



CLAYMONT

AREA MASTER PLAN

Visioning Workshop

Planning Partners

The Claymont
community

WILMAPCO

New Castle County

Claymont Renaissance
Development Corporation

Delaware Department of
Transportation

Delaware Transit
Corporation

CONSULTANT TEAM:
KITTELSON & ASSOCIATES
RHODESIDE & HARWELL
W-ZHA

Thank you for coming!

**We hope you will stay
involved throughout the
planning process.**

Email

claymont@wilmapco.org

Website

www.wilmapco.org/claymont

Phone

302-737-6205 ext 118

What is a Master Plan?

A master plan is a document that identifies general improvements and infrastructure needed in a specific area. It is intended to guide growth and development over a number of years and in phases.¹

1 - Definition adapted from the American Planning Association & Delaware Office of State Planning Coordination



— Plan Area
↔ Major Roads

What is the Claymont Area Master Plan?

The **Claymont Area Master Plan (CAMP)** will use a collaborative process to update the vision for the future established in the previously-completed Claymont Community Redevelopment Plan (2004):

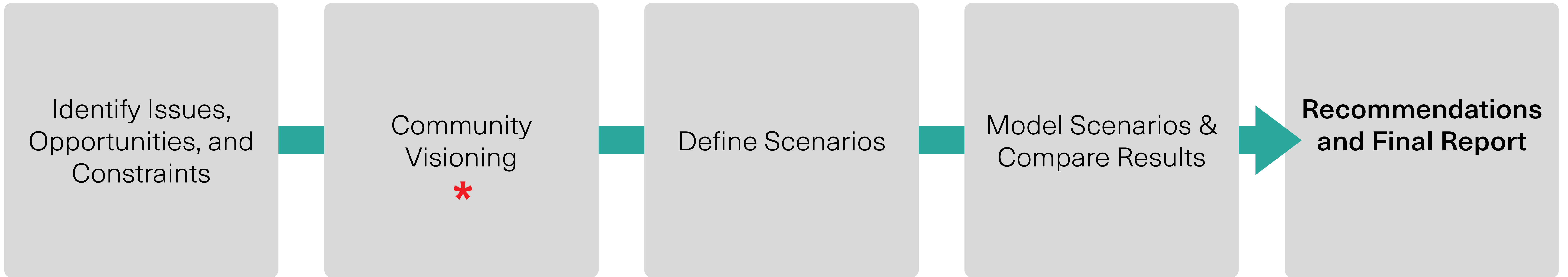
Transportation Access

Land Use and Design

&

**Community and
Economic Development**

Study Overview



Schedule

	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
Identify Issues, Opportunities, and Constraints	←												
Community Visioning			■		●*								
Define Scenarios				■			●	●	○				
Model Scenarios & Compare Results						■				●	○		
Recommendations and Final Report										■			

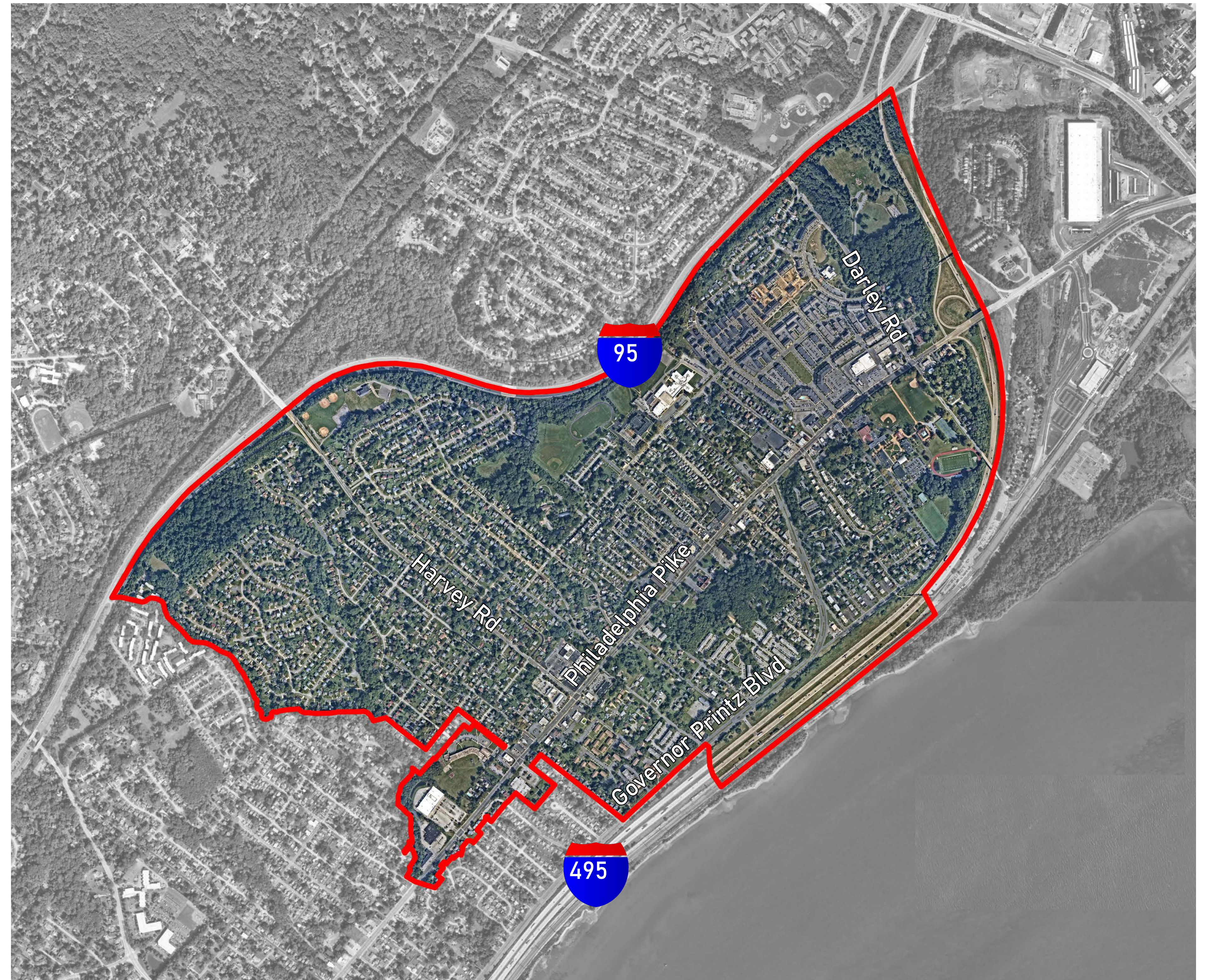
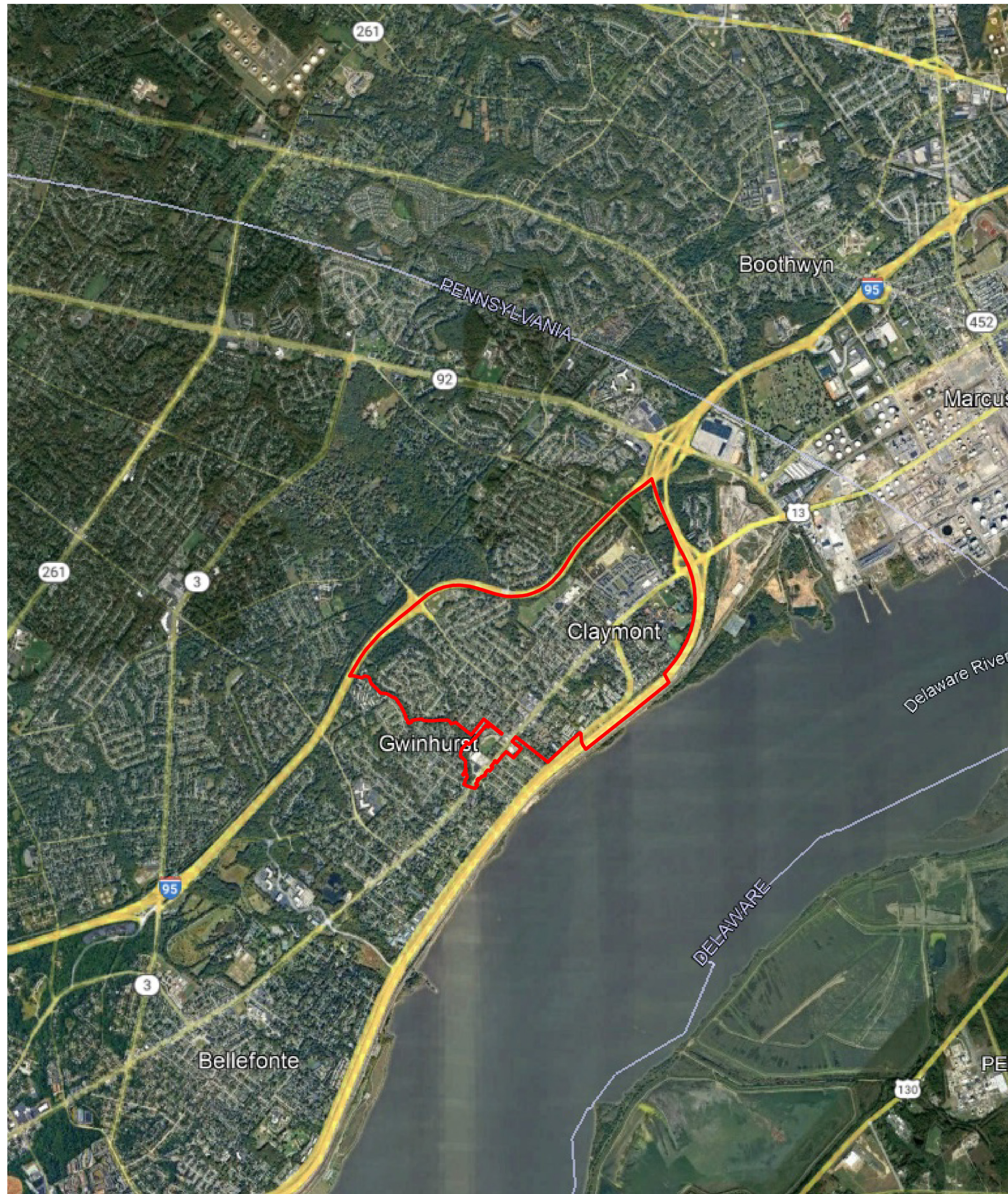
Schedule current as of Feb. 2024. All future meeting dates are approximate.

