

Downtown Gateway (DG)

Code Review and Discussion



AECOM

October 26, 2015



Overview

Background

- City Comprehensive Plan
- Visioning Workshops
 - Comprehensive Plan – 2008
 - Zoning Implementation – 2010
- Downtown Gateway (DG) – Intent Statements

Discussion Items

- Multi-Family
- Density
- Parking Structures
- Floodplain



Background

Comprehensive Plan

Goals & Strategies

- **7th and South Street Redevelopment Area**
 - **Goal:** "...it is easy to envision this area as a new residential neighborhood, extending the built-form, character and scale of the historic district
 - **Strategy:** "...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."

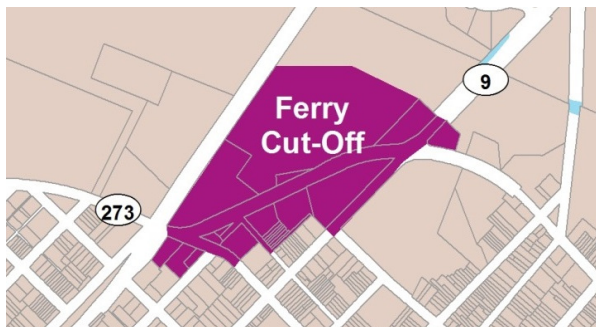


Background

Comprehensive Plan

Goals & Strategies

- **Ferry Cut-Off Redevelopment Area**
 - **Land Use Goal:** “New pedestrian-oriented neighborhood commercial district providing primarily local goods and services”
 - **Economic Goal:** “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:**
 - Redesign portions of Route 9 and the Ferry Cut-off as a pedestrian-oriented commercial district.
 - Invest in streetscape and gateway treatments for the Ferry Cut-off redevelopment area.



