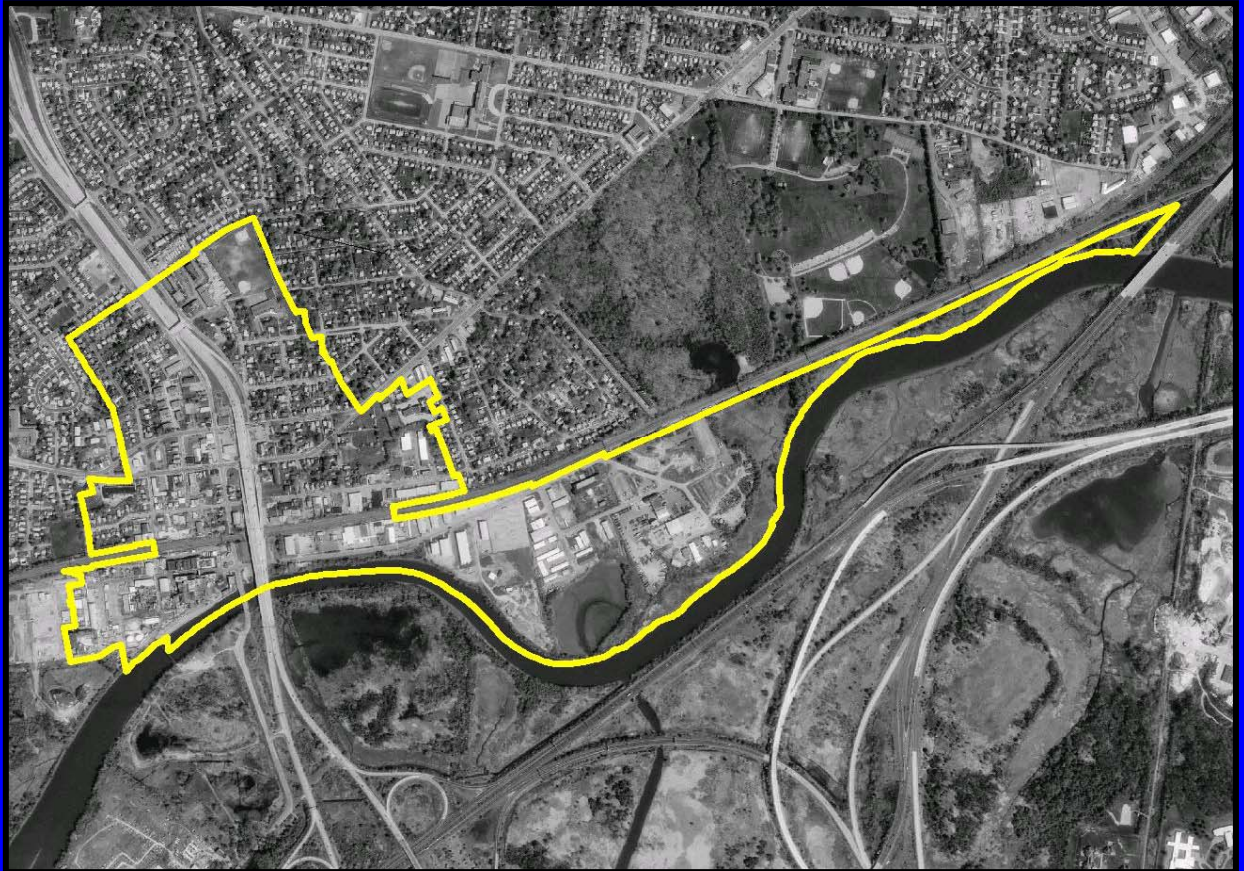


2003 COMPHENSIVE PLAN

TOWN OF NEWPORT

**NEW CASTLE COUNTY,
DELAWARE**



Prepared by



**REMINGTON
VERNICK
& BEACH
ENGINEERS**

for the



**Newport
Town
Commission**

Adopted May 15, 2003



NEWPORT MAYOR AND TOWN COMMISSION

Donald H. Mulrine, Jr., Mayor
Kevin H. Haigh, Vice Mayor
Sonja L. Blackhawk, Commissioner
Albert Bradbury, Commissioner
Michael D. Spencer, Commissioner

Mark, E. D'Onofrio, Town Manager¹
Rita Shade Simpson, Town Manager¹

NEW CASTLE COUNTY COUNCIL

Christopher Coons, President
Robert Weiner, Council Member
J. Robert Woods, Council Member
William Tansey, Council Member
Penrose Hollins, Council Member
Karen Venezky, Council Member
Patricia Powell, Council Member

Thomas Gordon, County Executive
Charles Baker, Department of Land Use

Ruth Ann Minner, Governor

Stuart B. Wisner, P.P., A.I.C.P.

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The original version of this document
has been signed pursuant to law.

¹ The position of Town Manager was held by Mr. D'Onofrio until February 2003 and by Ms. Simpson thereafter.



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1.0 INTRODUCTION: LIVABLE DELAWARE

1.1 House Bill 396

In June of 1998, the Delaware General Assembly adopted House Bill 396 (“HB 396”), which provided for each municipality in the State to undertake a community-based planning process to develop a Comprehensive Plan regulating growth in the community. The Assembly’s goal in adopting HB 396 was

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 planning².

HB 396 (b) defines a Comprehensive Plan as “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”.

Once completed and adopted, a municipality’s Comprehensive Plan will be used as the basis for zoning decisions, infrastructure spending, annexation decisions and redevelopment and general growth policies.

HB 396 also requires that each municipality in Delaware review its Comprehensive Plan at least every five (5) years to determine its relevance given changing conditions in a community. The Plan must be fully revised and formally readopted at least every ten (10) years.

1.2 Managing Growth in 21st Century Delaware

In December of 1999, the Governor’s Cabinet Committee on State Planning Issues published a report focusing on how Delaware and its 57 individual municipalities can manage the explosion of growth occurring in the state. Policies related to sprawl management (“Smart Growth”), environmental issues and business concerns and their collective impact on public sector spending were addressed. The result was a series of initiatives designed to shape Delaware’s future. At its heart, these growth management initiatives are grounded in sound planning principles.

² HB 396 (a)



1.3 House Bill 255

In July of 2001, House Bill **255** was signed into law. Said Bill amended various land use laws in the State of Delaware and, most notably, strengthened the role that Comprehensive Plans play in a county and a municipality. Such a document is required to, in general, review the existing conditions in a particular county and municipality, outline community goals and objectives and state policies regarding how the community plans to achieve said goals and objectives.

2.0 NEW CASTLE COUNTY COMPREHENSIVE PLAN³

2.1 Background

As its name suggests, the current *New Castle County Comprehensive Development Plan Update* (“2002 Plan Update”) is an update of the *Comprehensive Development Plan for New Castle County*, first adopted in 1988 (“1988 Plan”) and updated in 1997 (“1997 Plan Update”). The 1988 Plan superseded the County’s previous plan, which had been in place since 1967.

The 1988 Plan established long-term development goals for New Castle County based on growth management principles. The 1997 Plan Update subsequently refined these goals in accordance with sound land use principles, demographic trends and land use patterns occurring during that planning period. Both the 1988 Plan and the 1997 Plan Update established objectives and implementation strategies to guide policy decisions of the County.

2.2 2002 Plan Update

The purpose of the 2002 Plan Update was to review projected growth, revisit and update the County’s long-term development goals and objectives and recommend strategies that will guide County-wide policy decisions.

The 2002 Plan Update builds upon the planning strategies of the 1988 Plan and the 1997 Plan Update. Its goals and objectives are based on principles of growth management. However, given the progress made by the County since the last plan update⁴, the scope of the 2002 Plan Update is limited to a refinement of the principles of its predecessors. Only minor revisions to the growth management plan are proposed (through changes in the County Code).

The Delaware Quality of Life Act requires a Comprehensive Development Plan Update to include the following elements:

³ New Castle County 2002 Comprehensive Development Plan Update (adopted March 25, 2002).

⁴ For example, the adoption of the New Castle County Unified Development Code.



- Economic Development,
- Housing, Conservation (including Agriculture),
- Historic Preservation,
- Recreation and Open Space,
- Accomplishments,
- Intergovernmental Coordination,
- Mobility,
- Water and Sewer,
- Community Facilities,
- Future Land Use, and
- Community Design (optional).

Additionally, the 2002 Plan Update is subject to the Livable Delaware program introduced in 2001. Accordingly, this Update's objectives and strategies are designed to refine the County's growth management program and Unified Development Code in accordance with the State's Spending Strategies under Livable Delaware.

The 2002 Plan Update outlines the following Core Goals:

- Ensure that all development is managed to protect the quality of life in New Castle County.
- Control the pace of development through availability of developable land and adequate infrastructure.
- Provide flexibility in development design reflecting the needs and desires of the community.
- Promote a strong, sustainable economy.
- Provide quality housing for existing and projected populations.
- Preserve and enhance the quality of the County's natural and environmental resources (e.g., water, land, flora, fauna, etc.), historic resources, agricultural resources and heritage, parkland and active recreational opportunities, public and private open spaces.
- Plan for and provide a coordinated open space network through linkages and connections between natural and environmental resources, agricultural resources, historic areas and properties and public and private open spaces and parkland.



- Coordinate efficient and effective use of governmental and nongovernmental resources at all levels to improve the quality of life for County citizens.
- Improve mobility, accessibility and transportation alternatives to provide for the safe and efficient movement of people and goods.
- Provide adequate community facilities, services and utilities consistent with the future land use plan (the County's infrastructure and service plans should be integrated with municipal land use plans to provide for effective delivery of services).
- Require new development to contribute to the cost of community facilities and services.

2.3 Relationship of County Plan to Newport Comprehensive Plan

The concepts underlying the Newport Comprehensive Plan were designed to work in concert with and advance the goals and objectives of the New Castle County Comprehensive Plan, as revised through the 2002 Plan Update. As such (and in addition to the excerpts of the 2002 Plan Updated included herein), this Comprehensive Plan incorporates by reference the contents of the 2002 Plan Update.

3.0 NEWPORT COMPREHENSIVE PLAN

3.1 Statutory Requirements

HB 396 (b) mandates that all municipal Comprehensive Plans address the jurisdiction's position on:

- population and housing growth
- expansion of its boundaries
- development of adjacent areas
- redevelopment potential
- community character and general uses of land within the community
- critical community development and infrastructure issues.

This section further requires:

The comprehensive plan for municipalities *of greater than 2,000 population* shall also contain, as appropriate to the size and character of the jurisdiction, a description of the physical, demographic



and economic conditions of the jurisdiction; as well as policies, statements, goals, and planning components for public and private uses of land, transportation, economic development, affordable housing, community facilities, open spaces and recreation, protection of sensitive areas, community design, adequate water and wastewater systems, protection of historic and cultural resources, annexation, and such other elements which in accordance with present and future needs, in the judgment of the municipality, best promotes the health, safety, prosperity, and general public welfare of the jurisdiction's residents [*emphasis added*].

3.2 Population Threshold

The population for the Town of Newport was reported by the 2000 Census as 1,122.

Based on the requirements of HB 396 and the population of Newport, specific issues to be addressed in this Comprehensive Plan include:

- A Community Profile addressing population, housing, community services and infrastructure issues,
- Transportation,
- General Land Uses and development of adjacent areas, and
- Critical Community Development issues such as expansion of boundaries (annexation) and redevelopment.

3.3 This document, entitled 2002 Comprehensive Plan, Town of Newport, New Castle County, Delaware (hereinafter referred to as the “2002 Comprehensive Plan” or “Plan”), provides a discussion of the issues currently faced by the residents and businesses in Newport and outlines strategies and recommendations to address those issues. The Plan was developed with the guidance of Newport’s Town Commission, which conducted a public opinion survey of Town residents and held several public meetings to receive comments on the issues of most concern to residents and business people in the town. The recommendations contained herein, along with the maps developed for this Plan, should assist Newport’s leaders in their efforts to maintain and enhance the quality of life in the town.



3.4 Process

In April 2002, the Newport Town Commission met with **Remington, Vernick and Beach Engineers** (“RV&B”) to discuss the proposal prepared by RV&B to develop the Town’s Comprehensive Plan. After reviewing the proposal, the meeting focused on a discussion of the Goals and Objectives for the Plan.

In May 2002, the Mayor guided a representative from RV&B on a tour of Newport. The Mayor highlighted the primary land use and development concerns of the town as well as outlined general municipal goals and objectives.

In July 2002, the Town Commission and members of the public participated in a far-ranging discussion of the Town’s view for the future. Opinions concerning future land use and potential annexation were discussed.

On September 12, 2002, a first draft of the 2002 Comprehensive Plan was delivered to the Town’s Commission and presented at a public Commission meeting. Additional public meetings were held on October 28 and December 19, 2002 and January 14 and February 13, 2003 as a workshop sessions regarding Comprehensive Plan elements.

Additionally, the draft Comprehensive Plan was presented to the Newport business community as part of the Town’s annual Business Leaders Breakfast held on March 3, 2003.

Revisions to the draft Plan, based on comments at the above-cited public meetings, were made and a final draft was submitted to the Town Commission on March 6, 2003. The Commission, on March 20, 2003, adopted Resolution No. 03-3, referring the draft to the State Planning Coordination Office and the New Castle County Department of Land Use for endorsement.

After the 30-day review period, comments received from the State and County were reviewed by the Town Commission. The Commission held a public meeting concerning these comments on May 15, 2003. After incorporating said comments as appropriate, the 2003 Comprehensive Plan for the Town of Newport was formally adopted via Newport Commission Resolution No. 03-18.

4.0 COMMUNITY PROFILE: TOWN OF NEWPORT

The Community Profile for the Town of Newport is provided as a description of the character of the Town (and the area surrounding Newport, as appropriate) based on the information available from the U.S. Census Bureau, the Delaware Population Consortium, various internet sources, interviews with Town officials and a visual survey of the Community.



4.1 Physical Profile⁵

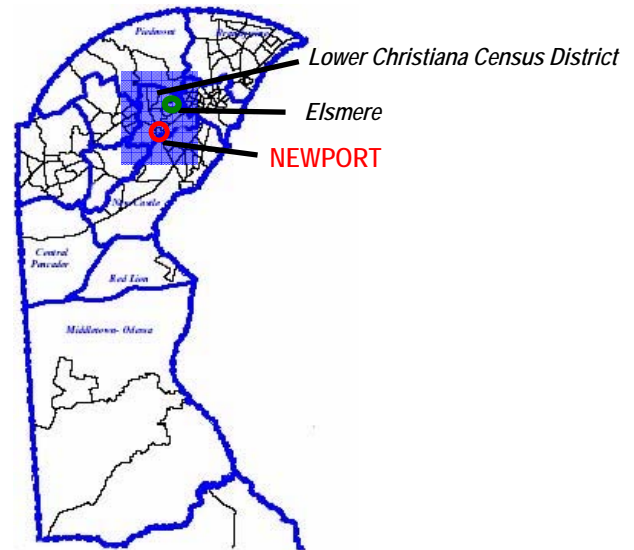
The Town of Newport is located in the north central portion of the State of Delaware in New Castle County (39.71⁰ north, 75.6⁰ west). Newport is located 97 miles north of Washington D.C. and 38 miles from Dover, the State capital⁶.

The incorporated land area of Newport is .46 square miles, including .01 square miles of surface water areas.

4.2 Location

The Town of Newport is located above the Chesapeake and Delaware (“C&D”) Canal in the northern portion of New Castle County in what has traditionally been called the “Lower Christiana Census District”.

The major defining characteristic of the Town’s geography is the Christina River, which forms Newport’s southern boundary line.⁷



4.3 Town History

Newport is among the oldest communities in Delaware, tracing its roots to the early colonial days of the Country. Since its inception, Newport has been a crossroad of commerce for the State. The “Old Kings Road”, which traveled from Philadelphia to Baltimore, ran through the lands where Newport now stands.

In 1735, John Justis (Justis Street) purchased 100 acres of land from a Maryland Landholder in order to build a town for business purposes. Justis saw the potential for trade in this area, which bordered on the Christina Creek and thus was already in use for shipping grains and other materials.

In 1735, Samuel Marshall purchased 18 acres from Justis and laid out lots for sale. This first “town plan” marks the founding what was to become Newport. Many of the street names created during the early development are still in use today, including Ayre Street, Augustine Street, John Street and James Street.

⁵ Exhibit 8.1, Exhibit 8.2 and Exhibit 8.3

⁶ Exhibit 8.1

⁷ Exhibit 8.1, Exhibit 8.2 and Exhibit 8.3.



By the late 1700's, Newport had developed into a bustling port town, with warehouses and wharves built along the shores of Christiana Creek. The primary trade commodities were grain, flour and crops grown on farms in Delaware and Pennsylvania.

Newport's location as a stage coach (relay) stop along Kings Highway made the Town an important commercial hub for the young nation. Under the newly created United States Postal Service, Town resident Wm. Robeson was commissioned Newport Postmaster in 1792 and oversaw the creation of one of the first Post Offices in the United States in March 1793. The location of this structure is generally believed to be the corner of James and Market Streets in downtown Newport⁸.

Newport continued to thrive as a commercial center into the early 1800's. In 1818, the Newport-Gap Pike (toll road) was constructed, which attracted significant commercial development to the area.

Newport's seaborne growth continued until the mid-1800's, when the Philadelphia, Wilmington and Baltimore Rail Road Company extended its tracks through the Town. As rail service surpassed shipping for the transport of freight, Newport began to see a decline in its (port-oriented) industry.

In order to maintain a thriving economy, Newport was forced to change its commercial focus. By the latter part of the 1800s, the Town's industry had shifted to tanning and fertilizer production, thus keeping pace with the changing mode of cargo transportation.

This period saw the establishment of a significant mercantile sector in Newport, with the addition of the Newport National Bank, five (5) general stores, six (6) taverns and other commercial operations.

Newport was incorporated as a Town on April 17, 1873. The Town was formed as a Commission form of government, with five (5) Commissioners elected at large. This form of government remains in place today.

By the 1900's, northern Delaware had joined the Industrial Revolution, led by the Du Pont Company. Newport participated in the State's burgeoning chemical industry when, in 1908, Henrik J. Krebs built a chemical and pigment plant along Christiana Creek⁹.

⁸ Original Post Office decommissioned in June 30, 1945, with services relocated to the present Post Office operation.

Information regarding the Newport Post Office was provided by Town Officials.

⁹ Much of that plant remains today under the ownership of CIBA Specialty Chemicals.



With the advent of mass automobile ownership and the interstate highway system of the post-war¹⁰ era, the Newport area became and remains today a desirable place to live. Residential development in and around Newport¹¹ took advantage of the Town's proximity to employment centers such as Wilmington and Philadelphia to provide suburban living to City employees.

Throughout this period, the Town government provided essential services, including trash collection and police. The Town maintained a landfill near the Christiana River at what is now the Newport Industrial Park.

In the early 1960's, construction of Interstate 95 (I-95) took place just south of the Newport town limits. Additionally, residential development to the north and west of Newport created the need for a major north/south throughway linking Kirkwood Highway to I-95. In the 1970's the Delaware Department of Transportation¹² planned and constructed State Route 141 through the middle of Newport. The construction of this highway, although providing a great service to the motoring public, had a negative impact on the appearance and character of the Town.

The 1980's heralded more changes for Newport. In 1984, faced with the increasing complexity of managing a municipality, the Commissioners proposed and received approval for a Charter change to allow for the hiring of a Town Manager. Also in 1984, Newport privatized its municipal water system, transferring this rundown system to the Wilmington Suburban Water Company.

The 1980's also saw the development of the Newport Industrial Park at the site of the (former) municipal landfill. Developers¹³ recognized the potential of Newport as a location for commercial real estate and constructed numerous warehouse-type buildings that have contributed greatly to the town's tax base. Additional development was enabled by the annexation of a tract of land in 1991, which led to the construction of over 10,000 s.f. of premium office/warehouse space.

Recently, CIBA–Geigy petitioned the Town government to annex several acres of land into Newport. After annexation, the company embarked on a \$130 million project to create one of the most advanced pigment manufacturing operations in the world. The investment by CIBA, along with similar initiatives at Air Liquide's manufacturing facility on Water Street, significantly reduced the environmental impacts of their operations to the benefit of the citizens of Newport.

¹⁰ WWII

¹¹ Stonehurst, Newport Heights, Lyndalia, Silview, Gordy Estates, Westview and Forest Brook Glen.

¹² DeIDOT

¹³ The Harvey family (Harvey & Harvey, Inc. and HDC, Inc.), the Schmuessers (Active Crane Rentals).



4.4 Municipal Government

Newport has a non-partisan Commission/Town Manager for of government. The Town Commission consists of five (5) Commissioners, all of whom serves at-large for two (2) year terms. One Commissioner is selected by the body to serve as Mayor and one is selected to serve as Vice Mayor. The Mayor presides over all Commission meetings.

Day-to-day operations for Newport are the responsibility of a full-time, professional Town Manager. This individual, appointed by the Town Commission, oversees the Town's finances and personnel matters, manages capital projects and solicits for and administers grant funds, supplies and equipment. The Town Manager directly supervises all municipal employees.

A Board of Adjustment, consisting of the Mayor, Town Solicitor and a resident appointed by the Commissioners, hears appeals for variance relief from the Town's Zoning and subdivision ordinance. Such relief is required when a desired use or any physical aspect of a proposed development does not conform with the requirements of the said ordinances.

4.5 Population

With a current population of 1,122¹⁴ and approximately 553 families¹⁵, Newport is a small town with a suburban character. The appeal of the Town is evident from information gleaned from the Town's Resident Survey conducted in 2001. Fully 25% of respondents reported having lived in Newport for 11 to 25 years and 24% for 21 to 40 years. 42% of respondents moved to Newport from elsewhere in New Castle County and 20% of respondents took advantage of the town's proximity to employment centers and moved to Newport from Wilmington¹⁶.

Census data collected by the US Census Bureau over the decades reveals that Newport's population first topped 1,000 people during the 1940s. Since then, population has fluctuated from a high of 1,366 (1970) to the current low of 1,122. While the Town's current population is just under 10% lower than a decade ago, indications are that this shift reflects background population adjustments and are not a trend (and thus are no cause for concern).

¹⁴ US Census Bureau (2000 data).

¹⁵ US Census Bureau (1990 data – Household demographic data from the Year 2000 Census has not been released as of the date of this Comprehensive Plan.)

This figure represents a 4.75% increase from 1980 Census data.

¹⁶ Exhibit 8.4.



Table 1 depicts the population of Newport and the percentage of population change from decade to decade between 1940 and 2000¹⁷.

Year	Newport	% Change	Elsmere	% Change	New Castle County	% Change
1940	987		1,630		179,562	
1950	1,171	18.6%	5,314	226.0%	218,879	22.0%
1960	1,239	5.8%	7,319	37.7%	307,466	40.5%
1970	1,366	10.3%	8,415	15.0%	346,674	13.7%
1980	1,167	-14.6%	6,493	-22.8%	367,562	4.5%
1990	1,245	6.7%	5,935	-8.6%	441,946	20.2%
2000	1,122	-9.9%	5,800	-2.3%	500,265	13.2%

Table 1: Population Trend Comparison (Newport, Elsmere & New Castle County)¹⁸

Table 2 provides population projections for the Lower Christiana Census District from 1990 to 2020. These projections indicate that population in this District is expected to decrease approximately 7% during this period. This finding is consistent with the projections for all Census County Divisions north of the C&D Canal.

Year	Population
1990	36,543
2000	35,615
2005	34,837
2010	34,059
2015	33,299
2020	32,830

**Table 2: Population Projections
(Lower Christiana Census Division)¹⁹**

¹⁷ The population growth for New Castle County is attributed to an explosion of residential construction in the southern section of the county, specifically the Middletown-Odessa Census County Division.

Included for comparative purposes is the population of nearby Elsmere as well as the population of New Castle County as a whole

The Delaware Population Consortium notes that approximately 35% of Delaware's population resides in incorporated Cities or Towns. The remaining are in non-incorporated areas.

¹⁸ US Census Bureau

¹⁹ Delaware Population Consortium



Table 3 and Table 4 present Census Bureau summaries of age, gender and race gender of the residents of Newport.

Age	Male	Female	Total
Under 5	49	50	99
5 to 17	109	84	193
18 to 24	67	62	129
25 to 39	146	167	313
40 to 59	148	126	274
60+	46	68	114

Table 3: Newport Population Demographics for Census Year 2000 (Age & Gender)

Race	Number	Percentage
White non-Hispanic	809	72.1%
White Hispanic	41	3.7%
Black non-Hispanic	118	10.5%
Black Hispanic	1	0.1%
American Indian and Alaskan Native	9	0.8%
Asian Alone	19	1.7%
Some other race alone	57	5.1%
Two or more races	68	6.1%

Table 4: Newport Population Demographics for Census Year 2000 (Race)

In summary, the Town of Newport is predominately comprised of residents that were white (72.1% of the population) and under 40 years of age (65%).

4.6 Housing

Housing in Newport is extremely stable given the age of the Town's housing stock. Table 5, developed from 2000 US Census data and records provided by the Town Manager, reveals that the majority of the housing stock in Newport is over 45 years old. Despite a decline in housing construction during the 1990's, much of the housing stock is in good condition. There are very few abandoned housing units in Newport at the time of this Comprehensive Plan.

Census data finds a decline in the number of housing units in Newport between 1990 (553 units) and 2000 (490 units). While such a decrease (11%) may be attributable to several factors²⁰, the data tracks with comments made by Town officials regarding recent demolition of residential structures for (potential) commercial development.