- Committee Meetings
- Public Workshops (dates TBD)
- * We Are Here



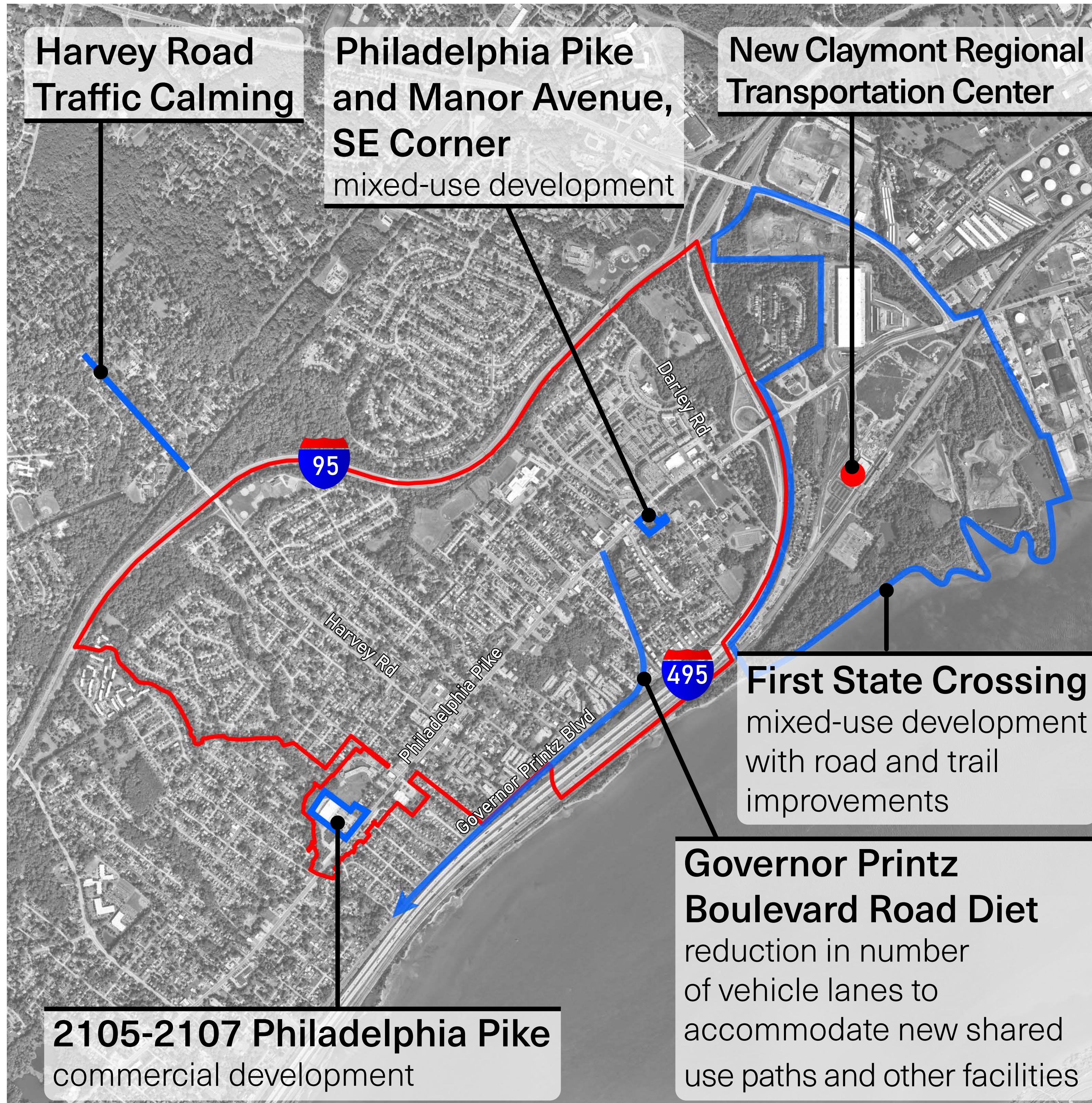
Where Are You?

Place dots on the maps for the following (as applicable):
dot: where you live
dot: where you work

