

BUILDING A SUSTAINABLE NEWARK

How Land Use, Housing, and Transportation Planning Support
Sustainable Communities



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TALE OF TWO CITIES: LAND USE DECISIONS DRIVE EMISSIONS, HOUSING, & TRANSPORTATION



Source: [Sprawl Repair Manual](#) by Galina Tachieva (2010)

BUILDING SUSTAINABLE COMMUNITIES THROUGH LAND USE PLANNING

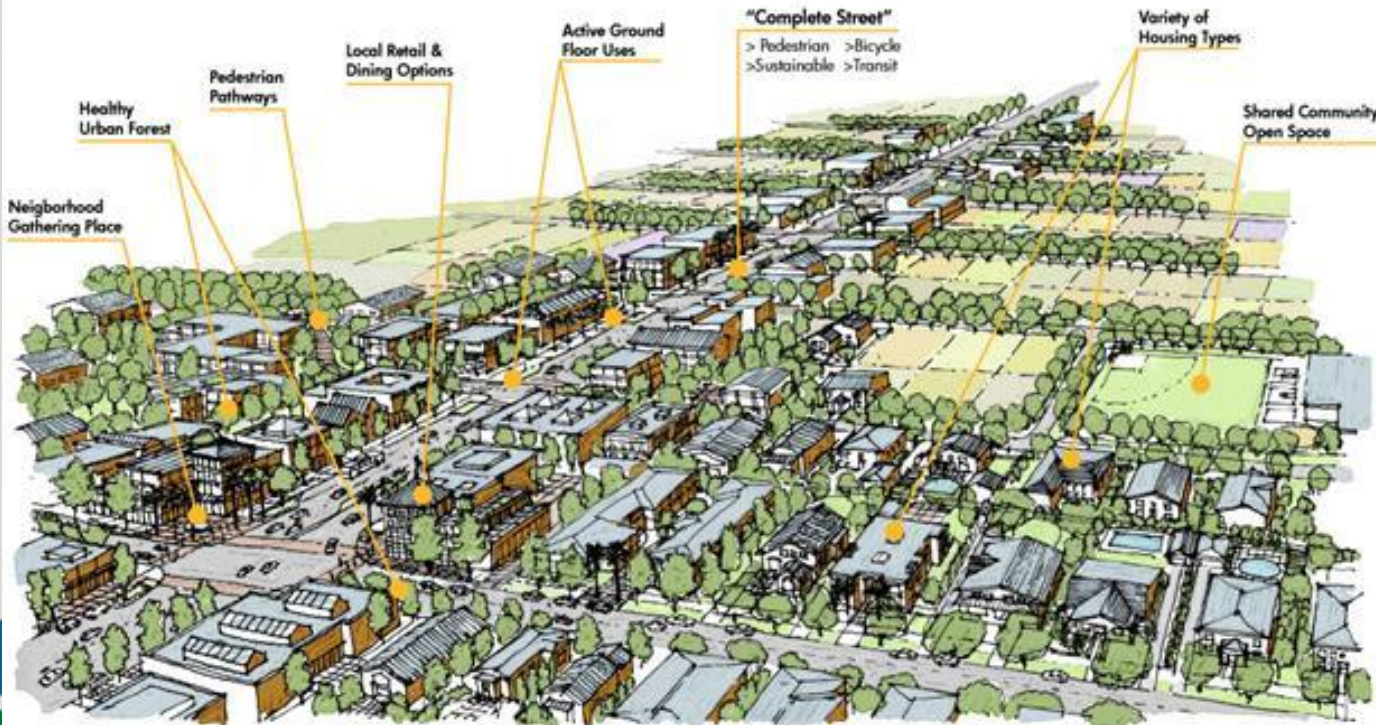
Complete Communities Toolbox

attractive, inclusive, efficient, healthy & resilient places



Source:

<https://www.completecommunitiesde.org/community-design-tools/designing/>



Complete Streets



Efficient Land Use



Healthy and Livable



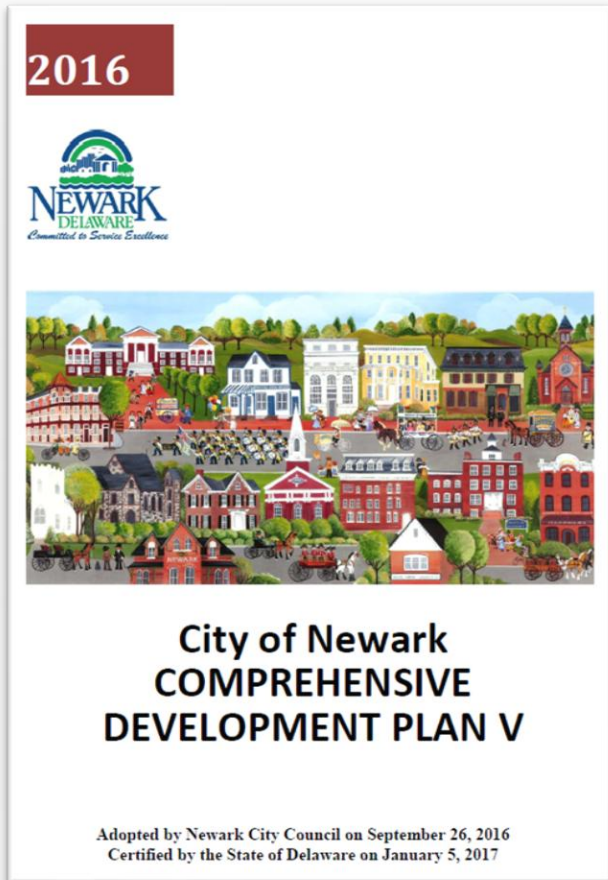
Inclusive and Active



Sustainable and Resilient

“HAVE A SHARED VISION FOR THE FUTURE”

From: Beter Models for Development in Delaware



Comp Plan V: Vision

Element 1

Healthy and Active Community

“Bicycle and pedestrian-friendly”

“Complete Streets”

Parks and open space

Compact & Mixed-Use Development

Access to health foods

Element 2

Sustainable Community

Transit and alternative transportation

Efficient use of public resources

Stream valley/watershed protection

Diverse economic base

Energy conservation & recycling

Element 3

Inclusive Community

Access to Transit and alternative transportation

Range of housing choices and affordability levels & Fair Housing

Parks and recreation spaces that offer a range of passive and active recreation activities.

Access to a variety of options for employment, commerce, and entertainment

Source:

<https://newarkde.gov/854/Comprehensive-Development-Plan-V>

Sustainable Newark Themes



Theme 1

We Respond to Climate Change

The City of Newark is committed to clean energy.



Theme 2

We Plan and Develop for all

The City of Newark is committed to sustainable land development and clean transportation.



Theme 3

We Build Better, Waste Less

The City of Newark advances sustainable design to promote healthy, efficient, and livable buildings.



Theme 4

We Preserve Nature, Reduce Impacts

The City of Newark minimizes its environmental footprint by preserving its natural resources and reducing its waste generation and water usage.

Source:

<https://newarkde.gov/1067/Newark-Community-Sustainability-Plan>

Land Use Planning

Mixed-Use Buildings

Form-based elements

Flexible infill development

Reducing Minimum Parking Requirements/ Parking Management

MIXED USE ZONING IS ONE OF THE MOST POWERFUL SUSTAINABILITY TOOLS



Theme 2

We Plan and Develop for all

Complete Communities Toolbox
attractive, inclusive, efficient, healthy & resilient places



GOAL 2.1. Implements sustainable land-use principles based on the Delaware model for “Complete Communities” using the *Delaware Complete Communities Toolbox*

GOAL 2.2. Supports a car-free lifestyle.

GOAL 2.3. Reduces its transportation GHG footprint and embraces the transition to clean transportation options for its own operations, its residents, and businesses.



DAILY NEEDS WITHIN WALKING DISTANCE (OR SHORT DRIVE); SUPPORT OF LOCAL BUSINESSES;
CREATES VIBRANT NEIGHBORHOODS

DOWNTOWN ZONING CHARRETTE OUTCOMES (BB & RA ZONING DISTRICTS)

Goals: Align downtown zoning with Newark's vision for a walkable, mixed use, and compact city center.

Shift toward form-based principles: Focus on building form, streetscape, and pedestrian experience rather than just land-use separation.

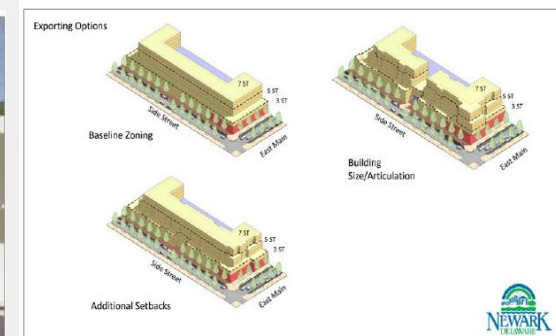
Encourage mixed-use development: Promote residential above retail and active ground-floor uses to support a vibrant downtown.

Strengthen the street environment: Buildings oriented to the street with improved pedestrian-scale design.

Support compact infill redevelopment

More flexible zoning to allow redevelopment of underutilized sites.

