a list of the residential properties which are in need of redevelopment.
2. Adopt zoning and land development incentives to encourage redevelopment which include grandfathering of the qualifying property's non-conformities related to lot size, building bulk and minimum yards.
3. In the case of multi-family dwellings, adopt zoning and land development regulations which provide for a reasonable increase in density not to exceed two additional dwellings.
4. Adopt zoning and land development incentives to encourage redevelopment which also adequately protects surrounding properties through the use of architectural standards, limitations of building footprints not to exceed fifty percent (50%) of lot size, and maximum lots sizes for qualifying properties not to exceed 10,000 square feet.



Buttonwood Street Homes

Relationship to State, Regional, and County Planning Goals

State Goals

Delaware Strategies for State Policies and Spending outlines a series of goals to guide future growth to existing cities and towns where infrastructure exists, such as the City of New Castle. Several of the state's eleven goals apply to the housing goals outlined in the City of

New Castle Comprehensive Plan Update 2008. Goal 1 is to “direct investment and future development to existing communities, urban concentrations, and growth areas.” The housing goals for New Castle all encourage rehabilitation and revitalization of the City’s housing stock while promoting opportunities for home ownership in the City, which all concur with the state’s first goal. Goal 3 calls to “improve housing quality, variety, and affordability for all income groups.” Again, this goal agrees with all four housing goals for New Castle outlined in the Comprehensive Plan. Finally, Goal 5 of the state’s plan suggests to “streamline regulatory processes and provide flexible incentives and disincentives to encourage development in desired areas.” For housing, this should include financial incentives, such as tax credits and loan programs, as well as housing education and training programs, to encourage home ownership in the City of New Castle. These measures are all encouraged in each housing goal outlined in the Plan.

Regional Goals

WILMAPCO’s Regional Transportation Plan 2030, updated in 2007, similarly outlines a series of goals and strategies for guiding the selection of transportation investments, services, and policies for the region, including New Castle County. Since it is technically a transportation plan, little of the WILMAPCO plan pertains specifically to housing in the City of New Castle, but it does relate nonetheless. One goal is to improve the quality of life in the WILMAPCO region. “Preserving our natural, historic, and cultural resources” is one objective outlined as part of this goal. The housing goals for New Castle specifically comply with this goal and objective by discouraging new housing construction in non-developed areas, and promoting the protection and preservation of historic housing resources through financial and educational incentives.

County Goals

The New Castle County 2007 Comprehensive Plan Update provides a series of detailed objectives for housing to fulfill the overall goal to facilitate housing and community choices for people and families in all stages of life, all income ranges and throughout the county. All of the goals of the City of New Castle Plan Update are consistent with the county goal by increasing affordable opportunities for home ownership through financial incentives and educational programs, as well as facilitating redevelopment of the existing housing stock in need of rehabilitation.

E nvironmental Protection Plan

Inventory of Critical Natural Resources

Positioned on low-lying ground at the edge of the Delaware River, New Castle contains many environmentally sensitive lands. The shoreline of the river is characterized by a well-defined floodplain that impacts a large area of town. Ideally, the floodplain should remain free from obstructions to preserve the capacity of the river system during floods, yet historically the floodplain has been built on, including portions of Buttonwood, Penn Valley, Van Dyke Village, and the downtown. The City now has regulations concerning construction within the floodplain and additional permitting for construction is required through the US Army Corps of Engineers and the Delaware Department of Natural Resources and Environmental Control (DNREC). Refer to Map 5: Environmental Features for locations of the 100 year floodplain.

Numerous wetlands exist up and down the river's edge, acting as floodwater storage areas and pollution filters as well as habitat for various species of birds and fish. Because of this, the portion of the City to the southeast of Routes 9 and 273 lies in the Coastal Zone and is subject to the state's Coastal Zone Act. The Act forbids heavy industrial uses and requires a permit from DNREC for most other uses.

The issue of stormwater runoff is attached to flood protection and healthy wetlands. New Castle is fairly developed, with rooftops and paved surfaces covering a large proportion of the ground. Because of these impervious surfaces, stormwater tends to run quickly into the wetlands and river, picking up oil and other pollutants, and exacerbating any flooding. There are ways of lessening this runoff, such as the construction of retention basins and use of porous materials for paving, or creating grassy swales. New Castle County is undertaking a study to quantify the impacts of stormwater runoff.

In addition to pristine natural areas, there are several brownfield sites within New Castle, where former uses have left pollution. These sites can be quite hazardous and responsibility for their cleanliness falls on the property owner, though many times ownership is hard or impossible to track.

Total Maximum Daily Loads (TMDLs)

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. A TMDL defines the amount of a given pollutant that may be discharged to a water body from point, non-point, 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 (WLA's) for point sources and Load Allocations (LA's) for no-npoint sources and natural background sources of pollution. A TMDL may include a reasonable margin of safety (MOS) to account for

uncertainties regarding the relationship between mass loading and resulting water quality. In simplistic terms, a TMDL matches the strength, location and timing of pollution sources within a watershed with the inherent ability of the receiving water to assimilate the pollutant without adverse impact. A Pollution Control Strategy (PCS) specifies actions necessary to systematically achieve pollutant load reductions specified by a Total Maximum Daily Load for a given water body and must reduce pollutants to level specified by State Water Quality Standards.

The City of New Castle is located within the greater Delaware River and Basin drainage and is immediately circumscribed by four individual watersheds. These individual watersheds are assigned specific nutrient (nitrogen and phosphorus) and bacterial TMDL load reduction rates that must be met in order to comply with the State Water Quality Standards. The following table is a listing of nutrient and bacteria reduction requirements for those four watersheds.

Table 20. TMDL Standards

Delaware River & Bay Drainage		Nitrogen	Phosphorus	Bacteria
7	Delaware River	NL	NL	NL
9	Red Lion Creek	40%	40%	38%
11	11 C & D Canal East	TBD 2011	TBD 2011	NL
14	Delaware Bay	NL	NL	NL

Recommended Environmental Protection Goals

In preparing this update, the project team heard issues and ideas concerning environmental protection from a number of sources including the public and City staff. At several neighborhood meetings in the 2003 comprehensive planning initiative, individuals mentioned that their basements and streets flood easily. Also, residents adamantly supported increasing the amount of green space within the City. Several goals are recommended:

Goal 1: Preserve the capacity of the floodplain to carry floodwaters.

Strategies

1. Continue to enforce the city's current standards for construction in the floodplain.
2. Study, recommend and implement stormwater best management practices for developers to follow during construction.
3. Create a management plan for unused open space considering how to decrease runoff through using native species and unmown areas.

Goal 2: Improve drainage and stormwater management throughout the City.

Strategies

1. The New Castle Conservation District is currently completing an analysis of flooding problems in the Washington Park neighborhood. This should be extended to other neighborhoods where flooding is a regular problem.

2. Update the city's land development ordinances to incorporate stormwater management best management practices.
3. Include provisions to retrofit or restore stormwater facilities for redevelopment, including the consideration of green technology as practicable.
4. Consider the costs versus benefits of seeking designated agency status from DNREC for the Sediment and Stormwater Program.