Year Built	Total Units	Percentage
1990 to 2001	11	2.2%
1980 to 1989	25	4.5%
1970 to 1979	52	9.4%
1960 to 1969	108	19.5%
1950 to 1959	134	24.2%
1940 to 1949	160	28.9%
1939 or earlier	74	13.4%

Table 5: Newport Housing Stock

²⁰ Including recent residential demolition and faulty recording by the U.S. Census Bureau (Census representatives included two mid-rise apartment buildings in the 1990 tabulations that were not located in Newport).



Despite this decrease in total housing units, Newport's Commissioners and residents are more concerned with the relative decrease in homeownership. Newport is experiencing an increase in the amount of rental units (vs. a decrease in owner-occupied units). The 2000 U.S. Census reports 271 renter occupied housing units in Newport. This represents 54.7% of the Town's total housing stock²¹. Simply stated, Newport anticipates that the decrease in home ownership will affect the town character and sense of community. Town Policymakers fear that an abundance of rental properties will lead to code and property maintenance issues. Similarly, the Newport governing body believes that an abundance of rental properties may weaken property values. Town policy is to retain strong property values as vital to the future of Newport²².

According to the Delaware State Planning Office, the northern half of New Castle County is approximately 90% built-out. Housing projections prepared by the Delaware Population Consortium reveal a 5.5% increase in housing for the Lower Christiana Census Division 1990 to 2020.

4.7 Community Services

4.7.1 Town Government

The Town of Newport is an incorporated municipality with powers granted by the State of Delaware to govern themselves through their elected officials and authorized appointees. The powers of the Town are established in its Town Charter, which was most recently amended in 1996.

Municipal offices include the Town Commission, Mayor and Vice Mayor (elected from among the Commissioners), Town Manager and Board of Adjustment. Newport has ten (10) full time employees.

Notable Town Ordinances adopted to regulate land use, development, construction and property maintenance and public health and safety are:

- Zoning Ordinance: Regulates uses of property (land use) throughout Newport as well as the size and location of buildings and signage.
- Subdivision and Land Development Ordinances: Establishes procedures for the review and approval of proposed subdivisions and development.
- Business License Ordinance: Requires registration of all businesses in Newport.

²¹ Conventional Planning doctrine places a 'healthy' housing rental:ownership ratio at 30:70.

²² Average value of \$105,900.00 for owner-occupied housing units in Newport.



- Building, Plumbing and Mechanical Codes and Existing Structures Code: Set standards for new construction, major repairs and building system replacement. Permits are required for all but minor repair work.
- Noise Disturbance Ordinance: Protects Town citizens from excessive noise generated by equipment, vehicles, voices and animals.
- Dog Ordinance: Prohibits dogs from running loose and requiring proper disposal of animal waste.

4.7.2 Public Safety & Emergency Services

Police

The Town of Newport provides its residents, property owners and businesses with police protection 24 hours a day, 365 days a year. The Police Department is staffed with seven (7) full-time, certified police officers, one (1) part-time police cadet and one (1) part-time secretary. The Department has five (5) patrol cars and one (1) police motorcycle, which are dispatched by the State Police (RECOM) via a countywide Emergency Communications System (Dial 911).

The Police Department is located in the Town Administration building at 226 N. James Street.

The Town's Police Activity Summary Report for the year 2001 reported that the Department handled 2,262 complaints resulting in 159 criminal arrests, 5,844 traffic arrests and 64 D.U.I.²³ arrests. In addition to its traditional public safety duties, the Newport Police Department offers a "House Watch" program for residents who need their homes periodically checked while out of town.

Newport has enacted a curfew for individuals under the age of 16. Such persons are not permitted to be on the Town streets or public areas between 10:00 p.m. to 6:00 a.m. unless accompanied by a parent or guardian.

Fire

The Minquas (Volunteer) Fire Company provides fire, rescue and ambulance service to a seven (7) square mile service area which includes the Town of Newport. The Fire Company responds to nearly two thousand (2,000) emergency (both fire and ambulance) calls a year. In addition to the Fire Company's (over) one hundred (100) volunteers, the service is directed by four (4) full-time professional firefighters.

²³ Driving While Intoxicated.



The history of the Minquas Fire Company dates to the summer and fall of 1906, when Newport faced a series of fires. With no official Fire Department, it was left to the townspeople to fight the flames. Without the proper equipment, organization and training, their efforts were generally unsuccessful.

In response to these events, a group of concerned citizens organized and, on May 21, 1907, voted to create a volunteer fire department for Newport and its environs. Originally naming their organization the Nonesuch Fire Company (after nearby Nonesuch Creek), it was Lieutenant Governor John M. Mendinhal who suggested that the company be named after the Minquas Indians, the original settlers of the Christiana River banks²⁴.

The newly formed organization elected their first officers in January 1908, when Howard P. Weldin became the first President and Thomas Bullen the first Fire Chief.

The Fire Company soon purchased their first piece of apparatus - a horse-drawn chemical wagon equipped with two (2) sixty-gallon tanks, ladders and other equipment - from the Radnor Fire Company of Wayne, Pennsylvania. The \$1,000 cost of this equipment was raised by popular subscription.

This chemical wagon was motorized in 1917 and remained in active service until 1925, when it was replaced by a new, \$6,500 truck equipped with a 600 gallon per minute rotary pump, two (2) thirty-five gallon chemical tanks and ladders.

In 1948, the Fire Company purchased a Mack Type-85 truck with serverman sedan cab for \$14,500. This apparatus is equipped with a 750 gallon per minute Hale pump, a 500 gallon water tank, a 40 foot – three (3) section aluminum ladder, a twelve foot (12') roof ladder, a ten foot (10') utility ladder and other important equipment. As one of only twelve (12) such units constructed by the Mack Company outside of New York City, this piece of equipment had originally been ordered by a New York State fire company, who ultimately could not afford the purchase price. The truck is still in active service, and is scheduled for complete restoration in the near future.

Unlike other volunteer fire companies, the Minquas firemen sponsor no bingo or catering services. While the Ladies Auxiliary does hold dances, strawberry festivals, soup and bake sales and rummage sales to earn money, the primary source of funding for the Fire Company remains an annual appeals drive. Request letters are sent to 4,300 addresses, and approximately 125 businesses in the immediate area are regular contributors.

²⁴ At their next (June 1907) meeting, the 68-member organization voted to change the name to Minquas Fire Company No. 1, and to adopt an American-Indian with feather headdress as their official insignia.



Rather than sophisticated computer equipment, the Fire Company still relies on large, hand-drawn (by the firefighters themselves) maps for the precise location of every fire hydrant, housing for the infirmed, place of public assembly and drafting location in their coverage area. Additional information booklets provide names and details for infirmed residents.

The Minquas Fire Company is still stationed in its original firehouse, constructed in-or-about 1907 by the firefighters themselves. Located at 21 North James Street, the facility was remodeled and expanded in 1950 at a cost of \$25,000, and now contains a television lounge (in the former engine room), a trophy room where historic photographs and other significant memorabilia are displayed and a very attractive second floor, which is available to rent for private parties and dances.

As of the date of this Comprehensive Plan, planning is underway for the relocation of the Fire Company to a modern facility to be constructed on the 'unit block' of South James Street.²⁵

Medical Services

While there is no hospital in Newport, the Town is well served by several first-class centers nearby, the closest being Christiana Hospital in Christiana, De.

4.7.3 Public Works

The Town of Newport has a maintenance staff consisting of two (2) full-time employees which are augmented by part-time workers as needed. The maintenance crew maintains the Town's street and roadway network²⁶ as well as Newport's parks and public buildings. Services include, but are not limited to, street sweeping, leaf and litter collection and snow removal.

Municipal garbage collection is provided twice weekly for residential properties of four (4) or less dwelling units, with additional charges for large household items. Special provision for tires, hazardous material, trees and building material are required. Residents may call Town Hall to make arrangements for such pick-up.

Residents of Newport are encouraged to participate in the State's voluntary recycling program. Containers for the collection of newspapers, glass, cans and plastic bottles are located under SR 141/41 at the Park-and-Ride lot on Marshall Street. Participation in this program reduces the amount of refuse Newport's public works department must collect and transfer to the landfill, thus reducing municipal costs and saving precious landfill space.

²⁵ Source: A History in Flames+ Delaware. By Bonnie Baggett (supplied by Town officials).

²⁶ Not including roadways owned and maintained by the State of Delaware or New Castle County.



4.7.4 Education and Library Facilities

The Town of Newport is under the jurisdiction of the Red Clay Consolidated School District. The District operates fourteen (14) elementary schools, six (6) middle schools, three (3) high schools, five (5) special education schools, one (1) special focus school and one (1) charter school. Children in Newport attend the Donald J. Richey Elementary School, Richardson Park School and Henry C. Conrad Middle School.

For High School, children in Newport go through Delaware's School Choice Program, whereby children are afforded the chance to enroll in a public school in any school district. Despite this option, children in Newport usually opt to attend John Dickinson High School on Milltown Road, Alexis I Du Pont High School in Greenville or Thomas McKean High School on McKennan's Church Road. Buses transport children residing in Newport to all schools attended.

There is no public library in Newport. The closest libraries are located in the Red Clay Consolidated School District schools. Additionally, Newport residents have access to larger libraries as part of the New Castle County Library System²⁷.

Town Commissioners and Newport residents have expressed support for a local library in Newport, which is envisioned to serve as a community center for education and cultural events as well as senior and youth programs. Such a library may also house what remains of Newport's historical society.

4.7.5 Recreation

Newport has four (4) public parks and recreation areas.²⁸ An 8,200 square foot park is located along S. Augustine Street adjacent to the Old Town Hall and St. James Cemetery, an approximately 26,000 square foot park located at W. Christian Street along the Town's westerly border, a 94,966 square foot park is located on W. Ayre Street (in the area currently being annexed into Newport) and a 9,300 square foot park is located along the Christiana River south of Water Street.

A State constructed, Town operated boat ramp and nature preserve has been completed and opened along the Christiana River at Thom's Drive²⁹. These facilities are not only designed for use by local residents, but as attractors for eco-tourists, students and residents of surrounding communities.

²⁷ Including the Wilmington Public Library, Elsmere Library and the New Castle County/Kirkwood Highway Library.

²⁸ Exhibit 8.5.

²⁹ Access to this area is made through Harvey Drive.



In addition to these traditional recreation areas, Newport is home to the privately run Newport Stake Park, a skateboard and rollerblading park located in the heart of the Town's downtown area³⁰. While this facility is Christian-oriented, it is open to all people, regardless of religion. The Skate Park boasts very low entrance fees and stages popular local and regional events and skating tournaments, providing youth activities in a fun, safe atmosphere.

4.7.6 Senior Services

Approximately 10% of Newport's population is over 60 years old. The town has no senior center and does not offer senior services. The nearest senior center is the Absalom-Jones center in Belvedere. A Second center is located in Elsmere.

Resident homeowners who are 65 years of age or older, or who are under 65 but who are 50% or more disabled, are eligible for a property tax exemption equal to \$32,000 of assessed value of their residential property. Single individuals are eligible to receive this exemption if their taxable income does not exceed \$15,000 annually. Married couples are eligible for the exemption if their combined annual income does not exceed \$19,000. Applications for this exemption must be filed with the Town by April 15th of each year.

4.7.7 Other Services

The *Town of Newport Community Fund* was established in 1995 to provide funding for needy families, to sponsor and promote recreational opportunities for Newport's youth and to otherwise improve the quality of life for Newport's residents. The Community Fund Committee, a non-profit Board made up of elected officials, Town employees, Newport residents and business persons, administers the activities of this fund.

Newport is served by a small United States Post Office located on East Market Street. Mail is delivered to Newport residents and businesses daily.

4.8 **Infrastructure**

While Newport does not provide municipal utility services to property owners, the Town is serviced by private electric and gas from Conectiv Power Delivery, by public sanitary sewer (and wastewater treatment) from the New Castle County sanitary sewer system³¹ and by private water from United Water.

Communication services are available from a variety of companies.

³⁰ Under the SR 141/41 Overpass

³¹ Exhibit 8.6



5.0 TRANSPORTATION

5.1 Background

Most historic towns owe their existence to a fortuitous location along water, wagon or rail transportation routes. Newport can boast of all three.

The Town of Newport became a center of commerce in the 1800's as Conestoga wagons pulled by six-horse teams transported grain, tobacco and other products from Lancaster County, Pennsylvania to Newport's docks on the Christina River. From there, supplies were loaded on ships bound for Boston, New York and Philadelphia.

In 1818, the Newport-Gap Pike (toll road) connected Newport with Gap, Pennsylvania and provided an alternate route for freight traffic.

While a network of surface roadways were developed to service Delaware, New Castle County and, by extension, Newport during the 19th and 20th Centuries, it was not until the 1980s that direct access was to come to Newport in the form of the State Route 141 - State Road 41 – Overpass system (collectively referred to herein as "SR 141/41"). Essentially an elevated highway with access ramps, this system bisects the Town, occupying the air rights over what was once the Newport-Gap Pike. SR 141/41 runs north/south through Newport and is located between Marshall and James Street.

In addition to SR 141/41, Newport is also bisected by State Route 4 ("SR 4"). Unlike SR 141/41, SR 4 is a surface road (locally known as Market Street) as it runs east/west through the center of Town. By connecting Newport to Wilmington, SR 4 has come to serve as a regional highway, despite its local function as part of Newport's center city roadway network.

As a result of SR 141/41 and SR 4, the majority of all vehicular traffic in Newport at any given time is traveling *through* the Town (as opposed to having business *in* the community)³². This traffic raises issues of noise and air pollution as well as public safety concerns due to the speed and volume of traffic through the center of Newport's business district.

Due to its proximity to I-95, I-295 and its connections to SR 141/41 and SR 4, Newport remains highly accessible and centrally located. Residents are able to work in New Jersey, Pennsylvania and other sections of Delaware. Additionally, residents enjoy their short ride to the urban centers of region as well as the Delaware and New Jersey Coastlines.

³² Not all highway traffic in this portion of Delaware runs through Newport. US Interstates 95 ("I-95") and the I 95 beltway ("I-295") pass Newport to the south.



5.2 Rail

A major railroad line runs through Newport in the vicinity of Ayre Street adjacent to the Christiana River waterfront. Formerly a conduit for freight traffic, this rail line now carries the Amtrak Commuter trains, including the high speed ACELA train, on the busy Boston to Washington rail corridor.

5.3 Municipal Roadways

In addition to Federal Interstates (I-95 and I-295) and State Highways (SR 141/41 and SR 4), Newport is served by a network of municipal rights-of-way. While I-95 and I-295 move traffic *past* Town and are maintained by the Federal Government and SR 141/41 and SR 4 move traffic *through* Town and are maintained by the State, smaller municipal roads facilitate the movement of vehicles *within* Newport and are maintained by the municipality with the help of State Municipal Street Aid Funding³³.

Newport's municipal rights-of-way must often carry overflow traffic from I-95, I-295, SR 141/41 and SR 4 when traffic is diverted (intentionally and not) to local streets due to roadway construction, accidents or general congestion. While sufficient to handle local circulation, the Town's streets are overburdened by this volume of excess traffic.

Other Traffic Management issues identified by Town residents and officials include the use of neighborhood streets as "shortcuts" by travelers wishing to bypass more congested highways, ambient noise from the elevated SR 141/41³⁴ and a sense of too many traffic lights on James, Mary and Market streets.

5.4 Regional Roadways³⁵

As detailed above, SR 141/41 has caused significant impacts in Newport. In addition to traffic-specific concerns, land uses in the center of Town have also been impacted. The SR 141/41 overpass separates blocks and bisects neighborhoods and has strongly limited the continuity and success of the Town's central business district. The overpass has no landscaping or buffering, and therefore projects high speed traffic noise into the area. Additionally, the stark appearance of the overpass structure serves as a visual impediment through the heart of Town. Shoppers are discouraged and pedestrians frightened from using the area.

³³ This funding is provided to municipalities by the Delaware General Assembly based on a formula that considers the amount of roadway traffic and population.

³⁴ Said noise is exacerbated by a loss of sound-absorbing street trees around the elevated viaduct.

³⁵ Exhibit 8.2 and Exhibit 8.7.



The Delaware Department of Transportation monitors and records the volume of traffic passing through Newport. The measurements of traffic volumes are expressed as the “Average Annual Daily Traffic,” or AADT. This measurement represents the average number of vehicles that pass through various locations on a given day. Because AADT is an average, there are some periods when traffic is much less and peak periods with greater traffic than the numbers record.

Information supplied by DeIDOT for 2001 indicates the AADT for SR 141 at the Newport Town Limits as 58,456. This means Newport experiences an average of 58,456 vehicles passing over Town each day. Seasonal traffic may be expected to increase as much as 20% over this average, resulting in as high as 70,000 vehicle trips per day.

5.5 Mass Transit

The Town of Newport is located on a public mass transit route serviced by DART³⁶ First State. DART Bus Route # 5 provides transportation from downtown Wilmington to the Christiana Mall along SR 4 and includes nine (9) bus stops in Newport. Scheduled service runs every thirty minutes (43 times daily) during weekdays and on Saturdays.

5.6 Alternative Transportation

In addition to traditional mass transit (bus) service, DeIDOT also operates:

- DART First State Paratransit: This door to door service is only available to Americans with Disabilities Act (ADA) certified clients.
- SCAT (Senior Citizens Affordable Taxi): This subsidized taxi service is available for senior citizens and persons with disabilities

6.0 GENERAL LAND USES

6.1 Existing Zoning

Newport’s Zoning Ordinance divides the Town’s (approximately) 429 tax parcels into seven (7) Zoning Districts³⁷. Specifically:

- R-1 Residential (Single Family)
- R-2 Residential (Single Family & Semi-detached)
- R-3 Residential (Garden Apartments, Other Apartments & Condominiums)
- RB Residential Business
- GB General Business

³⁶ “Delaware Area Rapid Transit” (DeIDOT’s bus, train and intermodal transportation division)

³⁷ Exhibit 8.8



- GI General Industry
- OS (Open Space)

The Newport Zoning Ordinance (incorporated herein by reference) provides detailed descriptions of permitted activities³⁸ and land use controls for each zoning district. (The OS Zone, located at the southeast portion of Newport, recognizes the environmental sensitivity of the area and its undevelopable nature).

6.2 Existing Conditions

A visual inspection (“windshield survey”) of Newport conducted for this Comprehensive Plan identified land uses for each visually accessible parcel in the Town. Said visual data was augmented by land use information provided by Town officials as available. All uses were then mapped to create a General Land Use Map³⁹. These uses were then cross referenced with the Permitted Uses prescribed in the Newport Zoning Ordinance to analyze the effectiveness of the Town’s zoning codes.

Table 6 is an informational summary of land uses taken from Newport’s tax records.

General Commercial	90
Industrial	22
Institutional/Educational	18
Multi-Family Residential	16
Mixed-Use	9
Office	1
Open Space	5
Single Family Residential	235
Utility	5
Vacant	22

Table 6: Newport Land Uses⁴⁰

The following land uses are relevant to Newport.

6.2.1 Residential

As evidenced by Table 6 and the color codes on the Generalized Land Use Map, the overwhelmingly predominant land use in Newport is single family residential. These uses are augmented by duplex and multi-family residential uses. Additionally, there are several residential dwellings located above commercial and office uses along Market Street and in the eastern section of Town.

³⁸ Appendix 8.9

³⁹ Exhibit 8.10

⁴⁰ Discrepancies between Table 6 and the General Land Use Map are attributable to parcel subdivisions and consolidations, database management conventions and the summary nature of windshield surveys.



6.2.2 Commercial

For the purposes of this Comprehensive Plan, the Commercial land use classification refers to those properties which are used for conducting business involving retail sales and other 'walk-up' services, including professional office and similar uses. Most of Newport's commercial activity is located in the General Business (GB) and Residential-Business (RB) Districts.

Due to the location and influence of SR 141/41, there is a limited amount of retail commercial or office activity in the center of Town (and accordingly, no critical mass of such businesses to act as a commercial anchor or retail attractor). At this time, much of the commercially zoned land in Newport is used for light industrial purposes. Additionally, it is noted that Newport's downtown commercial area contains a significant amount of older structures in need of improvement.

6.2.3 Mixed-Uses

Many older central cities or smaller downtown commercial areas have retained their historic second-story residential units above ground-floor retail or office space. Such configurations traditionally house local shop keepers above their stores or professionals above their offices.

Newport does have a limited inventory of such mixed-uses. However, it is doubtful that many of the dwellings house traditional owner-occupants. Rather, these units are more likely rental remnants of the Town's commercial past.

6.2.4 Industrial

While not large in number, Newport's Industrial and Light Industrial land uses occupy a considerable amount of the Town's land mass, mostly on lands adjacent to the Christiana River. The presence and location of these uses is significant for Newport.

As a community whose history includes a working-waterfront with freight rail service, it is not surprising to find residential uses in close proximity to Newport's industrial core. (Such development patterns are typical in older communities where workers lived within walking distance to their places of employment.)

Over the years, several former industrial properties have been converted into light industrial uses, especially along the interior edge of the industrial district. The result is that industrial activities are located in close proximity to residential, office and retail establishments. Residents and shoppers must contend with noise, odors and unsightly elements generated by these harsher uses, whose negative influences are often felt far beyond their property lines.



While not generally undesirable, the existence of a significant number of residential dwellings in very close proximity to the Town's active industrial properties - *without appropriate buffering* - does represent a detriment to the safety and welfare of the community. This situation is expressly evident in and around Ayre Street, where automotive, processing and other land uses are exerting negative pressures on adjacent land uses.

6.2.5 Institutional

Institutional land uses are generally associated with governmental or community services that provided by local or State government (including Boards of Education), religious institutions and/or community groups.

The Town's tax records indicate 18 properties used for Institutional purposes, including the Town Hall, the Newport Administration and Public Safety Building, the US Post Office, schools and churches. These Institutional uses are located throughout Newport on lands zoned Residential and General Business⁴¹.

6.2.6 Open Space/Recreation⁴²

As detailed in section 4.7.5 Recreation, Newport has a series of parks and recreation areas located throughout the Town. In addition, the Newport views the natural areas in and around the Christiana River as an open space and recreational resource.

The recently completed Newport Boat Ramp is located on an approximately two (2) acre site along the Christina River off of Thom's Drive in the Town's Industrial Park. The project includes a 47'x105' boat ramp with two (2) parallel floating boarding docks. Twenty-six (26) parking spaces are provided, thirteen (13) of which are sized for vehicles with trailers. The U.S. Fish and Wildlife Service and the State Department of Natural Resources and Environmental Control (DENREC): Division of Fish and Wildlife are funding this project.

Christiana River

As an "impaired water", the Christiana River will be subject to the Total Maximum Daily Load ("TMDL") regulations to be issued by DENREC by the end of 2004. Total Maximum Daily Load is a calculation of the amount of pollutants that a body of water can assimilate and still achieve water quality standards. The TMDL figure for a particular body of water is based on the designated use of said body.

⁴¹ Traditionally, Institutional uses are permitted in otherwise restrictive zones due to their function as supports for community life.

⁴² 8.5 Exhibit



Pending release of the TMDL figures, it is possible that Newport may be required to reduce both 'point' and 'non-point' source loads of nutrients and bacteria. Such reduction may be achieved by adopting Best Management Practices such as reducing fertilizer use in parks, encouraging proper disposal of pet waste, street sweeping and other means.

6.2.7 Exempt Parcels

At the time of this Comprehensive Plan, 29 of Newport's 429 tax parcels (11.42%) were tax exempt and thus non-revenue-producing assets for the Town. Eleven (11) of these parcels were traditional tax exempt lots used for governmental, institutional, educational and religious purposes and 18 parcels were granted tax exempt status due to:

- Owner disability (1 parcel)
- Owner's Age (65 years old) and income criteria (17 parcels)⁴³

6.3 **Current Zoning vs. Existing Land Uses**

Existing land uses in Newport generally conform to the uses specified for the various Zoning Districts in the Town's Zoning Ordinance⁴⁴. The exception is the General Business (GB) Zone. Nonconforming uses identified in this Zone include:

- A predominance of light industrial and single family residential uses in the area of Ayre Street toward the southeasterly section of Town (west of James Street).
- Multi-family residential and duplex residential on the block bounded by James, Mary Ayre and Market Streets as well as multi-family residential on the block bounded by James, John, Justis and Market Streets.
- Single family residential fronting James Street and SR 141/41 located between commercial uses.
- Light Industrial uses adjacent to the Town's Administrative Complex at the north side of Newport.
- Light Industrial uses on the east side of SR 141/41 on both sides of Ayre Street.

⁴³ Reference section 4.7.6 herein.

⁴⁴ Exhibit 8.8, Exhibit 8.9 and Exhibit 8.10.



The long term health of Newport will be directly tied to how the Town addresses these nonconformities.

As may be expected in a small town that has not annexed significant property in its recent history, much of the land in Newport is developed. While there are limited opportunities for new development, the future of Newport is likely to be in the **re**development of existing structures and land areas as opposed to new construction. Additionally, growth for Newport may be achieved through selective annexation as depicted on the Proposed Annexation Plan.⁴⁵ Toward these ends, the recommendations contained in section 7.2.5 of this Comprehensive Plan address revisions to the Town's Zoning, redevelopment of existing areas and growth through annexation.