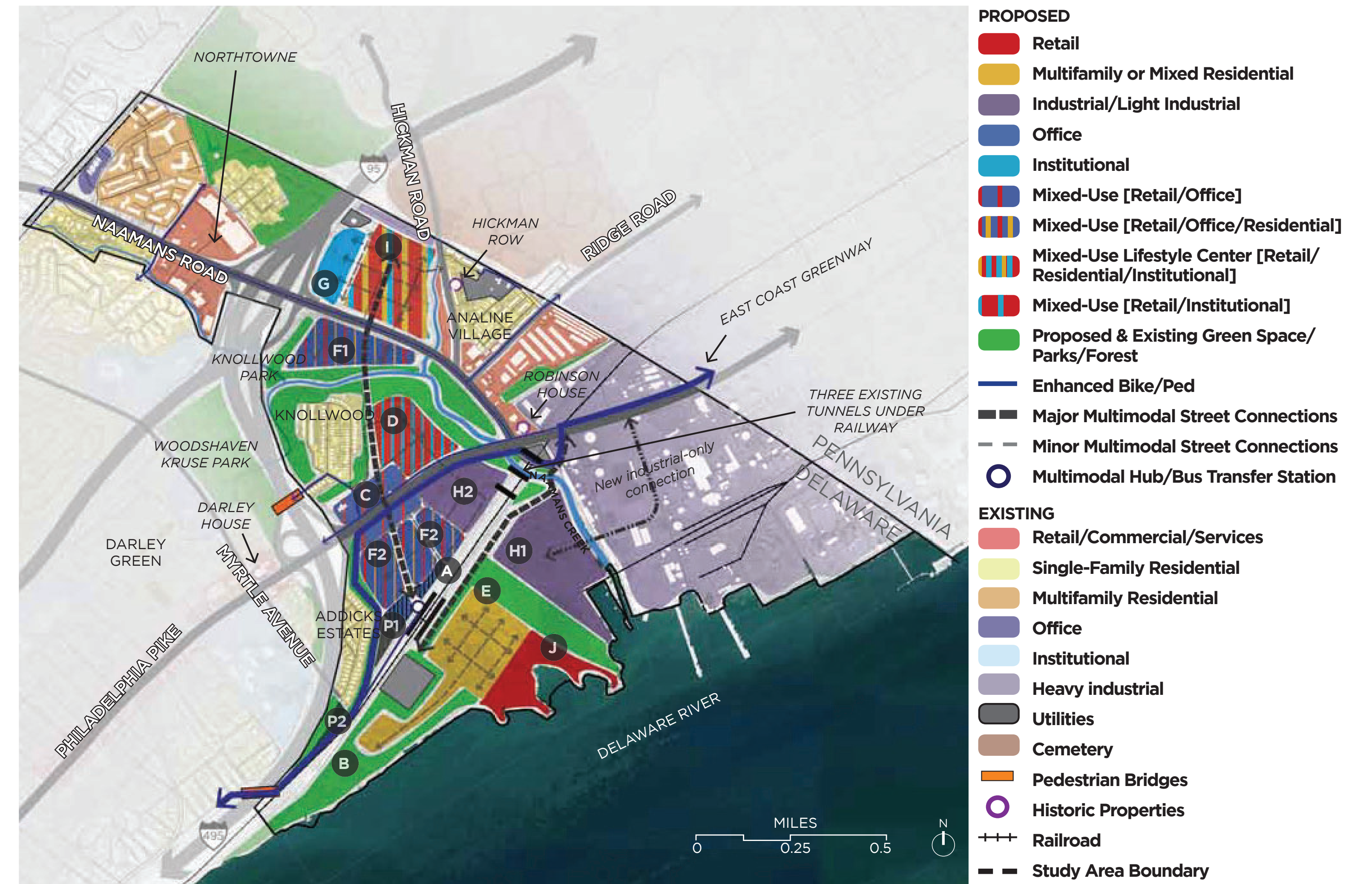


Other Relevant Projects

Planning Projects and Developments



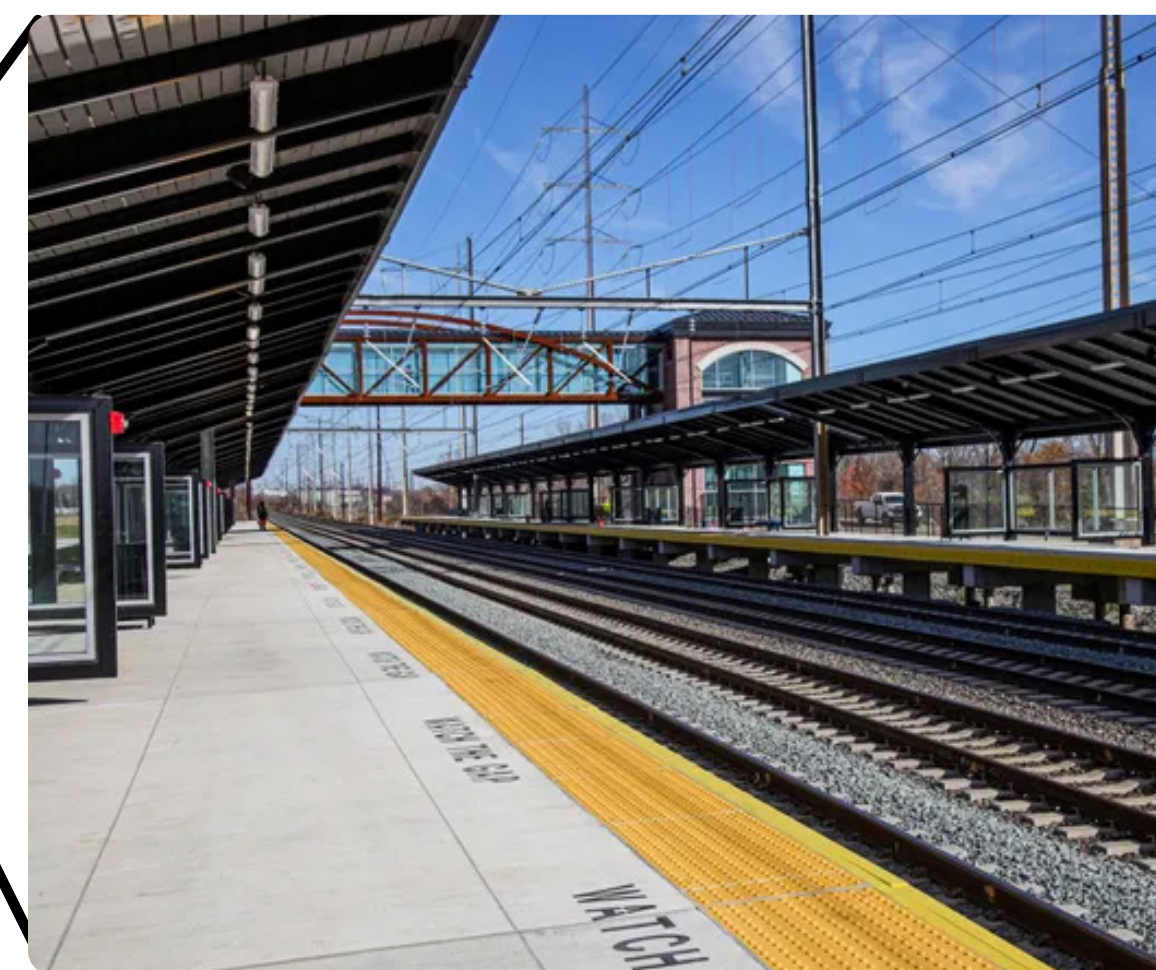
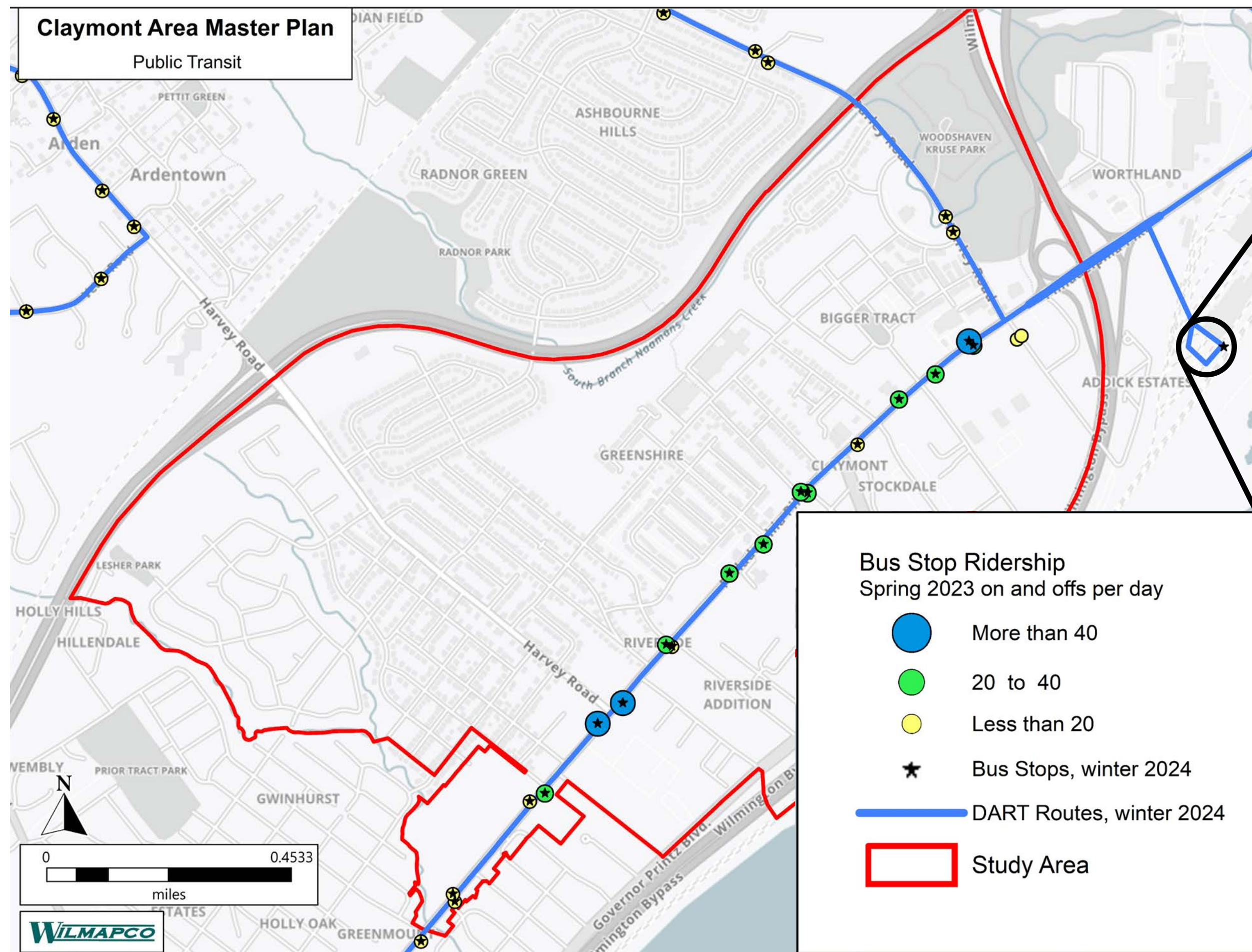
North Claymont Area Master Plan



The North Claymont Area Master Plan was drafted in 2016-2017. It laid out a vision for a 961-acre area, including revitalization of the former Claymont Steel site and Tri-State Mall, as well as planning for the relocated Claymont train station. The Plan was unanimously approved and is in varying stages of implementation.

Existing Conditions: Transportation Access

Public Transportation



The new Claymont Regional Transportation Center opened on December 4, 2023. It serves the SEPTA Wilmington/Newark Line alongside the DART bus network.

Frequencies on the Wilmington/Newark Line currently range from around every 40 minutes to 2 hours.

The Plan Area is served by two DART bus routes: Route 13 and Route 61. Ridership on Routes 13 is moderate along Philadelphia Pike, with **higher ridership at stops near Harvey Road**. Stops along Darley Road for routes 13 and 61 have relatively low ridership. Routes 31 and 61 have been **rerouted to service the new Claymont Regional Transportation Center**.