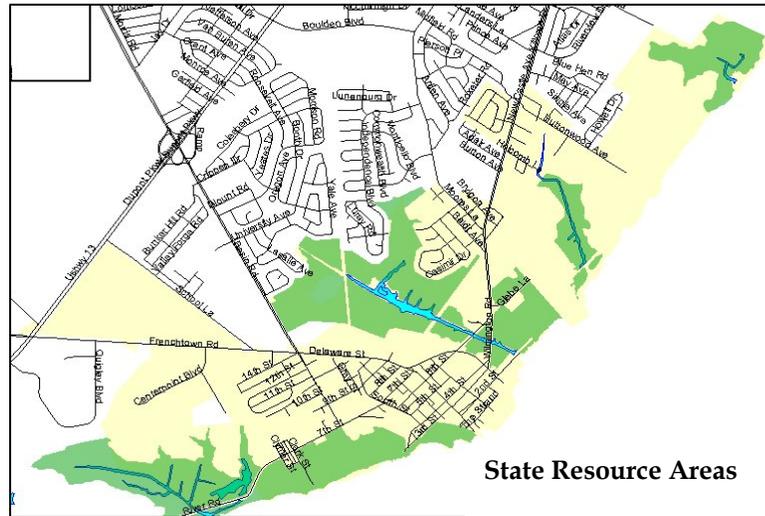
Goal 3: Conserve State Resource Areas (SRA)

Background

A considerable amount of land in the City of New Castle is characterized as State Resource Area (SRA) due to its ecological and conservation value. Consistent with existing streams, floodplains, marsh and wetlands, the SRA map, identifies Army Creek, the lands south of River Road, the Broad Dyke Canal and other tributaries and tidal lands as SRA. The Department of Natural Resources and Environmental Control (DNREC) initially mapped the SRAs in 1990 and updated in 2006 based on natural, cultural and geological resources that meet the definition of open space in the Delaware Land Protection Act of 1990. These resources included Green Infrastructure focus areas, important wildlife habitats, state-mapped wetlands and other natural resources.

Strategies

1. Develop overlay zoning ordinances, environmental performance standards, design criteria and/or mitigation requirements to protect environmentally sensitive areas. This includes encouraging LEED criteria in zoning and development standards.
2. Amend the zoning code to prohibit development in wetlands and require a riparian buffer zone along wetlands and stream banks.
3. Amend the zoning code to include an environmental protection overlay district that will encourage and, where appropriate, require conservation subdivision standards to protect environmental features on individual parcels.



Source: Interactive Proposed SRAs and NAs; DNREC; May 15, 2008

Relationship to State, Regional, and County Planning Goals

The overall goals of the Environmental Protection Plan appear to be generally consistent with the Goals, Objectives and Strategies of the Natural Resources and Open Space Section (Section IV.A) of the New Castle County 2007 Comprehensive Plan Update. Specifically, Goals #1, #2 and #3 of the Environmental Protection Plan are clearly in concert with Goal 2 which states to “Provide a coordinated open space network that links natural, historic and agricultural resources, public and private open spaces, and parkland.”

The overall goals of the Environmental Protection Plan appear to be consistent with Goals #2 and #8 of Shaping Delaware’s Future: Managing Growth in 21st Century Delaware - Strategies for State Policies and Spending. The Environmental Protection Plan is also consistent with the Governor’s Livable Delaware Agenda which works to enhance implementation of State Strategies through guiding principles and focus areas for conservation of an interconnected network of natural resources that define the state’s natural character.

Open Space, Parks and Recreation Plan

Inventory of Open Space and Recreation Facilities

Parks, open space and recreation facilities are essential components of a viable community, and contribute significantly to maintaining and enhancing the value and attractiveness of the residential neighborhoods. Parks and open spaces provide not only play areas and space for sports and recreation; they perform an important community-building function by supporting social interaction.

New Castle, the Colonial School District, and the Trustees of the New Castle Common operate and maintain a series of parks, open spaces and recreation facilities throughout the City of New Castle (see Table 20). These parks and open spaces, - especially the New Castle Common Land and Battery Park - both help to define the City's physical form and reinforce its unique character. In addition to its physical park and recreation assets, the City offers a modestly priced and popular summer recreation program.

Outside the City limits, county-owned park and recreation facilities, such as Rogers Manor Park and Jefferson Farm Park, are also available to City residents. Another important regional recreational facility is the Coastal Heritage Greenway, a 90-mile corridor along Delaware's coastline extending from Fox Point State Park and the PA line to Fenwick Island in Sussex County. The Coastal Heritage Greenway passes through the City of New Castle along the Delaware River, extending from the Riveredge Industrial Park, through Battery Park to Army Creek. Currently, a paved trail is available along the river shoreline between Battery Park and the Dobbinsville neighborhood.



Battery Park Recreation Facilities

Table 21. Inventory of Open Space, Parks and Recreation Facilities.

Name	Location	Acres	Facilities
Battery Park	Terminus of Delaware Street	18.2	Pier; Tennis Courts; Basketball; Playground; Picnic Table; Tot Lot
Buttonwood park	Buttonwood & Meehan Streets	0.6	Basketball Court; Playground
Bull Hill Park	North end of Second Street at waterside	5.1	Basketball Court; Playground
Carrie Downie Elementary School	Delaware Street	11.2	Baseball & Multi-purpose Field; Playground; Picnic Tables
Dobbinsville	Route 9 (7th & Clymer Streets)	1.0	Volleyball & Multi-purpose Courts; Basketball; Playground; Picnic Tables
Fort Casmir	Second Street at the terminus of Chestnut Street	N/A	Open field; Horseshoes
Gray Street	Gray & 10th Street	1.0	Basketball Court; Playground; Picnic Tables
New Castle Middle School	903 Delaware Street	20.2	Baseball; Football; Track & Multi-purpose Fields
Penn Valley	Holcomb Lane & Booker Circle	2.1	Playground & Picnic Tables
Van Dyke	New Amstel Street & 14th Street	3.1	Basketball Court; Playground; Picnic Tables
Booker T. Washington School/Senior Center	South Street	2.0	Community facility
Young Street Annexation Site	Shawtown	N/A	Under Development
14th Street Site	Washington Park	N/A	Under Development
Washington Park (Former Bantam Market Site)	Washington Park (Routes 141 & 273/9)	N/A	Undeveloped

Recommended Open Space, Parks & Recreation Goals

In response to the comments received from the public during the intensive community outreach and public involvement program, interviews with community stakeholders, City staff and field investigation by the project team that preceded the development of this plan, several open space, park & recreation facility goals are recommended:

Goal 1: Enhance the maintenance of neighborhood recreational facilities, particularly in Buttonwood, Van Dyke Village, Shawtown, and Dobbinsville.

Background

Many of the City's neighborhoods contain local parks, which are important community assets. While a source of community pride, some of these facilities are beginning to age and are in need of modernization, maintenance, and other improvements. The ever-increasing responsibilities of New Castle's municipal government suggest that the burden of responsibility for the City's parks and recreation facilities must be shared with other parties, and that a new approach to managing, maintaining and improving the City's park system is needed.

Strategies

1. Sponsor the formation of volunteer "neighborhood park committees" or "park stewards" to represent individual neighborhoods in the city. Neighborhood Park committees will also be formed for communities that currently do not have local parks but desire them, such as Boothhurst and Washington Park.
2. Retain the services of a consultant to assist in the preparation of a detailed physical condition survey and analysis of all existing park facilities, and to prepare a plan for enhancing existing parks and developing new facilities. Work directly with neighborhood park committees to identify, plan, and design needed improvements.
3. The implementation plan created by the project consultant will include a park and recreation capital improvement program, detailing all projected costs and potential public and private funding sources. The program will also include a detailed prioritization of proposed improvements, and funding cycles for all applicable grant programs.
4. The Trustees of the New Castle Common will explore the possibility of expanded funding and development of existing and proposed park facilities.
5. Neighborhood park committees will jointly prepare "neighborhood park stewardship" agreements detailing the neighborhood's contribution to the maintenance and improvement of their local parks and recreation facilities.
6. Consider amending local land development regulations to include a recreation impact fee requiring developers to contribute land or a fee to support the development of recreational facilities.

Goal 2: Expand local recreational opportunities by creating new neighborhood parks in the Boothhurst and Washington Park neighborhoods.

Background

Both Boothhurst and Washington Park communities lack direct access to neighborhood-based recreation facilities. Residents of Boothhurst feel that the development of a local park in their neighborhood could serve as a focus for community interaction, and provide a safe play alternative for neighborhood children. Residents of Washington Park expressed the concern that neighborhood children must cross busy streets to access adjacent recreational facilities, and that undeveloped open space that currently exists would be better maintained if developed as a public park.