Background

Comprehensive Plan

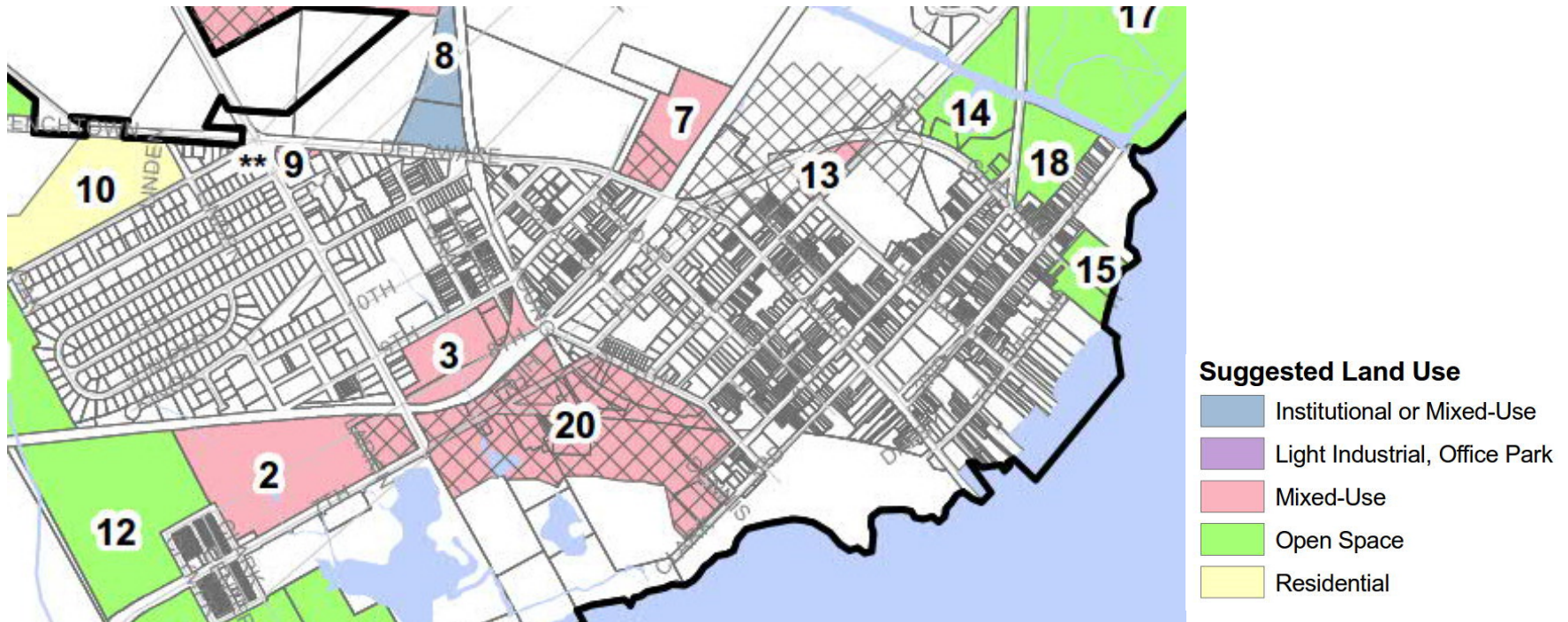
Land Use Recommendations

7th and South Street

- “Mixed-use redevelopment”

Ferry Cut-Off

“Mixed-use. Part of Ferry Cut-off commercial area.”



Background

Visioning Workshops

7th STREET REDEVELOPMENT AREA

The 7th Street Area is adjacent to downtown New Castle to the east, the railroad to the north, and the Delaware River waterfront to the south. The area is well-connected to downtown along 7th Avenue, Washington Avenue, 2nd Street, and Route 9. A mix of active and vacant industrial uses, auto related businesses, retail businesses, and residential uses are present, but much of the land is vacant and underutilized. The industrial zoning in the area significantly limits what can be built here.

*Access to Redevelopment Corridor from South St.
Reconfiguration of Corridor + 20' Wide properties to increase
accessibility of site.*

What kind of development is appropriate?
Which of the following choices do you think is appropriate?

Should the area remain zoned for industrial uses?

Yes

Should the area become an extension of downtown with a mix of residential, retail, and office uses?

Yes

Should the area become a retail and commercial area?

Yes

Should the area become a residential area with apartments, condominiums, and single family homes?

Yes

Which site configuration(s) are acceptable?

Yes Yes Yes

URS

New Castle Comprehensive Plan Update 2008

FERRY CUTOFF GATEWAY / REDEVELOPMENT AREA

The Ferry Cutoff gateway area is a retail/commercial area adjacent to historic downtown New Castle to the south, wetlands to the east, and the railroad and Middle School to the west. Much of the traffic along Route 283 and Route 9 will pass through this area. As a gateway to New Castle, this area does not reflect the historic downtown or the well-kept neighborhoods nearby. The sidewalks, signage, and landscaping are deteriorated or non-existent.

*Multi-level
Mixed Access / foot / horse in / car / water*

Do you support an investment in sidewalks, streetscape, and gateway treatments here?

☐ No

Examples of streetscape and gateway treatments

Which site configuration(s) are acceptable?

☐ Yes ☒ Yes

Question: Is this site configuration acceptable? Answer: Yes, because it is a multi-level mixed access site. It is a good example of a gateway treatment. It is a good example of a gateway treatment. It is a good example of a gateway treatment.

This site configuration is acceptable. It is a good example of a gateway treatment. It is a good example of a gateway treatment. It is a good example of a gateway treatment.

URS

New Castle Comprehensive Plan Update 2008




Background

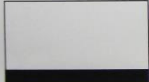


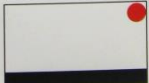
Visioning Workshops

MIXED USE

Mixed use development could offer some significant financial benefits to New Castle. This development could also offer an array of other potential benefits and drawbacks. Please respond to the question below to express your thoughts on this issue.