Bicycling Comfort

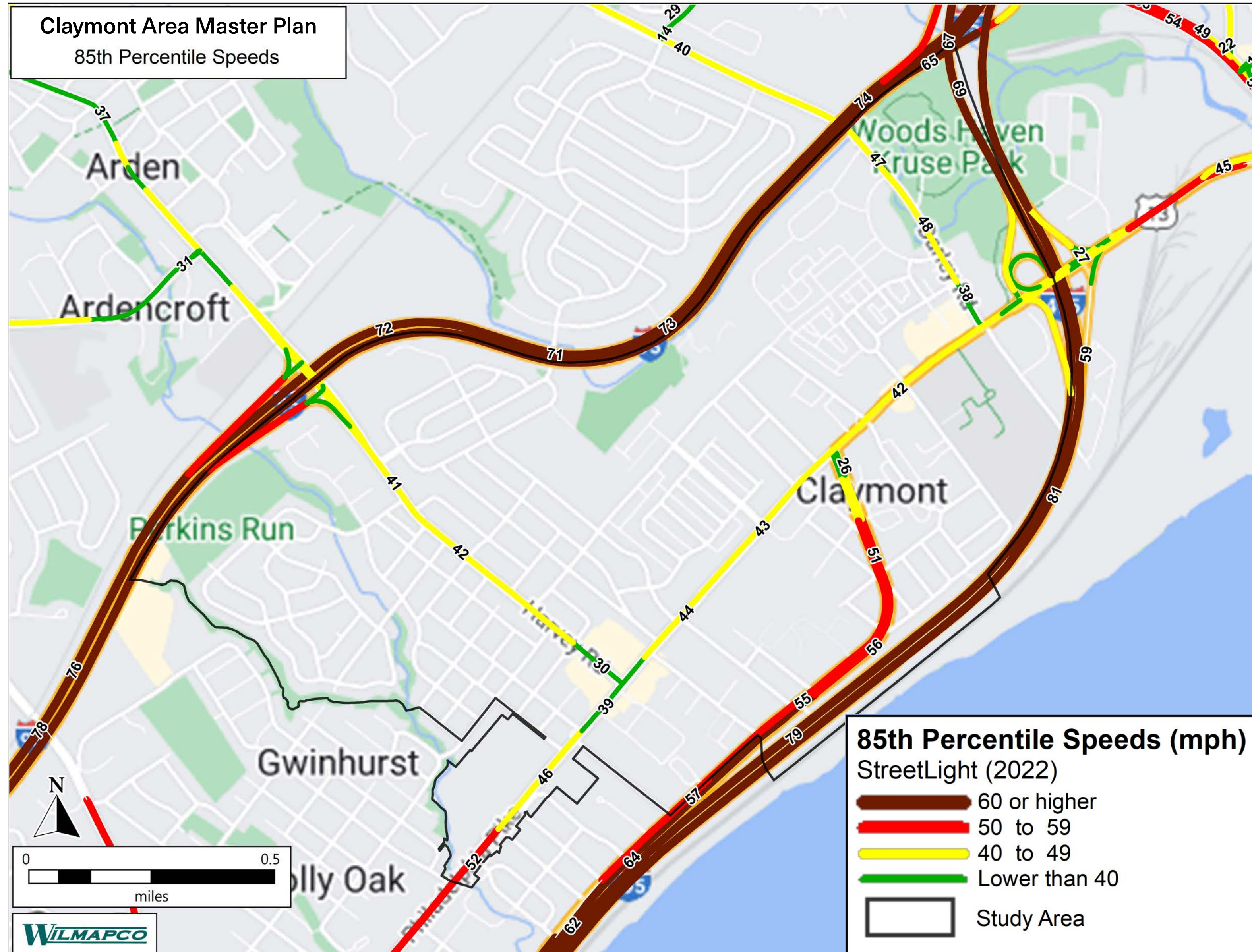


Bicycle Level of Traffic Stress (LTS) measures the perceived comfort and safety level of riders. In 2019, DelDOT developed its own bike LTS methodology, giving each road segment in Delaware a bike LTS score ranging from 1 (least stressful) to 4 (most stressful).

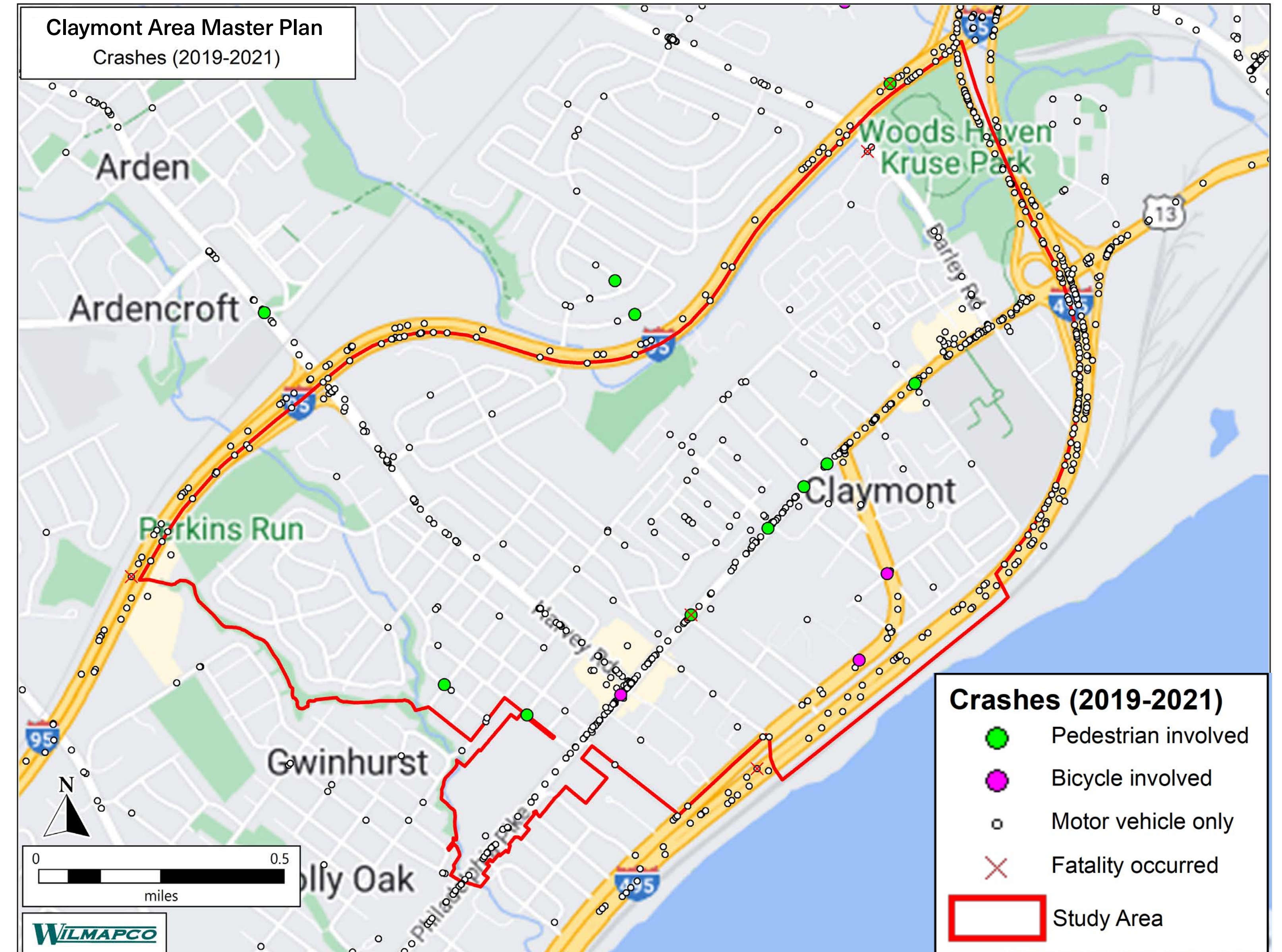
Street	LTS Score	Reason
Harvey Road	4	Heavy traffic, high speeds, lack of bike infrastructure
Governor Printz Boulevard	4	Heavy traffic, high speeds, lack of bike infrastructure
Darley Road	2,4	Higher scored areas are due to turn lane interruptions
Philadelphia Pike	2,3	Higher scored areas are due to additional lanes and heavier traffic

Existing Conditions: Transportation Access

Traffic Speeds



Crashes



Observed traffic speeds on most arterial and collector roads exceed posted speed limits.

- By **over 15 mph** on parts of Governor Printz Boulevard
- By **around 5-10 mph** on Philadelphia Pike
- By **around 6-7 mph** on Harvey Road

From
2019 to
2021:

563
crashes

7
involving
pedestrians

3
involving
bicycles

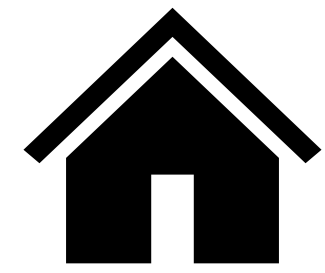
2
fatalities

Philadelphia Pike: 277 crashes

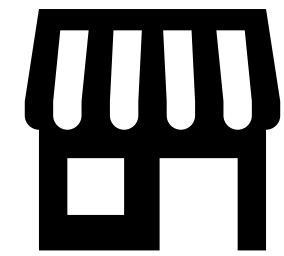
Harvey Road: 74 crashes

Existing Conditions: Land Use

Land Use in the Plan Area



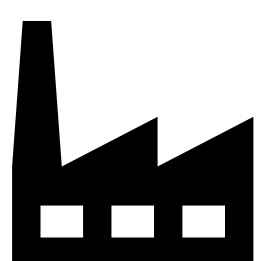
The majority (**59%**) of the Plan Area consists of residential land uses, principally single-family.



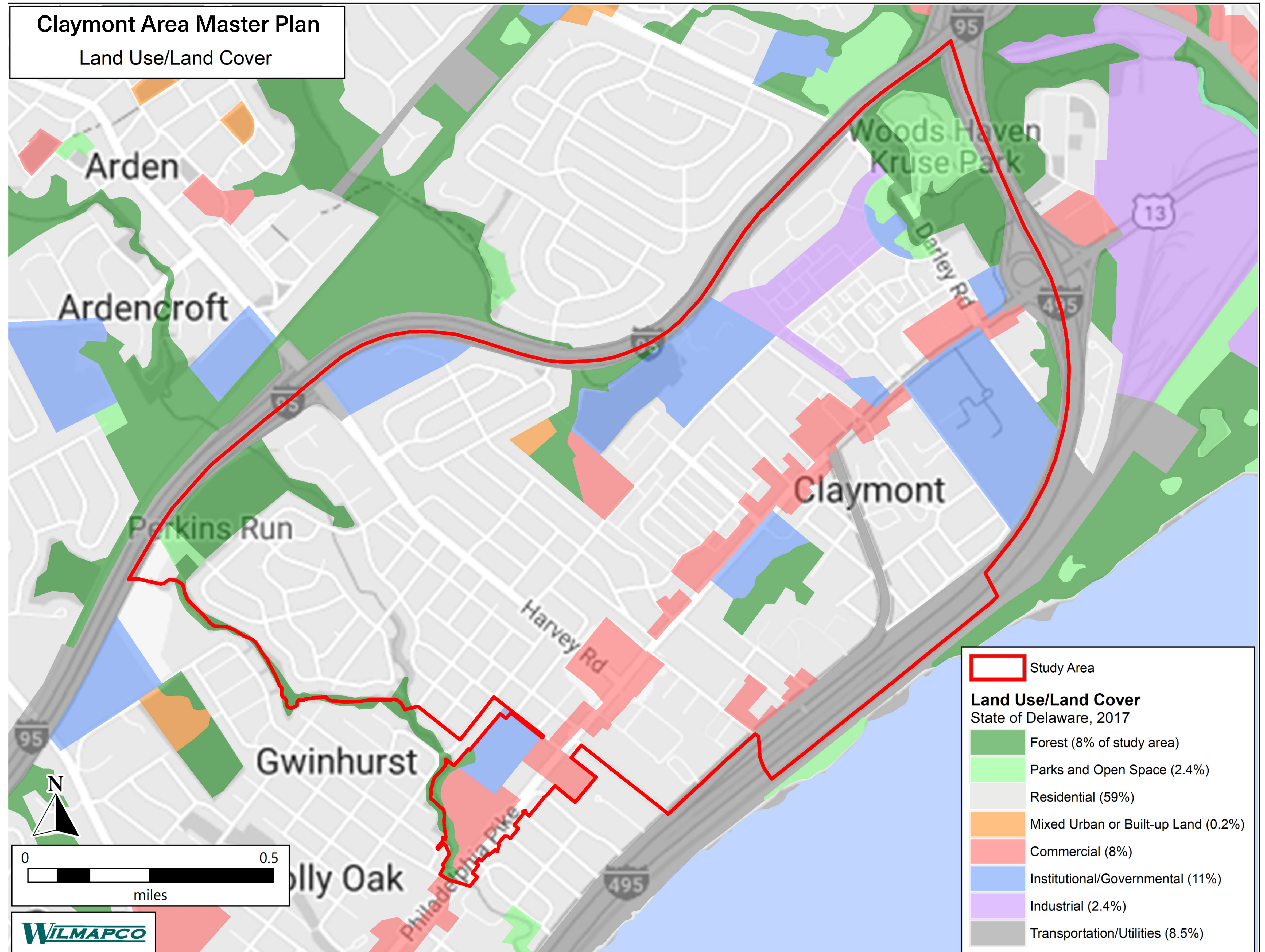
Commercial uses are concentrated along the Philadelphia Pike corridor and include retail, restaurants, and grocery, among others.