Strategies

1. Incorporate the planning, design and development of new neighborhood parks into the citywide park and recreation facility development plan recommended under Goal #1.
2. Form neighborhood park committees, as recommended in Goal #1 to represent the Boothhurst and Washington Park neighborhoods and to provide leadership for new park development activities.

3. Ensure that the development and design of new neighborhood parks in Boothhurst and Washington Park function as community focal points, supporting enhanced community interaction and pride, in addition to meeting identified local recreational needs.

Goal 3: Explore the development and potential funding of new community-wide recreation facilities, including:

- Community swimming pool
- Public fishing pier/and or non-motorized boat launch
- Greenway and multi-use trail system expansion
- Dog park

Background

During the community outreach effort, residents requested several specific community-wide recreational enhancements. These included the desire for a community swimming pool, the desire for a fishing pier and/or public boat launch in the southern portion of the City's riverfront, and a general desire for more biking and walking trails – especially where they would inter-connect neighborhoods and improve pedestrian accessibility to the riverfront. Some of these recreational needs may be more effectively met privately, such as forming a private swim club to reduce municipal liability. Other improvements, such as a new recreational pier, could be achieved through public-private partnerships during future development activities along the City's riverfront. Some improvements, such as expanded biking and walking trails, could be supported through greenway grants and incorporated into state and local roadway improvement programs. More information on the development of improved pedestrian and bicycle connections is contained in the Transportation Plan element of this document.

Strategies

1. Incorporate the need for specific community-wide recreational facilities into the Citywide park and recreation facility development program that is recommended in Open Space, Parks and Recreation Goal #1.
2. Coordinate expansion of greenways, bikeways, and multi-use trails with state and local road improvement projects.
3. Seek to incorporate the development of public recreation pier in future development activities along the City's waterfront.
4. Identify potential new recreational trails that connect to existing paths, parks, historical features and community facilities. (See Map 6: Open Space & Recreation)

Relationship to State and Regional Plans

The overall goals of the Open Space, Parks, and Recreation Plan appear to be generally consistent with the County goal to provide a variety of outdoor vistas and recreational opportunities for public use, provided in Section VII.G of the New Castle County 2007 Comprehensive Plan Update. Of special note, Implementation Strategies 1 and 2 of the County Plan (1. Establish a green infrastructure comprised of linked public parks, natural

areas, lands under conservation easement, private community open spaces and protected resources, and 2. Continue to promote interconnected, publicly-accessible open space with existing parks and greenways through acquiring public and private open space during the land development process) are consistent with the Goal #3 of the City's Open Space, Park, and Recreation Plan, which identifies "greenway and multi-use trail expansion" as desired community recreation facility. Additionally, Implementation Strategies #1 and 2 are also consistent with Goal #1 of the City's Transportation Plan, which recommends the expansion of bike and pedestrian connections and facilities throughout the City. Finally, Implementation Strategy 6 of the County Plan (Provide technical assistance to homeowners associations and maintenance corporations to ensure that they have the skills necessary to perform maintenance of common open space) is consistent with Goal #1, Strategy #5 of the City.

The overall goals of the Open Space, Parks and Recreation Plan appear to be consistent with Goal #8 of Delaware's Strategies for State Policies and Spending.

Intergovernmental Coordination

Intergovernmental coordination is critical for New Castle to achieve its comprehensive planning goals. Many of the recommended planning initiatives for New Castle involve other agencies, particularly the state, region, and New Castle County, whether it is in the form of securing funding, coordinating physical improvements, or synthesizing common goals. State, regional, and county plans can have a direct impact on the City and its ability to accomplish its priority projects. Similarly, plans and planning goals for New Castle can affect those entities just the same.

The State of Delaware, the Wilmington metropolitan area, and New Castle County have produced the following plans within the last five years to outline goals and recommendations for managing future growth in each respective jurisdiction:

State: *Shaping Delaware's Future: Managing Growth in 21st Century Delaware*

Region: *WILMAPCO Regional Transportation Plan 2025*

County: *New Castle County 2002 Comprehensive Development Plan Update*

In each plan, the goals specifically encourage coordination among all levels of government in the region. In the state plan, an eleventh goal was added to the original ten to “coordinate public policy planning and decisions among state, counties, and municipalities.” The WILMAPCO plan strives to “coordinate planning among government jurisdictions to promote regional planning consistency, communication, and cooperation.” Finally, the New Castle County plan recommends to “increase intergovernmental coordination and planning between federal, regional, state, and county agencies as well as non-governmental groups.” With these intergovernmental goals and objectives so similar, it is clear that the intent is the same among each entity, which also holds true for the City of New Castle. Each plan has been carefully evaluated to ensure that the goals for transportation, land use, environmental protection, recreation, and annexation in the state, region, and county concur with those outlined for the City of New Castle in this Comprehensive Plan Update. Furthermore, continued coordination and agreement among entities will be important as plans are implemented and new goals are formed.

Recommended Intergovernmental Coordination Goals

Goal 1: Establish and maintain cooperative relationships with state and local agencies.

Background

The City of New Castle currently deals with various state and local agencies to coordinate project implementation. It is also important for the City of New Castle to coordinate with state agencies for funding, since the state helps finance many infrastructure and other projects. Therefore, the City should establish any new intergovernmental relationships that do not currently exist, and continue to foster existing relationships. Furthermore, agency

cooperation will allow New Castle to better involve itself in outside planning activities that may impact the City. The facilitation and success of future projects throughout the City depends on these relationships. The City will need to coordinate with adjacent New Castle County as well as the following state agencies for the associated types of projects:

Table 22. State agencies responsible for associated planning projects.

Improvement Project	State Agency
Transportation	Delaware Department of Transportation (DelDOT) Delaware Area Regional Transit (DART)
Historic Preservation	State Historic Preservation Office (SHPO)
Economic Development	Delaware Economic Development Office (DEDO)
Environmental	Department of Natural Resources and Environmental Control (DNREC)
All Planning Projects	Office of State Planning Coordination

Strategies

1. Arrange meetings with the state and county to establish or improve relationships with New Castle, and suggest subsequent regular or as-needed meetings.
2. Prepare and submit a formal memorandum of agreement with New Castle County to define the process for inter-municipal coordination and cooperation.
3. Develop a strategy with New Castle County regarding zoning, subdivision plans, annexation, and the type of development occurring in adjacent areas.
4. Forward all agendas and resolutions from City Council and the Planning Commission to New Castle County and the Office of State Planning Coordination to keep them informed of all planning related proposals and actions.
5. Attend meetings of state agencies or New Castle County regarding planning issues that may affect New Castle.
6. Request information on and input into proposed actions of governments that affect New Castle.
8. Include New Castle City officials on New Castle County mailing lists to better inform City officials of county planning related proposals and actions that may impact the City.

Accomplishments

The following provides a summary of accomplishments of the 2003 Comprehensive Plan recommendations.

Adopted Ordinance #429 (2004) amending Chapter 230 – Zoning

- Eliminated the zoning provision that requires vacant nonconforming uses to revert to the underlying zoning after 12 months.
- Added “corner stores” as a permitted use for the R-2, R-3, HR (Historic Residence). Corner stores establishments include stores that sell prepared food, groceries, dry goods, books, videos, music, newspapers and magazines. Prepared foods are limited to deli foods, coffee, ice cream and the similar foods within establishments with limited indoor and outdoor seating.
- Added mixed use buildings as a permitted use in the RC (Retail Commercial) and SC (Service Commercial) zones. Mixed-use buildings consist of retail, personal service or office on the first floor with residential apartments or office uses on upper floors.
- Prepared design standards for multi-family dwellings in the R-3 zone, such as overall site design, parking location, building massing and style, roof types and forms, façade treatments, doors and entry points, windows, treatment of building openings, building materials and open space.
- Prepared design standards for all new developments in the RC (Retail Commercial) and SC (Service Commercial) zones. The standards address building location and orientation, parking location and design, building design and scale, building façades, roof types, building materials, streetscape, landscaping, signage, lighting, mechanical systems, and loading and utility areas.
- Adopted a build-to-line in the RC (Retail Commercial) and SC (Service Commercial) zones. The build-to-line is intended to foster pedestrian-oriented development and redevelopment, and define the public streetscape.
- Incorporated landscape and screening requirements into the city's zoning and subdivision ordinance. As part of the design standards, screening is now required for the perimeter of all parking areas and mechanical equipment. Also, tree planting and landscaping of off-street parking is also required.
- Added Floor Area Ratio (FAR) requirements to the Light Industrial – Office (LIO), Industrial Office Park (IOP), and the Industrial (I) districts.
- Added minimum open space requirements to the Light Industrial - Office District (LIO), Industrial Office Park – IOP, and the Industrial (I) districts.