Reduce regulatory barriers: Updates to building placement, height, and design standards to better reflect desired downtown character.



Zoning modernization helps create a downtown where people can live, work, and walk—reducing car dependence and supporting sustainable growth.

PARKING AND THE BUILT ENVIRONMENT

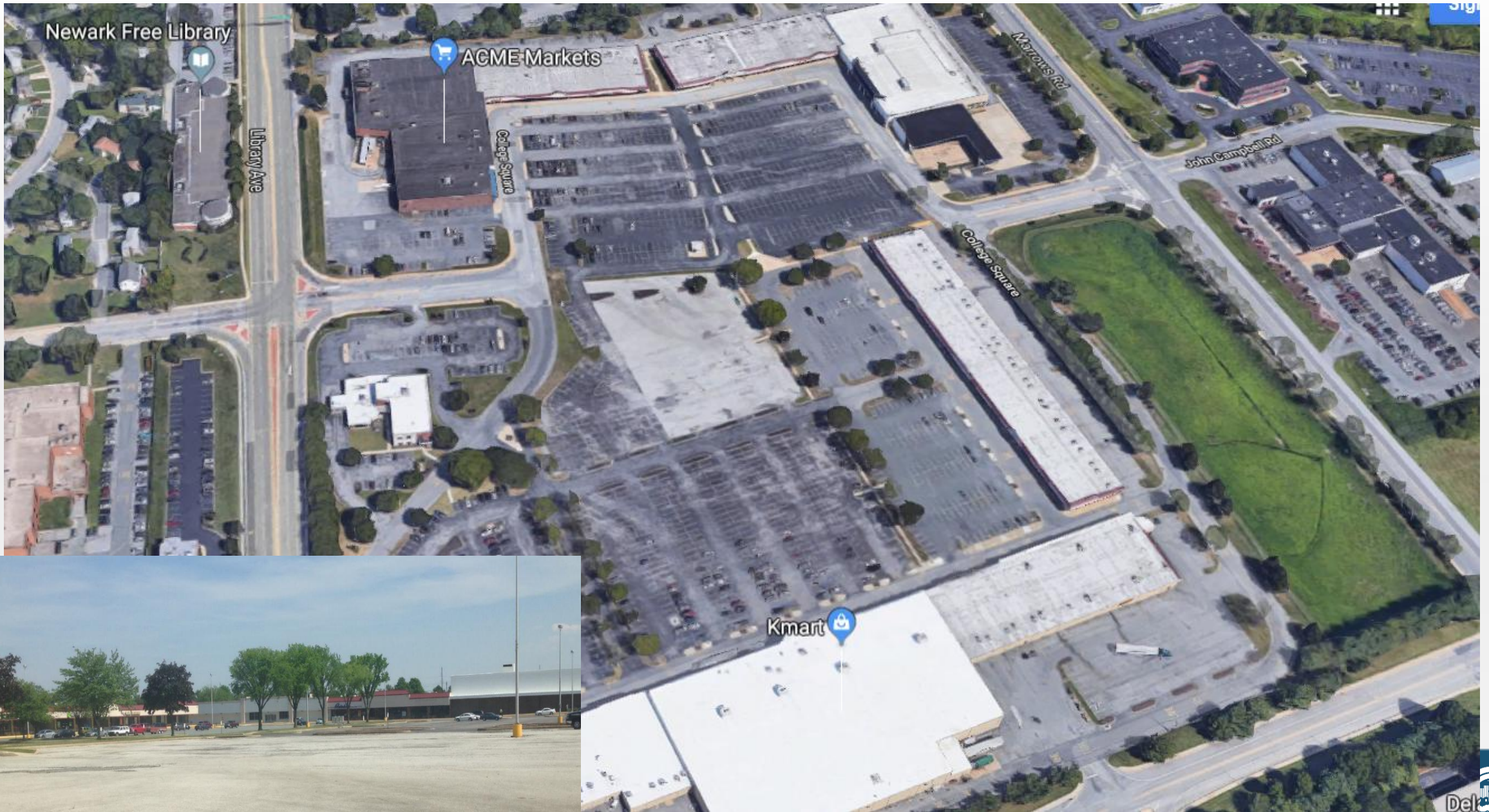
INVENTORY OF PARKING SPACES DOWNTOWN



ITE Parking Generation handbook

- Measures “peak” usage.
- Assumes all uses “peak” at the same – no shared use parking.
- Assumes everyone will drive – no availability of transit, or option to bicycle or walk.
- Assumes free parking