7.0 CRITICAL COMMUNITY DEVELOPMENT ISSUES

7.1 Goals & Objectives

As a basis for this Comprehensive Plan, in late 2001 Newport Policymakers conducted a public opinion survey of its residents to determine their opinions regarding issues ranging from municipal spending and municipal services to traffic and congestion. After analysis of the responses, and after several public meetings to confirm and identify additional issues, the following municipal goals and objectives for the Town of Newport were developed. These goals and objectives are designed to serve as general guidelines for the development of specific Town policies and programs.

1. Provide a healthy and safe town with neighborhoods consisting of attractive homes and commercial buildings.
2. Continue to provide necessary municipal services and facilities.
3. Provide for the safe, efficient and convenient movement of people and goods within the Town by integrating land uses, circulation routes and transportation facilities.
4. Provide for recreational and cultural activities for all age groups and interests.
5. Encourage development of land consistent with the interests of the Town.
6. Encourage the development/redevelopment of "downtown" Newport utilizing, to the extent practical, generally accepted Smart Growth principals.

⁴⁵ Exhibit 8.11 and Exhibit 8.12.



7. Strengthen the Town's commercial areas through proper planning and regulation.
8. Update Land Use Regulations to meet the Town's needs as well as complement the regulations set forth by New Castle County (through its Comprehensive Plan) and the State of Delaware (through the Livable Delaware Initiative).
9. Provide traffic calming and landscape techniques to mask the noise and traffic generated from State Route 141/41 and State Route 4.
10. Research funding options available through the State and County.

7.2 Issues & Recommendations

Based on the Public Opinion Survey and conversations with Newport Policymakers, the following issues (areas of concern) and recommendations to address these issues were developed (it is recognized that many of these recommendations may overlap):

7.2.1 Traffic & Transportation

The residents and Policymakers of Newport expressed concern regarding the effects of vehicular traffic on the Town. Not only is Newport impacted (directly and indirectly) by the SR 141/41 overpass, which carries large numbers of cars and trucks through (albeit above) Newport, but also by the surface traffic carried by SR 4/Market Street. Residents have voiced concern about the speed that vehicles travel on SR 4 and the impact this traffic has on pedestrian activity and business in the commercial section of Town⁴⁶.

Transportation matters in Delaware are managed by the Delaware Department of Transportation and the Wilmington Area Planning Council (WILMAPCO). DelDOT's principal responsibility is to construct and maintain roads, but it also focuses resources on providing options to address transit, bicycle, pedestrian and freight needs. WILMAPCO is the designated Metropolitan Planning Organization ("MPO") for the regional area that includes New Castle County, De and Cecil County, Md and is responsible for coordinating transportation plans of State and local governments within this region.

⁴⁶ The Speed Limit on the Market Street section of SR 4 is 30 mph. The roadway has minimal traffic signals and crosswalks, which create a dangerous environment for pedestrians. Moreover, the lack of commercial activity and pedestrian traffic along Market Street provides no reason for regional traffic to decelerate while driving through Newport.



*Recommendations*⁴⁷:

- Develop measures to manage traffic from the regional vehicular roadway network. Issues include limiting speed, buffering noise, reducing air pollution and addressing growing threats to pedestrians.
- Evaluate options for appropriate traffic-calming⁴⁸ techniques to improve both traffic and pedestrian safety, especially for the downtown commercial section of the Town.
- Explore opportunities to incorporate traffic-calming with appropriate development design standards in order to help to ensure safety and mobility for pedestrian and non-motorized modes of transport. Design standards may include, but need not be limited to, shorter and narrower blocks, on-street parking, through streets and walkways and other elements designed to keep regional traffic dispersed and at low-speeds.
- Evaluate options for improving aesthetics and providing pedestrian accessibility and amenities along SR 4 through Newport, including the design and installation of signalized pedestrian crossings throughout the Market Street section of SR 4.
- Consider promotion of pedestrian and bicycle paths to link residential and commercial sections of Town as well as to link the new boat ramp and nature center to the Town's residential and commercial areas. Develop and encourage the use of other alternative transportation systems.
- Consider extending the above-recommended pedestrian/bike path along the Christiana River. The new Boat ramp has potential to attract large numbers of people to Newport. A well-established pedestrian/bike path may entice tourists to walk/ride and shop or eat in local establishments.
- Develop a plan for the regular monitoring of vehicular traffic (including the vehicle mix of cars vs. trucks) and associated impacts over the next decade. The plan should include regular (annual) reporting from the appropriate agency to Newport Town Commission.

⁴⁷ It is recognized that implementation of many of these recommendations will require cooperation with DeIDOT, WILMAPCO and other appropriate State agencies.

⁴⁸ Traffic Calming is the practice of using roadway geometry to improve safety. Speed bumps, rumble strips, hammerheads, flare-outs, doglegs and other combinations of geometry and streetscaping (landscaping and street furniture) can be effective in lowering drivers' speed on streets.



- Establish a seasonal air quality monitoring program in the vicinity of SR 141/41 and SR 4 to track changes over time.
- Develop a system of pathfinder signage throughout Newport to guide visitors to various locations, including parking lots. Such a system will reduce traffic congestion and thus noise and air pollution.
- Capitalize on Newport's accessibility from SR 141/41 and SR 4 while concurrently implement measures to manage regional traffic.

It is noted that Newport submitted a grant request to address this issue as part of the FY 2000 (federal) Community Development Block Grant⁴⁹ funding round. This grant was not funded. The Town anticipates making similar grant requests in the future.

7.2.2 Parking

Residents and Policymakers of Newport expressed concern regarding the limited parking situation in the downtown area. Currently, parking space to service the Town's commercial areas is quite limited. Such a shortage not only impacts existing businesses but deters new business from the area.

The way parking is managed has a significant impact on the type of development that takes place and the resultant look and feel of the community. Older downtowns typically do not have sufficient off-street parking due to the development patterns established prior to the advent of mass automobile usage. Business-owners attempt to address this issue by either demolishing buildings for parking lots or by converting green space or other (otherwise) unproductive areas to parking. The result is *often* a haphazard use of land and an increase in congestion. The result is *always* a reduction in the quantity and quality of the commercial downtown.

Newport has attempted to address this issue by requiring specified numbers of parking spaces for all new commercial development. This has had the effect of chilling prospects for downtown development and increasing requests to the Board of Adjustment for variance relief.

Recommendations:

- Explore municipal purchase of select parcels throughout the downtown area for conversion to centrally located (metered) surface parking lots or

⁴⁹ CDBG



parking structure to serve surrounding land uses⁵⁰.

- Work with select business-owners with parking to institute shared parking arrangements as appropriate. Commercial tenants whose primary office hours are during the day can share parking facilities with establishments whose patronage is primarily at night. Newport can facilitate “Parking Agreements” between the parties in order to define the terms of such shared parking arrangement.
- Consider locating parking lots behind buildings or street walls. Successful urban design for commercial downtowns places retail and office buildings close to the sidewalk with no set back. Rear parking becomes a logical extension of such a design.
- Explore public/private partnerships with downtown businesses to effectuate the above-recommended municipal parking plans.

7.2.3 Transportation

Recommendations:

- Periodically survey Town residents to determine if their mass transit needs are being met and forward results to DART First State.
- As discussed under section 7.2.1 Traffic and Transportation, explore opportunities for developing pedestrian and bicycle pathways and other means of alternate transportation to connect various locations in the Town.
- As appropriate, coordinate all Transportation improvement efforts with implementation of recommendations outlined under section 7.2.1 Traffic and Transportation and section 7.2.2 Parking.

7.2.4 Recreation

Recommendations:

- Coordinate with appropriate State agencies to ensure proper operation of the new boat ramp and nature preserve.

⁵⁰ Such a plan would have the added benefit of removing certain site planning and development costs from a project’s pro forma.



Senior and Youth Services

Primarily attributed to a lack of funding, Newport does not offer activities or services for its senior citizens or its children. Senior-based programming for the housebound elderly (or those with limited mobility or opportunities) provides activity which has been demonstrated to enhance the quality of life for such individuals. Additionally, programs can be created whereby seniors can volunteer to assist and support local schools, the proposed library or other desired public or non-profit organizations.

Youth-oriented programs for children of different age groups reinforces lessons learned in school and provide an outlet for idle hands.

Ideally, programs for seniors can be combined with programs for young people such that the children learn from the experience of mentoring adults.

- Consider use of the Newport Community Fund to provide senior and youth services.
- Provide transportation and/or financial assistance to facilitate Newport's seniors' and youth participation in programs in neighboring communities.

7.2.5 Land Use & Development

The primary Land Use and Development issues for Newport are Zoning, Redevelopment of Existing Areas and Growth through Annexation. Rather than addressing these issues as distinct topics, they are discussed herein within the context of the significant land use categories existing in Newport at the time of this Comprehensive Plan.⁵¹

Recommendations:

Create a Planning and Redevelopment Advisory Committee comprised of Town (government) representatives, local business owners and residents to assist in developing specific strategies and procedures for implementing the zoning, redevelopment and annexation recommendations contained in this Comprehensive Plan.

Housing

In general, Newport's housing stock, while older, is in good to excellent condition and its residential neighborhoods are stable, both in terms of housing 'turnover' and the character and integrity of the areas.

⁵¹ Exhibit 8.13 and Exhibit 8.14.



With the exception of the residential neighborhoods bordering commercial zones, it appears that the Town's existing Zoning controls for residential districts, with minor modifications, will continue to maintain the character of these districts into the future.

Recommendations:

- Review and streamline the number and types of permitted uses in residential zones. Remove certain incompatible land uses to protect the Town's residential neighborhoods. Such revisions should reflect current land uses in these locations, reinforce the integrity of the residential neighborhoods and reflect market realities for Newport.
- In addressing issues where residential zones border commercial zones, seek to modify the existing regulations for the commercial districts as opposed to seeking changes for the residential areas. Eliminate the Residential Business (RB) Zoning District(s) to reduce potential conflicts between residential and commercial land uses. Classify these areas within the larger General Business (GB) District and/or within a new Professional Office classification.
- The proposed Annexation Plan includes incorporation of several existing residential areas outside of the Town's borders. These areas are physically indistinguishable from their neighbors inside of Newport. Should annexation of these areas be approved, said areas should be incorporated into the neighboring (Newport) residential zones as existing⁵².
- Develop strategies that will reverse the trend toward rental housing by reinforcing homeownership and addressing permitted locations for rental housing units.

Commercial⁵³

Newport's Policymakers and residents are strongly concerned with the Town's declining economic (commercial) base. While there is no desire to significantly increase the population of Newport, there is a recognition of the need to expand its commercial center.

⁵² Exhibit 8.15 and Exhibit 8.16.

⁵³ Includes Newport's Residential Business (RB), General Business (GB) and General Industry (GI) Zoning Districts.



Discussions as part of this Comprehensive Plan confirm the Town's pro-business attitude. Newport envisions utilizing various State programs to help attract different types of commercial development to the Town under the premise that Newport's highly accessible and visible location offers a unique opportunity for development of both specialty stores and national franchises.

Newport's strategy is to remake its "downtown" into a commercial destination by utilizing Smart Growth design principles and redevelopment initiatives. The goal is to recreate a "sense-of-place" in this area by incorporating dining, shopping, work and entertainment uses under the theory that a vibrant commercial center requires all such uses in a mutually reinforcing arrangement (no one activity can flourish in the absence of any other).

In developing recommendations to pursue this strategy, Newport proposes to employ a combination of (Smart Growth) traffic calming, streetscape improvements and land use controls, working in conjunction with available (pro-business) State programs, to attract and retain appropriate investment. Other Redevelopment programs, including façade and other improvements to existing operations, replanning land uses to produce a more efficient and effective configuration and the relocation of incompatible land uses may be used to provide a physical setting which will attract appropriate investment.

Recommendations:

- Develop a Strategic Plan for increasing and improving the use of the commercial properties in Newport. Explore marketing the Town's accessibility via SR 141/41, SR 4, I-95 and I-295, increased cooperative ventures with the State, redevelopment of certain parcels and the rezoning of selected sections of the Town. Said Strategic Plan may include, but need not be limited to, efforts to:
 - Encourage the (re)location of professional office and related businesses into appropriate Zoning Districts within Newport.
 - Encourage the (re)development of "downtown" Newport by creating a Redevelopment Overlay to a portion of the (revised) General Business Zone. Such a strategy would recognize and protect the preexisting buildings and land uses in the Overlay Zone by maintaining existing zoning regulations for these parcels⁵⁴ while providing for new land use and zoning regulations for new or redeveloped parcels.
 - As a cornerstone of any redevelopment program, enter into negotiations with each owner and/or operator of each parcel and/or

⁵⁴ Said regulations to 'run-with-the-land', thus protecting the transferability of existing businesses.



facility in the Redevelopment Overlay Zone. The goal of these negotiations is to enter into a public/private partnership between the Town and each of the individual operators in the Overlay Zone to assist in the general redevelopment of this area. Such negotiations should include, but need not be limited to, voluntary actions (on the part of the owner/operator) to address adverse impacts (to the extent any such impacts exist) resulting from said operations as well as the visual improvement to the physical structure.

- Where appropriate, utilize zoning, financial incentives and other programs to (voluntarily) relocate incompatible, unattractive and undesirable land uses to a more appropriate section of Town.
- In conjunction with the above, identify a relocation site for such voluntary relocation⁵⁵ of incompatible land uses (if any), and institute land use and building controls in this location in order to provide for a more efficient and attractive setting for such uses to do business. Allow for general redevelopment activities in this area as well.
- Institute a program of Code Enforcement to ensure all parcels and operations conform to acceptable property maintenance and other appropriate standards.
- Revise Newport's Zoning Ordinance to support the goals of this Comprehensive Plan. Specifically⁵⁶:
 - Review, streamline and reorganize the number and types of permitted uses in each nonresidential zone. Develop a schedule of permitted uses for each zoning district designed to the desired level of intensity of each district. Prohibit incompatible land uses. Revisions should reflect current land uses, reinforce the integrity of the districts and reflect market realities for Newport.
 - In addressing issues where residential zones border commercial zones, seek to modify the existing regulations for the commercial districts as opposed to seeking changes for the residential areas. Eliminate the Residential Business (RB) Zoning District(s) to reduce potential conflicts between residential and commercial land uses. Classify these areas within the larger General Business (GB) District and/or within a new Professional Office classification.

⁵⁵ Relocation site tentatively identified as Redevelopment on Exhibit 8.15.

⁵⁶ Exhibit 8.13 and Exhibit 8.14.



- In conjunction with the recommendations for downtown revitalization herein, create a Redevelopment Overlay Zone for the area bounded by Ayre Street, Larch Avenue, Mary Street and the Railroad tracts.
- Also in conjunction with the recommendations for downtown revitalization, create a Redevelopment District in the to-be-annexed Old Airport section of Town⁴¹ for use as a relocation resource for any incompatible downtown land uses consistent with the recommendations herein. In addition to relocation uses, promote the general redevelopment of this area.
- Separate the existing General Industry (GI) District into two (2) distinct zones; a General Industry (GI) zone on the eastern side of SR 141/41 and a Chemical (Chem) zone on the western side of SR 141/41. Develop distinct land use controls for each zone, focusing the more industrial chemical uses in the Chem zone and the more business uses in the GI zone.
- Recognize the special nature of the area between Marshall Street and SR 141/41 as a new Professional Office (PO) District.
- Reinforce Newport's downtown the sense-of-place by supporting a cultural facility as an anchor for the area. Work with State and County agencies to implement a branch library in Newport⁵⁷.
- Revise the current parking regulations as outlined in section 7.2.2 herein to assist in attracting and retaining desired commercial uses.

Mixed-Use

The above-cited Smart Growth design principles reinforce mixed-use development to provide life all hours of the day. Second floor apartments provide customers for shops, activity for the street and nighttime surveillance for the area. While such principles and the following recommendations are appropriate for the General Business (GB) District, they are key components for redevelopment in the proposed Redevelopment Overlay Zone.

Recommendations:

- Allow mixed-use development (residential units above ground-floor

⁵⁷ Newport Policymakers and residents have expressed an interest in establishing a library in Town which could be used as a community center for youth, senior and other activities. Such a facility, which could sponsor book and movie clubs, art classes, history lectures and other programming, could be used as an attractor for Newport and other Lower Christiana residents and thus generate customers for downtown commercial operations.



commercial and office uses) downtown.

- Address parking issues pursuant to the discussion under section 7.2.2 herein. Additional parking considerations will arise with mixed-use development. Address residential parking either by dedicated parking areas or by shared parking arrangements.

Architectural Design Standards

Communities which include well-designed buildings, attractive signage, well-maintained facades and a positive orientation of buildings to the street are often the most distinctive. As Newport establishes its own definition of a desirable look, the opportunity exists to create a unique, memorable streetscape to attract future development.

Section 7.2.2 herein discusses site design standards in order to facilitate parking in downtown Newport. Architectural design standards regulating building setbacks, street and sidewalk design, architectural styles, signage and building materials can enhance both existing buildings and new development as the community addresses its sense-of-place⁵⁸. Such guidelines may be prescriptive and specific (addressing the level of detail to the size and color of signs), or they may set broad parameters for design to allow for maximum diversity among users. In either case, when applied in a clear and consistent fashion, such standards provide guidance for developers and create higher quality projects by being attentive to design from the early stages.

While such standards are appropriate for the General Business (GB) District, they are key components for the proposed Redevelopment Overlay Zone⁵⁹.

Recommendations:

- Develop clear site and architectural design guidelines so that streets, buildings and public spaces work together to create a sense-of-place for Newport's downtown.

Open Space

Recommendations:

⁵⁸ Architectural design standards often go hand-in-hand with Zoning and Land Use regulations. For example, mixed-uses often require multi-story buildings, whose height, in turn, contributes to defining a street as a "place".

⁵⁹ It should be noted that while design standards may nominally increase the cost of a project (generally estimated at 5% of total project cost), they often 'pay for themselves' in the form of lease value and enhanced customer base.



- Recognize the unique nature of Newport's green spaces and conservation areas by creating a new Conservation (CON) Zoning category. Permit only open space and recreation uses in these areas.
- Regardless of the yet-to-be-established TMDL requirement for Newport, the Town should implement such Best Management Practices such as may be appropriate to reduce both 'point' and 'non-point' emissions entering the Christiana River watershed.

7.2.6 Annexation & Plan of Service

As may be expected in a small town which has not annexed significant property in its recent history⁶⁰, much of the land in Newport is developed. With limited opportunities for new development within its borders, future growth for Newport is likely to be in the redevelopment of existing structures and lands in Town (as discussed elsewhere in this Comprehensive Plan) as well as through selective annexation of lands into the municipality.

In planning for growth, Newport Policymakers have developed a realistic strategy for potential annexation while maintaining a long-range view to the future.⁶¹

Near Term Potential Annexation Area(s)

The 1-5 Year Window for parcel annexation proposes incorporating into the Town previously developed lands abutting the Newport municipal boundary. These lands are located off of the Bestfield Road, Glover Circle, Cedar Street and Larch Avenue borders of Newport. These areas consist of approximately 37.6 acres and 117 parcels, and parallel the axis of the Town's boundaries.

As is typical of long-standing, developed neighborhoods, land use patterns in the Near Term Potential Annexation Area(s) span the Town's municipal boundaries. These areas are indistinguishable in terms of land use, densities and building type from their adjoining sections of Newport. Accordingly, upon annexation, these areas may be expected to be incorporated into Newport without changing the character of the Town.

It is anticipated that, upon annexation of any portion of the Near Term Potential Annexation Area(s), all existing municipal services will be immediately expanded

⁶⁰ Newport is currently in the process of annexing the Grant Avenue ballfield (adjacent to Grant Avenue, Lynam Street, Ayre Street and Glenside Avenue) as a recreation and open space resource (Exhibit 8.11). Prior to this action, Newport's most recent annexation was in 1991 (which led to the construction of over 10,000 s.f. of office/warehouse space in the (Harvey Drive) Industrial Park area.

⁶¹ Exhibit 8.11



to serve the newly incorporated lands with minimal impact to current operations. Significant among these are:

- Zoning, Land Use and Code Enforcement shall operate as current. No change in fiscal requirements or operational capabilities is expected. Zoning to mirror existing zoning on adjacent lands (currently) within Newport, thus preserving the character of the community.
- Public Safety and Emergency Services shall operate as current. Police patrols will be extended into the newly annexed neighborhoods, which are currently serviced by the Countywide RECOM (911) system. Additionally, these areas are within the seven (7) square mile service area for the Minquas Fire Company. No change in service is therefore anticipated.
- Public Works services shall operate as current. Streets and roads, parks and public buildings shall be maintained by Town personnel, who will be responsible for garbage collection, street sweeping, leaf and litter collection and snow removal.
- The Near Term Potential Annexation Area(s) are served by existing sanitary sewer infrastructure operated by New Castle County⁶².
- The Town of Newport **and its environs** are under the jurisdiction of the Red Clay Consolidated School District. Children in newly annexed areas will therefore not be impacted by change-of-school issues.
- Similarly, residents of the newly annexed areas will continue to enjoy the same public parks and recreation areas currently available to them in and around Newport.
- As with current residents, new residents will be encouraged to participate in the State's voluntary recycling program.
- As Newport does not offer senior services, senior residents of the newly annexed areas will continue to enjoy services offered by the Absalom-Jones center in Belvedere or the senior center in Elsmere.
- The newly annexed areas will continue to be served by Conectiv Power Delivery for electric and gas service, from United Water for potable water and from a variety of companies for communication services.

Area(s) of Concern

A review of what may be termed the 'greater Newport region' finds the following

⁶² Exhibit 8.6 and Exhibit 8.11.



significant landmarks in the vicinity of the Town:

- 1st State Plaza to the west
- Banning Park to the east and
- Boxwood Road to the North⁶³. The extent and pace of this proposed annexation is dependent on a series of factors which are impossible to identify and/or quantify at this time.

HB 396 requires municipalities in Delaware to update their Comprehensive Plans every five (5) years and produce new plans every ten (10). Accordingly, the Town will monitor issues pertinent to these areas and anticipates discussing them more thoroughly as part of such future document.

Redevelopment Annexation Area⁶⁴

There exists to the southeast of Newport a largely undeveloped, 454-acre (38 parcel) area which has been identified for possible future annexation. Approximately 357 acres (35 parcels) of this area consists of uplands which may be suitable for commercial development.

The balance of the area (approximately 97 acres, 3 parcels) has been earmarked for open space conservation.

The uplands portion of this 357-acre area appears appropriate for the types of land uses which may benefit by being relocated from the Redevelopment Overlay zone as part of an overall Redevelopment Plan for Newport.

Newport's Policymakers recognize that, in order to appropriately address all of the issues related to redevelopment as recommended in this Comprehensive Plan, a long term, public planning program is required. Issues pertinent to the establishment of the Redevelopment Areas and their impact on existing and future land uses will therefore be addressed by the proposed Planning and Redevelopment Advisory Committee as the Town develops such a program.

7.3 State and County Comments

The following concerns have been raised by the State and County as part of their review of this Comprehensive Plan. The Newport Town Commission has determined that these issues shall be examined by the newly formed Planning and Redevelopment Advisory Committee. Specifically:

⁶³ Exhibit 8.15

⁶⁴ Generally bounded by the railroad tracks, Old Airport Road, SR 141/41 and the edge of the wetlands on the southwestern edge of Town.



- The Department of Education has indicated a desire for schools to be categorized as Conditional Uses in all zoning districts.
- The State Housing Authority encourages the Town to continue to explore innovative land use techniques, including permitting accessory dwelling units in residential areas as a matter-of-right, encouraging social and economic-integration and life-cycle housing.
- The State Housing Authority considers housing for all incomes an integral part of a community's health and livability and encourages Newport to explore affordable housing as a Critical Community Development Issue.
- The State Department of Transportation recognized the fact that while the railroad runs through Newport, there is no passenger or freight rail service to Newport and inquires as to the Town's position regarding this rail line and said lack of local service.
- The State Department of Transportation notes the recommendation in section 7.2.1 regarding buffering of noise associated with the regional vehicular roadway network and requests that the Town work with WILMAPCO to have said recommendation included in DeIDOT's Capital Improvement Transportation Plan.
- The State Department of Transportation notes the recommendation in section 7.2.1 regarding reduction in air pollution related to the regional vehicular roadway network but indicates that they are limited in the actions they can take to reduce such pollution.
- The State Department of Transportation notes the recommendation in section 7.2.1 regarding monitoring of vehicular traffic and associated impacts, indicates that DeIDOT already has a statewide traffic count program and questions the value of Newport collecting additional data.
- The State Department of Transportation recommends that the Town discuss the recommendation in section 7.2.1 of this Comprehensive Plan regarding establishing a seasonal air quality monitoring program with the appropriate sub-agency within DENREC.
- The State Department of Transportation notes the recommendation in section 7.2.1 regarding traffic management related to SR 141/41 and SR 4 and correctly indicates that such management is the responsibility of DeIDOT, not Newport. However, a considerable amount of traffic from this regional roadway network does flow through Newport on its local streets. Management of such traffic is the Town's responsibility.



- The State Historic Preservation Office requested that Historic Preservation be included as a goal of the Town and suggested:
 - That the Town maintain a list of the 11 Newport properties which are on the National Register of Historic Places.
 - Base any architectural design guidelines on Newport's historic appearance and development, especially referencing the design of the National Register properties.
 - Establish a Main Street program through the National Trust for Historic Preservation.
 - Provide regulations for review of construction and rehabilitation of National Register properties to help maintain the historic appearance and character of these properties.
 - Provide incentives, including State Historic Preservation Tax Credits and local programs, for the owners of National Register properties to maintain the historic appearance and character of these properties and to rehabilitate them in an appropriate manner.
 - Develop a walking tour of the National Register properties as a cultural activity for Newport.
 - As appropriate, develop a plan for Woodstock, a National Register property in Banning Park as part of any future planning for this area.
 - Consider adapting the old firehouse into a cultural center and/or library facility.