Adopted Ordinance #433 (2006) amending Chapter 230 - Zoning

- Amended the off-street parking requirements for residential structures.

Adopted Ordinance #439 (2006) amending Chapter 230 - Zoning

- Amended zoning ordinance by requiring a historic review certificate prior to the issuance of a building permit or certificate of zoning compliance in any Historic Residence or Historic Commerce District. A completed project shall be reviewed and inspected by the Historic Area Commission to ensure compliance with all conditions of the original historic review certificate.

Adopted Ordinance #457 (2008) amending Chapter 230 - Zoning

- Adopted a Source Water Protection Area Ordinance to ensure the protection of drinking water supplies by establishing a zoning overlay. The purpose of the Source Water Protection Overlay is to protect public health and safety by minimizing contamination of aquifers and preserving and protecting existing and potential sources of drinking water supplies.

Adopted Ordinance #451 (2007) amending Chapter 141 - Dangerous or Vacant Buildings

- Amended Chapter by requiring the registration of all vacant buildings and the payment of registration fees is to assist the City government to monitor the number of vacant buildings in the city, to assess the effects of the condition of those buildings on nearby homes and/or businesses and the neighborhoods in which they are located, and to promote substantial efforts to rehabilitate such vacant buildings.

Zoning Map Amendments

- Adopted five zoning map amendments between 2004 and 2007 to bring map into compliance with the future land use map of the comprehensive plan.

Others

- Built a bike path along former railway in Shawtown from Route 273 to 7th Street. This path connects neighborhoods with Battery Park and the future East Coast Greenway.

Workshop Summary

A Community Workshop was held on September 16, 2008 at the New Castle Middle School. The purpose of the workshop was to address a specific set of issues, goals and recommendations as we move forward in the 2008 Comprehensive Plan process. The following topics were presented and discussed:

- Potential Gateway Improvement Areas
- Redevelopment Areas including the Ferry Cut-off area and the 7th Street area
- Route 9 alternatives
- Future Sidewalk and Bike Facility Investments
- Bicycle Facilities and Trail Recommendations
- Potential Sidewalk Improvement Areas
- Open Space Preservation
- Park and Recreation Facilities
- Annexation

The following summarizes the responses revealed from the Workshop. These comments will be used to refine the 2003 Plan goals and objectives, and to further develop implementation strategies.

Potential Gateway Improvement Areas

The display boards proposed three potential gateway improvement areas:

- Rt. 273 Gateway- Western Gateway
- Rt. 273, Rt. 9 and Rt. 141 Gateway
- Rt. 9 and Army Creek Gateway

Attendees were asked if each gateway was important and if the City should spend resources toward improvements. They were further requested to identify what improvements they wish to see.

While the results showed that respondents were generally in favor of gateway improvements in all three locations, there was overwhelming support for improvements at Area #2 (Rt. 273, Rt. 9 and Rt. 141), which provides for multiple approaches to the City. The respondents favor removing billboards, providing wayfinding signage to downtown, and improving the sidewalks and streetscape. The participants also favor landscaping with a New Castle sign and wayfinding signage to downtown at Area #1 (the Western gateway on Rt. 273). One comment inquired if Area #1 and #2 should be addressed as one improvement area.

There was a mixed reaction regarding Area #3, the Army Creek Gateway. Slightly less than ½ of the responses were against an improved gateway. Nonetheless, the responses showed support for signage that highlights the natural environment and Creek corridor trail, as well as wayfinding signage to the downtown. Additional comments for Area #3 include:

- Maintain natural aspects of countryside
- Leave the area as natural as possible
- Move the gateway to Dobbinsville area
- Concern that wayfinding signage to downtown would draw more traffic

Redevelopment Areas

Ferry Cut-off Gateway

A description of the Ferry Cut-off area and conditions was provided and participants were asked if they support an investment in sidewalks, streetscape and gateway treatments. Every response favored such improvements revealing a significant support for redevelopment of this area.

Attendees were further requested to choose an acceptable site (building and parking) configuration out of three specified options. The majority of respondents stated that the building should be located and oriented along the street interface with the parking in the rear (Option 1). Some chose locating the parking lot between the street and the building (Option 3). The least amount of responses favored providing parking to the side and to the rear of the building and orienting the building towards the side parking lot (Option 2). Two comments were provided suggesting that Option 3 is the most ideal and appropriate for commercial/ retail uses. One comment desired a combination between Options 2 and 3.

7th Street

A description of the 7th Street area and conditions was provided. Participants were asked what kind of the following development is appropriate: Remain industrial; Mix of residential, retail and office uses; Retail and Commercial uses; or Residential with apartments, condominiums and single-family homes.

Not one person chose to recommend keeping the area as industrial. An overwhelming majority selected mixed-use with residential, retail and office. Two chose retail and commercial only. Many selected a mix of residential uses. A write-in for open space received three supporting responses.

Similar to the second part question of the Ferry Cut-off issue, attendees were requested to choose an acceptable site configuration out of three options. Out of twenty-nine responses, all but four chose Option A, which orients the building along the street and locates the parking area behind the building.

Additional comments include:

- Provide a mix of 2.5 to 3 story buildings like downtown
- A grocery store would serve the city and new development further south on Rt. 9.
- Grocery store- Yes!
- Possibly a retirement community
- Office market is very soft.
- Make sure title search done on land "given" to Brosius where Umbrella Row was.
- Not enough consumers to support commercial/ office in this area.
- Continue existing street fabric, streetscape and architecture. Maybe some local commercial and office scattered throughout a residential redevelopment.

- Access to Presbyterian Cemetery from South Street.
- Reconfiguration of Gambacorta & DiMondi properties to increase attractiveness of Umbrella Row.

Route 9 Improvements

A description of the transportation issues and recommendations regarding the 2003 Comprehensive Plan and WILMAPCO Transportation Study of New Castle was provided. Recommendations in the plans focused on geometric changes to intersections to deflect Route 9 thru-traffic around down-town, instead of cutting through downtown. Workshop attendees were asked if they support an investment reconfiguring the intersection of 6th and Route 9. Each of the thirty-four respondents stated "Yes".

Participants were also asked if they support an investment reconfiguring the intersection of Delaware Street and Rt. 9. Twenty-six stated "Yes", they do support such investment, while eight, said "No", they do not.

A mixed opinion was revealed regarding whether to invest in reconfiguring the intersection of Washington and Route 9. Twenty-eight of the respondents stated "No", they do not support such investment, while nineteen support it.

Additional comments:

- A plan is needed, but residents need an easier way to get to Rt. 9.
- Make 7th Street a one-way street.
- Stick with the WILMAPCO Plan.
- Newspaper articles regarding DeIDOT roundabouts were posted on the boards; however, support for or against was not provided.