Retail stores, all types; supermarkets; adult bookstores/entertainment centers; department stores	One off-street parking space per 200 square feet of floor area used or designed for sales on ground floor, plus one off-street parking space per 300 square feet of floor area used or designed for sales on all other floors, plus one off-street parking space for each employee.
Personal service establishments	One off-street parking space per 200 square feet of gross floor area.
Banks and other financial institutions	One off-street space per 200 square feet of gross floor area, plus one space for each employee.
Medical and dental offices	One off-street parking space per 200 square feet of gross floor area.
Churches	One off-street parking space per five seats or one off-street parking space per 90 lineal inches of pew space.
Restaurants and diners	One off-street parking space per three seating accommodations, plus one off-street parking space per employee on shift of greatest employment.
Dwelling, garden apartment, duplex, high-rise apartment, or group housing	Two off-street parking spaces per dwelling unit, plus one additional off-street parking space for each dwelling unit with more than three bedrooms.
Post office	One off-street parking space per 200 square feet of gross floor area devoted to patron use, plus two off-street parking spaces per three employees on the shift of greatest employment.
Bakery-restaurant	One off-street parking space per three seating accommodations, plus one off-street parking space per 200 square feet of floor used or designed for sales excluding the floor area of tables, benches, service counters, and all other seating facilities, plus one off-street parking space per employee on the shift of greatest employment.



Source: College Square - Mike Fortner 2016





Staff Technical Review of the Planning Commission's Parking Subcommittee Report:
A Bold New Future for Newark:
A Comprehensive Parking Solution

Policy Layer # 1: Managing the Existing Parking Supply

I-A

Parking Wayfinding Signage with "Real-time" Parking Information



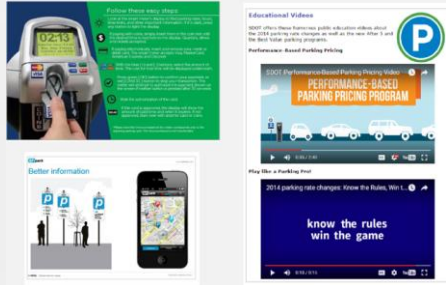
I-B

Linking GIS "Real-time" Parking Information and Location with City's Webpage



I-E

Marketing Strategy (Phase I) – Wayfinding & System Education/ Promotion of Parking Options



I-D

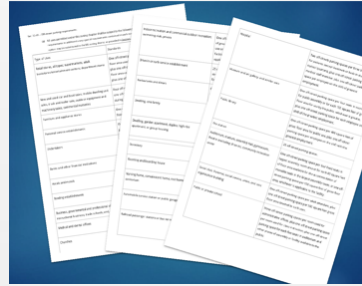
"Dynamic" Fee Structure for Municipal Parking Rates

	WHEN	ACTIONS
TIER 1	Non-peak Weekdays	- Lower rates on Main - Extend time limits on Main - Free off-street parking
TIER 2	Non-peak Weekends Peak Weekdays	- Base + escalating rate on Main - Low rates in Premium lots - 2-hr free parking in Value lots
TIER 3	Peak Weekends Minor Events	- Higher + escalating rates on Main - Off-street < on-street
TIER 4	Major Events	- Restrict parking on Main - Maintain permit system

Policy Layer # 2: Evaluating Demand

2-A

Review of City Zoning Code to identify impediments to creative parking solutions for private property.



2-B

Modernize the City Zoning Code by reducing or eliminating zoning-mandated minimum parking requirements through approaches such as establishing "Parking Districts"



2-C

Modernize the City Zoning Code by establishing provisions such as allowing for "Decoupling" parking requirements for multi-family residential projects.



Policy Layer # 3: Increasing Parking Access and

3-A

Negotiate Lease Agreements with UNIVERSITY parking lots during off-peak hours.



3-B

Negotiate Lease Agreements with PRIVATE parking lot owners.



3-C

Increase/Promote transit use, including operating an internal downtown circular bus route.



