

City of
New  **Castle**
DELAWARE

**COMPREHENSIVE
PLAN**

DRAFT REVIEW

AUGUST 2020



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PRINTING PURPOSES.

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CHAPTER 1 - INTRODUCTION

I Introduction

It would be difficult to improve on author Warren Boeschstein's eloquent summary of the special character of the City of New Castle in his *Historic American Towns Along the Atlantic Coast* book. 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 encompasses four centuries of development.

While the City is 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 and mixed use development taking shape on the City's edges is an improvement and provides a gateway transition into the City.

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.

AUTHORITY TO PLAN

Title 22, Section 702(a) of the Delaware Code assigns responsibility for comprehensive plan preparation to municipal planning commissions in order to “encourage the most appropriate uses of the physical and fiscal resources of the municipality and the coordination of municipal growth, development and infrastructure investment actions with those of other municipalities, counties and the State through a process of municipal comprehensive planning.” Section 702(b) provides that:



“Comprehensive plan means a document in text and maps, containing at a minimum, a municipal development strategy setting forth the jurisdiction's position on population and housing growth within the jurisdiction, expansion of its boundaries, development of adjacent areas, redevelopment potential, community character, and the general uses of land within the community, and critical community development and infrastructure issues. The comprehensive planning process shall demonstrate coordination with other municipalities, the county and the State during plan preparation...”

Once adopted, comprehensive plans must be reviewed every five years as stated in Section 702(e):

“At least every 5 years a municipality shall review its adopted comprehensive plan to determine if its provisions are still relevant given changing conditions in the municipality or in the surrounding areas. The adopted comprehensive plan shall be revised, updated and amended as necessary, and readopted at least every 10 years; provided, however, the municipality may request an extension of such date by forwarding an official request to the Cabinet Committee at least 90 days prior to the deadline.”

In addition, Section 702(g) requires that annual reports on plan progress be filed with the Office of State Planning Coordination (OSPC):

“...describing implementation of their comprehensive plan and identifying development issues, trends or conditions since the plan was last adopted or amended. The report shall be due annually no later than on each anniversary of the effective date of the most recently adopted comprehensive plan or plan update until January 1, 2012, and annually no later than July 1 each year thereafter starting on July 1, 2012.”

REASON FOR PLAN UPDATE

Comprehensive plans are not meant to be static documents and should be re-evaluated as local and regional conditions evolve. New data has become available since the last Plan was completed in 2009, including new demographic information from the 2010 U.S. Census, demographic estimates from the annual releases of the American Community Survey, the 2017 population projections from the Delaware Population Consortium, and a variety of plans, upgrades, and implementation items that have occurred or are underway.

This Plan serves as an official statement about the future of the City. First and foremost, it is a unified advisory document to the City Council and the Planning Commission on land use and growth issues. It should be used to guide future development decisions, rezonings, annexations, and capital improvements throughout the City.

This Plan is also an informational document for the public. Citizens, business people, and government officials can turn to it to learn more about New Castle and its policies for future land use decisions. Potential new residents can use the document as an information resource about the City, its characteristics, and its facilities to help make decisions about relocating to New Castle. This document contains the most current information on population, transportation, housing, employment, and the environment, which will be of interest to developers, economic development professionals, and financial sources.

Finally, the New Castle Comprehensive Plan is a legal document. The Delaware Code specifies that “...any incorporated municipality under this chapter shall prepare a comprehensive plan for the city or town or portions thereof as the commission deems appropriate”. The Code further specifies that, “after a comprehensive plan or portion thereof has been adopted by the municipality in accordance with this chapter, the comprehensive plan shall have the force of law and no development shall be permitted except as consistent with the plan (22 Del. C. 1953 § 702 (c)).” The 2020 Comprehensive Plan meets the requirements set forth in the Delaware Code for a comprehensive plan for a city with a population greater than 2,000. It further updates the 2009 Plan to comply with new State initiatives and regulations for land use and planning.

Since the creation of the 2003 Comprehensive Plan, land development activity and Plan amendments have occurred. Listed below you will find this activity in chronological order.

2003 Comprehensive Plan

The 2003 Comprehensive Plan was prepared by URS Corporation. The public participation element for the 2003 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 the 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.

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.

2009 Comprehensive Plan Update

The 2009 Update was prepared by URS Corporation and adopted on July 14, 2009. During this update, the City concentrated its 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 Update consisted of two parts. Part One contained the update itself, and addressed 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 described and analyzed existing conditions, and sets forth the goals, strategies and policies establishing the rational basis and guidance for future action. Part Two, the Plan Appendices provided 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 listed the planning initiatives over the five-year life of the current plan. The Implementation Matrix further identified responsibilities and noted work already completed as a part of the Plan.

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 for the Comprehensive Plan Update. About 100 people attended the workshop. Comments were used to affirm and refine the 2003 Plan goals and objectives, and to further develop the implementation strategies.

When the 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.

2016 Comprehensive Plan Amendment

The first Comprehensive Plan amendment since the 2009 Plan was reviewed by the Office of State Planning Coordination's Preliminary Land Use Service (PLUS) at the July 27, 2016 meeting and was identified as PLUS ID # 2016-07-06. This amendment application stated the following:

- The City initiated the rezoning process to rezone a portion of Parcel 2101300001 from Industrial (I) to Residential (R-1). The portion of the subject parcel to be rezoned currently had no suggested future land use in the 2009 Comprehensive Plan. Therefore, it was determined that the proposed rezoning was not in compliance with the 2009 Comprehensive Plan, necessitating a revision to the same and a PLUS review. The amendment revised Map 2c, Suggested Land Use Zoning, to designate the entirety of parcel 2101300001 as Residential. Currently, only the eastern portion of the parcel is designated as such with the western parcel having no designation. The text of Table 16 of the Comprehensive Plan, which further described the recommended land use, was revised slightly to reflect that the recommended land use would now apply to the entire parcel. Once the PLUS comments were received, the City adopted an ordinance to revise the Comprehensive Plan as described herein and to rezone the western portion of Parcel 2101300001 from Industrial (I) to Residential (R-1). The entire parcel was currently owned by the Trustees of New Castle Common with the eastern portion being wooded and the western portion being comprised of the New Castle Little League baseball fields.

2018 Comprehensive Plan Amendment

The second Comprehensive Plan amendment since the 2009 Adoption was reviewed by the Office of State Planning Coordination's Preliminary Land Use Service (PLUS) at the August 22, 2018 meeting and identified as PLUS ID # 2018-08-03. This amendment application stated the following:

- The City initiated an amendment to the 2009 Comprehensive Plan to change Map 2c: Suggested Land Use Zoning and Table 16 Vacant Land and Suggested Land Uses

(page 23). The amendment designated the future land use of parcels 2101700045 and 2101700046 as "Mixed-Use". The subject parcels had no suggested future land use. Therefore, it was determined that a proposed rezoning is not in compliance with the 2009 Plan, necessitating a revision to Map 2c. Concurrent with the Comprehensive Plan Amendment, the City sought to rezone the subject parcels from R-3 Residential to RC Retail Commercial. It was noted that the RC Retail Commercial zone permits residential use on the second floor. The City adopted an ordinance to amend the Comprehensive Plan and to rezone the parcels.

2020 Comprehensive Plan Amendment

The third Comprehensive Plan amendment since the 2009 Plan was reviewed by the Office of State Planning Coordination's Preliminary Land Use Service (PLUS) at the March 25, 2020 meeting and identified as PLUS ID # 2020-03-01. This amendment application stated the following:

- The City initiated an amendment to the 2009 Comprehensive Plan to change Map 2c: Suggested Land Use Table 16 Vacant Land and Suggested Land Uses (page 23). The amendment would create a new future land use category of "Retail/Service" and designate the future land use of 604 Frenchtown Road, New Castle, Delaware 19720 (parcel 2101000011) to "Retail/Service". The subject parcel currently has no suggested future land use. Therefore, it has been determined that a proposed rezoning is not in compliance with the 2009 Comprehensive Plan, necessitating a revision to Map 2c. Concurrent with the Comprehensive Plan Amendment, the City will consider a request to rezone the subject parcel from Residential R-1 (R-1) to Retail Commercial (RC). It is noted that the historical and existing use of the subject site is permitted in the RC Zone. The City adopted an ordinance to amend the Comprehensive Plan and to rezone the parcel.

OSPC PLUS Review Applications

Based on the Memo of Understanding with the Office of State Planning Coordination (OSPC), nine Preliminary Land Use Services (PLUS) applications were submitted and reviewed to assist the City with larger sized development reviews since the 2009 Comprehensive Plan Update. In 2019, the Office of State Planning Coordination created a PLUS Operations Dashboard that provides a portal of information for all applications and comments with each application. This portal for additional information can be accessed through the link below: <http://www.stateplanning.delaware.gov/about/plus.shtml>.

The applications submitted within the City of New Castle can be further identified as follows:

1. September 23, 2009 PLUS Meeting / ID # 2009-09-02
 - Review of a 73,157 square feet addition to the existing Family Foundation Academy School located on the north side of Route 273 and Route 141.
2. November 25, 2009 PLUS Meeting / ID # 2009-11-02
 - Review to subdivide an existing parcel for a 53,000 square foot Seeds of Greatness Church, 256 apartment units, 10,500 square feet of commercial retail space and 30 condo units on West Seventh Street.
3. August 24, 2011 PLUS Meeting / ID # 2011-08-04
 - Review the proposed plans for Parcel 7D of the Twins Business Park located on Route

9. The application proposes to eliminate parcel 5 of the existing industrial part and make it part of parcel 7D to expand the existing warehouse on parcel 7D by adding a 138,466 square foot warehouse addition. In addition, proposing to eliminate the existing stormwater management extended detention basin and replace it with an underground stormwater management storm tech unit.
4. September 28, 2011 PLUS Meeting / ID # 2011-09-03
 - o Review of a proposed 53,000 square foot Church with associated parking and stormwater management located at 828 Frenchtown Road for the Seeds of Greatness.
5. February 22, 2012 PLUS Meeting / ID # 2012-02-02
 - o Review a concept plan to build 180-foot dock at the end of Delaware Avenue with a dock for use by the Kalmar Nyckel and other historic ships, the Good Will Fire Company rescue boat, Delaware River and Bay Authority's Three Forts Ferry and other uses.
6. August 24, 2014 PLUS Meeting / ID # 2014-08-03
 - o Review of subdivision for the development of 120 unit apartments and 9,000 square feet of commercial space located at West Seventh Street.
7. May 27, 2015 PLUS Meeting / ID # 2015-05-04
 - o Review the proposed plans for a 66 unit housing project on 1.78 acres for St. Peters Church located on 52 Harmony Street.
8. December 16, 2015 PLUS Meeting / ID # 2015-12-03
 - o Review of a proposed plan to build a 27 unit apartment complex on 0.974 acres located on West Seventh Street for the New Castle Foundry Apartments.
9. April 24, 2019 PLUS Meeting / PLUS ID # 2019-04-09
 - o Review of the proposed plans for 324 apartments and 34,379 square feet of commercial space on 16.47 acres along West Seventh Street.

2020 Comprehensive Plan Update

The 2020 Comprehensive Plan Update was prepared by KCI Technologies Inc. The tasks for this Plan includes updating data, gathering community input, increasing intergovernmental coordination and input, meeting State requirements, reviewing previous achievements and revisiting the goals. The goal of this plan is to update the previous information and add new, relevant information into the final Plan.



On May 6, 2017, the City submitted a Comprehensive Plan pre-update Preliminary Land Use Services (PLUS) application to the Office of State Planning Coordination (OSPC) and obtained comments from State Agencies regarding pertinent items to address during this update. The 2020 Comprehensive Plan represents a combined update with consideration given to these seven City Comprehensive history planning documents, which were further described above:

- o 2003 Comprehensive Plan
- o 2009 Comprehensive Plan Update
- o 2016 Comprehensive Plan Amendment
- o 2017 Comprehensive Plan Pre-Update Review

- Annual City Comprehensive Plan Reports to OSPC (multiple years)
- 2018 Comprehensive Plan Amendment
- 2020 Comprehensive Plan Amendment

INTERGOVERNMENTAL COORDINATION

Intergovernmental coordination is critical for the City 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, Wilmington Area Planning Council (WILMAPCO), New Castle County and the City of Wilmington have produced the following plans to outline goals and recommendations for managing future growth in each respective jurisdiction:

1. State:
 - a. Shaping Delaware’s Future – Managing Growth in 21st Century Delaware - 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.”
2. Region:
 - a. WILMAPCO Regional Transportation Plan 2025 – The WILMAPCO plan strives to “coordinate planning among government jurisdictions to promote regional planning consistency, communication, and cooperation.”
 - b. The WILMAPCO Route 9 Corridor Land Use and Transportation Plan dated May 2017 provides recommendations for improvements within the area.
3. County:
 - a. New Castle County 2012 Comprehensive Plan Update – 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.”
4. Local:
 - a. Wilmington 2028: A Comprehensive Plan for Our City and Communities – The new Plan was recently adopted on December 12, 2019 and further identified this intergovernmental coordination strategy: “Strategies for intergovernmental coordination include identifying planning issues for joint planning and coordination, such as joint planning agreements, memorandums of understanding, partnerships between the City and neighboring governments.”

In each plan, the goals specifically encourages coordination among all levels of government in the region. 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. 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 Comprehensive Plan Update. Furthermore, continued coordination and agreement among entities will be important as plans are implemented and new goals formed.

Draft Plan Review Coordination

The Office of State Planning Coordination provides a clearinghouse review in regard to the mandated Comprehensive Plan certification by the Governor upon adoption for the three Counties and all Municipalities in the State. Coordination with New Castle County and State Agencies are predominantly completed during the Plan review and certification process; however, coordination is ongoing throughout the update process and includes several applicable plans and initiatives.

After incorporating initial feedback from the Planning and Zoning Commission and Council, an application was submitted to the Office of State Planning Coordination (OSPC) for distribution and comment of the City's Draft Plan through the Preliminary Land Use Service (PLUS) process. The PLUS meeting was held on April 22, 2020 and verbal comments were received at the meeting. Formal written comments were received on May 20, 2020.

Upon receiving written comments from the PLUS Meeting, the City Planning Consultant prepared recommendations for consideration and execution within the Draft Plan. The Planning Commission met on June 22, 2020 to review, discuss and authorize the Planning Consultant to make the necessary changes. The OSPC PLUS review letter and prepared City responses can be found in the Appendix of this Plan.

The City released the draft Comprehensive Plan publicly on August 12, 2020 and invited the following government agencies to review the Draft Plan and provide written comments for consideration:

- New Castle County Department of Land Use
- Wilmington Area Planning Council (WILMAPCO)
- City of Wilmington
- Municipal Services Commission (MSC)

The following comments were received.....

HOLD SECTION

Consideration was given to tangible planning changes within the City since the last update, multiple planning documents, updated community profiles, statistics, and additional governmental agency information, the update reflects information from these resources to create the new 2020 Plan.

Public Participation

Public participation is an important component in the planning process. The opinion of residents, business owners and operators, property owners, employees, and visitors help to identify what are important issues needing to be addressed and how the City should be developed in the future. The following participation methods were used to obtain feedback prior to the creation of the draft Plan: Strengths Weaknesses Opportunities and Threats (S.W.O.T.) Analysis, Community Survey, Public Workshops and Planning Commission Meetings. They are described below:

S.W.O.T. – The S.W.O.T. Analysis is a strategic balance sheet that includes a list of the City’s Strengths, Weaknesses, Opportunities, and Threats. The benefit of this type of analysis is that it provides input and knowledge critical to the City’s vitality and prosperity. At the October 16, 2017 Planning Commission meeting, S.W.O.T. Analyses were requested from members of the Planning Commission. Six collective responses were received with 208 total comments. Items from the City’s S.W.O.T. analysis can be found in the Appendix. The information was used to help determine key issues, which were further used to develop the goals and strategies found throughout this document.



Community Survey – In August of 2018, a Community Survey was created by the Planning Commission in partnership with WILMAPCO. The survey included twenty-five questions with 776 responses collected. Seventy percent of those that completed the survey live in the City of New Castle with over thirty-two percent living here for more than 30 years and forty percent being 65 years of age or over. Fifty one percent lived closest to the Downtown / Bull Hill area with seventy-seven percent owning or renting their home. The City website hosted the online portal and promoted participation during the life of the survey.

Public Workshops – Three public participation workshops were held in 2019 to gather input from the community for this Plan update as shown below:

- o April 29th at Buttonwod School
- o April 30th at Carrie Downie School
- o May 1st at the New Castle Public Library



During the workshops, six focus stations were set up in an open house environment approach. They were each facilitated by the Commissioners to share concerns and ideas regarding the major elements of the plan. The recommendations were reviewed for inclusion. The public participation report can be located in the Appendix Chapter of this document.



Planning Commission Meetings – Multiple Planning Commission Meetings were held during the update process prior to the release of the Draft Plan. All meetings were open to the public and advertised in advance of each meeting. The meetings are listed below:

- September 25, 2017 – Project scope refinement
- October 16, 2017 – Project schedule plan
- August 27, 2018 – Project kick-off
- January 28, 2019 – Data and community survey reveal
- June 17, 2019 – Project status and update
- July 22, 2019 – Existing plan goals and strategies
- August 6, 2019 – Existing plan goals and strategies continued
- August 26, 2019 – Existing plan goals and strategies continued
- October 28, 2019 – Mapping update (zoning)
- December 16, 2019 – Land use and mapping research reveal (future land use)
- January 26, 2020 – Mapping and project update (future land use)
- March 10, 2020 – Mayor and City Council internal draft plan and schedule
- June 22, 2020 – Planning Commission OSPC PLUS comment review and recommendations for Plan modifications.
- July 27, 2020 – Planning Commission to present the final draft changes and schedule for public comments and adoption
- August 11, 2020 – City Council Draft Plan Presentation and Release Meeting
- *October 13, 2020 – City Council Public Hearing with Planning Commission attendance*
- *October 26, 2020 – Joint Planning Commission / City Council review of all comments and recommendations*
- *November 4, 2020 – Submit OSPC PLUS comment responses and updated Plan.*
- *December 8, 2020 – City Council Second Reading and Adoption contingent upon the Governor's certification.*
- *XXX, 2021 – Governor's certification letter received.*

Planning Commission Involvement

The Planning Commissioners took a very active role during every step of the process and completed the following tasks prior to the documents release for Public's consideration:

1. Define the project scope with the consultant,
2. Review, redline and provide comments on the existing Plan,
3. Complete the S.W.O.T. analysis,
4. Review the existing goals and strategies as well as provide new ones,

5. Create the Community survey with WILMAPCO as a partner,
6. Organize and facilitate the public workshops,
7. Review the parcel-based map for Suggested Land Use classifications,
8. Review, redline and provide comments on two draft Plans.

GOALS AND STRATEGIES

GOAL -

- G1 - 1: Obtain adequate, dedicated resources to fund goals and strategies.
- G1 - 2: Appoint a person who is accountable to create, manage, and obtain the resources required to implement the Comprehensive Plan (i.e. apply for grants).

STRATEGIES -

- S1 - 1: (a) Create the gap analysis, determine the needs, the level of investment, and create the schedule of execution.
(b) Develop a list of grant money sources, application dates, and add to the schedule.
- S1 - 2: (a) Appointee to create a list of specific funding sources to implement goals of comprehensive plan.
(b) Appointee to prepare for impact studies, annual reports, and future comprehensive plan.

CHAPTER 2 - COMMUNITY PROFILE

C

ommunity Profile

The following chapter offers a population profile for the City. Most of the data in this chapter was drawn from U.S. Census products, unless otherwise noted. It should be noted that, due to possible sampling and surveying error, the data contained in this chapter cannot be construed as an irrefutable measure of existing population.

Note: The U.S. Census Bureau changed the method it uses to collect and disseminate much of its information. Beginning with the 2010 Decennial Census, the Census Bureau stopped distributing the traditional "long form" survey that historically provided demographic data, published as Summary File 3 and Summary File 4. These Summary Files included social statistics such as educational attainment, economic data, and housing data. These Summary Files were replaced by American Community Survey (ACS) data, which are available in one- and five-year estimates. It is important to note that, as the population of an area becomes smaller, the accuracy of these estimates decrease. One- and three-year estimates are available for all states and counties; however, only five-year estimates are available for the smaller municipalities within the State of Delaware. The only exceptions within the State are Wilmington, Dover, and Newark, due to their population sizes. The benefit of the five-year data is that they allow the Census Bureau to draw from a larger sample; however, the data is not as current.

As of the 2010 U.S. Census, New Castle ranked 10th (out of 57) among municipalities in Delaware, following Wilmington, Dover, Newark, Middletown, Smyrna, Milford, Seaford, Georgetown, and Elsmere in population size.

This factual data is collected from various credible resources acceptable for decision making purposes throughout the Plan. The Community Profile Chapter provides overall data to support the majority of the other Chapters within the Plan to determine the goals, strategies and implementation items.

POPULATION

According to the 2010 U.S. Census, the City of New Castle had a population of 5,285 residents. This population number is estimated to have grown to 5,364 according to the 2013-2017 American Community Survey (ACS). Table 1 below shows the population estimates from 1990-2017, the ACS estimate is a 1.5% increase from the 2010 population count of 5,285 and an 8.7% increase from the 2000 U.S. Census population count of 4,862. During the same period, New Castle County saw a 3.1% increase from the 2010 population count of 538,487 and a 7.6% increase from the 2000 count of 500,265.

Table 1. Population Growth

Jurisdiction	Year				% Change			
	1990	2000	2010	2017	'90-'00	'00-'10	'10-'17	'00-'17
New Castle	4,837	4,862	5,285	5,364	+0.5%	+8.7%	+1.5%	+10.3%
Delaware City	1,682	1,453	1,695	1,991	-13.6%	+16.7%	+17.5%	+37.0%
Wilmington	71,529	72,664	70,851	71,276	+1.6%	-2.5%	+0.6%	-1.9%
New Castle County	441,946	500,265	538,479	555,036	+13.2%	+7.6%	+3.1%	+10.9%
Delaware	666,168	783,600	897,934	943,732	+ 17.6%	+ 14.6%	+5.1%	+20.4%

Source: 1990, 2000 & 2010 U.S. Census; 2013-2017 American Community Survey

Population growth figures dating back to the 1850's for the City, New Castle County and the State of Delaware can be found in Table 2. The largest increases in population for the City occurred between 1870 and 1880 at 93.11%. The largest decrease in population for the City occurred between 1950 and 1960.

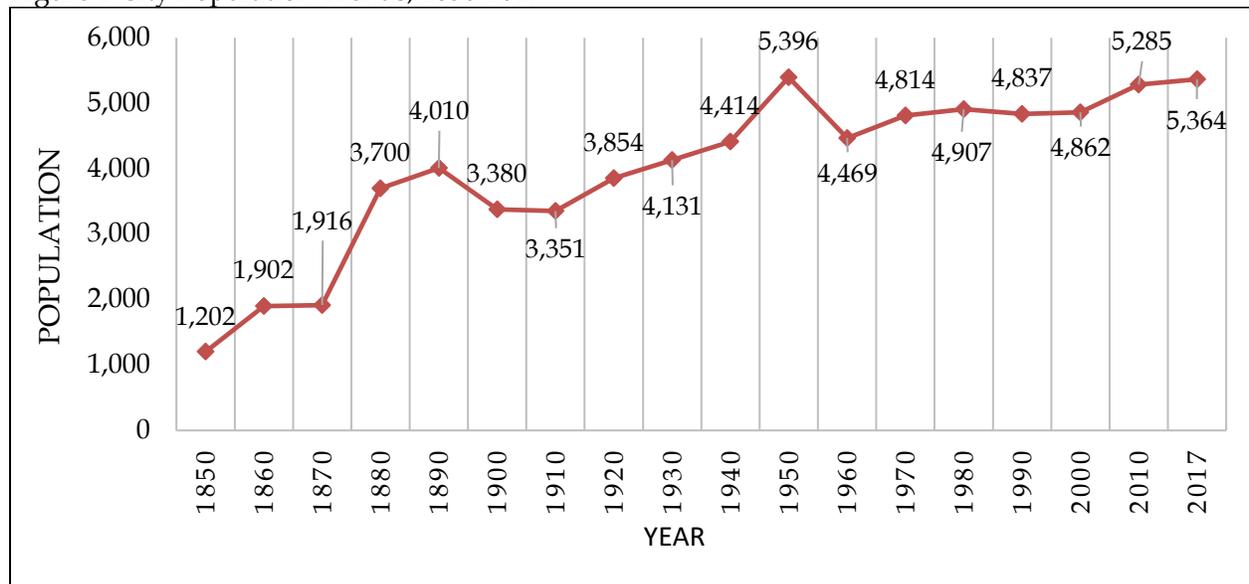
Table 2. Population History

Year	City of New Castle		New Castle County		Delaware	
	No.	% Change	No.	% Change	No.	% Change
1850	1,202	-	42,780	-	91,532	-
1860	1,902	+58.24%	54,797	+28.09%	112,216	+22.60%
1870	1,916	+0.74%	63,515	+15.91%	125,015	+11.41%
1880	3,700	+93.11%	77,716	+22.36%	146,608	+17.27%
1890	4,010	+8.34%	97,182	+25.05%	168,493	+14.93%
1900	3,380	-15.71%	109,697	+12.88%	184,735	+9.64%
1910	3,351	-0.86%	123,188	+12.30%	202,322	+9.52%
1920	3,854	+15.01%	148,239	+20.34%	223,003	+10.22%
1930	4,131	+7.19%	161,032	+8.63%	238,380	+6.90%
1940	4,414	+6.85%	179,562	+11.51%	266,505	+11.80%
1950	5,396	+22.25%	218,879	+21.90%	318,085	+19.35%
1960	4,469	-17.18%	307,446	+40.46%	446,292	+40.31%
1970	4,814	+7.72%	385,856	+25.50%	548,104	+22.81%
1980	4,907	+1.93%	398,115	+3.18%	594,338	+8.44%
1990	4,837	-1.43%	441,946	+11.01%	666,168	+12.09%
2000	4,862	+0.52%	500,265	+13.20%	783,600	+17.63%
2010	5,285	+8.70%	538,479	+7.64%	897,934	+14.59%
2017	5,364	+1.49%	555,036	+3.07%	943,732	+5.10%

Source: U.S. Decennial Census, 1850-2010; American Community Survey 2013-2017

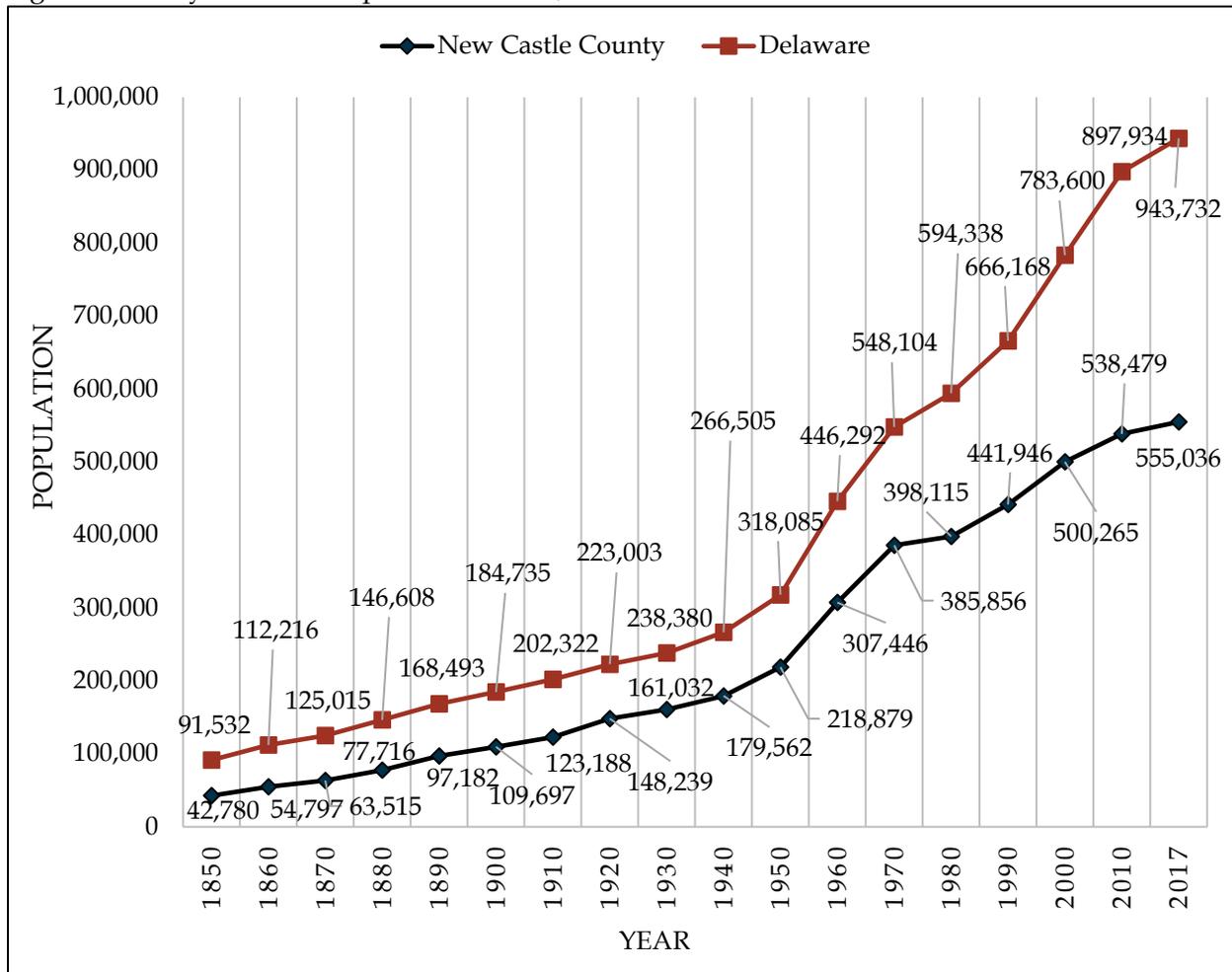
Figures 1 and 2 provide graphical representations of population history for the Town, County, and State as well. The City trend shows a substantial spike in population of 93% between 1870 and 1880 and a substantial drop in population between 1950 and 1960. New Castle County and the State of Delaware both saw the largest increase in population of 40% between 1950 and 1960.

Figure 1 City Population Trends, 1850-2017



Source: U.S. Census Bureau Decennial Census (1850-2010); 2013-2017 American Community Survey

Figure 2 County and State Population Trends, 1850-2017



Population Projections

In the 2009 Plan, the population projections were obtained from the University of Delaware, Center for Applied Demography and Survey Research. The UD Center prepared a series of population projections for the Delaware Department of Transportation based on small geographic areas called, “Modified Grids.” These projections were used for transportation planning purposes. The Center used 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.



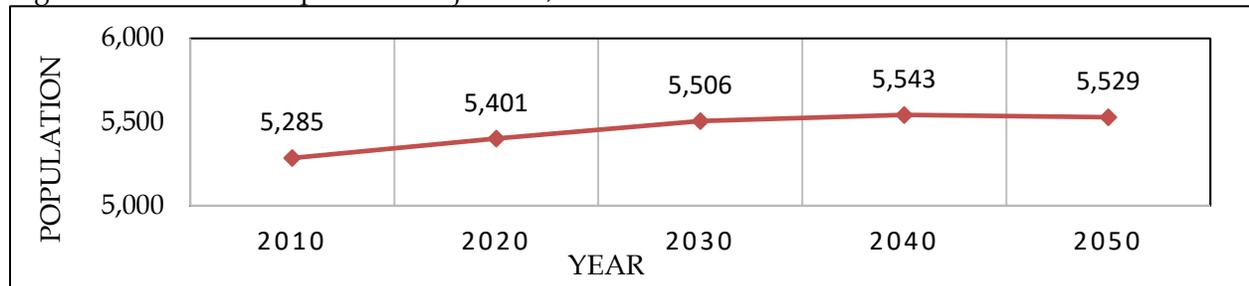
Source: Draft Population, Employment, & Household Projections for New Castle County prepared by the Center for Applied Demography and Survey Research at the University of Delaware under contract with the DelDOT, 2001.

The population of the City was 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. Based on the new population projections in the 2020 Plan, 6,894 was too high.

In 2017, the Delaware Population Consortium (DPC) developed population projections for each of the 57 municipalities in the State. Two series were provided for each municipality. The first

series was based on the compound annual growth rates of population using the 2010 Decennial Census population as a base, which was then applied over the 2020-2050 time period. The second series was based on the 2011-2015 American Community Survey population estimates that computed compounded annual growth rates, which were then applied over the 2015-2050 time period. As shown in both Table 3 and Figure 3, the resulting projections show a difference in population of approximately 75 persons by 2050.

Figure 3 New Castle Population Projections, 2020-2050



Source: Delaware Population Consortium, 2018

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 City is comfortable with DPC’s estimated population projection numbers as presented.

Table 3 Population Projections

	New Castle		Delaware City		Wilmington		New Castle County		Delaware	
	No.	% Change	No.	% Change	No.	% Change	No.	% Change	No.	% Change
2010	5,285	-	1,695	-	70,851	-	539,642	-	900,429	-
2020	5,401	+2.2%	1,857	+9.6%	71,269	+0.6%	571,165	+5.8%	989,803	+9.9%
2030	5,506	+1.9%	1,933	+4.1%	72,203	+1.3%	596,221	+4.4%	1,044,965	+5.6%
2040	5,543	+0.7%	1,987	+2.3%	72,835	+0.9%	606,346	+1.7%	1,076,165	+3.0%
2050	5,529	-0.3%	2,024	+1.9%	72,504	-0.5%	606,162	-0.0%	1,094,704	+1.7%

Source: Delaware Population Consortium, 2018

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.

The 2000 Census methodology for recording race changed from the 1990 Census. A category was added that 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.

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.

The 2020 Plan provides broader information available from American Community Survey (ACS) to capture the racial composition within the City and compare it to the County and State. Table 4 compares the City’s racial composition to that of New Castle County and the State. Based on the overall population in the City, 97% are from one race and 65% are from the white race. This is comparable to New Castle County and the State. This City has the largest population of Black or African American race with 25.2% when compared to the County and State.

Table 4 Racial Composition of City, County & State (2017)

Race	New Castle		New Castle County		Delaware	
	No.	Percent	No.	Percent	No.	Percent
One Race	5,170	96.4%	540,983	97.5%	917,472	97.2%
White	3,463	64.6%	359,928	64.8%	652,170	69.1%
Black or African American	1,351	25.2%	136,608	24.6%	206,290	21.9%
American Indian & Alaska Native	27	0.5%	1,499	0.3%	3,482	0.4%
Asian	46	0.9%	30,480	5.5%	36,553	3.9%
Native Hawaiian & Other Pacific Islander	6	0.1%	184	0.0%	465	0.0%
Some Other Race	277	5.2%	12,284	2.2%	18,512	2.0%
Two or More Races	194	3.6%	14,053	2.5%	26,260	2.8%
Totals	5,364	100.0%	555,036	100.0%	943,732	100.0%

Source: 2013-2017 American Community Survey

Table 5 summarizes changes in New Castle’s racial composition changes from 2000 to 2017. The majority of the city is from one race, which is an increase of 7.2% between 2000 and 2017. A significant increase in population with two or more races with a 373.2% increase between 2000 and 2017.

Table 5 Change in City’s Racial Composition, 2000-2017

Race	2000		2010		2017		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'17	'00-'17
One Race	4,821	99.2%	5,147	97.4%	5,170	96.4%	+6.8%	+0.4%	+7.2%
White	3,767	77.5%	3,559	67.3%	3,463	64.6%	-5.5%	-2.7%	-8.1%
Black or African American	982	20.2%	1,435	27.2%	1,351	25.2%	+46.1%	-5.9%	+37.6%
American Indian & Alaska Native	12	0.2%	18	0.3%	27	0.5%	+50.0%	+50.0%	+125.0%
Asian	19	0.4%	61	1.2%	46	0.9%	+221.1%	-24.6%	+142.1%
Nat. Hawaiian & Other Pacific Islander	0	0.0%	0	0.0%	6	0.1%	-	-	-
Some Other Race	41	0.8%	74	1.4%	277	5.2%	+80.5%	+274.3%	+575.6%
Two or More Races	41	0.8%	138	2.6%	194	3.6%	+236.6%	+40.6%	+373.2%
Totals	4,862	100.0%	5,285	100.0%	5,364	100.0%	+8.7%	+1.5%	+10.3%

Source: 2000 & 2010 U.S. Census; 2013-2017 American Community Survey

Hispanic Population

New Castle’s Hispanic population almost doubled from 1990 to 2000 as shown in Table 6, with the City experiencing growth from 1.26% to 2.41% of the City’s population. The State also experienced significant growth in Hispanic population, while the 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.)

Table 6 City Population Reporting Hispanic or Latino Origin, 2000-2017

	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.

Table 7 reflects an increase of the Hispanic or Latino population by 772 people from 2000 to 2017. The largest increase in population occurred between 2000 and 2017.

Table 7 City Population Reporting Hispanic or Latino Origin, 2000-2017

Origin	2000		2010		2017		% Change		
	No.	Percent	No.	Percent	No.	Percent	'00-'10	'10-'17	'00-'17
Hispanic or Latino (any race)	117	2.4%	288	5.4%	889	16.6%	+146.2%	+208.7%	+659.8%
Not Hispanic or Latino	4,745	97.6%	4,997	94.6%	4,475	83.4%	+5.3%	-10.4%	-5.7%
Total Population	4,862	100.0%	5,285	100.0%	5,364	100.0%	+8.7%	+1.5%	+10.3%

Source: 2000 & 2010 U.S. Census, 2013-2017 American Community Survey

AGE PROFILE

In 2000, the City' largest increase in age population was between the ages of 35 and 54, representing 1,571 out of 4,862 total people. In 2010, the same age range was increased to 1,727 out of 5,285 total people. 2017 showed an increase between the ages of 45 and 64, representing 1,728 out of the 5,364 total people. The age population continues to decrease from under 5 years old to 24 years of age. The median age population for the City has increased from 39.6 in 2000 to 44.3 in 2010 and 46.7 in 2017 as shown in Table 8 below.

Table 8 City Age Distribution, 2000-2017

Age	2000		2010		2017		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'17	'00-'17
Under 5 Years	273	5.6%	270	5.1%	163	3.0%	-1.1%	-39.6%	-40.3%
5 - 9 Years	265	5.5%	260	4.9%	214	4.0%	-1.9%	-17.7%	-19.2%
10 - 19 Years	628	12.9%	561	10.6%	503	9.4%	-10.7%	-10.3%	-19.9%
20 - 24 Years	271	5.6%	292	5.5%	242	4.5%	+7.7%	-17.1%	-10.7%
25 - 34 Years	610	12.5%	661	12.5%	744	13.9%	+8.4%	+12.6%	+22.0%
35 - 44 Years	781	16.1%	648	12.3%	703	13.1%	-17.0%	+8.5%	-10.0%
45 - 54 Years	790	16.2%	884	16.7%	876	16.3%	+11.9%	-0.9%	+10.9%
55 - 64 Years	545	11.2%	843	16.0%	852	15.9%	+54.7%	+1.1%	+56.3%
65 - 74 Years	383	7.9%	514	9.7%	574	10.7%	+34.2%	+11.7%	+49.9%
75 - 84 Years	252	5.2%	249	4.7%	364	6.8%	-1.2%	+46.2%	+44.4%
85 Years +	64	1.3%	103	1.9%	129	2.4%	+60.9%	+25.2%	+101.6%
Total	4,862	100.0%	5,285	100.0%	5,364	100.0%	+8.7%	+1.5%	+10.3%
Median Age	39.6		44.3		46.7				

Source: 2000 & 2010 U.S. Census, 2013-2017 American Community Survey

Since 2000, the largest population by age range in New Castle County varies between 25 and 54 years of age. The 55-64 years of age range accounted for an overall 72.4% increase in population from 2000-2017. The median age in the County averages from 35.0 in 2000 to 37.2 and increasing slightly to 37.8 in 2017.

Table 9 New Castle County Age Distribution, 2000-2017

Age	2000		2010		2017		% Change			
	No.	%	No.	%	No.	%	'00-'10	'10-'17	'00-'17	
New Castle County	Under 5 Years	33,384	6.7%	33,249	6.2%	32,860	5.9%	-0.4%	-1.2%	-1.6%
	5 - 9 Years	36,150	7.2%	34,123	6.3%	33,609	6.1%	-5.6%	-1.5%	-7.0%
	10 - 19 Years	71,270	14.3%	76,006	14.1%	72,010	13.0%	+6.6%	-5.3%	+1.0%
	20 - 24 Years	35,499	7.1%	40,457	7.5%	38,598	7.0%	+14.0%	-4.6%	+8.7%
	25 - 34 Years	73,869	14.8%	70,744	13.1%	79,703	14.4%	-4.2%	+12.7%	+7.9%
	35 - 44 Years	83,616	16.7%	73,298	13.6%	68,910	12.4%	-12.3%	-6.0%	-17.6%
	45 - 54 Years	66,882	13.4%	81,987	15.2%	78,477	14.1%	+22.6%	-4.3%	+17.3%
	55 - 64 Years	41,692	8.3%	62,393	11.6%	71,871	13.0%	+49.7%	+15.2%	+72.4%
	65 - 74 Years	30,904	6.2%	35,495	6.6%	45,674	8.2%	+14.9%	+28.7%	+47.8%
	75 - 84 Years	20,556	4.1%	21,531	4.0%	23,067	4.2%	+4.7%	+7.1%	+12.2%
	85 Years +	6,443	1.3%	9,196	1.7%	10,257	1.8%	+42.7%	+11.5%	+59.2%
	Total	500,265	100.0%	538,479	100.0%	555,036	100.0%	+7.6%	+3.1%	+10.9%
Median Age	35.0		37.2		37.8					

Source: 2000 & 2010 U.S. Census, 2013-2017 American Community Survey

The largest age population in 2017 for the State ranged from 45-64 years of age and the City's largest age population is 25-34 years of age followed closely by 45-54 years of age. The median age in the State ranges from 36.0 in 2000 to 38.8 in 2010 and increasing slightly to 39.8 in 2017. The median age in the City ranges from 35.0 in 2000 to 37.2 in 2010 then increasing to 37.8 in 2017.

Table 10 State of Delaware Age Distribution, 2000-2017

Age	2000		2010		2017		% Change			
	No.	%	No.	%	No.	%	'00-'10	'10-'17	'00-'17	
State of Delaware	Under 5 Years	51,531	6.6%	55,886	6.2%	55,282	5.9%	+8.5%	-1.1%	+7.3%
	5 - 9 Years	55,813	7.1%	56,486	6.3%	56,310	6.0%	+1.25%	-0.3%	+0.9%
	10 - 19 Years	110,906	14.2%	121,431	13.5%	117,849	12.5%	+9.5%	-2.9%	+6.3%
	20 - 24 Years	51,665	6.6%	62,867	7.0%	62,751	6.6%	+21.7%	-0.2%	+21.5%
	25 - 34 Years	108,840	13.9%	111,417	12.4%	125,241	13.3%	+2.4%	+12.4%	+15.1%
	35 - 44 Years	127,601	16.3%	116,087	13.0%	110,313	11.7%	-9.0%	+5.0%	-13.5%
	45 - 54 Years	103,999	13.3%	133,554	14.8%	128,392	13.6%	+28.4%	-3.9%	+23.5%
	55 - 64 Years	71,519	9.1%	110,929	12.3%	127,029	13.5%	+55.1%	+14.5%	+77.6%
	65 - 74 Years	56,415	7.2%	72,453	8.1%	95,605	10.1%	+28.4%	+32.0%	+69.5%
	75 - 84 Years	34,762	4.4%	41,080	4.6%	46,641	4.9%	+18.2%	+13.5%	+34.2%
	85 Years +	10,549	1.3%	15,744	1.8%	18,319	1.9%	+49.2%	+16.4%	+73.7%
	Total	783,600	100.0%	897,937	100.0%	943,732	100.0%	+14.6%	+5.1%	+20.4%
Median Age	36.0		38.8		39.8					

Source: 2000 & 2010 U.S. Census, 2013-2017 American Community Survey

EDUCATIONAL ATTAINMENT

New Castle's education attainment falls between County and 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 11 Educational Attainment, 1990-2000

	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%
Bachelor’s Degree	16.50%	26.40%	25.50%	29.50%	21.40%	24.40%

Source: 1990 and 2000 US Census Data.

According to the 2013-2017 American Community Survey, the City averages higher than the County and State with residents in the categories of some college with no degree and a high school graduate level. The City further shows less people have a bachelor’s degree or greater than those located in the County and State.

Table 12 Educational Attainment, 2017

Educational Level	New Castle		New Castle Co.		Delaware	
	Number	Percent	Number	Percent	Number	Percent
Not HS Graduate	409	9.7%	34,178	9.1%	69,644	10.7%
High School Graduate	1,507	35.5%	112,114	29.7%	203,135	31.2%
Some College, No Degree	920	21.7%	70,615	18.7%	125,964	19.3%
Associate’s Degree	275	6.5%	26,155	6.9%	51,028	7.8%
Bachelor’s Degree or Greater	1,131	26.7%	134,897	35.7%	201,769	30.9%
Total Population 25 Years or Older	4,242	100.0%	377,959	100.0%	651,540	100.0%

Source: 2013-2017 American Community Survey

CLIMATE

In New Castle, the summers are warm and humid, the winters are very cold, and it is wet and partly cloudy year round. Over the course of the year, the temperature typically varies from 26°F to 86°F and is rarely below 13°F or above 93°F.

Table 13 City Monthly Weather Averages & Records

Month	Average Low (°F)	Average High (°F)	Record Low (°F) (Year)	Record High (°F) (Year)	Average Precipitation	Average Snow
January	24°	39°	-14° (1985)	75° (1950)	3.43"	7.5"
February	26°	43°	-11° (1899)	78° (1985)	2.81"	6.3"
March	33°	52°	2° (1984)	86° (1998)	3.97"	2.2"
April	42°	63°	11° (1923)	97° (1896)	3.39"	0.3"
May	52°	72°	30° (1978)	98° (1914)	4.15"	0.0"
June	62°	81°	41° (1972)	102° (1894)	3.59"	0.0"
July	67°	86°	48° (1988)	106° (1901)	4.28"	0.0"
August	66°	84°	43° (1982)	107° (1918)	3.51"	0.0"
September	58°	77°	36° (1974)	100° (1983)	4.01"	0.0"
October	46°	66°	16° (1910)	91° (1951)	3.08"	0.1"
November	37°	55°	11° (1930)	85° (1950)	3.19"	0.6"
December	28°	44°	-7° (1983)	75° (1998)	3.40"	1.9"

Source: Intellicast (December 2018)

The geological coordinates of New Castle are 39.662 deg. latitude, -75.566 deg. longitude and 7 ft. elevation. The topography within 2 miles of the City is essentially flat, with a maximum elevation change of 79 feet and an average elevation above sea level of 12 feet.

City and Community Services

This Chapter provides information regarding the City structure and services as well as services provided by others within the Community.

CITY COUNCIL, BOARD AND COMMISSIONS

The City operates under a city government format further identified in the City Charter. All information relating to the Board, Commissions, and Council can be found on the City website at <https://newcastlecit.delaware.gov>. Listed below are the roles for each of the following:

Mayor and Council

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 a four-year term. 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.

Planning Commission

The Planning Commission consists of nine members appointed by the Mayor and confirmed by the City Council. They are also aided by a professional planning consultant. The Planning Commission reviews development plans and makes recommendations to the City Council regarding development matters. The Commission is also responsible for preparing and adopting the City's Comprehensive Plan and is further authorized and empowered to make studies and investigations of the City's resources and needs.

Historic Area Commission

The Town Council created the Historic Area Commission (HAC) in 1968 as a way to encourage and oversee the preservation of the City's historic resources. Six people, one of whom must be a registered architect (non-voting), are appointed by the Mayor with Council approval, to serve on the Commission for three years. The HAC approves changes that are made to structures within the City's Historic Districts. The HAC interprets and enforces the Historic Area Commission Design Guidelines and Standards. Additional information about these Historic Districts can be found in Chapter 8 – Historic & Cultural Resources.

Board of Adjustment

The Board of Adjustment is comprised of the Mayor, the City Solicitor, and the City Engineer, as required by State law. The Board hears appeals regarding the interpretation or administration of the City's Zoning Code. Appeals can be made by any person aggrieved or by an officer or bureau of the governing body of the City affected by any decision of the Administrative Official.

Tree Advisory Commission

The five-member Commission acts in an advisory capacity for the City regarding the maintenance of street trees and other trees on City property. There are approximately 1,000 trees that the Commission oversees. Details concerning the authority, duties, and responsibilities associated with the Commission can be found in Chapters 74 and 210 of the City Code.

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 four-member Board's mission is to provide reliable water and electric services to its residential and commercial customers at competitive rates.

Board of Building Appeals

A five-member Board that is governed by Chapters 140 & 141 of the City Code and meets as needed.

Board of Health

A six-member Board that meets four times a year to ensure the public health and safety of New Castle's citizens are being met.

Board of Elections

A five-member board that meets during the City election year (odd years) and is responsible for carrying out laws, regulations and rules for City Elections.

Emergency Planning and Operations Committee

A seven-member Board that meets as needed to develop plans for and oversees operations of emergency situations.

CITY OPERATIONS

The City provides several services to the Community and is separated into specific Departments identified below. The administrative staff and building and code enforcement operate from City Hall located at 220 Delaware Street. The public works and police departments are located in the municipal campus on Route 9.

City Administrator

Since 1990 the Council has appointed a professional City administrator, who manages the day-to-day operations of the City and all Departments. The Administrator is further charged with being active and available to those within the Community as well as identifying partners and opportunities for the greater good of the City.

Finance, Administration and Human Resources

The City's Finance Department is responsible for the City's banking, preparation and payment of bills, collection of revenues including property taxes, and the overall maintenance of financial, grant, and budgetary records. The City's fiscal year operates from July 1 through June 30.

The Administration Department provides support to the City Administrator, elected officials, committees, and commissions. Personnel are responsible for maintaining the City's correspondence, archive files, agenda postings, meeting scheduling, and FOIA compliance.

The Human Resources Department is comprised of a full-time Coordinator who works in conjunction with the City Administrator. The Department handles a wide range of functions and is instrumental in providing payroll and recordkeeping, recruiting, hiring, background testing, safety training, worker compensation reporting, and labor law compliance for the FOP and AFSCME unions.

Additional information regarding this Department can be found on the City's website at <https://newcastlecit.delaware.gov/finance-administration-and-human-resources>.

Building and Zoning Department

The Building Department is responsible for the following:

- Enforcing the City's zoning, building, subdivision, floodplain, coastal zone, sediment and erosion control, and fire codes and regulations;
- Accepting applications for the various permits issued by the City;
- Reviewing plans and approving permits for construction and building alteration, including earth-moving operations in the floodplain;
- Providing code interpretation, field verification of code compliance including notification of apparent code violations, and prosecution as required for non-compliance of City Codes and regulations;
- Enforcing Historic Area Commission actions;
- Building permits and licensing;
- Reviewing matters concerning the Americans with Disabilities Act and FEMA Community Rating System (flood insurance matters).

Additional information regarding the Building & Zoning Department including contact information and forms can be found on the City's website at <https://newcastlecit.delaware.gov/building-zoning>.

Health and Housing Department

The Health and Housing Department is staffed by a Code Enforcement Officer, who also serves as the Chair, and works in conjunction with the City Board of Health. The Code Enforcement Officer also handles matters relating to City Housing Codes.

Additional information regarding the Health and Housing Department including contact information, complaint forms, and information on the Board of Health can be found on the City's website at <https://newcastlecit.delaware.gov/health-housing>.

Public Works

Public Works is responsible for the operation and maintenance of more than 20 miles of the City street system plus solid waste collection (i.e. trash, yard waste, and recycling) at each City property three times per week. In conjunction with the Trustees, the City contracts the maintenance of approximately 130 acres of parks and open space.

Additional services provided include fall leaf collection, street sweeping, grass cutting, pavement marking, drainage maintenance, and numerous other services to enhance the quality of life for City residents. Seasonally, snow and ice control services are provided. The department is currently the largest department, employing 11 full time employees.

Police

Established in 1672, the New Castle Police Department is one of the oldest in the United States. Today, the Department continues the legacy established by officers who served since the 17th century, which is one of dedication to duty and service with honor through five centuries of ever-changing times.

The mission of the New Castle Police Department is to preserve life and property. It is charged with providing a safe environment for the residents of New Castle and for those who visit the City. Dedication to duty and service with honor are the cornerstones of the organization. The Department's vision is to deliver quality service in an effective and efficient manner, including doing what is right and doing it the right way.

All members of the Police Department contribute to the development and maintenance of an organization that cultivates the total confidence, unwavering trust, and absolute respect of the citizens of New Castle and its governing body, as well as the entire Delaware Criminal Justice Community.

The Police Department currently has 17 staff members: one Chief of Police, one Master Sergeant, three Sergeants, six Corporals, five Patrolmen, and one Secretary. Additional information regarding the Department can be found on the City's website at: <https://newcastlecity.delaware.gov/about-the-police-department/>

COMMUNITY SERVICES

Local organizations are known to be heart of the Community and the City has several volunteers to preserve and protect the vital services they provide. The City works closely with several organizations and agencies that provide additional services within the City, identified below:

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.