Mixed use development creates additional tax revenues, but can result in some negative impacts to the surrounding area, and increased traffic is often a concern. How do you feel about this trade-off? Please select one.

	The negative impacts outweigh the additional tax revenues no matter what		If the additional tax revenues can be used to fix the negative impacts, it would be okay
	If the additional tax revenues can be used to partially address the negative impacts, it would be okay		The new tax revenues outweigh the negative impacts no matter what

URS

New Castle Comprehensive Plan Implementation

LAND USE

What kinds of land uses would you like to see in the future?

 Single Family Detached Homes	Select all that apply: <input checked="" type="radio"/> Not appropriate in other area <input checked="" type="radio"/> Appropriate in the Downtown Gateway Area <input checked="" type="radio"/> Appropriate in the City Center Redevelopment Area	 Twin Homes	Select all that apply: <input checked="" type="radio"/> Not appropriate in other area <input checked="" type="radio"/> Appropriate in the Downtown Gateway Area <input checked="" type="radio"/> Appropriate in the City Center Redevelopment Area
 Rowhomes	Select all that apply: <input checked="" type="radio"/> Not appropriate in other area <input checked="" type="radio"/> Appropriate in the Downtown Gateway Area <input checked="" type="radio"/> Appropriate in the City Center Redevelopment Area	 Multi-family	Select all that apply: <input checked="" type="radio"/> Not appropriate in other area <input checked="" type="radio"/> Appropriate in the Downtown Gateway Area <input checked="" type="radio"/> Appropriate in the City Center Redevelopment Area
 Retail	Select all that apply: <input checked="" type="radio"/> Not appropriate in other area <input checked="" type="radio"/> Appropriate in the Downtown Gateway Area <input checked="" type="radio"/> Appropriate in the City Center Redevelopment Area	 Entertainment	Select all that apply: <input checked="" type="radio"/> Not appropriate in other area <input checked="" type="radio"/> Appropriate in the Downtown Gateway Area <input checked="" type="radio"/> Appropriate in the City Center Redevelopment Area
 Office	Select all that apply: <input checked="" type="radio"/> Not appropriate in other area <input checked="" type="radio"/> Appropriate in the Downtown Gateway Area <input checked="" type="radio"/> Appropriate in the City Center Redevelopment Area	 Residential/Office/Retail Mix	Select all that apply: <input checked="" type="radio"/> Not appropriate in other area <input checked="" type="radio"/> Appropriate in the Downtown Gateway Area <input checked="" type="radio"/> Appropriate in the City Center Redevelopment Area