8.0 EXHIBITS

- 8.1 Regional Context Map
- 8.2 Aerial Photo: Newport & Environs
- 8.3 Newport Parcel Map
- 8.4 Resident Public Opinion Survey
- 8.5 Parks, Recreation and Conservations Areas
- 8.6 Sewer Infrastructure Map
- 8.7 Significant Transportation Routes
- 8.8 Existing Zoning
- 8.9 Existing Permitted Uses: Newport Zoning Ordinance
- 8.10 Generalized Land Uses
- 8.11 Proposed Annexation Plan
- 8.12 Proposed Annexation Plan: Aerial Overlay
- 8.13 Recommended Amendments: Newport Zoning Ordinance
- 8.14 Proposed Zoning Plan
- 8.15 Proposed Post-Annexation Zoning Plan
- 8.16 Existing & Proposed Land Use – County Comp. Plan Conformance



*2003 Comprehensive Plan
Town of Newport
New Castle County, Delaware*

REGIONAL CONTEXT MAP

TOWN OF NEWPORT
2002 COMPREHENSIVE PLAN
EXHIBIT 8.1 COUNTY
CONTEXT MAP

Town of Newport
New Castle County
Delaware
Donald H. Murrie, Jr.
Mayor

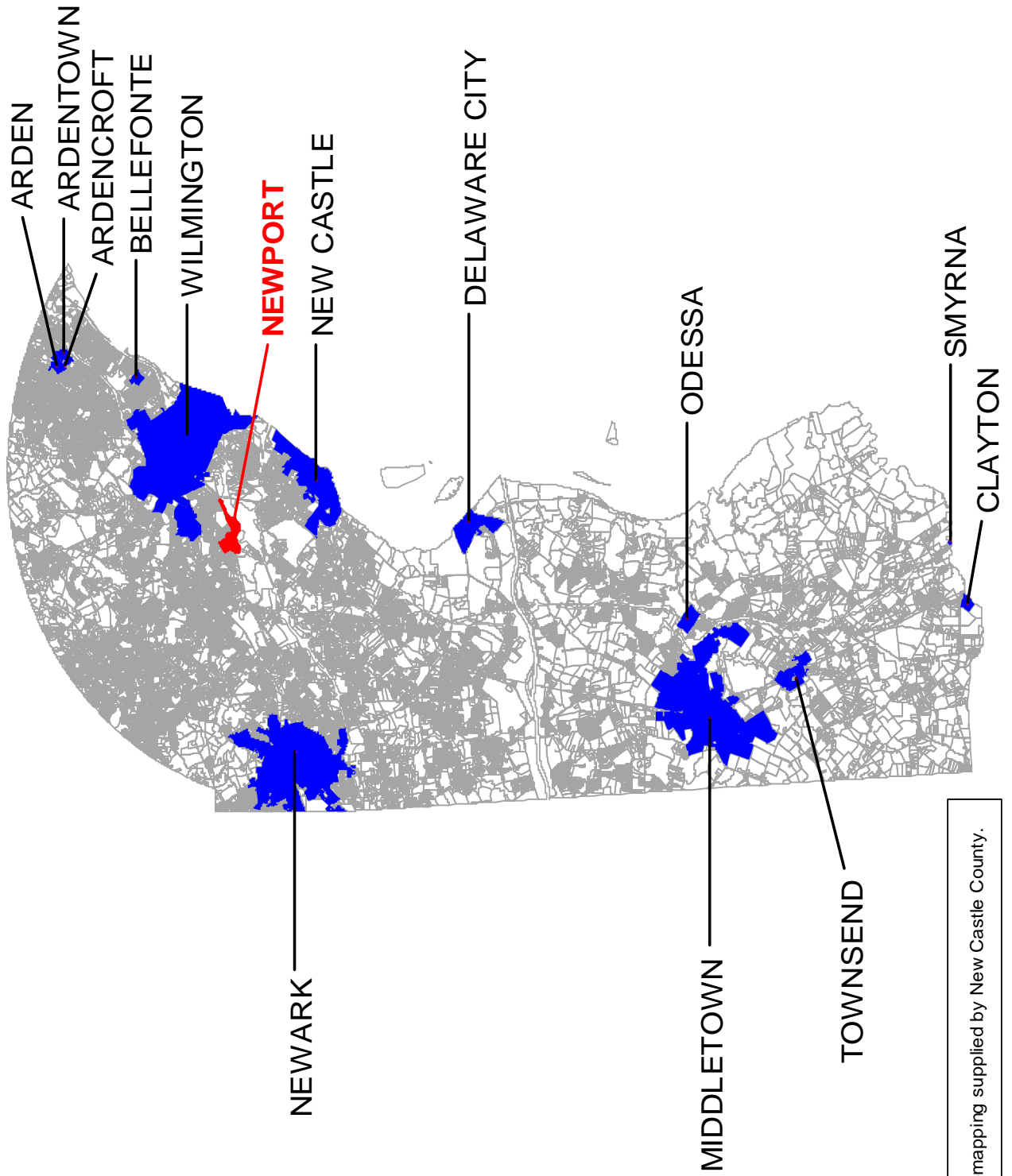
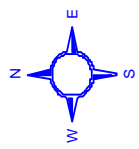
REVISED:

SCALE: N.T.S.
PREPARED BY: STUART B. WISER, P.P., A.I.C.P.
LICENSE NO.: LI 05598
DATE: 1/30/03

REVISION # 2/16/03

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V**

REMLINGTON, YERICK & BENCH ENGINEERS
UNIVERSITY OF DELAWARE COMMONWEALTH BUILDING
300 CHAMBERS DRIVE
NEWCASTLE, DE 19720
(302) 366-0212 FAX (302) 366-0200 WEBSITE: CENBES@WWW.RV&B.COM




Basemapping supplied by New Castle County.



*2003 Comprehensive Plan
Town of Newport
New Castle County, Delaware*

**AERIAL PHOTO
NEWPORT & ENVIRONS**



 Existing Town Boundary

Basemapping supplied by New Castle County.
Adjusted as necessary via local information.

TOWN OF NEWPORT
2002 COMPREHENSIVE PLAN
EXHIBIT 8.2: AERIAL PHOTO
NEWPORT & ENVIRONS

Donald H. Murre, Jr.
Mayor
Town of Newport
New Castle County
Delaware

REVISED:	3/25/03		

SCALE: N.T.S.
PREPARED BY: STUART B. WISER, P.P., A.I.C.P.
LICENSE NO.: LI 05598
DATE: 2/10/03



REYNOLDS, YERGEN & BEECH ENGINEERS
UNIVERSITY OF DELAWARE COMMISSIONED BUILDING
REGISTERED PROFESSIONAL ENGINEERS
REGISTERED PROFESSIONAL ARCHITECTS
REGISTERED PROFESSIONAL LANDSCAPE ARCHITECTS
REGISTERED PROFESSIONAL SURVEYORS
REGISTERED PROFESSIONAL CIVIL ENGINEERS
REGISTERED PROFESSIONAL ELECTRICAL ENGINEERS
REGISTERED PROFESSIONAL MECHANICAL ENGINEERS
REGISTERED PROFESSIONAL CHEMICAL ENGINEERS
REGISTERED PROFESSIONAL ENVIRONMENTAL ENGINEERS
REGISTERED PROFESSIONAL INDUSTRIAL ENGINEERS
REGISTERED PROFESSIONAL METALLURGICAL ENGINEERS
REGISTERED PROFESSIONAL NUCLEAR ENGINEERS
REGISTERED PROFESSIONAL PETROLEUM ENGINEERS
REGISTERED PROFESSIONAL SANITARY ENGINEERS
REGISTERED PROFESSIONAL TRANSPORTATION ENGINEERS
REGISTERED PROFESSIONAL WATERSUPPLY ENGINEERS
REGISTERED PROFESSIONAL WASTE ENGINEERS
REGISTERED PROFESSIONAL WIND ENGINEERS
REGISTERED PROFESSIONAL WOOD ENGINEERS
REGISTERED PROFESSIONAL YACHT ENGINEERS
REGISTERED PROFESSIONAL ZONING ENGINEERS



*2003 Comprehensive Plan
Town of Newport
New Castle County, Delaware*

NEWPORT PARCEL MAP



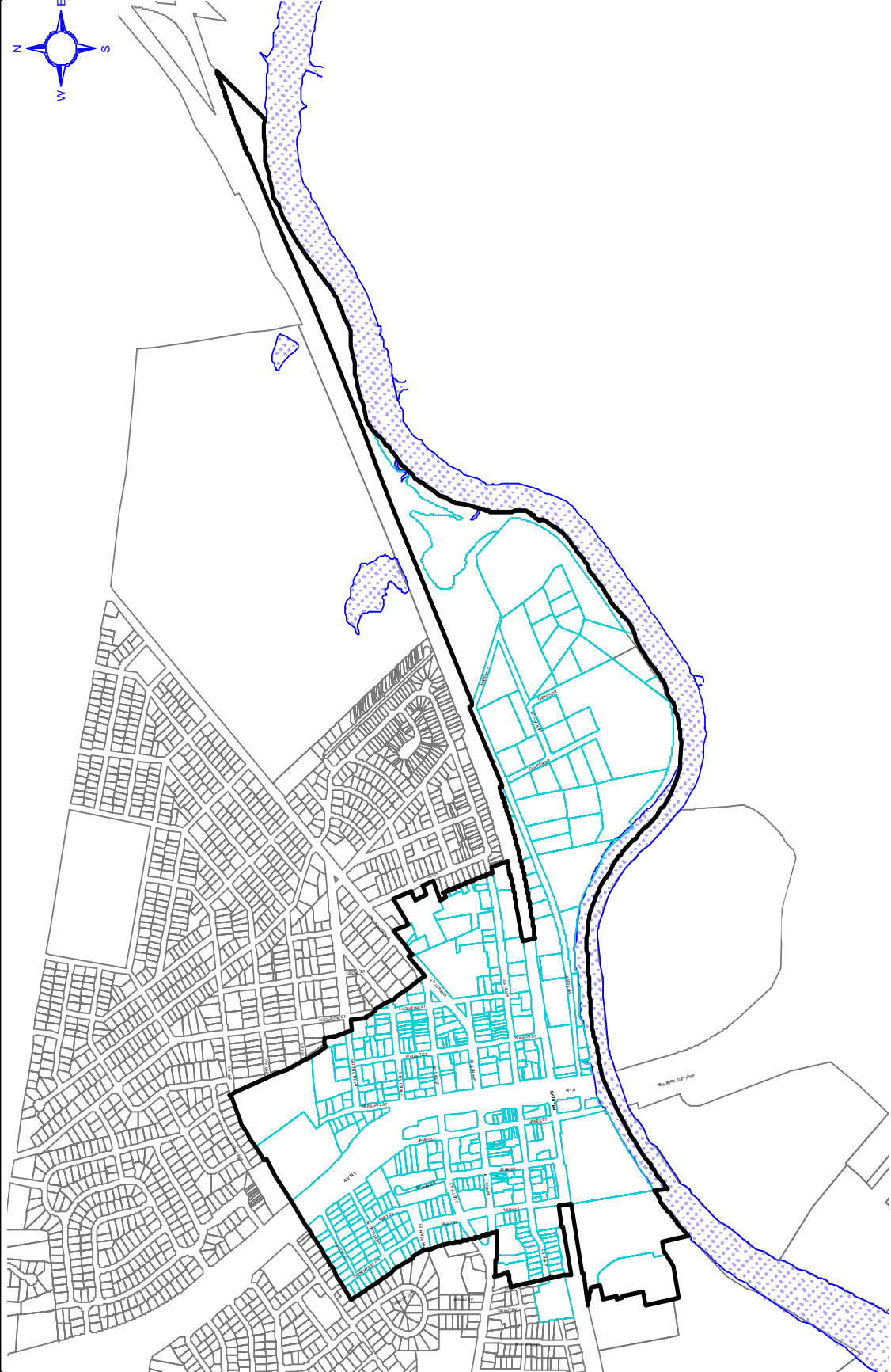
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SCALE: N.T.S.
 PREPARED BY: STUART B. WISER, P.P., A.I.C.P.
 LICENSE NO.: L105698
 DATE: 9/9/02

REVISED:	3/25/03

Town of Newport
 New Castle County
 Delaware
 Mayor
 Donald H. Murhe, Jr.

TOWN OF NEWPORT
 2002 COMPREHENSIVE PLAN
 EXHIBIT 8.3: NEWPORT
 PARCEL MAP



Existing Town Boundary
 Newport Parcels

Basemapping supplied by New Castle County.
 Adjusted as necessary via local information.



*2003 Comprehensive Plan
Town of Newport
New Castle County, Delaware*

RESIDENT PUBLIC OPINION SURVEY



Town of Newport, Delaware Resident Survey Results (Presented December 10, 2001)

1. How long have you lived in the Town of Newport?

Years	Percent
Zero - two	12%
Three – five	15%
Six – ten	8%
Eleven – twenty	25%
Twenty one – forty	24%
Over forty	16%

2. If you are not a life-long resident of Newport, where did you live prior to moving to the Town of Newport?

Location	Select One
New Castle County, DE	42%
City of Wilmington, DE	20%
Town of Elsmere, DE	4%
Elsewhere in Delaware	8%
Out of the State	14%
No Response	12%

3. How important are the following to you as a resident of Newport?

	Very Important	Important	Not Important	No Opinion
Being close to your workplace	29%	41%	21%	9%
Being close to family and friends	29%	45%	19%	7%
Quality of school system	26%	24%	24%	26%
Reasonable housing costs	35%	45%	5%	15%
Available town services	50%	47%	1%	2%
Reasonable tax level	58%	38%	1%	3%
Being close to shopping	30%	48%	16%	6%



**2003 Comprehensive Plan
Town of Newport
New Castle County, Delaware**

4. Please rate the following town services:

	Very Good	Good	Needs Improvement	No Opinion
Police department	52%	43%	5%	0%
Garbage Collection	72%	26%	2%	0%
Road maintenance	47%	41%	11%	1%
Snow removal	71%	25%	2%	3%
Code enforcement	22%	45%	19%	14%
Mayor and Commissioners	31%	45%	9%	15%
Town administration	28%	46%	12%	14%

5. Please tell us how you think each of the following indicators have changed in the last five years:

	Improved	Declined	Stayed the Same	No Response
Quality of town services	42%	3%	46%	9%
Quantity of town services	26%	2%	59%	13%
Quality of town facilities	50%	3%	37%	10%
Access to town officials	28%	6%	51%	13%
Attractiveness of the town	43%	15%	35%	7%
Traffic conditions in town	8%	52%	34%	6%
Recreational facilities	27%	6%	49%	17%
Property taxes	22%	1%	61%	16%
Affordability of housing	16%	5%	60%	18%
Crime level	24%	28%	39%	9%
Community spirit	25%	18%	46%	11%
Quality of natural environment	21%	16%	51%	12%
Fire protection	35%	2%	55%	8%

6. In your opinion, should the town . . .

	Yes	No	No Opinion
Have more single family housing	67%	13%	20%
Have more multifamily housing	5%	71%	24%
Create recreational facilities	67%	11%	22%
Have more commercial business	38%	48%	14%
Have more industrial growth	20%	65%	15%



7. (Continued) in your opinion should the Town . . .

	Yes	No	No Opinion
Allow larger commercial buildings in the town center.	24%	68%	8%
Encourage annexation of properties by offering tax breaks to property owners	46%	32%	22%
Encourage redevelopment of residential properties to commercial properties	18%	74%	8%
Hire more police officers	44%	46%	10%
Reduce the level of speeding enforcement and make up for the loss in revenue through increased property taxes.	9%	83%	9%

8. Please rate how efficiently you feel your tax dollar is spent by the town on the following services.

	Very Efficiently	Efficiently	Inefficiently	No Response
Law enforcement	41%	51%	6%	2%
Garbage collection	52%	44%	3%	1%
Street maintenance	33%	60%	5%	1%
Snow removal	60%	34%	2%	3%
Code enforcement	11%	61%	19%	9%
Building inspection	12%	61%	17%	10%
Land use planning	9%	61%	15%	15%
Recreational opportunities	8%	53%	28%	11%
Town management	18%	63%	9%	10%

9. To improve the situations you have just listed, how much of a tax increase would you be willing to accept (Check one)

Would not find any increase in taxes acceptable	30%
Less than a 5% increase	25%
5% to 10% increase	22%
More than 10% increase	1%
No Response	22%



10. Please indicate the section of Newport in which you live:

Northeast section (E. Justis, E. Christian, N. Marshall, E. Highland, N. Walnut, N. Augustine)	37%
Southeast section (E. Market, S. Augustine, E. Ayre, S. Marshall)	14%
Northwest section (W. Justis, N. John, N. Mary, Stonehurst, Lynam, W. Highland, N. James)	32%
Southwest section (W. Ayre, S. Mary, W. Market, S. James, Water)	16%
No Response	1%



**Town of Newport, Delaware
Comprehensive Plan
Resident Survey Summary of Comments
Issues Facing Newport and Comments Regarding Town of Newport**

1. "Upgrading to the 20th century. Have a better quality of business establishments. The Town must encourage better business to come in as to what we have in the way of tattoo parlors. Beautification of Town."
2. "Crime! Multi-family rentals in Town, Code Enforcement. Lack of response from Town Hall on issues in the Town. Lack of Code enforcement. Town Manager should get out and walk around Town to view problems."
3. "I see people getting stopped for speeding on main highways, and on our block, basically half of the people don't stop for stop signs and speed up and down the street. Why not give a few tickets for that instead of 5 over the speed limit?"
4. "I believe Newport has a large base of rental properties -I feel this leads to decay. Too bad that years ago that ownership did move on, and caused a lot of rental properties for non-residential. Need to make commercial business of quality background. Lots of fly by night businesses, very few substantial named businesses located in Town, also vacant "Lot" right in heart by firehouse, still not even built on. Ciba-Geigy must stay competitive and be successful as if this company falters a large base of income goes. Catering to them and other larger businesses is very important. Industrial area needs attention - this area should draw better companies for possible residency."
5. "Commercial growth, annexation of properties into Town, waterfront recreational development."
6. "I have no idea how the money is spent! It appears it is spent properly."
7. "Radisson Hotel in favor of annex, no taxes. Have residents maintain their property."
8. "Land use planning? What initiative will there be for long term, small business to open in Newport? Multi-unit housing, code enforcement - clarify standards for landlords and tenants. Address vacant properties. Environmental issues of industrial area. As a resident of Newport, I would like to be more involved in creating and maintaining a strong community. I believe Newport is an ideal location and an area of historical importance. However, it is somewhat of a closed community. In order to keep and attract good citizens and businesses. There needs to be an economic plan as well as a social vision for the Town. Is there such a thing? I am excited to see this survey and the initiative taken by the Town government. I hope that you will be publishing the results and informing the citizens how they can be active participants."
9. "Heavy traffic, noise pollution, under pressure to sell homes to developer."
10. "Traffic congestion - though I really can't think of anything that would improve it any further. Appearance / cleanliness."



11. "Leave it alone. You are doing a good job as is."
12. "Over crowded streets, traffic making it worse - if new large businesses are built in Town. Defacing properties on National Register and destroying the unique Town of Newport (since 1873). Drug colonies in Town that are being ignored, instead of being destroyed. Please pass a noise ordinance against loud mufflers on teenager's cars - very annoying! Still see and smell pollutants from CIBA Geigy plant. Let's preserve Newport as the unique settlement that it is."
13. "Develop more recreation for the kids, baseball courts, etc. Expand tax base through annexation. Have the police have more of a neighborhood presence by walking through periodically, particularly the weekend, evenings and summer."
14. "It would be nice to have a town center with restaurants and shopping. Please get rid of the siren for the fire department. Since they have pagers, they do not need a siren."
15. "Controlled growth to increase the Town's tax base, new reference resource. Keep in Home Rule, people's voices need to be heard. Strict enforcement of Town's laws from vehicles illegally parked, to clean up of the neighborhood, Town needs to focus on basics. Town needs to clean up, streets continue to have dirt and debris on the surface. Illegal parked vehicles in residential areas from trucks to disabled cars. Town needs a beautification program for banners, flags and Main Street Improvements."
16. "Radisson Hotel - I hope that Town stands tall against New Castle County and doesn't let a great opportunity slip by."
17. "Town could be kept cleaner, i.e. street cleaning/sweeping, trash removal, curb/gutter cleaning. More attention - to speeding in residential areas, stricter enforcement of noise ordinance, i.e. car stereos. As stated on previous page, cleaner streets and sidewalks, enforce noise ordinance primarily car stereos and speeding on residential streets."
18. "The streets need to be cleaned and stones removed for bicyclists and children riding on wheeled toys. The old houses for rent should be fixed up by a develop group for cheaper housing for family housing. Any age pay rent. Wendy's looks too empty and the Seven-11 is staffing not too nice or overly friendly help. The people are very friendly and the youth has a direction of a simple goal towards life styles for accommodating the senior population. But they should need a dance for single recreations open something up so they have a pride in Friday and Saturday nites boogey."
19. "The traffic situation at Rte. 141 (a state and county problem.) Increase Police enforcement of traffic laws in residential areas. The Newport Police Department owns 2 motorcycles. Why aren't they being utilized? We need them in the residential areas."
20. "Must grow to stay competitive. Traffic: Keep State and New Castle County government out of our Town. Don't let the county beat us, keep fighting for Newport."
21. "Expanding the Town to a larger population."



**2003 Comprehensive Plan
Town of Newport
New Castle County, Delaware**

22. "More frequent police patrols in home areas to reduce speeding and running of stop signs. Reduce drug activities in all areas. Improvement to make "Main Street" more attractive and better parking."
23. "Too many residential rental houses. Realtors have targeted our area as low class rentals. We need owner occupied houses. Work with realtors - encourage young ownership. Enforce noise limits. I have heard of towns with very simple rules; if nuisance noise (radio, etc.) travels past your property line, it is too loud. No sound meters are needed. We should have some police foot patrols in the late afternoon and early evening - 3 PM - 9 PM. Noise from the overpass: The bump in the transition joint at the north end is like a bomb going off every time an empty truck passes. Jake' brakes on diesel trucks. I have seen signs in Pennsylvania prohibiting their use within Town limits."
24. "Might adopt a pager system for fire personnel during the night between 11 PM and 6 AM to eliminate the fire whistle during those hours."
25. "The Town should expand as much as possible. More Police. Unelect Tom Sharp. Don't back down from Big Brother. Annex as much as possible, i.e. "The Vacant Radisson" What has New Castle government done for us. Whatever will benefit Newport."
26. "Neighborhood police patrols are not sufficient. Focus is on speeding in Town instead of prevention of youth crime and speeding in developments. Trucks are parked on Lynam, Stonehurst, Highland, Christian etc., which make it difficult to get around them. Loud cars, teenagers, underage drinking is prevalent in Northwest section. We rarely see police in Northwest section. Teenagers speed, drive cars with loud radios, drink and throw empties on lawns, curse and yell while walking or loitering on Stonehurst and Lynam streets. Little children hearing and seeing the behavior will someday copy it. Older residents are afraid in their homes. Former Mayor's sons are part of the problem and the Town likely does not want or know how to deal with the problems. I expect an incident like the fight and death in Richardson Park to happen here in the future."
27. " We need to be strong against the county, if it can be legally done then they should have chance to be part of this great Town."
28. "Traffic, the volume and lack of control over the flow - need more traffic lights or something. Current lights need to be better synchronized. Newport has become more of a transient Town which I believe leads to some of the crime we have experienced. Newport was once a quaint Town. Now it looks like war torn Europe. There is nothing attractive about it. Part of this is caused by the Town being divided in half by the overhead of Rte 141. Even though it is a Town, you can't get a spool of thread without going outside the Town. I don't believe in living in the past, but I would like to see the Town regain some of the beauty it once had. There should be a balance between commercial and residential opportunities in the Town. Since I'm not an activist in the Town, I have no right to criticize those who give of their time to make the Town run so I can only wish you well."
29. "Reduced on the number of traffic coming through Newport. The police have to be more visible on the back streets for speeders at night. They blow through stop signs and hold parties in streets late at night. Redevelop ground for kids."
30. "The Town should provide, collect from and maintain "Keep Newport Proud" trash containers in the above 4 sections of the Town and solicit (not require –participation of costs



from specific commercial vendors -indirectly the principal trash litter sources (7-11, Wendy's, doughnut shop)."