Transportation Planning

Bicycle-Friendly Community

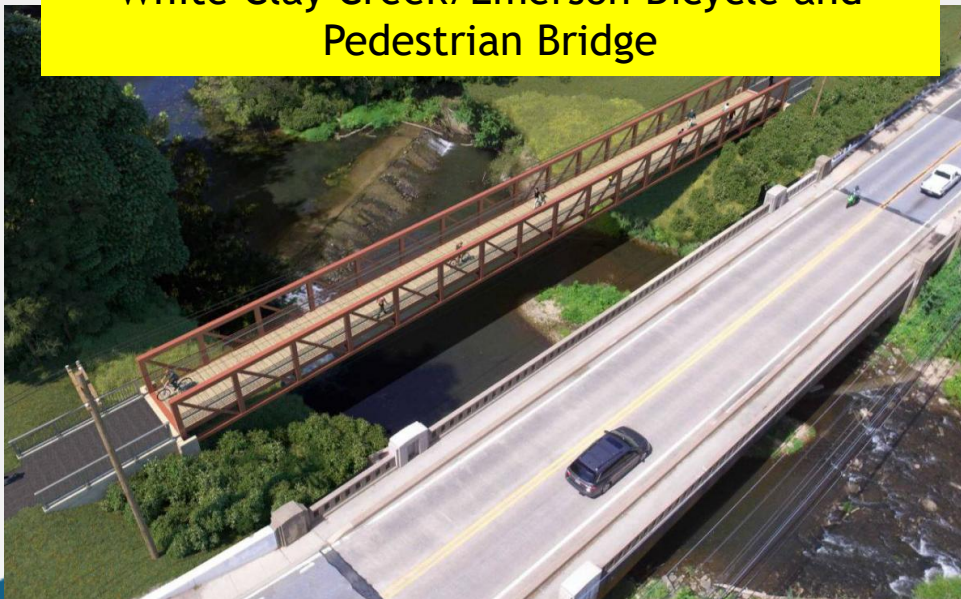
Transportation Improvement District

Levels of Traffic Stress / Vision Zero

Bicycling & Walking in Newark



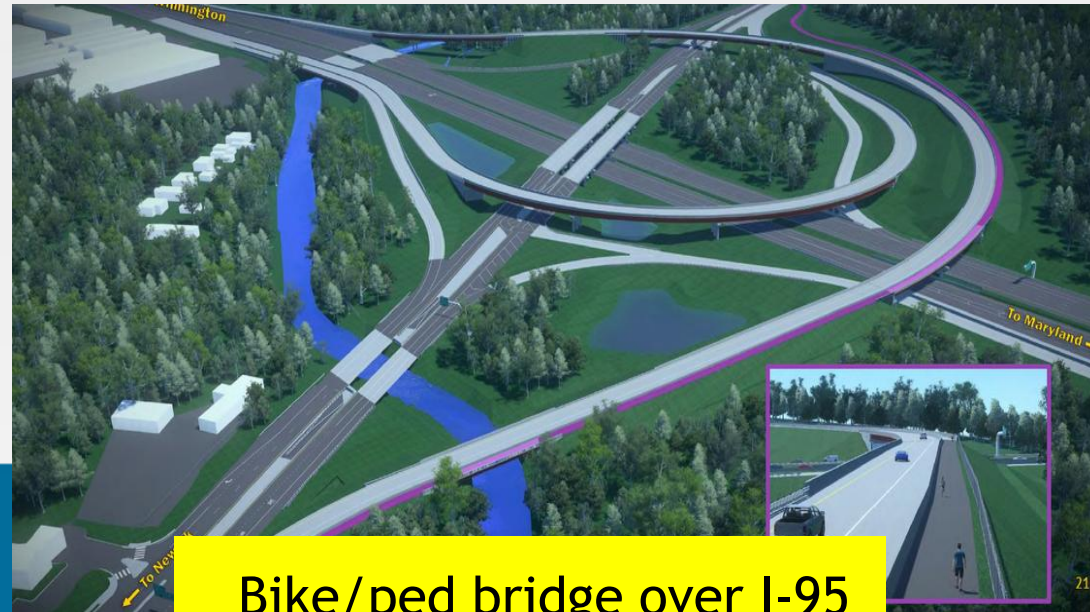
White Clay Creek/Emerson Bicycle and Pedestrian Bridge



Delaware Ave "Cycle Track"