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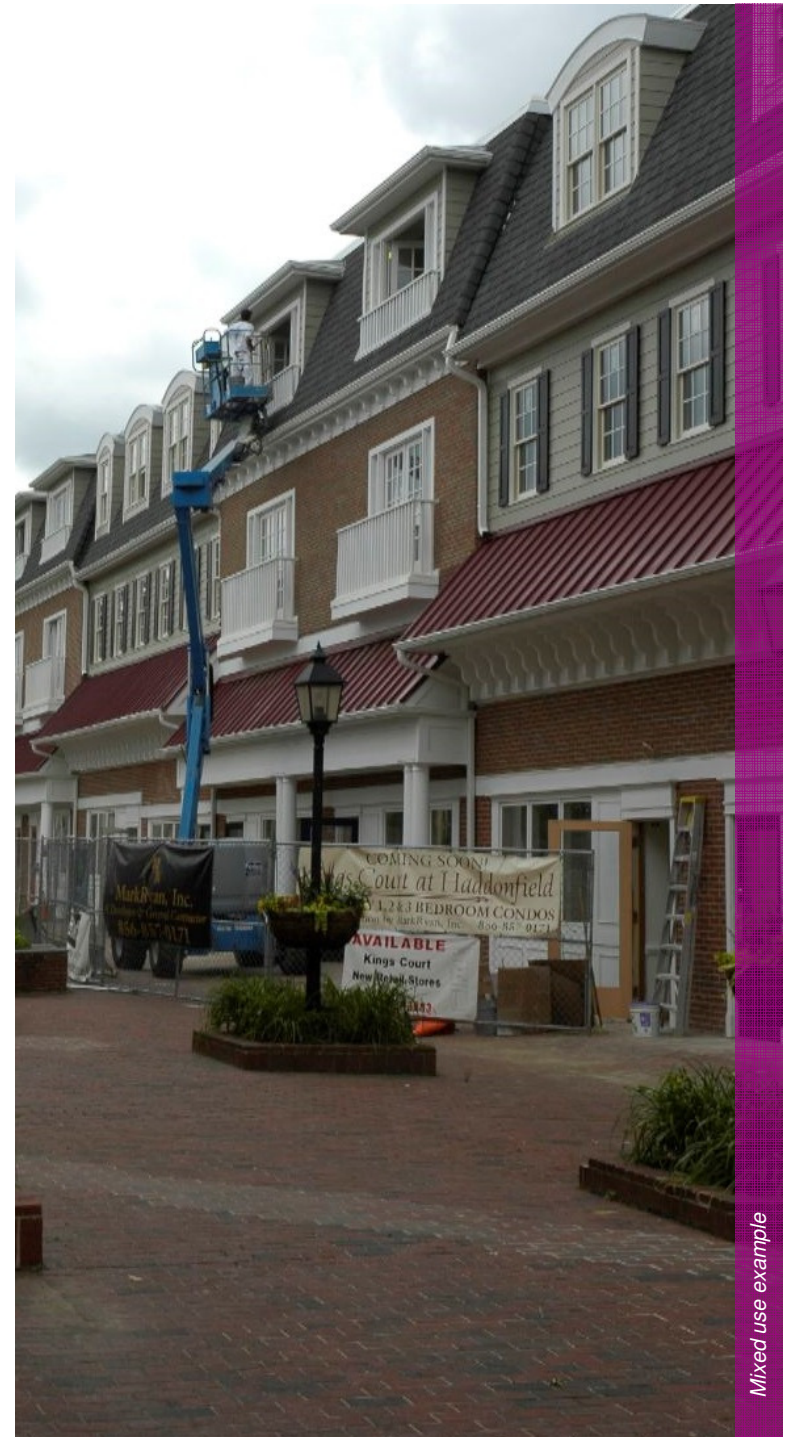
New Castle Comprehensive Plan Implementation

Background

Downtown Gateway (DG)

§ 230-21.1 A. Intent Statements

- Create a pedestrian-oriented neighborhood commercial district providing primarily local goods and services, and presenting a gateway worthy of the City of New Castle.
- Extend the built-form, character and scale of the historic district.
- Encourage lively, human-scaled gathering places for the community through building design and orientation and by encouraging a mix of uses.
- Encourage the consolidation of parcels identified for redevelopment.
- Reduce the number of existing or future driveways and produce more efficient access by encouraging shared use of parking areas.
- Minimize the aesthetic and safety impacts of parking structures and surface parking lots.
- Enhance the aesthetic appearance of the Downtown Gateway Districts.
- Improve the pedestrian environment along streets, parking lots and other pedestrian areas.



Discussion Items

Multi-family

§ 230-21.1 B. Permitted Uses

Dwelling above retail, service establishment or office	P
Single-family and Two-family dwellings	SE
Multi-family dwelling	P
Retail and Services	P
Office and Clerical	P
Mixed Use - Mix of uses in a single building or group of buildings with first floor nonresidential and office or multi-family on the upper floors	P
Parking garage or structure	SE

§ 230-21.1 C. Special Exception

(e) Standards for “non-residential, mixed, and multi-family uses”