Institutional uses include schools, a church, the Claymont Community Center, and the Claymont Public Library. Most parks and open spaces are on the edges of the Plan Area.



The industrial area near the north end of the Plan Area includes light industrial businesses and no heavy industry.



Existing Conditions: Market Assessment

What's Changed Since the Redevelopment Plan Was Written in 2004?

Development Potential in the Plan Area

Population Is Up

While Claymont lost population from 2000 to 2010, it grew by **22%** from 2010 to 2022.



Source: U.S. Census 2000 and 2010; American Community Survey 2016-2022 5 Yr Estimates; W-ZHA

Claymont Is Becoming More Diverse

	2000	2022
White Alone	70.1%	54.2%
Black Alone	22.2%	32.3%
Other	7.7%	13.5%
Hispanic Origin	4.9%	9.2%

Source: U.S. Census 2010; American Community Survey 5-Yr Estimates; W-ZHA

Incomes Are Growing and catching up to County averages

	2000	2022
New Castle County	\$52,400	\$85,300
Claymont	\$40,800	\$72,800
Claymont Income Compared to New Castle County	78%	85%

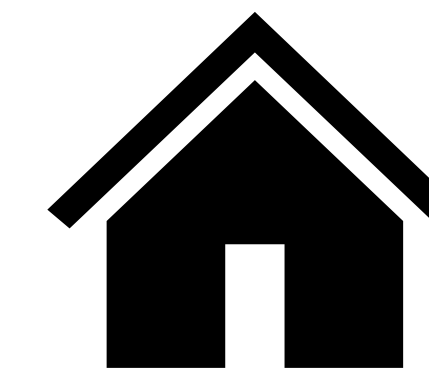
Source: U.S. Census 2000; American Community Survey 5 Yr Estimates; W-ZHA

Educational Attainment Is Increasing

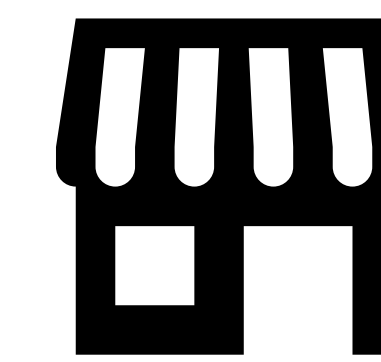
In 2022, 33% of residents hold a bachelors degree, compared to 17% in 2000



Source: U.S. Census 2000 and 2010; American Community Survey 2016-2022 5 Yr Estimates; W-ZHA

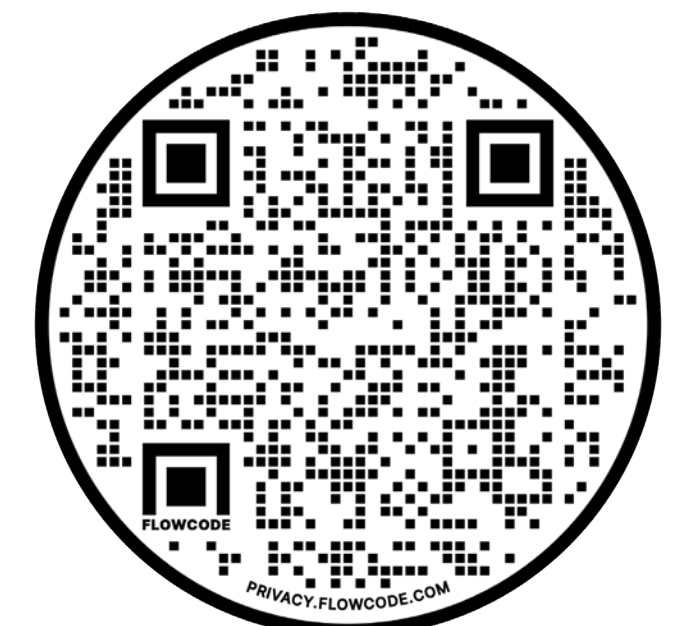


Residential Market:
200-300 apartment units
30-50 townhomes
over the next 10 years- demand is higher to the northeast, near First State Crossing



Retail Market:
Improvements to the commercial mix along Philadelphia Pike will come from redevelopment activity. Housing developments could catalyze standalone and **flexible, mixed-use development**, which is the preferred style.

Scan the QR Code to view the full market assessment, or visit: wimapco.org/Claymont/CAMP-market.pdf



Opportunities and Issues



Observed Opportunities

1. Mixed density housing and unique neighborhoods
2. Established parks and small businesses
3. Ongoing job growth and land use development
4. New high-quality developments have created “critical mass”
5. Nodes along the corridor are poised for more development
6. Regional connectivity via the highways and rail
7. East Coast Greenway will provide multi-modal connectivity
8. Ample off-street parking and underused on-street parking
9. Opportunities to reallocate roadway space to address safety or other needs
10. Intergovernmental partnership and support