Wayfinding signage

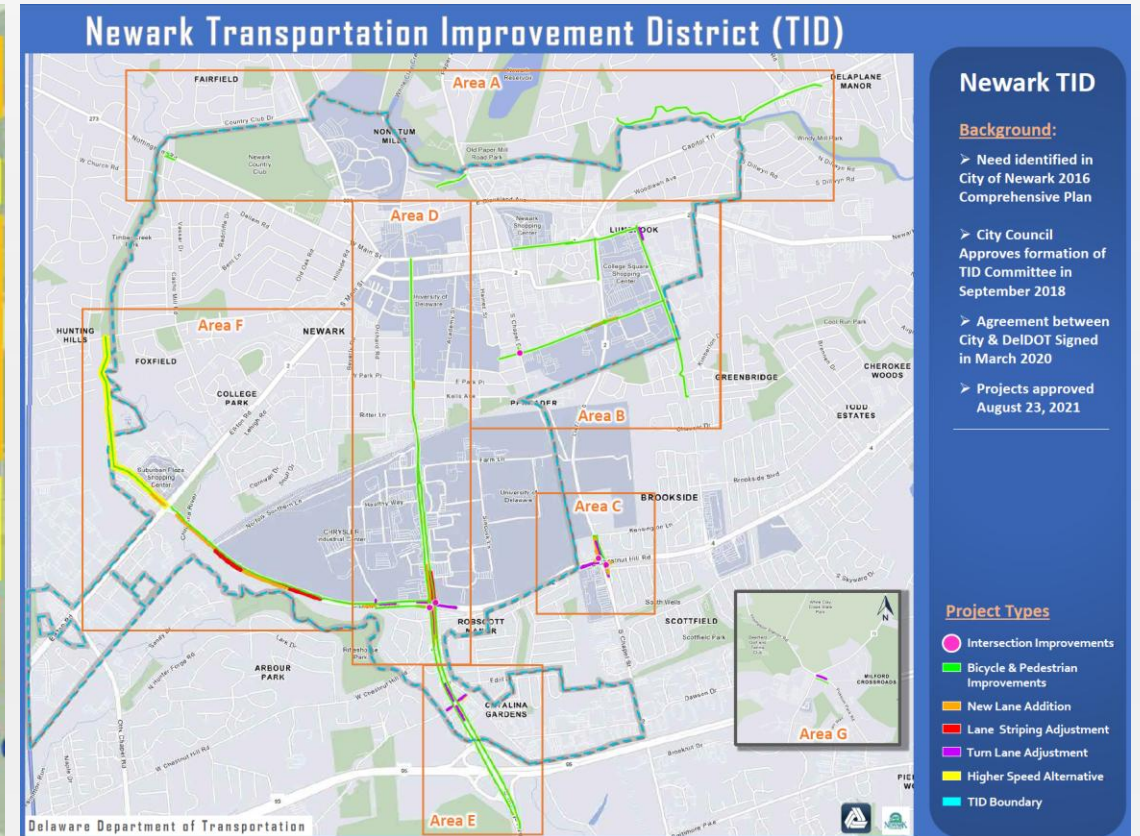
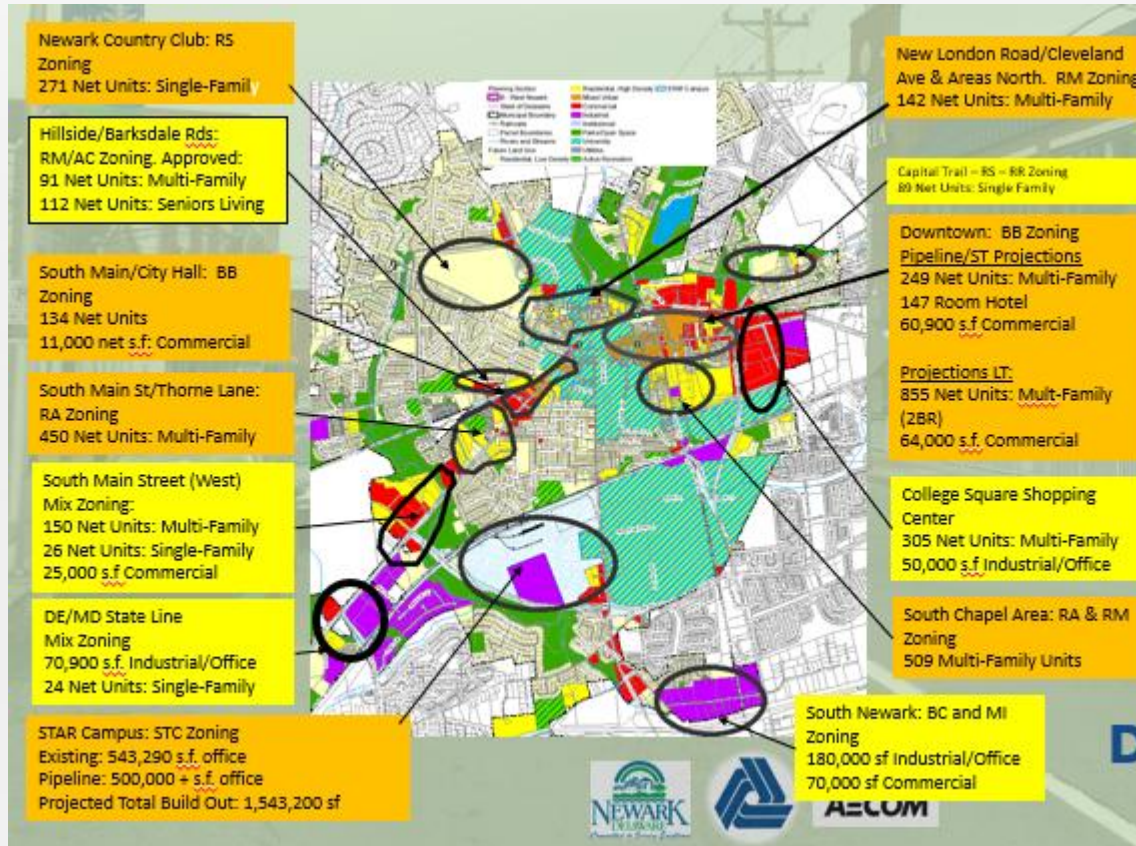