Listed are some of the major investments and successful improvements the Trustees have completed and/or contributed to within the Community:

- Over a million dollars was invested and 26 projects have been completed since May 2014 and there are more improvements in the works. These advancements, in addition to routine maintenance, were made with a methodical and deliberate strategy with the help of engineers, site and building professionals. Additionally, the Trust recently financed over a million dollars in City Government-led storm water infrastructure and street curb improvements.
- The 112-acre Historic Penn Farm, the last of the 11 original Farm properties of the Trust, advanced with the installation of restrooms and amenities in the Bank Barn. This venue is now a safe, inviting, fun and educational place to learn about and experience agriculture. The Farm fields are restored, soils improved and storm water management corrected and nearly 80 acres of corn, and soy beans and other vegetables are harvested annually. Numerous meetings and gatherings have taken place at the farm as a result of these improvements.
- Significant land improvements in the property used by the New Castle Little League improved user safety with the installation of new lighting, and storm water management corrections. The creation of a new beautifully landscaped regional parking lot, complete with period style lighting, safely serves a multitude of users of the Bellanca Air Museum, Little League fields, and Penn Farm and provides for overflow parking for nearby events.
- Battery Park has been transformed into one of the cleanest and safest Parks in the New Castle area with upgrades that include a “hands-free” ADA compliant restroom facility, improvements to the popular Riverwalk Trail, Tennis Court and fencing repairs, security camera installation, numerous tree plantings and a strategic investment in the engineering and installation of an improved storm water infrastructure. This storm water system improves the regional drainage, now under the Park, for the neighboring residential and commercial streets as well as for users of the Park. Eliminating standing water results in a reduction of mosquito population.
- Open space stewardship has been increased with the development of ecologically sound, environmentally friendly meadows. The developments on smaller sized Trust properties make for great places to park your bike or to just stop and read or rest. The meadows located in the Dobbinsville area, Bull Hill area and along the River at the Ferry Lots at 2nd & Chestnut, when in bloom, make for some of the best views of open space around and are important advancements in the green infrastructure improving drainage quality. Trust properties that serve as gateway entrances into the City are now landscaped with beautiful and soon to be stately sized trees. The restoration of the Historic Hermitage property has led to creation of the Hermitage Wildlife Area with a unique way to experience the marshlands and wildlife indigenous to this area.
- The economic engine of the Trust Corporation is fueled by the productive rental of commercial properties. The former Tremont Motel has been demolished, and land cleared, making way for new tenants and their developments. The Professional Center property has seen the removal of an outdated medical building and together with storm water corrections on the land, this property will be a more productive income-producing asset for the Trust in the near future. Both of the properties are offered for lease and will soon be contributing to the economic success of the Trust Corporation.

The office is located in the Town Hall at 201 Delaware Street. Additional information can be found on the website link here: <https://www.trusteesncc.org>.

Fire

The Good Will Fire Company (Station 18) provides fire protection within the City of New Castle. The Company was founded in 1907. It provides fire, rescue, and EMS services to the fire district. The Company operates a pumper, rescue pumper, and a 105-foot heavy duty aerial as well as two rescue boats, a marine/technical rescue unit, and two BLS ambulances. Additional information can be found on their website at <http://www.gwfc18.com>.

Library

The New Castle Public Library began as a subscription library in 1812. In 1965, it moved from its location on 3rd Street, which is now a museum, to its current location at 424 Delaware Street. The building reopened in 2010 after renovations and expansion were completed to meet the growing needs of the community.

The Library is one of 11 libraries in the New Castle County Library System and is currently the only library in the City of New Castle. The Library offers audio, video, magazines, e-books, databases, and print materials for all ages. A specialized collection of New Castle history is also available for use within the Library. Library programs are offered for all ages and interests including ESL, GED in Spanish, First Friday LEGO Club, and Teen's Game-on. Public access computers, wireless access, and meeting space are available as well.

Additional information on the New Castle Public Library can be found on their website at <https://nccde.org/337/New-Castle-Public-Library>.

New Castle Library Friends

The New Castle Library Friends (NCLF) is a non-profit organization supporting the Library through fundraisers, group activities, and donations. The NCLF supports the service and mission of the Library by expanding its collections, providing materials, and offering programs. Membership is available to all who share the vision of advancing the tradition of the Library. NCLF sponsors digital archives of the New Castle Newspapers, First Friday Legos, and PAWS for Reading programs at the Library.

The purpose of the organization is to maintain an association of people interested in the New Castle Public Library; to focus public attention on resources and services; to receive and encourage gifts, endowments, and bequests to the Library; to support the maintenance and development of programs for the extension and improvement of the Library Services and resources for the community; and to support the freedom to read as expressed in the American Library Association Bill of Rights.

Additional information about the New Castle Library Friends can be found on their website at <https://www.newcastlelibraryfriends.org>.

Senior Services

The mission of the New Castle Senior Center is to serve older adults with programs to enhance their health, happiness and independence within the community. New Castle Senior Center welcomes everyone over 50 years of age regardless of race, religion, sex, ethnic origin or handicap.

All members attending the center must be able to take care of their personal care needs and make appropriate independent decisions as they participate in the activities of the day.

The New Castle Senior Center has been serving seniors in the greater New Castle area since 1970. In 2001, the Senior Center incorporated and became a private nonprofit. A vigorous Capital Campaign ensued to raise funds to offer a permanent meeting place for the active older adults living in the city of New Castle and New Castle County. On March 23, 2005, the center opened its doors to the public in the historic Booker T. Washington School.

In May 2007, a 6,000 square foot addition to the Booker T. building was completed. The addition included: a large dining room with dance floor; an activity room for cards and exercise classes; exam rooms and physician offices for a health center; a full catering kitchen; and administrative offices. The Booker T. building now houses a library, crafts area, billiard tables, shuffleboard table and computers.

Additional information regarding programs and events can be found on their website at <http://newcastleseniorcenter.com>.

Arasapha Garden Club

The Mission of the Arasapha Garden Club is threefold: 1) Its primary emphasis is on the beautification and improvement of the Amstel House and Dutch House gardens while preserving their historical integrity, 2) It also aims to stimulate interest in and practical knowledge of gardening and historical gardens among its members and the community through educational initiatives and 3) It further aims to beautify and improve historic New Castle.

Arasapha's most important values are:

- Community including camaraderie, collaboration, and community-building within the club, with partner organizations, with the greater New Castle community, and with all those interested in gardening and historic gardens;
- Excellence in the maintenance, preservation, and beauty of historic and educational gardens;
- Stewardship of the resources of the Club, our community, and the New Castle Historical Society;
- Education in gardening and historic gardens;
- Access: Arasapha welcomes everyone who is willing to help with the Club's gardens, programs, and activities.

Arasapha's membership is diverse in terms of age, experience, background, and geographic location, which will contribute actively toward the quality of its gardens, programs, and activities. Arasapha continues to communicate and develop strong relationships with its members, partner organizations, the greater New Castle community, visitors, and those interested in gardening and historic gardens.

Additional information regarding programs and events can be found on their website at <https://www.arasapha.org/about-us.html>.

Friends of Bellanca Airfield

Friends of Bellanca Airfield, Inc. (FoBA), is a not-for-profit organization dedicated to preserving the history of the Bellanca airfield and aircraft manufacturing in New Castle, Delaware. Giuseppe Mario Bellanca (or GM) immigrated from Italy in 1911 and continued his passion for aircraft design here in the United States. His aircraft achieved numerous endurance and efficiency

records, and his plane Columbia was Charles Lindbergh's first choice for a Trans-Atlantic crossing. Lindbergh was unable to secure the plane Columbia on the first attempt, but two weeks after that first Trans-Atlantic flight Columbia was flown non-stop from New York to Berlin (3,911 miles). In 1931, Bellanca's Miss Veedol was the first plane to fly non-stop across the Pacific from Japan to Washington State (4,500 miles). In 1928, Bellanca and Henry B. duPont built an airfield, aircraft plant, and service hangar in New Castle, Delaware. Located off Route 273 near the Delaware River, the plant produced approximately 3000 aircraft before closing in 1954.

FoBA volunteers are restoring the 1935 Bellanca Airfield service hangar, owned by the Trustees of The New Castle Common. Additional information regarding programs and events can be found on their website at <https://www.friendsofbellanca.org/index.html>

New Castle Community Partnership

The New Castle Community Partnership (NCCP), is a 501(c)3 organization. Their mission is to promote, preserve and enhance Historic New Castle by forging community relationships. The NCCP provided six New Castle Wayside Exhibits, which provide images and detailed information throughout the City at key locations and provide great information for self-guided walking tours. NCCP organizes the annual Day in Old New Castle event and Summer Concerts in Battery Park. Additional information can be found on their website at <https://www.historicnewcastle.com/nccp>.



New Castle Historical Society

The New Castle Historical Society (NCHS) is an incorporated, non-profit membership organization with 501(c)3 status. It has an 18-member Board of Directors who oversee its management. Staff consists of an executive director, office manager, event marketing manager and staff, and 16 guides. Nearly 50 volunteers work on various NCHS functions.

The Society operates three historic buildings for guided tours for individuals and groups. NCHS is also involved in educating the public about the history of New Castle through exhibits, programs, lectures, publications, and resource materials. The Society works to promote historical awareness and encourage the preservation of historical architecture and material culture of New Castle.

Additional information about the New Castle Historical Society, as well as the City's historic and cultural resources, can be found in Chapter 8 of this Plan. NCHS's website can be found at <http://www.newcastlehistory.org>. The business office is located at The Arsenal, 30 Market Street, in the City of New Castle.

New Castle Jaycees

The New Castle Jaycees have been serving the community continuously for over 60 years. The New Castle Jaycees first formed on Monday, February 10th, 1958 at a meeting held at the Good Will Fire Company.

They focus on giving young professionals an opportunity to create positive change as active citizens. This is done through leadership training, leadership opportunities and through the implementation of projects initiated by the Jaycees or partnering with other local organizations that enhance the community. The mission is to offer young persons leadership opportunities for personal and professional development, while seeking to create positive change in ourselves, our

organization, and our communities. Additional information regarding programs and events can be found on their website at <http://www.newcastlejaycees.org>.

New Castle Hundred Lions Club

The mission is to empower volunteers to serve their communities, meet humanitarian needs, encourage peace and promote international understanding through Lions Clubs by providing volunteer services for the greater New Castle area. All funds obtained must be returned to the community through service projects. The organization focuses on four key programs:

- *Vision & Medical Equipment:* Lions Clubs strive to prevent avoidable blindness and improve quality of life for people who are blind and visually impaired; this includes preschool vision screenings, and supporting research. Locally supplying eye exams and eyeglasses for those that cannot afford them, and collect and sort eyeglasses that are used in other countries. Additional local donations are made to the Lions programs to provide guide dogs for the blind and gratis tissue for corneal transplants. Loaning medical equipment for people in need, adding walkers, wheelchairs and other items such as shower chairs needed for home care.
- *Environment:* Environment has become a key program and at the local level the New Castle Lions participate yearly in the Battery Park clean up.
- *Youth:* Sponsor a Scholarship for a William Penn student through our Student of the month program. Throughout the school year each guidance counselor recommends one of their students, and they come and speak to the club. The club volunteers with the City Police Department & Good Will Fire Company for School Supply giveaways and a Christmas Party for the kids.
- *Hunger:* New Castle has a Christmas Food Basket program that provides Christmas dinner to approximately 40 local families; working with local schools, the City Police Department and Good Will Fire Company to find families that are truly in need.

The New Castle Lions Club participates in several community initiatives and hosts the following annual events: Easter parade, Halloween parade, Art on the Green in Battery Park, pancake breakfast (breakfast with Santa with Good Will Fire Company), student of the month speakers (scholarship program 24+ years) and a Christmas party for the blind. Additional information can be found on their website at <http://www.artonthegreende.net/>

New Castle Sailing Club

The New Castle Sailing Club invites everyone to sail with them, whether you are an experienced sailor or a complete novice. They supply the boats, the moorings, and the club house. They have a fleet of club owned boats that during sailing season are moored in the Delaware River, off of New Castle, Delaware. The river at this point is over a mile wide, with many more miles of upstream and downstream sailing space. The club owns a house and barn a few blocks from the moorings. They use this facility to store and repair boats in the offseason, for training and instruction in the spring, and for numerous social events and meetings throughout the year.

The club has a fleet of 13 sailboats represented by two classes: the 17 foot Thistle (a great racing boat) and the 19 foot Flying Scot (a great cruising boat). They also have a large runabout to officiate during races, and to help with various club activities. Finally, there are 12 rowing dinghies that shuttle our sailors from the shore to the moorings.

During the early spring they have classroom instruction for new members on Saturday morning at our club house. From May 1 until the end of October water instruction is provided every Saturday and Sunday. Racing is every Saturday. They host numerous social events throughout the year, such as the St Patrick’s Day lunch, a cruise to Delaware City, Fleet Launch and Haul-Out lunches, and a spring Club Meeting and fall banquet.

Additional information regarding programs and events can be found on their website at <http://www.newcastlesailingclub.org>.

PLACES OF WORSHIP

Currently, the City of New Castle has several places of worship located in and around the City limits. These institutions play an important role in the community. Listed below are their locations obtained from Google Maps:

- Saint Peter The Apostle Church – 515 Harmony Street
- New Castle United Methodist – 510 Delaware Street
- Bethany UAME Church – 419 William Street
- Immanuel Episcopal Church – 50 Market Street
- New Castle Presbyterian Church – 25 E. 2nd Street
- New Castle Free Will Baptist Church – 407 Moores Lane
- First Baptist Church – 901 E Basin Road
- Berean Baptist Church – 1 Holcomb Lane
- Buttonwood United Methodist – 34 Buttonwood Avenue
- Seeds of Greatness – 828 Frenchtown Road

In addition to the places of worship noted above, there are several additional institutions located nearby and in New Castle County.

POSTAL SERVICE

New Castle has two post offices. The New Castle Main Branch is located at 501 Delaware Street and the Centerpoint Carrier Annex located at 105 Johnson Way.

EDUCATION

The Colonial School District is a K-12 district and is the third largest district in the State. There are 15 schools in the District including all the schools within the City of New Castle as well as other schools in New Castle County.

Table 14. Public Schools Serving City Students

Grade Levels	School	Address (New Castle unless noted)	Fall Enrollment	
			2016-17	2017-18
PK	The Colwyck Center	12 Landers Lane	141	123
PK-12	Leach (John G.) School	10 Landers Lane	77	85
K-5	Castle Hills Elementary	502 Moores Lane	622	598
K-5	Downie (Carrie) Elementary	1201 Delaware Street	400	408
K-5	Eisenberg (Harry O.) Elementary	27 Landers Lane	509	487
K-5	New Castle Elementary	903 Delaware Street	571	586
K-5	Pleasantville Elementary	16 Pleasant Street	480	422
K-5	Southern Elementary	795 Cox Neck Road	870	838
K-5	Wilbur (Kathleen H) Elementary	4050 Wrangle Hill Road, Bear	1,123	1,180

K-5	Wilmington Manor Elementary	200 East Roosevelt Avenue	322	304
6-8	Bedford (Gunning) Middle	801 Cox Neck Road	1,093	1,067
6-8	McCullough (Calvin R.) Middle	20 Chase Avenue	727	762
6-8	Read (George) Middle	314 East Basin Road	749	775
7-12	The Wallace Wallin School	701 East Basin Road	140	114
9-12	Penn (William) High	713 East Basin Road	2,084	2,070

Source: Colonial School District, State of Delaware (December 2018)

Per the School Profile Report prepared by the Delaware Department of Education, the 2019 fall student enrollment for the district was 9,921 students. Carrie Downie Elementary had 402 students enrolled and New Castle Elementary (opened in 2013) had 524 students enrolled as of September 2019. There are also several private and religious schools in the City. These schools include:

- Harvest Christian Academy (formerly New Castle Baptist Academy) offers classes from pre- kindergarten through the 12th grade and offers an extended care program at 899 E. Basin Road. <https://www.facebook.com/harvestchristiande/>
- Saint Peter’s Catholic School, which offers classes pre-kindergarten through the 8th grade at 515 Harmony Street. <https://www.stpeternewcastle.org/>
- Charter School of New Castle (Elementary and Middle School), offers classes from kindergarten to 8th grade and located at 160 & 170 Lukens Drive. <https://www.charterschoolnewcastle.org/>
- Delaware Valley Classical School, offers classes from kindergarten through 12th grade and is located at 903 E. Basin Road. <https://www.delawarevalleyclassicalschoools.org/>

The Delaware Skills Center located at 500 Ship’s Landing Way in the Twin Spans Business Park is adult vocational technical training center committed to providing skills training that creates a pathway to a rewarding career. It is a Division of the New Castle County Vocational Technical School District. The Delaware Skills Center goals are to:

- Offer courses that prepare students for the world of business and industry by means of intensive training consistent with current educational practices and industry standards.
- Provide students with course studies along with hands-on training in their related field
- Create an educational environment which allows students to grow and develop positive attitudes and develop key employability skills to meet the needs of today’s labor market
- Assist students to obtain and maintain employment after completion of training.

Additional information can be found on the website at: <https://deskillscenter.org/about/>

MEDICAL

Health care services for New Castle residents are available from a variety of nearby public and private hospitals and clinics. There are a few hospitals within a 6-mile distance of the City, each offering a variety of services. General information on each hospital can be found in Table 2. This information should *not* be relied on in the case of a medical emergency. Always call 9-1-1 in the case of an emergency. Always call the hospital to confirm its location, hours of operation, and services before traveling to the hospital.

Table 15. Hospitals within 6 miles of New Castle City

Hospital	Delaware Psychiatric Center	Meadow Wood Behavioral Health	Rockford Center	V.A. Med Center	Select Specialty Hospital	Christiana Care Health System	St. Francis Hospital
Location ¹	NC	NC	NEW	WILM	WILM	NEW	WILM
Distance (miles)	2.47	3.66	5.53	5.69	5.73	5.91	6.05
Number of Beds	270	53	76	120	35	860	330
Type ²	G/NF	G/NF	IO	G/F	IO	NG/NFP	NG/NFP
Alcohol/Drug Dependency		X					
Angioplasty						X	X
Breast Cancer Screening						X	X
Cardiac Cath Lab						X	X
Drug Dependency Care				X			
Emergency Department				X		X	X
End of Life/Hospice Program		X		X		X	X
General Medical Surgical				X		X	X
Geriatric Services	X		X	X		X	X
HIV-AIDS Services				X		X	
Health Screenings				X		X	
Hemodialysis				X		X	
Home Health Services				X		X	X
Lithotripsy				X			
Medical Surgical Intensive Care				X		X	X
Neonatal Intensive Care						X	X
Nutrition Programs	X			X		X	
Occupational Health				X		X	
Oncology				X		X	
Open Heart Surgery						X	X
Outpatient Care				X		X	
Outpatient Physical Rehab				X		X	X
Outpatient Surgery				X		X	X
Patient Education Center				X		X	
Pediatric Intensive Care						X	
Pediatric Medical Surgical						X	
Physical Rehabilitation						X	X
Psychiatric Care	X	X	X			X	
Psychiatric Outpatient Service				X		X	
Radiation Therapy						X	
Reproductive Health						X	
Sleep Center						X	X
Support Groups	X			X		X	
Tobacco Treatment/Cessation				X		X	X
Transplant Services						X	
Trauma Center						X	
Women's Health				X		X	

¹Location Codes: NC (New Castle, DE); NEW (Newark, DE); WILM (Wilmington, DE)

²Type Codes: NFP (Not-for-Profit); NG (Nongovernment); G (Government); NF (Nonfederal); IO (Investor-owned, for-profit); F (Federal)

Source: U.S. Hospital Finder (December 2018), www.ushospitalfinder.com

GOALS AND STRATEGIES

GOAL -

- G3 - 1: Review and update the Land Use and Development Process.
- G3 - 2: Create a long-term strategic plan with an associated financial accrual plan that will serve as an ongoing resource and administered by an appointed person(s).

STRATEGIES -

- S3 - 1: (a) Review and update zoning code and planning process.
- (b) City to make a "buyer and realtor information package" available on the city website disclosing the status of the zoning, historic preservation, floodplains or wetlands.
- (c) Create committee to conduct the zoning code updates and planning process.
- S3 - 2: (a) Appointee to create a list of specific funding sources to implement goals of comprehensive plan.
- (b) Appointee to prepare impact studies, annual reports, and future planning.

Land Use

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 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, 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. As a result, 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.

Environmental Protection of Land

Prior to any potential redevelopment or new development being considered, it is recommended the land be evaluated for any environmental constraints from multi-level regulatory agencies. General environmental information can be found in Chapter 12 Environmental Protection.

Redevelopment

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 be a more productive or beneficial use.

For example, a Downtown Gateway District was established in 2013. This allowed for a transformation with new development and redevelopment occurring in the Ferry Cut-off area as well as the 7th and South Street area.

The Ferry Cut-off area is the auto-oriented commercial district along Route 9. The area offers the opportunity for redevelopment as a new, pedestrian-oriented neighborhood commercial district providing primarily local goods and services and presenting a gateway worthy of the City.



Ferry Cut-off Redevelopment Area



Images of the Ferry Cut-off Redevelopment Area

The 7th and South Street area is 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.



Images of the 7th & South Street Redevelopment Area

Existing Land Use

The 2009 Comprehensive Plan included Map 2b-Existing Land Use & Land Cover. This map was created on November 24, 2008 and included 20 categories. A field observation update to the existing land use map was not conducted as part of this Plan; therefore, Map 2b-Existing Land Use is now known as Map 2 Existing Land Use.

Suggested Land Use (Future Land Use)

The 2009 Comprehensive Plan included a table of 20 specific vacant properties and suggested land uses along with an associated Map (Map 2c). This only captured identified vacant properties and their suggested land use; the City did not have a suggested land use map for all parcels located within the City limits of New Castle. This selective approach created the need for each land use / land zoning change application to submit for a Comprehensive Plan amendment to the text and map. These were submitted and approved as requested by the land owner / developer.

According to the Preliminary Pre-PLUS comments and coordination with Office of State Planning Coordination, the City is required to provide a parcel based Future Land Use Map and Text. The City is providing a Suggested Land Use Map and Text to remain consistent with previous Plan terminology.

The Planning Commission held multiple meetings to go over the Suggested Land Use Map and provided direction that the newly created parcel based map should complement the newly adopted parcel based Zoning Map (2019). A comparison of each parcel using the GIS mapping database was completed to identify parcels that were not complementary in land use and zoning categories. To assist the City with the database comparison, the following land use categories were assigned to complement the existing City Zoning Districts:

LAND USE CATEGORY	ZONING DISTRICT
Agriculture	Agricultural - Horticultural (AH)
Commercial	Historic Commerce (HC) Retail Commercial (RC) Service Commercial (SC) General Commercial (GC)
Industrial	Industrial (I)
Institutional	All Districts
Light Industrial, Office Park	Light Industrial-Office (LIO) Industrial Office Park (IOP)
Mixed-Use	Downtown Gateway (DG)
Open Space & Recreation	Open Space & Recreation (OS&R)
Residential	Residential (R-1, R-2 & R-3) Historic Residence (HR)

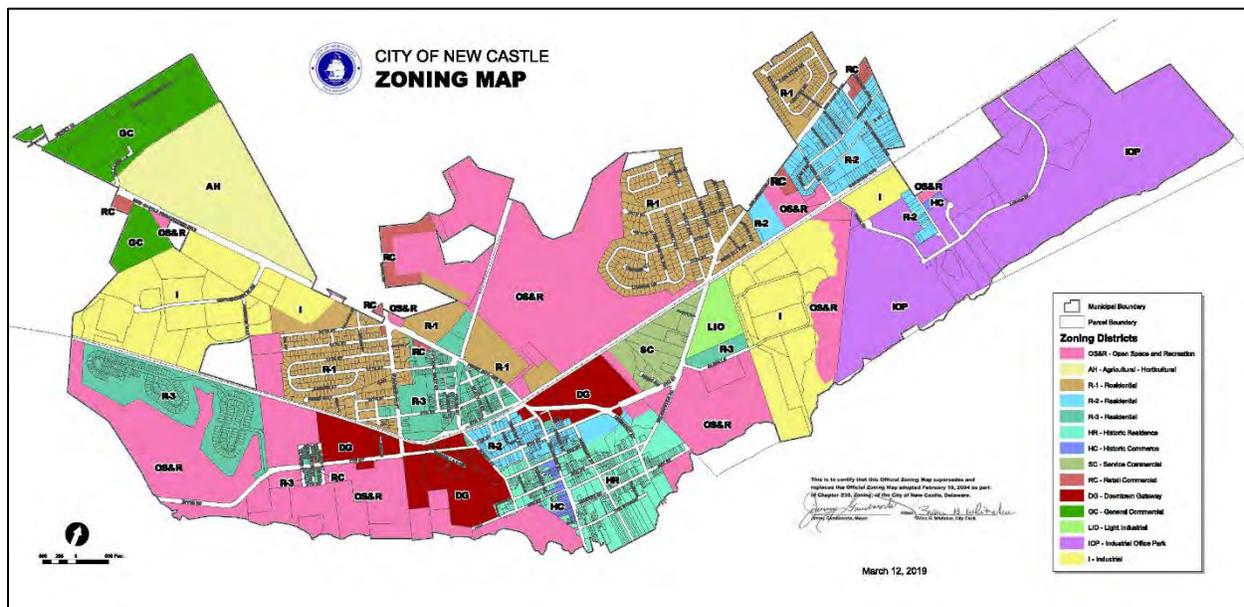
Map 3 Suggested Land Use was created after careful review and multiple discussions with the Planning Commission. While it is difficult to predict future opportunities and land development trends, this map serves as the basis for all change of land use and zoning applications. The Planning Commission and City Council may entertain applications to change the Suggested Land Use Map and Zoning Map on a case-by-case basis. If considered, the application would require a Comprehensive Plan map amendment submittal to the Office of State Planning Coordination for review and recommendation prior to the City taking action.

The breakdown of Suggested Land Use categories for the 2020 Comprehensive Plan is shown below:

LAND USE CATEGORY	# OF PARCELS	ACREAGE
Agriculture	1	108.22
Commercial	96	129.46
Industrial	34	267.77
Institutional	0	0
Light Industrial, Office Park	23	372.89
Mixed-Use	67	195.05
Open Space & Recreation	34	464.04
Residential	2413	511.73

Zoning

The City adopted a new Official Zoning Map on March 12, 2019, this can be found on Map 4 Zoning and on the City's website as shown below:



Chapter 230 Zoning of the City's official Code includes 15 different zoning districts in the City of New Castle. The official City Code can be found at: <https://ecode360.com/8875539>. Below are the zoning districts with further description from the City's Zoning Code:

- Open Space and Recreation District (OS&R)* – This district is intended to provide for and protect permanent open spaces in the City and to safeguard the health, safety and general welfare of the city's residents. Development shall be limited in areas where natural or physical deficiencies exist, for example, high-water table, flooding or erosion.
- Agricultural – Horticultural District (AH)* – The purpose of this district is to provide for agricultural and horticultural activities, as well as to protect agricultural lands, as one of the city's valuable resources, from the depreciating effect of the unwarranted intrusion of contrary uses. This district will also protect established agricultural operations and activities. No area initially shall be zoned as an Agricultural - Horticultural District unless the proposed area consists of a contiguous area of at least 100 acres primarily used for agricultural or horticultural purposes.

- *Residential District (R-1)* – This district is intended to provide and protect areas within the City for single-family detached residential development. A pleasant, quiet, hazard-free residential environment is encouraged at a low density. Uses not directly related to residences are prohibited.
- *Residential District (R-2)* – This district is intended to accomplish the same goals as the R-1 District while permitting a slightly higher density and variety of dwelling type. Permitted uses include single-family semidetached dwelling, two-family dwelling units and corner stores are allowed.
- *Residential District (R-3)* – This district is intended to permit the widest range of residential density and dwelling type while preserving the amenities of the higher restricted residential districts. A portion of the undeveloped area of the City is encompassed by this district with the expectation that the planned development provisions of this chapter will be utilized when these areas are developed. Permitted uses include two-family semidetached dwellings, single-family attached dwellings, two-family attached dwellings and multiple dwellings.
- *Historic Residence District (HR)* – This district is intended to preserve, promote and protect the historic area, now predominantly residential, within the City. In order to achieve this intention, architectural review is provided for in this zone. It is not an exclusive residential district; however, incompatible uses are prohibited. Permitted uses include single family (detached, semidetached and attached), two-family dwellings (detached, semidetached and attached), tourist homes, and parks and playgrounds.
- *Historic Commerce District (HC)* – This district is intended to preserve, promote and protect the historic commercial heart of the city. A large portion of the city's commercial activity takes place in this area; a situation which is expected to continue resulting in a living monument to the past. Encroachment of elements not consistent with the colonial period of the city's history is to be prohibited. Permitted uses include retail and personal service shops, bakeries, banks, restaurants, club and lodges, tourist homes, single family dwelling units (detached, semidetached and attached), two-family dwellings (detached, semidetached and attached), and multiple dwellings.
- *Retail Commercial District (RC)* – This district is intended to provide areas in which the daily shopping and business requirements of nearby residents can be met. These areas are to be exclusively commercial. Permitted uses include a variety of commercial uses and mixed use buildings.
- *Downtown Gateway District (DG)* – The Downtown Gateway District is intended to: 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; and improve the pedestrian environment along streets, parking lots and other pedestrian areas. Permitted uses include a variety of commercial uses and residential dwelling unit types.

- *Service Commercial District (SC)* – This district is intended to provide for the commercial and service needs of a wide range of people. Establishments usually have access to a main highway and cater to persons who must drive in order to obtain goods and services. Intensity of development is relatively high. Permitted uses include a variety of larger commercial uses and mixed use buildings.
- *General Commercial District (GC)* – The General Commercial District is intended to provide for shopping, office and business needs for large segments of the City and surrounding regional area. It is required to be located on a major street, where feasible, and it is to be laid out in sufficient depth to permit and encourage an integrated commercial development. Permitted uses include a variety of more intense commercial uses, offices, and institutional uses.
- *Light Industrial – Office District (LIO)* – This district is intended to provide for light industrial and office uses within the city, in a landscaped setting, with limitations such as lot coverage, setbacks, etc. Permitted uses include offices, laboratories, and industrial research or testing facilities.
- *Industrial Office Park (IOP)* – This district is intended to provide for industrial and office uses within the City, in a landscaped setting, together with convenient retail and personal service establishments. No area initially shall be zoned for IOP unless the proposed development has been subjected to restrictive covenants in form and content satisfactory to The Mayor and Council of the City, which restrictive covenants shall provide for architectural review, landscaping standards, a maintenance corporation and such other covenants, conditions or restrictions as may be appropriate to insure the orderly development of the area to be zoned as IOP. Permitted uses include offices, manufacturing, warehouse and distribution facilities, laboratories, retail and personal services, restaurants, and a variety of commercial uses stated in the District regulations.
- *Industrial District (I)* – This district is intended to provide for industrial expansion within the city. Industrial uses that may be objectionable or have adverse effects upon surrounding existing or future development are not permitted. Permitted uses include offices, manufacturing, printing, truck terminals, and laboratories.
- *Telecommunications District (TD)* – This district is intended to provide for and accommodate the needs of the telecommunications industry. The district is large enough to accommodate several uses. Permitted uses include telecommunication facilities within the Service Commercial District meeting the defined standards.

Land Use Amendments, Initiatives and Incentives

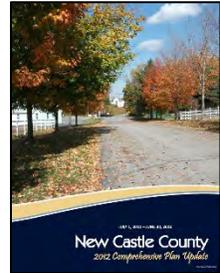
The following is a list of land use related amendments and initiatives completed since the 2009 Comprehensive Plan by the City:

- October 24, 2019 – Ordinance 520 adopted to amend Zoning Code §230.21.1 E (1) to permit fence or wall “structures” by special exception on properties formerly zoned Industrial (I) and Service Commercial (SC), but now zoned Downtown Gateway (DG).
- October 30, 2019 – Ordinance 522 adopted to enact a City Property Tax abatement on the increase in property taxes caused by an increase in assessed property values resulting from certain improvements made to properties within the Downtown Development District.

- October 30, 2019 – Ordinance 523 adopted to enact a City Realty Transfer Tax waiver for first time homebuyers of properties located within the Downtown Development District.
- May 24, 2019 – Ordinance 519 adopted to amend Section 58-2 A of the Code of the City of New Castle to change the titles of the Planning Commission Chairman to “Chairperson” and the Planning Commission Secretary to “Vice-Chairperson”.
- December 11, 2018 – Ordinance 516 adopted to amend the City of New Castle Comprehensive Plan and to rezone tax parcel 21-017.00-045 (708 W. 7th Street) and tax parcel 21-017.00-046 (706 W.7th Street) to the RC (Retail Commercial) zoning classification.
- January 16, 2018 – Ordinance 513 adopted to amend Section 230-37 of the City Code to add a new subsection L prohibiting certain signage and other obstructions in public rights-of-way.
- September 6, 2017 – Ordinance 511 adopted to revise Chapter 230, Article IV, to amend Code Section 230.25.1 in the Zoning Code of the City of New Castle to permit certain telecommunication facilities by special exception from the Board of Adjustment in any zoning district in the City of New Castle other than the Historic Residence District and the Historic Commerce District.
- August 2, 2017 – Ordinance 510 adopted to revise Chapter 230, Article V, to provide for a new Section 230.28.1 in the Zoning Code of the City of New Castle to make parking lot usage of properties in any residentially zoned district, the Historic Residence District and the Historic Commerce District permissible only with the grant of a special exception from the Board of Adjustment.
- August 12, 2016 – Ordinance 507 adopted to revise Section 230.21.1 B of the Zoning Code of the City of New Castle to: (1) Make Multi-Family Dwelling Development and Mixed Use Projects in the Downtown Gateway Zoning District Permissible Only with the Grant of a Special Exception from the Board of Adjustment; and (2) require Planning Commission Review and Recommendation for all Special Exception Applications in the Downtown Gateway Zoning District.
- January 20, 2016 – Ordinance 505 adopted to amend Section 230-45- Historic Review certificate required in historic districts to update compliance requirements and sections 230-49 through 230-52- Historic Area Commission to revise commission structure, proceedings and powers & duties based on recommendations of the Historic Area Review Commission (HARC) and other input.
- December 16, 2015 – Ordinance 504 adopted to amend Section 230-25 of the Code of the City of New Castle to permit Limited Retail Sales in Industrial Zones via Special Exception from the Board of Adjustment.
- November 9, 2015 – Ordinance 503 adopted to revise and restate Section 172-2 of the Code of the City of New Castle to prohibit the parking of trailers on public streets, private roadways, front yard areas or lawn areas of apartment buildings or complexes in a residential district.
- April 20, 2015 – Ordinance 502 adopted to amend Chapter 166, Section 166-6 A (5)(c) relating Permissible Noise Levels in Industrial Districts.

NEW CASTLE COUNTY COMPREHENSIVE PLAN (CURRENT 2012)

The 2012 New Castle County Comprehensive Development Plan is effective from July 1, 2012 through June 30, 2022. The comprehensive plan provides the blueprint for future development and redevelopment in New Castle County. Changes to the Unified Development Code, re-zonings, and capital programs must all be reviewed within the context of conformity with the Comprehensive Development Plan. The 2012 Plan can be found here: <https://nccde.org/350/Comprehensive-Plan>

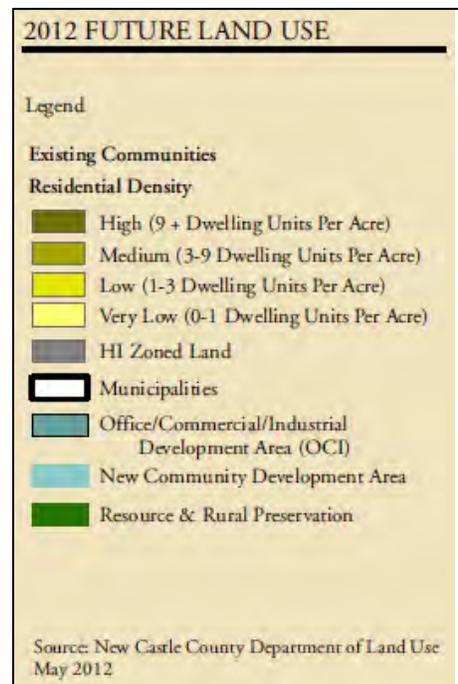
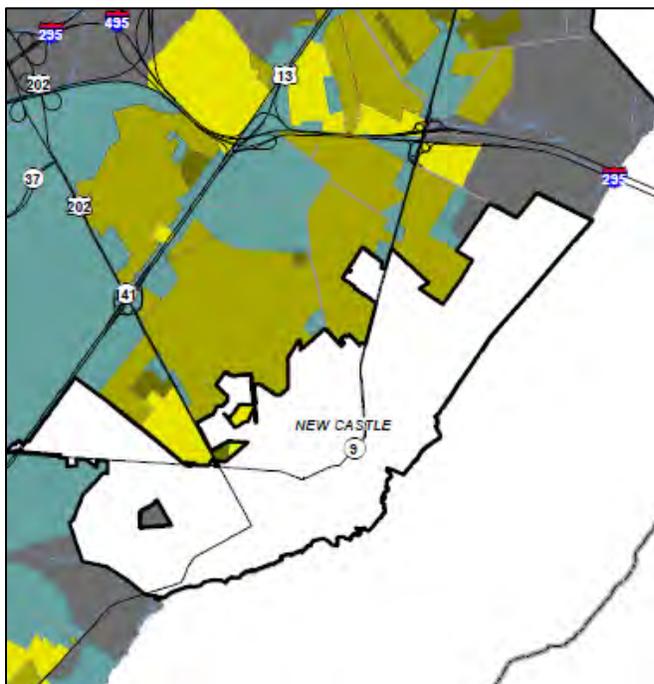


The 2007 plan update set forth a lengthy vision of New Castle County's future based on several critical components. These components remain the basis of the 2012 Vision. These key components continue to rely upon four core principles of community planning:

1. Support blending and connecting of new growth to existing communities.
2. Emphasize the need to locate appropriate new growth areas and support redevelopment in established communities as a method of preserving valuable, limited resources while controlling infrastructure costs.
3. Require the coordinated delivery of public and private sector services to meet the needs of residents.
4. Recognize that an equitable sharing of the costs and benefits of growth comes by expecting that growth in infrastructure or services should pay for itself.

Obstacles and Challenges noted in the 2012 plan and carried over from the 2007 plan include the following topics: property rights and community rights, environmental challenges, infrastructure and existing communities, is growth desirable or inevitable, and fiscal concerns.

The NCC 2012 Future Land Use Map shown below is specific to the City boundary and neighboring land use categories.



NEW CASTLE COUNTY COMPREHENSIVE PLAN 2050 (UNDERWAY)

New Castle County recently started the process of creating a new Comprehensive Plan, titled “NCC 2050”. The proposed schedule starts the Summer of 2020 with preliminary engagement and is projected to be adopted the Spring of 2022. The Community-based plan will be a two year process that involves a series of public meetings. Two new components include the creation of a Youth Planning Board and the offering of Planning 101 online courses. The Planning Youth Board 10-month program designed to expose young adults, aged 14-22, to civic engagement, planning, and other skills while helping to develop the comprehensive plan. Planning 101 is a series on free online courses developed in partnerships with the University of Delaware that discusses why planning matters and helps to explain the planning process.

The County has created a dedicated website link for the NCC2050 Plan, which will allow an informational and interactive portal during the life of the project. The website link can be found here:

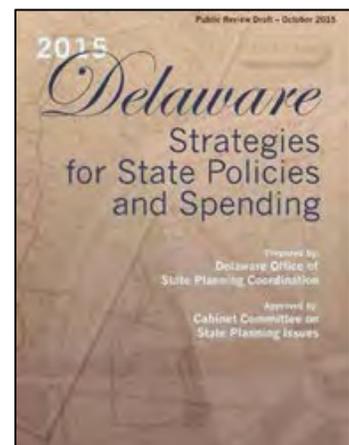
<https://nccde.maps.arcgis.com/apps/Cascade/index.html?appid=180ea24d22e7417a9627795e2e09f0cb>



STRATEGIES FOR STATE POLICIES & SPENDING

On April 14, 2016, Governor Markell signed Executive Order 59, adopting the 2015 Delaware Strategies for State Policies and Spending. Originally approved in 1999 and updated in 2004, 2010 and 2015. This document is currently underway for a major update this year (2020) being coordinated by the Office of State Planning Coordination. This update will include reviewing the boundaries for each Municipality / County based on land development and annexations since 2015.

The purpose of this document, as with previous Strategies for State Policies and Spending documents, is to coordinate land use decision making with the provision of infrastructure and services in a manner that makes the best use of natural and fiscal resources. The importance of this coordination lies in the fact that land use decisions are made at the local level, while the bulk of infrastructure and services that support land use decisions are funded by the State. The development of the State Strategies document with local governments and citizens helps to create a unified view toward growth and preservation priorities that all levels of government can use to allocate resources.



The Strategies for State Policies and Spending document uses the following area designations:

- **INVESTMENT LEVEL 1 AREAS** are often municipalities, towns, or urban/urbanizing places in counties. Density is generally higher than in the surrounding areas. There are a variety of transportation opportunities available. Buildings may have mixed uses, such as businesses on the first floor and apartments above. In these areas, State investments and policies should support and encourage a wide range of uses and densities, promote a variety of transportation options, foster efficient use of existing public and private investments, and enhance community identity and integrity. Overall, it is the State's intent to use its spending and management tools to maintain and enhance community character, to promote well-designed and efficient new growth, and to facilitate redevelopment in these areas. These areas are also thought to be where both local government and citizens are most prepared to accept growth.
- **INVESTMENT LEVEL 2 AREAS** can be composed on less developed areas within municipalities, rapidly growing areas in the counties that have or will have public water and wastewater services and utilities, areas that are generally adjacent to or near Investment Level 1 Areas, smaller towns and rural villages that should grow consistently with their historic character, and suburban areas with public water, wastewater, and utility services. These areas have shown to be the most active portions of Delaware's developed landscape and serve as transition areas between Level 1 and the state's more open, less populated areas. They generally contain a limited variety of housing types, predominantly detached single-family dwellings. In these areas, State investments and policies should support and encourage a wide range of uses and densities, promote other transportation options, foster efficient use of existing public and private investments, and enhance community identity and integrity. Investments should encourage departure from the typical single-family dwelling developments and promote a broader mix of housing types and commercial sites encouraging compact, mixed-use development, where applicable.
- **INVESTMENT LEVEL 3 AREAS** fall into two categories, generally. The first covers lands that are in the long-term growth plans of counties or municipalities where development is not necessary to accommodate expected population growth. The second category includes land that are adjacent to or intermingled with fast-growing areas within counties or municipalities that are otherwise classified as Levels 1 or 2. Environmentally sensitive features, agricultural preservation issues, or other infrastructure issues most often impact these lands. Development and growth may be appropriate in the near term, but resources on the site and in the surrounding area should be carefully considered and accommodated. This level is further characterized by areas with leapfrog development that is not contiguous with existing infrastructure; areas that are experiencing some development pressure; areas with existing but disconnected development; and possible lack of adequate infrastructure. Due to the limits of finite financial resources, State infrastructure spending on infrastructure such as roads, sewer, water, and public facilities in Level 3 areas will generally be considered once the Investment Level 1 and 2 areas are built out, or when the infrastructure or facilities are logical extensions of existing systems and deemed appropriate to serve a particular area.

- **INVESTMENT LEVEL 4 AREAS** are rural in nature and are where the bulk of the State’s open space/natural areas and agricultural industry are located. These areas contain agribusiness activities, farm complexes, and small settlements. They typically include historic crossroads or points of trade, often with rich cultural ties. These areas also boast undeveloped natural areas, such as forestlands, and large recreational uses, such as state and county parks and fish and wildlife preserves. They may also include natural habitats that are important for providing ecosystem services such as water quality and reducing flood risk. Sometimes, private recreational facilities, such as campgrounds or golf courses, are also situated in these areas, in addition to limited institutional uses. Level 4 Areas may be the location for certain uses that, because of their specific requirements, are not appropriate for location elsewhere. The State’s investments and policies should retain the rural landscape and preserve open spaces and farmlands, support farmland-related industries, and establish defined edges to more concentrated development.
- **OUT OF PLAY AREAS** are those land areas that are not available for private development, including publicly-owned lands, private conservation lands, lands for which serious legal and/or environmental constraints on development are identified, and lands in some form of permanent open space protection (e.g., agricultural preservation easements, conservation easements). These areas are generally not expected to be the location of private development activities; however, government entities, private property owners, and conservation organizations are still expected to invest in these areas.

Map 12 shows the State Strategy Levels in and around the City. Much of the land is shown as “Out of Play” due to the environmental constraints in the area. The remaining land predominantly falls within Level 1 and Level 2. Careful consideration should be given to future development and the Suggested Land Use Map 3 prior to approving any redevelopment or land development applications. Full documentation on the 2015 Delaware Strategies for State Policies and Spending can be found at www.stateplanning.delaware.gov/strategies/. The proposed 2020 Draft State Strategies are available on the same website link.

GOALS AND STRATEGIES

GOALS -

- G4 - 1: Codify a Land Development Ordinance, which will include minimum design standards for all affected developments and sub developments.
- G4 - 2: Continue to encourage mixed residential/retail/office uses.
- G4 - 3: Incentivize private investment in New Castle’s remaining undeveloped parcels, brownfields, and redevelopment areas harmoniously with nearby land uses. Ideas may include tax abatement.
- G4 - 4: In light of new plans for roadways, reevaluate plans for roadways to determine best use of land and transportation. Studies for land use and transportation will be needed.
- G4 - 5: Guide growth away from vulnerable areas.

G4 - 6: Update the land development application process, applicable fees to cover associated professional review costs (when needed), plan submittal requirements and ample information to ensure all of the proposed facts and supportive documents are submitted for consideration prior to the Planning Commission rendering a decision.

STRATEGIES -

S4 - 1: (a) Immediately begin the implementation of design standards into the zoning code for areas outside of the Historic District. This may also include the expansion of the Historic District.

(b) Areas not part of any current or future Historic District should still have standards regarding building massing, building step-backs, street-level orientation, glazing/opacity, architectural embellishments, setbacks/build-to lines, design compatibility, walkability etc. as they relate to the context of various neighborhoods.

S4 - 2: Since not all areas of the City benefit from the same level of design quality as the Historic District, there is a need create the strategies to achieve a more integrated and unified Community Design.

S4 - 3: (a) Updating the Existing Land Use map can assist in the identification of vacant and underserved parcels of land. An inventory of Special Exceptions per parcel could also assist in identifying non-conforming properties for potential land development opportunities.

(b) Identify remaining undeveloped parcels and rezone if necessary to encourage an appropriate use.

(c) Identify vacant land and parcels that may be suitable for new open space or expansion of existing open space.

(d) Identify former industrial sites and rezone to appropriate uses given their locations and environmental condition.

(e) 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

(f) 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.

(h) 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.

- S4 - 4:
- (a) Develop a capital improvement program identifying desirable physical street improvements throughout the City.
 - (b) Coordinate state and local transportation improvements to achieve better pedestrian linkages between these areas of the City and existing adjoining neighborhoods.
 - (c) The City should, where necessary, look to adjust zoning designations where it comports with County goals along the city limits.
 - (d) Review the zoning district requirements and amend where appropriate to make it conducive toward creating a vibrant, traditional mixed-use and walkable Downtown.
- S4 - 5:
- (a) Adopt land use policies and strategies that would guide growth.
 - (b) Delineate high risk areas where development/redevelopment should be limited.
 - (c) Minimize contributing stormwater runoff to flood water receiving areas by requiring stormwater best management practices (BMPs) and porous materials where appropriate.
- S4 - 6:
- (a) Review neighboring Delaware jurisdictions with increased land development activity and recently updated regulations for customization and consideration as new legislation within the City Code.
 - (b) During the review for new regulations, create process flowcharts and plan submittal checklists to include a new land development application form.
 - (c) Determine the level of review needed for applications; such as administrative or Planning Commission as well as involvement from other applicable advisory Boards and Commissions.
 - (d) Conduct a fee analysis for applications based on the process to ensure land development is paying the associated costs and not supplemented by the City.

A Annexation

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 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.

Map 5 – Annexation Map shows five parcels of land for potential annexation. These parcels are enclaves and some are partially in the City limits and partially located in the County. The City has not seen an increase of interest in the annexation of neighboring properties as they are predominantly developed or in sensitive environmental areas.

GOALS AND STRATEGIES

GOALS -

- G5 – 1: Establish City wide Annexation criteria, policy, and procedures.
- G5 – 2: Identify possible areas for future annexation.
- G5 – 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 -

- S5 – 1: (a) Create formal criteria, policies, and procedures for annexing land.
(b) 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.

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

S5 - 2: (a) Identify parcels that are important to consider for annexation due to critical issues, such as preservation of open space or historic resources.

(b) Identify possible annexation areas and other developable land adjacent to or within the City and suggest possible land uses.

S5 - 3: Work with New Castle County to enact appropriate zoning changes and other development controls.

Infrastructure Plan

This Chapter provides information regarding critical infrastructure services information from the service provider. The City service providers are the following:

- Electric / Water / Administrative Services: Municipal Services Commission
- Wastewater: New Castle County
- Stormwater: City of New Castle
- Streets: City of New Castle (section located in Chapter 7 Transportation)

ELECTRIC

Electric services are provided by the Municipal Services Commission (MSC) for the City of New Castle. The following information was provided for inclusion within the Plan. Additional service information can be found on their website located at <https://newcastlemsc.delaware.gov/>.

Electric System

Since the 2009 Comprehensive Plan a number of system improvements have been undertaken and completed to improve the capacity and reliability of the electric system.

The electric feed to Riveredge Park was looped in 2009 to provide reliable and redundant service to the residential and commercial customers served in the area.

In 2010, construction started on the Dobbinsville Substation with completion in 2011. The Dobbinsville Substation was built to mirror the size of the Wilmington Road Substation and a second transmission feed was constructed to provide redundant transmission supply to the City. Advantages of having redundant feeds and substations large enough to carry the entire load of the City include the ability to de-energize either substation to perform maintenance without loss of supply to customers. It allows the ability to feed the entire load of the City from two separate transmission sources. It also allows for more distribution circuits which reduce the line length and amount of customers served off of a single circuit. This equates to a smaller number of customers affected when a circuit experiences a problem. After the completion of the Dobbinsville Substation, Wilmington Rd Substation was taken out of service and overhauled. The substation was redesigned and upgraded to be consistent with the Dobbinsville design.

The MSC installed a Supervisory Control and Data Acquisition (SCADA) system which allows the MSC to monitor and control elements of the electric distribution system. Continuous monitoring provides data which is used to determine maintenance needs, load balancing, and power factor correction, along with these comes many other benefits. The MSC receives notification from the SCADA system when there is a problem detected; this shortens response and restoration times.

In 2018, the circuit underground feeders at the Wilmington Rd Substation were replaced to provide higher capacity and to be consistent in design with the rest of the substation feeders.

Other projects to provide capacity and reliability included a second feed to loop the supply to customers in Airport Plaza. Two of MSC's water supply wells were moved from Delmarva's distribution to the MSC's distribution system for reliability purposes during this process. The original 2 phase underground loop feed that provides backup to the downtown area was replaced with a 3 phase loop. Penn Valley/Booker Circle was redesigned and the supply to that area was installed underground and the rear property aerial was removed. This eliminated some of rear property tree trimming and has increased the reliability in that area.

Electric Distribution System Improvements

Recently the Commissioners approved the design to convert Van Dyke Village from a rear property aerial design to a front property underground design. This project is designed to increase reliability to the customers on this circuit while reducing the tree trimming and maintenance costs associated with the current design. The project also eliminates current accessibility concerns, shortens outage durations, and will provide street lights for the neighborhood.

The MSC uses the American Public Power Association's eReliability outage tracking software and the Supervisory Control and Data Acquisition (SCADA) system to determine problematic areas of the distribution system. With this information the MSC systematically designs and plans projects to place aerial infrastructure underground with projects that pertain to age and reliability receiving precedence. *The MSC has been awarded the Certificate of Excellence in Reliability for 2016, 2017 & 2018 from the American Public Power Association which means the MSC is within the top 25% of all electric utilities in the country when it comes to the shortest time for system outages.*

In recent years all new developer projects in the City have been installed underground. The MSC works with the developers during the engineering phase to design the system to meet the MSC's standards. The MSC plans to continue undergrounding electric. A system wide plan is being developed to provide a road map for future undergrounding projects.

Electric Metering

The MSC is investigating a conversion from Automatic Meter Reading (AMR) to Advanced Metering Infrastructure (AMI). This will allow the MSC to provide interval data to all of its customers. It will provide better information about system stability and help with planning future projects. It will also allow for the implementation of an outage management system. In 2017, the MSC changed its accounting and billing software to a completely integrated system in preparation for the AMI conversion. The software also has the ability to contact customers regarding electric or water outages, restoration times, emergency situations and disconnection notices.

WATER

Water services are provided by the Municipal Services Commission for the City of New Castle. The following information was provided for inclusion within the Plan to include Map 11 Municipal Services Commission Water and Electric. Additional service information can be found on their website located at <https://newcastlemsc.delaware.gov/>.

Water System

Since the 2009 Comprehensive Plan update, MSC has undertaken numerous projects to increase supply, improve water quality, and system reliability. Completion of the School Lane Water

Treatment Facility rehabilitation in 2011 was the final project of a multi-year water system improvement program based upon consulting engineer's Davis, Bowen, and Friedel, Inc. 2006 Comprehensive Water System Evaluation and Recommendations.

Water Supply

Water is supplied to homes and business in the City of New Castle by the MSC. Water supply is drawn from four (4) supply wells located on Trustee's property, three (3) on the Historic Penn Farm and one (1) on Basin Road. These four (4) wells have the capacity to produce 2.3 million gallons per day. The Delaware Department of Natural Resources and Environmental Control (DNREC) has set MSC's allocation at 1.6 million gallons per day, which is more than double the City's average daily water demand of 0.5 million gallons per day. In 2018, MSC's peak day demand equaled 0.8 million gallons. MSC redeveloped the Basin Road Well and began using it again in 2012, which provides an additional 288,000 gallons per day of source water. In 2014, recognizing the average age of the three (3) supply wells was 47 years, MSC explored, drilled, and developed a new 500 gallon per minute well on the Penn Farm to ensure self-sufficiency is maintained.

MSC maintains two interconnections with the neighboring water utility Artesian Water Company. One (1) interconnection is for one direction flow only where MSC receives treated water during high demand times and one (1) interconnection is a two (2) way flow where MSC can receive treated water from Artesian or MSC can provide treated water to Artesian should they need it to supplement their system.

The City's current water supply is considered adequate to meet projected demands through 2030. The addition of the redeveloped Basin Road Well and new Cross Roads Well, water supply will be more than adequate for the "foreseeable future" assuming DNREC permits use of the new Cross Roads well drilled in 2015.

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 U.S. Environmental Protection Agency (EPA) requires water purveyors to publish an annual "Consumer Confidence Report" and distribute it to their customers. MSC's report regarding the source and quality of the City's drinking water is prepared and mailed to customers in June of each year. Copies of the report are available on the MSC's web site at <https://newcastlemsc.delaware.gov>. Tests prepared for the 2018 Consumer Confidence Report indicate that the City's water is well within the EPA's quality standards.

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.

In 2018 with growing concerns about the water supply and possible contamination of the aquifer, MSC assisted the City in drafting and adopting Ordinance No. 512 prohibiting private potable and non-potable water wells without approval of the MSC.