31. "Influx of low income families and devaluation of property. Single family homes becoming rental property. Children on the streets at all hours."
32. "Not backing down from the State government and New Castle County by protecting our Town Charter including annexation. Traffic conditions in Town. Attempting to get a Town official elected to a State elected position. Great Town, excellent Police Department the Mayor and Commissioners are doing a fine job. Don't back down from annexation of the Radisson Hotel. Great opportunity for the Town."
33. "Crime. Traffic. Taxes. Too many cars on Mary Street by Ronnie's Automotive - jams up by the street."
34. "There needs to be more recreational activities available - such as bike trails, jogging areas, etc. to help promote better fitness among the residents."
35. "There are not very many safe, clean, supervised recreational facilities for the youth of our community to participate. If there were, we would know where the youth were, what they were doing and could help encourage them to take part in our community. This would be better for our community than more businesses. There are many government and private facility funds available for such development. YMCA, Boys & Girls Clubs and United Ways get them all the time in order to increase the lively hood of our youth, and thus our future. I know these are non-profit organizations but this could be a non-profit recreational facility run by our Town. It could create jobs. It could start small - like an after school program or something. I have very much enjoyed living here. I have great neighbors, a nice home and a peaceful neighborhood. I wish I was more educated concerning town government, community events and other information. so I may take a more pro-active part in my community. I also want to thank the officers for keeping our neighborhood safe for our children."
36. Finding parking for Richey Elementary School an alternative to parking on E. Highland Avenue and blocking private driveways."
37. "Traffic. Keep streets cleaner. Some properties to be maintained better. Some in Main part of Town are eyesores. Vehicles that are parked illegally e.g. large commercial trucks and boats in residential areas. Cars and trucks parked too close to corners so that it is unsafe to see on coming traffic never noticed by policemen. Never see a police car ride through our neighborhood. On trash collection days they never pick up any trash that is thrown out of cars or from people walking the streets such as soda bottles, beer bottles, cans and trash from Wendy's."
38. "Please do not annex the Radisson. I would like to turn left on red at the corner of the fire station and the Exxon."
39. "Rental properties, there are too many in the Town of Newport. Renters don't take care of the properties and landlords do not screen their tenants. Traffic violators, Too many cars are speeding



on the back roads of Newport and too many cars are running stop signs. The Town of Newport needs to spend more money and time cleaning up the southeast section of Newport. I cannot believe that Newport is considering annexing the Radisson into the Town. Why does Newport want to involve themselves into something involving the Capanos? They chose to disregard the codes and are getting the punishment they deserve. The Town administration needs to spend their valuable time will issues directly in our Town."

40. "Annexation of property where the Radisson is located. They (Capano) intentionally made it too large and don't think it should be made easy for them to fix their mistake. The school system is bad, That is the most important problem this area faces. Rental properties - some owners don't take care of their property. This brings down the value of the houses in the area. I am pleased with the police coverage here. The children know that they can talk to the police and they have responded promptly when called; I am concerned about the yellow rental property at the corner of E. Christian and N. Walnut; The owner has rented it out to undesirable people."
41. "Rental properties not properly managed. Traffic increasing. Abandoned properties—both commercial and residential. I would like to see a Newport Town Library to house our historical items an act as a Town center for internet access to the public and a seminar and educational center. The corporations here also have items of historical significance that could be held as well - e.g. history of CIBA, DuPont, etc.
42. "Decline in appearance of some houses, trash on grounds, no windows, codes not enforced. Overpopulation of stray and free roaming cats creating a nuisance and health problems. Slum rentals which could lower value of neighborhood and discourage new responsible residents (owners). Could affect tax base. Have gotten no support from Town Manager when posing a problem or complaint. He shows no concern and does not seem to be aware of what's going on in Town. Would like to see serious consideration of adoption of laws/codes re roaming cats. More pressure and follow-up on enforcing property up-keep. These kinds of properties lower the value of all properties. The Mayor and Commissioner Bradbury have been very accessible and quick to reply to concerns. The police are always very helpful."
43. "Clean up Section 8 Housing throughout Newport. Make Landlords more responsible for their properties; Police need to spend more time on East Ayre Street for speeding cars, trucks, etc. Stop signs don't mean anything. Need to do more about drug trafficking through the Section 8 Rentals properties. Except on East Ayre Street where Police or Town officials seem not to care about the people that own their own properties. Suffer."
44. "Commercial businesses are important to the Town, but should not overshadow the need for residential housing."
45. "Accidents and traffic and traffic lights. Pollution from CIBA Geigy. Need more police patrol. The Skateboard Park is not in a good location. It is a distraction to drivers, unsightly and unsafe (kids always running, walking, skateboarding our in the street to and from the park). We need some type of noise control (loud, booming car stereos)."



46. "11/12/01 News Journal article about the annexation of the Radisson property. Amount of police officers decline of local patrols. Their presence is minimal on street. What happened to the motorcycles, bicycles on patrol. Town Manager refusal to get to know the town people. His arrogance should not be tolerated. The administration of Newport has failed the residents of this Town on so many occasions we have asked for service and been ignored. Examples: Road repair on Christian and Walnut Street (2 Years). Illegal left turns on Christian and Marshall. Barricades on Marshall and James have been missing for 6 months. Curfew not enforced. Blue ranger pick up kids driving with no license (knowingly by the police. 2 or 3 police run radar on James Street by Motorama. State Police do I-95 with one. See more county police than Newport. The Radisson Hotel is a big mistake. That hotel is in violation no matter where it is located. For you to consider annexation is asinine. This shows that the Town is out of control. I will address this and other issues at the December 10th meeting. Kurt Fliener"
47. "Crime. To assure on going maintenance of apartment complex. Maintaining relationship with EPA regarding pollution from industrial errors (windows are coated with film which I feel comes from CIBA Geigy. Since we do not have a Civic Association, I would like the Town to develop some rules regarding or restricting parked trucks or boats and common rules regarding home additions and property maintenance."
48. "Crime. Violation of fire codes in complex across from firehouse! Please continue the radar patrol. Most speeders who are caught probably slow down at least for a few months. You may be saving a lot of lives!
49. "What happened to inspections on building repairs? We never get any notice next door to houses for repairs. New building out of touch in present location. Too many cars per business units. Recreational Facilities not needed in Town for outsiders. Banning Park nearby. I was Town Clerk from 1941 and collected and sent bills from my home - then moved to John Street and collected there - later went back to Town Hall on Marshall Street. Worked under several Mayors off and on - we collected water bills (owned our own water company) and tax bills and magistrate Court was conducted in the stone building for many years. We also collected from big trash haulers to our dump off Water Street and they came to pay us all hours at night. I loved Newport and it was a beautiful small town and I still love Newport as is. Please don't enlarge its territory - just clean it and publish guidelines and enforce them. Newport was always a family oriented and friendly lovely Town - where neighbor helped keep streets near their homes clean and helped neighbors. "New residents, (renters) park their cars - clean out junk and throw or park it on our yards. Work on their cars early or late - no respect. Workplaces do not have garbage containers big enough for commercial debris which overflows and blows all over yards and streets and only emptied once a week. NSH"
50. "Environment. Growth of Township. Police Enforcement. Overall we have lived in the Township for 25 years; raised our family, have watched the Town grow as it has prospered with; new life. It has been a beautiful Town to live in as family unit."
51. "Teens -noise;, drugs. Keeping Newport small; Parking for events at Old Town Hall."



52. "The Police work a lot of hours,' but, crime is getting worse. This issue needs to be considered."
53. "Need to better enforce code -clean up eyesores/many rental properties are run down and residents cause trouble for other residents of Town."
54. "Regulation of older housing, this area is an eyesore. Newport could be a quiet historic Town. This would make property values increase, also increasing the amount of taxes paid based on value. Industrial facilities, noise and...later delivery/shipping vehicles posing potential safety risks with this up and coming community Town. Need to get shopping attractions inside Newport Town limits to increase spending of worthwhile products; i.e.; drug stores and mall shops. This increase would create more money for the Town, so the Town could do more for itself.
55. "Traffic - it seems that traffic has gotten much worse on the main road in the past 3 or 4 years even with the extension of Rte. 141. Property owners not keeping up with their property, i.e. garbage left all around their back yards as if were allowed to store it there. Not just 1 or 2 things -truck loads. I live on West Ayre and at the end of the street in park or empty lot. Nice for children to play in. There is a fixture there that belongs to Conectiv that is completely fenced in top and bottom. How safe is it? Has Amtrak changed something down at the train tracks? I've been living here long enough to not even notice the train, but lately it sounds like a jet going by over my homes? It hasn't ever waked me before. Thank you for the spring extra garbage pick up. It helps maintain my neighborhood and promotes my neighbors to help the elderly people on the street."
56. "Overcrowding. More crime. Keeping the Town quaint not too industrialized. I would like to see lampposts installed like the City of Wilmington. If not on every street at least the main streets (Market and Justis)."
57. "Traffic heavy. Red lights need adjusting. Barking dogs."
58. "Traffic congestion. Pollution concerns (CIBA). Water quality. Pleased with services."
59. "Traffic is a real problem. It has increased significantly over the past. 5 years. The speed of the traffic has significantly increased, too. I would like to see the Town noise ordinance cover open pipe motorcycles that roar through our Town and big trucks. Poor air quality - from CIBA-Geigy and all of the traffic. Recreational areas - there is a glaring absence of parks and open space. Could the area near the Christina River have a boat slip and hiking trails? My main problem with the town environment is lots of speeding traffic at all hours of the day and night on Market Street where I live. It is so noisy and dirty. It is the main reason I consider moving, I would like our police to get more involved in this issue. Also, an ordinance restricting loud motorcycles, trucks and car stereos would help. Other than the traffic, noise and poor air quality, I am happy living here. Thanks."
60. "Should not annex any more land (or hotels.) Too much traffic and too many large trucks. Have a noise code like Newark (to do away with "Boom-boom" cars. Clean up leaves in streets more often. Allow more reply time, e.g. this form."
61. "I'm 85 years old. I'm glad to be here!"



62. "Traffic - I don't really know what can be done about it. I think it will get worse. The Skate Park is very nice since it is not free the kids here cannot afford it. Have a free day now and then. Housing. Single family home would be nice but where could they be built? Perhaps a two story building with small apartments on second floor and shops on first. A hardware store like Wroten's.
63. "Losing residential makeup. Our Town is becoming a commercial area. We are a thoroughfare for traffic - homes are now changed to businesses or turning into rental properties. We have no community just commerce and regulation. Our Town needs a facelift we are run down. Traffic - We are the shortcut off 141 and I-95. We are the back way to Wilmington. We enforce speeding laws on 141, but we don't care about rush hour or stop signs or lights or one way signs. Crime - We are losing residents to tenants and businesses. Occupants have no personal investment and buildings are empty. At night break ins are normal in Newport as is vandalism and theft., We need to attract owner occupant homes owners and step up patrols, perhaps look into some regeneration projects. Help us turn our Town back to a hometown and away from the rundown ghetto it is quickly becoming. Get our street signs to say what they mean and face directions or repair of falling down buildings. Cite owners who do not shovel or mow. Cite those who allow their homes to rot and peel and sag or their lawns, yards and porches to accumulate garbage and trash. Step up police and show a presence to reduce crime and enforce regulation not just legislate it."
64. "Excellent Police Department and Town employees. Great Management. Keep up the good work!"
65. "Keep the Town Charter as it is a significant issue that arises from time to time. Traffic congestion has increased significantly at the entrances to Rte. 141. Appreciate living in a good safe community with low taxes and concerned leadership."
66. "Too many teens as well as older adults, not respecting others property rights, etc., I believe Newport should be preserved and restored. More time, money and efforts from those living in Newport, growing and thriving. I fear if we don't do this; twenty years from now, it will be a run down dirty Town nobody will want to live in, and I feel it has great potential to come to life again. A sense of pride needs to be reestablished in Newport. I've lived here approximately 6 years and can see the history and pride that was once here... I'd like to see it return."
67. "Drug dealing should be a major concern and traffic control on E. Ayre Street scrutinized and not overlooked because of the industrial traffic which seems to do and get away with what they want. More traffic enforcement on East Ayre where all or a major district in Newport are established. But we have children that need traffic control. Not just the 7 & 11 and Maryland Avenue. And take down the stop sign at Ayre and Marshall because nobody obeys it and runs right thru it."



*2003 Comprehensive Plan
Town of Newport
New Castle County, Delaware*

**PARKS, RECREATION &
CONSERVATION AREAS**

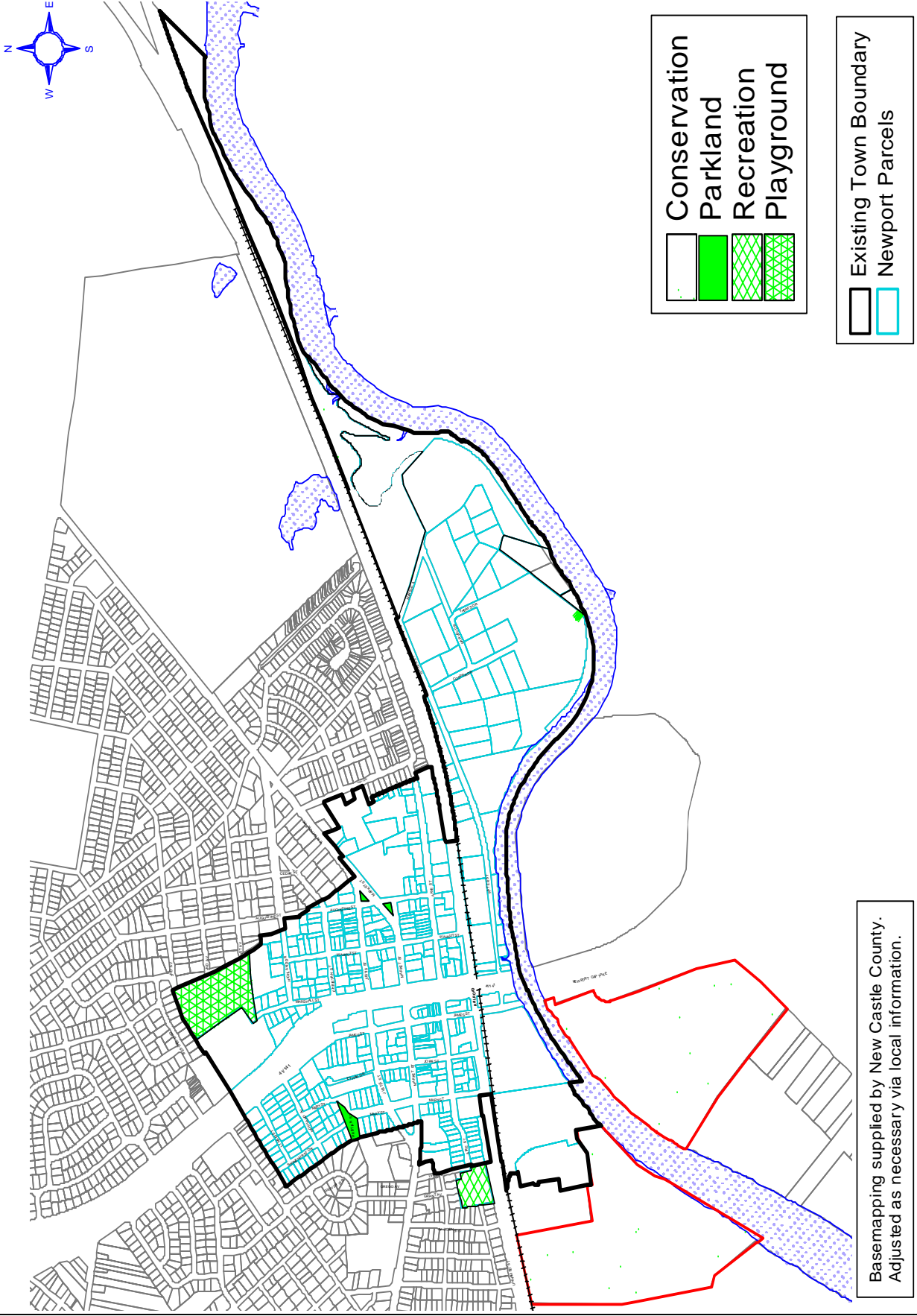
TOWN OF NEWPORT
2002 COMPREHENSIVE PLAN
& CONSERVATION AREAS
EXHIBIT 8.5: PARKS, RECREATION

Donald H. Murrie, Jr.
Mayor
Town of Newport
New Castle County
Delaware

REVISED	3/25/03

SCALE: N.T.S.
PREPARED BY: STUART B. WISER, P.E., A.I.C.P.
LICENSE NO.: LI 05598
DATE: 9/9/02

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RENTON, VERICK & REICH ENGINEERS
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PHILADELPHIA, PA 19102
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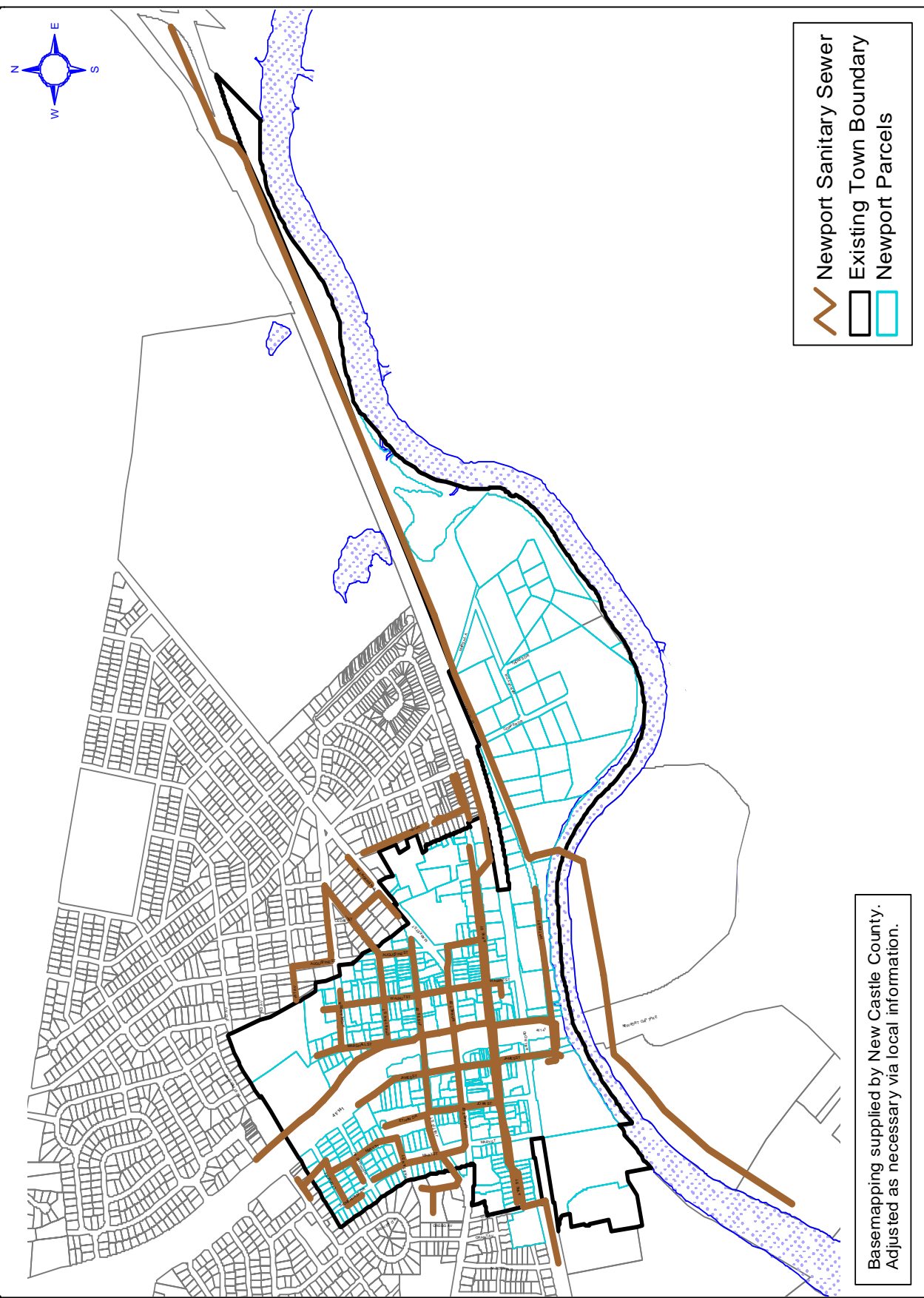





Basemapping supplied by New Castle County.
Adjusted as necessary via local information.



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Town of Newport
New Castle County, Delaware*

SEWER INFRASTRUCTURE MAP

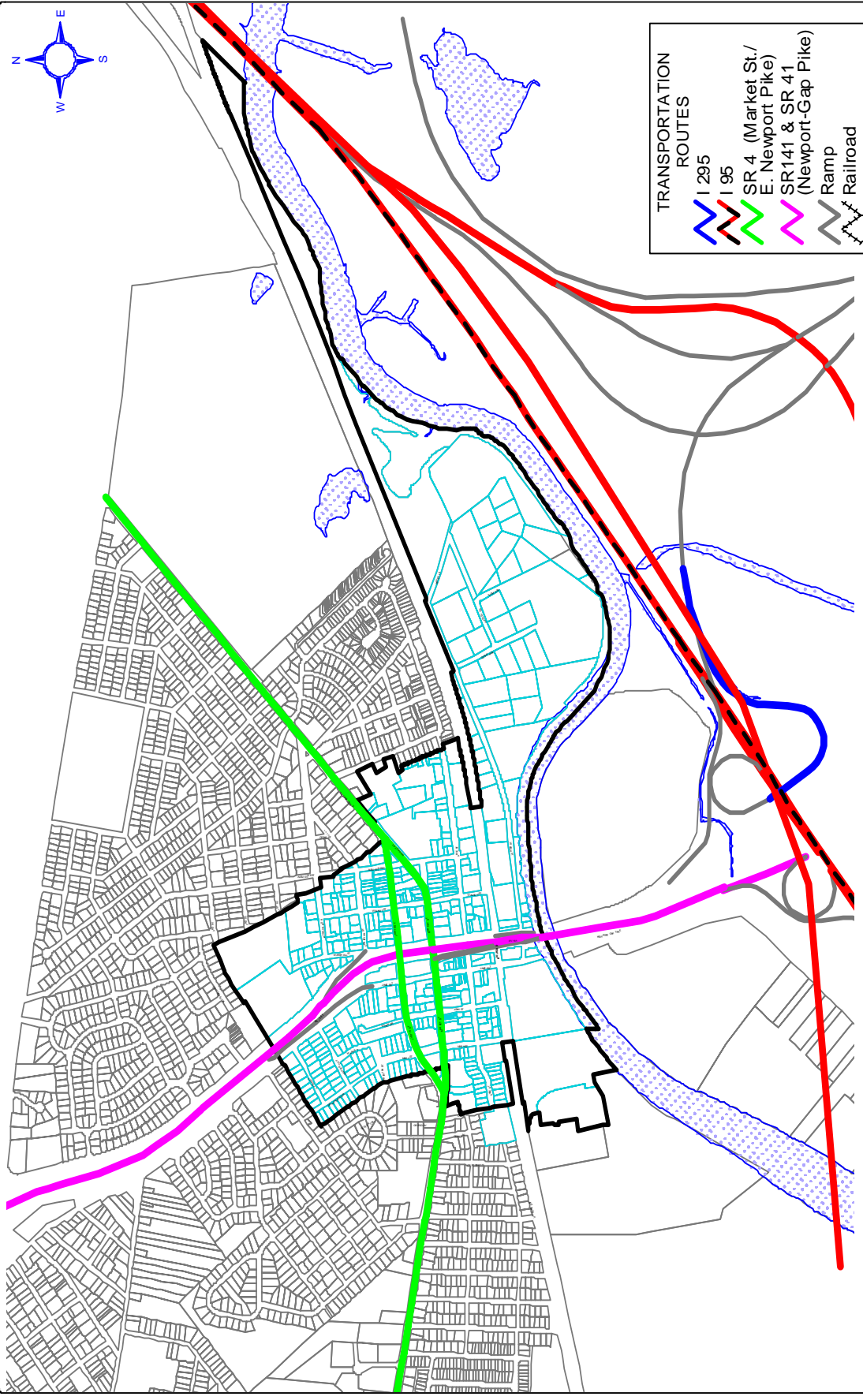


 Newport Sanitary Sewer
 Existing Town Boundary
 Newport Parcels

Basemapping supplied by New Castle County.
Adjusted as necessary via local information.



SIGNIFICANT TRANSPORTATION ROUTES



TOWN OF NEWPORT 2002 COMPREHENSIVE PLAN EXHIBIT 8.7: SIGNIFICANT TRANSPORTATION ROUTES	Town of Newport New Castle County Del aware Donald H. Muhne, Jr. Mayor	REVISED: 1/08/03 3/25/03	SCALE: N.T.S. PREPARED BY: STUART B. WISER, P.P., A.I.C.P. LICENSE NO.: LI 05598 DATE: 9/9/02	REMINGTON, YERGEN & BEATTI ENGINEERS UNIVERSITY OF DELAWARE, COMMERCE BUILDING 280 UNIVERSITY DRIVE NEWCASTLE, DE 19720 302-854-7323 FAX 302-854-7324 REMINGTON, YERGEN & BEATTI ENGINEERS WVA INC.
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Basemapping supplied by New Castle County.
 Adjusted as necessary via local information.