Bike/ped bridge over I-95

Newark Transportation Improvement District (TID)

Growth Projections by Planning Area by 2045

Source:
<https://newarkde.gov/1127/Transportation-Improvement-District-Comm>



Participating Agencies



Network Design

2014: Emphasizes Bicycle Facilities

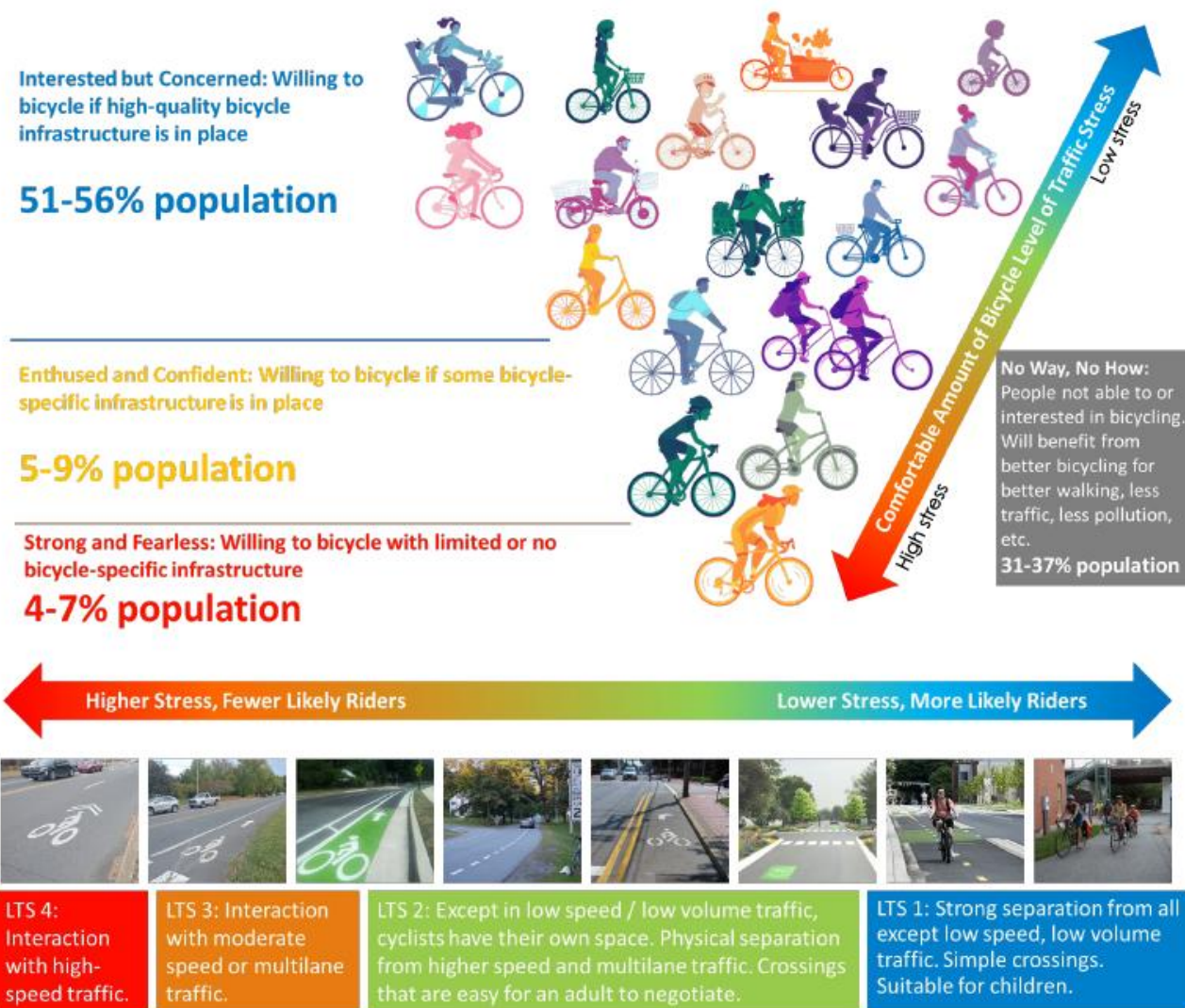
2025: Levels of Traffic Stress (LTS)

LTS based on:

- Travel speeds
- Volume
- Degrees of separation
- Number of Lanes

LTS 1 & 2: Bicycle blv.
And bike lanes.