Water Treatment Facility

MSC operates the City's only Water Treatment Facility, which is also located on the Historic Penn Farm. The School Lane Treatment Facility was completely renovated in 2010 including the

building, electrical, and chemical feed systems. The facility has capacity to treat up to 1.6 million gallons per day for distribution. Treatment includes Aeration for low level iron removal, Carbon Filtration for Perfluorocarbons or PFAS removal, the addition of Lime for pH adjustment to neutral, Calcium Hypochlorite (Chlorine) for disinfection, an inhibitor for corrosion control, and Sodium Fluoride for fluoridation.

In 2010, MSC tested the water supply for Perfluorocarbons (PFAS) Compounds or Teflon® Precursors, which had been detected in drinking water supplies in Maryland and New Jersey. Three (3) sets of tests showed the presence of Perfluorooctanoic Acid (PFOA) and Perfluorooctanesulfonic Acid (PFOS) in the source water. MSC shared this information with the State of Delaware Office of Drinking Water and the State Toxicologist. During follow up testing in 2014, the water supply was found to have elevated levels of the PFAS Compounds PFOA and PFOS in MSC's three (3) wells. MSC shut down the City's water treatment facility and began purchasing water from Artesian Water via an interconnection until a Granular Activated Carbon (GAC) Filtration System could be installed to remove the PFAS compounds to a non-detect level. MSC applied for and was awarded \$500,000.00 from the U.S. Department of Agriculture (USDA) Emergency and Imminent Community Water Assistance Grant Program, which helped cover the \$1.3MM dollar cost of the new treatment system. The source of this contamination is part of an ongoing investigation being conducted by the USEPA and DNREC. Going forward MSC will continue to monitor the EPA and DNREC's progress on determining the source of contamination and will seek reimbursement for the installation, operation, and maintenance expenses of the GAC Filter System.

Water Distribution System

The City's water distribution system consists of a combination of Cast Iron and Ductile Iron water mains some of which date back to the 1850's. MSC estimates 70% of the system is comprised of 4" - 16" Cast Iron Pipe and the remaining 30% is comprised of 3" to 12" Ductile Iron Pipe. Fire protection is provided through the distribution system with 177 public fire hydrants available for fire department use. MSC owns the public hydrants, maintains and flushes them in the spring and fall, and replaces them when necessary. Water services are copper tube and metered either by meter pits at the property line or meters located in basements / crawl spaces.

Water Storage Facilities

Water is stored in two (2) elevated water storage tanks, one (1) located on Gray Street and one (1) located on Ships Landing Way near Twin Spans Industrial Park with a combined capacity of 1.6 million gallons. The Gray Street Tank was constructed in 1948 with a capacity of 600,000 gallons; and the Ships Landing Tank was constructed in 1980 with a capacity of 1,000,000 gallons. MSC maintains the levels in these tanks at 93% to 98% full to ensure adequate supply is available. The interior and exterior of both tanks are inspected by a consulting engineer every three (3) years and recommended maintenance is scheduled and completed.

Supervisory Control and Data Acquisition System (SCADA)

The 2006 Comprehensive Water System Evaluation included a recommendation for integrating SCADA into the design and construction of the water facilities. MSC employed a consulting engineer to design and install a system that would allow for monitoring and operation of the water production, treatment, and storage facilities through an integrated control system. All operations of the water system including site security are monitored, controlled, and reported on by the SCADA System.

Water Metering

In 2005, MSC made a substantial investment in the meter reading process upgrading to an Automated Meter Reading (AMR) System. This system uses an unlicensed radio system to obtain meter readings in a drive-by process. In addition to the AMR upgrade, MSC changed the water billing cycle from quarterly to monthly allowing a single bill to be generated for both water and electric. The MSC and its' customers have benefitted from the AMR system. Water and electric meters are remotely read in less than a day, estimated bills have been almost eliminated, and leaks are detected earlier, avoiding high bill complaints.

With the AMR system approaching the end of its life cycle, MSC plans to explore options for converting to an Automated Metering Infrastructure (AMI) System. The new system will collect water and electric meter reading data in shorter defined intervals providing load profile information related to customer consumption patterns. MSC will use the new technology to improve operational efficiency allowing more informed decisions to be made related to water and electric operations. Additional benefits of upgrading to an AMI technology will allow for integration of System Outage Management tools with Customer Information Systems and Interactive Voice Notifications alerting customers about activities in the water and electric system as well as being utilized by other City agencies to communicate important or emergency information.

Water System Mapping

Prior to GIS, MSC's existing water records and data were primarily in paper format. In 2008, MSC started utilizing ESRI and Arc FM software for our GIS Mapping System. The water department used a Trimble handheld GPS unit to get sub-meter accuracy in locating all of the water assets. Along with spatially locating assets, a geodatabase was created to input all known information about each asset.

Having all this information in a GIS Format, allows MSC to make informed decisions when planning future projects, developing Asset Management Plans and marking utilities in the field for Miss Utility requests. MSC asset changes and updates are more accurate and easily identifiable, reducing the chances for outages and increasing reliability for customers.

MSC Staff assisted City staff with GPS locating Storm Water facilities and has also acquired GIS data from utility providers in the City and New Castle County to overlay assets on MSC's, which helps ensure smart and informed decisions are made when planning utility projects.

Planned and Ongoing Activities for the Water Operations

MSC continuously reviews its water distribution system for opportunities to make improvements that will improve system reliability and water quality by eliminating dead-end mains where possible. Water main and service replacement have traditionally been the preferred option for renewing the system. Recently MSC has completed several projects using the cleaning and lining process of removing sediment from inside a water main, then applying a lining to the inner surface of the main. This process has several advantages, including reduced costs over new installations, smaller work areas with less disruption to customers, increased structural integrity of the main, improved water quality, and increased fire flows.

Although the current source of water is considered to be adequate with the development of the new Cross Roads Well, MSC will continue to review options for drilling test wells throughout the City to identify new sources of water. It is anticipated this activity will continue and, when needed, new wells will be developed to supplement the capacity of the existing supply.

MSC explores options for grants funded through various agencies and is currently working on one that will be used to benefit water system operations. The grant will fund the development of an integrated Water System Asset Management Program that when developed will use existing ESRI / Arc FM Water System Mapping information to develop a process for prioritizing, selecting, and funding capital water system projects.

As land is developed within the City and MSC's service territory, water main construction in the City of New Castle involving extension of service is the responsibility of the developer who shall bear all costs associated with planning, design, installation, inspection and final approval. All water system expansions and upgrades are reviewed and approved by MSC personnel. Upon completion and acceptance, these improvements are dedicated to the MSC for ownership and maintenance.

Accomplishments

- 2010 Complete rehabilitation of SL treatment facility
 - Painted exterior of GST
- 2011 Completed implementation of MSC's Cross Connection Control Program
 - Buttonwood Avenue Cleaning and Lining project completed
 - Painted interior and exterior of MGT
- 2012 Install 12" and 8" water main to the annexed property located at 828 Frenchtown Road
 - Started using Basin Road Well for supply
- 2013 Washington Street Rehabilitation - Water Main Replacement Project
 - GIS Mapping of Water Distribution System
 - 12" Main Extension on Delaware Street from Family Foundation to 10th Street
- 2014 Drilled Cross Roads Test Well
 - Designed and installed a GAC filtration system to remove PFAS contaminants
- 2015 Drilled Cross Road Production Well
 - West 7th Street Water Main Project
- 2016 Constructed Cross Roads Well House
 - Installed raw water main from Cross Roads Well to SL Treatment Facility

2017 Cleaning and Lining Projects

Delaware Street 4th Street to the Wharf

West 9th St Clayton Street to Tremont Street

Dobbinsville Cleaning and Lining Project – 600 Block of Clymer Street, 700 Block of

Clark Street, 700 Block of Center Street, and 700 Block of Clymer Street

600 Block of Clark Street Water Main Replacement

2018 Worked with City to adopt Ordinance No. 512 prohibiting private potable and non-potable water wells without approval of the MSC

Completed Gray Street water main and main valve project

ADMINISTRATIVE OFFICES - MUNICIPAL SERVICES COMMISSION

The Administrative Offices provides administrative functions to the water and electric services provided by the Municipal Services Commission. Without this operation, the services would not be able to operate for the City.

Background

Over the past ten (10) years, the administrative functions of the MSC have been improved to provide reliable and accurate billing and customer service to customers. In addition, continued efforts have been made to improve communications, information technology and cyber security.

In 2009, the manual work orders for electric and water service were converted to an electronic function within the billing software (Billmaster), which improved the efficiencies of the customer service department and saved costs related to pre-printed work orders. The accounting department began to utilize the budgetary modules within the accounting software, as well as the financial reporting modules which provided timely financial reporting to the organization.

In 2010, improved communication to customers was accomplished by issuing a colorful and informative newsletter that provides required communication related to water quality reports (Consumer Confidence Reports) and audited financial statements, in addition to featuring projects, customers and employees of the Commission.

In 2011, MSC hired a consulting firm to perform a Cost of Service Study (COS) and Rate Design for water and electric rates. The study was completed in 2012 and rate changes were implemented. Determination of cash reserves were also approved, and five-year capital budgets were developed. It was decided COS studies would be prepared every three years at a minimum.

In 2012, the MSC's State Charter was revised to allow the Commission to borrow funds. This would allow the organization to be eligible for grants in the form of loans, for which it previously would not have been eligible. The MSC began offering customers the ability to pay on-line with their checking/savings account. This gave flexibility to customers allowing them to pay after business hours and improved customer satisfaction. The MSC Safety Manual was updated by the management team with current standards. To ensure accurate data entry and timely deposits of funds to the financial institution, a scanner was purchased and image deposit implemented for all checks.

In 2013, job descriptions and pay scales were developed for non-union employees with the creation of an Employee Handbook that includes benefits, policies and procedures. A more formalized human resource function was created to improve morale, training and employee engagement.

In 2014, the MSC Customer Service Department participated in a customer satisfaction survey through a third-party consulting firm, which resulted in the MSC being awarded the SDS Excellence Award for Outstanding Customer Service. The MSC worked with the State of Delaware to perform penetration testing of the information technology system of the Commission. The results assisted management in designing steps forward. An information technology manual was developed to identify the infrastructure and framework that currently exists. Additional steps have been taken over the past five years to understand the Commission's exposure to cyber threats. A disaster recovery plan is being developed, training of employees regarding cyber security is underway, and information technology policies are being implemented.

In 2015, the purchase order function was converted from a manual system to an electronic system, which streamlined the purchasing functions of the organization. MSC worked with the State of Delaware to create a website, which is funded by the State. The improved functionality of the website allows for FOIA (Freedom of Information Act) requests to be submitted on-line, customer inquiries submitted on-line and meets the requirements for posting of meetings and minutes. The State also assisted in the development of a logo for the MSC, which has been very successful in branding the MSC to create better identification of the organization with customers and employees.

In 2016, the MSC and the City of New Castle worked closely to develop a formula for the appropriation of funds from the utility (MSC) to the general fund (CNC). The determination of 6% of user charges was agreed upon and formalized within the Municipal Services Commission's charter. The charter was also revised to allow the Commission to own real estate with prior approval from the CNC council. The MSC created union employee job descriptions with revisions to the pay scales as part of the collective bargaining agreement negotiations. In addition, employees began to contribute toward their health insurance costs, the defined benefit pension plan was frozen and a defined contribution plan was created for new employees.

In 2017, the MSC undertook a software conversion process for the financial and utility billing functions of the organization. The new software, Tyler Technologies Incode 10, includes a project accounting and inventory module. This allowed for a fully integrated software system that would eliminate the need for several software packages and redundant entry. Billing and cashiering activity can be posted within the Billing Department and flow directly into the accounting/financial reporting modules. The conversion was completed in a timely manner with minimal disruption. Through the employee portal, employees are now able to enter their time electronically, update personal and tax information and receive paystubs via e-mail. To promote safety and ensure cash is deposited immediately in a financial institution, a remote safe through PNC bank was installed and employees no longer need to drive to the bank for any deposits.

In 2018, the MSC began to develop a telephone notification system to keep customers informed regarding projects and outages. The system is part of the accounting and billing software and utilizes the database to interact with customers. MSC's management team attended APPA Key Accounts training, completed and passed the written exam and is working on obtaining certification in this area. MSC identified the largest commercial accounts and began developing Customer Action Plans for each account to improve business relationships with them.

The City adopted Ordinance 457 on May 13, 2008 to create a Source Water Protection Area Chapter 230 within the City Code. The purpose of the Source Water Protection Area Ordinance contains three areas:

- A. Ensure the protection of the public drinking water supply from contamination. The City of adopted overlay maps delineating, as source water protection areas, the following zoning classifications: (1) Class A Water Resource Protection area (AWRP) and (2) Class C Water Resource Protection area (CWRP).
- B. To ensure the protection of drinking water supplies; this article establishes a zoning overlay to be known as the Source Water Protection 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. It is the intent to accomplish this through both public education and public cooperation, as well as by creating appropriate land use regulations that may be imposed in addition to those currently imposed by existing zoning district or other federal, state and county regulations.
- C. The regulations shall apply to all new construction, redevelopment or expansion of existing buildings and new or expanded uses. Activities and uses allowed in a portion of one of the underlying zoning districts that fall within the Source Water Protection Overlay must additionally comply with the requirements of those set forth for either the AWRP or CWRP, as applicable.
- D. Any well in existence prior to the adoption of this article (nonconforming use) may be replaced or modified, and the replacement or modified well(s) is exempt from the conditions of this article.

The source water protection areas (CWRPAs) encompass Class A and Class C Water Resource Protection areas. All such areas are as depicted on the three-map series, specifically Sheet 1, "Water Resource Protection Areas for...New Castle County, Delaware," prepared by the Water Resources Agency for New Castle County, dated 1993, or as amended. These maps are available in GIS overlays from the Delaware Department of Natural Resources and Environmental Control, Division of Water Resources, Source Water Assessment and Protection Program.

Wellhead Protection

DNREC Source Water Assessment and Protection Program delineates wellhead protection areas (WHPAs) to ensure the integrity of public drinking water. Deep wells drilled into confined aquifers and low-volume wells in unconfined aquifers have, at minimum, a three-hundred-foot radius wellhead protection area. The wellhead protection area surrounding public supply wells in unconfined aquifers that pump more than 50,000 gallons per day are delineated using a mathematical model. This type of well draws large quantities of water and can have much larger wellhead protection areas. Classifications have been created to manage land use within the wellhead protection area. They are defined as:

- (1) Class A water resource protection area is the surface area extending in a three-hundred-foot radius around the wellhead. The protection area around the well may be reduced to a one-hundred-fifty-foot radius, provided a hydrogeological report, prepared by a Delaware Registered Geologist and submitted to the satisfaction of the

Delaware Geological Survey and the DNREC, is prepared. The report must certify that the minimum sixty-day time of travel from a point to the public water supply well is maintained; and the well draws from a confined aquifer.

- (2) Class C water resource protection area is the remaining surface area of the wellhead protection area outside the Class A Water Resource Protection area. Land use restrictions within the CWRP area are required to ensure adequate protection of the public drinking water supply.

Chapter 230 further identifies the AWRP and CWRP area requirements. It can be found on the City website link to the online Code provider here: <https://ecode360.com/10441111>.

WASTEWATER

New Castle County provides wastewater treatment throughout various Sewer Service Districts, one of which is the City of New Castle. Information for inclusion in this Plan was obtained from Chapter 5: Water and Sewer of the 2012 New Castle County Comprehensive Plan Update as well as follow up conversations with pertinent County staff.

North of the Chesapeake & Delaware (C&D) Canal, the majority of the generated sewage within the Sewer Service Area is conveyed through a network of sanitary sewer pipes and pump stations via nine major interceptor lines to the Wilmington Wastewater Treatment Plant.

The County is divided into various Sewer Service Districts. There are various challenges and issues that need to be addressed in these areas. Sewer Basin Studies and Sewer System Evaluation Surveys are conducted throughout the County to determine the problems, solutions and associated costs.

One major problem is wet weather overloading causing inflow & infiltration (I&I) problems in neighborhoods. Another problem is Fats, Oils and Grease (FOG) for which a program has been established to monitor commercial food establishments, educate the public and enforce when needed. The results of the sewershed studies have led to rehabilitation (i.e. pipe lining, joint sealing or manhole repair) and replacement (i.e. pipe bursting, jack & bore, or horizontal directional drilling) projects. Preventive Maintenance and Emergency Response are also key components to the sanitary sewer system. Funding, manpower and equipment are all in demand to address these system needs.

In accordance with Delaware State Code, Title 9, Chapter 13, Subchapter 3, the New Castle County Department of Special Services is empowered to work with the Department of Land Use to manage and develop plans for public facilities and infrastructure including sanitary sewers and treatment facilities in support of the Comprehensive Plan. Special Services prepares designs and specifications for sanitary sewers and treatment facilities and supervises the construction and inspection thereof. Special Services also manages, maintains, and operates public facilities and infrastructure related to sanitary sewers and treatment facilities.

The New Castle County Department of Special Services works closely with the Department of Land Use to conduct sewer capacity planning. Special Services uses the Comprehensive Plan to plan for future growth areas and to ensure that growth and development occur in an appropriate manner where supported by sanitary sewer infrastructure and capacity.

In lieu of public sanitary sewer, private sewage facilities must be reviewed and approved. In areas where existing private septic systems exist in proximity to the public sewer system, a community

septic elimination program is in place to assist with conversion from private to public sewer. The average cost is \$25,000 per property.

In order to analyze sewer capacity, the County uses a network of 30 permanent flow meters and nine rain gauges. This provides a real-time assessment of capacity within the sanitary sewer system. This data, coupled with field observations, expectations from ongoing capital projects, and advanced GIS modeling, allows the County to predict available capacity and link this capacity to development in need of such capacity. Available capacity is based not just on wastewater treatment plant capacity, but also capacity throughout the conveyance network.

In recent years, New Castle County has worked to manage the sanitary sewer system. In accordance with the DNREC Secretary's Order, overflow structures are being eliminated in Brandywine Hundred. These overflow structures were common practice prior to the Clean Water Act and had been built in the 1970's with Federal grant funds. The Brandywine Hundred Rehabilitation project has resolved many problems in the community.

In accordance with the DNREC Secretary's order, the County is also seeking to minimize County-wide sanitary sewer overflows. This is done through Capacity Management, Operation, and Maintenance (CMOM) which measures performance and allows improvements to be made where needed. The County also has a Fats, Oils, and Grease (FOG) program designed to reduce such substances from the sewer system in order to reduce blockages. The program involves the monitoring of commercial food establishments, educating the public, and enforcing requirements as needed.

Ongoing County efforts also include a new DelDOT Coordination program where pipes are replaced in conjunction with DelDOT paving projects. A new Asset Management Process is currently in development, which will allow the County to make data-driven decisions for long-term planning. This process will link all sanitary sewer system management efforts.

STORMWATER

NPDES Permit

The National Pollutant Discharge Elimination System (NPDES) permit program, created in 1972 by the Clean Water Act (CWA), helps address water pollution by regulating point sources that discharge pollutants to waters of the United States. The permit provides two levels of control: technology-based limits and water quality-based limits (if technology-based limits are not sufficient to provide protection of the water body).

Under the CWA, EPA authorizes the NPDES permit program to state, tribal, and territorial governments, enabling them to perform many of the permitting, administrative, and enforcement aspects of the NPDES program. In states authorized to implement CWA programs, EPA retains oversight. Forty-six states and one territory are authorized to implement the NPDES program.

An NPDES permit is typically a license for a facility to discharge a specified amount of a pollutant into a receiving water under certain conditions. Permits may also authorize facilities to process, incinerate, landfill, or beneficially use sewage sludge. The two basic types of NPDES permits issued are individual and general permits.

- An individual permit is a permit specifically tailored to an individual facility. Once a facility submits the appropriate application(s), the permitting authority develops a permit for that particular facility based on the information contained in the permit

application (e.g., type of activity, nature of discharge, receiving water quality). The authority issues the permit to the facility for a specific time period (not to exceed five years) with a requirement that the facility reapply prior to the expiration date.

- A general permit covers a group of dischargers with similar qualities within a given geographical location. General permits may offer a cost-effective option for permitting agencies because of the large number of facilities that can be covered under a single permit.

The City of New Castle’s efforts to prevent stormwater pollution are guided by NPDES Permit Number DE0051071 and State Permit Number WPCC3063A/96. The City is a Co-Permittee for the Stormwater Pollution Prevention and Management Program with the State of Delaware and New Castle County who are the principal permittees. Below are links to their websites.

- New Castle County - <https://nccde.org/223/Stormwater-Management>
- DelDOT - <https://deldot.gov/Programs/stormwater/index.shtml>

Additional initiatives and studies can be found in Chapter 12. Environmental Protection under Illicit Discharges and Connections to the Municipal Separate Storm Sewer System (June 2017).

Total Maximum Daily Loads

Under Section 303(d) of the 1972 Federal Clean Water Act (CWA), states are required to identify all impaired waters and establish total maximum daily loads to restore their beneficial uses (e.g., swimming, fishing, and drinking water). A Total Maximum Daily Load (TMDL) defines the amount of a given pollutant that may be discharged to a water body from point, nonpoint, and natural background sources and still allows attainment or maintenance of the applicable narrative and numerous water quality standards. A TMDL is the sum of individual Waste Load Applications (WLAs) for point sources and Load Allocations (LAs) for nonpoint sources and natural background sources of pollution. A TMDL may include a reasonable margin of safety to account for uncertainties regarding the relationship between mass loading and resulting water quality.

In simpler terms, a TMDL matches the strength, location, and timing of pollution sources within a watershed with the ability of the receiving water to assimilate the pollutant without adverse impact. The specific TMDL nutrient and bacterial load reduction requirements for the Army Creek watershed (the watershed bounding the southern one third of the City of New Castle's municipal boundary) are displayed below:

Delaware River & Bay drainage	N	p	Bacteria
Army Creek watershed	40%	40%	37%

The realization of these TMDL pollutant load reductions will be through a Pollution Control Strategy (PCS). A PCS identifies the specific strategies and actions (e.g., best management practices) necessary for reducing pollutants in a given water body (or basin/watershed), thus attaining the TMDL load reductions and meeting water quality criteria or standards set forth in the State of Delaware’s Water Quality Standards, ultimately leading to the restoration of a given water body’s designated beneficial use(s). Specifically, a PCS is a combination of best management practices (e.g., wetland buffers, green technology stormwater treatment, pervious paving materials, rain gardens) that will reduce nutrient and bacterial pollutant runoff loading by optimizing BMPs.

GOALS AND STRATEGIES

GOALS -

- G6 - 1: Advanced Metering Infrastructure (AMI) Meter System Upgrade for electric and water system. This goal will allow for more data to be received from the metering system. The data will assist the Customer Service Department in communicating with customers regarding consumption of electricity and water (spikes in usage and identification of possible water leaks), outages (identifying where the outage is located), identification of services being restored by the customer (theft of service). In addition, being able to provide more granular information to commercial accounts may be used to evaluate their processes leading to greater efficiency. The collection process will be improved by being able to disconnect services to customers remotely; the process will take less manpower and be quicker. Restorations will also be more streamlined. The expectation with the AMI system is to have tablets in the field for operations crews for them to respond to service orders and complete them electronically.
- G6 - 2: 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. Aerial utilities detract significantly from the 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.
- G6 - 3: Coordinate Projects with the City Public Works Department, City Building Department and other utility providers offering service within the City limits to be more efficient and have less impact on citizens of New Castle
- G6 - 4: Develop an Asset Management Program for horizontal and vertical Water Assets.
- G6 - 5: Improved On-line bill payment service through current billing software. The improved on-line bill payment service will provide more detailed information to customers regarding billing, consumption and payments. The information will be continuously updated to insure timely and correct data. In addition, the ability to pay with credit cards will be offered for a fee as a customer convenience. This service will also allow customers to request services or changes in personal information directly on-line without the need to call the office.
- G6 - 6: Develop an Information Technology Disaster Recovery Plan and Cyber Security Policy. Educating staff and the Commission on cyber security threats, identifying all information technology infrastructure, developing cyber security policies to minimize risk and creating a disaster recovery plan will provide protection from threats and insure business continuity if a disaster were to occur.
- G6 - 7: Identify and secure improved office space for the Administrative Offices of the MSC in coordination with the City of New Castle. The location currently occupied for the administrative offices of the MSC is limited in space and ability to alter. Parking, access, noise pollution, lack of lunch room, storage areas for supplies, privacy for confidential or human resource related conversations and lack of

conference rooms are a few of the challenges. The goal is to identify a location that will provide customers/citizens one place to visit for their utility and governmental needs, in addition to providing employees with a comfortable and safe working environment. The advantage of sharing resources with the City of New Castle administrative offices would also be a benefit in consolidating locations. The City and MSC are jointly pursuing a Municipal Campus on Route 9 and a feasibility study is underway.

- G6 - 8: Continue to provide efficient and cost effective sanitary sewer service in the existing sewer district and to new users through expansion of the sewer system
- G6 - 9: Address both drainage and flooding issues including, but not limited to, those at the corner of 6th & Chestnut, Route 9 & Washington and Route 9 Bend.
- G6 -10: Implement federal storm water treatment to adhere to regulations.
- G6 - 11: Technology infusions for Community Safety, Communications, etc.
- G6 - 12: Continue to obtain education and assess potential requirements regarding best management practices for water quality initiatives.

STRATEGIES -

- S6 - 2:
 - (a) Develop a long-term plan to systematically bury aerial services in the historic areas and other neighborhoods currently served by aerial utilities.
 - (b) Determine the practical minimum level of development or redevelopment that which utility relocation would be financially feasible.
 - (c) 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.
 - (d) 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.
 - (e) Inventory and catalogue all aerial wires, facilities, poles and structures within the City's public rights-of-way, including the location, use and legal basis of all such encumbrances.
 - (f) Promulgate and enact new language in the New Castle City Code, Ch 230 230-38, "Public Utilities," to prohibit aerial wires, facilities, poles and structures as non-conforming uses in all applicable zoning districts.
 - (g) Negotiate and execute new cable television franchising contracts that obligate franchises to adhere to all zoning ordinances, including those requiring undergrounding of aerial wires and facilities.
 - (h) Work cooperatively and proactively with utility providers to underwrite or incentivize the undergrounding process.

- S6 - 8: (a) Continue to provide capacity in sewer service areas to meet demands for existing and additional development.
- (b) Continue to improve the efficiency of the administration and operation of the sanitary sewer system in order to minimize the expense to sewer customers.
- (c) Continually maintain and upgrade the existing sanitary sewer conveyance system of pipes, manholes, pump stations and wastewater treatment facilities to help ensure trouble-free operation.
- (d) Continue to improve the efficiency of the existing sewer system by increasing capacity through the reduction of infiltration and inflow of stormwater and illicit discharges into the sewer network.
- (e) Continue to explore new technologies and techniques of wastewater treatment, disposal, and re-use.
- (f) Implement a system maintenance funding strategy that protects the County's facilities investment by implementing a routine infrastructure replacement program.
- (g) Continue and expand the County's "Septic Elimination Program" in order to assist communities with high percentages of failing septic systems to connect to the public sewer system.
- (h) Provide sewer capacity that may facilitate infill development within existing developed areas and the redevelopment of brownfields, abandoned and underutilized properties.
- (i) Continue efforts to establish a definitive strategy and policy for the provision of sanitary sewerage within the "Southern Sewer Service Areas" south of the Chesapeake & Delaware Canal.
- S6 - 9: Include other needed drainage and flooding mitigation projects in the capital improvement plan and provide adequate funding by 2024.
- S6 - 10/11: Include the necessary projects in the capital improvement plan and provide adequate funding.
- S6 - 12: Coordinate educational workshop opportunities and review potential regulations to improve water quality with the City Engineer and DNREC.

T ransportation

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.

MODES OF TRANSPORTATION

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.

Safe pedestrian linkage throughout the City is very important to the Community vitality and the ability to reach local destinations without driving a vehicle from place to place. Stronger pedestrian connects will make the City more accessible to local businesses, recreational areas, government buildings, and Community events.

Pedestrian improvements within the City include ownership of State maintained roadways; therefore, continual coordination and improvements in and around the City are crucial to creating a walkable community.

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. Several areas vary with shoulder width and are misleading for safe bicycle travel based on inconsistent locations, widths, driveways and turn lanes. The best known is the riverfront recreation path that has become an important link for places like Dobbinsville. The Penn Farm Trail is another bicycle opportunity that runs along Frenchtown Road connecting the City of New Castle to the Farmer's Market located on North DuPont Highway.

Bicycle facilities also provide tourism and economic selling points, especially with the East Coast Greenway connection - a bicycle equivalent of the Appalachian Trail.

The Jack A. Markell (JAM) Trail, opened in the fall of 2018. The trail takes you to historic New Castle by way of a boardwalk over wetlands, across the Christina River on an arched bridge just for cyclists and pedestrians, and along a mix of forest, underpasses, and a former rail corridor. The total distance from northern end of Riverfront Wilmington to southern end of Battery Park Trail is 10 miles.

For additional bicycle and pedestrian improvements, see Chapter 13 Open Space and Recreation.

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.

Bus Transportation

The City of New Castle does not provide transit services.

DART, Delaware's multi-modal transit system, had its origins 150 years ago when on June 30, 1864, the Wilmington City Railroad Company initiated horse and mule-drawn 20-seat trolley service along several Wilmington streets. The first line connected Delaware Avenue with Market Street, similar to DART's Route 10 service today.

In 1888, Wilmington City Railroad introduced the state's first electric trolley car system. The first motor bus began service in 1925. In 1938, the Delaware Coach Company began operating trackless electric trolleys that replaced the older steel wheel system.

Delaware Coach replaced the trackless trolleys in 1958, continuing to operate its bus system for another decade. There were several other privately owned services, including the Short Line, that served Rehoboth Beach seasonally, Oxford, Kennett Square and West Chester, but those operations ceased during the early 1960's.

In 1969, the Delaware General Assembly created the Delaware Authority for Regional Transit, DART, to assume bus operations provided by the former Delaware Coach Company. Initially, the service operated under the Greater Wilmington Transportation Authority, but the governing agency was replaced in 1971 by the Delaware Department of Transportation.

Other transit services functioned under the Delaware Transit Authority, including Central Delaware Transit (CDT) in Dover, and Resort Transit in the beach area, both began bus operations in 1990.

In 1994, the General Assembly created the Delaware Transit Corporation (DTC) to manage and operate DART along with the Delaware Administration for Specialized Transportation, Delaware Railroad Administration, and Commuter Services Administration. DTC operates DART statewide bus services, and also contracts with the Southeastern Pennsylvania Transportation Authority (SEPTA) that provides regional rail service in New Castle County.

Today, DART provides transportation services statewide with over 500 buses and 70 bus routes including its 8 Resort Transit seasonal routes, and demand response paratransit service. DTC transported 12.4 million passenger trips in fiscal year 2013. DTC also provides Delaware RideShare that matches people with rides throughout the state.

Future plans include the upgrading of bus stops and passenger shelters, adding more hybrid electric buses to its fleet, providing real time bus information, developing new services for persons with disabilities, and expanding its current system of fixed route bus services.

Delaware Transit Corporation (DTC) services within the City of New Castle currently offers two bus routes (#15 and #51) that connects New Castle with Wilmington, the Christiana Mall, and other nearby destinations.

- *Route 15* operates during rush hours, mid-day, nights, Saturdays, Sundays, and Holidays serving: Christiana Mall, Corporate Commons, Basin Road, New Castle, Twin Spans Business Park, Jefferson Farms, New Castle Avenue and Downtown Wilmington.
- *Route 51* operates during rush hours, mid-day and nights serving: Christiana Mall, Christiana Crossing, Community Plaza, Airport Plaza, New Castle Farmers Market, Amazon, Centerpoint Business Complex, New Castle, Twin Spans Business Park, Buttonwood, New Castle Avenue, and Downtown Wilmington.

There are multiple bus stops throughout the City. 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. For additional information on up to date transit services provided by DTC, please visit the website link as: <https://dartfirststate.com/information/routes/index.shtml>

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.

STREETS

Delaware Street

“Green Street” Feasibility Study - This study was completed on November 2, 2016 by AECOM. The study identified Delaware Street as a main thoroughfare for New Castle’s commercial district and further showed evidence of surface cracking on the pavement and curbing. A complete makeover was recommended and would serve as a main focal point for decades.

The Study and additional investigation revealed that the City has some combined sanitary and storm sewers and confirmed there were no cross-connects under Delaware Street. The sewers were mapped with the exception of a clay pipe that is more than 100 years old and have forty-five degree bends that need be removed. A camera could not be inserted into the pipe to assess the conditions. The owner of the sewers, New Castle County, did some studies and has already made corrections of leakage. Water mains that were tested by the Municipal Services Commission and those pipes will be relined during the project.

Stormwater management alternatives were developed based on runoff rates. There are no inlets on one side of Delaware Street causing the rain to run the length of Delaware Street to The Strand where it turns right into the cobblestones. Alternative schemes for turning Delaware Street into a Green Street to pick up some of the runoff have been developed. The Green Street idea tries to better replicate nature to the extent possible in a built environment by adding tree planters and green gutters. DNREC grants are available for “green” infrastructure. The City has a stormwater permit and making green changes to Delaware Street would be counted as a credit toward future issuances of the permit. As part of the project, additional storm sewer manholes for access will be added.

Delaware Street Road Rehabilitation Project –

Based on the Study recommendations, the City moved forward with the Delaware Street Rehabilitation Project. This transformation will provide safe travel by all types of users including automobiles, buses, pedestrians, and bicyclists, but will also enable the street to be more sustainable or a “Green Street”. The design would further address stormwater and implement green technology best management practices (BMP’s such as landscaping elements that use infiltration to remove pollutants close to the source to help reduce the amount of stormwater runoff.

An advertisement for an invitation to bid occurred in July of 2019 for work involving: demolition and removal of existing roadway materials; milling and overlaying of existing asphalt roadway; partial full-depth pavement reconstruction; removing and resetting of granite curb and brick sidewalk; construction of brick crosswalks, installation of sanitary sewer; installation of storm inlets, pipes, and bioretention stormwater management areas; placement of truncated domes; and transplanting of existing trees as well as extensive traffic control. Bids were received the end of August in 2019 and the contract was awarded to the lowest bidder (Cirillo Brothers) upon review and recommendation by the City Engineer.

The construction phase of the project was presented to the City on September 16, 2019 to obtain input on the crosswalk materials, scope of the Wharf area, stormwater management approaches, and bum outs at Market and 2nd Streets. Consideration and options were presented regarding stormwater management improvements. Potential bid reductions and project timelines were presented and further discussed to ensure the project continued to move forward.

On November 12, 2019, the City Council passed Resolution 2019-43 approving the traffic control striping, crosswalks, signage, road markings and parking considerations on Delaware Street. This was a coordinated efforts with the Police Chief, City Engineer, City Historic Architect and Building Official as well as representatives from the Delaware T2/LTAP Center for Transportation.

The utility phase of the project was coordinated with multiple service provider contractors and started the end of January. The project started replacing the street curbs the end of April 2020. The project remains an active construction site moving forward with the proposed scheduled improvements.

Citywide Paving Improvements

2016 – The City advertised and received bids for the Citywide paving and curb ramp installation project. This project had has three components. First was the installation of new curb ramps and the renovation of existing ramps located in both brick and concrete sidewalks. Sloping for ramps and modification of adjacent areas for smooth transitions to ramps were required to include the

installation of detectable warning surfaces (truncated dome blocks). All ramps installed or renovated were in compliance with the Americans with Disabilities Act (ADA) requirements and guidelines. The second was the placement of three storm manholes and the removal and replacement of one inlet over and near existing storm sewers, installing of new reinforced concrete pipe, and capping and filling sections of old pipe to be abandoned in Delaware Street. The third involved pavement milling and overlay, box out and patching, new curb and curb repair, new concrete valley gutter and replacement of existing valley gutter, raising of existing inlet, maintenance of traffic, and painting and striping at numerous locations within New Castle.

2018 - The City advertised and received bids in February of 2018 for roadway restoration and drainage work at multiple locations within the City. This project included two locations, Baldt Avenue and a portion of Third Street. Four locations, an alternate configuration of Baldt Avenue, Centerpoint Boulevard, Johnson Way, and Grey Street are Alternates. Work will include mobilization / demobilization, maintenance of traffic, field engineering and surveying, sediment and erosion control, removal of existing materials, roadway milling, type B and type C asphalt, graded aggregate base course, concrete curb, concrete valley gutter, handicap ramps, restriping, restorations, storm sewer, storm inlets, granite curb, brick sidewalk, and undercutting.

Truck Traffic Study (2018)

At the request of the City of New Castle, the Department of Transportation conducted a Truck Traffic Study on RT9 in the City of New Castle. Extensive data collection efforts have been completed since April of 2017. Potential solutions include a reduction of the truck speed limit to 15 miles per hour in the Dobbinsville vicinity (City limits to Washington Street). This initiative included enforcement of the restrictions by the City of New Castle Police and the Delaware State Police, increased signage throughout the area and an engine compression brake (“Jake Brake”) restriction within the City limits. This study can be found at the following website link: <https://newcastlecity.delaware.gov/files/2018/01/Public-Meeting-Boards-2-2.pdf>

Railroad Crossing Improvement Project (2019)

The Delaware Department of Transportation (DelDOT) and the City held a public workshop to review and provide comments on the proposed railroad crossing improvements for the Delaware Street/Ferry Cut Off, from 8th Street to the intersection at Delaware Street. The Railroad Crossing Safety Improvement project will include railroad crossing replacement, railroad crossing signal and gate upgrades, signing and striping, ADA complaint sidewalks and crossings at the railroad, traffic signal upgrades, and pavement overlay within the project limits. A new traffic signal is being installed at 9th Street and Delaware Avenue to improve railroad safety, provide an alternative street route for traffic and improved pedestrian access.

Riverfront Redevelopment Pier Project

Upon completion of the design phase of the new Pier, the project was advertised and received bids in 2016 for construction. The construction funding included multiple funding resources, such as the State of Delaware, the Delaware City Refinery, FEMA funding from Hurricane Sandy destruction, and the City. The project involved the construction of a fixed dock structure along the Delaware River to accommodate commercial, institutional, and historic vessels. The fixed dock extended from the Delaware Street Wharf approximately 170 feet to the navigable channel. The project included a fixed 100 foot long dock, access causeway, access ramp and stairs. The construction involved mobilization / demobilization; installation of driven piles; erection of steel framing and wood decking; construction of concrete ramps; and placement of miscellaneous railings, security gates, and dock mechanical facilities. Piles for a floating dock and a floating

dock with gangway were also bid as add /alternates. The first phase included full access to walk and utilize the pier as well as improvements to accommodate the docking by the Kalmar Nyckel. The Grand Opening of The Pier was in September of 2017. In the fall of 2018, the City held the honor of hosting three Tall Ships where the public was able to explore the ships.

DELAWARE BYWAYS

Two prominent Byways are located within the City of New Castle and are defined below:

Delaware Bayshore Byway

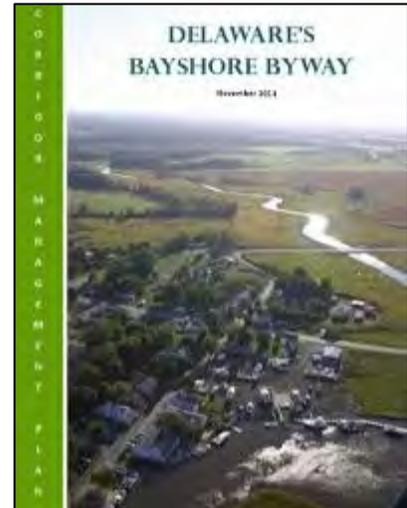
The Delaware Bayshore Byway Corridor Management Plan was created by Delaware Greenways, Inc. in association with Truppi Consulting, LLC and submitted to the Delaware Department of Transportation and Delaware Department of Natural Resources and Environmental Conservation in November of 2013. The initial creation of the Delaware's Bayshore Byway extends for 52 miles from the City of New Castle in New Castle County, DE to its junction with State Route 1 east of Dover on the east side of the Dover Air Force Base. It includes two spurs of 2.5 miles each. The first one connects the Village of Odessa to the Byway via State Route 299. The second is a loop consisting of Kitts Hummock Road and Bergold Lane that connects the Byway to the John Dickinson Plantation, St. Jones Reserve and the Ted Harvey Conservation Area. Route 9 is an amalgam of roadways with different local names that loosely parallel the Bayshore.

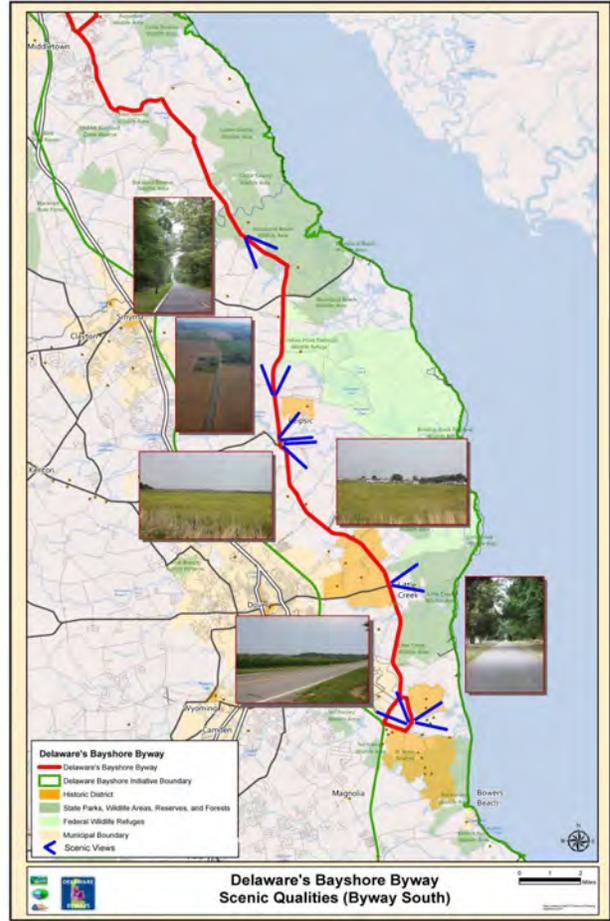
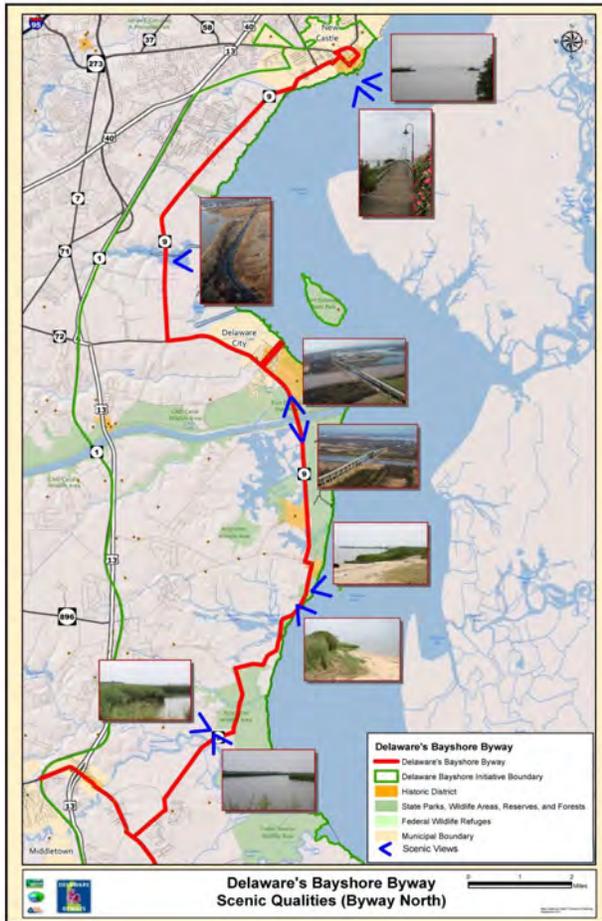
This Plan was recently updated in May 11, 2020 and approved by the Delaware Department of Transportation Secretary on June 1, 2020. Delaware Greenways, Inc. prepared and submitted the updated Plan to the Delaware Department of Transportation. This Plan update included multiple partners, such as the University of Delaware Center for Historic Architecture + Design, DelDOT, and DNREC.

Information for this section of the Plan was obtained from this resource and the Delaware Bayshore Byway Corridor Management Plan (CMP) Update 2020 can be found here:

<https://deldot.gov/Programs/byways/pdfs/Delaware-Bayshore-Byway-CMP-Update-2020-signed.pdf?cache=1595877273559>

With the approval of the southern extension in 2017, and partnering with the Historic Lewes Byway, the Delaware Bayshore Byway provides access to the entire natural, historic and scenic Delaware Bayshore region. The northern part of the Byway (50 miles) travels down scenic Route 9 while the southern extension (50 miles) parallels the Bayshore coast about five miles inland. Small town and communities along the byway (or within several miles of the Byway) provide a window into diverse coastal heritage as well as a variety of traveler services.





The main route and spurs of the Byway expose visitors to a diversity of landscape features which define the Delaware Bayshore: croplands, upland freshwater marshes, tidal wetlands, waterways crossings, estuaries and coastal communities. The Delaware estuary is constantly changing and represents one of the most productive and diverse ecosystems in the nation. The area is recognized an area of global ecological significance.

Along the Byway and in the Discovery Zones, the Byway contains many areas of high intrinsic value including the National Register historic sites, natural viewsheds, wildlife viewing areas, nature education centers and active recreation sites (hiking, boating, fishing and hunting). Many of the sites (especially the newer wildlife viewing areas and nature centers) are Americans with Disabilities Act compliant.

The Byway story is a collection of place-based stories into “Discover Zones” that focus on:

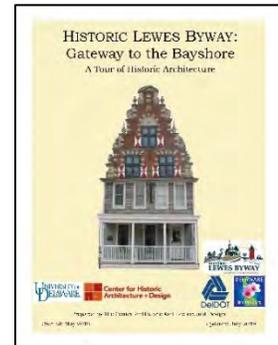
- Experiences from nature derived from the ecology and landscape of the Delaware River and Bay (Nature Intrinsic Qualities);
- Living history for insights into the relationship of the people to the Delaware River and Bay and its coastal landscape over 400 years (Historic and Cultural Intrinsic Qualities);
- Heroic efforts to protect and conserve the coastal environment for future generations (Scenic Intrinsic Qualities);
- An abundance of Nature related recreational opportunities (Recreation Intrinsic Qualities).

Some of the key natural attractions along the Byway and their activities include:

- Two National Wildlife Refuges (Bombay Hook NWR and Prime Hook NWR)
- Five State Parks (Fort Delaware, Fort DuPont, Lums Pond, Killens Pond, and Cape Henlopen)
- Eight State-operated Wildlife Areas (C&D Canal, Augustine, Cedar Swamp, Woodland Beach, Little Creek, Ted Harvey Conservation area, Milford Neck, and Prime Hook)
- Eight Nature Oriented Education Centers (Headquarters of ABA, Port Penn Interpretative Center, Aquatics Resources Education Center, Delaware National Estuarine Research Reserve, Bowers Beach Maritime Museum, Abbots Mill Nature Center, DuPont Nature Center, and Marvel Saltmarsh Scenic Overlook and Boardwalk).
- Eight Towns with National Register Districts New Castle, Delaware City, Port Penn, Odessa, Little Creek, Frederica, Magnolia, Milford, and Milton.

“The Best of the Delaware Bayshore-A Tour of Historic Architecture” document was created in May of 2016 and updated in July 2019. This document was prepared by University of Delaware’s Center for Historic Architecture + Design in partnership with DelDOT, Bayshore Byways and Delaware Byways.

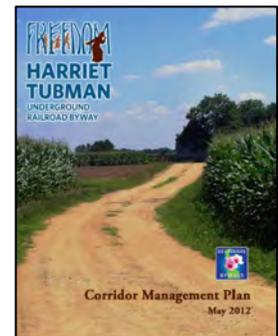
The document includes ten segments identified along the byway with several historic architecture structures. The City of New Castle historic architecture tour is identified as Segment 1 and includes seventeen structures on the tour.



Harriet Tubman Corridor Management Plan (May 2012)

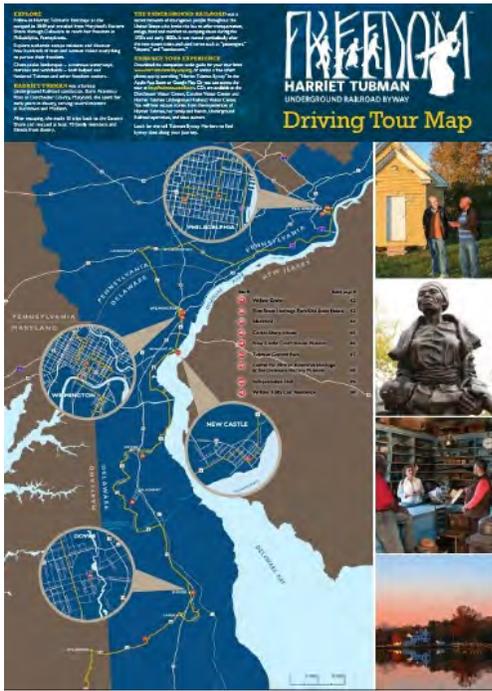
The Harriet Tubman Underground Railroad Byway (HTURB) Corridor Management Plan (CMP) was developed in May of 2021 and was intended to provide a collection of information that will assist in the preservation, promotion, interpretation, enhancement, and management of the intrinsic resources found throughout the HTURB corridor.

The complete Corridor Management Plan (CMP) can be found here: <https://deldot.gov/Programs/byways/index.shtml?dc=railroad>



Before the American Civil War, enslaved African Americans struggled to liberate themselves from bondage by fleeing their enslavers and the communities that denied them their liberty. Though enslaved people had been escaping from slavery for a long time before the Civil War, the network of people, places, and modes of transportation aiding in their flight became known as the “Underground Railroad” (UGRR), after the then newly built railroad system of the late 1820s. As a slave state bordering the free states of Pennsylvania and New Jersey, Delaware was a critical but dangerous gauntlet to freedom. Harriet Tubman, one of the most prolific and famous Underground Railroad “conductors” in American history, traversed these landscapes throughout the 1850s during her daring rescue missions into Maryland.

This CMP will attempt to foster economic development, continued research, and set a clear course for future actions (projects) within the HTURB communities. This CMP is an extension of the people – the people of the HTURB. The diverse goals and wishes of the many communities along the corridor have been assembled and unified in this CMP, to give a common voice that will be heard and understood for years to come.



The HTURB corridor is approximately 98 miles in length travelling through Delaware. For the purpose of this CMP the corridor is divided into four (4) main segments and travels from Sandtown (where it meets the terminus of the Maryland Harriet Tubman Underground Railroad National Scenic Byway) in the southwestern part of Delaware, north to Wilmington, and beyond to the Delaware/Pennsylvania border. The corridor passes through the communities of Sandtown, Camden, Dover, Smyrna, Clayton, Townsend, Middletown, Odessa, Port Penn, Delaware City, *New Castle*, Wilmington and Centerville.

A multi-state Harriet Tubman Driving Tour Map was developed and the Delaware map is shown to the left. Audio guides and information regarding the Harriet Tubman Visitor Center and Harriet Tubman Museum as well as several additional resources on the Harriet Tubman Byway website, located here: <https://harriettubmanbyway.org/>.

TRANSPORTATION INITIATIVES AND STUDIES

State, regional and local transportation plans serve as an outline to help New Castle County shape future land development. WILMAPCO’s Regional Transportation Plan (RTP) serves as the County’s transportation plan. Additionally, the County partners with DelDOT to evaluate transportation facilities and ensure a safe, efficient and environmentally sound transportation network to move people and goods throughout the County. DelDOT prepares both a Long Range Transportation Plan (LRTP) and a Capital Transportation Program (CTP) to implement the long range plan and is responsible for road construction in line with the LRTP and the CTP.

This plan envisions a statewide transportation network that reflects the ideas and strategies outlined in the adopted State Strategies for Policies and Spending. The purpose of Strategies for State Policies and Spending is to coordinate land use decision-making with the provision of infrastructure and services in a manner that makes the best use of natural and fiscal resources. DelDOT’s is developing smart transportation systems, consistent with the State’s smart growth strategies. The LRTP evaluates a number of key challenges affecting transportation decisions.

Route 9 Corridor Master Plan (May 2017)

Wilmington Area Planning Council (WILMAPCO) coordinated a project team of partners and consultants to prepare the Route 9 Corridor-Land Use and Transportation Plan, dated May 2017. New Castle County has identified a three-mile stretch of the Route 9 corridor near Wilmington, Delaware as in significant need of reinvestment and revitalization. The County requested that WILMAPCO, the area’s Metropolitan Planning Organization, conduct a 20-year Master Plan to help guide future land and transportation development along this corridor. The study area includes Route 9 from the City of New Castle boundary to the City of Wilmington boundary, along with adjacent lands west to US 13 and east to the Delaware River. In future years, WILMAPCO hopes to extend the study area north to the Christina River and south to SR 273.

The Route 9 Corridor Land Use and Transportation Master Plan identifies the best reinvestment and redevelopment strategies for the Route 9 Corridor south of Wilmington. Plan area

boundaries stretch north to south from the City of Wilmington line to the City of New Castle line, and west to east from US 13 to the Delaware River. This Master Plan was requested by New Castle County, which has identified that the area needs significant revitalization. The Route 9 Master Plan was funded and executed by (WILMAPCO) under the close guidance of a Steering Committee comprised of local civic and agency partners. This Plan can be found at this website link: http://www.wilmapco.org/Rt_9/Report/Rt9CMP_lowres.pdf

Community and business leaders, government, nonprofit groups, and residents have begun promising initiatives to begin addressing these challenges. The recent Route 9 Blueprint Community Plan, for example, establishes strategic goals and objectives for addressing environmental justice, workforce development, and youth engagement. New Castle County's rewrite of its Unified Development Code and recent state legislation to foster complete communities both begin to support the redevelopment of healthier neighborhoods. These and other efforts complement and positively extend the work of this Land Use and Transportation Master Plan.

The process included five tasks: background, economic assessment, visioning, develop alternatives and complete report. The project goals include:

1. Improve health and quality of life of residents by improving access to jobs, education, healthy foods, active recreation opportunities, community services, and affordable residential development;
2. Incentivize economic development, including mixed-use and mixed-income development;
3. Mitigate environmental and health concerns;
4. Examine land uses and recommend zoning adjustments; and
5. Recommended roadway improvements that promote and enhance the use of alternative transportation and manage truck traffic.