Other Route 9 Options

Participants were asked to provide other ideas for solving the Route 9 thru-traffic problem and to identify other transportation issues. Comments include:

- Use abandoned railroad for road
- Have truck routes
- Enforcement of truck signs
- Provide a parallel road by side of railroad for part of Route 9
- Take away the last toll road on Route 1 and Middletown folks may be encouraged to use it more than Route 1
- Make Route 273 four lanes
- Block roads with a police car during height of commuter hours- only local residents with a sticker would be allowed through
- 7th Street
- 3rd Street
- Out of town traffic cutting thru is a "no-no"
- I invite State/City officials to Washington Street any morning/ evening
- I invite State/City officials to Route 9/ Dobbinsville any time with traffic (concerned about the safety of children)
- No trucks on 6th Street.
- Definitely no one-way of Delaware Street

Potential Sidewalk Improvement Areas

The board displayed areas proposed for new or improved sidewalks. Attendees were asked to state their support for new or improved sidewalks in of three specific areas (in addition to the gateway and redevelopment areas).

- Wilmington Road and Chestnut Street. Twenty-three of the twenty-five respondents showed support for sidewalk improvements. A comment was provided to include visitor parking and signage for walking into the historic area
- 13th Street. About seventeen participants support sidewalk improvements. There were zero votes against such improvement.
- South Street and 3rd Street. Twenty-nine of the thirty-three respondents stated “Yes” to sidewalk improvements. A comment was provided indicating the need for parking, but not sidewalks since a sidewalk path already exists on one side.

Other Comments:

- More parking please
- Walk over bridge to shops of Ferry Cut-off
- Make deal with churches to use their parking when not in use

Bicycle Facilities and Trail Recommendations

Display boards showed existing and potential trail connections. Participants were asked if they would like trail connections in other locations and to provide suggestions regarding pedestrian and bicycle paths. Comments include:

- Bike route on south Route 9
- Route 9 between Dobbinsville and Llangollen needs to be made safe and complete for biking
- 13 & 4d- Can we make it safe?
- On northern route- can connector be built safely and cost effective?
- Increase greenway trails so usable for both bikers and walkers
- Connector from north end of town to Wilmington riverfront
- Consider sidewalks along Route 9 so Washington residents can have safer access to Battery Park.
- Prefer path to Wilmington along river
- Provide a walking path from river along the Broad Dyke Canal corridor with a connector to School Lane and to Battery Park
- Provide a connector path to Riverwalk and Battery Park.
- Why not extend pathway at Battery Park both ways along river?

Open Space Preservation

Workshop participants were asked to identify areas that should be preserved as open space and/ or community facilities. The display board identified five specific parcels to consider for preservation, including:

- 11.9 acre parcel between Washington Park on Rt. 273 to the east of ball fields
- 108 acres of farmland bounded by Rt. 273 and School Lane
- 2 acre Parcel on Rt. 273 to the east of New Castle Middle School
- Property on the east side of 6th Street and north of the Broad Dyke Canal

- Parcels to the north, west and south of Dobbinsville totaling 72 acres, plus 12.9 acres of land between Washington Park and Centerpoint Industrial Park

With the exception of Area #4, all of the respondents believe the aforementioned areas should be preserved as open space and/or community facilities. Approximately 2/3 of the responses were in favor of preserving Area #4. One noted reason not to preserve the property is that it is currently zoned R-3.

Park and Recreation Facilities

As a follow-up to the open space preservation issues, attendees were requested to identify the types of recreation they prefer. Participants were further asked to identify preferred locations for such open space and facilities.

There was tremendous support for passive open space and multi-use trails/ paths. Numerous respondents suggested additional open space and an extension of existing walking paths near the waterfront. Also, multiple participants agreed that Area #4 should be preserved as passive open space. A few suggestions were for a playground or tot lot at Area #5. A couple of participants were in favor of indoor recreation (i.e. games, meetings, clubs, etc.) at Area #1 and #5. One person suggested a need for court recreational facilities (i.e. tennis, basketball) at Area #5.

Additional comments/ suggestions include:

- Retain Area #2 as “community supported agriculture”
- Provide a child farm museum at Area #2
- Provide community gardens
- Increase storm drainage near the existing playground and basketball court
- Improve trail along river from Bull Hill to Glebe
- Bicycle concession near Dobbinsville and trail
- Locate a dog park at Area #5
- Provide a bike park south of city along river
- Preserve Area #3 as open space
- Consider/ evaluate parking at Rt. 9 for biking and fishing activities

Annexation

Workshop attendees were asked to identify areas that should be annexed. Five specific parcels were mapped on the display board to consider for preservation, including:

- Parcel on Rt. 273 between Centerpoint Industrial Park and Quigley Boulevard.
- 13.7 acre lot within Centerpoint Industrial Park along the railroad tracks
- 5.5 acres to the rear of Carrie Downie Elementary School
- Six Parcels of single-family homes and a part of Jefferson Farms Park on the northern side of Swedes Square, totaling 4.6 acres

The majority of the responses were in favor of recommending annexation of these parcels. This indicated a strong consensus to rationalize the city edges and to remove unincorporated enclaves.

Miscellaneous Comments

Attendees provided the following comments:

- Time for a dog park at far end of Battery next to Dobbinsville
- A retirement community
- Need another meeting at Senior Center or leave displays there for a week so people can make choices after consideration
- A quiet Delaware/ 6th Street
- Keeping rental properties to a minimum
- More jobs, expand the property tax base, extend the workability community to and thru the 7th Street Industrial property (B&E, Gambacorta, etc.) with continuation of existing fabric at residential and streetscapes. Good mix of single-family condos and twins. Maybe a few commercial units scattered throughout the development
- Please provide homeowners with objective, understandable and fair HAC guidelines
- Save open land for wildlife
- 7th and South Shoppes
- Get rid of Deemer Brownfield
- Biggest threat to preservation of the downtown area and adjacent neighborhood is unwanted vehicle traffic. This must be understood at a strategic level and means, in part:
 - We must not add parking in historic area
 - We must provide perimeter parking at edges of city and pleasant pathways to walk or bike in and out
 - We should be looking how to identify and secure property to use for such parking
- Consider adaptive reuse of the Brosius & Eliason and Gambacorta buildings/ properties (potential reuse could be commercial retail, or retirement/ healthcare community/senior center).

Implementation Matrix

Action	Implementing Body	Notes
Governmental Services		
<p>Goal #1: City Council to Appoint a Charter Review Commission</p> <p>1. Mayor and City Council to appoint a special commission or committee to review the existing charter and recommend appropriate revisions, modifications, and amendments.</p> <p>2. Charter Review Commission to include elected officials, City solicitor, City staff, and residents.</p> <p>3. Charter review process should include significant public involvement.</p>	City Council & Charter Review Commission	
<p>Goal #2: Buyer Information Package</p> <p>1. Develop an ordinance requiring every purchaser who acquires title to land within the city to view a "buyer information package" disclosing the status of the zoning, historic preservation, floodplains or wetlands on the property prior to purchase.</p>	Building Department Staff	
Land Use		
<p>Goal #1: Continue to encourage mixed residential/retail/office uses.</p> <p>1. Complete a Downtown/Waterfront Plan</p>	City Council & Planning Commission	
<p>Goal #2: Develop New Castle's remaining undeveloped parcels, brownfields, and redevelopment areas harmoniously with nearby land uses.</p> <p>1. Identify remaining undeveloped parcels and rezone if necessary to encourage an appropriate use.</p> <p>2. Identify vacant land and parcels that may be suitable for new open space or expansion of existing open space.</p>	Planning Commission	See Tables 15 and 16 for Plan recommendations