The Helm at Deemer's Landing



West 4th Street



Mixed use example

Discussion Items

Density

§ 230-21.1 F. Density and Development Standards

Use	Density	Lot Size	Setback	Impervious Coverage	Building Footprint	Height
Single-family and Two-family dwellings	Same as R3 zone				N/A	45 feet
Residential on upper floor in mixed use building	10 units per acre	N/A	N/A	N/A	N/A	
Multi-family dwelling	None	Min. 3,000 sq.ft	Front: 15-25 ft Side: None Rear: 10 ft	80%	None*	
Non-Residential	N/A				Max. 40,000 sq.ft.	
Mixed Use Building or Group of Buildings	10 units per acre				None*	
West 7th Street 120 units (4 buildings)	28 units per acre (includes wetlands)	8 acres (4.15 developable)			51,800 sq.ft	4 floors
Triangle at St. Peters 66 units	40 units per acre	1.64 acres			39,863 sq.ft.	4 floors

***Note:** § 230-21.1 C. (3) Uses permitted by Special Exception. The building footprint for non-residential, mixed, and multi-family uses shall not exceed 40,000 sq.ft.

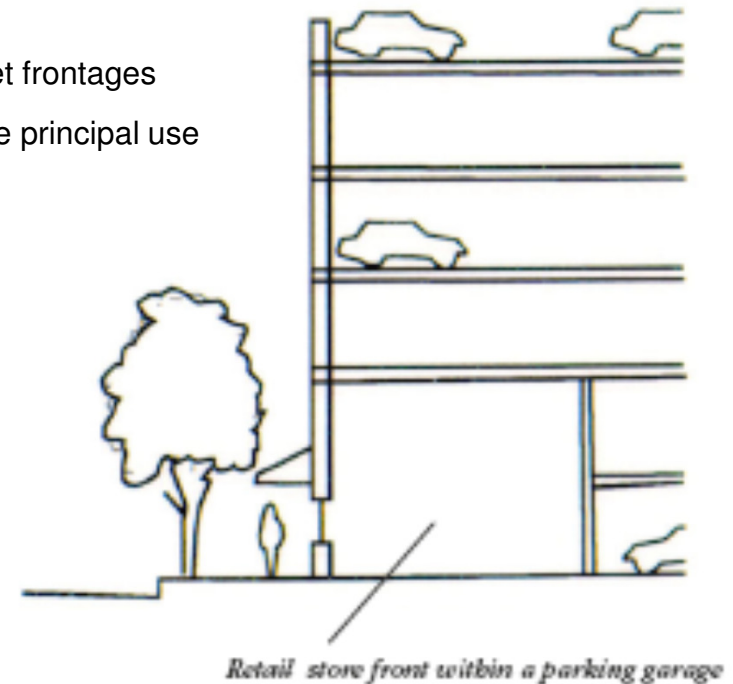
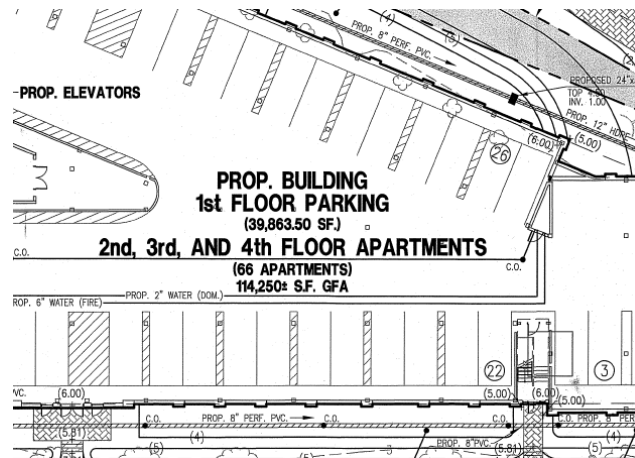
§ 230-21.1. F. (8) Development Standards. Maximum Building Footprint for nonresidential buildings: 40,000 sq.ft.