The recommendations of the master plan for the Route 9 Corridor of tomorrow are:

- Industrial lands adjacent to Route 9 will be appropriately separated from residential neighborhoods. Recommend rezoning the northern tip of the corridor – north of I-495 – to industrial or open space and remove residential. Beginning around Rogers Road and moving south, it is recommended to prohibit industrial and transition existing industry to a mix of commercial and residential. This long-term repositioning of industry will mitigate exposure to heavy dust pollution and odors, improve population health, greatly reduce illegal truck traffic, and, at the same time, allow industry the room it needs to operate and create jobs.
- New truck routes (Pigeon Point Road Extension and Garasches Lane Extension) will work to keep trucks out of existing and future neighborhoods and simultaneously improve freight movement efficiency, freeing industry and the port to comfortably expand west and south.
- Zoning adjustments allowing for mixed use development (residential/commercial/office) will encourage healthy suburban centers along the corridor to grow and thrive. New development will be concentrated in these centers,

instead of dropping piecemeal as it has along the corridor. This concentration of mixed-use and income development will magnify economic impact, facilitate easy bus, walking, bicycling access, and create great shared community and regional spaces.

- The first center to be redeveloped will be around the Innovation District. There, new senior, rental, and for-sale housing (mostly market rate, but with some affordable units) will be packed around the new library, along with new office and retail and park space. In the longer-term, this development will spur the removal and redevelopment of the hotels along West Avenue, part of an excessively large parking lot in front of the Bowlerama, an aging, underutilized retail block north of Hillview Ave., and a new mixed-use, infill development across from the Rose Hill Community Center on Lambson Lane.
- Both Route 9 and Memorial Drive will be placed on road diets, and their key intersections will be redesigned and rebuilt to enhance safety and keep traffic moving. Some vehicular travel lanes will be unnecessary with our proposed intersection enhancements, and the saved space will be dedicated to the safer movement of buses, pedestrians, and bicyclists. Meanwhile, an internal pedestrian/bicycle path system will knit together the now largely disconnected neighborhoods along the corridor. These improvements will reduce dangerous vehicle crashes, make it easier and safer to cross Route 9 and Memorial Drive on foot or bicycle, and better connect existing and planned neighborhoods and amenities.

Future Trails of Northern Delaware (2018)

The City adopted Resolution 2018-20 to become a supporter of Future Trails of Northern Delaware further consenting to be added to the list of supporters and provide support to help obtain public input, promote trail development and work with other organizations to improve trail networks in northern Delaware.

Stop Sign Improvements (2018)

The City adopted Resolution No. 2018-06 installing a new Stop sign at the southeasterly corner of Harmony Street and East Third Street. This is now a two way stop corner intersection. The City also adopted Resolution No. 2018-28 installing a new Stop sign at the eastbound corner of Delaware Street at West Third Street.

Corridor Transportation and Land Use Master Plan (2019)

The City adopted Resolution No. 2019-22 requesting WILMAPCO develop a corridor transportation and land use master plan for Routes 9 and 273 including Ferry Cut-Off/Delaware Street area within the City limits.

WILMAPCO Transportation Plan Update Financial Contribution (January 2020)

The City adopted Resolution 2020-05 on January 30, 2020 to contribute financially for two years to update the WILMAPCO Transportation Plan. The Plan Update will include updating the 1999 City of New Castle Transportation Plan and will further analyze issues raised in the City of New Castle Comprehensive Plan. The study area for the Plan Update includes the entire municipality, and will also consider transportation transitions to surrounding areas within New Castle County as appropriate. The update is a joint effort between WILMAPCO, the City of New Castle, and DelDOT, with WILMAPCO as the managing agency.

GOALS AND STRATEGIES

GOALS -

- G7 - 1: Enhance bike and pedestrian connections and facilities throughout and around the City as supported by the majority of the survey results. Several neighborhoods lack connectivity and are isolated.
- G7 - 2: Develop a transportation master plan and land use master plan for the city. Conduct an outside regional impact analysis on the interconnections of roads and streets (i.e. Rte. 9, Rte. 13, Rte. 141, Rte. 273, 295, etc.) Engage state and local representatives for support of analysis. Clarify regional and local traffic patterns throughout the City including emergency evacuation routes.
- G7 - 3: Redesign streets and intersections to reduce speeding and cut-through traffic, while improving pedestrian safety in all City neighborhoods.
- G7 - 4: Pursue implementation of the recommendations for the Ferry Cut-off area in 1999 City of New Castle Transportation Plan prepared by WILMAPCO.
- G7 - 5: Optimize the existing parking supply and seek new parking opportunities.
- G7 - 6: Continue to coordinate and infrastructure upgrades (water, wastewater, drainage, etc.) during street improvement projects.
- G7 - 7: Continue to explore increased opportunities regarding public transportation within and around the neighboring areas.
- G7 - 8: Continue to use the two designated byway designations (Delaware Bayshore Byway and the Harriet Tubman Underground Railroad Byway) to support eco-tourism and resiliency planning efforts and to further foster transportation improvements identified which may include streetscapes and wayfinding efforts.
- G7 - 9: Improve the multimodal transportation network, provide connectivity to communities and trails, enhance health and livability, reduce illegal truck traffic, and improve safety.

STRATEGIES -

- S7 - 1: (a) Develop a plan to designate where sidewalk construction and pedestrian crossings are needed. (High priority locations include: Rt. 9 from 3rd Street to City border, Wilmington Road and Chestnut Street, South Street, and 3rd Street, 13th Street, Washington Street at Deemer's Landing and other areas designated in the Transportation Master Plan.)
- (b) 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.
- (c) Plan for and implement bike and pedestrian connector trails from the Markell Trail to the Battery Park Trail and Downtown New Castle; the Battery Park Trail to the Castle Trail and Delaware City; the School Lane Trail from William Penn High School and Penn Acres South to Rt. 13. Add bike lanes and appropriate

signage to roadways to enhance bicycle mobility and safety.

(d) Provide support to help obtain public input, promote trail development and work with other organizations to improve trail networks in northern Delaware.

(e) Collaborate with DeIDOT, New Castle County and DTC to improve sidewalk connections, street crossings, and bus stop amenities in and beyond the City.

S7 - 2: (a) Address flooding and sea level rise impacts on land use and access to major transportation corridors. Raise or otherwise protect select roads to secure emergency access routes.

(b) Continue to work with DeIDOT representatives for truck traffic, pedestrian, railroad, and vehicle improvements as development occurs and traffic increases on State maintained roadways located within and near the City.

(c) Work with State Agencies to design, engineer and construct Rt. 9 south of Dobbinsville including raising the approaches of SR 9 on either side of the Army Creek bridge to prevent further settling and flooding. Retrofits of the tide gates will be pursued by DNREC. Frequent flooding of SR 9 in the area of the Army Creek makes the road impassible.

(d) Prohibit large trucks from using small City streets, such as 6th Street and Delaware Street, with weight limit signage and coordinated enforcement.

(e) Enhance the way-finding and informational signage system using the City's branding standards.

(f) Work with WILMAPCO as well as other partners in developing a transportation master plan. The plan was recently authorized and funded.

(g) Pursue Route 9 causeway plan; this will serve as an exit out of the city for an emergency.

S7 - 3: Continue work on the Delaware Street design including improvements to stormwater, curbs, sidewalks, amenities, ADA compliance.

S7 - 4: (a) 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.

(b) Pursue grant funding to provide enhancements at intersections, such as curb extensions, reduced curb radii, median refuges, crosswalk treatments, and improvements to improve pedestrian safety.

(c) Reduce street cross sections through narrower cart ways or pavement striping to slow traffic.

(d) Install new sidewalks, street trees, and decorative lighting to create pedestrian-oriented streets and thoroughfares.

- S7 - 5: (a) Improve the parking lot at the south end of the city just beyond Dobbinsville. Coordinate with DNREC. Consider permeable paving for new parking facilities to limit increases in impermeable surface coverage.
- (b) Develop a shared-parking analysis that includes lots and on-street parking along with the pedestrian connections between parking areas and attractions.
- (c) As part of an Emergency Operations Plan identify areas where cars could be parked in advance of likely flooding events.
- (d) Provide a sufficient amount of parking within the Downtown and ensure the use is properly managed
- (e) Review and amend the parking standards for all zoning districts Downtown to ensure that requirements are more conducive to a walkable, mixed-use environment versus an auto-oriented environment. The code could set a maximum number or permitted spaces, incentivize shared parking, require connections from sidewalks to parking lots, and require landscaping and pedestrian scale lighting.
- (f) Improve signage and maps to direct visitors to designated parking areas, restrooms and points of interest.
- (g) Continue to provide temporary special event parking, including shuttle services to and from remote parking areas, along with publicity and signage.
- (h) 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.
- S7 - 6: Work with Municipal Services Commission and Public Works on an annual basis to determine selected areas of improvements on specific streets to provide potential opportunities to reduce project costs and multiple disruption of potential services.
- S7 - 7: Continue communication and support DTC with outreach and education regarding the vision and needed services of public transit within and around the City.
- S7 - 8: Continue to support and encourage partnership initiatives for the Delaware Bayshore Byway and the Harriet Tubman Underground Railroad Byway, to include the installation of signs as the northern and southern City limits.
- S7 - 9: (a) Continue to work with the Police Department to identify safety improvement areas and the enforcement of illegal truck traffic.
- (b) Ensure continued coordination with DeIDOT, DNREC, Delaware Greenways, stakeholders and partners to identify areas of improvements

H Historical and Cultural Resources

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 capital 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 19th 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 20th 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 DISTRICT

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. The Historic District of the City encompasses the area from the Delaware River to and including Fifth Street. According to the City of New Castle's "Design Guidelines and Standards for the Historic Area Commission dated June 2016", the boundary of the original district, affirmed in 1975, approximated ninety-five acres, and encompassed architectural resources that span the seventeenth, eighteenth and mid-nineteenth centuries (Heintzelman, 1974).

In 1984, the district expanded to include the area roughly bounded by the Delaware River, the Broad Dike, 4th, 6th, 7th and Dennis Streets into the early twentieth century to form a 135-acre district with 572 sites, including 517 buildings and 55 undeveloped lots, with buildings ranging in date from the seventeenth century through the mid-1930s. The expansion did not include the late nineteenth century workers communities of Shawtown and Washington Park, located northwest of the district, because recent development activity had created a barrier between them (Jett & Cesna, 1984).

Historic Review Certificate and Historic Area Commission Review

All work performed in a Historic District requires prior approval of the Historic Area Commission and the issuance of a Historic Review Certificate in accordance with Sections 7.5 and 9.2 of the Zoning Ordinance. Applications for work must be submitted to the Historic Area Commission and obtain the required certificate in addition to obtaining a building permit.

In 2016, the City approved the updated Historic Area Commission Design Guidelines and Standards and related amendments to the zoning code. The function of the Historic Area Commission is to preserve the historic character of the area using the following guidelines:

- The historic character of the individual structure and its setting should not be altered.

- Repair, rather than replacement, is strongly encouraged. When replacement is necessary, the materials used should be consistent with and appropriate to the style and period of the structure.
- The design and materials used for new additions should be compatible with the architectural character of the existing structure and should be in harmony with neighboring properties and the New Castle area as a whole.
- New construction should be compatible with neighboring properties and with the New Castle Historic Area.

Further details and requirements are described in the *Historic Area Commission Design Guidelines and Standards*, which can be found in the City Office, the New Castle City Public Library, or on the City’s website at <https://newcastlecity.delaware.gov/historic-area-commission/>.

Certified Local Government (CLG) Program

Local governments that recognize the importance of historic preservation and its role in creating sustainable, economically-viable communities are encouraged to pursue Certified Local Government (CLG) status. The CLG Program strengthens preservation efforts at the local-level by providing technical and financial assistance, while encouraging successful preservation programs and practices. As part of the nationwide CLG Program, Delaware’s CLG Program is administered by the Delaware State Historic Preservation Office (DE SHPO) in partnership with the National Park Service (NPS).

Local governments must meet several minimum requirements which are fully detailed in CLG program guidelines. Broadly, these requirements include:

- Enforcing a preservation ordinance
- Establishing a qualified historic preservation commission
- Providing for adequate public participation as required by local, state and federal regulations
- Participating in the review of local National Register nominations
- Maintaining a publicly-available list and map of locally-designated historic properties
- If the CLG chooses to undertake a historic property survey, it must follow SHPO survey guidelines

Delaware has seven Certified Local Governments: Delaware City, Dover, Lewes, Milton, City of New Castle, New Castle County and the city of Wilmington. The City of New Castle received this status in January of 2017.

In 2019, the City applied and received funding to assist in cost sharing to provide training to the Historic Area Commission, Planning Commission and City Council. The one day training in June was facilitated by the National Association of Preservation Commission (NAPC) through Commission Assistance and Mentoring Program (CAMP). The training included a better understanding of the challenges of development pressures in the historic area, and the tools and legal framework within which HAC operates.

Historic Area Commission Code Amendment (January 2020)

Ordinance 524 was adopted on January 16, 2020 to require Council confirmation of Mayoral appointments to the Historic Area Commission as stated in the City Code Section 230-50 A (1)(c).

Historic Area Commission Guidelines Amendment (January 2020)

Resolution 2020-06 was adopted on January 30, 2020 to clarify and amend Historic Area Commission Guidelines Streetscape Section to Address Paving Materials for Multi-Use Trails and Commercial/Institutional/Public Parking Lots.

STATE HISTORIC PRESERVATION PLAN

In August of 2018, the Division of Historical and Cultural Affairs released the “Partners in Preservation: Planning for the Future – Delaware’s Historic Preservation Plan, 2018–2022” which provides a guide for citizens, organizations and agencies working together to preserve Delaware’s heritage for the future.

The plan outlines six broad goals for the next five years, and suggests specific strategies and actions that can help achieve those goals. The goals are listed below:

1. Strengthen and expand Delaware’s core federal/state historic preservation program to provide a solid foundation for preservation initiatives throughout the state.
2. Enhance or establish relationships among government programs that impact historic preservation, raising awareness of common goals that support preservation and appropriate treatment.
3. Encourage inclusion of historic preservation values as a best practice in landscape and community planning as a means of recognizing the contribution of historic resources to community character and quality of life.
4. Concentrate upon the support of grassroots historic preservation initiatives in communities throughout the state.
5. Strive to make the best possible information on Delaware’s historic resources widely available to agencies, communities, stakeholders, and the general public.
6. Broadly communicate the value of Delaware’s historic resources and the means through which they can be preserved and enhanced.

The plan encourages advocates to be informed, share resources and take action. Notably, the plan emphasizes the importance of potential partners that could assist in this work, and encourages building on common interests among a variety of stakeholders.

The preservation plan focuses on developing tools and information needed to help guide growth and change in ways that sustain and enhance the state’s character and quality of life. In this work, the plan complements Delaware Strategies for State Policies and Spending, developed by the Delaware Office of State Planning Coordination to coordinate land-use decision-making, as well as other statewide and local planning efforts.

As a requirement for receiving Delaware’s annual portion of the federal Historic Preservation Fund, administered by the National Park Service, the division is responsible for coordinating the preparation and development of a comprehensive, statewide historic preservation plan and for updating it at regular intervals.

Beginning in August 2016, the new plan was written by members of the division’s State Historic Preservation Office working with consultant Heritage Strategies, and with input from preservation professionals, non-profit organizations and the public. Additional review, comment and final approval of the plan were supplied by the National Park Service, as well as the Delaware State Review Board for Historic Preservation which provides guidance and perspective on Delaware’s historic preservation issues. The full Plan can be found here: <https://history.delaware.gov/wp-content/uploads/sites/179/2019/02/2018-2022DelawareSHPOPlanSP.pdf>

NATIONAL REGISTER OF HISTORIC PLACES

Several structures are historic throughout the City of New Castle. The National Register of Historic Places in the United States is a register including buildings, sites, structures, districts, and objects. The Register automatically includes all National Historic Landmarks as well as all historic areas administered by the U.S. National Park Service. Since its introduction in 1966, more than 90,000 separate listings have been added to the register.

The State of Delaware has 690 buildings, sites, districts, and objects listed on the National Register of Historic Places based on entries from the “National Register of Information System” April 24, 2008, of which 393 of these are located in New Castle County, followed by 156 in Kent County and 149 in Sussex County. This information has been updated, continually maintained and is available from two pertinent resources:

- *National Park Service* - The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. This resource provides general information regarding the process to apply, featured highlighted properties, and a national register research database all available online at the following website link: <https://www.nps.gov/subjects/nationalregister/index.htm>
- *State of Delaware, Division of Historical and Cultural Affairs / State Historic Preservation Office* - The State maintains the Cultural and Historical Resources Information System (CHRIS). CHRIS is a web-based mapping system, offering information on the state’s historic places to residents and visitors, researchers, agency planners, private non-profits, and cultural resource consultants. In CHRIS, any user can: explore houses, districts, and National Historic Landmarks listed in the National Register of Historic Places, view National Register nominations and photographs, see how places have changed through aerial photographs dating back to the 1930s, see if buildings have been previously surveyed and digitally mapped in the system, and review boundaries of surveyed areas and download associated survey reports. This information can be found at this website link: <https://chris-users.delaware.gov/public/#/>.

NATIONAL HISTORIC LANDMARK

A National Historic Landmark designation is determined by the U.S. secretary of the interior and recognizes certain historic places for their exceptional value or quality in illustrating or interpreting the heritage of the United States.

National Park Service staff nominates new landmarks and provides assistance to existing landmarks. Theme studies, mandated by Congress, are the most effective way of identifying and nominating properties because they provide a comparative analysis of properties associated with a specific area of U.S. history as well as a national historic context. The National Park Service determines some nominations under cooperative agreements or contracts with other governmental entities such as the state of Delaware's State Historic Preservation Office, or private organizations. Less than 2,500 historical places bear this national distinction. Thirteen of these unique landmarks are located in the state of Delaware.

First State National Historical Park

The Division of Historical and Cultural Affairs owns three of these properties – Fort Christina in Wilmington, the New Castle Court House in New Castle and the John Dickinson Plantation near Dover – all of which are components of the *First State National Historical Park*. In addition, the division owns several properties within the New Castle Historic District National Historic Landmark boundary, including the Sheriff's House, the Academy, the Arsenal and The Green itself.

- *Sheriff's House* - The Sheriff's House, adjacent to the Court House, was constructed in 1857 to serve as a home to the Sheriff and Delaware's first prison until 1902. The jail cells were closed off from the rest of the building until the 1950's for Local Law Enforcement to use. The rest of the building was rented out as a Men's Club until 1966. For the next 20 years, the City leased the building out from the State to serve as the Police Headquarters. After two decades of vacancy, the building was donated in 2013 to the National Park Service by the State of Delaware.



- *The Academy* - The fear of a coming war with Great Britain prompted the federal government to erect an arsenal on the Green in 1809 to store weapons and gunpowder. A small, windowless brick-structure, it was eventually given to the town of New Castle and enlarged to become a school house. The citizens of New Castle had been early enthusiasts of education, supporting the 1799 construction of a building on the Green called the Academy. While it was not a public school in the modern sense, it was ahead of most communities in Delaware, even allowing young ladies to attend. As the population of New Castle grew, the presence of the Academy and Arsenal as schools gave the center of town the nickname the "School Green."



- *The Arsenal at Old New Castle* - Originally built for ordinance supply storage between 1809 and 1811, this location has gone through many changes before becoming a historic landmark restaurant. The landmark that continually reinvents itself, is now available to rent for private functions, receptions, and corporate meetings.
- *The Green* - located behind the Court House still serves as its original purpose, a place for public forums and town activities, as originally laid out by the Dutch.



The City of New Castle contains four of the state's 13 National Historic Landmarks, including the Historic District itself, the Old Courthouse, The Stonum and George Read II House.

New Castle Court House - 211 Delaware Street



The New Castle Court House is one of the oldest surviving courthouses in the country and a registered National Historic Landmark. The original 1732 court is built over the remains of the 1680s courthouse, with additions and modifications throughout the 18th and 19th centuries. All jurisdictions of Delaware's courts and federal courts have met in this building. State courts relocated to the City of Wilmington in 1881 with the changing of the County Seat, but occasional court sessions and proceedings are still held at this location.

The New Castle Court House is also Delaware's first capital building and meeting place for the colonial and first state Assembly. On June 15, 1776, the legislature passed a resolution to separate from Pennsylvania and Great Britain, creating the State of Delaware. Two months later, on September 20, 1776, the first constitution for the State of Delaware was adopted. In 1777, the capital moved to Dover. In 1732, the Court House cupola was designated as the center of the 12-mile circular boundary, which created Delaware's unique curved northern border.

Significant events took place at the New Castle Court House involving slavery and the Underground Railroad, including the trials of abolitionists Thomas Garrett and John Hunn. In 2003, the New Castle Court House was designated as a National Historic Underground Railroad Site by the U.S. Department of Interior and was awarded inclusion in the Nation Park Service Network to Freedom Program.

In 2013, the New Castle Court House Museum was included as a partner site in the First State National Historical Park. Guided tours and exhibitions at the museum highlight Delaware's courts and Assembly, social, cultural, archaeological, and Underground Railroad history, with displays of period portraits, furniture, artifacts, and decorative arts.

Stonum – 900 Washington Avenue

The property is located in the center of the New Castle Historic District and designated a National Historic Landmark in 1973. Stonum was George Read House who was a signer of the Declaration of Independence. The oldest portion of the house was built around 1730. Back in the day the George Read enjoyed a great view to the Delaware River, however industrial development has blocked the view for many a year. The house appears to have been converted to a multi-family house, however the previous owner appreciated the historic value of the house modernizing only the kitchen.



George Read was born in Maryland and became a significant figure in Delaware politics from 1760 to 1790's. Read expressed a fear at the Constitutional Convention that the larger states in the Union would "swallow up the smaller ones" and make them insignificant. He was satisfied with provision that all states would have 2 representatives in the Senate giving equal weight regardless of state size. He served in the Senate for 4 years and became Chief Justice of Delaware after that service until his death in 1798.

George Read II House – 42 The Strand

The property is located in the center of the New Castle Historic District, listed on the National Register in 1967 and designated a National Historic Landmark in 2016. The core of the district is distinguished predominantly for its two and three story brick residential and commercial buildings constructed in the late eighteenth and early nineteenth centuries, reflecting the town's importance during that period. The northwest boundary of the Read house lot is delineated by a brick wall added in the early twentieth century. This wall extends along Second Street that, along with Market Street, marks the southeast boundary of the New Castle Common.



Photo credit – David Ames

The George Read II House is situated on the northwest (project west) side of one of the principal roads, known as The Strand. This side of The Strand is lined by brick townhouses, but the George Read II House dominates the street because of its considerable breadth, height, and placement on a double lot, which is approximately 180' wide by 312' deep. A brick wall with gate extends southward from the house along the street front, which encloses the mid-nineteenth century gardens on that side of the house. Installed in 1847 by William Couper, second owner of the house, the gardens were constructed upon the sites of two houses destroyed by an 1824 fire and extend the full depth of the block to the west; the house immediately to the south had belonged to George Read I.

An 1804 survey of New Castle by Benjamin Henry Latrobe illustrates that the original setting for Read's stylish house was somewhat more densely urban than at present, with houses then located immediately to the north and south no longer being extant.

Read built his mansion on two parcels of land which his father had recently purchased adjacent to his own house, leaving only a four to five foot alley between the two homes. Although George Read I's house was only one-half to two-thirds the height of his son's house, its proximity determined the fenestration on the south wall of the main block of George Read II's home. The expanse of unbroken brick on the portion of the house's south wall nearest the street would have originally been masked by Read I's dwelling. The lot across The Strand from the house was originally the location of Read's wharf and is included in the nomination. The site is presently unoccupied, and it is planted in grass, which allows the unobstructed view of the Delaware River from the house that would have existed during the Read family's occupancy.

Source: Unless otherwise stated, information was obtained from the State of Delaware Department of State, Division of Historical and Cultural Affairs and the National Park Service website pages.

CULTURAL RESOURCES AND EVENTS

The City of New Castle is rich with historical sites, structures and traditional events preserving its heritage. Several of these annual events draw from a local and regional area.

Separation Day & Colonial BBQ Competition

The land that would become known as Delaware was governed by the Dutch, Swedes, and English from 1631 until it was given to William Penn in 1682. Penn needed the land along the lower Delaware River to give his colony of Pennsylvania access to the Atlantic Ocean. Called the Three Lower Counties by Penn, they were governed along with Pennsylvania, under charters from King Charles II and his brother James, the Duke of York.



In 1701, after years of dissatisfaction under Penn's rule, the residents of the Three Lower Counties petitioned for their right to have a separate government, which was granted in 1704, with the provision that Penn or his successors, would continue serving as governor of both regions. Over time, the connection between Pennsylvania and the Three Lower Counties continued to weaken. By 1774, as problems increased between England and the American Colonies, the various Colonial governments including those of the Three Lower Counties, communicated more closely with each other. In September 1774, after England closed the port of Boston, the First Continental Congress, composed of representatives from all the Colonies, was called to try to find ways to work with the king, but increasingly found little to no cooperation.

On May 15, 1776, the Second Continental Congress met in Philadelphia, anticipated the possibility of a break with England, and advised each of the 13 Colonies to have a government in place, ready to run their affairs should it become necessary. On June 15, the Assembly of the Three Lower Counties met in the Assembly Room in the New Castle Court House and acted on the advice of Congress, approving a Separation Resolution. Under this document, anyone who held office after Separation, military or civilian, in the colony would be doing so in the name of the government of the Counties of New Castle, Kent, and Sussex Upon Delaware, and not the King of England. This cut all ties that Delaware had with the British crown and, since the three counties had originally been part of Pennsylvania by royal charter, it also cut the few remaining ties that Delaware had with that government.

Separation Day is still celebrated annually on the second Saturday in June in the City of New Castle with a parade, crafts, dancing, and fireworks.

River Towns Ride & Festival

The annual River Towns Ride & Festival is a one-day joint festival held between the cities of Wilmington, New Castle and Delaware City. The three cities are all connected by the Markel Trail, recently opened in 2018. The event features a bicycling component that has riders cycling between the two destinations.



While cyclists traverse between the two cities, festivals are held in each city's main square. Activities include live music, rides, attractions, games, tours, vendors, food, and drink. An event highlight is a craft beer festival held in each city in the afternoon, with many craft breweries participating. Additional information about the River Towns Ride & Festival can be found on their webpage at <http://www.rivertownsfestival.com>.

May Market in Historic New Castle

The Arasapha Garden Club along with several volunteers, gardening experts, sponsors, and vendors set up on the Market Square, located just behind the New Castle Town Hall. If you are looking for the perfect plant for a special corner of your garden? Or looking for a special herb plant for your kitchen, or something unique for your home? How about a bargain, or the perfect Mother's Day gift? You'll find all this and more at May Market, a New Castle tradition held on the first Friday and Saturday of May. Make this the start of a lovely day in historic New Castle. Free expert gardening advice is available and credit cards are accepted. Proceeds benefit the gardens of New Castle's historic Amstel and Dutch Houses. Additional information about the May Market can be found on their webpage at <https://www.arasapha.org/may-market.html>



Outdoor Antique Show

Quality dealers from around the country will offer a variety of treasures including Americana, Folk Art, Furniture, Paintings, Prints, Decorative Accessories, Jewelry, Silver, Porcelains, and Lots More. This outdoor show held on the last Sunday in August in Battery Park is sponsored by the Visitor's Bureau. For more information go to www.wheretobuyantiques.com



Wednesday Night Summer Concert Series in Battery Park

Free to the public, this is the hottest summer ticket from June to August! Each week features a different food vendor, so don't cook - grab a beach chair or a blanket, the family and the dog and come on down to Battery Park in Old New Castle Wednesdays from 6:30-8:00 p.m.



Art on the Green

Art on the Green is an annual Art & Craft Show in Historic New Castle Delaware. Started in 1970, it is the 4th Saturday in September, in Battery Park, on the scenic Delaware River. Sponsored by the New Castle Hundred Lions Club. For more information visit www.artonthegreende.net



Hauntings in History: Ghostly Walking Tours of Old New Castle

Beware of goblins, ghosts and poltergeists as you venture out on autumn evenings and discover the darker side of history by taking the only ghost tour of Old New Castle that brings you inside one of New Castle's most haunted mansions.



Walking tours begin at the historic Arsenal Visitor Center, and include a visit inside the legendary Amstel House, where you may glimpse the famous "Lady in Blue," who reportedly appears in an upstairs window dressed in a blue silk gown. In addition to visiting the Amstel House, you'll venture out into the dark, cool night to explore other New Castle myths and tales of the supernatural. Mixed in along with the stories will be plenty of New Castle history – including mourning and funerary practices, cases of murder and early examples of capital punishment.

Tickets must be purchased in advance and are available online at website www.newcastlehistory.org

Oak Knoll Book Fest

The Oak Knoll Fest is a four day event that hosts several guest speakers, a cocktail party and the famous shop sale. It is held the first Saturday and Sunday in October (in even numbered years.) For details visit the website located here www.oakknoll.com/fest



A Day in Old New Castle

A Day in Old New Castle is held annually for two days starting the third Saturday in May and is organized by the New Castle Community Partnership (The NCCP). This year (2020), is the 96th year of the traditional New Castle Home and garden tour. The event includes historical reenactments, plundering pirates, colonial craftsmen, music performers, deck tours of Tall Shops, beer Garden on the Wharf and much more. For details visit the website located here: <https://www.historicnewcastle.com/day-in-old-new-castle>



Spirit of Christmas

The City of New Castle really gets into The Spirit of Christmas, a town-wide celebration that includes music events, food, and tours of private homes, churches, and museums. Visitors can also enjoy an old-fashioned Christmas party at Fezziwig's Ball, a Victorian Tea, caroling, and costumed Dickens characters performing A Christmas Carol throughout town. This event is held annually in December and organized by the New Castle Presbyterian Church and the New Castle Visitors Bureau. Additional details can be found on the event Facebook page, located here: <https://www.facebook.com/spiritofchristmasDE/>



GOALS AND STRATEGIES

GOALS -

- G8 - 1: Develop strategies to protect resources such as Shawtown, Dobbinsville, Penside and Bellanca that are outside the historic district.
- G8 - 2: Review Historic District Zoning Code, current HAC Design Guidelines & Standards and Land Use Development procedures.
- G8 - 3: Coordinate the Implementation Plan of the Downtown Development District (DDD) Historic Resources section with this Comprehensive Plan.

STRATEGIES -

- S8 - 1:
 - (a) Conduct a historic survey to update and augment the City's historic inventory. Explore expanding the existing historic district or creating new districts.
 - (b) Review how boundaries are drawn for historical district and have study completed by HAC.
 - (c) Explore the potential benefit of expanding applicability of the Historic Area Guidelines to resources outside of the historic district.
- S8 - 2:
 - (a) Review current documents and establish the appropriate links to ensure consistency in vision and implementation of the requirements.
 - (b) Actively promote architectural and historic preservation guidance to property owners and prospective property owners in the Historic District.
- S8 - 3:
 - (a) Actively promote the Historical and Cultural elements of the City and the desire to protect and preserve them.
 - (b) Monitor and modify the DDD Designation Plan and the 2020 Comprehensive Plan as the strategies are carried out.

C 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 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, Boothhurst, 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.

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. A community's character is what makes a city a unique place.

Healthy Communities

In early 2011, the City of New Castle and Delaware Greenways began the Community Wellness Initiative. The Initiative is a community-driven effort that requires involvement of all sectors of the community, from schools to community organizations to places of employment, to take action toward better health.

The Community Wellness Initiative is one of three community-based efforts aimed at changing the context of how New Castle citizens live their lives – community/school/work environments, the policies in place in those environments, and the overall community systems – so that there are fewer barriers and more opportunities to make healthy choices.



Efforts of the Initiative include the following:

- Connecting the City of New Castle to Wilmington and adjacent neighborhoods via the Markel Trail;
- Connecting the community to fresh, local produce at the Penn Farm;

- Establishing Community Supported Agriculture at the Penn Farm with William Penn High School; and
- Identifying barriers to healthy lifestyles and building awareness of local resources.

New Castle, Delaware – Brand Touch Manual

In 2019, a new Brand Manual was prepared by Arnett Muldrow for the City of New Castle. The Brand Manual is essentially a set of rules that explain how your brand works. The brand statement read:

Settled on the banks of the Delaware River, New Castle has been home to a truly distinctive history. The Dutch, Swedes, and British all fought to control this area on the river. Since 1651, this diverse community has remained the center of life on the River and has crafted some truly amazing tales. In 1682, William Penn first set foot on American soil here at the end of Delaware Street.

Delaware’s 12 mile circular boundary is measured from New Castle. The Court House cupola was used by Mason and Dixon to mark the west tangent point of their boundary line between Maryland and Delaware. From this Court House, Delaware’s first capitol, the resolve of our leaders made the resolution to separate from Great Britain and Pennsylvania and create the Delaware State on June 15, 1776. Our signers to the Declaration of Independence came from this government and New Castle was instrumental in leading our nation to independence.

But New Castle’s story doesn’t stop there. Whether it is tenant farmers turning the lands of Penn Farm, or blue collar iron workers in Dobbinsville, P.S. duPont’s impact on African American education in Buttonwood, or the early Italian immigrant who settled in Shawtown, these are the stories of the people who are the heart of our community. We reach to the sky with the Bellanca Aircraft Corporation, whose Italian immigrant owner designed the world’s first trans-Atlantic passenger airplane and the finest aircraft of its time.

With so many diverse components, New Castle has still remained warm and understated. We are the best of small-town life, with character rich in neighborhoods and passionate citizens. We encapsulate the story of America and welcome in those who wish to learn more about this great town. We honor the role that we have played in American history, and we deeply respect this unique place we call home.

We are New Castle, Delaware and We are Distinctively American

The Brand Manual includes new logos, color palettes, typography, typeface, type hierarchy, wayfinding, print advertising, and collateral material ideas. This Manual can be found at the following website link:

<https://ecode360.com/documents/NE1562/public/488509992.pdf>

GOALS AND STRATEGIES

GOALS -

- G9 – 1: Incorporate detailed urban design standards into the City’s development controls to assure that high quality new development.

- G9 - 2: Reinforce community identity with attractive gateways at the City's edges and appropriate design and architecture enhancements.
- G9 - 3: Establish requirements for landscape buffers to screen residential neighborhoods from more intense land uses.

STRATEGIES -

- S9 - 1: (a) Prepare urban design standards that will foster redevelopment. 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.
- (b) Adopt site design standards for commercial uses in redevelopment areas. Require parking lots to be designed in accordance with landscaping and pedestrian-oriented standards and guidelines 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.
- (c) Use the Downtown Development District (DDD) designation to encourage and promote revitalization projects and new developments using the design standards addressed in City Code Chapter 230.
- (d) Use DDD designation, rebates and incentives to help direct private capital investments in underutilized properties that are deemed market ready.
- S9 - 2: (a) Invest in streetscape and gateway treatments for all city gateway entrances. Examples include wayfinding signage, brick paver sidewalk and crosswalks, streetscape improvements, pedestrian-scaled lighting and City Branding banners among other things.
- (b) Continue ongoing communication and pursue the improvements on state maintained roadways such as 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.
- (c) Revise existing zoning and land use regulations to incorporate extensive landscape and buffering requirements.
- (d) Revise existing zoning and land use regulations to incorporate traffic impact and appropriate mitigation requirements.
- (e) Invest in streetscape and gateway treatments for the northern and southern gateways as promoted in the Downtown Development District application, to promote and encourage social connections between the historic center and surrounding neighborhoods will unify the disparate neighborhoods into a seamless, fully integrated, single City of New Castle. This should have a timeline as DDD designation lasts only up to 10-15 years.

(f) Collaborate and implement recommendations stemming from the WILMAPCO land use and transportation master plan for major corridors located within City limits (Resolution 2019-22).

S9 - 3:

(a) Revise existing zoning and land use regulations to incorporate extensive landscape and buffering requirements.

(b) Revise existing zoning and land use regulations to incorporate traffic impact and appropriate mitigation requirements.

CHAPTER 10 – ECONOMIC DEVELOPMENT

Economic Development

The City 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.

DOWNTOWN DEVELOPMENT DISTRICT

On June 5, 2014, the Delaware General Assembly enacted Senate Bill 191 that authorized the establishment of Downtown Development Districts (DDD). The Act is designed to promote healthy and vibrant downtowns as critical components of Delaware's economic well-being and quality of life. The purpose is to leverage resources of the state government in a limited number of Delaware's cities, towns, and unincorporated areas in order to:

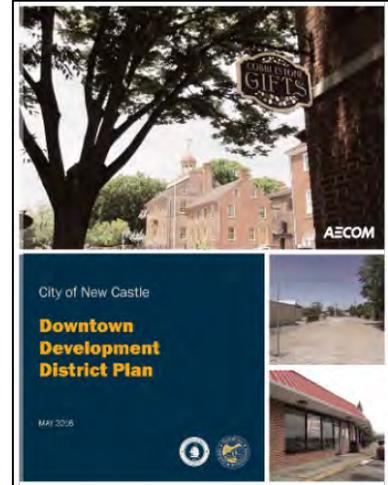
- Spur private capital investment in commercial business districts and surrounding neighborhoods;
- Stimulate job growth and improve the commercial vitality of such districts and neighborhoods;
- Help build a stable community of long-term residents by improving housing opportunities and building a diverse array of successful businesses; and
- Assist municipalities in strengthening neighborhoods while harnessing the attraction that vibrant downtowns hold for talented people, innovative small businesses, and residents from all walks of life.



In January 2015, Delaware Governor Markell announced the designations in downtown areas of Wilmington, Dover, and Seaford as Delaware’s first three DDDs. In August 2016, five new DDDs were designated in Smyrna, Harrington, Milford, Georgetown and Laurel. On August 19, 2019, Delaware Governor John Carney announced four new DDDs in Clayton, Delaware City, Middletown, and New Castle. Each DDD provides local incentives that address local economic and community conditions and achieve the purpose set forth in the Act.

In 2015, the City received a Neighborhood Building Blocks Fund Grant to develop and adopt the Downtown Development District (DDD) Plan to include submittal to become a State Designated DDD. This District Plan identifies needs, challenges, and opportunities within the designated downtown, establishes goals and objectives, and recommends implementation strategies to achieve these goals. The planning process included an extensive stakeholder and public outreach process, including the formation of a Downtown Development Task Force.

The Plan was completed in May of 2016 and includes several goals, objectives and strategies; however, it was not approved for State designation. In 2019, the Plan was updated and included the necessary data to reapply for the State’s DDD designation.



In August 2019 Governor John Carney designated the City of New Castle as a Downtown Development District. Under this Act, funding was allocated through the General Assembly to Delaware State Housing Authority (DSHA) for the purpose of establishing and administering the DDD Rebate Program. Investors who make Qualified Real Property Investments (QRPI) to commercial, industrial, residential, and mixed-use buildings or facilities may apply to DSHA for a DDD Rebate. The State offers a variety of incentives for DDD projects and they can be found here: <http://stateplanning.delaware.gov/ddd/incentives/index.shtml>.

The City offers several incentives within the DDD for qualifying projects, such as:

- Building Permit Fee Waiver
- Historic Area Commission Fee Waiver
- City Realty Transfer Tax Waiver for First Time Homebuyers
- City Business License Fee Waiver for New Business
- City Property Tax abatement on the increase in property taxes caused by an increase in assessed property values resulting from certain improvements

This is a stand-alone planning document required to be implemented to include annual reports to the State. Several of the goals and strategies overlap throughout the Comprehensive Plan and the DDD Plan; however, they should both be looked at separately on an annual basis to determine the annual priorities based on available resources to complete the implementation items.

The City has a dedicated DDD link on the website, it can be found here: <https://newcastlecity.delaware.gov/downtown-development-district/>.

EMPLOYMENT

According to Table 16, the majority of employment falls within the age range of 25 to 54 years with a total of 2,323 people. It is followed by 766 people over the age of 70. The overall population employed over 16 years of age is 4,665 people.

Table 16 City Employment Status by Age & Gender, 2017

	Total	Male	Female		Total	Male	Female
Population 16 and over	4,665	2,199	2,466	Population 55 to 59	417	197	220
In labor Force	2,858	1,459	1,399	In labor Force	318	172	146
Armed forces	0	0	0	Armed forces	0	0	0
Civilian labor force	2,858	1,459	1,399	Civilian labor force	318	172	146
Employed	2,734	1,366	1,368	Employed	303	163	140
Unemployed	124	93	31	Unemployed	15	9	6
Not in labor force	1,807	740	1,067	Not in labor force	99	25	74
Population 16 to 19	181	79	102	Population 60 to 64	435	161	274
In labor Force	85	43	42	In labor Force	216	83	133
Armed forces	0	0	0	Armed forces	0	0	0
Civilian labor force	85	43	42	Civilian labor force	216	83	133
Employed	72	43	29	Employed	208	83	125
Unemployed	13	0	13	Unemployed	8	0	8
Not in labor force	96	36	60	Not in labor force	219	78	141
Population 20 to 24	242	142	100	Population 65 to 69	301	117	184
In labor Force	146	70	76	In labor Force	88	30	58
Armed forces	0	0	0	Employed	88	30	58
Civilian labor force	146	70	76	Unemployed	0	0	0
Employed	132	56	76	Not in labor force	213	87	126
Unemployed	14	14	0	Population 70 years +	766	317	449
Not in labor force	96	72	24	In labor Force	76	20	56
Population 25 to 54	2,323	1,186	1,137	Employed	76	20	56
In labor Force	1,929	1,041	888	Unemployed	0	0	0
Armed forces	0	0	0	Not in labor force	690	297	393
Civilian labor force	1,929	1,041	888				
Employed	1,855	971	884				
Unemployed	74	70	4				
Not in labor force	394	145	249				

Source: 2013-2017 American Community Survey

As shown below on Table 17, 632 people are employed in the education services, health care and social assistance industry which represents about 23.1 overall. The next two categories are comparative with around 14% each representing the finance, insurance, real estate, rental & leasing industry as well as the professional, scientific, management, administrative & waste management industry.

Table 17 City Employment by Industry, 2017

Industry	No.	%
Educational services, health care & social assistance	632	23.1%
Finance, insurance, real estate, rental & leasing	385	14.1%
Professional, scientific, management, administrative & waste management	383	14.0%
Manufacturing	254	9.3%
Other services	204	7.5%

Retail Trade	192	7.0%
Transportation, warehousing & utilities	160	5.9%
Construction	154	5.6%
Arts, entertainment, recreation, accommodation & food services	131	4.8%
Public administration	113	4.1%
Information	94	3.4%
Wholesale Trade	24	0.9%
Agriculture, forestry, fishing, hunting & mining	8	0.3%
TOTAL (civilian employed population 16 years and over)	2,734	100.0%

Source: 2013-2017 American Community Survey

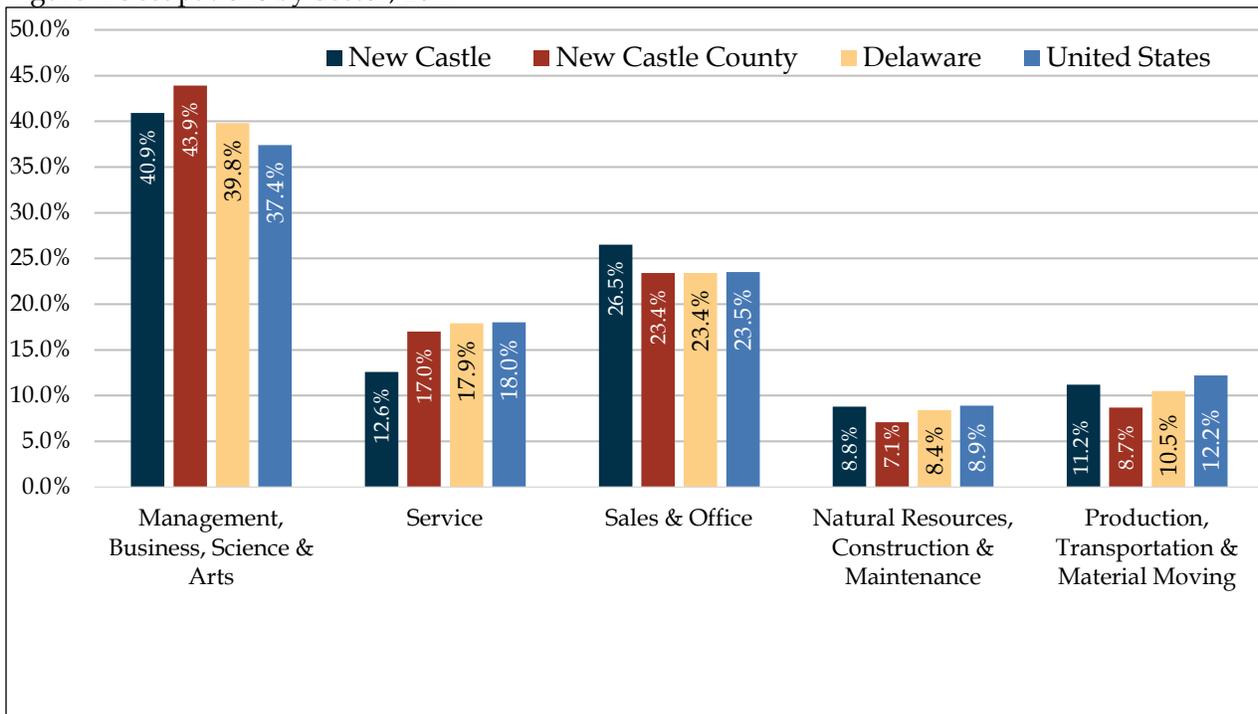
Below are additional statistics comparing the City with the County, Delaware and United States. The City breakdown for people employed is 95.7%, which is higher in comparison to all others and the Unemployed category is 4.3%, lower in comparison to the County, State and United States.

Table 18 Comparison of Labor Force Statistics, 2017

	New Castle		New Castle County %	Delaware %	United States %
	No.	%			
Total Population	5,364	100.0%	100.0%	100.0%	100.0%
Civilian Population, 16+ years	4,665	87.0%	80.6%	80.8%	79.7%
Female, Civilian Population	2,466	52.9%	49.9%	52.1%	51.2%
Civilian Labor Force (participation rate)	2,858	61.3%	64.3%	61.9%	63.0%
Female, Civilian Labor Force	1,399	56.7%	61.1%	49.1%	47.4%
Employed (% civilian population 16+)	2,734	95.7%	93.5%	93.6%	92.9%
Female, Employed	1,368	97.8%	94.1%	94.0%	93.6%
Unemployed (% civilian population 16+)	124	4.3%	6.5%	6.4%	6.6%
Female, Unemployed	31	2.2%	5.9%	6.0%	6.4%

Source: 2013-2017 American Community Survey

Figure 4 Occupations by Sector, 2017



Source: 2013-2017 American Community Survey

INCOME AND POVERTY

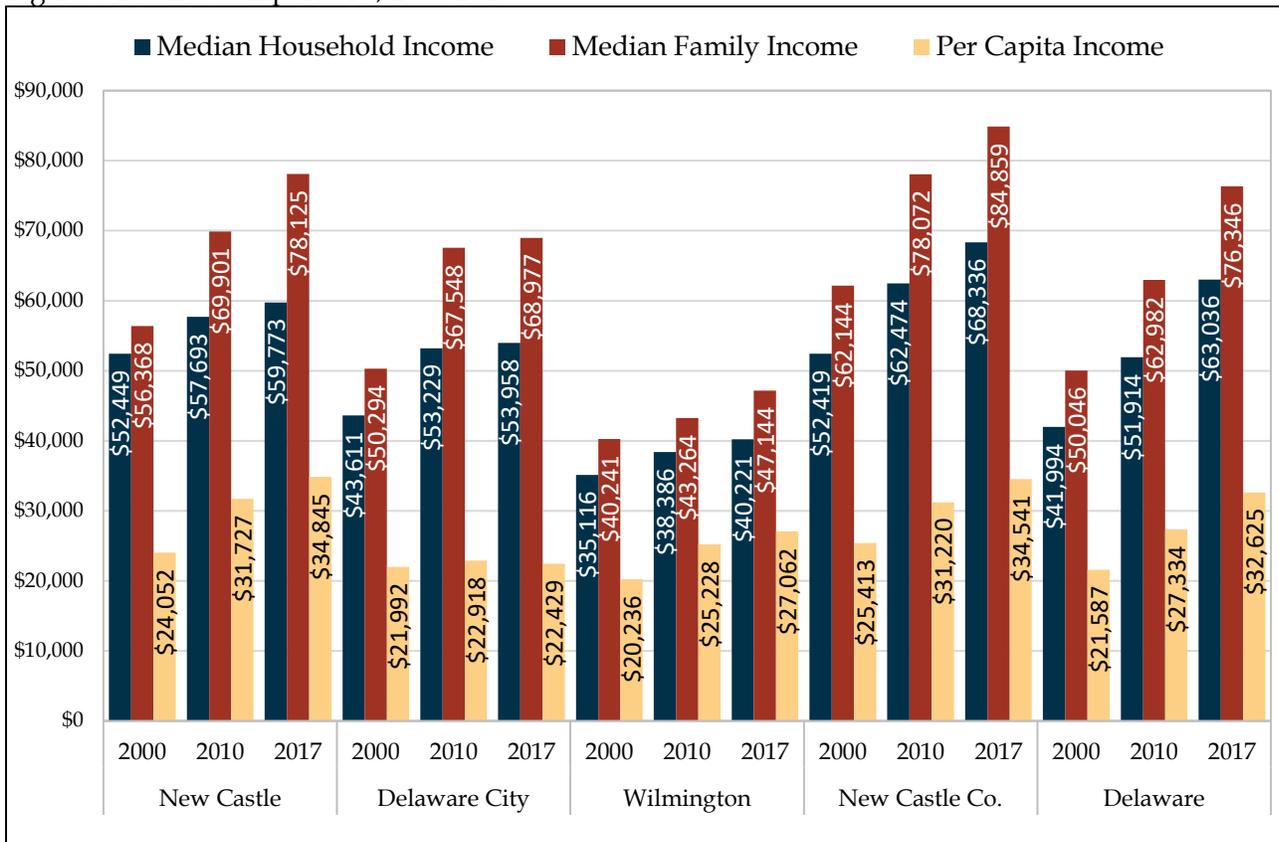
According to Table 19 below, the average Median Household Income in the City is slightly below the United States average; however, the Median Family Income is larger than the United States and Delaware averages.