Existing Town Boundary
 Newport Parcels

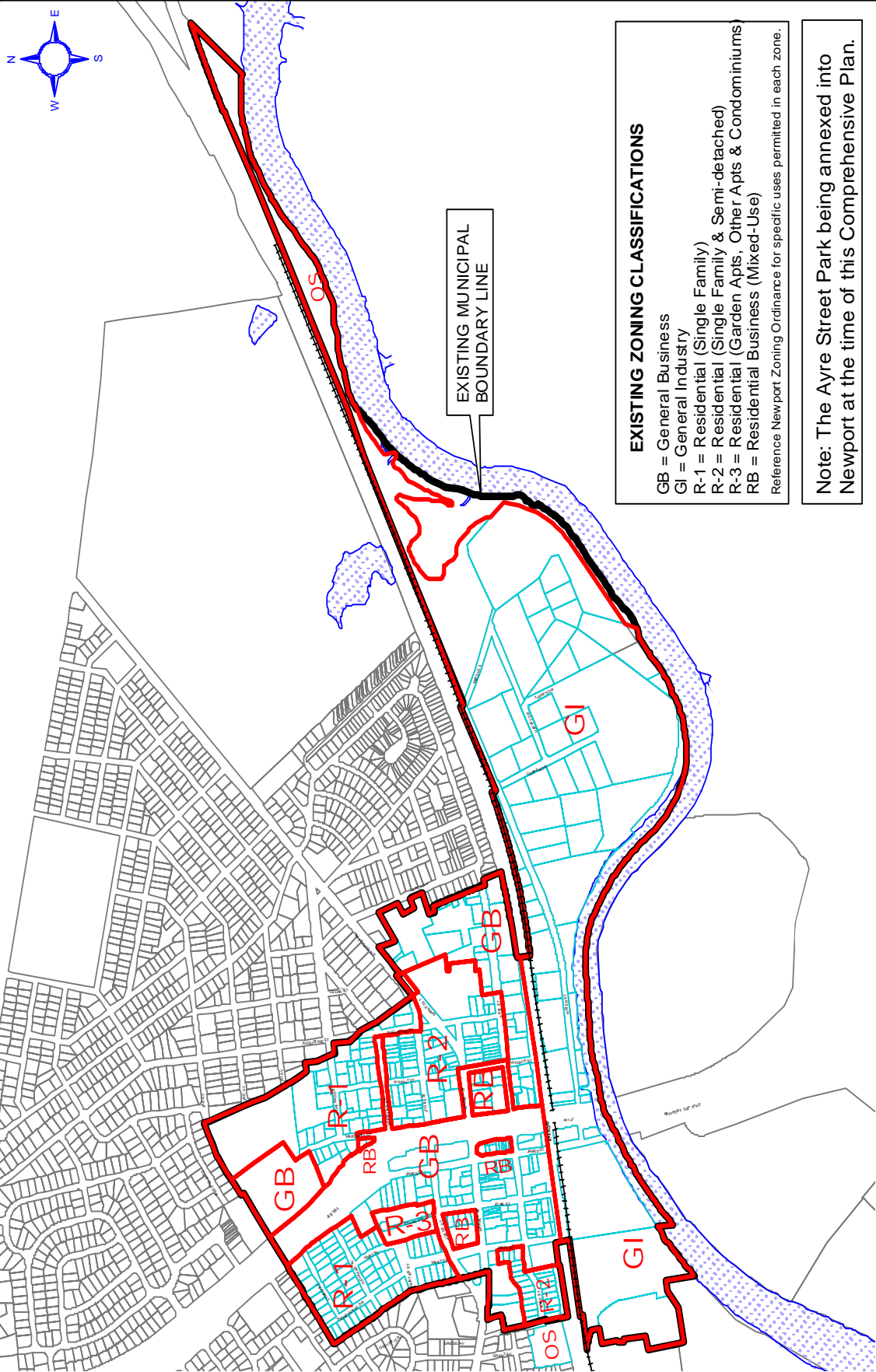
TRANSPORTATION ROUTES

- I 295
- I 95
- SR 4 (Market St./ E. Newport Pike)
- SR 141 & SR 41 (Newport-Gap Pike)
- Ramp
- Railroad



*2003 Comprehensive Plan
Town of Newport
New Castle County, Delaware*

EXISTING ZONING



EXISTING MUNICIPAL BOUNDARY LINE

EXISTING ZONING CLASSIFICATIONS

- GB = General Business
 - GI = General Industry
 - R-1 = Residential (Single Family)
 - R-2 = Residential (Single Family & Semi-detached)
 - R-3 = Residential (Garden Apts, Other Apts & Condominiums)
 - RB = Residential Business (Mixed-Use)
- Reference Newport Zoning Ordinance for specific uses permitted in each zone.

Note: The Ayre Street Park being annexed into Newport at the time of this Comprehensive Plan.

	Existing Town Boundary
	Newport Parcels

Basemapping supplied by New Castle County.
Adjusted as necessary via local information.

EXHIBIT 8.8: EXISTING ZONING
TOWN OF NEWPORT
2002 COMPREHENSIVE PLAN

Town of Newport
New Castle County
Delaware
Donald H. Milne, Jr.
Mayor

REVISED	3/25/03

SCALE: N.T.S.
PREPARED BY: STUART B. WISER, P.P., A.I.C.P.
LICENSE NO.: LI 05598
DATE: 9/9/02

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*2003 Comprehensive Plan
Town of Newport
New Castle County, Delaware*

**EXISTING PERMITTED USES:
NEWPORT ZONING ORDINANCE**



ARTICLE III: RESIDENTIAL (R-1) DISTRICT

A. Permitted Uses.

In a residential (R-1) District, no building shall be erected, altered, or used, in any part, otherwise than by the following regulations and for the following uses:

1. Single family detached homes.
2. Private garage as an accessory use to a home.
3. Other accessory uses excluding semi-trailers and similar vehicles for storage of property.
4. Taking of non transient boarders or roomers in a single family dwelling by an owner-resident on the premises, provided there is no display or advertising on the premises in connection with such use and provided there are not more than two (2) boarders or roomers in any single family dwelling.
5. Churches or other places of worship, seminary, or convent, parish house or Sunday school building.
6. Public and private elementary, junior, and senior high schools.
7. Park, playground, athletic field, recreation building, and community center operated on a noncommercial basis for recreational purposes.
8. Swimming pools, both public and private, subject to applicable area regulations.
9. Right of way, street.
10. Utility transmission and distribution lines.

B. Special Uses.

The following uses require a special use permit before locating in a Residential (R-1) District:

1. Police and fire stations, library, museum, art gallery.
2. Professional office in a residential dwelling permitted subject to the following special provisions:
 - a. Professional office is permitted only for the resident-owner of a single family dwelling.
 - b. Three (3) off-street parking spaces are required in addition to those required for residential purposes; may not be located in a required front yard area.
 - c. No more than one (1) person shall be employed by the practitioner of the professional occupation to provide secretarial, clerical, technical, or similar assistance.
 - d. The area used for the practice of a profession shall occupy no more than twenty-five (25) percent of the total floor area, including garages, of the dwelling.



- e. No storage of materials or products outside the single family dwelling unit shall be permitted unless such objects are completely housed in the rear yard area.
 - f. The profession shall be clearly incidental to the residential use of the dwelling unit and shall not change the essential residential character of the dwelling.
 - g. No external alterations inconsistent with the residential use of the dwelling unit shall be permitted.
3. Customary home occupations subject to the following special requirements:
- a. The practice of a home occupation shall be permitted in a dwelling provided the person so engaged is a resident thereof.
 - b. The area used for the practice of the home occupations shall occupy no more than twenty-five (25) percent of the total floor area, including garages, of the dwelling.
 - c. No storage of materials or products outside the dwelling unit shall be permitted unless such objects are completely housed in the rear yard area.
 - d. The home occupation shall be clearly incidental to the residential use of the building and shall not change the essential residential character of the dwelling.
 - e. No external alterations inconsistent with the residential use of the dwelling shall be permitted.
 - f. No display of products shall be visible from outside the building.
 - g. A sign indicating the profession or activity of the dwelling occupant is permitted, providing that not more than one (1) such sign shall be permitted and that the total combined area on one side of the sign shall not exceed two (2) square feet. The sign may be a free standing or a building sign. (Ord. 435, 1993)
 - h. No employees shall be permitted in the operation of the home occupation other than two (2) resident occupants of the dwelling.
4. Day care centers, kindergartens, preschool, day nursery schools, and orphanages subject to the following special requirements.
- a. At least one hundred (100) square feet of outdoor play space per child is provided.
 - b. Outdoor play space shall be suitably fenced or otherwise enclosed on all sides and shall not include driveways, parking areas, or land unsuited by another usage or by natural features for children's active play space. Such fencing or other enclosures shall be a minimum height of four (4) feet.
 - c. Adequate areas for dropping off and picking up children must be provided in addition to off street parking facilities.



ARTICLE IV: RESIDENTIAL (R-2) DISTRICT

A. Permitted Uses.

In a Residential (R-2) District, no building shall be erected, altered, or used in any part, otherwise than by the following regulations and for the following purposes:

1. Any use permitted in a Residential (R-1) District.
2. Single family semi-detached dwelling.
3. Single family dwellings such as town houses and row houses provided that:
 - a. The maximum number of dwelling units per group not exceed three (3).
 - b. At least forty (40) percent of the total land area to be developed shall be devoted to open space.
4. Social club, fraternal, social service, union, and civic organization building provided that:
 - a. Buildings not exceed one story or seventeen (17) feet in height.
 - b. At least fifty (50) percent of the total land area to be development shall be devoted to open space.
5. Offices of public agencies.
6. Customary home occupations subject to the following special requirements:
 - a. The activity is conducted by a resident occupant.
 - b. The area used for the practice of the home occupation shall occupy no more than twenty-five (25) percent of the total floor area, including garages, of the dwelling.
 - c. No storage of materials or products outside the dwelling unit shall be permitted unless such objects are completely housed in the rear yard area.
 - d. The home occupation shall be clearly incidental to the residential use of the building and shall not change the essential residential character of the dwelling.
 - e. No external alterations inconsistent with the residential use of the dwelling shall be permitted.
 - f. No display of products shall be visible from outside of the building.
 - g. A sign indicating the profession or activity of the dwelling occupant is permitted, providing that not more than one (1) such sign shall be permitted and that the total combined area on one side of the sign shall not exceed two (2) square feet. The sign may be a free standing or a building sign. (Ordinance 435,1993)
 - h. No employees shall be permitted in the operation of the home occupation other than two (2) resident occupants of the dwelling.
 - i. The home occupation shall not be conducted in any accessory building, sidewalk, driveway, or public area which gives access to another commercial or industrial use.
7. Professional office of a physician, dentist, or similar professional person residing on the premises subject to the following special provisions:



- a. Professional office is permitted only for the resident owner of a single family dwelling.
 - b. Three (3) off-street parking spaces are required in addition to those required for residential purposes; may not be located in a required front yard area.
 - c. No more than one (1) person shall be employed by the practitioner of the professional occupation to provide secretarial clerical, technical, or similar assistance.
 - d. The area used for the practice of a profession shall occupy no more than twenty-five (25) percent of the total floor area, including garages, of the dwelling.
 - e. No storage of materials or products outside the single family dwelling unit shall be permitted unless such objects are completely housed in the rear yard area.
 - f. The profession shall be clearly incidental to the residential use of the dwelling unit and shall not change the essential residential character of the dwelling.
 - g. No external alterations or identification signs are permitted for the residential dwelling.
8. Undertaker, mortician, funeral home.
 9. Right of way, street.
 10. Utility transmission and distribution lines.
 11. Park, playground, athletic field, recreation building, and community center operated on a noncommercial basis for recreational purposes.

B. Special Uses.

The following uses require a special use permit before locating in a Residential (R-2) District.

1. Rooming houses, boarding homes, tourist homes, travel hotels, transient rooms, excluding those uses with more than eight (8) rental units. A non-illuminated sign not more than two (2) square feet in area may accompany such use.
2. Garages, parking lots of municipal or public agencies.
3. Day care centers, kindergartens, preschool, day nursery schools, and orphanages subject to the following special provisions:
 - a. At least one hundred (100) square feet of outdoor play space per child is provided.
 - b. Outdoor play space shall be suitably fenced or otherwise enclosed on all sides and shall not include driveways, parking areas, or land unsuited by another usage or by natural features for children's active play space. Such fencing or other enclosures shall be a minimum height of four (4) feet.
 - c. Adequate areas for dropping off and picking up children must be provided in addition to off street parking facilities.
4. Nursing home, rest home, or center for the aged; provided that no more than twenty (20) residents or patients are accommodated at any one time, and further provided that adequate parking facilities are designated for employees, residents, and guests. Landscape buffer zones shall be required.



ARTICLE V: RESIDENTIAL (R-3) DISTRICT

A. Permitted Uses.

In a Residential (R-3) District, no building shall be erected, altered, or used, in any part, otherwise than by the following regulations and for the following purposes.

1. Garden apartments.
2. Apartment complexes.
3. Condominiums.
4. Single family dwellings such as town houses and row houses provided that:
 - a. The maximum number of dwelling units per group not exceed five (5).
 - b. At least forty (40) percent of the total land area to be developed shall be devoted to open space
5. Right of way, streets.
6. Utility transmission and distribution lines.
7. Park, playground, athletic field, recreational center and community center operated on noncommercial basis.

B. Special Uses:

1. Apartment or condominium complexes that are designed to exceed the height limitations of this zone.
2. Town house or row house developments that have been designed as to not fulfill open space limitations.



ARTICLE VI: RESIDENTIAL - BUSINESS (RB) DISTRICT

A. Permitted Uses.

In a Residential-Business (RB) District, no building shall be erected, altered, or used in any part other wise than by the following regulations and for the following purposes:

1. Any use permitted in a Residential (R-2) District.
2. Park, playground, athletic field, recreation building, and community center operated on noncommercial basis for recreational purposes.
3. Right of way, streets.
4. Utility transmission and distribution lines.
5. Public and private elementary, junior and senior high schools.
6. Public transportation facilities such as bus stops for loading and unloading passengers. Facilities such as vehicle repair or storage shops, maintenance equipment, or machine shops are excluded. (Ord. 438 1994) .

B. Special Uses.

The following uses require a special use permit before locating within a Residential-Business (RB) District.

1. Offices for professional services such as professional medical services, architects, accountants attorneys, professional engineers, real estate sales and appraisal, tax preparation or similar non nuisance professional service business.
2. Offices for administrative services such as advertising agencies, collection agencies, employment agencies, computer services, consultants, insurance adjusters, telephone answering services, video film companies or similar non nuisance administrative service business.
3. Day care centers, kindergartens, preschool, day nursery schools, and orphanages subject to the following special requirements.
 - a. At least fifty (50) square feet of outdoor play space per child is provided.
 - b. Outdoor play space shall be suitably fenced or otherwise enclosed on all sides and shall not include driveways, parking areas, or land unsuited by another usage or by natural features for children's active play space. Such fencing or other enclosures shall be a minimum of four (4) feet in height.
 - c. Adequate areas for dropping off and picking up children must be provided in addition to off street parking facilities.



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4. Personal service establishments such as beauty shops, barbers, tailors, shoe repair, dry cleaners, locksmiths, teaching or tutoring business, contract photographers, or other similar non nuisance personal service businesses.
5. Business offices of builder, caterer, contractor, decorator, pest exterminators, non-retail sales businesses, or other similar business office; providing that no open storage of materials for sale or use by those businesses are permitted.
6. Studios for artists, designers, photographers, musicians, sculptors. (Ord. 438,1994)



ARTICLE VII: GENERAL BUSINESS (GB) DISTRICT

A. Permitted Uses.

In a General Business (GB) District, no building shall be erected, altered, or used, in any part, otherwise than by the following regulations and for the following uses:

1. Auction building.
2. Crating service.
3. Frozen food locker.
4. Ice manufacture.
5. Sign manufacture or finishing.
6. Photo developing.
7. Commercial dry cleaning business.
8. Social clubs, fraternal organizations, social service groups, facilities thereof.
9. Studios for artists, musicians, designers, sculptors.
10. Offices for professional and administrative services.
11. Limited commercial laboratories including medical, dental, clinical, chemical, engineering, and pharmaceutical, not involving noxious odors or danger from fire or explosion.
12. Personal service establishments such as shoe repair, beauty shop, barber, tailor, dressmaker, milliner, consultants, physician, dentists, lawyers, architects, engineering firms, teaching or tutoring businesses, optometrists, contract photographers, and other similar non nuisance businesses.
13. Financial institutions, banks, loan offices.
14. Retail and specialty stores such as gift stores, antique shops, flower arrangers, jewelry, newsstand, bookstores, hobby shops, art supply, stationery, clothing stores, radio, television, and appliance dealers, hardware stores, variety shops, drug and beverage stores, liquor stores, grocery stores, delicatessens, convenience stores; buildings for the display of sample merchandise.
15. Offices for indoor and/or off-site repair and servicing of any articles permitted for sale in this district.
16. Indoor storage facilities as accessory uses are permitted subject to area, parking, and landscape zone provisions.



17. Warehousing facilities as primary uses; provided that no highly combustible or explosive materials which are likely to burn rapidly or produce poisonous fumes are permitted. Products or materials which involve highly corrosive or noxious acids, alkalies, liquids, or chemicals shall not be stored within one hundred (100) feet of any property line.
18. Wholesale sales businesses with related storage and warehousing facilities; provided that no highly combustible or explosive materials which are likely to burn rapidly or produce poisonous fumes be permitted. Products or materials which involve highly corrosive or noxious acids, alkalies, liquids, or chemicals shall not be stored within one hundred (100) feet of any property line.
19. Public and privately operated off street parking lot, not to include outdoor overnight parking for trucks, buses, trailers, campers, mobile homes, or temporary outdoor storage for any vehicle.
20. Public transportation facilities, including stations and depots for loading and unloading passengers. Does not include storage or repair shops, maintenance garages, or shops.
21. Right of way, streets.
22. Utility transmission and distribution lines.
23. Water tower, reservoir, storage tank for water, pumping station, sewer facility.
24. Police and fire stations.
25. Libraries, museums, art galleries.
26. Public and commercial swimming clubs.
27. Public and private elementary, junior, and senior high schools.
28. Parks, playground, athletic fields, and noncommercial community center operated for recreational use.
30. Veterinarians.
31. Printing shops, photocopying business, blueprinting.
32. Restaurants, taverns, bakeries, confectioners, candy makers, gourmet shops, small convenience stores, luncheonettes, meat sales, and other retail food sales with a maximum of five thousand (5,000) square feet of floor area, excluding fast food businesses with either sit down or take out service or which prepare food only for sale off the premises.
33. Agricultural uses, excluding the raising of foxes, minks, or other rare fur animals. Commercial green houses are permitted only if any fertilizer materials are stored one hundred (100) feet away from any lot line and any heating units are placed a minimum of fifty (50) feet from any lot line.



34. Post office.
35. Petroleum product storage facilities as accessory uses to uses permitted in this district. Such facilities are subject to setback and area regulations and applicable fire codes.
36. Gunsmiths, lock sales and repair.
37. Armories and facilities for meeting and training of state and federal military organizations.
38. Engraving business.
39. Exterminator business.
40. Fabric cutting and assembly.
41. Home center; excluding open storage of materials for sale.
42. Riding academy.
43. Indoor theater.
44. Any use involving three (3) or less coin-operated washing, drying, vending, or arcade machines for candy, soft drinks, cigarettes, or similar items when machines are located in an enclosed building.
45. Business places of builder, carpenter, caterer, cleaner, contractor, decorator, electrician, mason, painter, plumber, roofer, upholsterer, and any similar non nuisance businesses; excluding open storage of materials for sale or use by those businesses.
46. Retail feed and fertilizer sales, excluding those with on-site production facilities.
47. Day care centers, kindergartens, preschool, day nursery schools, and orphanages subject to the following special requirements:
 - a. At least fifty (50) square feet of outdoor play space per child is provided.
 - b. Outdoor play space shall be suitably fenced or otherwise enclosed on all sides and shall not include driveways, parking areas, or land unsuited by another usage or by natural features for children's active play space. Such fencing or other enclosures shall be a minimum of four (4) feet in height.
 - c. Adequate areas for dropping off and picking up children must be provided in addition to off street parking facilities.

B. Special Uses.

The following uses require a special use permit before locating in a General Business (GB) District.



1. Any use involving four (4) or more coin-operated washing, drying, vending, or arcade machines for candy, soft drinks, cigarettes, or similar items when machines are located within an enclosed building.
2. Any use involving the outdoor location of one (1) or more coin-operated washing, drying, vending, or arcade machines.
3. Outdoor theater, drive in theater.
4. Automobile, boat, bus, truck, mobile dwelling unit, motorcycle, utility trailer, rentals, retail and wholesale sales businesses subject to the following special requirements:
 - a. Minimum setback from all streets in thirty (30) feet.
 - b. Minimum setback of all display structures and vehicles for sale, ten (10) feet.
 - c. Minimum distance between access drives, thirty (30) feet.
 - d. Minimum distance between all gasoline, air, diesel, fuel, and similar connections and any streets is twenty (20) feet.
 - e. All hoists, repair pits, lubrication, greasing, washing, and any repair equipment shall be located in enclosed buildings which are subject to area requirements of this district.
 - f. All exterior lighting shall be properly shielded from adjacent properties and motorists.
 - g. No wrecked, junked, stripped, or dismantled vehicles or trailers shall be located on the premises including temporary uses as parts for other vehicles undergoing repair.
5. Automobile service station, automobile self-service station, auto repair shop, paint shop, body shop, and all public garages subject to the following special requirements.
 - a. Minimum lot size, ten thousand (10,000) square feet.
 - b. Minimum lot depth, one hundred (100) feet.
 - c. Minimum lot width, one hundred (100) feet.
 - d. Minimum setback from all street lines, twenty-five (25) feet.
 - e. Minimum setback from all property lines other than street lines, ten (10) feet.
 - f. Minimum distance between any buildings, including accessory uses, and any district zoned or residences, fifteen (15) feet.
 - g. Minimum distance between any access driveway and any residential district, thirty five (35) feet.
 - h. Minimum distance between gasoline pump islands, compressed air connections, and similar equipment, fifteen (15) feet.
 - i. Maximum width of curb cuts for access drives, thirty-five (35) feet,
 - j. Access drives must be located at least fifteen (15) feet from any intersection or adjoining property line.
 - k. Except for access drive openings where the curb is depressed, a raised curb of at least six (6) inches in height shall be provided along all street lines.
 - l. All hoists, pits, lubrication, greasing, washing, and repair equipment shall be located in enclosed buildings which are subject to area requirements of this district.
 - m. All exterior lighting shall be properly shielded from adjacent properties and motorists.
 - n. All self service automobile stations shall have at least one (1) attendant on duty while station is open to the public.
 - o. Operating instructions for motor fuel dispensing devices in self service stations shall be posted in a conspicuous area.



- p. All self service stations shall post warning signs in the dispensing area incorporating following or equivalent wording:

WARNING: IT IS UNLAWFUL TO DISPENSE GASOLINE INTO UNAPPROVED CONTAINERS

NO SMOKING

STOP MOTOR BEFORE PURCHASING AND DISPENSING FUEL

- q. The dispensing area at all self service stations shall be in clear view of the attendant, who shall at all times be able to communicate with the customer.
- r. All automobile service stations and self service stations shall comply with applicable provisions of the National Fire Protection Association's Flammable Liquid Code.
- s. No special use permit for uses in this category may be approved by the board of adjustment without the due consideration of the necessity of the business to the community and its effects on the health, safety, and general welfare of the community.
6. Restaurants, taverns, bakeries, confectioners, candy makers, gourmet shops, convenience stores luncheonette, meat sales, drive in restaurants, franchised sit down or fast food service, motels, hotels indoor and outdoor commercial recreation facilities such as spas, health clubs, bowling alleys, pool halls, skating clubs, tennis clubs, dance halls, racquet clubs, driving ranges, batting practice business, with a floor area which exceeds five thousand (5,000) square feet.
- a. A solid fence or wall or significant evergreen landscape screen a minimum of six (6) feet in height shall be erected along all property lines.
- b. Care shall be taken by the board of adjustment in approving the developer's parking plan with consideration of possible vehicle volumes and their effects on the surrounding area.
7. Automatic and self service car washes subject to the following provisions:
- a. Minimum lot size, ten thousand (10,000) square feet,
- b. Minimum lot length, one hundred (110) feet,
- c. Minimum lot width, one hundred (100) feet,
- d. Minimum setback from all street lines, twenty-five (25) feet,
- e. Minimum distance from all property lines other than street lines, ten (10) feet.
- f. Minimum distance between any building, including accessory uses, and any district zoned for residential use, thirty (30) feet.
- g. Minimum distance between any access driveway and any residential district, thirty five (35) feet.
- h. Minimum distance between any access driveway and any adjoining property line, ten (10) feet.
- i. A solid fence or wall or significant evergreen landscape screen a minimum of six (6) feet in height shall be erected along all property lines.
- j. Maximum width of access drive curb cuts, thirty-five (35) feet
- k. Access drives must be located at least fifteen (15) feet from any intersection.
- l. The site must conform to the following parking requirements:
1. A waiting area for at least ten (10) autos for each land provided in the washing area.



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2. An area beyond the exit end of the washing equipment for at least five (5) autos for each land provided in the washing area.
 - m. Except for access drives where the curb shall be depressed, a raised curb of at least six (6) inches shall be provided along all street lines.
 - n. All exterior lighting shall be properly shielded from adjacent properties and motorists.
 - o. All access drives, parking spaces, waiting areas, drying areas, and washing areas shall be paved with a suitable weatherproof material.
8. Security, office, or storage trailer as a temporary use subject to the conditions of the board of adjustment.
9. Outdoor display or storage areas for wholesale or retail goods permitted in this district which exceed one hundred (100) square feet in area.