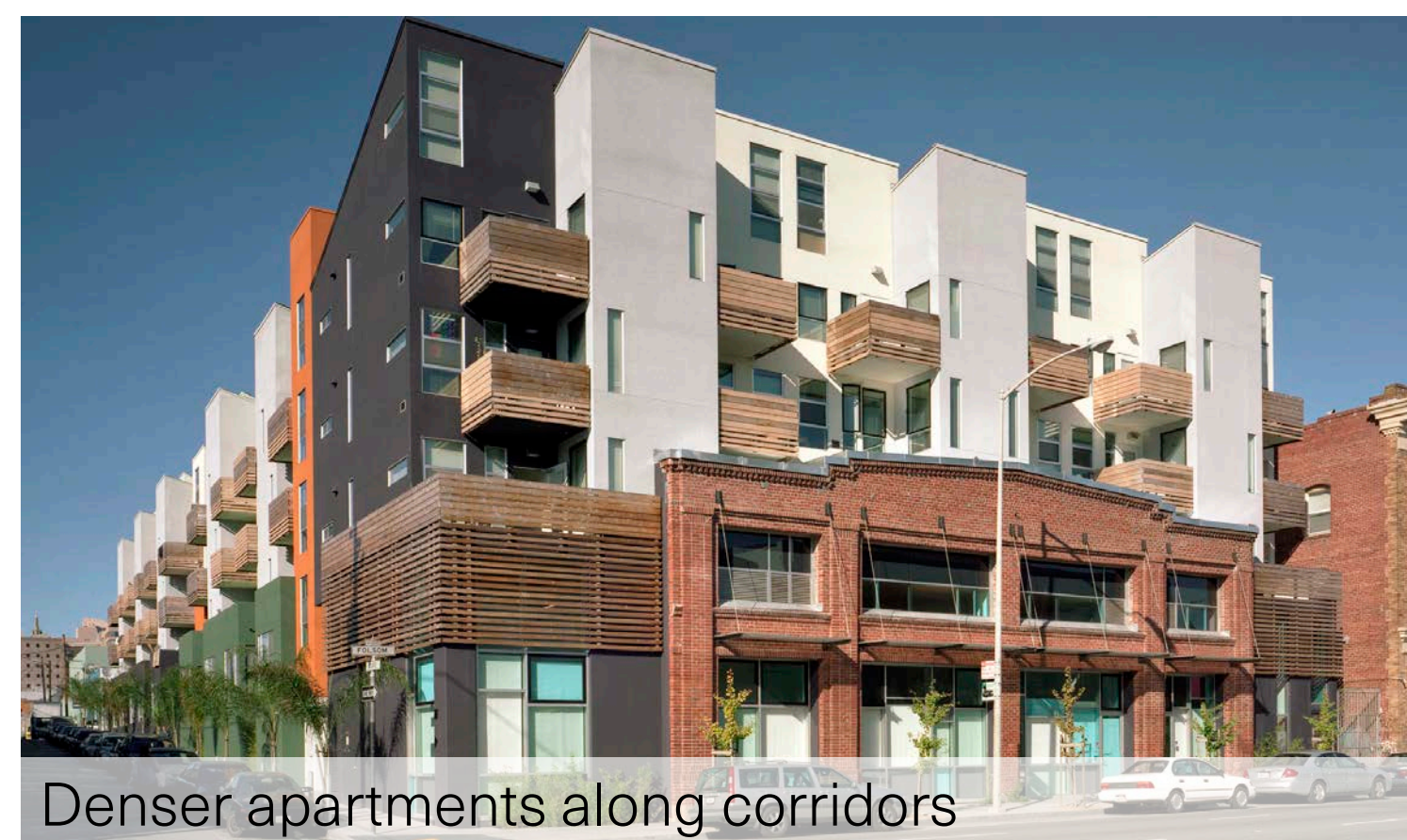
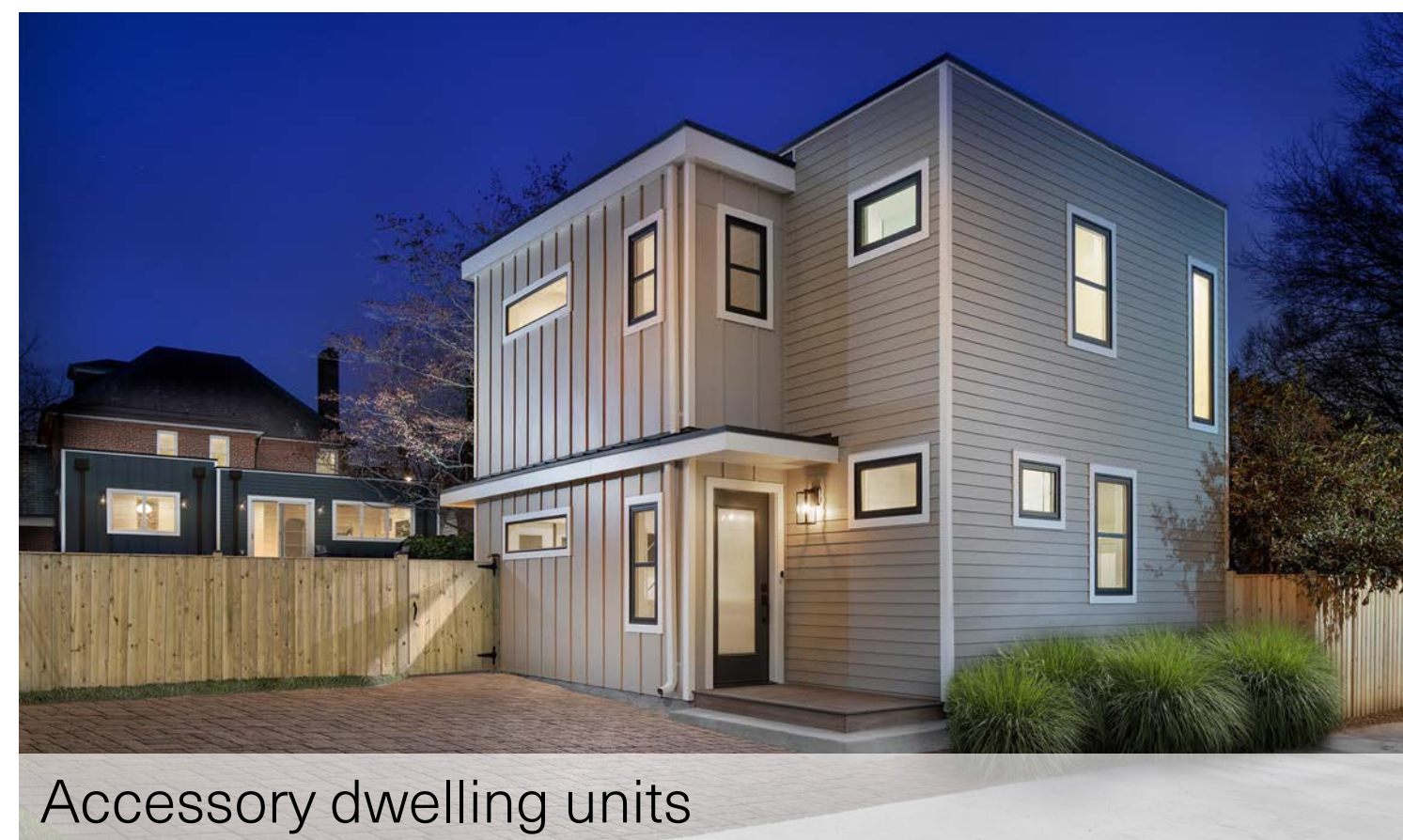
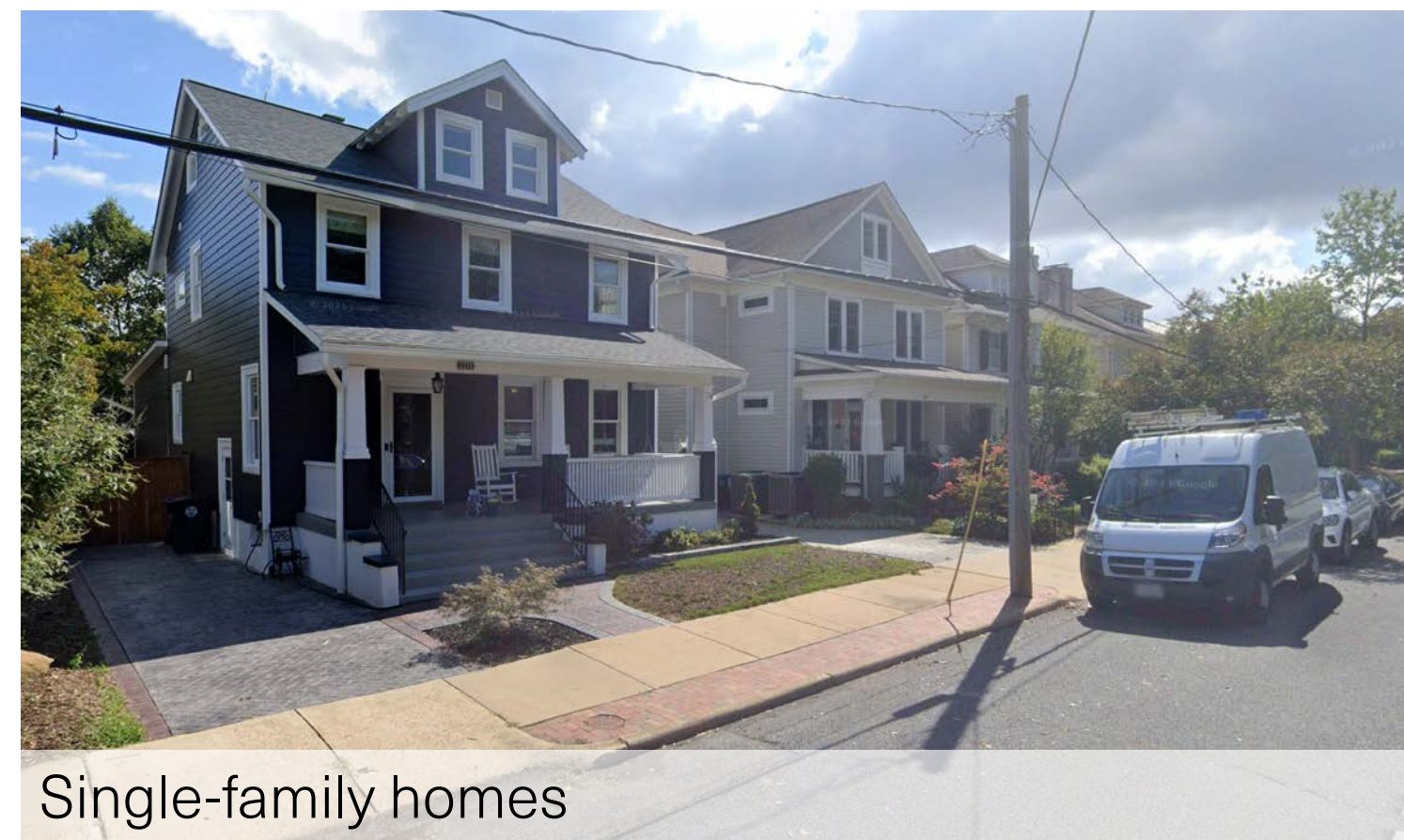
Observed Issues

1. Lack of a lively, connected town center
2. Lack of consistent corridor streetscape (Inconsistent building setbacks, sidewalks, trees/shade, etc.)
3. Narrow sidewalks and long, infrequent pedestrian crossings
4. Motor vehicles park and drive in the narrow bike lanes
5. Bike lanes disappear and contain non-bicycle-safe grates
6. Missing multi-modal connections to neighborhoods
7. Train station further from population center, meaning fewer people can easily walk there
8. Frequent commercial driveways & poor access management
9. Suburban, car-oriented development patterns
10. High motor vehicle speeds

What's Your Preference?: Land Use and Design

The CAMP will craft a vision for the future of the Plan Area that includes considerations for transportation, land use and design, and community and economic development. Which of these images reflects what you would like to see in Claymont? Is anything missing? Tell us on the last board.