<p>3. Identify former industrial sites and rezone to appropriate uses given their locations and environmental condition.</p> <p>4. Identify areas where long-term redevelopment of inappropriate and dilapidated uses should be encouraged. Prepare example site plans, identifying new land uses and recommended zoning and setback regulations.</p> <p>5. Strengthen non-conforming regulations to limit the expansion of non-conforming uses and explore the possibility of creating a City-sponsored program to assist and support the relocation of non-conforming land uses.</p> <p>6. Define appropriate zoning designations for vacant land designated for open space in the event that they are developed or redeveloped prior to acquisition by the City. The zoning for these land areas should be provide appropriate protection for environmental resources on the site and nearby, be compatible with surrounding land uses and promote a form of development that would yield at least some open space.</p>		
<p>Goal 3: Develop and adopt long-term redevelopment vision plans for the Ferry Cut-off and the 7th & South Street areas.</p> <p>1. Develop and adopt a long-term redevelopment vision for the 7th & South Street area as a new, primarily residential extension of the downtown area with a mix of residential, retail and office uses. It is appropriate to designate some parcels as a mix of residential only with apartments, condominiums and single-family homes.</p> <p>2. Develop a capital improvement program identifying desirable physical improvements ranging from enhanced pedestrian connections for the Ferry Cut-off to entirely new neighborhood streets for the 7th & South Street area.</p> <p>3. Coordinate state and local transportation improvements to achieve better pedestrian linkages between these areas of the City and existing adjoining neighborhoods.</p>	Planning Commission	Seek grant funding for development of vision plans and implementation strategy

Annexation		
<p>Goal #1: Establish Citywide annexation criteria, policy, and procedures.</p> <p>1. Create formal criteria, policies, and procedures for annexing land.</p> <p>2. All annexations should require a fiscal impact study, prepared at the expense of the property owner, to determine its potential economic impact on the City.</p> <p>3. All annexations should require a recommendation from the Planning Commission as to compatibility of proposed land uses.</p>	City Council	
<p>Goal #2: Identify possible areas for future annexation.</p> <p>1. Identify parcels that are important to consider for annexation due to critical issues, such as preservation of open space or historic resources.</p>	Planning Commission, City Council	See Table 17 for plan recommendations
<p>Goal #3: Encourage the development of areas outside but adjacent to New Castle, or under consideration for annexation, in a harmonious manner with nearby uses.</p> <p>1. Identify possible annexation areas and other developable land adjacent to the City and suggest possible land uses.</p> <p>2. Work with New Castle County to enact appropriate zoning changes and other development controls.</p>	Planning Commission, City Council	
Infrastructure		
<p>Goal #1: Encourage the relocation of aerial utilities below ground through development of a long-term utility relocation plan and through revisions to the City's subdivision and land development ordinance.</p> <p>1. Develop a long-term plan to systematically bury aerial services in the historic areas and other neighborhoods currently served by aerial utilities.</p> <p>2. Determine the practical minimum level of development or redevelopment for which utility relocation would be financially feasible.</p> <p>3. Based upon information developed in the foregoing strategies, develop appropriate</p>	Planning Commission, City Council, Municipal Service Commission	

<p>revisions to the subdivision and land development ordinance requiring utility relocation as a part of any development or redevelopment activity</p> <p>4. The City should explore state funding assistance for the burial of utilities, especially the Department of Transportation in connection with improvement of state-owned roads and highways.</p>		
Transportation		
<p>Goal 1: Expand bike and pedestrian connections and facilities throughout the City.</p> <p>1. Develop a plan to designate where sidewalk construction is needed, identify needed pedestrian crossings and bike route markings. High priority locations include: Rt. 9 from 3rd to city border, Wilmington Rd. and Chestnut St., South St. and 3rd St., 13th St., and Washington St. at Deemer's Landing. 2. Appropriate city codes, including building codes and subdivision and land development regulations, should be revised to include requirements to provide sidewalks along all streets whether the fronting property is improved or not.</p> <p>3. Add bike lanes and appropriate signage to roadways to enhance bicycle mobility and safety.</p> <p>4. Plan for routing, construction, and maintenance of East Coast Greenway through the city.</p> <p>5. Implement the Delaware State Plan for improvements to Route 273 as described in the Transportation Improvement Plan.</p>	<p>City of New Castle, DelDOT, East Coast Greenway Alliance</p>	<p>See Table 18 and Map 4 for recommended improvements</p>
<p>Goal 2: Clarify regional and local traffic patterns throughout the City.</p> <p>1. Install clear signage on Route 9 (New Castle Street, Ferry Cut-off, and 7th Street) to direct through-traffic onto designated routes and off local streets.</p> <p>2. Determine the feasibility of creating a Route 9 bypass south of downtown New Castle as a part of WILMAPCO's upcoming update to the 1999 Transportation Plan.</p> <p>3. Prohibit large trucks from utilizing small City streets, such as 6th Street and Delaware Street, with weight limit signage and coordinated enforcement.</p> <p>4. Design and implement an attractive way-finding and informational signage system.</p>	<p>DelDOT, WILMAPCO, Planning Commission, City Council</p>	

<p>Goal 3: Redesign streets and intersections to reduce speeding and cut-through traffic, while improving pedestrian safety in all City neighborhoods.</p> <ol style="list-style-type: none"> 1. Monitor the DelDOT project to make pedestrian upgrades along Washington Street and continuing onto 7th and South Streets to provide a contiguous route to Battery Park. The projected in service date is 2011. (DelDOT CIP FY2008 - FY2013. Project #22-011-04.) 2. Monitor the DelDOT project to analyze safety upgrades at the railroad crossing and minor intersection improvements at 7th and Washington. (DelDOT CIP FY2008 - FY2013. Project #22-011-04.) As an alternative to the 2003 strategy to create a Route 9 by-pass, these improvements may encourage drivers heading north and following Route 9 not to go straight through the City. 3. Monitor the DelDOT project to realign the current intersection of Route 9 and 6th Street to promote thru-traffic to continue on Route 9. If needed, the intersection at 3rd will be upgraded. Multi-modal facilities, such as sidewalks, bike lanes and bus shelters, may be incorporated. The projected in service date is 2010. 4. Pursue grant funding to implement the recommendations for the Ferry Cut-off area in 1999 City of New Castle Transportation Plan prepared by WILMAPCO. Intersections of Route 9 and Delaware Street and Route 9 and 6th Street will be reconfigured; street trees, sidewalks, curbs, crosswalks and pedestrian-scaled lighting will be added to Route 9. Continue to coordinate with WILMAPCO in the update of the Transportation Plan. 5. Pursue grant funding to improve the streetscape and add traffic calming design solutions to 7th Street as it passes through and near Dobbinsville. These should include street trees, pedestrian-scale lighting, sidewalks and a special crossing environment for pedestrians, such as a yellow-light mandatory traffic yield for pedestrians. 6. Pursue grant funding to provide enhancements at intersections, such as curb extensions, reduced curb radii, median refuges, crosswalk treatments, and pedestrian signals, to improve pedestrian safety. 7. Reduce street cross sections through narrower cartways or pavement striping to slow traffic. (See Table 18 and Map 4.) 8. Install new sidewalks, street trees, and decorative lighting to create pedestrian-oriented 	<p>City of New Castle, DelDOT</p>	<p>See Table 18 and Map 4 for recommended improvements</p>
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<p>streets and thoroughfares. (See Table 18 and Map 4.)</p> <p>9. Monitor the implementation of DeIDOT Route 9/River Road Area Flood Remediation Project. (DeIDOT CIP FY 2008-FY 2013.)</p>		
<p>Goal 4: Formalize and optimize the existing parking supply.</p> <p>1. Pave, stripe, and sign the gravel parking lots at the southern terminus of 3rd Street and the foot of Chestnut Street. Consider permeable paving for new parking facilities to limit increases in impermeable surface coverage.</p> <p>2. Encourage businesses and churches in the downtown to share parking.</p> <p>3. Create new visitor and/or employee parking areas on the fringes of the Historic District. (See Table 18 and Map 4.)</p> <p>4. Work with New Castle Police Department to explore the possibility of developing an effective parking permit system for residents in the Historic District that better manages visitor parking.</p> <p>5. Improve signage to direct visitors to designated parking areas.</p> <p>6. Enforce multi-vehicle parking per household on residential streets.</p> <p>7. Explore methods to provide temporary special events parking, including the possibility of shuttle service to and from remote parking areas.</p> <p>8. Evaluate the need for a parking structure as part of the 7th and South Street redevelopment. The scale and design of such a structure should fit within the context of its surroundings.</p>	Public Works Department	
<p>Historic and Cultural Resources</p>		
<p>Goal 1: Develop strategies to protect resources outside the historic district.</p> <p>1. Conduct a historic survey to update and augment the City's historic inventory. Explore expanding the existing historic district or creating new districts.</p> <p>2. Explore the potential benefit of expanding applicability of the Historic Area Guidelines to resources outside of the historic district.</p>	Historic Area Commission, City Council	