LTS 3 & 4: Protected
bike lanes and pathways



Housing Planning

Exclusionary Zoning

Exclusionary Zoning

Policies that keeps affordable housing out of neighborhoods through land-use (zoning) code requirements.

- Common practice in the United States through much of the 20th Century.
- The exclusionary effect can be intentional or unintentional. While the 1968 Fair Housing Act banned housing discrimination based on race and other protected classes, many communities enacted regulations that were not racial in language but had the same effect of excluding racial minorities to live in the area.
- Characteristics of Exclusionary Zoning:
 - **Low Density - large minimum lot size requirements.**
 - **Restrictions to single family homes - limits on multi-family homes and occupancy.**
 - **Limits on height of buildings and large setback requirements.**

City of Newark Zoning Map

- Approximately **52%** of non-University and Right-of-Way land in the City of Newark is zoned exclusively *Single-family, detached*
- *Single-family, detached exclusive* zoning is approximately **77%** of all non-University residential permitted zoning - including mixed-use zonings. (BB, BLR, and AC)

2020 DELAWARE STATEWIDE ANALYSIS OF IMPEDIMENTS TO FAIR HOUSING CHOICE

EXECUTIVE SUMMARY

November 2020

Contributing Factors (Delaware-wide)

Land Use and Zoning Laws – HIGH

Land use and zoning laws are a significant contributing factor to segregation. Restrictive zoning and outdated land use regulations can suppress housing supply, drive up housing costs, and widen racial and economic disabilities²⁷. On the other hand, innovative zoning and easing building restrictions can provide additional housing opportunities. Across the state, while most jurisdictions permit a variety of densities, there are few areas zoned and available for higher density residential development.

Rental Housing Working Group (2020)

ADUs

Amend Zoning Code to permit Accessory Dwelling Units in Single Family Zones

Inclusionary Zoning

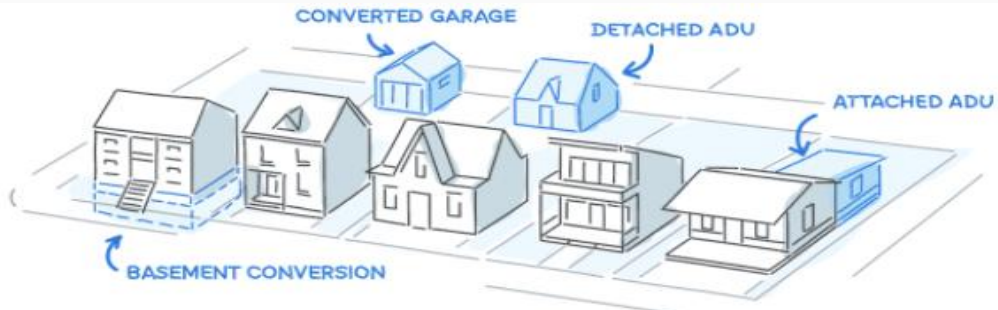
Amend Zoning Code to include an Inclusionary Zoning Ordinance requiring affordable units in new residential development

Focused Growth

Increase development density within the downtown core and Comprehensive Development Plan V 2.0 "Focus areas" to allow more housing development in areas within proximity to the University.

Owner Occupancy

Renew Home Ownership Incentive Programs



Housing Diversification in Zoning

- ▶ Housing diversification could include any of the following:
 - ▶ Variations on lot size
 - ▶ Townhomes
 - ▶ Duplexes
 - ▶ Multi-family/apartments
 - ▶ Accessory dwelling units (interior to existing building or separate structures)
 - ▶ Increasing occupancy allowances
- ▶ Participation with Senate Joint Resolution 8 (SJR 8)
- ▶ Providing “Expedited Review”, permit fee reductions, and a density bonus for new housing projects that provide a portion of the new units as below-market rate affordable to the “missing middle”.
- ▶ Legalize more housing types in Single-Family zoning districts.
- ▶ Establish a by-right, administrative review process for residential developments that fully comply with zoning requirements and do not require rezoning, conditional use approval, or any other discretionary approvals.

2026 UPDATE TO THE COMPREHENSIVE DEVELOPMENT PLAN VI



publicinput.com/newarkcompplan

Or To Make Comments via Voice Mail, Dial: (855) 925-2801, Project # 8878



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