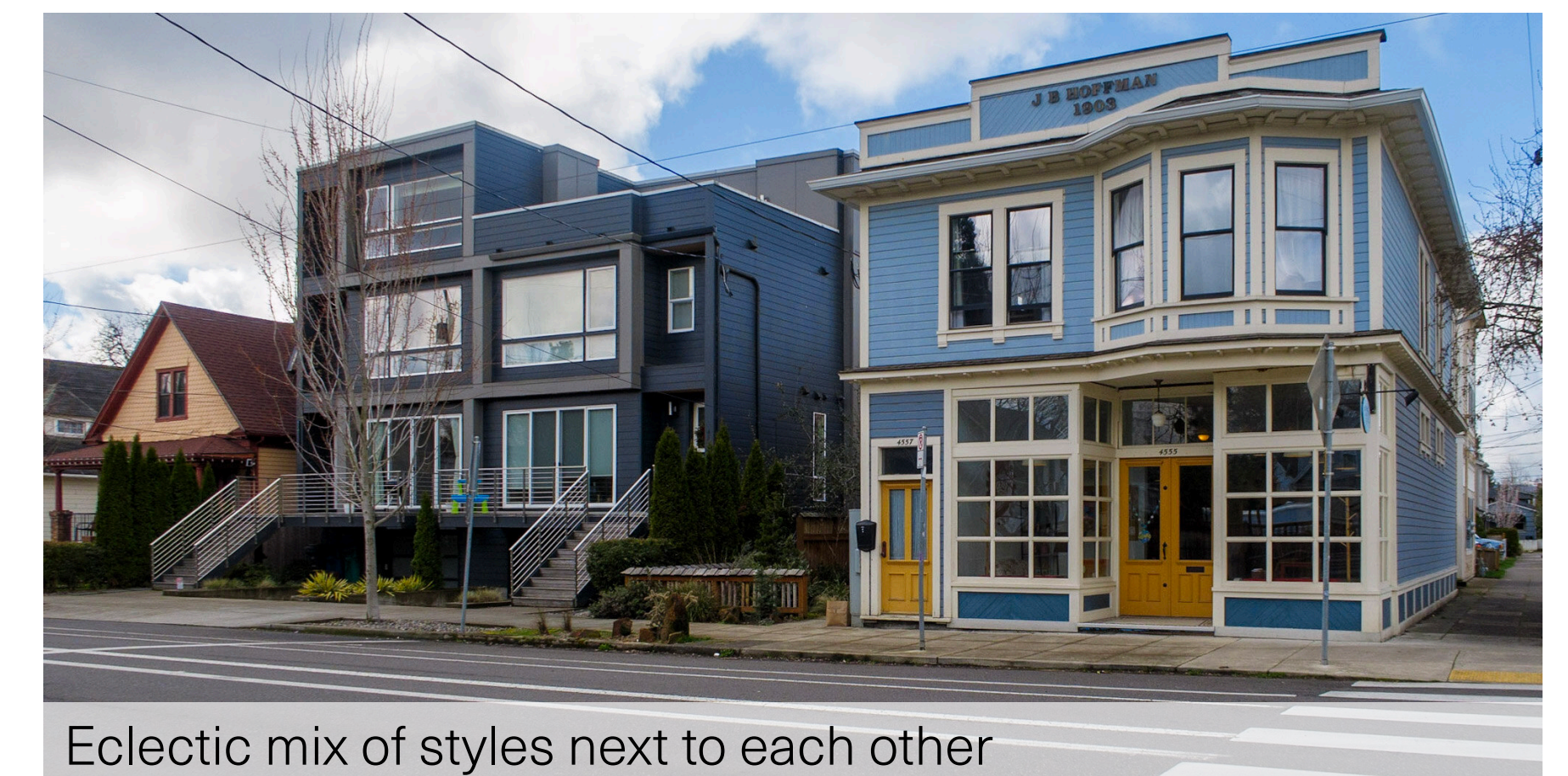
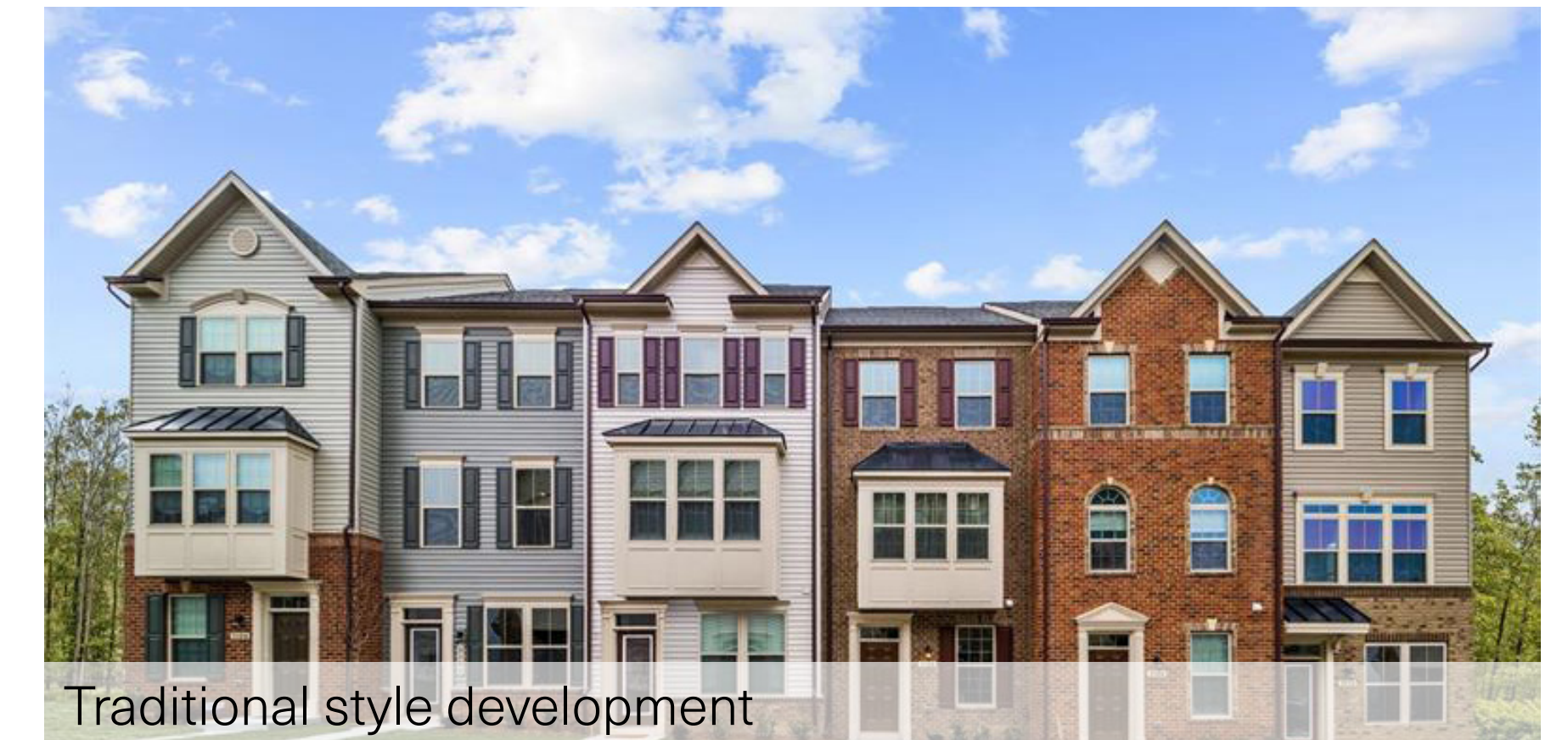
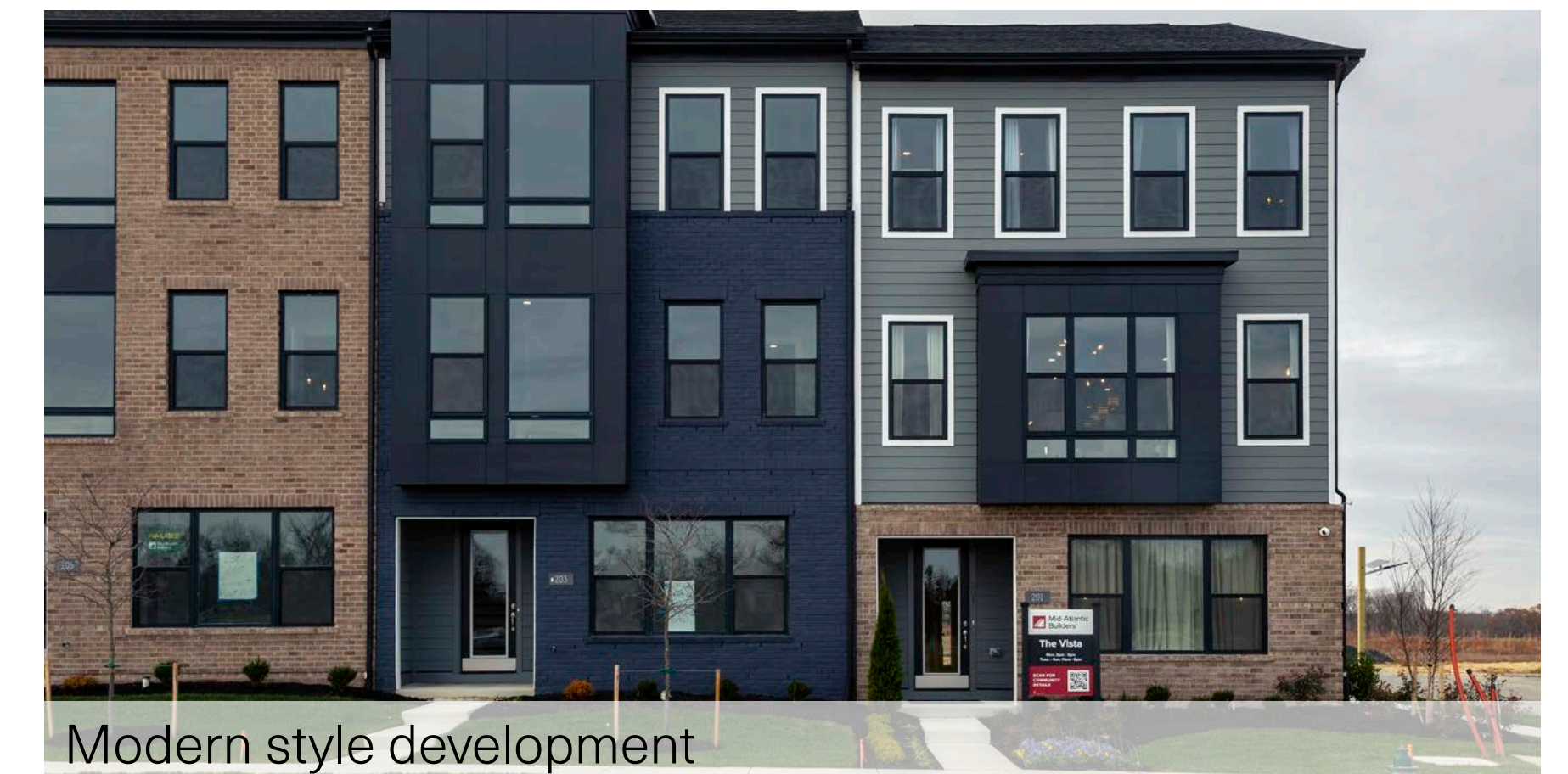
RESIDENTIAL DEVELOPMENT