ARTICLE VIII: GENERAL INDUSTRY (GI) DISTRICT

A. Permitted Uses.

In a General Industry (GI) District, no building shall be erected, altered, or used, in any part, otherwise than by the following regulations and for the following uses;

1. Any process involving cleansing, distribution, manufacture, processing, production, warehousing, or testing except for the following categories: manufacture of corrosive acids, paints, oils, or fertilizers; production of alcohol, bleaching compounds, curing of hides, rubber products; ore smelting, blast furnaces, garbage dumping, compaction, or reduction (including underground placement or incineration); asphalt production; animal rendering.
2. Wholesale oil storage facilities, including pipelines for oil transport and accessory structures provided that such storage not exceed ten thousand (10,000) gallons.
3. Railroads and rail yards; facilities for repair of rail machinery and equipment.
4. Public transportation facilities including depots, for loading and unloading of passengers and freight, stations, garages, storage areas, buildings for repair and maintenance of public transportation and equipment.
5. Accessory retail sales areas provided that adequate off street parking facilities exist.
6. Warehouse sales provided that no more than one (1) sale of two (2) days in length is conducted in a six (6) month period.
7. Offices for professional and administrative services.
8. Limited commercial laboratories including medical, dental, clinical, chemical, engineering, and pharmaceutical; academic research and testing laboratories; accessory uses of laboratories; uses may not involve noxious odors or danger from fire or explosion.
9. Accessory food service and production facilities for uses permitted in this district.
10. Public and privately operated off street parking lot, including overnight outdoor storage of cars, trucks, buses, trailers, campers, utility vehicles.
11. Parks, playground, athletic fields, and noncommercial community center operated for recreational use.
12. Accessory recreation facilities for the use of employees of uses permitted in this district.
13. Manufacture and assembly of the following: clothing, electrical appliances, food products preparation, leather goods, machinery and machinery parts, excluding those made with forges. In no case shall uses include processes where basic materials are converted on the premises.



14. Types of light manufacturing which are similar to Article VIII, Section A, #13, which employ electricity or other non objectionable machinery and processes and which are free from disturbing odors, noises, potentially hazardous conditions, or other objectionable factors.
15. Right of ways, streets.
16. Utility transmission and distribution lines.
17. Business places of a builder, carpenter, caterer, cleaner, contractor, electrician, mason, painter, plumber, roofer, and other similar non nuisance business.
18. Concrete mixing and proportioning plants.
19. Wood and lumber processing facilities including mills, lumber treatment plants, lumber or furniture manufacture or finishing businesses.
20. Any use permitted in a General business (GB) District.

B. Special Uses.

The following uses require a special use permit before locating in a General Industry (GI) District.

1. Any wholesale oil storage facilities, including pipelines for oil transport and accessory structures, which exceed ten thousand (10,000) gallons.
2. Warehouse sales which exceed the provisions of Article VIII, Sect A, #6.
3. A plant for the assembly of automobiles, farm equipment, or other process involving the on site processing of basic materials.
4. Rubber production plants such as tire, tube, tire recapping, and other rubber products provided that sufficient information is given to the board of adjustment demonstrating that state of the art noise and odor reduction equipment will be included within standard operating procedures.
5. Manufacture of bleaching compounds, ammonia, chlorine, and corrosive acids such as sulfuric, nitric, or hydrochloric acids. Applications are to be analyzed on an individual basis with consideration given to planning for prevention of fire, explosion, leakage of gases and liquids, off street parking, landscape treatment, and planning for emergency conditions which may result from an accident or malfunction of the intended use.
6. Linoleum manufacture.
7. Any process involving the refining of natural crude petroleum; manufacture of petroleum products; accessory uses to petroleum businesses.
8. Paint, varnish, lacquer, fertilizer, and asphalt manufacture; pesticide production.



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9. Any manufacturing, commercial, industrial, or business use which, in the opinion of the building inspector involves conditions of a hazardous, objectionable, or potentially dangerous nature that should be reviewed by the board of adjustment.
10. Required landscape buffer zones and optional landscape treatment.



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GENERALIZED LAND USES



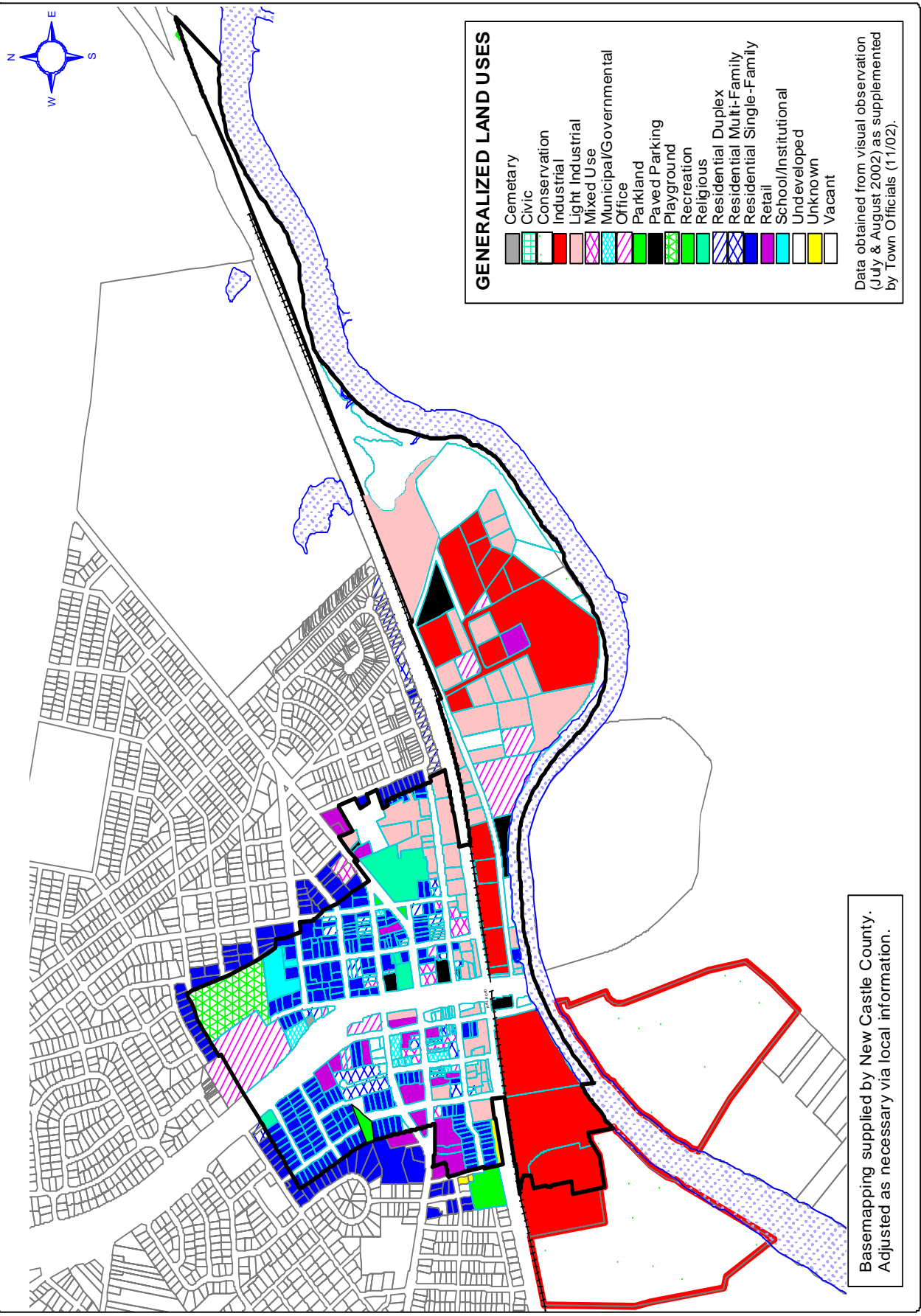
BEAUFORT VERMONT ARCHITECTURAL ENGINEERS
 UNIVERSITY OF VERMONT COLLEGE OF ENGINEERING
 100 SOUTH FAY STREET, SUITE 1000
 WASHINGTON VERMONT 05676
 TEL: 802-241-2200 FAX: 802-241-2201
 WWW: WWW.BEAUFORTVERMONTARCHITECTS.COM

SCALE: N.T.S.
 PREPARED BY: STUART B. WISER, P.P., A.I.C.P.
 LICENSE NO.: LI 05598
 DATE: 9/9/02

REVISED:	3/25/01

Town of Newport
 New Castle County
 Donald H. Murrie, Jr.
 Mayor

TOWN OF NEWPORT
 2002 COMPREHENSIVE PLAN
 EXHIBIT 8.10: GENERALIZED
 LAND USES



GENERALIZED LAND USES

- Cemetery
- Civic
- Conservation
- Industrial
- Light Industrial
- Mixed Use
- Municipal/Governmental
- Office
- Parkland
- Paved Parking
- Playground
- Recreation
- Religious
- Residential Duplex
- Residential Multi-Family
- Residential Single-Family
- Retail
- School/Institutional
- Undeveloped
- Unknown
- Vacant

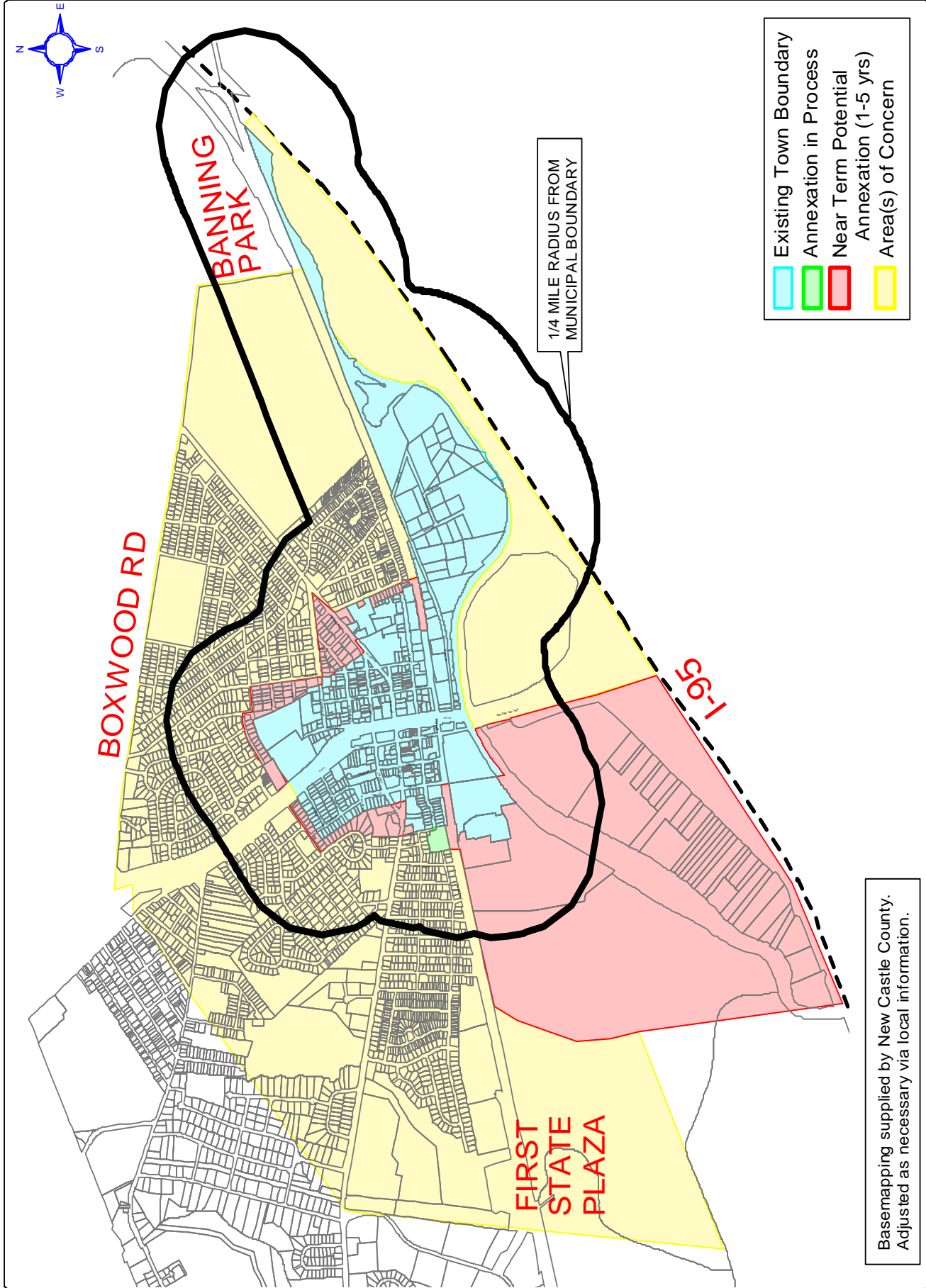
Data obtained from visual observation (July & August 2002) as supplemented by Town Officials (1/1/02).

Basemapping supplied by New Castle County.
 Adjusted as necessary via local information.



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New Castle County, Delaware*

PROPOSED ANNEXATION PLAN



Existing Town Boundary
 Annexation in Process
 Near Term Potential
 Annexation (1-5 yrs)
 Area(s) of Concern

1/4 MILE RADIUS FROM MUNICIPAL BOUNDARY

Basemapping supplied by New Castle County. Adjusted as necessary via local information.



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**PROPOSED ANNEXATION PLAN
AERIAL OVERLAY**

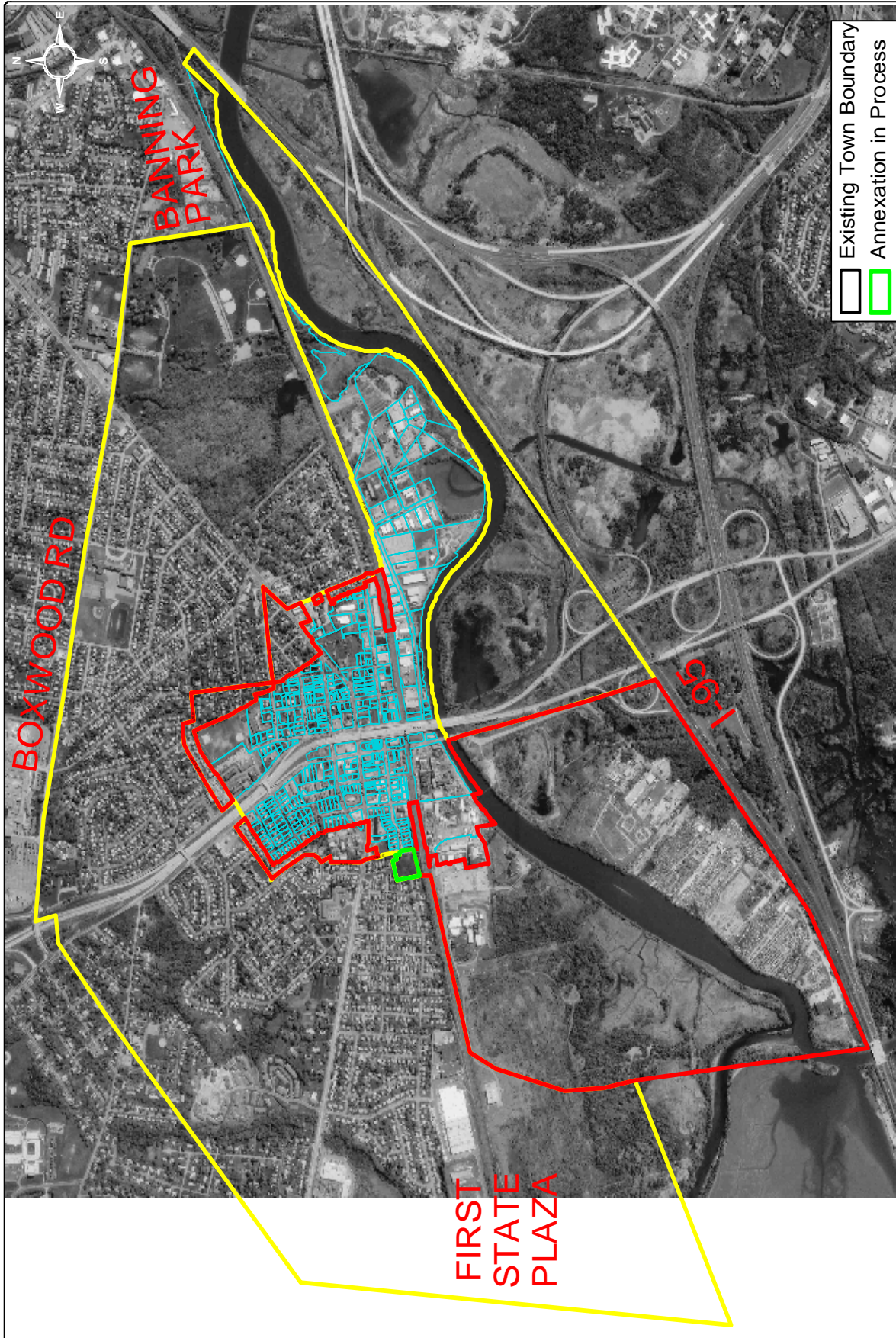


REMBINGTON VERMECK & REICH ENGINEERS
 LICENSE NO. 1105598
 PREPARED BY: STUART B. WISER, P.P., A.I.C.P.
 DATE: 12/13/02

SCALE: N.T.S.
 REVISIONS:
 2/14/03
 3/25/03
 5/23/03

Town of Newport
 New Castle County
 Delaware
 Mayor
 Donald H. Mufine, Jr.

TOWN OF NEWPORT
 2002 COMPREHENSIVE PLAN
 EXHIBIT 8.1.2: ANNEXATION PLAN
 AERIAL OVERLAY



- Existing Town Boundary
- Annexation in Process
- Near Term Potential Annexation (1-5 yrs) Area(s) of Concern
-

Basemapping supplied by New Castle County.
 Adjusted as necessary via local informaton.



**RECOMMENDED AMENDMENTS:
NEWPORT ZONING ORDINANCE**

For all Districts:

1. Any use permitted and existing on any parcel at time of adoption of this Comprehensive Plan shall continue to be permitted on said parcel under the regulations existing at the time of adoption of this Comprehensive Plan.
2. Said use shall run with the land and shall survive transfer of said parcel, provided that the use is maintained by successor owners and/or operators.
3. Any new use, including uses proposed after adoption of this Comprehensive Plan or any uses existing at the time of adoption of this Comprehensive Plan but abandoned thereafter, shall not be permitted to continue under existing regulations.
4. These recommendations may be modified as necessary as part of the public process required for their effectuation by ordinance.
5. All Special Uses shall be subject to special provisions as appropriate. Specific provisions shall be established during the public process required for effectuation by ordinance.
6. No weight should be placed on the numeric order in which uses appear.



LOWER DENSITY RESIDENTIAL (R-1) DISTRICT

Permitted Uses

1. Single family detached homes.
2. Private garages, tool sheds and swimming pools as an accessory use to a home.
3. Taking of non transient boarders or roomers in a single family dwelling by an owner-resident on the premises, provided there is no display or advertising on the premises in connection with such use and provided there are not more than two (2) boarders or roomers in any single family dwelling.
4. Churches or other places of worship, and parish home.
5. Park, playground, and athletic field.
6. Surface parking to support any Permitted Use.
7. Public mass transit (bus) stops for loading and unloading passengers.

Special Uses

1. Police and fire stations.
2. Recreation building and community center, including swimming pool, operated on a noncommercial basis for recreational purposes.
3. Professional office in a residential dwelling permitted subject to special provisions.
4. Customary home occupations subject to special provisions.
5. Day care centers, kindergartens, preschool, day nursery schools, and orphanages subject to special provisions.



MODERATE DENSITY RESIDENTIAL (R-2) DISTRICT

Permitted Uses

1. Unless otherwise restricted by requirements of this R-2 District, any use permitted in a Residential (R-1) District.
2. Single family semi-detached (side-by-side duplex) dwelling.
3. Single family (attached) dwellings such as town houses and row houses provided that:
 - a. The maximum number of dwelling units per building does not exceed 3 and there is 1 building per lot.
 - b. At least 40% of the total land area to be developed shall be devoted to open space.

Special Uses

1. Rooming houses, boarding homes, transient rooms, excluding those uses with more than 8 rental units. A non-illuminated window or wall mounted building sign not more than 2 s.f. in area may accompany such use.
2. Nursing homes, rest homes or centers for the aged; provided that no more than 20 residents or patients are accommodated at any one time, and further provide that adequate parking facilities are designated for employees, residents and guests. Landscaped buffer zones shall be required.
3. Social club, fraternal, social service, union, and civic organization building provided that:
 - a. Buildings do not exceed 1 story or 17 feet in height.
 - b. At least 50% of the total land area to be develop[ed] shall be devoted to open space.
4. Office of public agencies
5. Undertaker, mortician, funeral home.



HIGH DENSITY RESIDENTIAL (R-3) DISTRICT

Permitted Uses

1. Garden apartments (as defined).
2. Apartment complexes (as defined).
3. Single family attached dwellings arranged as town houses and row houses provided that:
 - a. The maximum number of dwelling units per group does not exceed 5.
 - b. At least 40% of the total land area to be developed shall be devoted to open space.
4. Park, playground, athletic field, recreation building, and community center operated on a noncommercial basis for recreational purposes.
5. Public mass transit (bus) stops for loading and unloading passengers.
6. Surface parking to support any Permitted Use.

Special Uses

1. Utility transmission and distribution lines.



**RESIDENTIAL-BUSINESS (RB) DISTRICT
[COLLAPSED INTO GENERAL BUSINESS (GB) DISTRICT]**



GENERAL BUSINESS (GB) DISTRICT

Permitted Uses

1. Social clubs, fraternal organizations, social service groups, facilities thereof.
2. Offices for professional services such as professional medical services, architects, accountants, attorneys, professional engineers, real estate sales and appraisal, tax preparation or similar non nuisance professional services businesses.
3. Limited commercial laboratories including medical, dental, clinical, chemical, engineering, photographic and pharmaceutical, not involving noxious odors or danger from fire or explosion.
4. Personal service establishments such as shoe repair, beauty shops, barbers, tailors, dressmakers, milliners, consultants, dry cleaners, locksmiths, teaching or tutoring businesses, health and fitness clubs, optometrists contract photographers and other similar non nuisance businesses.
5. Financial institutions, banks, loan offices.
6. Offices for indoor and/or off-site repair and servicing of any articles permitted for sale in this district.
7. Retail and specialty stores such as gift stores, antique shops, flower arrangers, jewelry, newsstand, bookstores, hobby shops, art supply, stationary, clothing stores, radio, television, and appliance dealers, hardware stores, variety shops, drug and beverage stores, liquor stores, grocery stores, delicatessens, convenience stores; buildings for the display of sample merchandise.
8. Indoor storage facilities as accessory uses are permitted subject to area, parking, and landscape zone provisions.
9. Public and privately operated off street parking lot, not to include outdoor overnight parking for trucks, busses, trailers, campers, mobile homes, or temporary outdoor storage of any vehicle.
10. Public mass transit (bus) stops for loading and unloading passengers.
11. Police and fire stations.
12. Governmental offices and offices of public agencies.
13. Public and private elementary, junior, and senior high schools.



14. Parks, playground, athletic fields, and commercial or noncommercial community center operated for recreational use, including public and commercial swimming clubs.
15. Printing shops, photocopying businesses, blueprinting.
16. Restaurants, taverns, bakeries, confectioners, candy makers, gourmet shops, convenience stores, luncheonettes, meat sales, drive in restaurants, franchised sit down or fast food service.
17. Post office.
18. Petroleum product storage facilities as accessory uses to uses permitted in this district. Such facilities are subject to setback and area regulations and applicable fire codes.
19. Gunsmiths, lock sales and repair.
20. Engraving businesses.
21. Exterminator businesses.
22. Home center, excluding open storage of materials for sale.
23. Indoor theater.
24. Any use involving 3 or less coin-operated washing, drying, vending, or arcade machines for candy, soft drinks, cigarettes, or similar items when machines are located in an enclosed building.
25. Business offices of contractors, caterers, cleaners, decorators, upholsters, pest exterminators, non-retail sales businesses, or other similar non nuisance business offices; provided that no open storage of materials for sale or use by those businesses are permitted.
26. Retail feed and fertilizer sales, excluding those with on-site production facilities, provided that all operations are conducted indoors.
27. Surface parking to support any Permitted Use.

Special Uses

1. Day care centers, kindergartens, preschool, day nursery schools, and orphanages subject to special provisions.



2. Utility transmission and distribution lines.
3. Water tower, reservoir, storage tank for water, pumping station.
4. Any use involving 4 or more coin-operated washing, drying, vending, or arcade machines for candy, soft drinks, cigarettes, or similar items when machines are located in an enclosed building.
5. Any use involving the outdoor location of 1 or more coin-operated washing, drying, vending, or arcade machines.
6. Automobile service station, automobile self-service station, auto repair shop, paint shop and body shop subject to special provisions.
7. Automatic and self serve car washes subject to special provisions.
8. Security, office, or storage trailer as a temporary use subject to the conditions of the board of adjustment.



REDEVELOPMENT OVERLAY DISTRICT

Permitted Uses

1. Library, museum or art gallery.
2. Restaurants, taverns, bakeries, confectioners, candy makers, gourmet shops, convenience stores, luncheonettes, meat sales, drive in restaurants, franchised sit down or fast food service establishments.
3. Undertaker, mortician, funeral home.
4. Churches or other places of worship and Sunday school building.
5. Public and private elementary, junior, and senior high schools.
6. Park, playground and athletic field, recreation building, and community center operated on a noncommercial basis for recreational purposes.
7. Swimming pools, both public and private, subject to applicable area regulations.
8. Surface or structured parking to support any Permitted Use.
9. Governmental offices and offices of public agencies.
10. Offices for professional services such as professional medical services, architects, accountants, attorneys, professional engineers, real estate sales and appraisal, tax preparation or similar non nuisance professional services businesses.
11. Offices for administrative services such as advertising agencies, collection agencies, employment agencies, computer services, consultants, insurance adjusters, telephone answering services, video film companies or similar non nuisance professional services businesses.
12. Studios for artists, designers, photographers, musicians, sculptors.
13. Financial institutions, banks, loan offices.
14. Personal service establishments such as beauty shops, barbers, health and fitness clubs, tailors and dressmakers, milliners, shoe repair, dry cleaners, locksmiths, contract photographers and retail photo developers or other similar non nuisance personal service businesses.
15. Printing, photocopying businesses, blueprinting.