Table 19 Household, Family & Per Capita Annual Income, 2017

Income	Amount in Dollars			
	New Castle	New Castle County	Delaware	United States
Median Household Income	\$59,773	\$68,336	\$63,036	\$57,652
Median Family Income	\$78,125	\$84,859	\$76,346	\$70,850
Per Capita Income	\$34,845	\$34,541	\$32,625	\$31,177

Source: 2013-2017 American Community Survey

Figure 5 Income Comparisons, 2000-2017



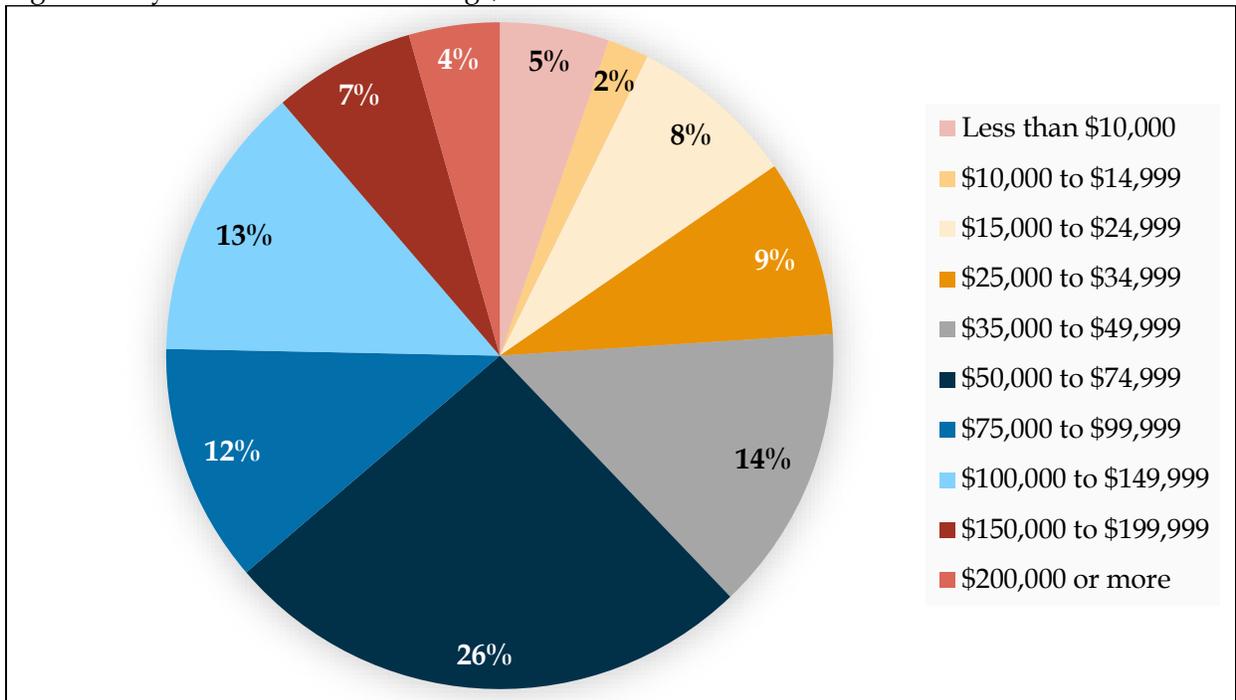
Source: 2000 U.S. Census, 2006-2010 & 2013-2017 American Community Survey

Table 20 Selected Income Distribution & Poverty Data, 2017

Item	New Castle		New Castle Co.		Delaware	
	No.	%	No.	%	No.	%
Households with annual income under \$25,000	360	15.4%	34,930	17.3%	62,568	17.8%
Households with annual income of \$100,000 or more	575	24.7%	64,710	31.9%	98,733	28.0%
Families below poverty level		5.9%		7.7%		8.2%
Individuals below poverty level		8.7%		11.9%		12.1%
Individuals under 18 years old, below poverty level		16.8%		15.9%		17.4%
Individuals 65 years and over below poverty level		4.3%		8.1%		7.2%

Source: 2013-2017 American Community Survey

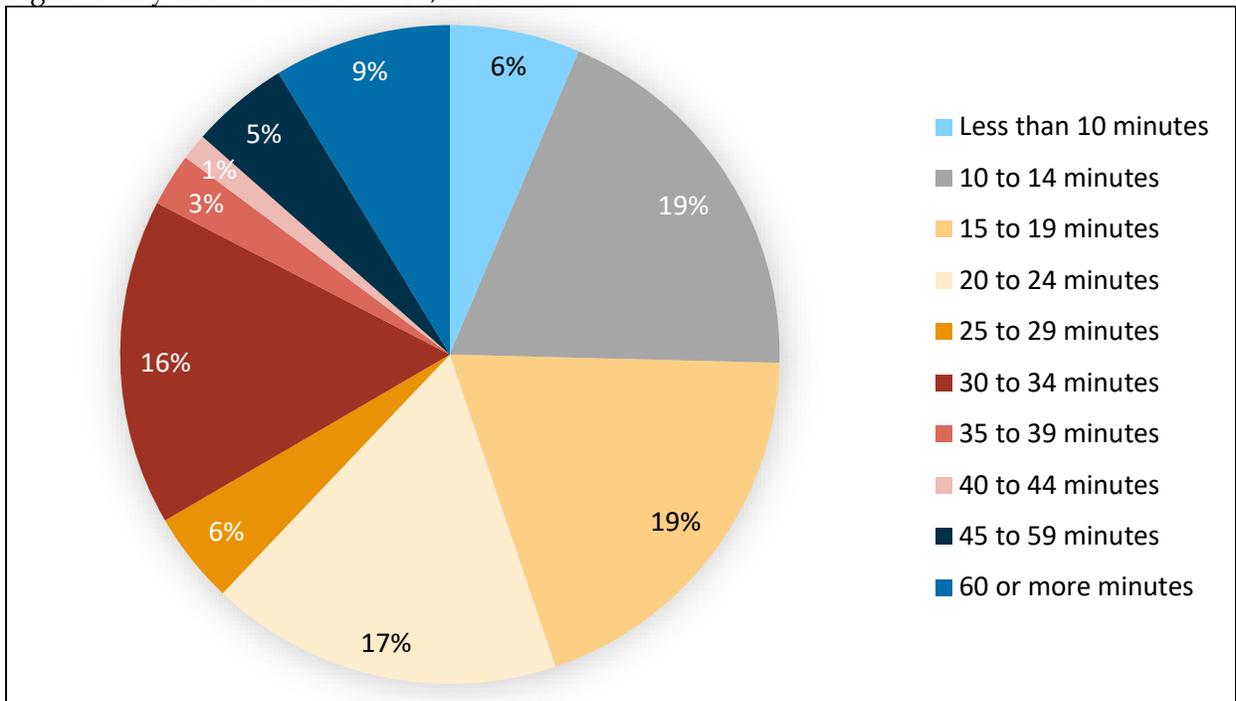
Figure 6 City Household Income Range, 2017



Source: 2013-2017 American Community Survey

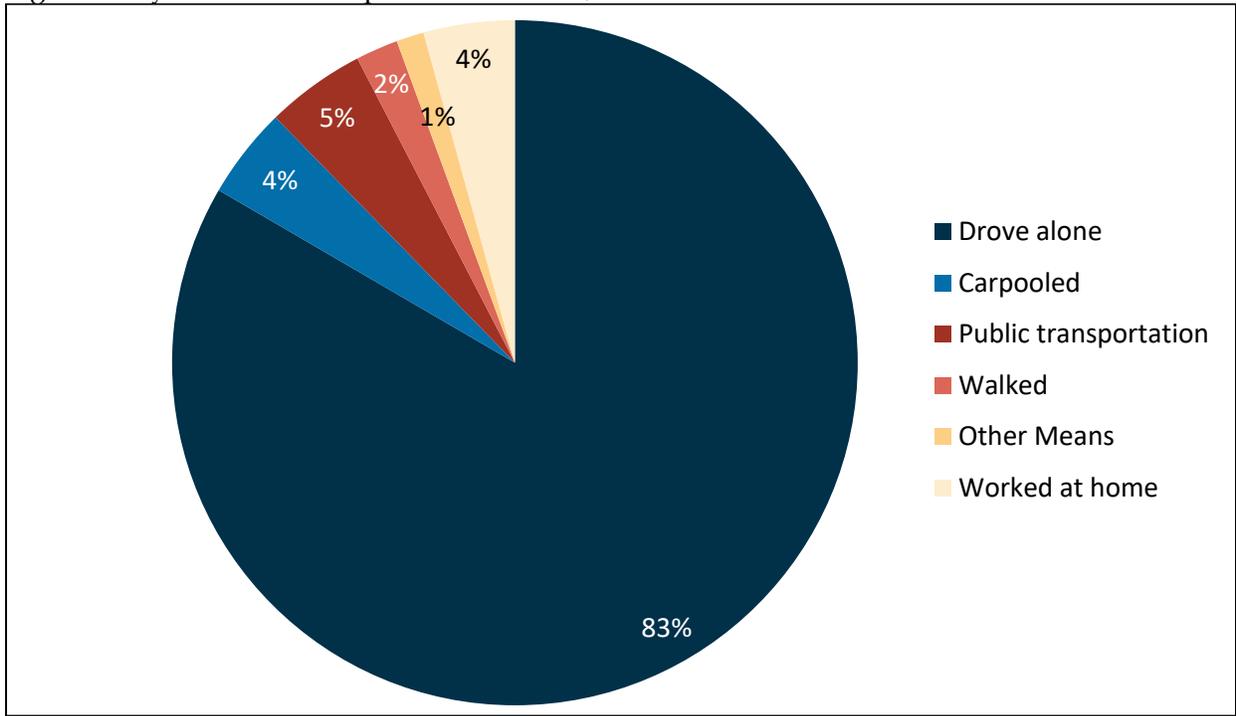
The majority of people in the City fall into a range of travel time between 10 and 24 minutes to get to work. Around 83% of the people drove alone to work followed by a small amount of only 4% carpooling to work.

Figure 7 City Travel Time to Work, 2017



Source: 2013-2017 American Community Survey

Figure 8 City Means of Transportation to Work, 2017



Source: 2013-2017 American Community Survey

GOALS AND STRATEGIES

GOAL -

- G10 - 1: Encourage growth and diversity of neighborhood scale businesses. Replacement of market sectors for lost retail. Encourage a grocery business as the City lacks this local service and is required to drive to obtain groceries.
- G10 - 2: Coordinate the Implementation Plan efforts of the Downtown Development District (DDD) Economic Development section and the 2020 Comprehensive Plan.
- G10 - 3: Redesign portions of Route 9 and the Ferry Cut-off as a pedestrian-oriented commercial district.

STRATEGIES -

- S10 - 1:
 - (a) 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.
 - (b) Utilize previous City surveys to 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.
 - (c) Seek to recruit businesses and entrepreneurs to the City through a coordinated marketing campaign designed to attract new locally-oriented businesses.

(d) Simultaneously, 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 suitable for local commercial activity.

(e) Ensure the Downtown Development District redevelopment possibilities and new industry trends are considered to review the targeted area strategies. This may result in new and/or modified code regulations.

S10 - 2: Coordinate the Implementation effort of both plans to minimize duplication in administration and to maximize results for the City.

S10 - 3: (a) Revise the current Land Use and Zoning regulations for the Ferry Cut-off to incorporate design standards that will foster pedestrian-oriented development and redevelopment along the corridor.

(b) Redesign the streetscape along the entire length of the corridor to incorporate pedestrian oriented streetscape improvements.

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, 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 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, dating 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.

Dobbinsville is New Castle’s southern-most neighborhood bisected by Route 9. Dobbinsville dates to the mid-19th 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 Dobbinsville range from well-maintained to deteriorating. 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 homeownership has increased as well, reducing the number of renters in the City over the last 10 years.

INVENTORY

In the 2009 Plan, the table shown below gathered information from the 1998 Comprehensive Plan showing the City had 1,460 dwelling units in 1950 and 1,365 dwelling units in 1960.

Table 21 Dwelling Trends

Year	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%

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

Table 22 below starts in 1970 with City, County and State housing unit comparisons. The largest increase of 13.6% in the City housing units since the 1980 occurred between 2000 and 2010 resulting in 17,900 additional units. The County had a little over 100,000 new dwelling units between 1970 and 2017, while the State of Delaware had over 243,000 new dwelling units in the same period.

Table 22 Number of Housing Units, 1970-2017

Year	New Castle		New Castle County		Delaware	
	No.	% Change	No.	% Change	No.	% Change
1970	1,478	-	120,704	-	180,233	-
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	2,199	+9.6%	199,521	+15.0%	343,072	+18.3%
2010	2,497	+13.6%	217,511	+9.0%	405,885	+18.3%
2017	2,608	+4.4%	221,003	+1.6%	423,489	+4.3%

Source: U.S. Decennial Census (1970-2010); 2013-2017 American Community Survey

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. Single-family detached houses account for approximately 43% or 1,130 houses in the overall City housing inventory. Between 2000 and 2017, 264 multi-family units were added to the overall inventory, which made up 28.3% of the 2017 total unit count.

Table 23 City Composition of Housing Stock, 2000-2017

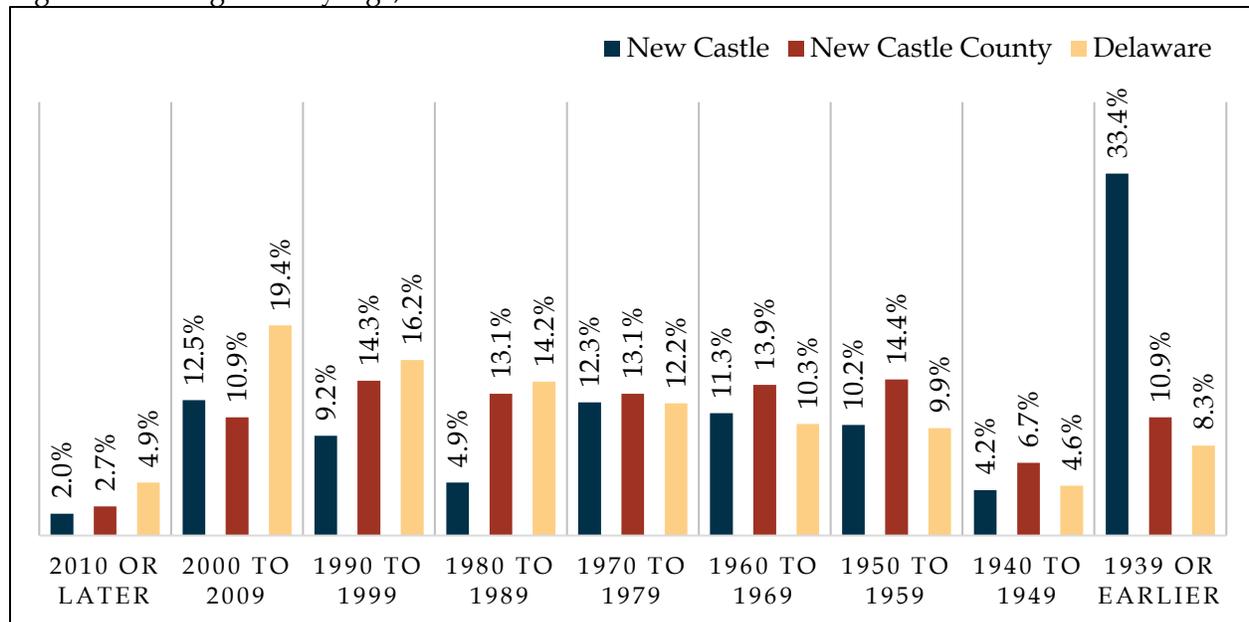
Housing Type	2000		2010		2017		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'17	'00-'17
Single-Family Detached	1,145	50.7%	1,036	42.5%	1,130	43.3%	-9.5%	+9.1%	-1.3%
Single-Family Attached	770	34.1%	757	31.1%	741	28.4%	-1.7%	-2.1%	-3.8%
Multi-Family	337	14.9%	618	25.4%	737	28.3%	+83.4%	+19.3%	+118.7%
2 Units	116	5.1%	93	3.8%	65	2.5%	-19.8%	-30.1%	-44.0%
3 - 4 Units	63	2.8%	87	3.6%	224	8.6%	+38.1%	+157.5%	+255.6%
5 - 9 Units	111	4.9%	191	7.8%	65	2.5%	+72.1%	-66.0%	-41.4%
10 - 19 Units	41	1.8%	231	9.5%	286	11.0%	+463.4%	+23.8%	+597.6%
20 + Units	6	0.3%	16	0.7%	97	3.7%	+166.7%	+506.3%	+1516.7%
Mobile Home	8	0.4%	25	1.0%	0	0.0%	+212.5%	-100.0%	-100.0%
Boat, RV, Van, etc.	0	0.0%	0	0.0%	0	0.0%	n/a	n/a	n/a
Totals*	2,260	100.0%	2,436	100.0%	2,608	100.0%	+7.8%	+7.1%	+15.4%

Source: 2000 U.S. Census, 2006-2010 & 2013-2017 American Community Survey; *Totals may vary from number of housing units shown in Table 12 - Number of Housing Units as Table 13 was based on Census count data from the 2000 & 2010 Census and information provided in this table is based on 2000 Census & ACS sample 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. From 1990 until 2009, the City experienced a modest growth spurt in housing stock with a 12.5% increase between 2000 and 2009. The County experienced a larger increase in the 1990’s and the State’s largest increase in housing units was between 2000 and 2009.

Figure 9 Housing Units by Age, 2017

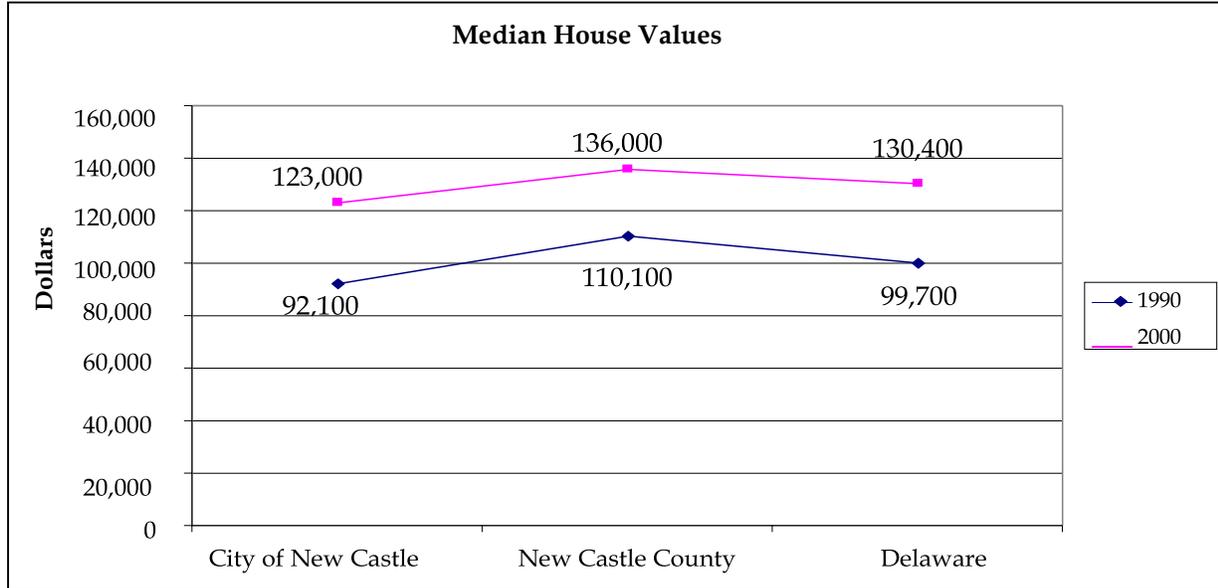


Source: 2013-2017 American Community Survey

Housing and Rental Values

Figure 10 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 one third in the City of New Castle and the State and by 24% in the County.

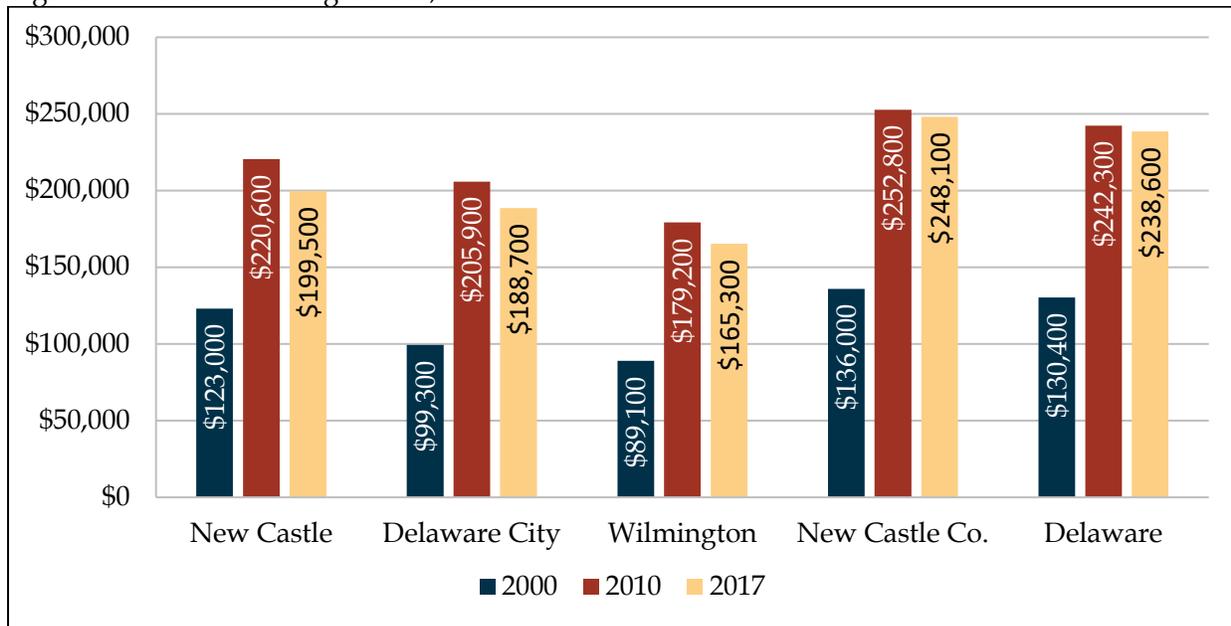
Figure 10 Median Housing Values, 1990-2000



Source: 1990 and 2000 US Census Data.

Figure 11 depicts median housing value comparisons to the neighboring Municipalities, County and State showing an multi-year increase for the City over Delaware City and Wilmington; however, a decrease in comparison to the County and State numbers.

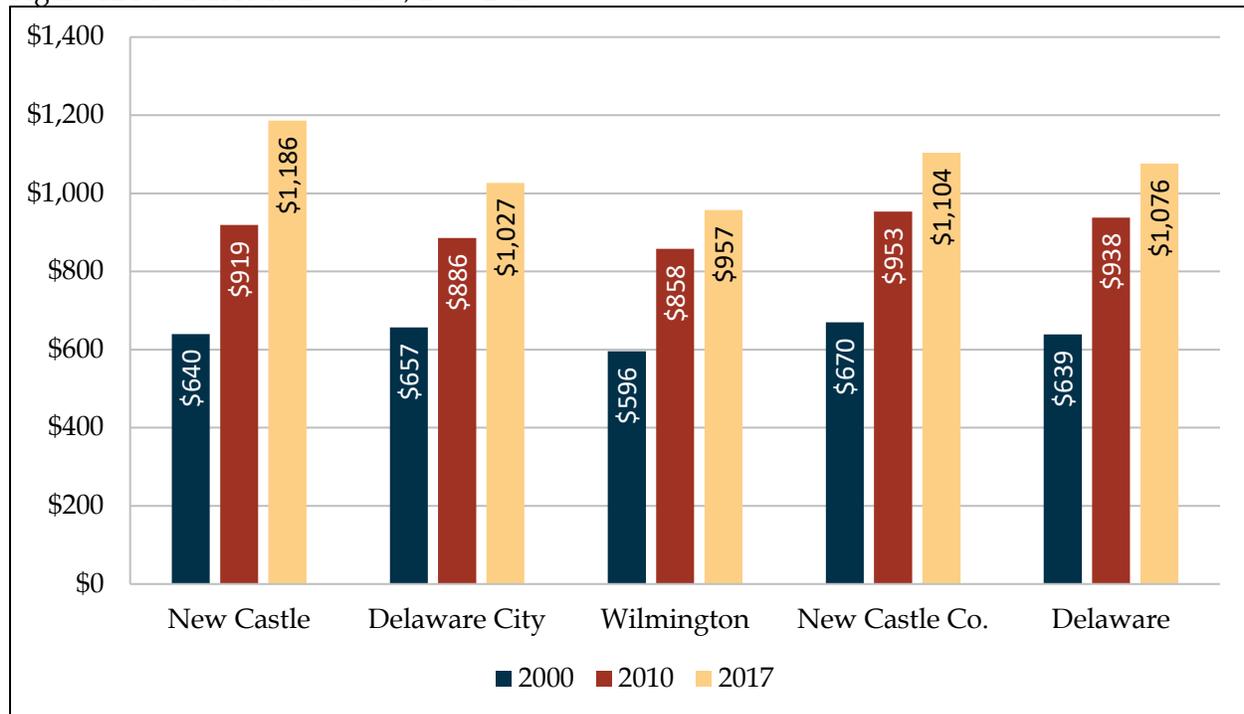
Figure 11 Median Housing Values, 2000-2017



Source: 2000 U.S. Census; 2006-2010 & 2013-2017 American Community Survey

Figure 12 depicts the median rental values and shows the City as the highest in 2017 in comparison with the neighboring Municipalities, County and State. In 2000, the median rental values were close in comparison and then started to change a little more in 2010.

Figure 12 Median Rental Values, 2000-2017



Source: 2000 U.S. Census; 2006-2010 & 2013-2017 American Community Survey

OWNERSHIP AND VACANCY

The City of New Castle experienced the highest occupied housing units in 2010 with 93.4% and decreasing to 89.4% in 2017, which increased the vacant housing unit percentages. The total housing units increased from 2,199 in 2000 to 2,608 in 2017, predominantly based on new developments within the City.

Table 24 City Housing Occupancy, 2000-2017

Occupancy Status	2000		2010		2017		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'17	'00-'17
Occupied Housing Units	2,012	91.5%	2,331	93.4%	2,332	89.4%	+15.9%	+0.0%	+15.9%
Vacant Housing Units	187	8.5%	166	6.6%	276	10.6%	-11.2%	+66.3%	+47.6%
Homeowner Vacancy Rate	1.3%		2.3%		4.4%		+76.9%	+91.3%	+238.5%
Rental Vacancy Rate	19.3%		6.3%		8.0%		-67.4%	+27.0%	-58.5%
Total Housing Units	2,199	100.0%	2,497	100.0%	2,608	100.0%	+13.6%	+4.4%	+18.6%

Source: 2000 & 2010 U.S. Census, 2013-2017 American Community Survey

The total vacant units within the City increased from 187 units in 2000 to 276 units in 2017, resulting in a 47.6% increase. The percentages for rent vacancies have decreased by 23.6% from 2000 to 2017.

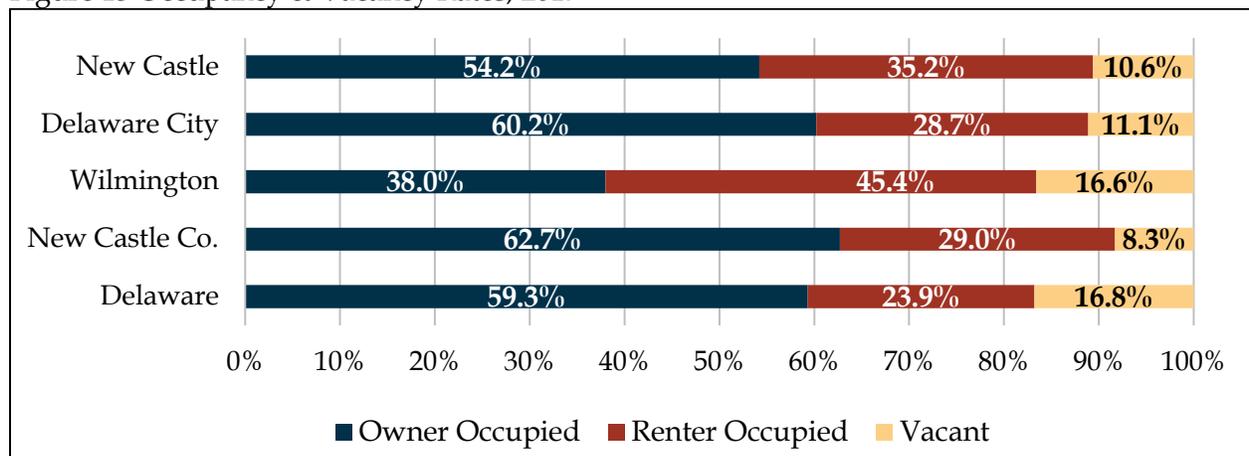
Table 25 City Vacancy Status, 2000-2017

Vacancy Status	2000		2010		2017		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'17	'00-'17
For Rent	106	56.7%	55	33.1%	81	29.3%	-48.1%	+47.3%	-23.6%
For Sale Only	20	10.7%	36	21.7%	67	24.3%	+80.0%	+86.1%	+235.0%
Rented or Sold, Not Occupied	12	6.4%	11	6.6%	39	14.1%	-8.3%	+254.5%	+225.0%
For Seasonal, Recreational, or Occasional Use	8	4.3%	8	4.8%	0	0.0%	0.0%	-100.0%	-100.0%
For Migrant Workers	0	0.0%	0	0.0%	0	0.0%	n/a	n/a	n/a
Other Vacant	41	21.9%	56	33.7%	89	32.2%	+36.6%	+58.9%	+117.1%
Total Vacant Units	187	100.0%	166	100.0%	276	100.0%	-11.2%	+66.3%	+47.6%

Source: 2000 & 2010 U.S. Census; 2013-2017 American Community Survey

The City still shows the majority occupancy classification as owner occupied at 54.2%; however, it is lower than Delaware City, New Castle County and the State. Vacancy rates for the City at 10.6% in 2017, were lower than those in comparison with the exception of New Castle County at 8.3%.

Figure 13 Occupancy & Vacancy Rates, 2017



Source: 2013-2017 American Community Survey

SIZE

In 2017, the average household size in the City increased to 2.57 in the owner-occupied category with the jurisdictions in comparison all increased as well. In the renter-occupied category, New Castle County and Delaware were the only two jurisdictions with an increase in occupancy while the others all decreased.

Table 26 Average Household Size, 2000-2017

Jurisdiction	Owner-Occupied			Renter-Occupied		
	2000	2010	2017	2000	2010	2017
New Castle	2.49	2.40	2.57	2.16	2.02	1.88
Delaware City	2.62	2.56	2.79	2.28	2.59	2.49
Wilmington	2.45	2.35	2.40	2.33	2.38	2.37
New Castle County	2.67	2.65	2.74	2.29	2.40	2.46
Delaware	2.61	2.58	2.64	2.37	2.48	2.52

Source: 2000 & 2010 U.S. Census; 2013-2017 American Community Survey

Based on the population projections obtained from the Delaware Population Consortium, Table 27 shows the number of units needed until 2050.

Table 27 City Projected Housing Units Needed based on Population Projections (2020-2050)

	2010		2020		2030		2040		2050	
	Units ¹	+/- ²								
Units Needed	1,994	+614	2,038	+570	2,078	+530	2,092	+516	2,086	+522

¹Units are the number of housing units projected, based on the population projections in Table 03, divided by the average household size of 2.65.
²+/- is the difference in the number of housing units between the projection and the number estimated to be currently in existence, per the 2013-2017 ACS. Source: KCI Technologies, Inc. projections and estimates based on Delaware Population Consortium projections, 2018.

Table 28 shares the obtained data regarding the City Housing challenges in comparison to the County and State. Definitions for each category can be found within the source reference under this table.

Table 28 City Housing Challenges, 2017

Challenge	New Castle		New Castle Co.		Delaware	
	No.	%	No.	%	No.	%
Overcrowded Units ¹	26	1.1%	2,043	1.0%	4,634	1.3%
Severely Overcrowded Units ²	42	1.8%	709	0.3%	1,213	0.3%
Homes lacking complete kitchen or plumbing facilities ³	0	0.0%	1,705	0.8%	2,651	0.8%
Cost Burdened Renters ⁴	385	43.7%	28,762	48.8%	45,623	49.3%
Cost Burdened Owners ⁴	362	26.0%	31,070	22.7%	59,146	23.8%

Source: 2013-2017 American Community Survey; Notes: ¹Overcrowded units are those occupied housing units that the ACS reports as having 1.01 to 1.50 occupants per room; ²Severely Overcrowded Units are those housing units that the ACS reports as having 1.51 or more occupants per room; ³Homes lacking complete kitchen or plumbing facilities are only reporting those that were occupied at the time of the 2013-2017 ACS; ⁴A household is considered cost burdened if selected monthly housing costs (such as rent and utilities for renters and mortgage, taxes, and insurance for owners) are greater than 30% of income.

GOALS AND STRATEGIES

GOAL -

- G11 - 1: Increase affordable opportunities for home ownership.
- G11 - 2: Improve housing maintenance.
- G11 - 3: Improve the integrity of the housing stock through rehabilitation.
- G11 - 4: Facilitate investment in small run-down residential properties, and ensure that such redevelopment meets or exceeds the architectural character of surrounding homes.
- G11 - 5: Continue to support housing opportunities with the Downtown Development District.

STRATEGIES -

- S11 - 1:
 - (a) Investigate and advertise financial incentives for reconverting multi-family to single family units.
 - (b) 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 and Delaware State Historic Preservation Tax Credit Program)

(c) Provide housing education programs for first-time homebuyers.

S11 - 2: (a) Enforce existing and new property maintenance codes, particularly for multi-family housing units, and impose fines on violators.

(b) Distribute a brochure to all property owners explaining the code requirements for property maintenance.

(c) Control housing conversions from owner-occupied to rental through a City moratorium on conversions of structures from single-family to multi-family residences.

S11 - 3: (a) Continue to enforce the rental property registration and licensing ordinance to control vacant and boarded housing.

(b) Promote and advertise existing rehabilitation grants and loan programs to assist lower income homeowners with maintaining and repairing their homes.

(c) Promote and advertise historic rehabilitation grants and tax credits for historic housing or housing within the historic district.

(d) Provide home improvement training programs to educate New Castle residents, particularly regarding historic residences.

S11 - 4: (a) Identify a list of the residential properties that are in need of redevelopment.

(b) 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.

(c) 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.

S11 - 5: Ensure housing incentives are offered within the Downtown Development District.

E

Environmental Protection

IMPORTANT NATURAL AREAS

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 8: Environmental Features for locations of the 100 year floodplain and wetlands.

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.

Delaware Ecological Network (DEN)

DEN is a statewide conservation network developed from GIS and field-collected data. The DEN, based on principles of landscape ecology and conservation biology, provides a consistent framework to help identify and prioritize areas for natural resource protection. The DEN is composed of the following elements: core areas, which contain relatively intact natural ecosystems, and provide high-quality habitat for native plants and animals; hubs, which are slightly fragmented aggregations of core areas, plus contiguous natural cover; and corridors, which link core areas together, allowing wildlife movement and seed and pollen transfer between them. Core areas were validated using independent field data, and verified using aerial photos.

FLOODPLAIN

On 2-4-15, FEMA's new Floodplain Insurance Rate Maps (FIRM) went into effect. With the new FIRM maps came changes to which properties are in the 100 year Floodplain AE Zone (1% chance of flooding). The floodplain can be located in Map 8.

The City has a floodplain ordinance and participates in the National Flood Insurance Program (NFIP). The City also participates in the Community Rating System (CRS), which enables property owners in the City limits to obtain flood insurance at discounted rates.

If properties are located in the AE Zone (1% chance of flood in any given year), it is highly recommended that the property owner purchase flood insurance. All of the City of New Castle is at risk of flooding and most of New Castle City is not directly in the floodplain; however, predominantly near the flood hazard area. Statistics show that a lot of flood insurance claims come from people that live outside of the Floodplain. Good resources for Floodplain information are www.fema.com | Federal Emergency Management Agency and FloodSmart.gov. FloodSmart.gov has many tools and resources for the Community. Another change for those who live in the AE Zone is building requirements. Chapter 130 of the City Code, which has been revised per FEMA requirements.

CLIMATE CHANGE

Climate change will result in three primary impacts for the state and City of New Castle. These include sea level rise, rising temperatures, and more frequent heavy precipitation. Together, precipitation and accelerated sea level rise contribute to increase flooding.

These three impact areas can be further identified:

- **Sea Level Rise:** Sea level rise affects all tidal bodies of water, including the Delaware River which borders the length of downtown New Castle. Sea levels are anticipated to rise by 1.5 meters by the end of century, and as much as 0.6 meters (1.9 feet) by 2050. Sea level rise can lead to inundation of infrastructure and natural areas adjacent to waterbodies, water quality problems through saltwater intrusion into drinking water wells and wastewater treatment issues through rising water tables affecting septic systems.

Sea levels are rising today at a rate of about one inch every decade. As the Earth warms, sea levels will rise at a faster pace, resulting in tide levels that could be between 1.6 and 4.9 feet higher than they are today. This is a statewide issue: all three counties and 31 of the state's 57 cities and towns will be directly impacted. A significant portion of the state's transportation and other infrastructure is also at risk. Several areas within the City will be subject to direct and permanent inundation from sea level rise, as shown on Map 10.

- **Increased Heavy Precipitation Events:** Climate change is expected to result in more frequent heavy precipitation events. This can lead to flooding, especially in areas with inadequately sized drainage infrastructure. This flooding can result in safety hazards, inaccessible roadways, travel delays, and damage to buildings or other infrastructure.
- **Rising Temperatures:** Rising temperatures will result in a longer growing season, heat waves, and more days where it doesn't cool off at night. This has many implications for infrastructure and human health. Air conditioning systems in buildings may not be sized appropriately for increasing temperatures and shorter, milder winters can mean residents

are dealing with more ticks and mosquitoes. Of particular concern are vulnerable populations (e.g. elderly, low-income and non-English speakers) who may not have access to air conditioning in the summer.

Greenhouse Gases

Climate change is further caused by the burning of fossil fuels like gasoline and coal – sources we use to power our cars, generate electricity, and produce energy every day. These fuels release greenhouse gases, which trap heat in the atmosphere. Humans’ excessive burning of fossil fuels has released too many greenhouse gases into the atmosphere, drastically warming our earth and upsetting our climate system. Municipalities can play an important role in reducing greenhouse gas emissions. For Delaware, this is already causing damage to our coastal areas, public health, infrastructure, and resources. Several State agencies are supporting this initiative and implemented initiatives, such as:

- Electrical vehicle deployment and electric vehicle charging infrastructure
- Pilot project to test propane fuel for school buses
- Pilot project to test propane buses in paratransit services
- Electric bus service on fixed routes in Dover
- Reducing fertilizer usage, conservation tillage practices, and protecting agricultural lands
- Weatherization assistance program for homes

Additional information can be found here: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/climate-change/greenhouse-gases/>

The City can assist with identifying opportunities to educate and promote several State programs in the Community. Once educational information has been presented by the State or organization, the City can work towards a partnership to promote the services and create strategies to contribute to meeting the goal of reducing greenhouse gases Statewide.

Climate Framework for Delaware

On September 12, 2013, Delaware Governor Jack Markell signed Executive Order 41: Preparing Delaware for Emerging Climate Impacts and Seizing Economic Opportunities from Reducing Emissions. The Climate Framework for Delaware Report identifies actions and strategies that each Delaware state agency can take to help prepare the state for the effects of climate change in ways that relate to the agency’s mission. It includes 155 concrete recommended actions that state agencies can use to protect public health, infrastructure, economy and natural resources under three objectives:

- *Adaptation* – Protecting Delawareans in the face of impending climate change consequences
- *Mitigation* – Reducing greenhouse gases and environmental impacts of state operations in order to reduce the driving human forces of climate change
- *Flood Avoidance* – Identifying areas and infrastructure that are put at risk from current and future flooding, and fortifying existing structures in high-risk areas.

The December 31, 2014 Summary of Recommendations can be retrieved from this location:
<http://www.dnrec.delaware.gov/energy/Documents/The%20Climate%20Framework%20for%20Delaware%20PDF.pdf>

The Climate Framework recommends that DNREC provide technical support to local governments to enhance focus on climate impacts, including the reduction of greenhouse gas emissions, and long-term sustainability, through adaptation and mitigation. Since the 2009 Plan, a number of resources have been made available in relation to climate change and sea level rise:

- *DELAWARE'S SEA LEVEL RISE ADAPTION PLAN* | The adaptation plan, "Preparing for Tomorrow's High Tide", provides recommendations for Delaware agencies, local governments, businesses and citizens to plan for and put in place strategies for responding to rising sea levels. This three part series was prepared and approved by the 24-member Sea Level Rise Advisory Committee. The series can be found here: <https://dnrec.alpha.delaware.gov/coastal-programs/planning-training/adapting-to-sea-level-rise/>
- *DELAWARE'S CLIMATE CHANGE IMPACT ASSESSMENT* | The assessment takes a deep dive into the impacts that sea level rise will have on the state as was developed in February of 2014. The assessment includes: causes of sea level rise, sea level rise trends in Delaware, future scenarios, mapping and data for over 75 natural resources and structures that will be impacted by rising seas, like schools, fire stations, homes, wetlands, factories, wells, roads and habitats. This full assessment report can be found here: http://www.dnrec.delaware.gov/energy/Documents/Climate%20Change%202013-2014/DCCIA%20interior_full_dated.pdf
- *CLIMATE ACTION PROGRESS REPORT* | The Climate Action in Delaware: 2016 Progress Report provides an update on the actions and goals outlined in the Climate Framework. This report highlights the actions and accomplishments made by state government to curb greenhouse gas emissions and adapt to the impacts of climate change – what has been accomplished and what work is still to be done moving forward. It also provides an overview of local government actions and sets out a vision for the future. The report includes an Adaptation Appendix, which provides a summary of progress for each recommendation developed by eleven state agencies and can found here: <http://www.dnrec.delaware.gov/energy/Documents/2016%20Climate%20Action%20Progress%20Report/Climate%20Action%20in%20Delaware%202016%20Progress%20Report.pdf>
- *DETERMINATION OF FUTURE SEA LEVEL RISE PLANNING SCENARIOS* | The Delaware Geological Survey reviews scientific literature, assesses sea level change and identifies appropriate scenarios to use for planning purposes throughout the State. The release of the International Panel on Climate Change (IPCC) Fifth Assessment Report (AR5) in 2013 and the NOAA National Climate Assessment indicates that the rate of sea level rise is likely to increase. The project developed new inundation maps along Delaware's coast that corresponds to the identified projections. This information can be found here: <https://www.dgs.udel.edu/projects/determination-future-sea-level-rise-planning-scenarios-delaware>
- *EXECUTIVE ORDER NUMBER FORTY-ONE* | Preparing Delaware for Emerging Climate Impacts and Seizing Economic Opportunities from Reducing Emissions was signed on September 12, 2013.

- *RESILIENT COMMUNITY PARTNERSHIP* | Delaware Coastal Programs (DCP) is continuing to repeat implementation of its “Resilient Community Partnership” program to assist communities with improving resilience to hazardous weather and climate change. Resilience planning improves a community’s capacity to prepare for and recover from coastal and inland flooding, erosion, sea level rise, and other impacts. Through the partnership, DCP offers staff support, policy expertise, technical assistance, and funding to help communities through the resilience planning process. DCP provides the support necessary to further a community’s efforts through assessment, planning, and implementation. This information can be found here: <https://dnrec.alpha.delaware.gov/coastal-programs/planning-training/resilient-communities/> The City of New Castle participated in this program in 2017, for more information see the Environmental Initiatives section in this Chapter.
- *COASTAL TRAINING PROGRAM* | The Delaware Coastal Programs offers training and assistance to local governments through the Delaware National Estuarine Research Reserve. The Coastal Training Program offers resources to help communities make informed decisions. The Coastal Training Program addresses critical coastal resource management issues in Delaware by providing current scientific information and access to technologies and skill-building opportunities to Delawareans responsible for making decisions about the state’s coastal resources. Program activities range from technical assistance, seminars, hands-on skill training, and participatory workshops to lectures and technology demonstrations. Through these programs, coastal resource decision makers also have opportunities to share experiences, network in a multidisciplinary setting, and participate in field activities. Additional information can be found here: <https://dnrec.alpha.delaware.gov/coastal-programs/planning-training/coastal-training/>
- *RESILIENT AND SUSTAINABLE COMMUNITIES LEAGUE (RASCL)* | A collaborative network of state, nonprofit, and academic partners working to help Delaware communities as they adapt to the impacts of climate change and work towards a more sustainable future. The RASCL Mission is to accelerate the capacity of all communities in the State of Delaware to undertake the necessary steps to become sustainable and resilient. Additional information can be found here: <https://www.derascl.org/>
- *DELAWARE CLIMATE INFORMATION CENTER* | A dedicated website has been designed to provide easy access with relevant and useful information for assessing impacts and preparing for climate change in Delaware. It is intended to be used by citizens, business owners, government officials, and scientists. The website contains documents and tools that have been reviewed and screened by staff of the DNREC Division of Climate, Coastal, and Energy and the University of Delaware Center for Environmental Monitoring and Analysis. The website link can be found here: <https://www.declimateinfo.org/about/>
- *CLIMATE + HEALTH* | The October 2017 issue of the Delaware Journal of Public Health provides information on climate and health in our own State. The issue can be found here: https://issuu.com/dam-dpha/docs/djph_october2017

Statewide Climate Action Plan

The State of Delaware is developing the First Climate Action Plan. In March of 2020, the Division of Climate, Coastal & Energy held three public sessions seeking input on developing the state’s

climate action plan, as well as a technical advisory workshop. The workshops provided an opportunity for Delawareans to learn more about how to reduce greenhouse gas emissions and better prepare the state for climate impacts. Workshop attendees also had a chance to provide their thoughts on choices the state can make to more effectively take action on climate change.

The next phase, will include another round of public workshops and technical advisory workshops. Information can be found on the dedicated website page: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/climate-change/taking-action/>

DNREC's Division of Climate, Coastal and Energy administers grant programs and incentives, some of which can be found here:

- Sustainable Communities - www.de.gov/sustainablecommunities
- Clean Transportation - www.de.gov/cleantransportation
- Energy Efficiency Investment Fund - www.de.gov/eeif
- Weatherization Assistance Program - www.de.gov/wap
- Green Energy Program - www.de.gov/greenenergy

AIR QUALITY

Clean air is important for the health of City residents, businesses, and visitors. Annual air quality reports serve as a resource for information on Air Quality issues in Delaware. The reports focus on Delaware's air quality status and trends for pollutants shown to threaten human health and welfare for which standards have been set by the EPA, known as the "criteria pollutants." Information is also provided on some pollutants monitored without standard criteria, such as air toxics. DNREC's annual air quality reports can be found at this website link: <https://dnrec.alpha.delaware.gov/air/quality/monitoring/>

In addition to air monitoring the reports includes discussions on sources of air pollution, inventory data related to the compounds responsible for forming ozone and PM2.5 pollution, and air quality issues related to climate change.

Eden Park Community Ambient Air Quality Study

One of the recommendations in the Route 9 Corridor master plan included incompatible uses and recommends the County look into the possibility of relocating the residents of Eden and Hamilton Park and letting the land develop with more business and industry. Hamilton Park and Eden Park sit off Route 9, just south of Wilmington City limits. They're nestled between companies like Keen Compressed Gas, Bruce Industrial and Diamond Materials, a paving and concrete contractor whose huge, uncovered mounds of materials tower over Route 9. The neighborhoods are also located near the Halby superfund site— where a chemical manufacturing plant once stood. Concerns were raised regarding ground contamination on several industrial sites. Residents also complain of airborne dust from nearby industry, and emissions from the many trucks that drive through on their routes, and to and from the Port of Wilmington. Further concern was raised regarding contamination on several industrial sites.

In 2018, New Castle County hired a third party to conduct the census-style community survey on whether residents want to relocate, or would prefer another solution. The anonymous and

voluntary survey was conducted orally taking roughly twenty minutes to complete. Relocation was just a portion of the survey. It also asked about health, perceptions of pollution or environmental issues, and residents' feelings on other hypothetical changes in the area – like revitalization, rezoning or environmental regulation.

DNREC acknowledged elevated dust levels in Eden Park, but didn't know exactly where the dust was coming from. Fall of 2016, DNREC installed new equipment (Moveable Monitoring Platform-MMP) looking at specific components of the dust and tracking those in real time with wind direction. The peak level of this measure between fall 2016 and spring 2018 in Eden Park was similar to that at the permanent monitoring station in the City of Wilmington – and below the national primary standard.

In 2017, DNREC's Division of Air Quality presented the Eden Park Community Ambient Air Quality Study discussing the preliminary data evaluation and particular matter. The Movable Monitoring Platform (MMP) study included two objectives:

- Primary Objective: Investigate local ambient air concentrations of certain pollutants to evaluate the local conditions.
- Secondary Objective: Determine if permanent monitoring sites are representative of local conditions or whether there is need for local monitoring

In Summary, the preliminary data evaluation indicated the following:

- TSP levels have met or exceeded the State Secondary standard 5 times.
- Other criteria pollutant values are consistent with sites in urban environments and values are below their respective standards.

In 2018, the Division of Air Quality (DAQ) initiated a dust distribution study to address concerns voiced by the larger community along the Route 9 Corridor with regards to dust and other pollutants. Dust concentrations and volatile organic compound (VOC) samples at two additional sites along Route 9 were collected for several months to assess pollutant levels between Eden Park and Interstate 295.

DAQ completed the study in February 2019 and the MMP was removed. The final study was concluded in early 2019 and submitted to DNREC Secretary Garvin for review and approval.

ENVIRONMENTAL INITIATIVES

The following section provides an overview of the environment related amendments, studies and initiatives completed since the 2009 Comprehensive Plan Update by the City.

Coastal Protection Conceptual Study (April 2014)

This study prepared by Duffield Associates Inc. involved a conceptual coastal protection evaluation for a large portion of the City's waterfront area that is unprotected from future flood events. The unprotected area was identified as being between the Gambacorta Dike to the south and the Broad Marsh Dike to the north, which are both mainly lower than the FEMA 100-year flood elevation of 9.0 feet. Fifty percent of the unprotected area is within Battery Park, and the remaining fifty percent is property of homeowners along The Strand whose rear yards back to the Delaware River.

FEMA-generated storm surge data were reviewed against existing topography and site base plans to identify and rank potential impacts to the study area from coastal flooding events. Several coastal protection concepts were developed that could be effectively applied to both the privately and publically owned property. The study area was within the FEMA Velocity Zone (VE-12), which the study defined as representative of possible wave action of an additional 3 feet above the 100-year flood elevation. The study noted that protection against both the 100-year flood elevation and the wave action associated with the Velocity Zone would necessitate coastal protection measures be constructed to at least elevation 12.0 feet, which was determined to not be cost-effective.

Recommended projects were earthen berms at Battery Park and flood log system at Delaware Street. For The Strand, various options for protecting properties were evaluated. It was noted that some properties on The Strand already have flood protection measures and a “protection gap” may remain after installation of recommended practices.

New FEMA Map and Regulations (February 2015)

On 2-4-15, FEMA’s new Floodplain Insurance Rate Maps (FIRM) went into effect. With the new FIRM maps came changes to which properties are in the 100 year Floodplain AE Zone (1% chance of flooding). On the City’s website, a link is provided to view the Floodplain map using the Delaware website Flood Planning Tool. In the search engine at this site enter the property address including New Castle City.

New Castle County All Hazard Mitigation Plan (January 2010 & Updated 2015)

This plan update provides a historical synopsis of floods as well as hurricanes and tropical storms that have impacted the County since the early 1990s and includes a table of Relevant Plans and Programs in Place. This table shows the City of New Castle as being the only municipality in the County with each listed plan or program already in place.

The main recommendation relevant to coastal resiliency is its encouragement for municipalities to use the LiMWA (defined by Update to be “limited wave action” but the actual description is “limit of moderate wave action”) line to adjust mitigation projects to a higher code to protect communities from future sea level rise conditions and for new projects in A zones. Also, it recommends that the City of New Castle develop a detailed flood vulnerability study for the entire City along the Delaware River and Bay to focus on coastal/riverine flooding from severe storm events and sea level rise.

Finally, it includes a reference to the document “Preparing for Tomorrow’s High Tide – 2014 Sea Level Rise Workshop Proceedings and Interim Implementation Plan” and notes that the document contains the results of the workshop held in March 2014 regarding how jurisdictions can develop specific implementation actions for the sea level rise adaptation recommendations.

This Plan is currently being updated by the County and the City will have recommendations for consideration into the updated Plan.

Illicit Discharges and Connections to the Municipal Separate Storm Sewer System (June 2017)

Ordinance 509 was adopted by the City on June 30, 2017 to establish a new Chapter 208 in the Code of the City of New Castle relating to illicit discharges connections to the municipal separate storm sewer system. The purpose of the Chapter is to provide for the health, safety, and general welfare of the citizens and businesses of the City through the regulation of non-stormwater

discharges to the storm drain system to the maximum extent practicable as required by Federal and State law. This Chapter established methods for controlling the discharge of pollutants into the municipal separate storm sewer system (MS4) in order to comply with requirements of the City's National Pollutant Discharge Elimination System (NPDES) permit. The objectives of this Chapter are:

1. To regulate the discharge of pollutants to the municipal separate storm sewer system (MS4) by any user.
2. To prohibit illicit discharges and connections to the municipal separate storm sewer system.
3. To establish legal authority to carry out all inspection, surveillance, monitoring, and enforcement procedures necessary to ensure compliance with this Chapter.

This Chapter applies to all water entering the MS4 generated on any developed and undeveloped lands unless explicitly exempted by an authorized enforcement agency. The City requires best management practices for any activity, operation, or facility which may cause or contribute to pollution or contamination of stormwater, the MS4, or waters of the United States. The owner or operator of a commercial or industrial establishment shall provide, at its own expense, reasonable protection from accidental discharge of prohibited materials or other wastes into the MS4 or watercourses through the use of these structural and nonstructural BMP's. Further, any person responsible for a property or premises, which is, or may be, the source of an illicit discharge may be required to implement, at said person's expense, additional structural and nonstructural BMP's to prevent the further discharge of pollutants to the municipal separate storm sewer system. Compliance with all terms and conditions of a valid NPDES permit authorizing the discharge of stormwater associated with industrial activity, to the extent practicable, shall be deemed compliance with the provisions of this section. These BMP's shall be part of a stormwater pollution prevention plan (SWPP) as necessary for compliance with requirements of the NPDES permit.

Municipal Separate Storm Sewer System (MS4) Program Services (2017 - 2019)

In 2017, the City contracted with KCI Technologies Inc. to address the Co-Permittee To-Do List created in conjunction with the Phase I MS4 Permit Stormwater Pollution Prevention and Monitoring Plan (SWPP&MP) approved by DNREC in 2017. KCI assisted with the submission of the annual report to the Principal Permittees by May 15 each year and provided training for the administrative and maintenance staff. The following tasks were completed under the Pollution Prevention and Good Housekeeping Permit requirements:

- Develop a Stormwater Pollution Prevention Plan (SWPPP) at the City's maintenance facility.
- Conduct 12 required annual inspections.
- Update the list of facilities needing a SWPPP.
- Inspect other City facilities annually.
- Assist with documentation for the street sweeping, use of pesticides, herbicides and fertilizers, and litter control programs.

Additional MS4 program services were contracted with KCI in 2018. In addition to evaluating the processes, services were provided to assist with the EPA audit. Additional services included an educational process and an agreement with the New Castle Conservation District for help with storm water ponds.

Vulnerability Assessment and Adaptation Plan (March 2018)

The New Castle City Preparedness Task Force Members, City of New Castle, and the Delaware Coastal Program (DCP) worked with AECOM to prepare this plan. This Plan was completed through the Resilient Community Partnership (RCP) Program. Completed in March of 2018, this community-based plan was designed to adapt the historic New Castle community to minimize the risks associated with flooding. Whether it is a coastal storm or the long-term reality of sea level rise, private properties, public buildings, and roads will be at risk, and the flood hazard area will likely expand. Conservative projections indicate that an increase in sea level and flood elevations of 2 feet with worst case of 5 feet by 2100 can be anticipated.

Vulnerabilities have been identified and prioritized to develop a vision and recommended action plan to improve New Castle's resiliency for decades to come.

Section 6.0 provides several recommended *Actions or Activities* and they are further prioritized into four areas:

1. Near-Term Standalone: Planning, Community Engagement, Regulatory, and Economic actions or activities that can be initiated in the near future without need for any predecessor tasks and are generally independent of other actions or activities.
2. Near-Term Sequential: Information Gathering tasks that could also be initiated in the near future without need for any predecessor tasks and would be needed before subsequent actions or activities are undertaken.
3. Mid-Term Sequential: Modelling efforts that would build upon the obtained information.
4. Long-Term Sequential: Capital Infrastructure, Capital Natural Resources, and Acquisitions, which are the culmination of predecessor actions or activities.

Section 6.0 further provides specific *Actions or Activities* that are assigned to the following categories:

1. Planning
2. Community Engagement
3. Regulatory
4. Economic
5. Information Gathering
6. Modeling
7. Capital Infrastructure
8. Capital Natural Resource Projects

9. Acquisitions and/or Demolitions

The following list provides numerous mitigation initiatives that have been completed:

- Assessment and subsequent maintenance and raising of the four dikes, which included the formation of the New Castle Dike Management Advisory Committee (2011-2014). The City also repaired the Broad Dike flood gate (~2014).
- Evaluation of the feasibility and development of a conceptual plan for a living shoreline project at an eroded stretch of shoreline in Battery Park (2016).
- Retrofitting of six existing stormwater management facilities to provide enhanced stormwater quality management, wetlands creation and enhancement as well as downstream clearing and construction of an outlet for the stormwater collection system at Washington Park along with wetlands creation (2009-2011).
- Assessment of the feasibility for a complete makeover of Delaware Street to not only provide safe travel by all types of users but to also make the street more sustainable or a “Green Street” (2016-2017).
- Cleaning of storm drain inlet grates in advance of major storm events (on-going).
- Regular communications with City residents and businesses through a monthly newsletter and website announcements (on-going).
- Attaining a classification of 8 in FEMA’s Community Rating System (CRS). The CRS was developed to provide incentives in the form of premium discounts for communities to go beyond the minimum floodplain management requirements to develop extra measures to provide protection from flooding. The City’s existing requirement for 18 inches of freeboard is a good example. Property owners in New Castle receive a 10% discount on flood insurance premiums due to the City’s classification (on-going).
- Coordinating with two property owners during redevelopment for the provision of flood proofing measures. Both involve the installation of brackets across entryways for panels that can be placed in advance of flooding (~2010-2015).