MIXED-USE DEVELOPMENT



STYLE



What's Your Preference?: Transportation Access

The CAMP will craft a vision for the future of the Plan Area that includes considerations for transportation, land use and design, and community and economic development. Which of these images reflects what you would like to see in Claymont? Is anything missing? Tell us on the last board.

WALKING



Wider sidewalks

BUS/TRAIN



Improved bus stops & shelters

BICYCLING



Shared use paths / trails

TRAFFIC CALMING



Curb extensions

DRIVING/PARKING



Adaptive reuse of parking lot spaces



High visibility marked crosswalks



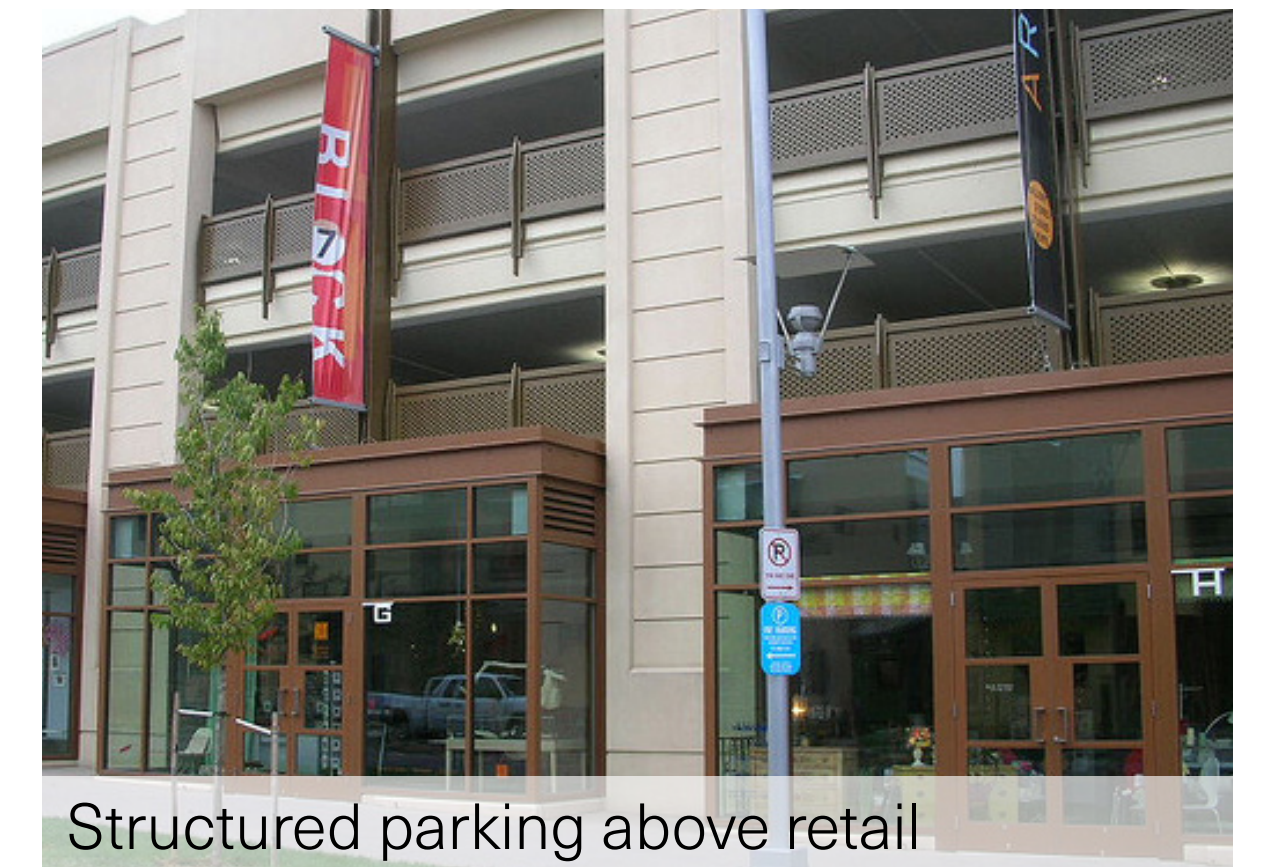
Enhanced wayfinding for transit and bikes



Separated bike lanes



Raised crosswalks / intersections



Structured parking above retail



Pedestrian refuge islands



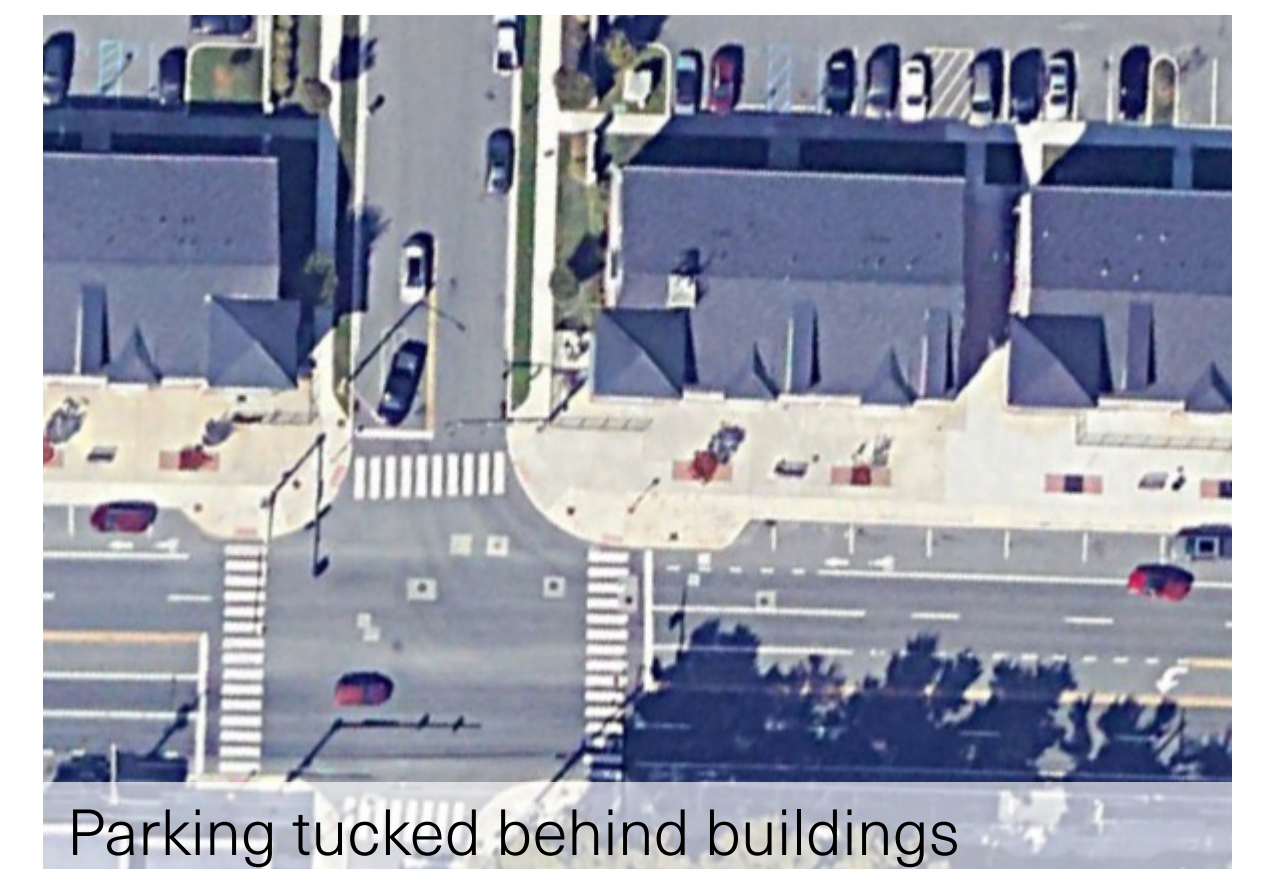
Pedestrian links to new train station



Green paint & wayfinding



Speed cushions



Parking tucked behind buildings

What Would You Like To...

PRESERVE in the Plan Area's character?

For example:
low traffic
neighborhood
streets

ADD to the Plan Area's character?

For example:
nicer bus
shelters

REMOVE from the Plan Area's character?

For example:
surface parking
lots along
Philadelphia
Pike

NOT SEE ADDED to the Plan Area's character?

For example:
new industrial
uses

Open Response: Do you have any comments, concerns, or questions not addressed during tonight's meeting?