16. Retail and specialty stores such as gift stores, antique shops, flower arrangers, jewelry, newsstand, bookstores, hobby shops, art supply, stationary, clothing stores, radio, television, and appliance dealers, hardware stores, variety shops, drug and beverage stores, liquor stores, grocery stores, delicatessens, convenience stores; buildings for the display of sample merchandise.
17. Public and privately operated off street parking lots, not to include outdoor overnight parking for trucks, busses, trailers, campers, mobile homes or temporary outdoor storage of any vehicle.
18. Post office.
19. Indoor movie or other theater.
20. Residential above ground floor Permitted Use.
21. Automobile repair, including automotive machine shop.
22. Woodworking, sign-making and sheet metal fabrication operations (light manufacturing).

Special Uses

1. Any use involving 4 or more coin-operated washing, drying, vending, or arcade machines for candy, soft drinks, cigarettes, or similar items when machines are located in an enclosed building.
2. Any use involving the outdoor location of 1 or more coin-operated washing, drying, vending, or arcade machines.
3. Utility transmission and distribution lines.
4. Tourist centers and hotels and motels.
5. Social club, fraternal, social service, union or civic organization building provided:
 - a. Buildings do not exceed 1 story or 17 feet in height.
 - b. At least 50% of the total land area to be developed shall be devoted to open space.
 - c. All parking requirements are satisfied.
6. Any use involving 3 or less coin-operated washing, drying, vending, or arcade machines for candy, soft drinks, cigarettes, or similar items when machines are located in an enclosed building.



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7. Public mass transit (bus) stops for loading and unloading passengers.
8. Automobile paint shop and body shop.



PROFESSIONAL OFFICE (PO) DISTRICT

Permitted Uses

1. Offices for administrative services such as advertising agencies, collection agencies, employment agencies, computer services, consultants, insurance adjusters, telephone answering services, video film companies or similar non nuisance professional services businesses.
2. Offices for professional services such as professional medical services, architects, accountants, attorneys, professional engineers, real estate sales and appraisal, tax preparation or similar non nuisance professional services businesses.
3. Financial institutions, banks, loan offices.
4. Public mass transit (bus) stops for loading and unloading passengers.
5. Police and fire stations.
6. Governmental offices and offices of public agencies.
7. Post office.
8. Surface parking to support any Permitted Use.

Special Uses

1. Utility transmission and distribution lines.
2. Water tower, reservoir, storage tank for water, pumping station.



GENERAL INDUSTRY (GI) DISTRICT

Permitted Uses

1. Commercial dry cleaning business.
2. Wholesale oil storage facilities, including pipelines for oil transport and accessory structures provided that such storage does not exceed 10,000 gallons.
3. Petroleum product storage facilities as accessory uses to uses permitted in this district. Such facilities are subject to setback and area regulations and applicable fire codes.
4. Railroads and rail yards; facilities for repair of rail machinery and equipment.
5. Public transportation facilities including public mass transit (bus) stops for loading and unloading passengers as well as depots, for loading and unloading of freight. Stations, garages, storage areas, buildings for repair and maintenance of public transportation and equipment.
6. Accessory retail sales areas provided that adequate off street parking facilities exist.
7. Warehouse sales provided that not more than 1 sale of 2 days in length is conducted in a 5 month period.
8. Limited commercial laboratories including medical, dental, clinical, chemical, engineering, photographic and pharmaceutical; academic research and testing laboratories; accessory uses of laboratories; uses may not involve noxious odors or danger from fire or explosion.
9. Public and privately operated off street parking lot, including overnight storage of cars, trucks, busses, trailers, campers, utility vehicles.
10. Surface parking to support any Permitted Use.
11. Accessory recreation facilities for the use of employees of uses permitted in this district.
12. Accessory food service and production facilities for uses permitted in this district.
13. Manufacture and assembly of the following: clothing, electrical appliances, food products preparation, leather goods, machinery and machinery parts, excluding those made with forges. In no case shall uses include processes where basic materials are converted on the premises.



14. Types of light manufacturing which are similar to [above] which employ electricity or other non objectionable machinery and processes and which are free from disturbing odors, noises, potentially hazardous conditions, or other objectionable factors.
15. Utility transmission and distribution lines.
16. Business offices, manufacturing, processing and/or assembly shops and storage facilities of contractors, caterers, cleaners, decorators, upholsters, pest exterminators, non-retail sales businesses, or other similar non nuisance business offices.
17. Wood and lumber processing facilities including mills, lumber treatment plants, lumber or furniture manufacture or finishing businesses.
18. Warehousing facilities as primary uses, provided that no highly combustible or explosive materials which are likely to burn rapidly or produce poisonous fumes are permitted. Products or materials which involve corrosive or noxious acids, alkalies, liquids, or chemicals shall not be stored within 100 feet of any property line.
19. Wholesale sales businesses with related storage and warehousing facilities; provided that no highly combustible or explosive materials which are likely to burn rapidly or produce poisonous fumes are permitted. Products or materials which involve corrosive or noxious acids, alkalies, liquids, or chemicals shall not be stored within 100 feet of any property line.
20. Water tower, reservoir, storage tank for water, pumping station.
21. Retail feed and fertilizer sales, including those with on-site production facilities.
22. Agricultural uses, excluding the raising of foxes, minks, or other rare fur animals. Commercial green houses are permitted only if any fertilizer materials are stored 100 feet away from any lot line and any heating units are placed a minimum of 50 feet from any lot line.

Special Uses

1. Any wholesale oil storage facilities, including pipelines for oil transport and accessory structures, which exceed 10,000 gallons.
2. Warehouse sales which exceed the provisions of 6 above (not more than 1 sale of 2 days in length is conducted in a 5 month period).
3. A plant for the assembly of automobiles, farm equipment, or other process involving the on site processing of basic materials.



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4. Automobile repair shop, paint shop, body shop, and all public garages subject to special provisions.
5. Linoleum manufacture.
6. Any manufacturing, commercial, industrial, or businesses use which, in the opinion of the building inspector, involved conditions of a hazardous, objectionable, or potentially dangerous nature that should be reviewed by the board of adjustment.
7. Outdoor display or storage areas for wholesale or retail goods permitted in this district which exceed 100 s.f. in area.
8. Security, office, or storage trailer as a temporary use subject to the conditions of the board of adjustment.
9. Automobile, boat, truck, mobile dwelling unit, motorcycle, utility trailer, rentals, retail and wholesale sales businesses subject to special provisions.



CHEMICAL (CHEM) DISTRICT

Permitted Uses

1. Any process involving cleansing, distribution, manufacture, processing, production, warehousing or testing except for the following categories: manufacture of corrosive acids, paints, oils, or fertilizers; production of alcohol, bleaching compounds, curing of hides, rubber products; ore smelting, blast furnaces, garbage dumping, compaction or reduction (including underground placement or incineration); asphalt production; animal rendering.
2. Commercial dry cleaning business.
3. Wholesale oil storage facilities, including pipelines for oil transport and accessory structures provided that such storage does not exceed 10,000 gallons.
4. Any process involving the refining of natural crude petroleum; manufacture of petroleum products; accessory uses to petroleum businesses.
5. Petroleum product storage facilities as accessory uses to uses permitted in this district. Such facilities are subject to setback and area regulations and applicable fire codes.
6. Limited commercial laboratories including medical, dental, clinical, chemical, engineering, photographic and pharmaceutical; academic research and testing laboratories; accessory uses of laboratories; uses may not involve noxious odors or danger from fire or explosion.
7. Surface parking to support any Permitted Use. including overnight storage of cars, trucks, busses, trailers, campers, utility vehicles.
8. Accessory recreation facilities for the use of employees of uses permitted in this district.
9. Accessory food service and production facilities for uses permitted in this district.
10. Manufacture and assembly of the following: clothing, electrical appliances, food products preparation, leather goods, machinery and machinery parts, excluding those made with forges. In no case shall uses include processes where basic materials are converted on the premises.
11. Types of light manufacturing which are similar to [above] which employ electricity or other non objectionable machinery and processes and which are free from disturbing odors, noises, potentially hazardous conditions, or other objectionable factors.



12. Railroads and rail yards; facilities for repair of rail machinery and equipment.
13. Utility transmission and distribution lines.
14. Wood and lumber processing facilities including mills, lumber treatment plants, lumber or furniture manufacture or finishing businesses.
15. Warehousing facilities as primary uses, provided that no highly combustible or explosive materials which are likely to burn rapidly or produce poisonous fumes are permitted. Products or materials which involve corrosive or noxious acids, alkalies, liquids, or chemicals shall not be stored within 100 feet of any property line.
16. Water tower, reservoir, storage tank for water, pumping station.

Special Uses

1. Any wholesale oil storage facilities, including pipelines for oil transport and accessory structures, which exceed 10,000 gallons.
2. A plant for the assembly of automobiles, farm equipment, or other process involving the on site processing of basic materials.
3. Rubber production plants such as tire, tube, tire recapping, and other rubber products provided that sufficient information is given to the board of adjustment demonstrating that state of the art noise and odor reduction equipment will be included within standard operating procedures.
4. Manufacture of bleaching compounds, ammonia, chlorine, and corrosive acids such as sulfuric, nitric, or hydrochloric acids. Applications are to be analyzed on an individual bases with consideration given to planning for prevention of fire, explosion, leakage of gasses and liquids, off street parking, landscape treatment, and planning for emergency conditions which may result from an accident or malfunction of the intended use.
5. Linoleum, paint, varnish, lacquer, fertilizer, and asphalt manufacture; pesticide production.
6. Any manufacturing, commercial, industrial or businesses use which, in the opinion of the building inspector, involved conditions of a hazardous, objectionable, or potentially dangerous nature that should be reviewed by the board of adjustment.
7. Security, office, or storage trailer as a temporary use subject to the conditions of the board of adjustment.



CONSERVATION (CON) DISTRICT

Permitted Uses

1. Public and private open space.
2. Public and private outdoor recreation facilities.

Special Uses

1. Public and private enclosed recreation facilities provided such facilities support the open space, recreational character of the district.



REDEVELOPMENT DISTRICT

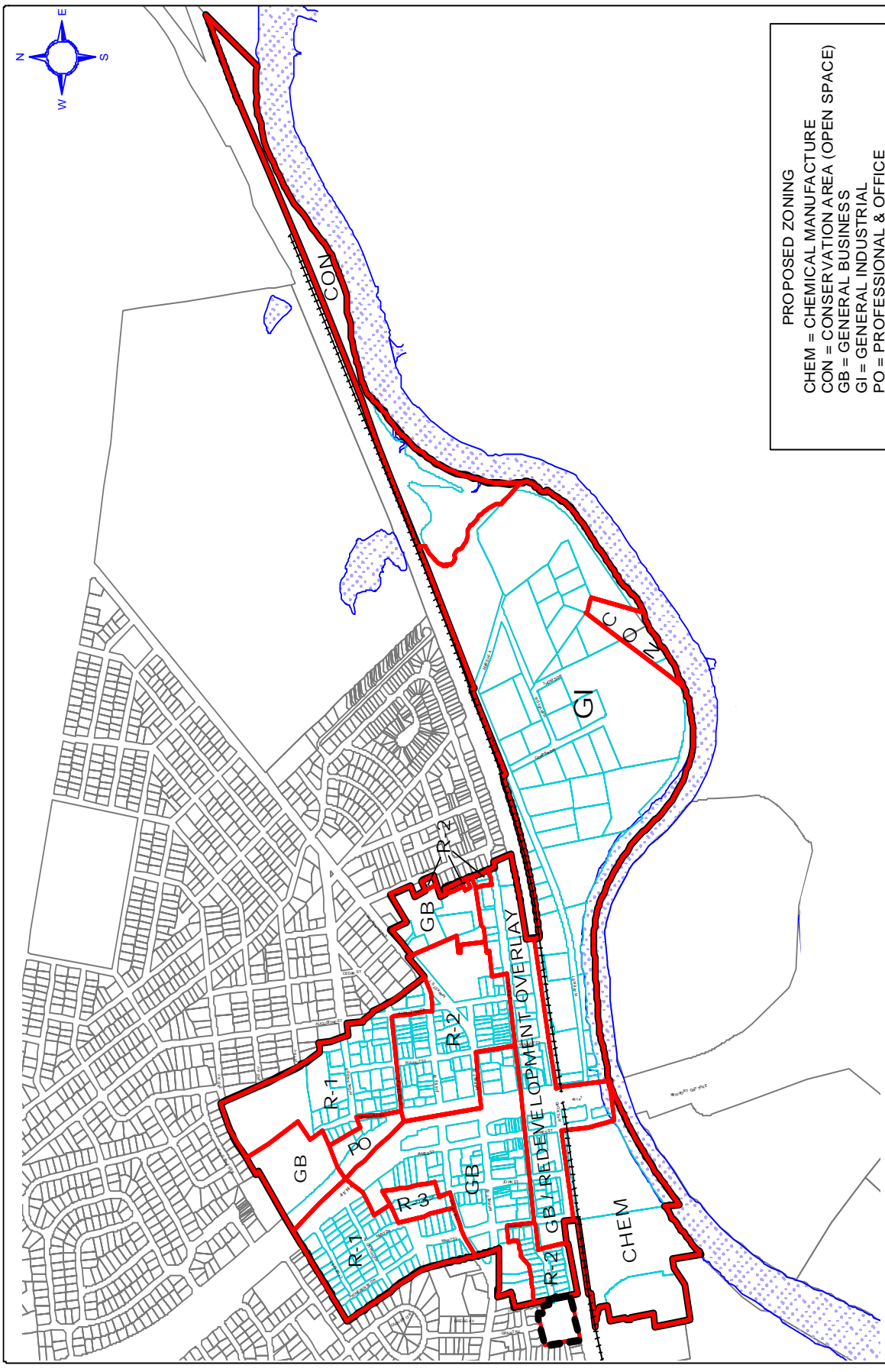
Permitted Uses

1. Specific uses to be established as the Town advances its Redevelopment program for this area.




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PROPOSED ZONING PLAN



- PROPOSED ZONING**
- CHEM = CHEMICAL MANUFACTURE
 - CON = CONSERVATION AREA (OPEN SPACE)
 - GB = GENERAL BUSINESS
 - GI = GENERAL INDUSTRIAL
 - PO = PROFESSIONAL & OFFICE
 - R-1 = LOWER DENSITY RESIDENTIAL
 - R-2 = MODERATE DENSITY RESIDENTIAL
 - R-3 = HIGHER DENSITY RESIDENTIAL
 - GB/REDEVELOPMENT OVERLAY

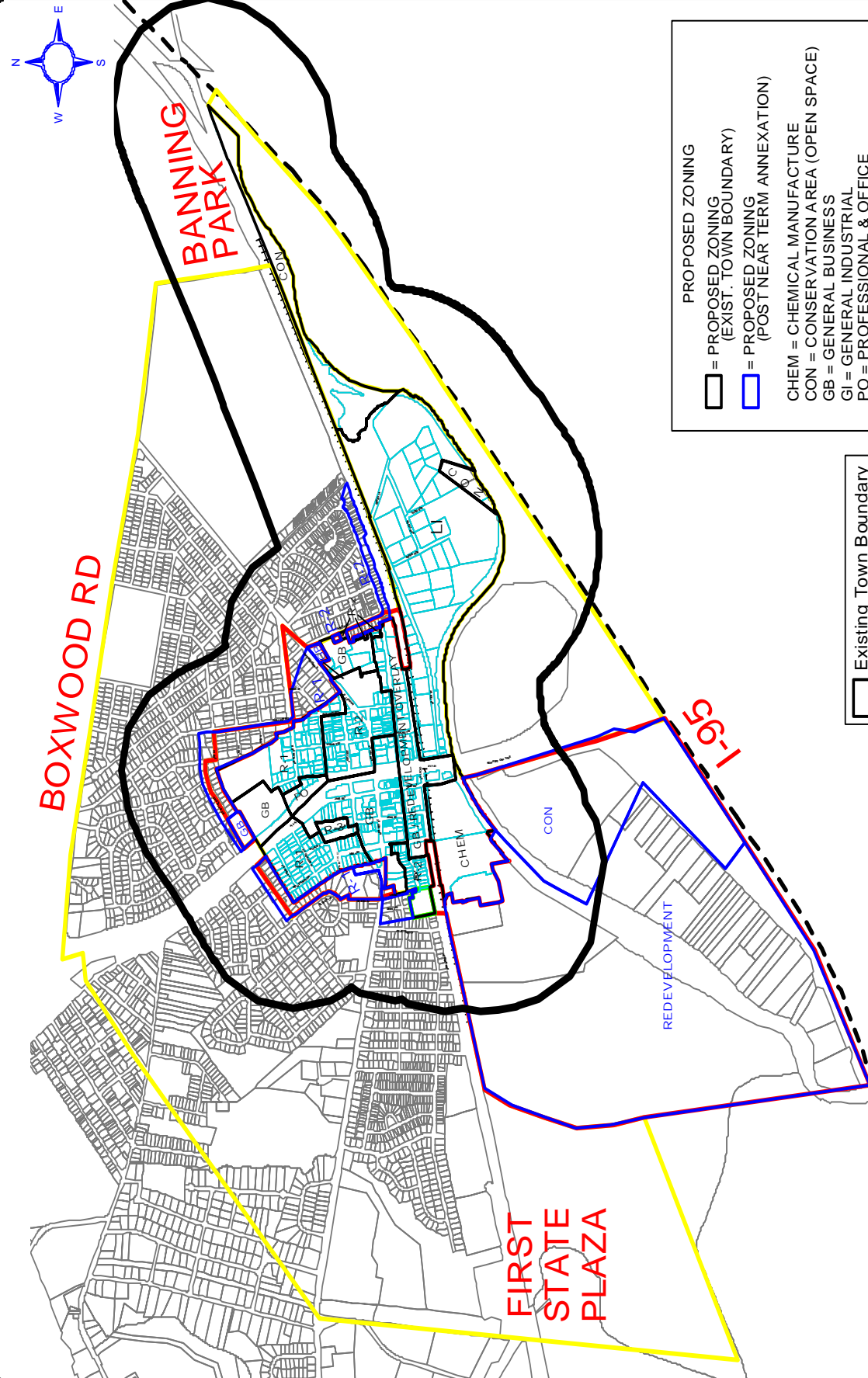
Basemapping supplied by New Castle County.
Adjusted as necessary via local information.

 <small>REYNOLDS, YERGEN & BEECH ENGINEERS UNIVERSITY OF DELAWARE, COMMERCE CITY, BALTIMORE 200 CHAMBERS ST., 2ND FLOOR DEWITT, DE 19822 P: 302.438.1000 F: 302.438.1002 E: ryan@ryb.com</small>	SCALE: N.T.S. PREPARED BY: STUART B. WISER, P.P., A.I.C.P. LICENSE NO. LI 05998 DATE: 9/9/02	TOWN OF NEWPORT 2002 COMPREHENSIVE PLAN EXHIBIT 8.14: PROPOSED ZONING PLAN								
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**PROPOSED POST-ANNEXATION
ZONING PLAN**



- PROPOSED ZONING**
- = PROPOSED ZONING (EXIST. TOWN BOUNDARY)
 - = PROPOSED ZONING (POST NEAR TERM ANNEXATION)
- CHEM = CHEMICAL MANUFACTURE
 CON = CONSERVATION AREA (OPEN SPACE)
 GB = GENERAL BUSINESS
 GI = GENERAL INDUSTRIAL
 PO = PROFESSIONAL & OFFICE
 R-1 = LOWER DENSITY RESIDENTIAL
 R-2 = MODERATE DENSITY RESIDENTIAL
 R-3 = HIGHER DENSITY RESIDENTIAL
 REDEVELOPMENT = REDEVELOPMENT OVERLAY

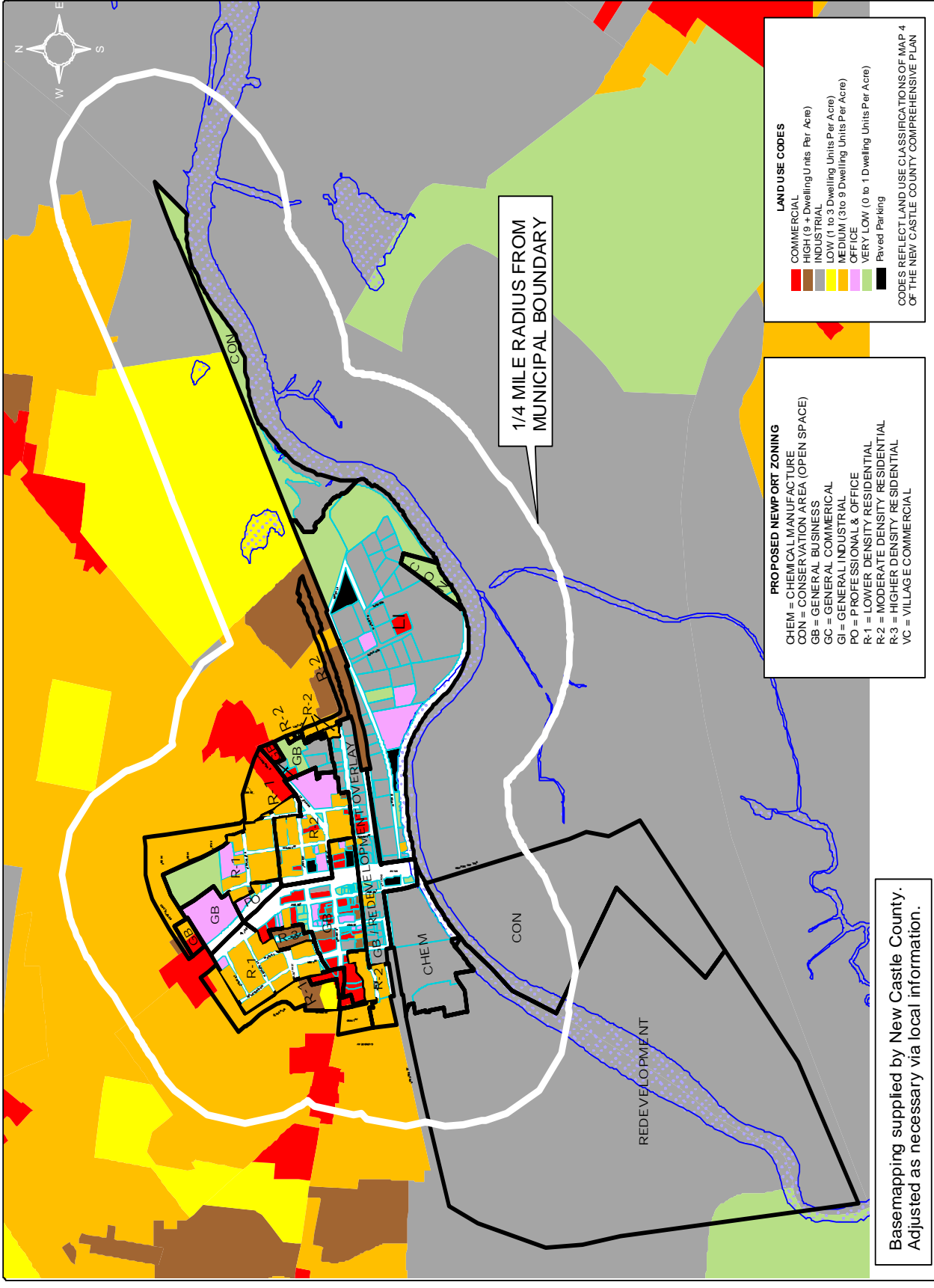
- Existing Town Boundary
- Annexation in Process
- Potential Near Term Annexation (1-5 yrs)
- Area(s) of Concern

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**EXISTING & PROPOSED LAND USE:
COUNTY COMP. PLAN CONFORMANCE**



1/4 MILE RADIUS FROM MUNICIPAL BOUNDARY

LAND USE CODES

- COMMERCIAL
- HIGH (9 + Dwelling Units Per Acre)
- INDUSTRIAL
- LOW (1 to 3 Dwelling Units Per Acre)
- MEDIUM (3 to 9 Dwelling Units Per Acre)
- OFFICE
- VERY LOW (0 to 1 Dwelling Units Per Acre)
- Paved Parking

CODES REFLECT LAND USE CLASSIFICATIONS OF MAP 4 OF THE NEW CASTLE COUNTY COMPREHENSIVE PLAN

PROPOSED NEWPORT ZONING

- CHEM = CHEMICAL MANUFACTURE
- CON = CONSERVATION AREA (OPEN SPACE)
- GB = GENERAL BUSINESS
- GC = GENERAL COMMERCIAL
- GI = GENERAL INDUSTRIAL
- PO = PROFESSIONAL & OFFICE
- R-1 = LOWER DENSITY RESIDENTIAL
- R-2 = MODERATE DENSITY RESIDENTIAL
- R-3 = HIGHER DENSITY RESIDENTIAL
- VC = VILLAGE COMMERCIAL

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