This is a stand-alone planning document with specific goals and action items. Several of the goals and strategies overlap throughout the Comprehensive Plan and this Plan; however, they should both be looked at separately on an annual basis to determine the annual priorities based on available resources to complete the implementation items.

The City Resilient Community Partnership Vulnerability and Adaptation Plan can be found here: <http://www.dnrec.delaware.gov/coastal/Documents/ResilientCommunityPartnership/city-of-new-castle-resilient-community-partnership-plan.pdf>

Tree Advisory Commission

The City adopted Ordinance 500 to amend and restate Chapter 74 relating to the Tree Commission and Chapter 201 of the Code of the City of New Castle relating to the street trees creating a Tree Advisory Commission.

Keep DE Litter Free Initiative

The City adopted Resolution 2019-23 endorsing Governor Carney's initiative to "Keep DE Litter Free" and to join the Delaware Anti-Litter Alliance.

Storm Sewer Replacement Project

In June of 2019, the City replaced storm sewers believed to be a century old in Delaware Street between 2nd Street and The Strand. This work involved excavation and removing the existing pipe, plugging abandoned laterals and placing a new pipe. A second phase of work, not yet scheduled, will involve lining of the storm sewer between The Strand and the outfall at the River. This work will not involve excavations and will last just a few days but will necessitate temporary lane restrictions.

GOALS AND STRATEGIES

GOALS -

- G12 - 1: Preserve the capacity of the floodplain to carry floodwaters.
- G12 - 2: Improve drainage and stormwater management throughout the City.
- G12 - 3: Prioritize and implement the recommendations of the Vulnerability Assessment and Adaptation Plan dated March 2018.
- G12 - 4: Plan for protection of Historic District and other flood prone areas.
- G12 - 5: Support energy efficiency and renewable energy upgrades with new and existing developments.
- G12 - 6: Support further education and assistance regarding climate change initiatives with each component of the Comprehensive Plan.

STRATEGIES -

- S12 - 1:
 - (a) Continue to enforce the city's current standards for construction in the floodplain.
 - (b) Create a management plan for unused open space considering how to decrease runoff through using native species and unmown areas.
 - (c) Update the city's land development ordinances to incorporate stormwater management best management practices.
- S12 - 2:
 - (a) Complete analysis of flooding in all neighborhoods where flooding is a regular problem.
 - (b) Provision for retrofitting and restoration of stormwater facilities for redevelopment, including green technology where practicable.
 - (c) Implement stormwater best management practices to developers to follow during construction.

- S12 - 3:
- (a) Amend the zoning code to include an environmental protection overlay district that will encourage and require conservation subdivision to protect environmental features on individual parcels.
 - (b) Amend the zoning code to prohibit development in wetlands and require a riparian buffer zone along wetlands and riverbanks.
 - (c) Coordinate another Resilient Community Partnership to update the City's Emergency Operations Plan.
 - (d) Guide growth away from vulnerable areas.
 - (e) Improve the City's FEMA Community Ratings System (CRS) status.
 - (f) Continue to provide outreach and information to city residents and businesses.
- S12 - 4:
- (a) Coastal Defenses, including beaches and dunes, dams, dikes and levees, and tourism, anchor shorelines and or install wave attenuation devices to protect against erosion.
 - (b) Industrial Land Use, including industrially zoned land, landfills and salvage yards, and Port of Wilmington
 - (c) Land Preservation and Habitat, including coastal impoundments, protected lands statewide, U.S. Fish and Wildlife Service lands, nature preserves, tidal and non-tidal wetlands, tourism, and habitats of conservation concern.
 - (d) Transportation, including evacuation routes, railroads, roads, and bridges.
 - (e) Water and Wastewater, including septic systems, wastewater treatment and transmission facilities, and wells.
- S12 - 5:
- (a) Educate residents on needs and benefits of protecting the environment and natural resources.
 - (b) Promote State funding opportunities and programs for weatherization assistance and energy efficiency improvements.
 - (c) Review funding and location sites for potential electric vehicle charging stations within the City.
- S12 - 6:
- Continue to coordinate educational community workshops relating to climate change improvements that can be done for private and public properties and structures.

CHAPTER 13 – OPEN SPACE AND RECREATION

O

pen Space and Recreation

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 as shown below:

Table 29 Park and Open Space Inventory, 2020

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 Park	9 th & Young Street	N/A	New Castle Italian Immigrant Memorial erected in 2017



Battery Park Recreation Facilities

These parks and open spaces, - especially the New Castle Common Land and Battery Park - 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.

Jack A. Markell Trail (pedestrian and bicycle)

Breeze along the Northern Delaware Greenway into Wilmington to the scenic Riverwalk in downtown Wilmington. Follow the Riverwalk to the DuPont Environmental Education Center on the Russell Peterson Wildlife Refuge, which marks the beginning of the beautiful Jack A. Markell Trail, opened in the fall of 2018. The trail takes you to historic New Castle by way of a boardwalk over wetlands, across the Christina River on an arched bridge just for cyclists and pedestrians, and along a mix of forest, underpasses, and a former rail corridor.



The Delaware Greenways in partnership with others, worked diligently to expedite the creation of a complete family friendly pedestrian and bicycle network connecting neighborhoods throughout Delaware to important destinations.

Statewide advocacy and partnerships have played a significant role in the creation of the Northern Delaware Greenway, Junction Breakwater & Gordons Pond, Michael N. Castle C&D Canal, and Jack A. Markell (JAM) Trails.

The total distance from northern end of Riverfront Wilmington to southern end of Battery Park Trail is 10 miles. Listed below are the miles for each trail section:

Wilmington Riverwalk	1.4 miles
Jack A. Markell Trail	5.5 miles
New Castle Battery Park Trail	2.1 miles
On Road Segments in New Castle	1.0 miles

Delaware State Comprehensive Recreation Plan

The State of Delaware recently updated the Delaware State Comprehensive Outdoor Recreation Plan (SCORP) for 2018-2023. This plan includes several components, such as:

- Investment in Outdoor Recreation
- Outdoor Recreation Planning at the Local Level
- Research and Findings
- Recreation and Conservation Focus Areas
- Several supportive data elements

Surveys were taken by 2,002 citizens during the development of the Plan. Building and Outdoor Legacy in Delaware is a planning and policy document that identifies needs for outdoor recreation throughout the state of Delaware. Identification of these needs guide the investment of funding for outdoor recreation, specifically in the distribution of Federal Land and Water Conservation Trust Fund (LWCF) and Delaware Outdoor Recreation, Parks, and Trails Program (ORPT) monies, as well as other public and private funds. In order to remain eligible to receive LWCF grants, states are required by the Land and Water Conservation Fund Act, through administration by the Department of Interior, National Park Service, to develop a Statewide Comprehensive Outdoor Recreation Plan (SCORP) every five years.

In developing and researching the findings reported in the 2018 SCORP, the planning process discovered changes in recreation and growth trends, community needs, and landscape preferences. Many discoveries were made in the process, such as:

- A majority of Delaware residents (96%) indicate outdoor recreation is important to their quality of life.
- 55% of residents participate in outdoor recreation for their physical fitness and to lead a healthier lifestyle.

The Plan further addresses the considerations and challenges Delaware faces. Delaware faces many challenges as it conserves land and water resources, strives to meet growing outdoor recreation needs of a changing population, as well as updating a backlog of deferred maintenance or rehabilitation of existing outdoor recreation facilities. State population projections show Delaware continuing to grow throughout the next decade. The largest demographic increase is predicted to be the 60 and older age group.

With our growing and changing population composition there will be new challenges and constraints to meeting the diversity of needs. Population shifts, development patterns, public health matters, climate change, and economic conditions, make it vital to plan carefully if Delaware is to meet outdoor recreation needs.

The City of New Castle is located in SCORP Region 1 according to Figure 2.1 in the Plan, This area is mostly comprised of New Castle County; however, the City of Wilmington and Newark were removed and surveyed independently. The Region 1 results for the top ten highest priorities include:

- Walking or jogging
- Swimming at the beach
- Picnicking
- Visiting historic sites
- Visiting a zoo
- Swimming in a pool
- Hiking
- Dog Walking
- Bicycling
- Using Playgrounds

This Plan can be found at this website link: <https://www.destateparks.com/Know/SCORP>

GOALS AND STRATEGIES

GOALS -

- G13 - 1: Enhance the maintenance of neighborhood recreational facilities, particularly in Buttonwood, Van Dyke Village, Shawtown, and Dobbinsville.
- G13 - 2: Expand local recreational opportunities by creating new neighborhood parks in Washington Park neighborhoods.
- G13 - 3: Explore the development and potential funding of new community-wide recreation facilities.
- G13 - 4: Continue to support the bicycle and pedestrian initiatives for safe linkage routes throughout the City.

STRATEGIES -

- S13 - 1: (a) Prepare a detailed physical condition survey and analysis of all existing park facilities, and prepare a plan for enhancing existing parks and developing new facilities.

(b) The Trustees of the New Castle Common will explore the possibility of expanded funding and development of existing and proposed park facilities.

S13 - 2: (a) Incorporate the planning, design and development of new neighborhood parks into the citywide park and recreation facility development plan.

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

S13 - 3: (a) Areas to seek funding and partnership opportunities include:

- Community swimming pool and fitness center
- Dog park
- Wildlife management area specifically of the geese at Battery Park, potential partnership with DNREC
- Repairs and improvements to the Battery Park walking path along the river
- South parking lot improved or use as launching lot for walkers and cyclists (an alternative to people parking in the city who only want to use the paths)
- Partner with Trustees to further improve the New Castle Little League to include a playground and walking path around the complex.

(b) Incorporate the planning, design and development of new neighborhood parks into the citywide park and recreation facility development plan recommended under Goal #1.

(c) Seek to incorporate the development of public recreation pier in future development activities along the City's waterfront (Public fishing pier/and or non-motorized boat launch).

(d) Identify potential new recreational trails that connect to existing paths, parks, historical features and community facilities.

(e) Coordinate expansion of bikeways, and multi-use trails with state and local road improvement projects.

S13 - 4: Continue to support the State and organizations with bicycle and pedestrian initiatives and expansion throughout and near the City.

CHAPTER 14 – IMPLEMENTATION

Implementation

The City goals of the Comprehensive Plan are to provide direction relating to growth management, redevelopment, transportation, environmental protection, and City services based on the past and present data and trends. This Plan identifies areas of improvement and lists the goals and strategies per Chapter for future consideration to ensure they become detailed in the governing process.

The required annual Comprehensive Plan Report is to be completed and submitted to Office of State Planning Coordination prior to the end of June (State’s fiscal year). Upon completion of this report the City should review tasks and initiatives for the next upcoming budget cycle.

For this plan to be effective, it is imperative the Planning Commission, City Council, Mayor, City Administrator, and City staff hold a joint “Comprehensive Plan Implementation Strategy Workshop”. This will allow an opportunity to review those items completed and discuss the priorities for the upcoming year prior to the annual budget process.

The Planning Commission Chair, City Administrator and Council President should further meet annually after the workshop to discuss available resources and funding as well as potential grant opportunities to target these initiatives for consideration in the next budget cycle. The implementation goals should be addressed as funding and resources become available as well as consideration as potential components of another project.

2020 COMPREHENSIVE PLAN GOALS

- G1 - 1: Obtain adequate, dedicated resources to fund goals and strategies.
- G1 - 2: Appoint a person who is accountable to create, manage, and obtain the resources required to implement the Comprehensive Plan (i.e. apply for grants).
- G3 - 1: Review and update the Land Use and Development Process.
- G3 - 2: Create a long-term strategic plan with associated financial accrual plan that will serve as an ongoing resource and administered by an appointed person/persons.
- G4 - 1: Codify a Land Development Ordinance, which will include minimum design standards for all affected developments and sub developments.
- G4 - 2: Continue to encourage mixed residential/retail/office uses.
- G4 - 3: Incentivize private investment in New Castle’s remaining undeveloped parcels, brownfields, and redevelopment areas harmoniously with nearby land uses. Ideas may include tax abatement.
- G4 - 4: In light of new plans for roadways, reevaluate plans for roadways to determine best use of land and transportation. Studies for land use and transportation will be needed.

- G4 - 5: Guide growth away from vulnerable areas.
- G4 - 6: Update the land development application process, applicable fees to cover associated professional review costs (when needed), plan submittal requirements and ample information to ensure all of the proposed facts and supportive documents are submitted for consideration prior to the Planning Commission rendering a decision.
- G5 - 1: Establish City wide Annexation criteria, policy, and procedures.
- G5 - 2: Identify possible areas for future annexation.
- G5 - 3: Encourage the development of areas outside but adjacent to New Castle, or under consideration for annexation, in a harmonious manner with nearby uses.
- G6 - 1: Advanced Metering Infrastructure (AMI) Meter System Upgrade for electric and water system. This goal will allow for more data to be received from the metering system. The data will assist the Customer Service Department in communicating with customers regarding consumption of electricity and water (spikes in usage and identification of possible water leaks), outages (identifying where the outage is located), identification of services being restored by the customer (theft of service). In addition, being able to provide more granular information to commercial accounts may be used to evaluate their processes leading to greater efficiency. The collection process will be improved by being able to disconnect services to customers remotely; the process will take less manpower and be quicker. Restorations will also be more streamlined. The expectation with the AMI system is to have tablets in the field for operations crews for them to respond to service orders and complete them electronically.
- G6 - 2: 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. Aerial utilities detract significantly from the 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.
- G6 - 3: Coordinate Projects with the City Public Works Department, City Building Department and other utility providers offering service within the City limits to be more efficient and have less impact on citizens of New Castle
- G6 - 4: Develop an Asset Management Program for horizontal and vertical Water Assets.
- G6 - 5: Improved on-line bill payment service through current billing software. The improved on-line bill payment service will provide more detailed information to customers regarding billing, consumption and payments. The information will be continuously updated to insure timely and correct data. In addition, the ability to pay with credit cards will be offered for a fee as a customer convenience. This service will also allow customers to request services or changes in personal information directly on-line without the need to call the office.

- G6 - 6: Develop an Information Technology Disaster Recovery Plan and Cyber Security Policy. Educating staff and the Commission on cyber security threats, identifying all information technology infrastructure, developing cyber security policies to minimize risk and creating a disaster recovery plan will provide protection from threats and insure business continuity if a disaster were to occur.
- G6 - 7: Identify and secure improved office space for the Administrative Offices of the MSC in coordination with the City of New Castle. The location currently occupied for the administrative offices of the MSC is limited in space and ability to alter. Parking, access, noise pollution, lack of lunch room, storage areas for supplies, privacy for confidential or human resource related conversations and lack of conference rooms are a few of the challenges. The goal is to identify a location that will provide customers/citizens one place to visit for their utility and governmental needs, in addition to providing employees with a comfortable and safe working environment. The advantage of sharing resources with the City of New Castle administrative offices would also be a benefit in consolidating locations. The City and MSC are jointly pursuing a Municipal Campus on Route 9 and a feasibility study is underway.
- G6 - 8: Continue to provide efficient and cost effective sanitary sewer service in the existing sewer district and to new users through expansion of the sewer system
- G6 - 9: Address both drainage and flooding issues including, but not limited to, those at the corner of 6th & Chestnut, Route 9 & Washington and Route 9 Bend.
- G6 -10: Implement federal storm water treatment to adhere to regulations.
- G6 - 11: Technology infusions for Community Safety, Communications, etc.
- G6 - 12: Continue to obtain education and assess potential requirements regarding best management practices for water quality initiatives.
- G7 - 1: Enhance bike and pedestrian connections and facilities throughout the City.
- G7 - 2: Develop a transportation master plan and land use master plan for the city. Conduct an outside regional impact analysis on the interconnections of roads and streets (i.e. Rte. 9, Rte. 13, Rte. 141, Rte. 273, 295, etc.) Engage state and local representatives for support of analysis. Clarify regional and local traffic patterns throughout the City including emergency evacuation routes.
- G7 - 3: Redesign streets and intersections to reduce speeding and cut-through traffic, while improving pedestrian safety in all City neighborhoods.
- G7 - 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.
- G7 - 5: Optimize the existing parking supply and seek new parking opportunities.

- G7 - 6: Continue to coordinate and infrastructure upgrades (water, wastewater, drainage, etc.) during street improvement projects.
- G7 - 7: Continue to explore increased opportunities regarding public transportation within and around the neighboring areas.
- G7 - 8: Continue to use the two designated byway designations (Delaware Bayshore Byway and the Harriet Tubman Underground Railroad Byway) to support eco-tourism and resiliency planning efforts and to further foster transportation improvements identified which may include streetscapes and wayfinding efforts.
- G7 - 9: Improve the multimodal transportation network, provide connectivity to communities and trails, enhance health and livability, reduce illegal truck traffic, and improve safety.
- G8 - 1: Develop strategies to protect resources such as Shawtown, Dobbinsville, Penside and Bellanca that are outside the historic district.
- G8 - 2: Review Historic District Zoning Code, current HAC Design Guidelines & Standards and Land Use Development procedures.
- G8 - 3: Coordinate the Implementation Plan of the Downtown Development District (DDD) Historic Resources section with this Comprehensive Plan.
- G9 - 1: Incorporate detailed urban design standards into the City's development controls to assure that high quality new development.
- G9 - 2: Reinforce community identity with attractive gateways at the City's edges and appropriate design and architecture enhancements.
- G9 - 3: Establish requirements for landscape buffers to screen residential neighborhoods from more intense land uses.
- G10 - 1: Encourage the growth and diversity of neighborhood scale businesses. Replacement market sectors for lost retail. Encourage a grocery business as the City lacks this local service and is required to drive to obtain groceries.
- G10 - 2: Coordinate the Implementation Plan efforts of the Downtown Development District (DDD) Economic Development section and the 2020 Comprehensive Plan.
- G10 - 3: Redesign portions of Route 9 and the Ferry Cut-off as a pedestrian-oriented commercial district.
- G11 - 1: Increase affordable opportunities for home ownership.
- G11 - 2: Improve housing maintenance.
- G11 - 3: Improve the integrity of the housing stock through rehabilitation.
- G11 - 4: Facilitate investment in small run-down residential properties, and ensure that such redevelopment meets or exceeds the architectural character of surrounding homes.

- G12 - 1: Preserve the capacity of the floodplain to carry floodwaters.
- G12 - 2: Improve drainage and stormwater management throughout the City.
- G12 - 3: Implement the recommendations of the Vulnerability Assessment and Adaptation Plan dated March 2018.
- G12 - 4: Plan for protection of Historic District and other flood prone areas.
- G12 - 5: Support energy efficiency and renewable energy upgrades with new and existing developments.
- G12 - 6: Support further education and assistance regarding climate change initiatives with each component of the Comprehensive Plan.
- G13 - 1: Enhance the maintenance of neighborhood recreational facilities, particularly in Buttonwood, Van Dyke Village, Shawtown, and Dobbinsville.
- G13 - 2: Expand local recreational opportunities by creating new neighborhood parks in Washington Park neighborhoods.
- G13 - 3: Explore the development and potential funding of new community-wide recreation facilities.
- G13 - 4: Continue to support the bicycle and pedestrian initiatives for safe linkage routes throughout the City.

A

Appendixes

1. Community Survey
2. Community Public Participation Report
3. OSPC PLUS Review & City Comments
4. Public Participation Written Comments & Responses **INSERT WHEN COMPLETE**
5. Adoption Ordinance **UPON ACCEPTANCE**
6. State Approval Letter **UPON ACCEPTANCE**

1. Community Survey

City of New Castle's Comprehensive Plan Community Survey

Friday, January 18, 2019

776

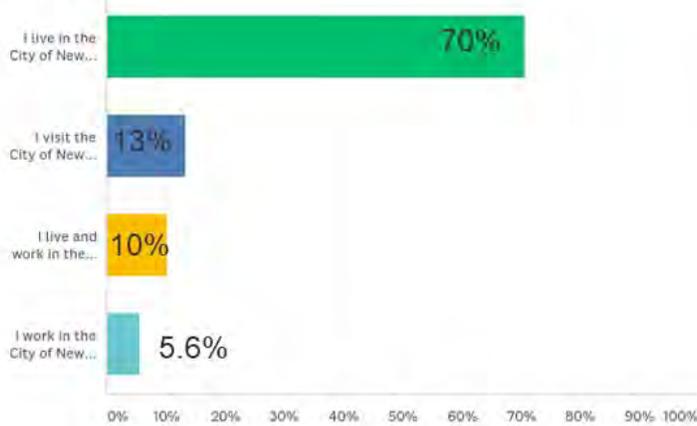
Total Responses

Date Created: Tuesday, August 14, 2018

Complete Responses: 596

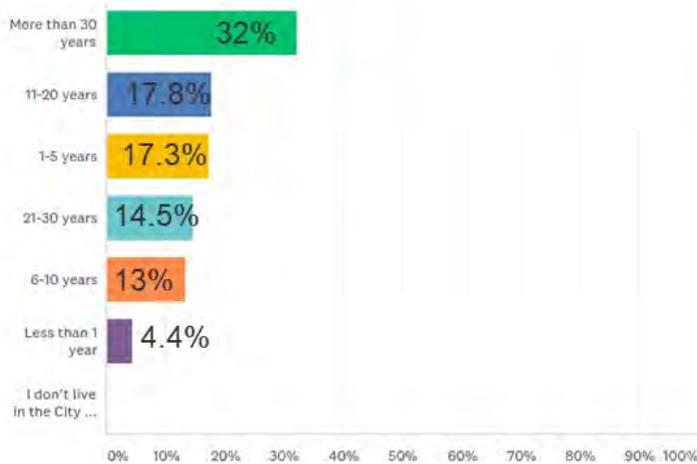
Q1: First, tell us about your relationship with the City of New Castle. Please choose one of the following:

Answered: 773 Skipped: 3



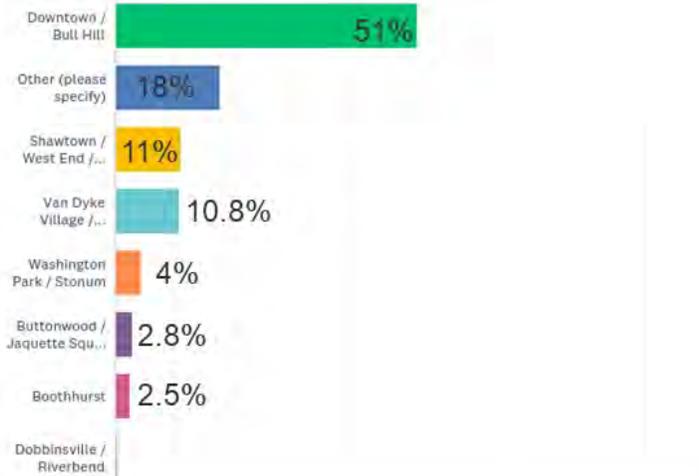
Q2: How long have you lived in City of New Castle?

Answered: 604 Skipped: 172



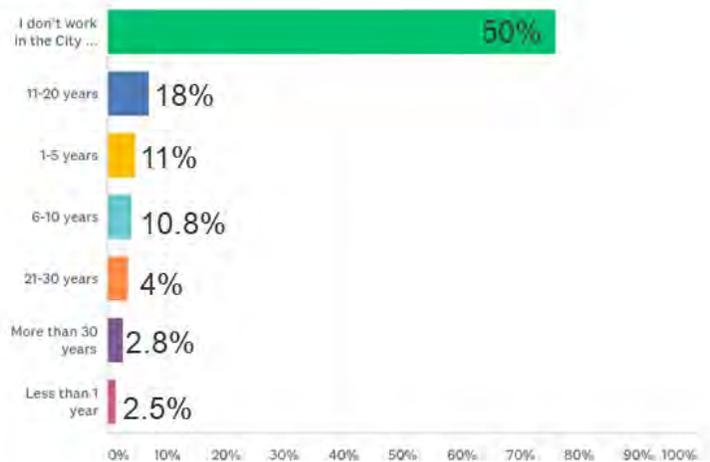
Q3: Where do you live? (Choose the closest neighborhood grouping)

Answered: 599 Skipped: 177

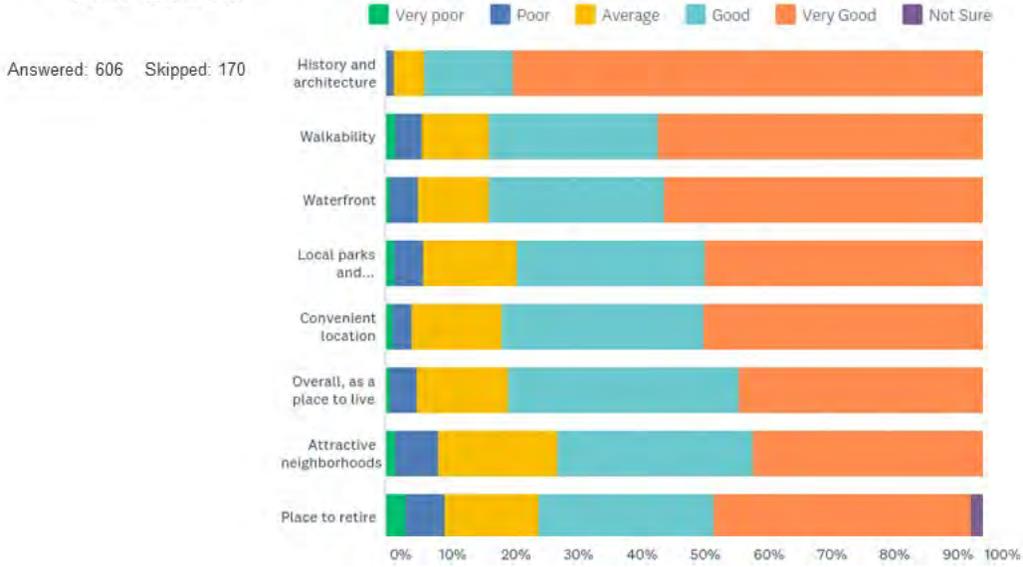


Q4: If you work in the City of New Castle, how long have you worked there?

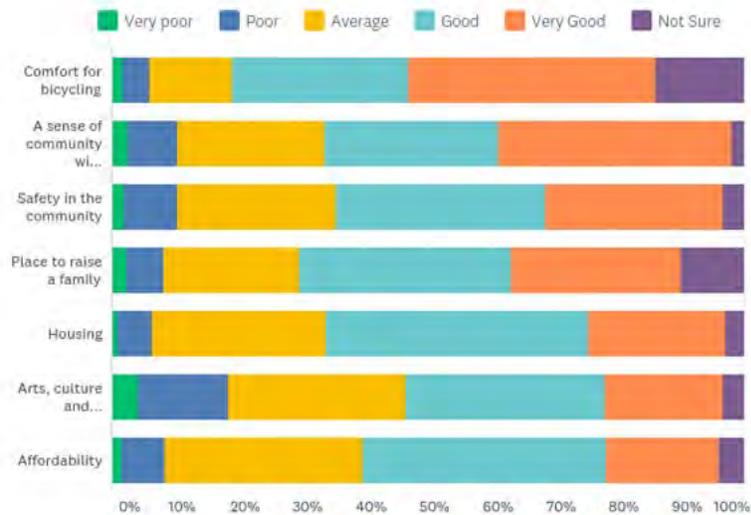
Answered: 536 Skipped: 240



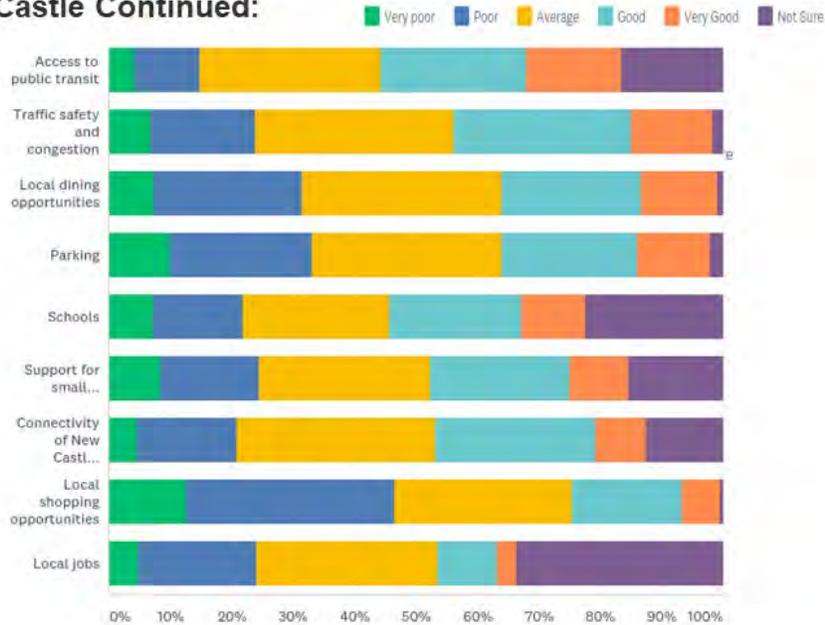
Q5: Rate the quality of each of the following attributes in the City of New Castle:



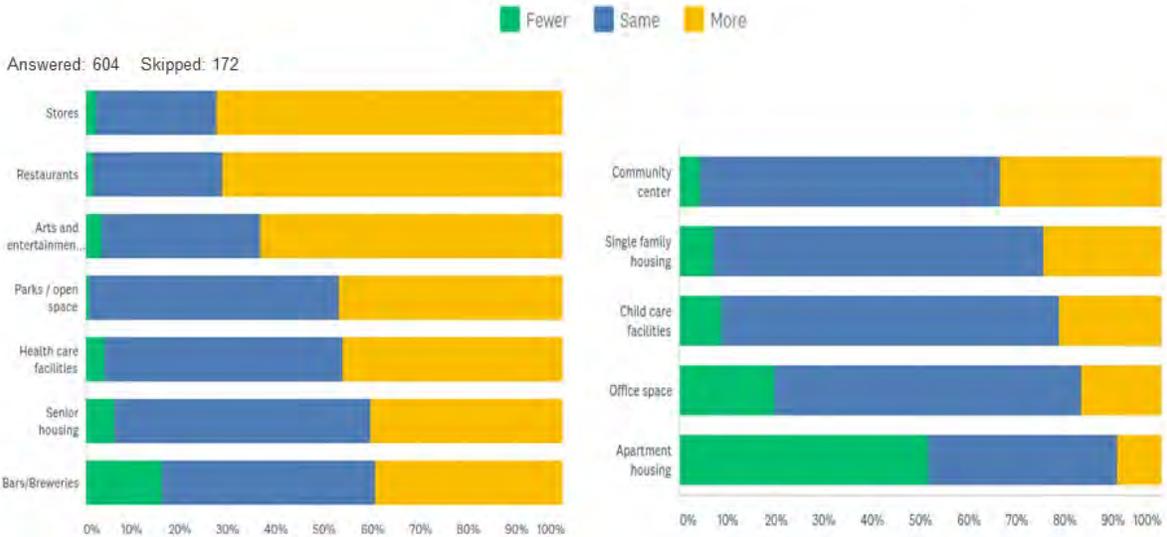
Q5: Rate the quality of each of the following attributes in the City of New Castle Continued:



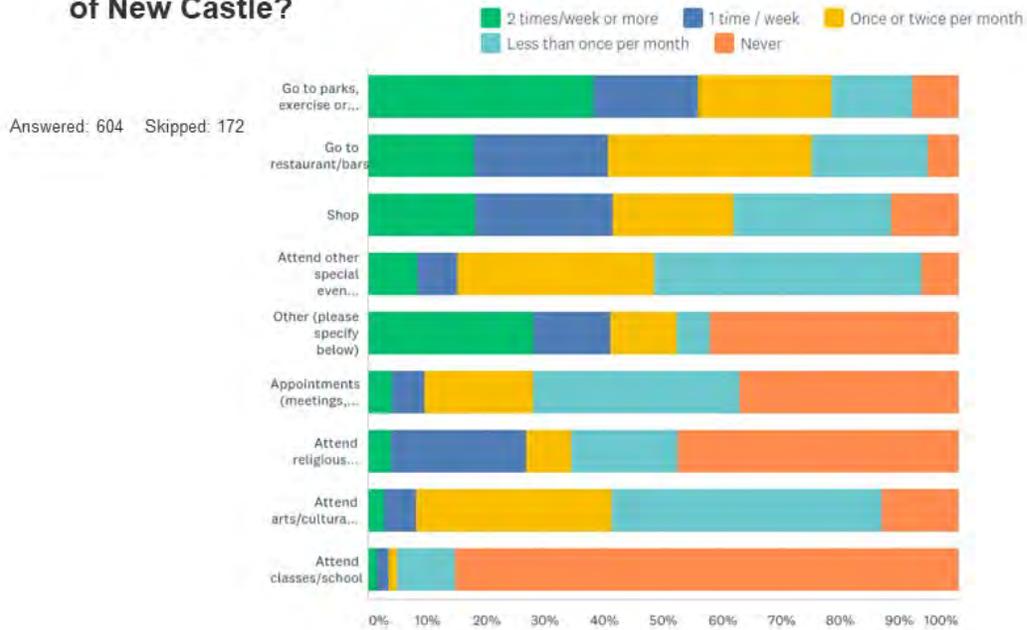
Q5: Rate the quality of each of the following attributes in the City of New Castle Continued:



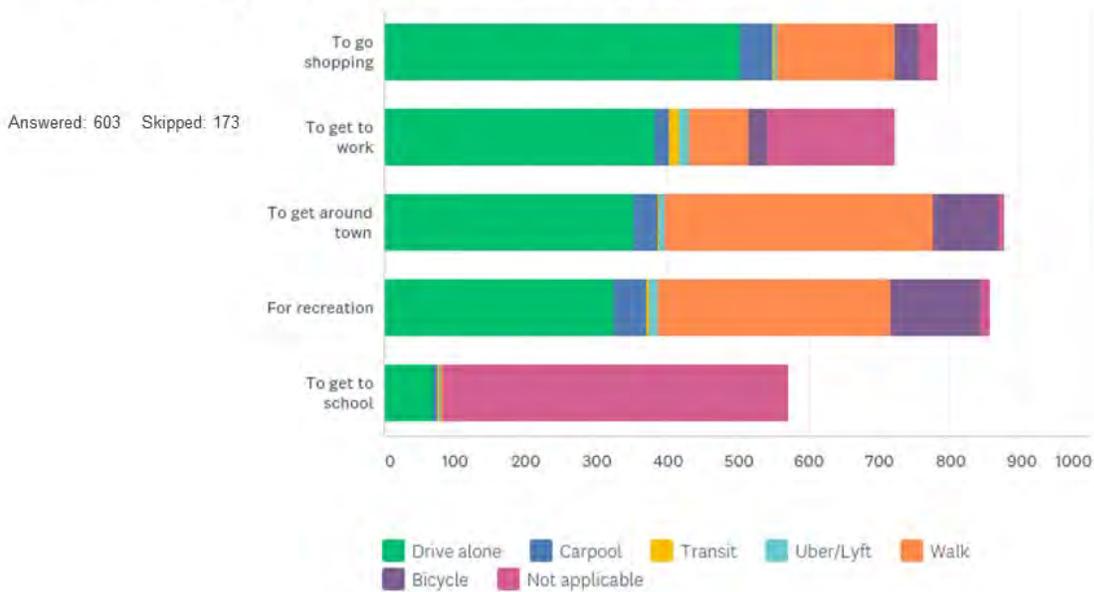
Q6: Would you like to see more, less, or about the same amount of the following land uses?



Q8: Approximately how often do you do the following activities in City of New Castle?

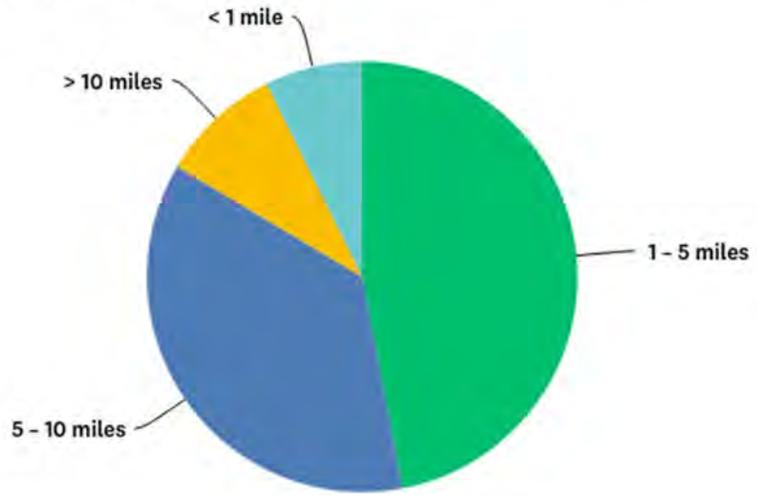


Q9: What types of transportation do you use?



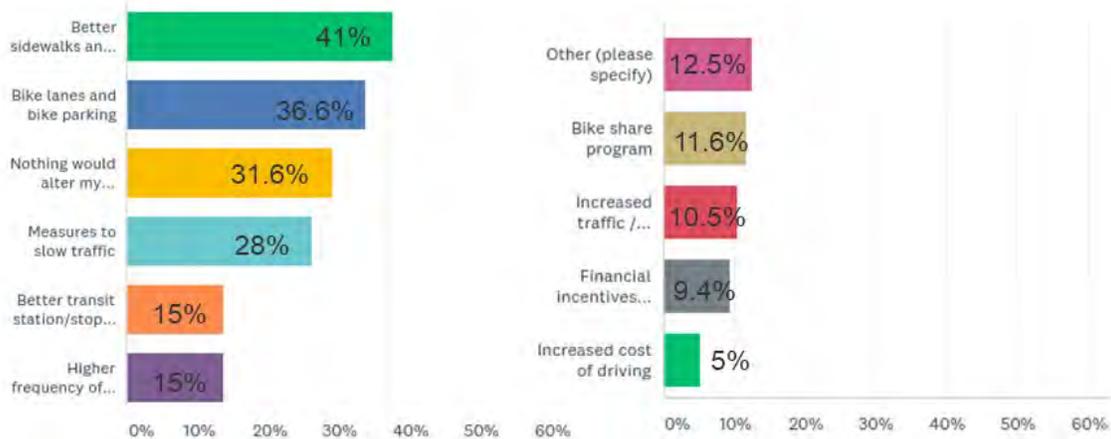
Q10: How far do you primarily go for groceries and/or day-to-day items (medicines, household needs, etc.)?

Answered: 602 Skipped: 174



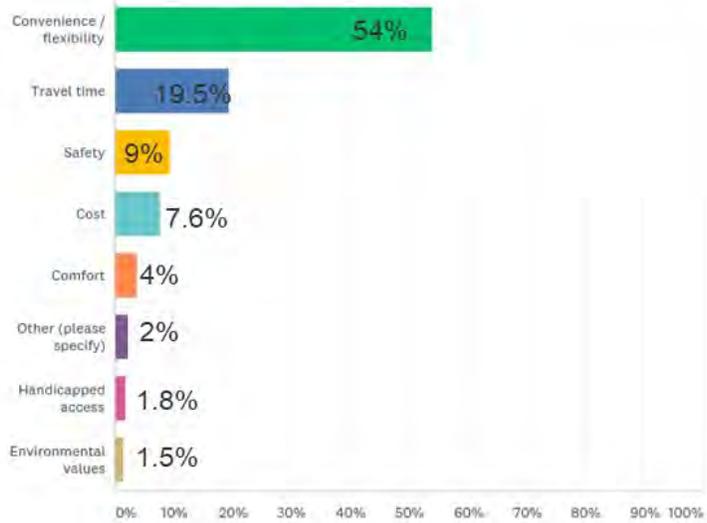
Q11: What would encourage you to walk, bike or take transit?

Answered: 582 Skipped: 194



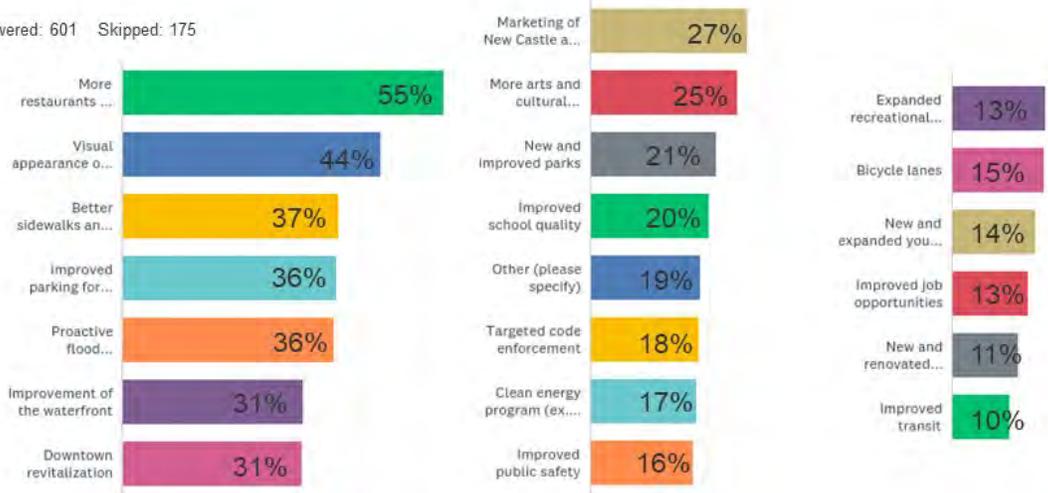
Q12: What's most important to you when choosing your means of transportation?

Answered: 599 Skipped: 177

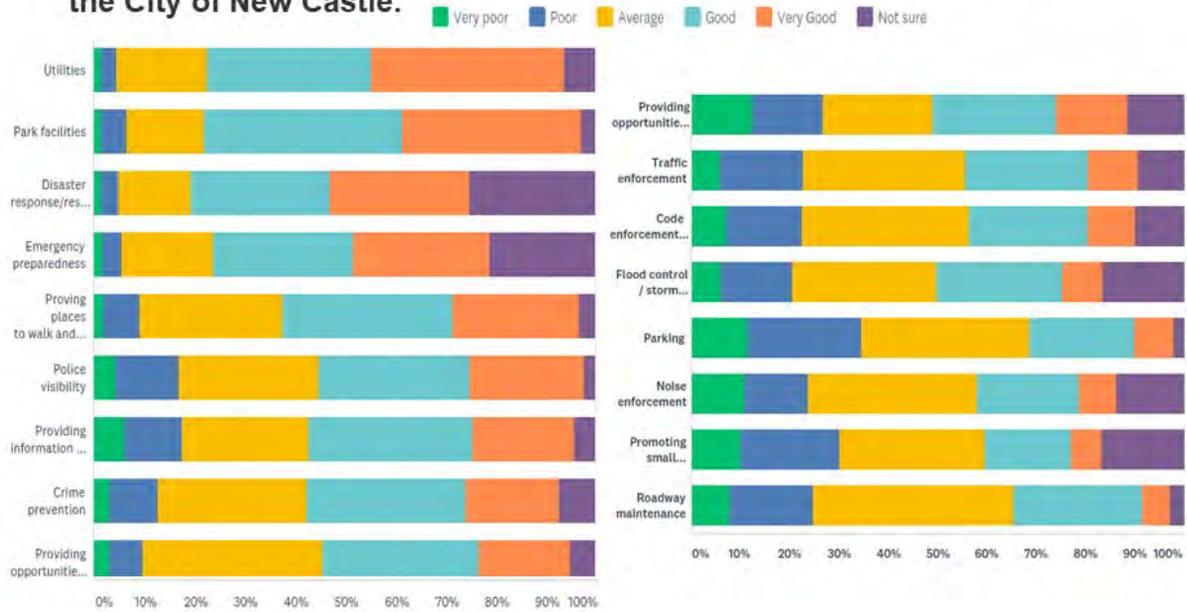


Q13: What improvements do you think would make the greatest impact on quality of life in City of New Castle?

Answered: 601 Skipped: 175

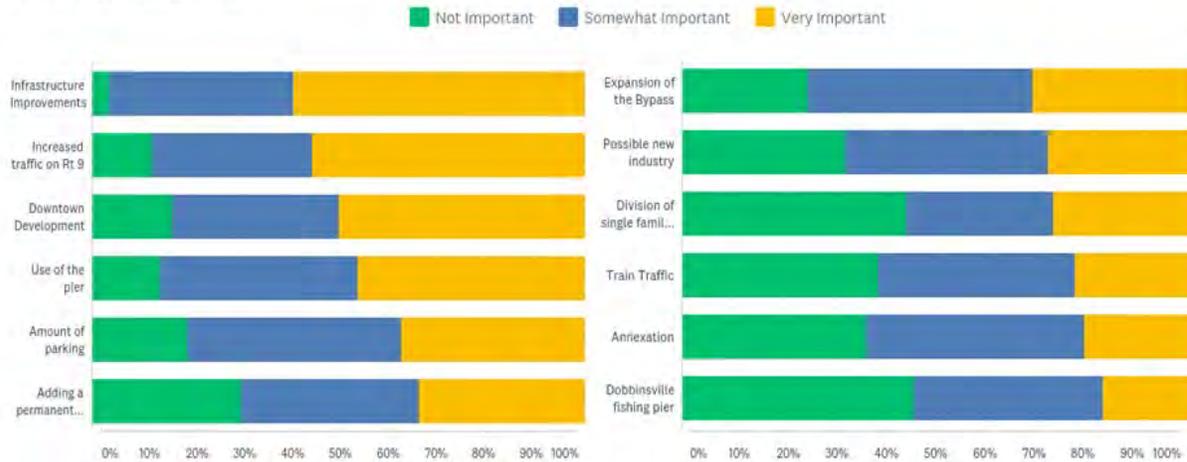


Q14: Rate the quality of each of the following services provided within the City of New Castle:



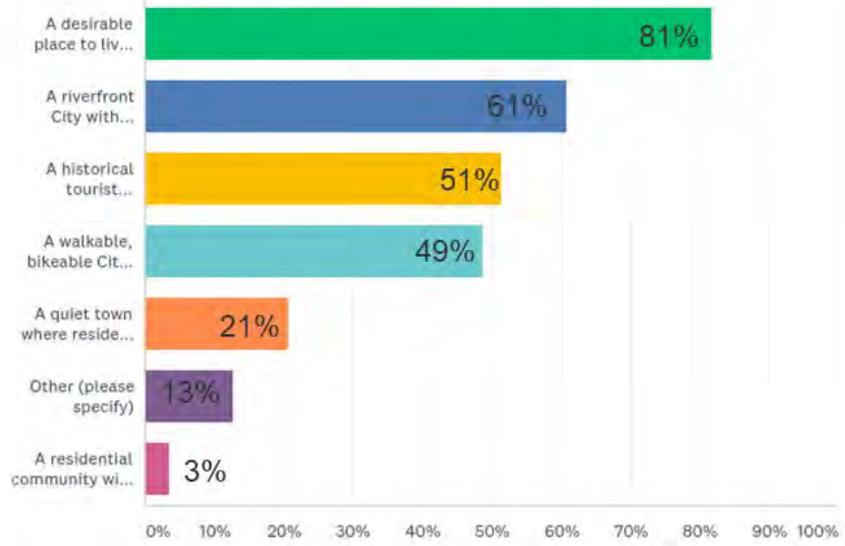
Q15: How important are these issues to you as a resident of the City of New Castle ?

Answered: 591 Skipped: 185



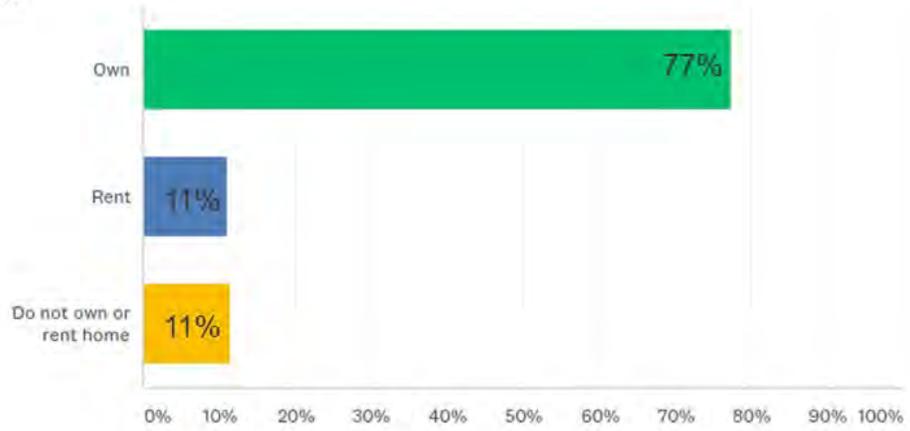
Q16: In 2029, what is your hopeful vision for the City of New Castle?

Answered: 602 Skipped: 174



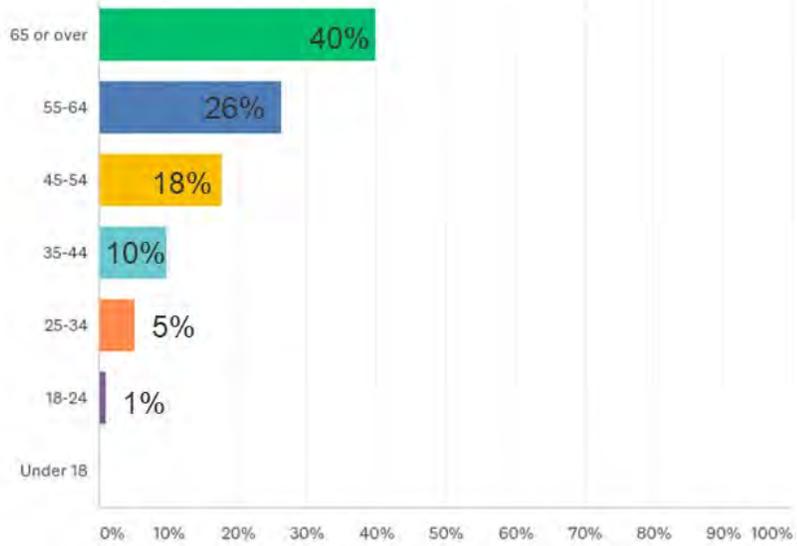
Q17: Do you or someone in your household own or rent your home in the City of New Castle?

Answered: 598 Skipped: 178



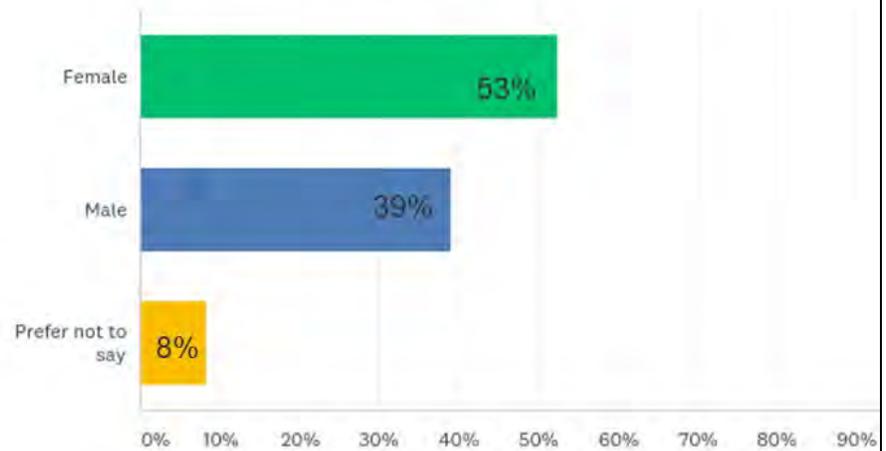
Q18: How old are you?

Answered: 596 Skipped: 180

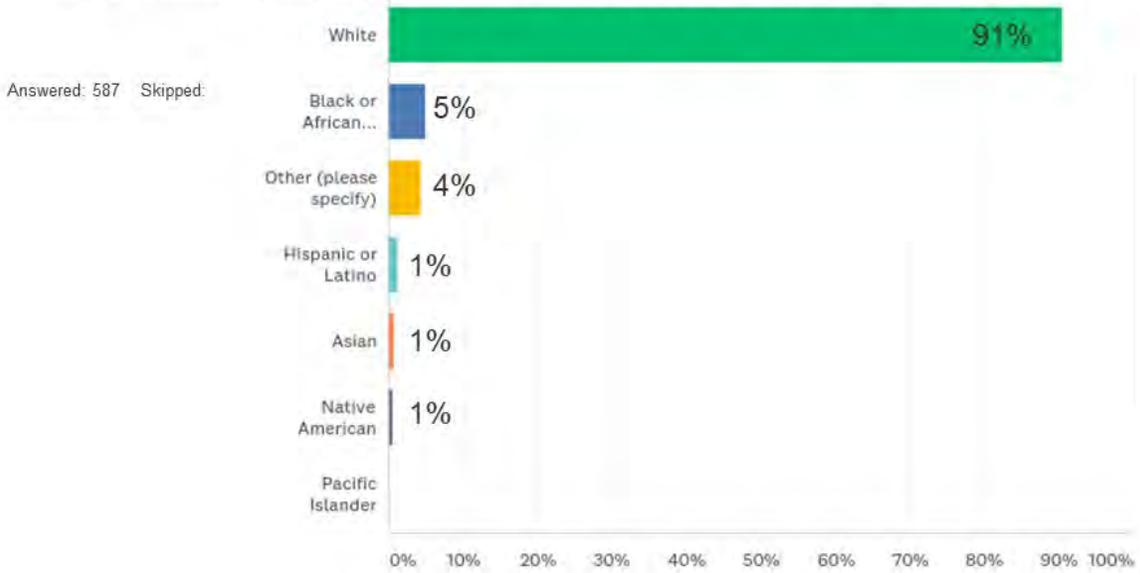


Q19: Which of the following best describes your gender?