Multi-family

Parking Structures

- Parking garages and structures are permitted uses by special exception
- Retail store fronts or other active uses at the street level are required at the front facade
- **West 7th Street** – Parking structures are on the street level, with the exception of the building along 7th Street
- **Triangle at St. Peters** - Parking structure proposed along the street frontages
- City attorney asserts that the parking structures are incidental to the principal use and do not require special exception review



Discussion Items

Developable Area

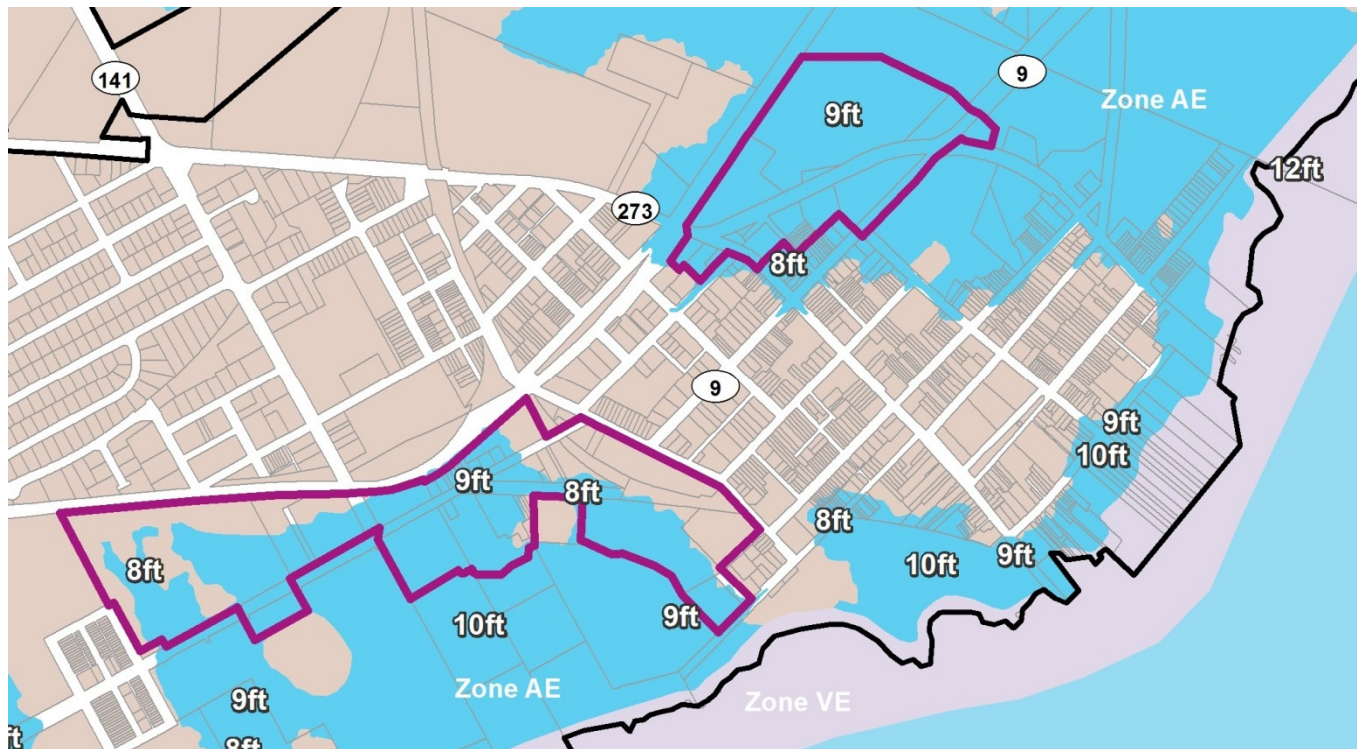


Approximately
20 acres

Discussion Items

Floodplain

- Majority of the DG is within the FEMA 100 Year Floodplain and must comply with City's Floodplain Regulations



Next Steps

Provide recommendations and draft revisions based on tonight's discussion

Planning Commission to refer to City Council for consideration

thank you