<p>Goal 2: Develop updated and enhanced design standards/review procedures for development within the historic area.</p> <p>1. Prepare updated Historic Area design guidelines that provide additional guidance, options and alternatives to property owners.</p> <p>2. Review current procedures to determine the need for updating or revising these procedures, such as requiring a longer submission deadline in the advance of meetings to allow for the public review of an application prior to the hearing date.</p>	Historic Area Commission, City Council	
<p>Community Design</p>		
<p>Goal 1: Incorporate detailed urban design standards into the City's development controls to assure that high quality new development.</p> <p>1. Prepare urban design standards that will foster redevelopment in the 7th and South Street area. Specific design components, include "build-to lines"; "minimum building-street frontage" requirements; doorway/fenestration requirements; smaller block dimensions; streetscape improvements, etc; will be incorporated to ensure that new development is pedestrian oriented and of very high quality.</p> <p>2. Adopt site design standards for commercial uses in the Ferry Cut-off redevelopment area. Require parking lots to be designed in accordance with landscaping and pedestrian-oriented standards and guidelines. The purpose of such standards should be to promote and facilitate a safe and comfortable pedestrian scale environment and to reduce the visual impact of large areas of parking. Examples of site design standards include landscaped islands, shade trees, continuous designated pedestrian paths and crosswalks, pedestrian-scaled street lighting, screened utilities, among other things.</p>	Planning Commission	
<p>Goal 2: Reinforce community identity with attractive gateways at the City's edges.</p> <p>1. Invest in streetscape and gateway treatments for the Ferry Cut-off redevelopment area. Examples include wayfinding signage, brick paver sidewalk and crosswalks, and pedestrian-scaled lighting and banners, among other things.</p> <p>2. Pursue a western gateway along Rt.273 at the City border for a New Castle sign with landscaping and wayfinding signage to the downtown historic district.</p>	Planning Commission, DeIDOT, WILMAPCO	

<p>3. Pursue gateway improvements at Route 273, Route 9 and Route 141, which provides multiple approaches to the City. Such improvements should include the removal of billboards, wayfinding signage to downtown, and sidewalks and streetscape improvements.</p> <p>4. Pursue improvements at Rt. 9 and Army Creek, which would provide the southern gateway. Such improvements should include appropriately scaled signage highlighting the natural environment, the waterfront trail and Army Creek dam.</p>		
<p>Goal 3: Establish requirements for landscape buffers to screen residential neighborhoods from more intense land uses.</p> <p>1. Revise existing zoning and land use regulations to incorporate extensive landscape and buffering requirements.</p> <p>2. Revise existing zoning and land use regulations to incorporate traffic impact and appropriate mitigation requirements.</p>	Building Department Staff	
<p>Economic Development</p>		
<p>Goal 1: Encourage the growth and diversity of neighborhood scale businesses.</p> <p>1. Create a new economic development entity composed of local business owners, City officials, civic leaders, and residents to provide leadership for economic development activities in New Castle. This entity should focus on providing business development assistance, including compiling and distributing potential funding source information and working with City government to create economic development incentives such as tax abatement.</p> <p>2. Perform a market analysis to identify the types of local retail businesses for which there is strong market demand in the City of New Castle.</p> <p>3. Seek to recruit businesses and entrepreneurs to the City through a coordinated marketing campaign designed to attract new locally-oriented businesses.</p> <p>4. Simultaneous with the aforementioned steps, reevaluate the current zoning ordinance to eliminate the long-standing provision that requires vacant commercial properties to revert to residential zoning. Additionally, as recommended in the land use component of this plan, rezone for neighborhood retail or mixed- use areas within or adjoining the neighborhoods</p>	City Council, Economic Development Advisory Committee	

that may be suitable for local commercial activity.		
<p>Goal 2: Redesign portions of Route 9 and the Ferry Cut-off as a pedestrian-oriented commercial district.</p> <ol style="list-style-type: none"> 1. Revise the current zoning district regulations for the Ferry Cut-off (or create entirely new ones) to incorporate design standards that will foster pedestrian-oriented development and redevelopment along the corridor. 2. Redesign the streetscape along the entire length of the corridor to incorporate pedestrian-oriented streetscape improvements 3. Implement the traffic calming and vehicular circulation improvements recommended in the 1999 Transportation Plan. 	Planning Commission, City Council, DelDOT, WILMAPCO	
Housing		
<p>Goal 1: Increase affordable opportunities for home ownership.</p> <ol style="list-style-type: none"> 1. Investigate and advertise financial incentives for reconvertng multi-family to single-family units. 2. Promote and advertise financial incentives for potential homebuyers, such as tax credits and loan assistance, and offer such services to purchasers of all income levels. 3. Provide housing education programs for first-time homebuyers. 	City	
<p>Goal 2: Improve housing maintenance.</p> <ol style="list-style-type: none"> 1. Enforce existing and new property maintenance codes, particularly for multi-family housing units, and impose fines on violators. 2. Distribute a brochure to all property owners explaining the code requirements for property maintenance. 3. Control housing conversions from owner-occupied to rental through a City moratorium on conversions of structures from single-family to multi-family residences. 4. Provide home maintenance training programs to educate New Castle residents, particularly 	City Code Enforcement Staff	

<p>regarding historic residences.</p> <p>5. Adopt previously proposed rental property registration and licensing ordinance to control vacant and boarded housing.</p>		
<p>Goal 3: Improve the integrity of the housing stock through rehabilitation.</p> <p>1. Direct City’s Community Development Block Grant funding to targeted areas in need of rehabilitation.</p> <p>2. Promote and advertise existing rehabilitation grants and loan programs to assist lower income homeowners with maintaining and repairing their homes.</p> <p>3. Encourage home improvement programs to provide assistance not based on income.</p> <p>4. Promote and advertise historic rehabilitation grants and tax credits for historic housing or housing within the historic district.</p> <p>5. Provide home improvement training programs to educate New Castle residents, particularly regarding historic residences.</p> <p>6. Provide a list of suggested reliable contractors for City residents to use for home improvements.</p>	City Code Enforcement Staff	
<p>Goal 4: Facilitate investment in small run-down residential properties, and ensure that such redevelopment meets or exceeds the architectural character of surrounding homes.</p> <p>1. Identify a list of the residential properties which are in need of redevelopment.</p> <p>2. Adopt zoning and land development incentives to encourage redevelopment which include grandfathering of the qualifying property's non-conformities related to lot size, building bulk and minimum yards.</p> <p>3. In the case of multi-family dwellings, adopt zoning and land development regulations which provide for a reasonable increase in density not to exceed two additional dwellings.</p> <p>4. Adopt zoning and land development incentives to encourage redevelopment which also adequately protects surrounding properties through the use of architectural standards,</p>	City Code-Enforcement Staff	