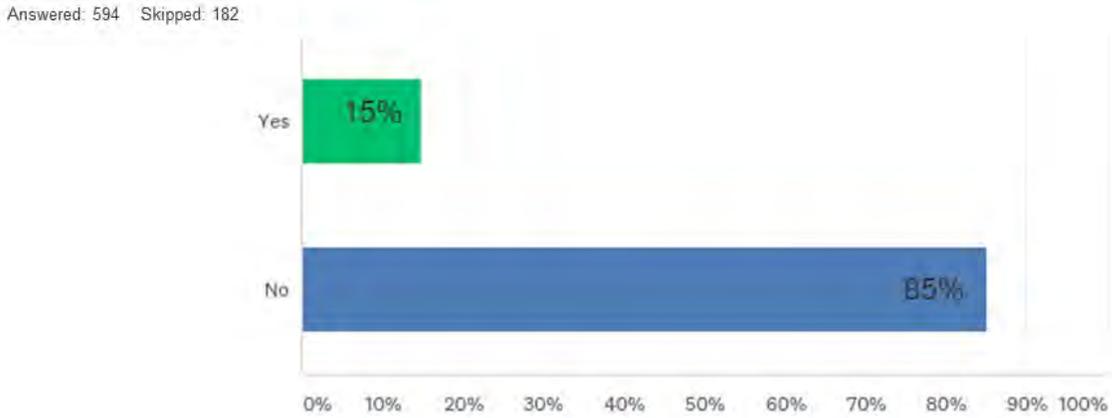
Answered: 601 Skipped: 175



Q20: Which of the following best describes your race or ethnicity?

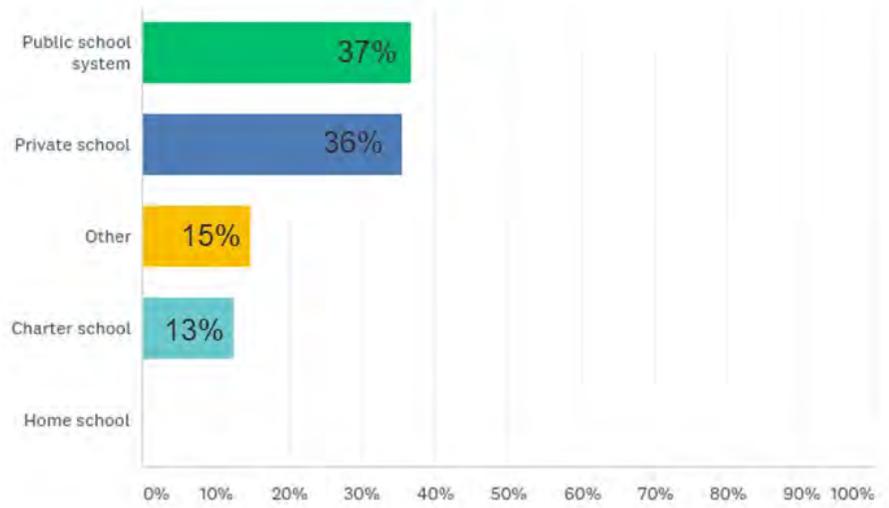


Q21: Do you have children under the age of 18 living at home with you?



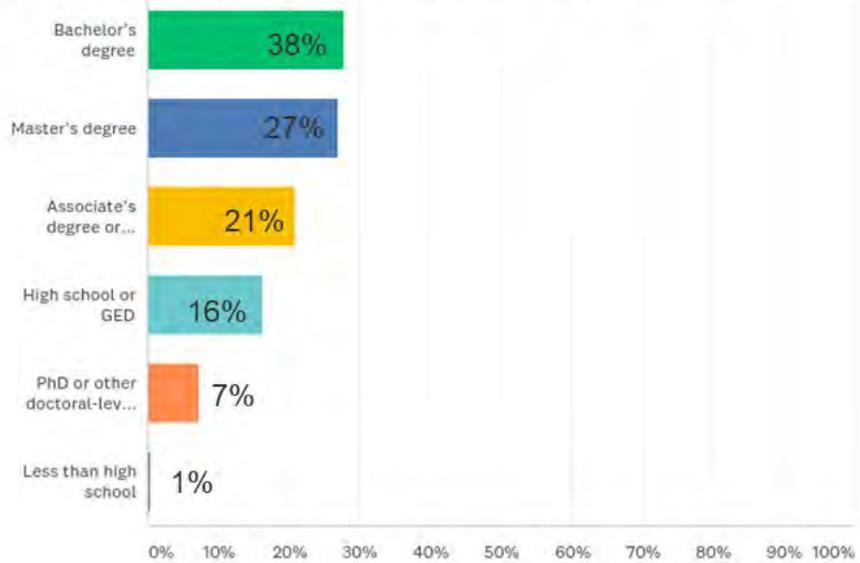
Q22: Are they enrolled in:

Answered: 87 Skipped: 689



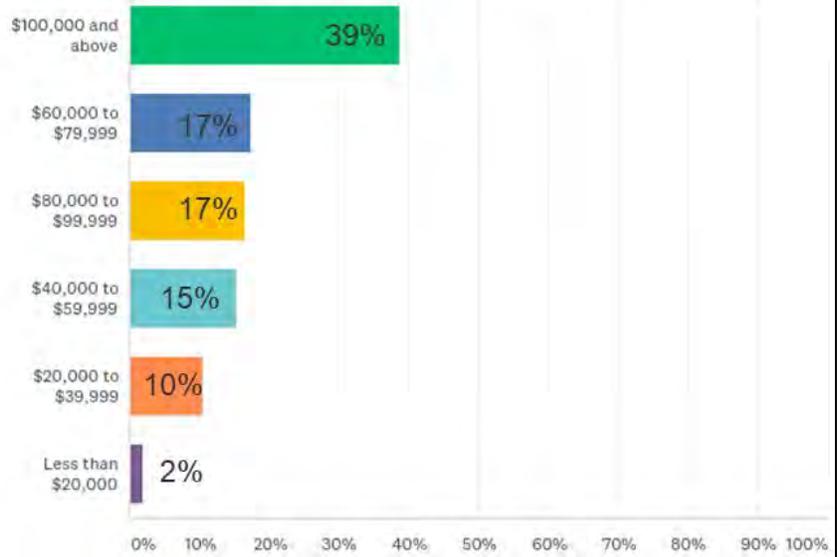
Q23: What is the highest level of education you have completed?

Answered: 591 Skipped: 185



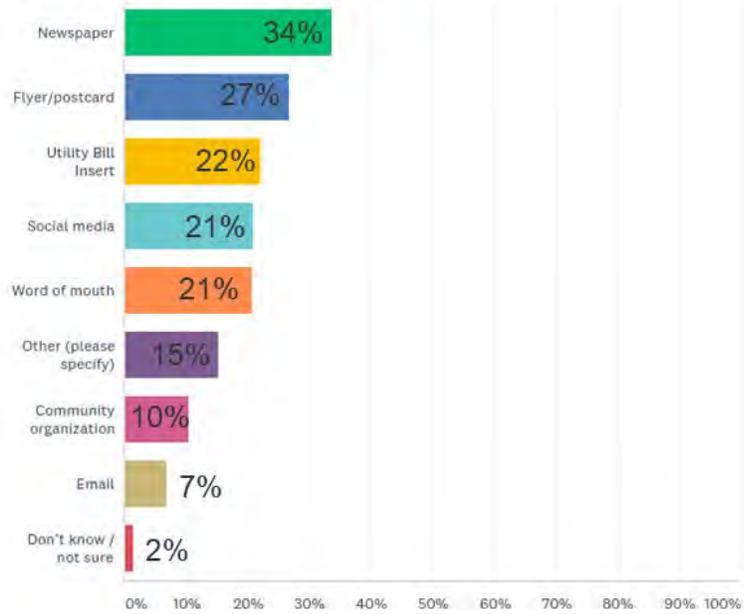
Q24: What is the total approximate income of your household?

Answered: 540 Skipped: 236



Q25: How did you hear about this survey?

Answered: 587 Skipped: 189



2. Community Public Participation Report



2019 Comprehensive Plan Public Participation Report

What's YOUR Vision?

Help shape the future of
the City of New Castle



The City of New Castle is updating its Comprehensive Plan.
Attend a public workshop and have YOUR say in the future!
Pick the location that is most convenient for you and stop by anytime.

April 29	April 30	May 1
Buttonwood School 111 Buttonwood Ave 6:30 PM - 8:00 PM	Carrie Downie School 1201 Delaware St 6:30 PM - 8:00 PM	New Castle Public Library 424 Delaware St 6:30 PM - 8:00 PM

For more information, please contact
Planning Commission at (302) 322-9801
or email pc@newcastlecity.com



Welcome

Comprehensive Plan Public Workshop

Your feedback will be used to develop a vision for the future and a guide for achieving the vision.

At least every ten years, the City of New Castle works with the community to develop a Comprehensive Plan. The Comprehensive Plan will translate the vision, hopes, and priorities of our residents and community members into a tangible and realistic guide for our community over the next 10 years. Your opinions and ideas will help shape this plan and create a unified vision for the future of the City of New Castle.

Please visit each of our six stations to share your concerns and ideas about the major elements of the plan.



April 29, 2019
Buttonwood School
8 Participants
 111 Buttonwood Avenue
 6:30 PM - 8:00 PM



2019 Comprehensive Plan Public Participation	
Buttonwood School	
29-Apr-19	
NAME	ADDRESS
Aritha Brown	24 William Penn Ct New Castle,
Rev. Aaron R. Moore	8 William Penn Square
Jacklyn Dunn	0 The Strand
Gail Levinson	318 South Street
DORSEY FISKE	26 EAST THIRD ST
Susan Orchard	134 E 2nd St
Suzanne Souder	60 W. 4th St
David Majewski, Jr	16 West 4th Fifth Street / Good Will Fire Company

April 30, 2019
Carrie Downie School
5 Participants
 1201 Delaware Street
 6:30 PM - 8:00 PM



2019 Comprehensive Plan Public Participation
 Carrie Downie School
 30-Apr-19

NAME	ADDRESS
DAWN KAGLEY	25 W 4th St., New Castle 19720
Roger Clark	17 " "
Dorsey Fisher	26 East Tenth St
Judy Smith	38 W 4th St
Alice Jarvis	15 the Strand

May 1, 2019
New Castle
Public Library
25 Participants
 1201 Delaware Street
 6:30 PM - 8:00 PM



2019 Comprehensive Plan Public Participation
New Castle Library
1-May-19

NAME	ADDRESS
Robert Parker	49 W. Third ST.
MARIANNE CAVEN	49 W Third ST.
Lisa Samson	18 the Strand
Edum Bal 2	" " "
Eris Sabatella	613 Cherry St.
Robert Sabatella	" " "
Cindy Snyder	500 Delaware St
John Lafferty	804 W 10TH ST
GLENN RILL	60 W 4TH ST
Fredrick Gillespie	24 W 4TH ST
Judith Baldini	419 South St
John W. & Beverly W. R	2 EAST THIRD STREET
Angela Marconi	521 Delaware St
Arlene Harris	301 Moore Ave.
Barbara Alfrey	203 Harmony St.
Mike Alfrey	203 Harmony St.
Phil Gross	301 MOORE AVE.
David Spivey	12 W 5TH ST
CAREY ROWLAND	120 THE STRAND
Sandra Taylor	29 William Penn
Sue Patton	30 E 6th
Joe Campbell	47 W 4th St
Joe Campbell	47 W 4th St
Don Briggs	32 E 4th St
Wendy Elliott	170 W. 8th St

Topic Board with Notes from Public Feedback Process

ENVIRONMENTAL SU

Including:

- **Sea level rise / flooding** (i.e. Are there locations where you are concerned about flooding? How do you address these concerns?)
- **Stormwater management and water quality** (i.e. Do you have concerns about stormwater runoff? How do you improve water quality? How do you address the negative impact of development on water quality?)
- **Open space** (i.e. Are there areas that should be protected as open space?)

The City of New Castle should be constructing an adequate berm to protect the city from sea level rise & storms

No more ~~development~~ development on marsh lands

WILMAPCO
www.wilmapco.org
Phone (302)737-6205 - Fax (302)737-9584
Toll free from Cecil County (888)808-7088

Share your ideas about future LAND USE

Including:

- **Housing / zoning** (i.e. How much additional housing, if any, should be planned for? What types of housing are most needed? Are there any areas of the City of New Castle that should have uses that are different from what they are today?)
- **Gateways / community character and design** (i.e. What community character should we be working towards in our neighborhoods and gateways?)
- **Historic / cultural resources** (i.e. How can we best preserve our historic and cultural resources?)

Land Use	Count
All new development should contribute to utilities and its expansion.	1
Only allow development of existing residential housing. Less rentals. Relook at some of HACs rules.	1
Put hold on all development and building projects for a period of 6 months or longer until the traffic and environmental issues can be resolved.	2
Preservation: No development in city green spaces. Moratorium on additional development of housing until impacts of current new projects can be evaluated.	
Discourage new construction in the flood plain.	1
Protect our wetlands.	1
Page 48 of the 2009 Comprehensive Plan refers to implementing 1999 Plan for Ferry Cutoff. Rezone now, grandfather existing building.	1
Historic area- consider putting electric and telephone lines underground. Install "faux" gas lights.	1
The area along Rte 9 at Collins Park is not a good gateway to historic New Castle. Not sure how to improve it.	1
Don't fire our public works people. What sort of town do you think this is?	1
# 2 priority.	1

Share your ideas about future ECONOMIC DEVELOPMENT

Including:

- **Jobs** (i.e. What types are most needed? How can we attract employers to New Castle?)
- **Retail & commerce** (i.e. What types of shops and businesses are most desired? Where should they be located? How can we encourage them to locate in these areas?)
- **Redevelopment** (i.e. Are there areas where redevelopment would promote a better economic future?)

Economic Development	Cou
New Castle should focus on tourism. This includes: Restaurants, Hotel accommodations, Eco and historic attractions, High end shops for tourists, antiques, clothing, and	7
Focus on specialized shops that will draw people from outside the City- locate them downtown/look for synergies between businesses	
Try to encourage a cluster of restaurants, of rare books, street art shops. We already have several of each. That would make NC a destination for those areas.	
Incentivize new businesses to enter the historic district. It increases quality of life for residents and creates options of tourist- restaurants, coffee shops, retail, etc.	
Facilitate small shops downtown to attract out of towners and locals- but for thing not easily accessible on Amazon	
Expand the vision of New Castle Commerce Zone for Ferry Cutoff shops- are extension of Downtown.	
Encourage appropriate use and development with onsite ample parking on parcels easily accessible- on South-4th and 6th-parts of w 7th- Wilmington Rd-office parks, shops, eateries, additional museums, not high rise or huge apt complexes. Improve retail opportunities in downtown. Repurpose buildings. Improve and create walkable sidewalks. Encourage promotion of NC, especially by City Government.	
If we make our town more beautiful (i.e. get rid of overhead electrical wires) more people will come visit, shop and move here.	1
Encourage more airlines to fly into New Castle airport. This was tried about 10 years ago but the publicity was terrible.	1
Redevelop brownfield areas, address abandoned areas/buildings.	1
In town the most likely businesses will be service (lawyers, financial planners, etc.) businesses because of lack of space in existing buildings	1

EconomicDevelopment	Count	
To attract more business to NC <u>eventually</u> start with a weekly Farmers Market by Billy Penn statue- crafts, food, greens, etc.	2	
To attract employers use/repurpose existing vacant space on Rte. 9- but not until traffic is better managed.		
Film Festival. Can we partner with the library? Local restaurants?	11	
Like above.		
Specialty Service Interactive retail (pottery, teaching cooking school)		
Health care providers, technology service companies.		
We have a lot of terrific shops and restaurants. How about health, yoga type studio ?		
Retail /Commerce Grocery airport Plaza; Bakery downtown		
Retail: More restaurants. A grocery store		
ALDI's		
Coffee/ice cream shop. Good restaurant i.e. like the old David Finney Inn. 7th street gateway. 8th and south at end of bike trail		
Environmental Restoration Research and application		
Small office park- on fringe- perhaps mixed with apartments		
We definitely do not need any more bars/taverns.	3	
PLEASE- <u>NO MORE TAVERNS</u> in the downtown!		
No more taverns in downtown- need more health and wellness.		
Try to buy a commemorative item of New Castle. There are none, even at the Arsenal. If you want something you have to buy a plate from Alice Jervis. I was told at the Arsenal that they have to send visitors to the Walgreens on 273 if they want to buy a mug. Stamp the branding on a mug or a baseball cap.	1	
<u>Part "A" street problem:</u> New Castle will never have good downtown business because Delaware St. is just receiving traffic from 1 direction. There is only in-turn around- go back traffic.	1	
<u>Part "B" street problem:</u> Bryn Mawr has a great downtown because the Main street has in-out traffic from both directions and a lot of cross streets. Bryn Mawr will always be more prosperous than New Castle in terms of business development.		
We need to keep outer City municipal workers working first. Add small general store in town but anything larger put outside town in existing spaces! No more water run off.	3	
Quaranta & Barthel: DO NOT FIRE OUR PUBLIC WORKS PEOPLE.		
Please <u>keep</u> our city workers picking up garbage, recycles, etc. They are wonderful.		

Share your ideas about future ENVIRONMENTAL SUSTAINABILITY

Including:

- **Sea level rise / flooding** (i.e. Are there locations where you are concerned about sea level rise or flooding? How can we address these concerns?)
- **Stormwater management and water quality** (i.e. Do you have concerns about stormwater management? How can we improve water quality? How should we reduce the negative impact of development and roads on water quality and flooding?)
- **Open space** (i.e. Are there locations that should be protected as open space?)

Environment	Count
City's first priority should be shoreline protection and flood management. Increase protection from rising water in low lying areas like Battery Park, Downtown, Bull Hill. We should plan now and establish funding.	5
City should be constructing an adequate berm to protect from sea level rise and storms.	1
Raise the dikes to the suggested heights.	1
Tell us exactly in inches, etc. how much the river has risen in the last 20,30,50,60 years.	1
Climate change response and leadership needed.	1
Preserve open space. Everything that is green or marshland/wetland. Make accessible for public enjoyment.	6
Protect Battery Park and Bull Hill. Keep it open and undeveloped.	2
Protect flood plain and wetlands from development. (Ex. Former Gambacortas site and south of Dobbinssville)	1
Protect all open/green space, riverfront lots and wetlands from development.	1
No paving / concrete put in any existing green space in proximity to the river.	1
Consider requiring developers to build artificial wetlands if filling in same 2:1 ratio.	1
Create maintenance schedule for cleaning out all wetland canals. Examples are the ones on either side of the Garrison to help stop street flooding at Rt 9 at 6th Street.	1
No 3rd Street Parking Lot. Creates environmental issues. Encroachment into the flood plain.	5
Develop new parking on fringes of historic district like Williamsburg.	1
Environmentally friendly trash cans that are trash receptacles and compactors and recyclables in park and town.	1

Environment	Count
Uniform 21st century garbage/recycling apparatus from Delaware St & South thru the park	1
Water quality has improved but impacts to groundwater in wells will continue to be a problem. MSC needs to plan for this.	1
Upstream ground water contamination will occur along with potential saltwater intrusion as sea levels rise.	1
Better stormwater management with improved street sewers and cleaning.	1
Improve stormwater management. Flash flooding by Carrie Downy & Washington Street happening more frequently.	1
More and better meadows.	1
Garrisons apartments and fill behind Senior Center should not have been approved.	1
Sleeve all old sewer crocks.	1
Advertise the town as a walking & bicycling destination. Execute Alice Jarvis' marketing plan.	1

Share your ideas about future QUALITY OF LIFE

Including:

- **Parks and recreation** (i.e. Are there locations that could use new or improved parks?)
- **Arts and culture** (i.e. What types are cultural resources would make New Castle a better place to live?)
- **Events and entertainment** (i.e. What types of community events would you like to see more or less of?)

Quality of Life	Count
Great job on arts, culture, events, and entertainment	13
Love our events and entertainment	
We need more community events of all residents.	
More venues for arts, music, and entertainment. Events that draw visitors and also enjoyable for residents. Brew Park.	
More cultural pop-up events with beer and music in town and surrounding communities. Our community can handle such events.	
Partner with Courthouse for more plays, concerts, etc. on their site- perhaps in museum	
Space for "pop-up" shows for artists.	
Work with Longwood to develop educational walk through within the marsh area outside of Battery Park.	
Summertime concerts in every neighborhood park.	
Encourage DE symphony to do concerts in the park. Have vendors in the park selling food.	
Interactive art studio. See studio in /Chestertown, MD. Rents use of Pottery Wheel/Glaze.	
Think about expanding Dining in the Street to a New Castle Branded event, not just a fund raiser.	
Provide electric powered shuttles (free) that circulate between museums and shopping and remote parking areas- especially during high volumes of visitors.	
Electric car charging on Market Street.	1
Get rid of the phone poles, overhead electrical wiring and put in appropriate lamp posts.	1
Get rid of cement planters that do not enhance historic district.	1

Quality of Life	Count
Christmas in New Castle is great the way it is.	4
DIONC not marketed so you can't expect home owners to go thru all the work and expense.	
Consider discontinuing.	
We have volunteer fatigue. Don't add more events. RiverRide & Dining in the Street are enough.	
Engage residents of the larger City of New Castle in the historic district.	
Add a joint use space with food, baked goods, beverages, and wine and beer that has tables in the center for people to gather and socialize. Small bands could also play there as well. Do we need so many ships coming to town?	4
Parks-continue to upgrade our small parks- not just Battery Park. Small parks serve residents- Battery Park is used by residents and tourist alike.	
On Banks Building site- do replica with bathroom and shower facilities for crews of Tall Ships.	
On the Banks Building site provide nice benches as a place for residents to chat and visitors to rest, perhaps covered to shelter from sun/rain.	
Restore Separation Day to family-friendly day-no admission- no alcohol bars at noon!	5
Free family access to Battery Park during Separation Day. Community arts center (visual arts, classes, etc.)	
Stop charging for entrance to Park on Separation Day. Charge the Vendors more if revenue needs to be collected.	
I agree. Stop charging entrance for Separation Day.	
What is currently good is Separation Day but get rid of the BBQ & charging people to get into the park.	
Don't fire our public works people. Talk to Quaranta and Barthel.	2
Keep Muni workers. Tree falls in N.C.?- Response under an hour. Tree falls in Newark?- response in 1-2 days.	

Share your ideas about future TRANSPORTATION

Including:

- **Connections between homes and destinations** (i.e. Do you have suggestions for new roads and walking/bicycling routes?)
- **Roads** (i.e. Do you have locations where you are concerned about travel safety or speeding traffic?)
- **Public transit** (i.e. Do you have ideas for better bus service in New Castle and to surrounding areas?)
- **Walking / bicycling** (i.e. Do you locations where you would like to see safer or more convenient pedestrian routes, or places where better street crossings are needed?)

Transportation	
Transportation	Count
Need to address the bottlenecks on 273 and rt. 9 especially at rush hour and Fridays in the 273 from rt.9 to 13 and rt. 9 through town have a lot of congestion especially in the summer. Needs to be looked at.	5
Congestion from Hares Corner through town and Ferry Cut off.	
Not sure of the solution but Route 9 at Ferry Cut off is very dangerous for pedestrians	
Change the signs for route 9 South to lead people down 13 then onto Rt. 9 instead of going through town. Bypass road?	
Widen Route 273 from Rt. 9 to rt. 13	5
Rt. 273 needs to be 4 lanes between Ferry Cutoff and Farmer's Market!	
I'd like to see us double the width of 273 road from Hares Corner through to the end of 141. Keep the whole route 4 lanes.	
Roads- Route 9/ New Castle Avenue @ Ferry Cutoff needs widening if possible.	
Roads: rt.273/ Frenchtown from Basin to Quigley Blvd needs widening. Too many daily	
Redo the intersection of ferry Cutoff & Rt. 9 (near ice cream coral)	3
Bypass Ferry Cutoff	
DelDot needs to provide a bypass for New Castle. Rt. 9 becomes incredibly clogged at rush hours. DelDot has for at least a decade been uncooperative with New Castle.	
Concern- 3rd Street is much too busy during Friday afternoon rush hours. It needs much more police protection. Tickets should be handed out for running the stop sign at Del. & 3rd.	4
Concern about traffic on Rt. 9 thru downtown.	
Delaware & Rt. 9-dangerous. 6th & Delaware intersection.	
Traffic on 6th is 10x worse than when I moved there 22 years ago! The noise is unbelievable! There's got to be a way to direct traffic to 273 and off 6th.	

Transportation	
Transportation	Count
Sidewalks from Dobbinsville to town.	4
Sidewalks from Dobbinsville to town. Improve crosswalk at Delaware and Ferry Cutoff.	
Fix & repave sidewalks & streets in Baldton area and catch basins	
Sidewalks coming on Rt.9	
New Construction of apartments will and has caused added traffic on rt. 273 and rt.9 No new development until these roads are widened to address traffic flow.	2
With all the building parking will be a problem. There needs to be better public transportation for all the people moving in. Otherwise, it will be gridlock.	
Direct street access to William Penn & Jacquette Square on Wilmington Road.	2
Change the direction of Market Street- from coming towards the City Square to coming from the City Square. People more likely to park on Market.	
Electric Car charging on Market street.	2
Install e-car charging system.	
Bicycle rentals in town (like in NYC and DC). Bike Tours.	2
More bike racks to lock your bike to in the town	
Need better pedestrian and bicycle connections between downtown and neighborhoods north of downtown (Buttonwood, Baldton, etc.,)	4
Walking/Biking trails connecting communities.	
We should focus on better walking cycling routes between New Castle's various communities.	
Great job on walking bicycling paths.	
Have a request sent to DART to erect a covered bus stop on Ferry Cutoff on a local route that DART feels appropriate.	1
Keep our public works people. When branch/tree blocks street, they respond in minutes.	1

Share your ideas about future OTHER ISSUES

Including:

- **Healthy communities** (i.e. How can we promote better access to healthy food, physical activity and medical services?)
- **Public safety** (i.e. Are there locations where you are concerned about crime in our community? How can we improve safety?)
- **Government services / infrastructure** (i.e. Are there any additional infrastructure or community services needs in New Castle?)

Other Issues	Count
Public Safety- Farmers Market area, Dobbinsville	5
More police patrols and presence	
Increase police force	
Gate the park at 3rd and South by 9 or 10 PM Do not contemplate parking lots adjacent to private homes or in areas that are not conducive to additional vehicular traffic. Make Pedestrian Safety Top Concern.	
Enforce stopping at Stop sign @ Del ST & E3rd. Discourage cars passing through NC. 6th ST should have a weight limit on vehicles. There is entirely too much truck traffic cutting	
Main Street	8
Transparency in City Government	
Elaborate on agenda when it involves a \$ amount	
On City website under Comp Plan say that Zoning codes defined in city code so people know where to look	
Who informs residents who don't pay attention to DNREC. Fire stands should be regulated, permits issued. Why are backyard fire allowed in NC? Develop ordinance to regulate upright fire pits. Air Quality, safety concerns ***** impact. Fire ban per DNREC direction.	
Develop strategy & then make provisions for electric cars. Note: Some residents are running extension cords from house across sidewalk to their car.	
Consider interface between light industrial/commercial & residential use. Specifically diesel repair shop on South ST causes fumes & soot on and in neighboring home.	
Clear written definition of Historic District, Battery Park.	

Other Issues	Count
Resources and sharing sidewalk repairs	
City Gov't & Trust work together to provide Financial assistance for sidewalk & other repairs to residents in financial need. Note: all of the City, not just historic area. Note: County Funds do not deal with sidewalks.	2
How about garbage recycling containers in strategic locations: parking lots. Also dog feces receptacles along the park because people don't pick it up and take it away in their cars.	
I agree people are unlikely to put a bag of dog doo I their cars to take home. We need trash cans at the main entrances to the park.	2
After school activity: Boys/Girls Club	
Community Center Boys/Girls club	
There are enough vacant buildings to think about a Boys & Girls center. I hear the kids have to go to the library. Can anything be done.	
Community Center large enough for Community Meetings	
Community Fitness Center. A dog park. Trash cans back in park.	
Job opportunities for locals	11
Fresh food markets needed in City	
Full grocery store Trader's Joe	
Add parking meter kiosks. Expand art events with music/wine.	
Dog Park	
Where is our dog park? I think we should have one- in the park or on the farm.	
The Municipal services Commission public works staff's great! Friendly helpful staff who look out for the residents. Keep the workers.	
Do not fire our public works people. What kind of people are u?	
Keep the city Municipal jobs	
Please do not fire & contract out this all important Public Works personnel!	5
We must retain our Public Works Department. We are fortunate in having one that addresses residents' issues. That would not be the case if it is contracted out.	
We do not need permanent parking lot on 3rd street to create more water run off and congestion.	1
"New Castle survives in spite of itself!" Will Creightton 1986	1

3. OSPC PLUS Review & City Comments



STATE OF DELAWARE
EXECUTIVE DEPARTMENT
OFFICE OF STATE PLANNING COORDINATION

May 20, 2020

William Barthel
City of New Castle
220 Delaware Street
New Castle, DE 19720

RE: PLUS review 2020-04-07; City of New Castle

Dear Mr. Barthel,

Thank you for meeting with State agency planners on April 22, 2020 to discuss the City of New Castle comprehensive plan. State agencies have reviewed the documents submitted and offer the following comments. Please note that changes to the plan, other than those suggested in this letter, could result in additional comments from the State. Additionally, these comments reflect only issues that are the responsibility of the agencies represented at the meeting.

Certification Comments –The following comments must be corrected before the plan can be reviewed for certification.

- No certification issues were identified during the PLUS meeting.

Recommendations: Our office strongly recommends that the Town consider these recommendations from the various State agencies as you review your plan for final approval.

Office of State Planning Coordination – Contact: Tricia Arndt 739-3090

- Consider including references to the Downtown Development District program incentives in the Housing goals and strategies section in Chapter 11.
- Demonstrate coordination with New Castle County during plan development and review, and share any issues and how they were addressed with the Office of State Planning Coordination.

122 Martin Luther King Jr. Blvd. South – Haslet Armory · Third Floor · Dover, DE 19901
Phone (302)739-3090 · Fax (302) 739-5661 · www.stateplanning.delaware.gov

Department of Transportation – Contact: Bill Brockenbrough 760-2109

- Consider moving the Streets Section (on pages 59 and 60), along with Goal 6-9 and Strategy 6-9 (both relating to street drainage) from Chapter 6 (Infrastructure) to Chapter 7 (Transportation).
- The discussion of Pedestrian Facilities on page 64 should be expanded to include the following points:
 - There should be more discussion on how to encourage sidewalk usage beyond simply providing sidewalk. Design, directness, and land use types can have negative and positive effects on sidewalk usage. Goal 10-1 on page 93 mentions that one must drive to obtain groceries. Locating a neighborhood grocery within the City would provide residents with a destination to which to walk.
 - There should be a discussion on why sidewalk development is needed that goes beyond simply stating developer requirements. The Plan should explain the purpose of having the required sidewalks.
 - A description is needed of how the City envisions sidewalk usage, and a vision of how sidewalk usage can be encouraged. Requiring developers to install sidewalks is essential but having sidewalks does not mean that residents will walk.
 - These discussions and descriptions could also reasonably be placed within the Land Use, Economic Development, and Housing chapters, respectively Chapters 4, 10 and 11, and carried through into the goals and strategies for those chapters. Specifically, in that regard, Strategy 4-4 on page 45 should include a sub-strategy of collaborating with DelDOT and DTC to improve sidewalk connections, street crossings, and bus stop amenities
- The discussion of Bus Transportation on page 65 should be expanded to address the following points:
 - In addition to Bus Route 15, Bus Route 51 now serves the City.
 - A better description is needed of connections provided by these routes with Wilmington and the Christiana Mall.
 - The Plan should discuss the effect transit service has had on New Castle and its residents.
 - There should be a description of how New Castle envisions public transit development, and this vision should be carried through into the goals and strategies.
- The discussion of the Delaware Bayshore Byway, which begins on page 66, should be updated to reflect the fact the Byway now extends to Lewes. The existing text on page

66 is acceptable as written but, minimally, the City should add a sentence to indicate that the Corridor Management Plan extension has identified 10 more destination zones and now extends to Lewes.

- There should be a goal and a strategy in Chapter 7 addressing byways. DelDOT recommends the following:

Goal: Use the two designated byway designations to support eco-tourism and resiliency planning efforts and to further foster transportation improvements identified which may include streetscapes and wayfinding efforts.

Strategy: Seek to have auto-tour signs for both the Bayshore and Tubman byways installed at northern and southern City limits.

- As a general comment, the goals should be visionary statements derived from the preceding text in the chapter and the strategies should be specific measures that the City intends to take to achieve the goals. For example, on page 70, Goal 7-4 could be shortened to “Pursue implementation of the recommendations for the Ferry Cut-off area in 1999 City of New Castle Transportation Plan prepared by WILMAPCO.” Much of the remaining text there could be moved to Strategy 7-4. Similarly, and also on page 70, Strategy 7-2(a) “Improve the multimodal transportation network, provide connectivity to communities and trails, enhance health and livability, reduce illegal truck traffic, and improve safety” reads like a goal.
- The survey questions in the Appendices need to be arranged by type and/or have references within the text; it was time consuming finding transportation questions. Some of the questions were cut at page breaks.
- On Map No. 7, Transportation, label the Bayshore and Tubman Byways with appropriate symbols to show where they pass through the town and to distinguish one byway from the other.

The Department of Natural Resources and Environmental Control – Contact: Michael Tholstrup 735-3480

Green Street (p. 59)

- DNREC reviewers support the inclusion of green street strategies, which improve water quality, overall resiliency, and recreation goals. If any assessments/calculations were completed during the Delaware Street green street project which illustrate stormwater and/or water quality improvements, they should be highlighted in the Plan.

Illicit Discharges and Connections to the Municipal Separate Storm Sewer System (p. 106)

- The City has taken many proactive steps to address their stormwater systems and flood control. It would be useful to cite and describe that work in the Comprehensive Plan, especially to highlight any recommendations of previous work. For example, the City’s work with the Resilient Communities Partnership made clear that flooding and sea level

rise is an imminent threat to the community and contained specific recommendations for infrastructure investments.

- In addition, the City should note their desire for incorporating stormwater management green infrastructure and Low Impact Development (LID) practices in their future development and growth plans. For instance, the sections covering the Gateway development projects should discuss the incorporation of these practices in the narrative.

Delaware Ecological Network- Map 3: Suggested Land Use

- According to Map 3: Suggested Land Use, the northeast portion of the city is mapped as light industrial/ office park. Two tax parcels within this designation (2102200002 and 1001600002) are mapped as a *core area* in the Delaware Ecological Network (DEN). DNREC reviewers recommend that these parcels, which are primarily wetland, be preserved as open space to maintain the functional role that the DEN plays to benefit wildlife and their habitats in Delaware. Below is a brief description of the DEN and reasons for protecting the lands within it. A reference map can be found here: <http://opendata.firstmap.delaware.gov/datasets/delaware-ecological-network>.
- **Concept:**
Using GIS analysis, the concept underlying the Delaware Ecological Network (DEN) is to link large blocks of ecologically significant natural areas with natural corridors (i.e. forest cover) that create an *interconnecting network of natural lands* across the landscape. These large natural areas can be more effective than small areas for protecting aquifers and watersheds, sustaining viable populations of forest species, and providing core habitat and escape-cover for a multitude of vertebrate species (Dramstad et al. 1996), and should be seen as a valuable component of life in Delaware.
- **Core Areas & Corridors:**
The DEN consists of *core areas* of high-quality habitat and *corridors* which connect them. Core areas contain naturally functioning ecosystems and provide high-quality habitat for native plants and animals. These core forest, wetland, and aquatic systems which contain relatively undisturbed forest, wetlands, and streams, are the nucleus of the ecological network. Corridors are linear features that link core areas together and allow the movement of wildlife and plant propagule between them. Overall, the main distinction between core areas and corridors is that core areas tend to provide better breeding habitat for animals thus perpetuating species survival.
- **Consequences of Fragmenting the DEN:**
When wildlife habitat and migration corridors are lost, normal ecosystem functions such as absorption of nutrients, recharging of water supplies, and replenishment of soil are disturbed or destroyed. When natural areas are converted to intensive human use, the population of species dependent on that habitat may decrease below the threshold needed for long-term persistence (Dramstad 1996).

Some generalist or ecotone (the transitional zone between two communities) species, like white-tailed deer and raccoons, can benefit from fragmentation. But according to Sorrell (1997), habitat loss and fragmentation are perhaps the greatest worldwide threat to forest wildlife and the primary cause of species extinction.

Fragmentation of formerly continuous habitat, especially by barriers such as roads and buildings, reduces patch sizes, increases the edge to interior ratio, and restricts the movement of animals and plant propagules (seeds, pollen, spores, vegetative offshoots, etc.; Forman and Godron 1986). Smaller, isolated patches are less able to support interior or wide-ranging species, are more prone to extinction from random natural disturbances, and are less likely to be recolonized (MacArthur and Wilson 1967, Dramstad 1996, Hanski 1997, Tilman and Lehman 1997, With and King 1999).

Sea Level Rise (p. 104)

- DNREC reviewers would like to see a section added to the draft Plan that frames the issue of climate change. The Sea level Rise section begins with a general discussion of climate change as the driving cause but does not address all three of the primary impacts of climate change that the State and the City of New Castle should be planning for.

Recommendation

- Draft a separate section that frames the impacts of Climate Change and discusses greenhouse gas mitigation and adaptation (resilience) strategies. See additional information below.

Climate Change

- Since the development of the City of New Castle's previous Comprehensive Plan, an enormous amount of data and information has become available regarding climate change and its impacts to Delaware and DNREC encourages you to utilize this information to make plans for New Castle's future.
- The comprehensive planning process is a unique opportunity to view all aspects of New Castle's future through a climate change lens to ensure that plans laid out today will be sustainable in the long term. DNREC recommends that the City's comprehensive plan consider climate change in each major plan component, but particularly in the Housing, Environment, Transportation and Water sections.
- Climate change will result in three primary impacts for the state and City of New Castle:
 1. **Sea Level Rise:** Sea level rise affects all tidal bodies of water, including the Delaware River which borders the length of downtown New Castle. Sea levels are anticipated to rise by 1.5 meters by the end of century, and as much as 0.6 meters (1.9 feet) by 2050. Sea level rise can lead to inundation of infrastructure and natural areas adjacent to waterbodies, water quality problems through saltwater intrusion into drinking water wells and wastewater treatment issues through rising water tables affecting septic systems.

2. **Increased Heavy Precipitation Events:** Climate change is expected to result in more frequent heavy precipitation events. This can lead to flooding, especially in areas with inadequately sized drainage infrastructure. This flooding can result in safety hazards, inaccessible roadways, travel delays, and damage to buildings or other infrastructure.
 3. **Rising temperatures.** Rising temperatures will result in a longer growing season, heat waves, and more days where it doesn't cool off at night. This has many implications for infrastructure and human health. Air conditioning systems in buildings may not be sized appropriately for increasing temperatures and shorter, milder winters can mean residents are dealing with more ticks and mosquitoes. Of particular concern are vulnerable populations (e.g. elderly, low-income and non-English speakers) who may not have access to air conditioning in the summer.
- Several towns throughout the state have incorporated climate change concerns into their comprehensive development plans and there are several good examples to follow. Perhaps the more useful is a recent report prepared by the UD Institute for Public Administration that details how climate change was incorporated into the City of Milford Comprehensive Plan and describes best practices for incorporating climate change into comp plans. It is available online: <http://www.ipa.udel.edu/publications/cccpd-2017.pdf>.
 - There is an incredible volume of information available about climate change impacts. The following is a short list of the most relevant and useful information for your comprehensive development plan efforts:
 1. Comprehensive information about climate change and climate impacts in Delaware can be found here: <https://dnrec.alpha.delaware.gov/energy-climate/climate-change/>
 2. The Delaware Climate Information Center provides links to a wide variety of resources that can be used to plan for sea level rise: <https://www.declimateinfo.org/>
 3. New sea level rise scenarios and maps are available. The maps provide inundation at 1-foot increments and the new scenarios provide improved information about sea level rise impacts mid-century. The report and links to maps can be found on the Delaware Geological Survey website: <http://www.dgs.udel.edu/projects/determination-future-sea-level-rise-planning-scenarios-delaware>
 4. The Delaware Sea Level Rise Vulnerability Assessment provides information about sea level rise impacts to infrastructure, natural resources and economy: <http://de.gov/slrva>.

5. Climate change impacts to human health are reviewed in the fall issue of the Delaware Journal of Public Health: https://issuu.com/dam-dpha/docs/djph_october2017

- In addition to preparing for the effects of climate change, the City of New Castle is also encouraged to help reduce the emissions of greenhouse gases that are the root cause of climate change. Often, strategies to reduce greenhouse gas emissions can also save money and improve public health. Incorporating electric vehicles into the City's fleet would reduce tailpipe emissions and save money. Providing electric vehicle charging stations incentivizes electric vehicle drivers to work, visit and play in downtown areas. Weatherizing homes and deploying energy efficiency measures help cut energy costs and makes homes and workspaces more comfortable for occupants.

Some of these strategies have been included in the draft Plan (p. 104). Please correct the misspelled links and add the additional resources listed below.

- Sustainable Communities- www.de.gov/sustainablecommunities
- Clean Transportation- Electric cars, propane and natural gas vehicles, and bi-fuel vehicles are driven by Delawareans across all three counties, and more hit the road in the US every day. DNREC offers funding to support this crucial strategy in lowering our greenhouse gases and meeting the challenge of climate change. www.de.gov/cleantransportation
- Energy Efficiency Investment Fund- DNREC offers grants to help commercial and industrial customers replace aging, inefficient equipment and systems with energy efficient alternatives. www.de.gov/eeif
- Weatherization Assistance Program- DNREC offers free weatherization assistance to help establish comfortable, energy-saving homes, cutting energy bills by weatherproofing and improving the energy efficiency. www.de.gov/wap
- Green Energy Program- DNREC offers several different types of renewable "green" energy funding programs from the state's major electric utility providers. www.de.gov/greenenergy
- The City may also wish to consider additional opportunities for grant funding and technical assistance for planning activities. DNREC offers grant funding for sustainability and climate change planning through the Sustainable Communities Planning Grant Program. The Grant program provides funding for local governments to develop a long-term plan to address climate change and/or sustainability.
- DNREC staff is always available to assist and would be happy to meet with City staff and its consultants to discuss climate change vulnerabilities in the City and greenhouse gas reduction strategies.

Route 9 Corridor Master Plan (p. 68)

- A reference is made to DNREC’s detection of a heavy presence of dust in the northern area of the corridor, and that DNREC is leading a study to better understand pollution there and its potential public health and welfare impacts.
- The Dust Study was focused on the Eden Park Community as a result of numerous citizens’ complaints surrounding the operations at Diamond Materials. The study was concluded in late 2018 with the final report submitted to DNREC Secretary Garvin for review/approval.

Recommendation

- DNREC reviewers suggest that the referenced statement could be modified to reflect that the study has been completed, and the report is pending final approval by the Office of the Secretary.

Coastal Training Program (p. 105)

- The Pre-Update PLUS comments referred to this paragraph under the heading of Coastal Training Program however, it is discussing the Resilient and Sustainable Communities League (RASCL) not the Coastal Training Program. These organizations should be separated in the Plan text. RASCL has also expanded its member organizations to include non-profits and institutes of higher education (see www.derascl.org).
- A separate paragraph should discuss the Coastal Training Program and it’s many opportunities to learn about coastal hazards, climate change, and planning (<https://dnrec.alpha.delaware.gov/coastal-programs/planning-training/coastal-training/>).

Chapter 12 Environmental Protection

- River-based recreation and commerce is at the heart of New Castle’s identity and clean surface water as an amenity should be a key component of the Plan. The draft Plan currently describes water quality in relation to the City’s drinking water and its management of point source pollution, through a NPDES permit. Below is a general description of the Army Creek watershed, Delaware’s nutrient reduction goals, and best management practices designed to achieve those goals for use in crafting language in the plan to address water quality.
- Under Section 303(d) of the 1972 Federal Clean Water Act (CWA), states are required to identify all impaired waters and establish total maximum daily loads to restore their beneficial uses (e.g., swimming, fishing, drinking water, and shellfish harvesting). A Total Maximum Daily Load (TMDL) defines the amount of a given pollutant that may be discharged to a waterbody from all point, nonpoint, and natural background sources, thus enabling that waterbody to meet or attain all applicable water quality criteria in the State of Delaware’s Water Quality Standards (e.g., nutrient/bacteria concentrations, dissolved oxygen, and temperature). A TMDL may also include a reasonable margin of safety to

account for uncertainties regarding the relationship between mass loading and resulting water quality.

- In simple terms, a TMDL matches the strength, location and timing of pollution sources within a watershed with the inherent ability of the receiving water to assimilate that pollutant without adverse impact. The specific TMDL nutrient and bacterial load reductions for the Army Creek watershed (the watershed bounding the southern one third of the City of New Castle’s municipal boundary) are displayed in table 1.

Delaware River & Bay drainage	N	P	Bacteria
Army Creek watershed	40%	40%	37%

Table 1: TMDL reduction requirements for Army Creek Watershed

Goals and Strategies (p. 108)

- The following best management practices are designed to improve water quality in the region based on the State of Delaware’s water quality goals:
 - a) Development proposals should include a copy of the site plan showing the extent of State-regulated wetlands and depict all streams and ditches which are jurisdictional pursuant to the Subaqueous Lands Act (7 Del. C., Chapter 72).
 - b) Establish a 100-foot upland buffer width from all wetlands or waterbodies, including ditches, where practicable.
 - c) Development proposals should include an impervious surface mitigation plan (compatible with source water protection: excellent recharge and well-head protection), specifically considering the use of pervious paving materials in all parking areas for all projects with 20% or more total post-development surface imperviousness. For developments with post-development surface imperviousness of 50% or more, DNREC suggests that at least half of the area(s) of total imperviousness contain pervious paving materials as an alternative to conventional paving materials.
 - d) Structural best management practices such as open-water storm water treatment structures and natural areas containing regulated wetlands should be excluded from the calculation of open space requirements.
 - e) Consider the use of nature-based infrastructure in stormwater management, whenever practicable.
 - f) Development proposals should include the project’s TMDL nutrient and bacteria loading rates at the preliminary project design phase of development. Both the Nutrient Load Assessment protocol and the Chesapeake Bay program model are tools that have been developed to assess changes in

nutrient loading (e.g., nitrogen and phosphorus), thus providing governmental entities with quantitative information about the project's impacts on baseline water quality and help them design and implement the most environmentally-effective practices. The Chesapeake Bay program model can be found here: <http://cast.chesapeakebay.net/Documentation/ModelDocumentation>

Edits and Clarifications

- (p. 57) "New Castle County provides wastewater [treatment] throughout various Sewer Service Districts"

State Historic Preservation Office – Contact: Carlton Hall 302-736-7400

- The City's Historic and Cultural Resources Plan, with the previous strategies and goals, should be modified as strategies are carried out. The updated plan should outline the accomplishments of the previous plan and provide new strategies for the next planning period. The City of New Castle should mention that they have been a Certified Local Government (CLG) since 2016 and received a grant-funding from the CLG program, in 2018 the City produced a Supplement to the Historic Area Commission's Design Guidelines and Standards. The Supplement provides graphic clarification of the concepts and terms used in the Guidelines. The Supplement should be mentioned in the Comp Plan and linked on the City's webpage.
- With funding from the CLG program, in 2019 the City held a one-day training session provided by the National Association of Preservation Commissions (NAPC) through the Commission Assistance and Mentoring Program (CAMP). The purpose was to provide members of the Historic Area Commission, as well as other city commissions and elected officials, with a better understanding of the challenges of development pressures in the historic area, and the tools and legal framework within which HAC operates. Were there any takeaways from the training that are now reflected in the Comprehensive Plan's goals?
- The Delaware State Historic Preservation Office (SHPO) supports the City of New Castle's goals and actions in their Comprehensive Plan update. The City's history and commitment to preserving its historic buildings and character are included. The Delaware SHPO strongly supports its efforts to integrate the surrounding neighborhoods better with the downtown historic district, using pedestrian-friendly design, high standards of urban design and redevelopment, and mixed-use zoning.
- Our agency would be happy to continue our long-standing relationship with the City of New Castle and help in any way we can with technical assistance and support.
- If there are any questions, inquiries, or concerns, feel free to contact the Delaware State Historic Preservation Office for assistance at 302-736-7400.
- Note also that the new statewide historic preservation plan, Partners in Preservation: Planning for the Future, Delaware's Historic Preservation Plan 2018-2022, is now available online at: <https://history.delaware.gov/pdfs/2018-2022DelawareSHPOPlan.pdf> (single-page version for printing also available). The new plan emphasizes partnering to

achieve common goals and connecting with other planning efforts. The Delaware SHPO encourages all municipalities to consider how the goals, strategies and actions outlined in the new plan may support and be coordinated with their local planning efforts.

State Housing Authority – Contact: Jonathan Adkins-Taswell 739-4263

Overall, this is a well thought out Plan with an appropriate housing analysis that addresses housing issues pertinent to the City of New Castle.

- The City of New Castle has a history of providing a balance of housing options for its residents and DSHA Supports the City’s stance to keep the average housing prices at an affordable level and provide a mix of housing choices for the future.
- DSHA endorses the City’s goals for housing and applaud New Castle’s efforts for taking into consideration resident concerns regarding housing. Specifically, DSHA supports the strategy to Increase Affordable opportunities for home ownership and rehab aging housing stock. In particular, DSHA supports the housing recommended action to adopt a new zoning that increase the multi –family density to promote more affordable rental options.
- DSHA supports the Town’s efforts in preparing urban design standards to ensure new development is architecturally compatible, pedestrian oriented and socially connects the historic center with surrounding neighborhoods.

Delaware Transit Corporation (DTC) – Contact: Jared Kauffman 576-6062

- Sidewalk section needs more discussion
 - There needs more of a discussion on how to encourage sidewalk usage than simply providing sidewalk, because design, directness, and land use types can have negative and positive encouragement on sidewalk usage. This concept is alluded to in G10-1.
 - There needs to be a discussion on why sidewalk development is needed that goes beyond simply stating developer requirements.
 - A description is needed of how the city envisions sidewalk usage, and a vision of how sidewalk usage can be encouraged outside of simply providing infrastructure improvements
 - These discussions and descriptions should also be placed within the land use, economic development, and housing sections, which are then carried through into their respective goals and strategies.
 - S4-4 should include the goal of collaborating with DeIDOT and DTC to improve sidewalk connections and crossings, and bus stop amenities
- The public transit section needs updated
 - The Route 51 is now operating on the north side of New Castle
 - This includes updating the description on pages 34 and 35 to include the Route 51
 - A better description is needed of connections with Wilmington and the Christiana Mall
 - It would be good to understand the effect transit service has had on New Castle and its residents
 - There needs to be a description of how New Castle envisions public transit development, which is carried through into the goals and strategies.
- Some transportation strategies read like goals, for example S7-2 (a).

- Survey questions need to be arranged by type and/or have references within the text; it was time consuming finding transportation questions. Some of the questions were cut at page breaks.

Approval Procedures:

- Once all edits, changes and corrections have been made to the Plan, please submit the completed document (text and maps) to our office for review. **Your PLUS response letter should accompany this submission.** Also include documentation about the public review process. In addition, please include documentation that the plan has been sent to other jurisdictions for review and comment, and include any comments received and your response to them. Substantial changes to this draft could warrant another PLUS review.
- Our office will require a maximum of 20 working days to complete this review.
 - If our review determines that the revisions have adequately addressed all certification items (if applicable), we will forward you a letter to this effect.
 - If there are outstanding items, we will document them in a letter and ask the town to resubmit the plan once the items are addressed. Once all items are addressed, we will send you the letter as described above.
- Once you receive our letter stating that all certification items (if applicable) have been addressed, the Planning Commission and Council should adopt the plan pending State certification. We strongly recommend that your Council adopt the plan by ordinance. The ordinance should be written so that the plan will go into effect upon receipt of the certification letter from the Governor.
- Send our office a copy of the adopted plan along with the ordinance (or other documentation) that formally adopts your plan. We will forward these materials to the Governor for his consideration.
- At his discretion, the Governor will issue a certification letter to your Town.
- Once you receive your certification letter, please forward two (2) bound paper copies and one electronic copy of your plan to our office for our records.

Thank you for the opportunity to review this Comprehensive Plan. If you have any questions, please contact me at 302-739-3090.

Sincerely,



Constance C. Holland, AICP
Director, Office of State Planning Coordination

CITY OF NEW CASTLE DRAFT 2020 COMPREHENSIVE DEVELOPMENT PLAN
Office of State Planning Coordination PLUS Comments Dated May 20, 2020

Planning Commission Action Items and Recommendations for Execution (6/22/2020 Virtual Meeting)

ITEM #	PAGE	COMMENT	ACTION
1	1	Consider including references to the Downtown Development District program incentives in the Housing goals and strategies section in Chapter 11.	<i>Added separate Section titled "Downtown Development District" in Chapter 10 Economic Development. Added New Goal #5 and Strategy #5 in Chapter 11 Housing regarding the continuation of housing incentives in the DDD.</i>
2	1	Demonstrate coordination with New Castle County during plan development and review, and share any issues and how they were addressed with the Office of State Planning Coordination.	<i>Provide additional language regarding the draft plan invitation to comment to WILMAPCO, Wilmington & City of New Castle. Updated Chapter 1 under Intergovernmental Coordination.</i>
3	2	Consider moving the Streets Section (on pages 59 and 60), along with Goal 6-9 and Strategy 6-9 (both relating to street drainage) from Chapter 6 (Infrastructure) to Chapter 7 (Transportation)	<i>Street section and goals moved from Chapter 6 Infrastructure to Chapter 7 Transportation. Modified Goal 6-9 & Strategy 6-9. Added Goal 7-7 & Strategy 7-6.</i>
4	2	The discussion of Pedestrian Facilities on page 64 should be expanded to include the following points: <ul style="list-style-type: none"> • There should be more discussion on how to encourage sidewalk usage beyond simply providing sidewalk. Design, directness, and land use types can have negative and positive effects on sidewalk usage. Goal 10-1 on page 93 mentions that one must drive to obtain groceries. Locating a neighborhood grocery within the City would provide residents with a destination to which to walk. There should be a discussion on why sidewalk development is needed that goes beyond simply stating developer requirements. The Plan should explain the purpose of having the required sidewalks. • A description is needed of how the City envisions sidewalk usage, and a vision of how sidewalk usage can be encouraged. Requiring developers to install sidewalks is essential but having sidewalks does not mean that residents will walk. These discussions and descriptions could also reasonably be placed within the Land Use, Economic Development, and Housing chapters, respectively Chapters 4, 10 and 11, and carried through into the goals and strategies for those chapters. Specifically, in that regard, Strategy 4-4 on page 45 should include a sub-strategy of collaborating with DelDOT and DTC to improve sidewalk connections, street crossings, and bus stop amenities 	<i>Updated Chapter 7 Transportation, Modes of Transportation, Pedestrian Facilities. Added language regarding the importance and purpose of safe pedestrian accessibility throughout the City.</i> <i>Added Strategy S7-1 (e) to include collaborating with DelDOT, New Castle County and DTC to improve sidewalk connections, street crossings, and bus stop amenities in and around the City.</i> <i>This City understands several goals can be beneficial for multiple Chapter topics; however, they are not repeated throughout the document since they are included already and will be considered with future implementation areas.</i>
5	2	The discussion of Bus Transportation on page 65 should be expanded to address the following points: <ul style="list-style-type: none"> • In addition to Bus Route 15, Bus Route 51 now serves the City. 	<i>Provide additional language to include in Chapter 7, Modes of Transportation, Bus Transportation to include and</i>

		<ul style="list-style-type: none"> • A better description is needed of connections provided by these routes with Wilmington and the Christiana Mall. • The Plan should discuss the effect transit service has had on New Castle and its residents. • There should be a description of how New Castle envisions public transit development, and this vision should be carried through into the goals and strategies. 	<p><i>further described the two bus routes in the City, history of DART and the website link for current information.</i></p> <p><i>Created a new Goal G7-7 & Strategy S7-7 supporting public transit and DTC.</i></p>
6	2/3	The discussion of the Delaware Bayshore Byway, which begins on page 66, should be updated to reflect the fact the Byway now extends to Lewes. The existing text on page 66 is acceptable as written but, minimally, the City should add a sentence to indicate that the Corridor Management Plan extension has identified 10 more destination zones and now extends to Lewes.	<i>Separated the Byways out in a new Section titled "Delaware Byways" within Chapter 7, Delaware Byways. Reflected information in the recently approved 2020 Bayshore Corridor Management Plan adopted June 1, 2020. Also updated the Harriet Tubman Underground Railroad Byway information.</i>
7	3	There should be a goal and a strategy in Chapter 7 addressing byways. DelDOT recommends the following: Goal: Use the two designated byway designations to support eco-tourism and resiliency planning efforts and to further foster transportation improvements identified which may include streetscapes and wayfinding efforts. Strategy: Seek to have auto-tour signs for both the Bayshore and Tubman byways installed at northern and southern City limits.	<i>Added Goal 7-8 and Strategy 7-8. Provided additional language with the recommended goal and strategy information provided.</i>
8	3	As a general comment, the goals should be visionary statements derived from the preceding text in the chapter and the strategies should be specific measures that the City intends to take to achieve the goals. For example, on page 70, Goal 7-4 could be shortened to "Pursue implementation of the recommendations for the Ferry Cut-off area in 1999 City of New Castle Transportation Plan prepared by WILMAPCO." Much of the remaining text there could be moved to Strategy 7-4. Similarly, and also on page 70, Strategy 7-2(a) "Improve the multimodal transportation network, provide connectivity to communities and trails, enhance health and livability, reduce illegal truck traffic, and improve safety" reads like a goal.	<i>Shortened Goals 7-4 as stated and Strategy 7-4 covers the remaining items. Removed Strategy 7-2 (a) and added as Goal G7-9 and Strategy 7-9 a & b.</i>
9	3	The survey questions in the Appendices need to be arranged by type and/or have references within the text; it was time consuming finding transportation questions. Some of the questions were cut at page breaks.	<i>Images from the presentation have been inserted without cutoffs in the Appendix.</i>
10	3	On Map No. 7, Transportation, label the Bayshore and Tubman Byways with appropriate symbols to show where they pass through the town and to distinguish one byway from the other.	<i>Updated Map No 7 to include both Byways.</i>
11	3	Green Street - DNREC reviewers support the inclusion of green street strategies, which improve water quality, overall resiliency, and recreation goals. If any assessments/calculations were completed during the Delaware Street green street project (pg 59) which illustrate stormwater and/or water quality improvements, they should be highlighted in the Plan.	<i>Updated the Delaware Street section under "Streets" with available public project presentation information.</i>
12	3/4	Illicit Discharges and Connections to the Municipal Separate Storm Sewer System. The City has taken many proactive steps to address their stormwater systems and flood control. It would be useful to cite and describe that work in the Comprehensive Plan, especially to highlight any recommendations of previous work. For example, the City's work with the Resilient Communities Partnership made clear that flooding and sea level rise is an imminent threat to the community and contained specific recommendations for infrastructure investments. (pg 106)	<i>Added a MS4 Program Services Area and additional language to the Vulnerability Assessment and Adaptation Plan Area under the Environmental Initiatives Section in Chapter 12.</i>

13	4	In addition, the City should note their desire for incorporating stormwater management green infrastructure and Low Impact Development (LID) practices in their future development and growth plans. For instance, the sections covering the Gateway development projects should discuss the incorporation of these practices in the narrative.	<i>Additional language added in Chapter 6 Infrastructure under the Stormwater Section</i>
14	4	Delaware Ecological Network. According to Map 3: Suggested Land Use, the northeast portion of the city is mapped as light industrial/ office park. Two tax parcels within this designation (2102200002 and 1001600002) are mapped as a core area in the Delaware Ecological Network (DEN). DNREC reviewers recommend that these parcels, which are primarily wetland, be preserved as open space to maintain the functional role that the DEN plays to benefit wildlife and their habitats in Delaware. Below is a brief description of the DEN and reasons for protecting the lands within it. A reference map can be found here: http://opendata.firstmap.delaware.gov/datasets/delaware-ecological-network	<i>Added a new language in Chapter 4 Land Use under the Land Use Issues section-last paragraph. The Planning Commission is leaving the suggested land use for those identified parcels at this time.</i> <i>Introduction to the Delaware Ecological Network and reference the State's resources was added into Chapter 12 Environmental Protection.</i>
15	4/5	CONCEPT, CORE AREAS & CORRIDORS, CONSEQUENCES	<i>Informational purposes only, added a portion of this language in the Chapter 12 introduction to DEN. See item #14 above.</i>
16	5	Sea Level Rise (pg 104)-DNREC reviewers would like to see a section added to the draft Plan that frames the issue of climate change. The Sea level Rise section begins with a general discussion of climate change as the driving cause but does not address all three of the primary impacts of climate change that the State and the City of New Castle should be planning for. Recommendation- Draft a separate section that frames the impacts of Climate Change and discusses greenhouse gas mitigation and adaptation (resilience) strategies. See additional information below.	<i>Replaced Sea Level Rise Section with new Climate Change Section in Chapter 12 Environmental Protection and incorporated recent information.</i>
17	5	Climate Change- Since the development of the City of New Castle's previous Comprehensive Plan, an enormous amount of data and information has become available regarding climate change and its impacts to Delaware and DNREC encourages you to utilize this information to make plans for New Castle's future.	<i>Updated and provided additional information-see note 16 above.</i>
18	5	The comprehensive planning process is a unique opportunity to view all aspects of New Castle's future through a climate change lens to ensure that plans laid out today will be sustainable in the long term. DNREC recommends that the City's comprehensive plan consider climate change in each major plan component, but particularly in the Housing, Environment, Transportation and Water sections.	<i>Added Goal #6 and Strategy #6 to Chapter 12 Environmental Protection.</i>
19	5/6	Climate change will result in three primary impacts for the state and City of New Castle: 1. Sea Level Rise: Sea level rise affects all tidal bodies of water, including the Delaware River which borders the length of downtown New Castle. Sea levels are anticipated to rise by 1.5 meters by the end of century, and as much as 0.6 meters (1.9 feet) by 2050. Sea level rise can lead to inundation of infrastructure and natural areas adjacent to waterbodies, water quality problems through saltwater intrusion into drinking water wells and wastewater treatment issues through rising water tables affecting septic systems. 2. Increased Heavy Precipitation Events: Climate change is expected to result in more frequent heavy precipitation events. This can lead to flooding, especially in areas with inadequately sized drainage infrastructure. This flooding can result in safety hazards, inaccessible roadways, travel delays, and damage to buildings or other infrastructure.	<i>Updated and provided additional information-see note 16 above.</i>

		3. Rising temperatures. Rising temperatures will result in a longer growing season, heat waves, and more days where it doesn't cool off at night. This has many implications for infrastructure and human health. Air conditioning systems in buildings may not be sized appropriately for increasing temperatures and shorter, milder winters can mean residents are dealing with more ticks and mosquitoes. Of particular concern are vulnerable populations (e.g. elderly, low-income and non- English speakers) who may not have access to air conditioning in the summer.	
20	6	Several towns throughout the state have incorporated climate change concerns into their comprehensive development plans and there are several good examples to follow. Perhaps the more useful is a recent report prepared by the UD Institute for Public Administration that details how climate change was incorporated into the City of Milford Comprehensive Plan and describes best practices for incorporating climate change into comp plans. It is available online: http://www.ipa.udel.edu/publications/cccpd-2017.pdf .	<i>Noted-no action taken</i>
21	6	There is an incredible volume of information available about climate change impacts. The following is a short list of the most relevant and useful information for your comprehensive development plan efforts: 1. Comprehensive information about climate change and climate impacts in Delaware can be found here: https://dnrec.alpha.delaware.gov/energy-climate/climate-change/ 2. The Delaware Climate Information Center provides links to a wide variety of resources that can be used to plan for sea level rise: https://www.declimateinfo.org/ 3. New sea level rise scenarios and maps are available. The maps provide inundation at 1-foot increments and the new scenarios provide improved information about sea level rise impacts mid-century. The report and links to maps can be found on the Delaware Geological Survey website: http://www.dgs.udel.edu/projects/determination-future-sea-level-rise-planning-scenarios-delaware 4. The Delaware Sea Level Rise Vulnerability Assessment provides information about sea level rise impacts to infrastructure, natural resources and economy: http://de.gov/slrva 5. Climate change impacts to human health are reviewed in the fall issue of the Delaware Journal of Public Health: https://issuu.com/dam-dpha/docs/djph_october2017	<i>Updated and provided additional information under the Climate Framework for Delaware section in Chapter 12.</i>
22	7	In addition to preparing for the effects of climate change, the City of New Castle is also encouraged to help reduce the emissions of greenhouse gases that are the root cause of climate change. Often, strategies to reduce greenhouse gas emissions can also save money and improve public health. Incorporating electric vehicles into the City's fleet would reduce tailpipe emissions and save money. Providing electric vehicle charging stations incentivizes electric vehicle drivers to work, visit and play in downtown areas. Weatherizing homes and deploying energy efficiency measures help cut energy costs and makes homes and workspaces more comfortable for occupants. Some of these strategies have been included in the draft Plan (p. 104). Please correct the misspelled links and add the additional resources listed below. <ul style="list-style-type: none"> • Sustainable Communities- www.de.gov/sustainablecommunities • Clean Transportation- Electric cars, propane and natural gas vehicles, and bi-fuel vehicles are driven by Delawareans across all three counties, and more hit the road in the US every day. DNREC offers funding to support this crucial strategy in lowering our greenhouse gases and meeting the challenge of climate change. www.de.gov/cleantransportation • Energy Efficiency Investment Fund- DNREC offers grants to help commercial and industrial customers replace aging, inefficient 	<i>Updated Climate Change Section with information and added Goal 5 and Strategy 5 a-c. Corrected website links.</i>

		<p>equipment and systems with energy efficient alternatives. www.de.gov/eefif</p> <ul style="list-style-type: none"> Weatherization Assistance Program- DNREC offers free weatherization assistance to help establish comfortable, energy-saving homes, cutting energy bills by weatherproofing and improving the energy efficiency. www.de.gov/wap Green Energy Program- DNREC offers several different types of renewable "green" energy funding programs from the state's major electric utility providers. www.de.gov/greenenergy 	
23	7	<p>The City may also wish to consider additional opportunities for grant funding and technical assistance for planning activities. DNREC offers grant funding for sustainability and climate change planning through the Sustainable Communities Planning Grant Program. The Grant program provides funding for local governments to develop a long-term plan to address climate change and/or sustainability.</p>	<i>Noted-no action taken.</i>
24	7	<p>DNREC staff is always available to assist and would be happy to meet with City staff and its consultants to discuss climate change vulnerabilities in the City and greenhouse gas reduction strategies.</p>	<i>Noted-no action taken.</i>
25	8	<p>Route 9 Corridor Master Plan (p. 68)</p> <ul style="list-style-type: none"> A reference is made to DNREC's detection of a heavy presence of dust in the northern area of the corridor, and that DNREC is leading a study to better understand pollution there and its potential public health and welfare impacts. The Dust Study was focused on the Eden Park Community as a result of numerous citizens' complaints surrounding the operations at Diamond Materials. The study was concluded in late 2018 with the final report submitted to DNREC Secretary Garvin for review/approval. Recommendation - DNREC reviewers suggest that the referenced statement could be modified to reflect that the study has been completed, and the report is pending final approval by the Office of the Secretary. 	<i>Removed from this Chapter and created an Air Quality Section in Chapter 12 Environmental Protection. Updated this section with information provided and obtained from DNREC's website.</i>
26	8	<p>Coastal Training Program (p. 105) The Pre-Update PLUS comments referred to this paragraph under the heading of Coastal Training Program however, it is discussing the Resilient and Sustainable Communities League (RASCL) not the Coastal Training Program. These organizations should be separated in the Plan text. RASCL has also expanded its member organizations to include non-profits and institutes of higher education (see www.derascl.org).</p> <ul style="list-style-type: none"> A separate paragraph should discuss the Coastal Training Program and its many opportunities to learn about coastal hazards, climate change, and planning (http://dnrec.alpha.delaware.gov/coastalprograms/planning-training/coastal-training/). 	<i>Updated and separated as recommended</i>
27	8/9	<p>Chapter 12 Environmental Protection</p> <ul style="list-style-type: none"> River-based recreation and commerce is at the heart of New Castle's identity and clean surface water as an amenity should be a key component of the Plan. The draft Plan currently describes water quality in relation to the City's drinking water and its management of point source pollution, through a NPDES permit. Below is a general description of the Army Creek watershed, Delaware's nutrient reduction goals, and best management practices designed to achieve those goals for use in crafting language in the plan to address water quality. Under Section 303(d) of the 1972 Federal Clean Water Act (CWA), states are required to identify all impaired waters and establish total maximum daily loads to restore their beneficial uses (e.g., swimming, fishing, drinking water, and shellfish harvesting). A Total Maximum Daily Load (TMDL) defines the amount of a given pollutant that may be discharged to a waterbody from all point, nonpoint, and natural 	<i>Added new area for information titled "Total Maximum Daily Loads" in Chapter 6 Infrastructure under the Stormwater Section.</i>

		<p>background sources, thus enabling that waterbody to meet or attain all applicable water quality criteria in the State of Delaware's Water Quality Standards (e.g., nutrient/bacteria concentrations, dissolved oxygen, and temperature). A TMDL may also include a reasonable margin of safety to account for uncertainties regarding the relationship between mass loading and resulting water quality.</p> <ul style="list-style-type: none"> In simple terms, a TMDL matches the strength, location and timing of pollution sources within a watershed with the inherent ability of the receiving water to assimilate that pollutant without adverse impact. The specific TMDL nutrient and bacterial load reductions for the Army Creek watershed (the watershed bounding the southern one third of the City of New Castle's municipal boundary) are displayed in table 1. (SEE PLUS LETTER) 	
28	9/10	<p>Goals and Strategies (p. 108) The following best management practices are designed to improve water quality in the region based on the State of Delaware's water quality goals:</p> <ol style="list-style-type: none"> Development proposals should include a copy of the site plan showing the extent of State-regulated wetlands and depict all streams and ditches which are jurisdictional pursuant to the Subaqueous Lands Act (7 Del. C., Chapter 72). Establish a 100-foot upland buffer width from all wetlands or waterbodies, including ditches, where practicable. Development proposals should include an impervious surface mitigation plan (compatible with source water protection: excellent recharge and well-head protection), specifically considering the use of pervious paving materials in all parking areas for all projects with 20% or more total post-development surface imperviousness. For developments with post-development surface imperviousness of 50% or more, DNREC suggests that at least half of the area(s) of total imperviousness contain pervious paving materials as an alternative to conventional paving materials. Structural best management practices such as open-water storm water treatment structures and natural areas containing regulated wetlands should be excluded from the calculation of open space requirements. Consider the use of nature-based infrastructure in stormwater management, whenever practicable. Development proposals should include the project's TMDL nutrient and bacteria loading rates at the preliminary project design phase of development. Both the Nutrient Load Assessment protocol and the Chesapeake Bay program model are tools that have been developed to assess changes in nutrient loading (e.g., nitrogen and phosphorus), thus providing governmental entities with quantitative information about the project's impacts on baseline water quality and help them design and implement the most environmentally-effective practices. The Chesapeake Bay program model can be found here: http://cast.chesapeakebay.net/Documentation/ModelDocumentation 	<p><i>A new Goal #12 and Strategy #12 was placed in Chapter 6 to generalize the recommendation for further consideration as an implementation item.</i></p> <p><i>Specific code regulations should not be placed in a Comprehensive Plan. The adoption of any specific regulation should be researched, outreach and education conducted as well as introduction for consideration with public prior to enacting a new law.</i></p>
29	10	Edits and Clarifications (p. 57) "New Castle County provides wastewater [treatment] throughout various Sewer Service Districts"	<i>Update with provided information</i>
30	10	SHPO - The City's Historic and Cultural Resources Plan, with the previous strategies and goals, should be modified as strategies are carried out. The updated plan should outline the accomplishments of the previous plan and provide new strategies for the next planning period. The City of New Castle should mention that they have been a Certified Local Government (CLG) since 2016 and received a grant-funding from the CLG program, in 2018 the City produced a Supplement to the Historic Area Commission's Design Guidelines and Standards. The Supplement provides graphic clarification of the concepts and terms used in the Guidelines. The Supplement should be mentioned in the Comp Plan and linked on the City's webpage.	<i>Created a new area titled "Certified Local Government (CLG) Program" under the Historic District section in Chapter 6. This included information provided in comments 30 and 31.</i>

31	10	SHPO-With funding from the CLG program, in 2019 the City held a one-day training session provided by the National Association of Preservation Commissions (NAPC) through the Commission Assistance and Mentoring Program (CAMP). The purpose was to provide members of the Historic Area Commission, as well as other city commissions and elected officials, with a better understanding of the challenges of development pressures in the historic area, and the tools and legal framework within which HAC operates. Were there any takeaways from the training that are now reflected in the Comprehensive Plan's goals?	<i>See response for comment 30 above. The one day workshop was focused on training and educational resources were provided.</i>
32	10	The Delaware State Historic Preservation Office (SHPO) supports the City of New Castle's goals and actions in their Comprehensive Plan update. The City's history and commitment to preserving its historic buildings and character are included. The Delaware SHPO strongly supports its efforts to integrate the surrounding neighborhoods better with the downtown historic district, using pedestrian-friendly design, high standards of urban design and redevelopment, and mixed-use zoning.	<i>Noted-no action taken.</i>
33	10/11	SHPO-Our agency would be happy to continue our long-standing relationship with the City of New Castle and help in any way we can with technical assistance and support. <ul style="list-style-type: none"> • If there are any questions, inquiries, or concerns, feel free to contact the Delaware State Historic Preservation Office for assistance at 302-736-7400. • Note also that the new statewide historic preservation plan, Partners in Preservation: Planning for the Future, Delaware's Historic Preservation Plan 2018-2022, is now available online at: https://history.delaware.gov/pdfs/2018-2022DelawareSHPOPlan.pdf (single-page version for printing also available). The new plan emphasizes partnering to achieve common goals and connecting with other planning efforts. The Delaware SHPO encourages all municipalities to consider how the goals, strategies and actions outlined in the new plan may support and be coordinated with their local planning efforts. 	<i>Added State Historic Preservation Plan Section to Chapter 8 to include the updated SHPO Plan.</i>
34	11	DSHA - Overall, this is a well thought out Plan with an appropriate housing analysis that addresses housing issues pertinent to the City of New Castle. <ul style="list-style-type: none"> • The City of New Castle has a history of providing a balance of housing options for its residents and DSHA Supports the City's stance to keep the average housing prices at an affordable level and provide a mix of housing choices for the future. • DSHA endorses the City's goals for housing and applaud New Castle's efforts for taking into consideration resident concerns regarding housing. Specifically, DSHA supports the strategy to Increase Affordable opportunities for home ownership and rehab aging housing stock. In particular, DSHA supports the housing recommended action to adopt a new zoning that increase the multi-family density to promote more affordable rental options. • DSHA supports the Town's efforts in preparing urban design standards to ensure new development is architecturally compatible, pedestrian oriented and socially connects the historic center with surrounding neighborhoods. 	<i>Noted-no action taken.</i>
35	11	DTC - Sidewalk section needs more discussion <ul style="list-style-type: none"> • There needs more of a discussion on how to encourage sidewalk usage than simply providing sidewalk, because design, directness, and land use types can have negative and positive encouragement on sidewalk usage. This concept is alluded to in G10-1. • There needs to be a discussion on why sidewalk development is needed that goes beyond simply stating developer requirements. 	<i>Duplicate & was addressed in Item #4</i>

		<ul style="list-style-type: none"> • A description is needed of how the city envisions sidewalk usage, and a vision of how sidewalk usage can be encouraged outside of simply providing infrastructure improvements • These discussions and descriptions should also be placed within the land use, economic development, and housing sections, which are then carried through into their respective goals and strategies. • S4-4 should include the goal of collaborating with DelDOT and DTC to improve sidewalk connections and crossings, and bus stop amenities 	
36	11	<p><i>DTC - The public transit section needs updated</i></p> <ul style="list-style-type: none"> • <i>The Route 51 is now operating on the north side of New Castle</i> • <i>This includes updating the description on pages 34 and 35 to include the Route 51</i> • <i>A better description is needed of connections with Wilmington and the Christiana Mall</i> • <i>It would be good to understand the effect transit service has had on New Castle and its residents</i> • <i>There needs to be a description of how New Castle envisions public transit development, which is carried through into the goals and strategies.</i> 	<i>Duplicate and was addressed in Item #5</i>
37	11	Some transportation strategies read like goals, for example S7-2 (a).	<i>Noted-not action taken. These are to be addressed in a future transportation and land use master plan.</i>
38	12	Survey questions need to be arranged by type and/or have references within the text; it was time consuming finding transportation questions. Some of the questions were cut at page breaks.	<i>Duplicate and was addressed in Item #9</i>
N/A	N/A	Map 2c Suggested Land Use & Zoning Amendment Map (AECOM) adopted on July 14, 2020	<i>Updated Map 4 and Suggested Land Use Map 3 with change.</i>

4. Public Participation Written Comments & Responses **INSERT WHEN COMPLETE**
5. Adoption Ordinance **UPON ACCEPTANCE**
6. State Approval Letter **UPON ACCEPTANCE**

Maps

Map 1	City Boundary Aerial
Map 2	Existing Land Use
Map 3	Suggested Land Use
Map 4	Zoning
Map 5	Annexation
Map 6	Pedestrian and Bicycles
Map 7	Transportation
Map 8	Environmental Features
Map 9	Sourcewater Protection
Map 10	Sea Level Rise
Map 11	MSC Water & Electric Map
Map 12	State Strategies



Legend

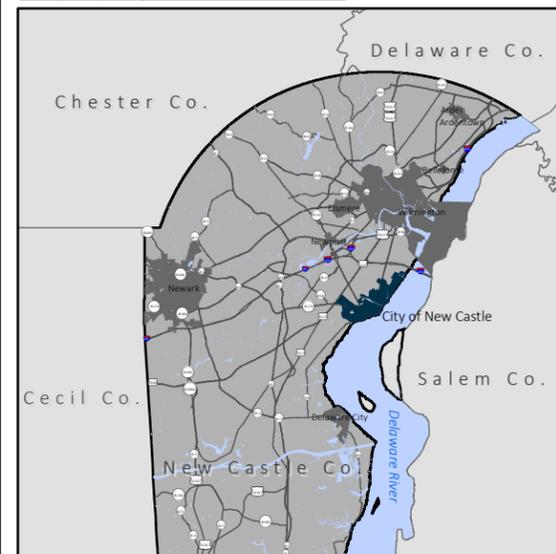
- City Boundary
- Parcels

Map Revisions

12/16/2019 Original

Data Sources

City Boundary: OSPC/FirstMap (2013)
 Parcels: New Castle County (2/2018)
 Street Names: New Castle County (2/2018)
 Aerial: DigitalGlobe/ESRI (6/2017)



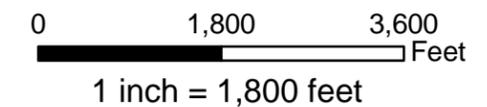
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City of New Castle Comprehensive Plan

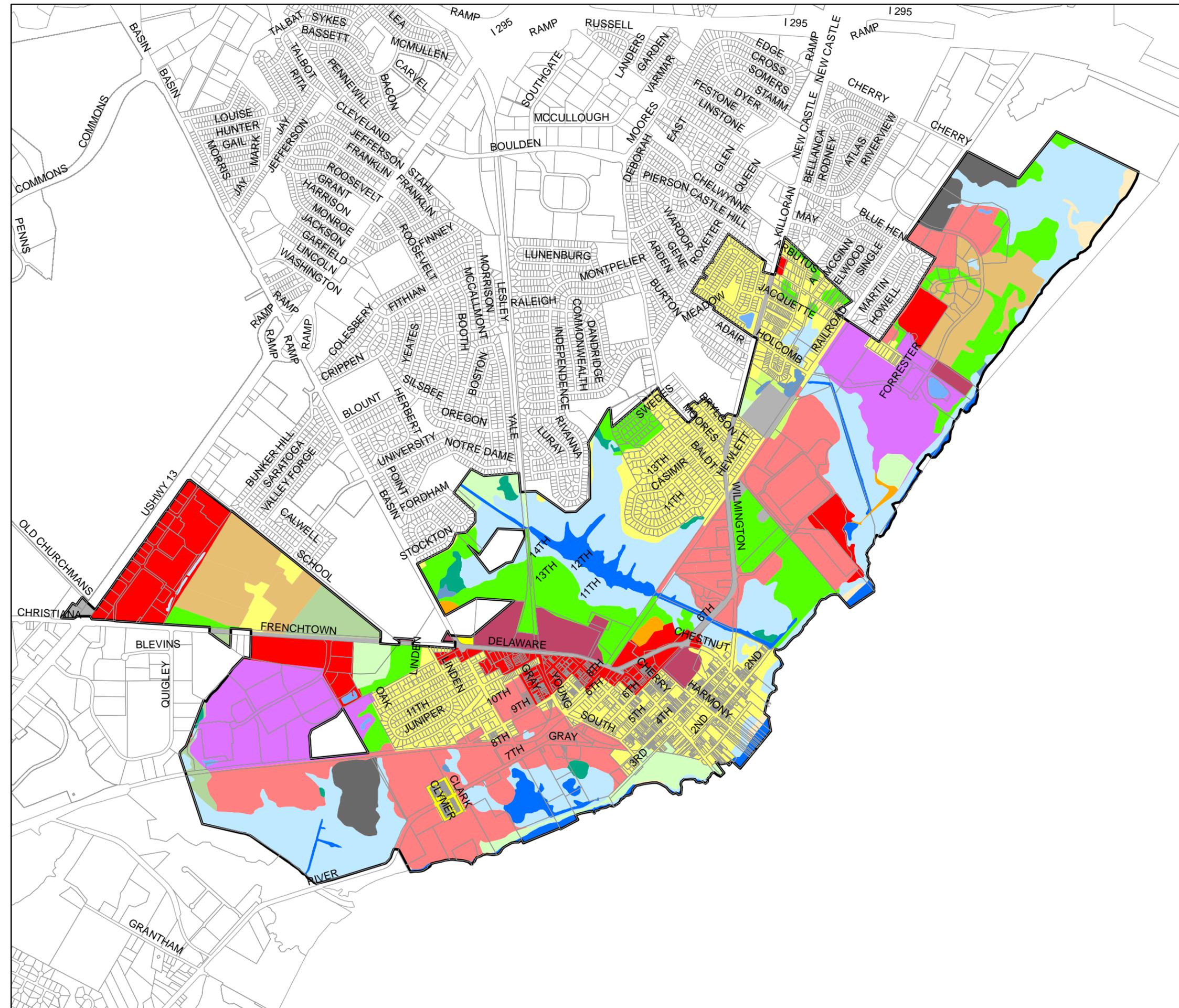
Map 2: Existing Land Use and Land Cover

Legend

-  New Castle Boundary
-  Parcel
- Land Use**
-  Single Family Dwellings
-  Multi Family Dwellings
-  Commercial
-  Industrial
-  Transportation/Communication/Utilities
-  Mixed Urban or Built-up Land
-  Institutional/Governmental
-  Recreational
-  Farms, Pasture and Cropland
-  Rangeland
-  Shrub/Brush Rangeland
-  Deciduous Forest
-  Mixed Forest
-  Open Water
-  Man-made Reservoirs and Impoundments
-  Forested Wetland - Tidal and Non-tidal
-  Scrub/Shrub Wetland - Tidal and Non-tidal
-  Emergent Wetland - Tidal and Non-tidal
-  Extraction and Transitional
-  Sandy Areas and Shoreline



DATA SOURCES:
Parcels, City of New Castle Boundary - State of Delaware
Land Use - Delaware Office of Management and Budget





Legend

City Boundary

Parcels

Rail Lines

Water

Flow Lines

Suggested Annexation Areas

Industrial

Institutional

Mixed-Use

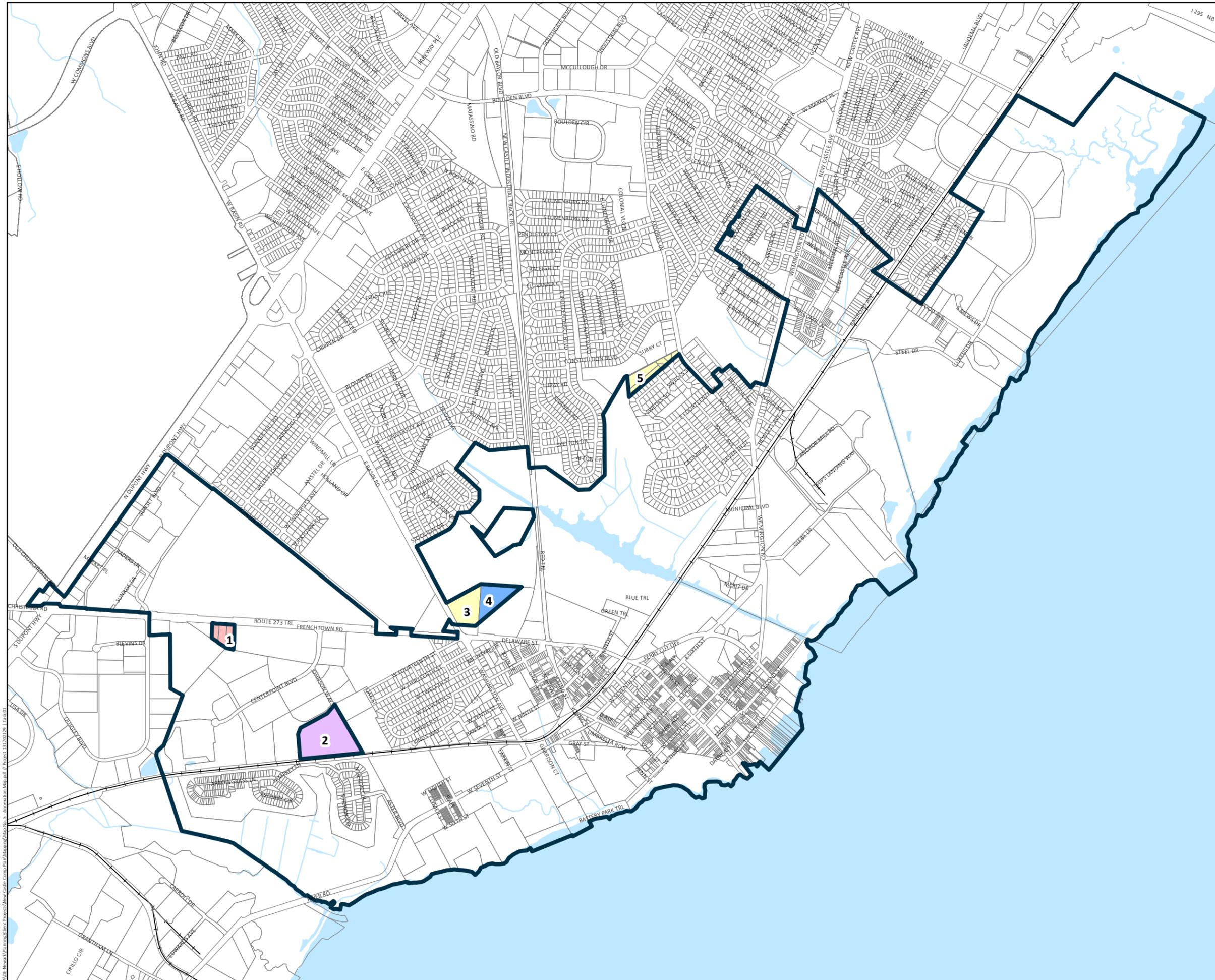
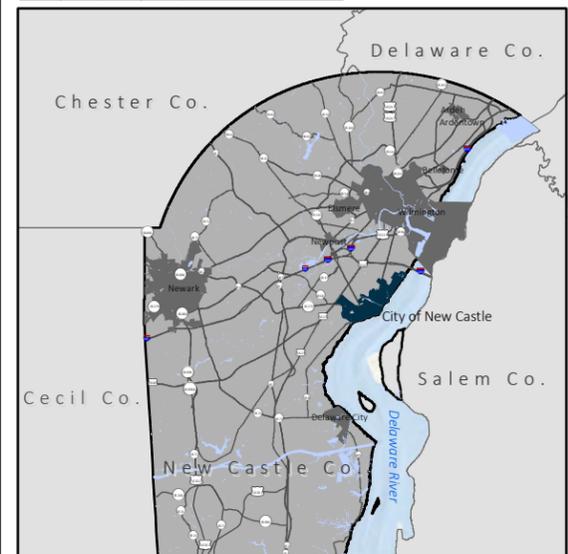
Residential

Map Revisions

12/16/2019 Original

Data Sources

City Boundary: OSPC/FirstMap (2013)
Rail Lines: FirstMap (5/2014)
Parcels: New Castle County (2/2018)
Street Names: New Castle County (2/2018)
Annexation Areas: City of New Castle (2009)
Water and Flow Lines: NHD/FirstMap (2014)



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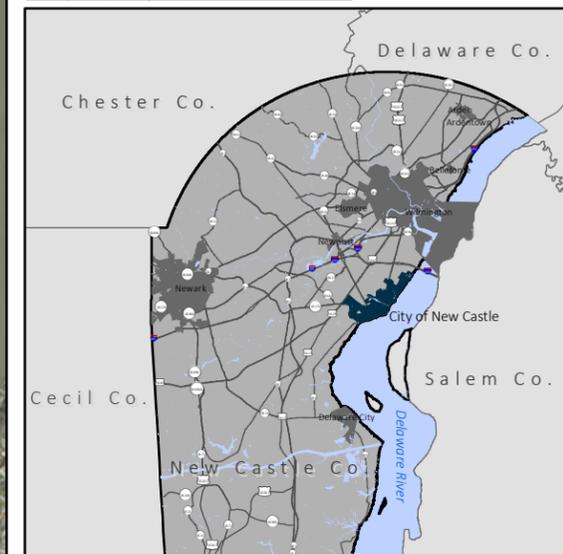
- City Boundary
- Parcels
- Bus Stops
- Bike Routes
- Sidewalks
- Pedestrian Trail
- Multi-Use Trail/Pathway

Map Revisions

12/16/2019 Original

Data Sources

City Boundary: OSPC/FirstMap (2013)
 Parcels: New Castle County (2/2018)
 Street Names: New Castle County (2/2018)
 Bus Stop: FirstMap (2019)
 Bike Routes: DelDOT/FirstMap (2017)
 Sidewalks: DelDOT/FirstMap (2017)
 Trails & Pathways: Delaware State Parks/FirstMap (2017)
 Aerial: DigitalGlobe/ESRI (6/2017)



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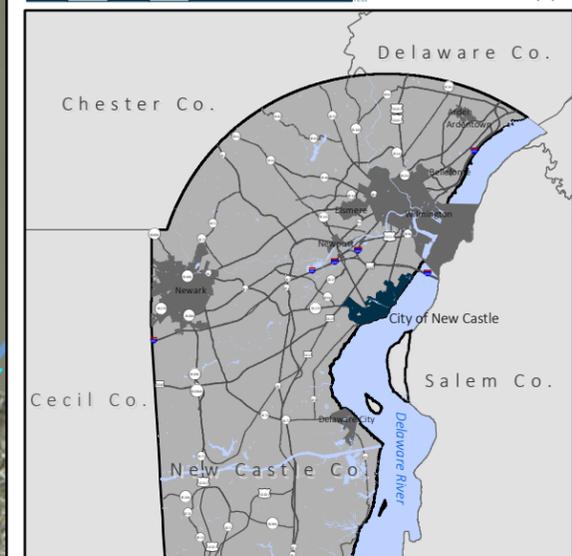
- City Boundary
- Parcels
- Watersheds
- Coastal Zone
- Floodplain
- Wetlands
- Water Bodies

Map Revisions

12/16/2019 Original

Data Sources

City Boundary: OSPC/FirstMap (2013)
 Parcels: New Castle County (2/2018)
 Street Names: New Castle County (2/2018)
 Watersheds: USGS/FirstMap (7/2017)
 Coastal Zone: DNREC/FirstMap (2017)
 Floodplain: FEMA Map Service Center (2/2015)
 Wetlands: DNREC/FirstMap (2011)
 Water Bodies: USGS/FirstMap (2010)
 Aerial: DigitalGlobe/ESRI (6/2017)



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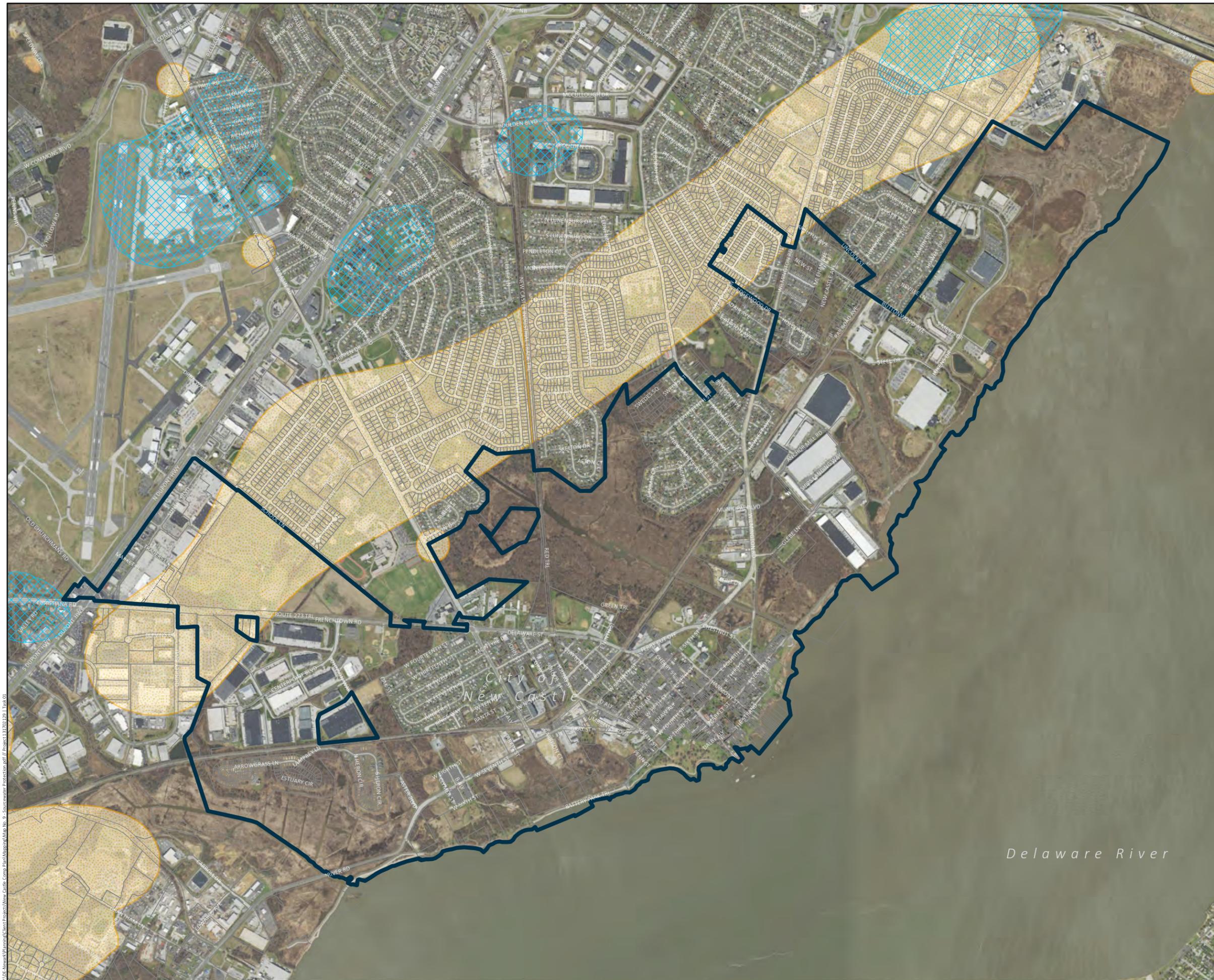
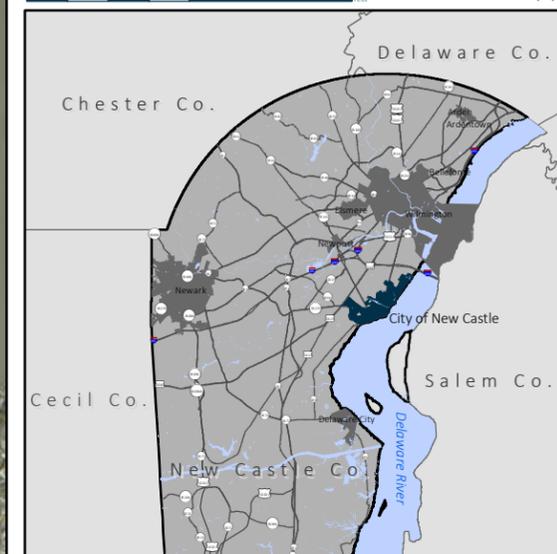
-  City Boundary
-  Parcels
-  Excellent Recharge Areas
-  Wellhead Protection Areas

Map Revisions

12/16/2019 Original

Data Sources

City Boundary: OSPC/FirstMap (2013)
 Parcels: New Castle County (2/2018)
 Street Names: New Castle County (2/2018)
 Excellent Recharge Areas: DNREC/FirstMap (2017)
 Wellhead Protection Areas: DNREC/FirstMap (2017)
 Aerial: DigitalGlobe/ESRI (6/2017)



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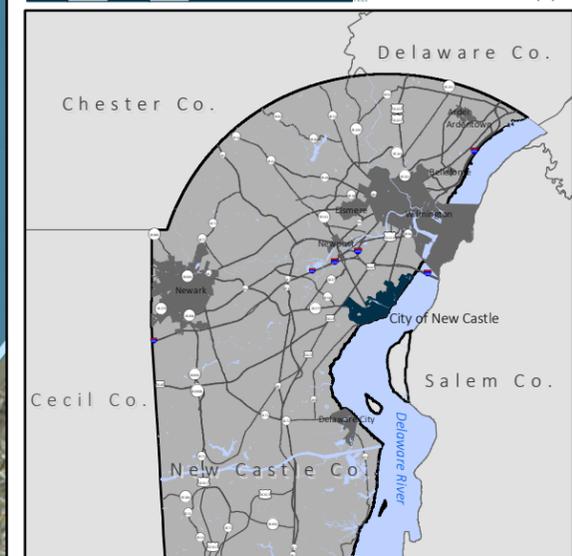
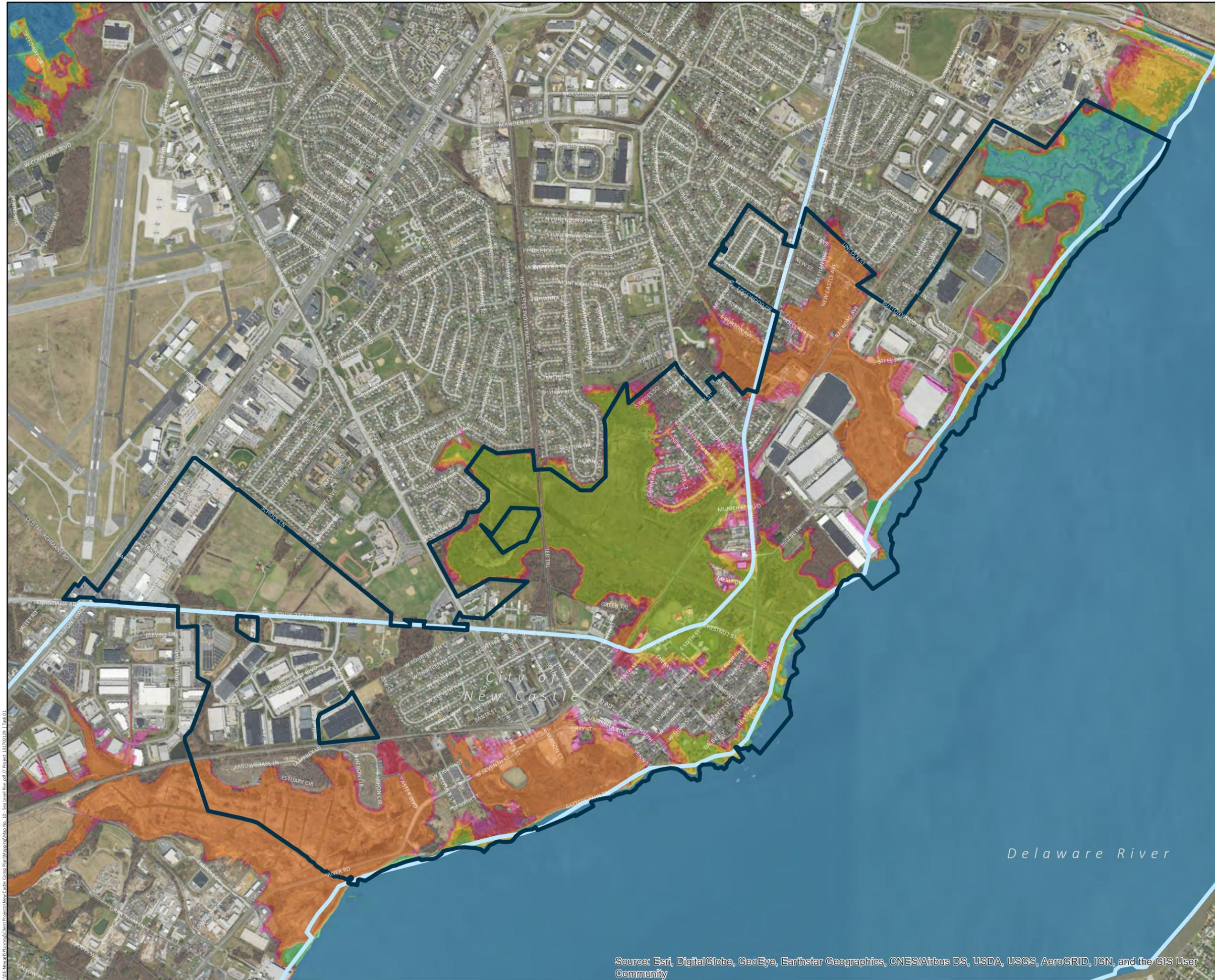
- City Boundary
 - Parcels
 - Coastal Zone
 - MHHW (Mean Higher High Water)
- Sea Level Rise**
- 1 ft Inundation
 - 2 ft Inundation
 - 3 ft Inundation
 - 4 ft Inundation
 - 5 ft Inundation
 - 6 ft Inundation
 - 7 ft Inundation

Map Revisions

12/16/2019 Original

Data Sources

City Boundary: OSPC/FirstMap (2013)
 Parcels: New Castle County (2/2018)
 Street Names: New Castle County (2/2018)
 Coastal Zone: DNREC/FirstMap (2017)
 Sea Level Rise: Delaware Geological Survey/FirstMap (2017)
 Aerial: DigitalGlobe/ESRI (6/2017)



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Municipal Services Commission
City of New Castle

Water and Electric Facility Map

1. Main Office
2. Utility Operations Building
3. School Lane Water Treatment Facility
School Lane Well
Artesian Water Interconnection - Two Way
4. MSC 25KW Solar Array
5. Frenchtown Road Well
6. Cross Roads Well
7. Basin Road Well
8. Gray Street Water Tank - 600,000 gallons
9. Dobbinsville Sub-Station - 30MW
10. Ships Landing Tank - 1,000,000 Gallons
11. Wilmington Road Sub-Station - 30MW
12. Artesian Water Interconnection - One way



Legend

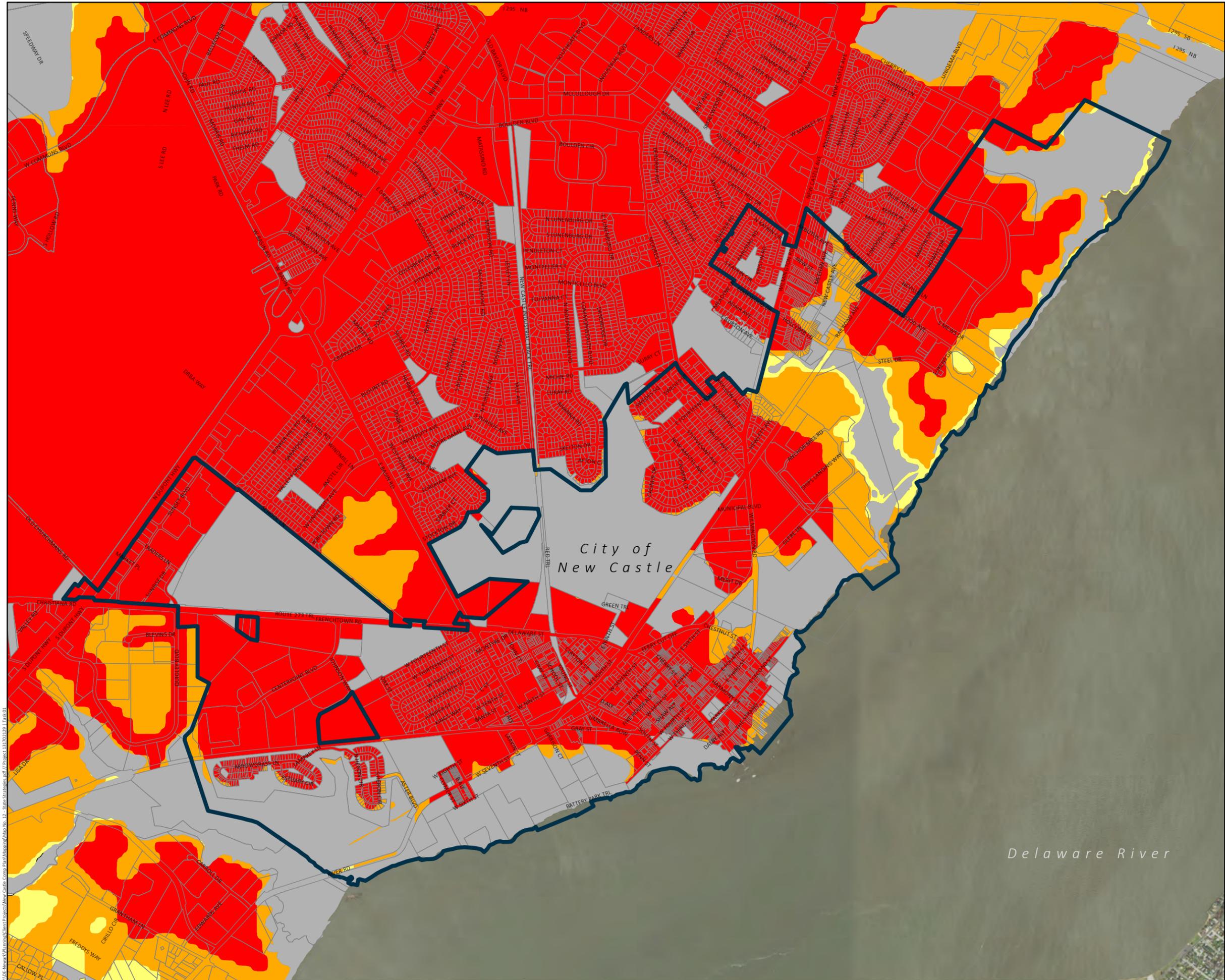
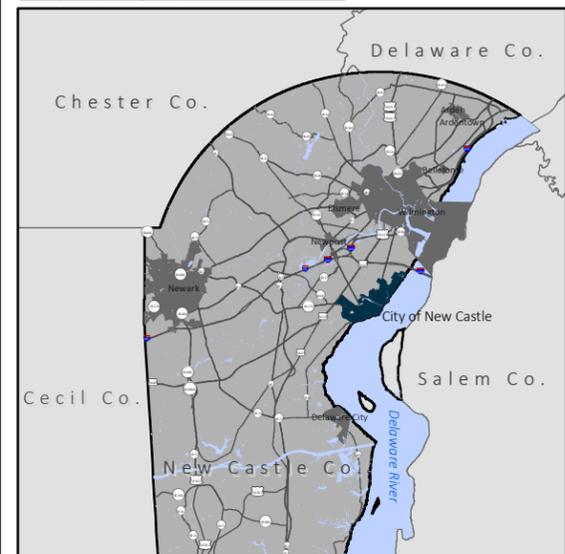
- City Boundary
- Parcels
- State Strategies 2015**
- Level 1
- Level 2
- Level 3
- Level 4
- Out of Play

Map Revisions

12/16/2019 Original

Data Sources

City Boundary: OSPC/FirstMap (2013)
 Parcels: New Castle County (2/2018)
 State Strategies: OSPC/FirstMap (2016)
 Street Names: New Castle County (2/2018)
 Aerial: DigitalGlobe/ESRI (6/2017)



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