<p>limitations of building footprints not to exceed fifty percent (50%) of lot size, and maximum lots sizes for qualifying properties not to exceed 10,000 square feet.</p>		
<p>Environmental Protection</p>		
<p>Goal 1: Preserve the capacity of the floodplain to carry floodwaters.</p> <ol style="list-style-type: none"> 1. Continue to enforce the city's current standards for construction in the floodplain. 2. Study, recommend and implement stormwater best management practices for developers to follow during construction. 3. Create a management plan for unused open space considering how to decrease runoff through using native species and unmown areas. 	<p>Building Department Staff</p>	
<p>Goal 2: Improve drainage and stormwater management throughout the City.</p> <ol style="list-style-type: none"> 1. The New Castle Conservation District is currently completing an analysis of flooding problems in the Washington Park neighborhood. This should be extended to other neighborhoods where flooding is a regular problem. 2. Update the city's land development ordinances to incorporate stormwater management best management practices. 3. Include provisions to retrofit or restore stormwater facilities for redevelopment, including the consideration of green technology as practicable. 4. Consider the costs versus benefits of seeking designated agency status from DNREC for the Sediment and Stormwater Program. 	<p>City Engineer, Building Department Staff, New Castle Conservation District, Planning Commission, City Council</p>	
<p>Goal 3: Conserve State Resource Areas (SRA)</p> <ol style="list-style-type: none"> 1. Develop overlay zoning ordinances, environmental performance standards, design criteria and/or mitigation requirements to protect environmentally sensitive areas. This includes encouraging LEED criteria in zoning and development standards. 2. Amend the zoning code to prohibit development in wetlands and require a riparian buffer zone along wetlands and stream banks 	<p>Planning Commission, City Council</p>	

Open Space, Parks & Recreation		
<p>Goal 1: Enhance the maintenance of neighborhood recreational facilities, particularly in Buttonwood, Van Dyke Village, Shawtown, and Dobbinsville.</p> <ol style="list-style-type: none"> 1. Sponsor the formation of volunteer "neighborhood park committees" or "park stewards" to represent individual neighborhoods in the city. Neighborhood Park committees will also be formed for communities that currently do not have local parks but desire them, such as Boothhurst and Washington Park. 2. Retain the services of a consultant to assist in the preparation of a detailed physical condition survey and analysis of all existing park facilities, and to prepare a plan for enhancing existing parks and developing new facilities. Work directly with neighborhood park committees to identify, plan, and design needed improvements. 3. The implementation plan created by the project consultant will include a park and recreation capital improvement program, detailing all projected costs and potential public and private funding sources. The program will also include a detailed prioritization of proposed improvements, and funding cycles for all applicable grant programs. 4. The Trustees of the New Castle Common will explore the possibility of expanded funding and development of existing and proposed park facilities. 5. Neighborhood park committees will jointly prepare "neighborhood park stewardship" agreements detailing the neighborhood's contribution to the maintenance and improvement of their local parks and recreation facilities. 6. Consider amending local land development regulations to include a recreation impact fee requiring developers to contribute land or a fee to support the development of recreational facilities. 	City Council, Neighborhood Park Committee, Board of Trustees	
<p>Goal 2: Expand local recreational opportunities by creating new neighborhood parks in the Boothhurst and Washington Park neighborhoods.</p> <ol style="list-style-type: none"> 1. Incorporate the planning, design and development of new neighborhood parks into the citywide park and recreation facility development plan recommended under Goal #1. 2. Form neighborhood park committees, as recommended in Goal #1 to represent the 	City Council, Neighborhood Parks Committee	

<p>Boothhurst and Washington Park neighborhoods and to provide leadership for new park development activities.</p> <p>3. Ensure that the development and design of new neighborhood parks in Boothhurst and Washington Park function as community focal points, supporting enhanced community interaction and pride, in addition to meeting identified local recreational needs.</p>		
<p>Goal 3: Explore the development and potential funding of new community-wide recreation facilities, including:</p> <ul style="list-style-type: none"> • Community swimming pool • Public fishing pier/and or non-motorized boat launch • Greenway and multi-use trail system expansion • Dog park <p>1. Incorporate the need for specific community-wide recreational facilities into the Citywide park and recreation facility development program that is recommended in Open Space, Parks and Recreation Goal #1.</p> <p>2. Coordinate expansion of greenways, bikeways, and multi-use trails with state and local road improvement projects.</p> <p>3. Seek to incorporate the development of public recreation pier in future development activities along the City's waterfront.</p> <p>4. Identify potential new recreational trails that connect to existing paths, parks, historical features and community facilities.</p>	City Council, Board of Trustees	See Map 6: Open Space & Recreation
<p>Intergovernmental Coordination</p>		
<p>Goal 1: Establish and maintain cooperative relationships with state and local agencies.</p> <p>1. Arrange meetings with the state and county to establish or improve relationships with New Castle, and suggest subsequent regular or as-needed meetings.</p> <p>2. Prepare and submit a formal memorandum of agreement with New Castle County to define the process for inter-municipal coordination and cooperation.</p> <p>3. Develop a strategy with New Castle County regarding zoning, subdivision plans,</p>	City Council	

<p>annexation, and the type of development occurring in adjacent areas.</p> <p>4. Forward all agendas and resolutions from City Council and the Planning Commission to New Castle County and the Office of State Planning Coordination to keep them informed of all planning related proposals and actions.</p> <p>5. Attend meetings of state agencies or New Castle County regarding planning issues that may affect New Castle.</p> <p>6. Request information on and input into proposed actions of governments that affect New Castle.</p> <p>7. Include New Castle City officials on New Castle County mailing lists to better inform City officials of county planning related proposals and actions that may impact the City.</p>		
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Adoption Ordinance

Ordinance No. 463

**An Ordinance to Adopt the Update to the 2003 Comprehensive Plan,
entitled the 2009 City of New Castle Comprehensive Plan**

WHEREAS, 22 Del. C Section 702 requires the City of New Castle to update its Comprehensive Plan every five years; and

WHEREAS, the City of New Castle Planning Commission per 22 Del. C Section 702, in consultation with State and local agencies and private citizens representing varied interests has developed the 2009 Comprehensive Plan; and

WHEREAS, a new Comprehensive Plan has been developed per 22 Del. C. Section 702, building upon the 2003 Comprehensive Plan, as well as incorporating the elements and policy recommendations required thereby; and

WHEREAS, the new Comprehensive Plan has been reviewed by the Office of State Planning Coordination and other State agencies through the Preliminary Land Use Service (PLUS) review; and

WHEREAS, the City of New Castle has determined that the provisions of the Comprehensive Plan substantially advance and are reasonably and rationally related to legitimate government interests including promoting the health, safety, convenience, order, prosperity and/or welfare of the present and future inhabitants of the City of New Castle; and

WHEREAS, the 2009 City of New Castle Comprehensive Plan draft document, including all associated maps, dated May 22, 2009, the PLUS review letter dated April 22, 2009, and public hearing testimony are available for inspection on the City website at www.newcastlecity.org.

NOW THEREFORE, BE IT ORDAINED by the Mayor and Council of New Castle, the following:

The 2009 City of New Castle Comprehensive Plan draft document, including all associated maps, dated May 22, 2009 is adopted as the Comprehensive Plan for the City of New Castle, Delaware, in accordance with the Shaping Delaware's Future Act of 1995 in Delaware Code, Title 29, Subchapter I and the Livable Delaware initiative.

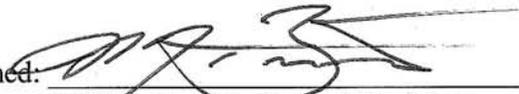
This ordinance is adopted pursuant to the authority conferred upon the City Council of New Castle, Delaware in the Delaware Code, Title 22, Section 702.

The provisions of this ordinance are severable and if any of its provisions or any sentence, clause or paragraph shall be held unconstitutional or in violation of the laws of the State of Delaware by any court of competent jurisdiction, the decisions of such court

shall not affect or impair any of the remaining provisions which can be given effect in the absence of the invalid provision or application; and

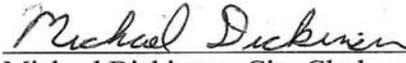
BE IT FURTHER ORDAINED that this Ordinance shall take effect after approval by the City Council and the Mayor.

First Reading: June 9, 2009
Second Reading: June 9, 2009
Third Reading: July 14, 2009

Signed: 

William Barthel, Council President

I hereby certify that the foregoing Ordinance was duly approved by the Council of the Mayor and Council of New Castle upon the dates above set forth and signed by the President of Council.


Michael Dickinson, City Clerk

Approved this 21st day of July, 2009


John F. Klingmeyer, Mayor

Certification Letter