

**Claymont Area Master Plan Task 1 Report**  
*Identify Issues, Opportunities, and Constraints*

**DRAFT 1/22/23**

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## Introduction

The Claymont Area Master Plan (CAMP) will update and enhance the 2004 Claymont Community Redevelopment Plan, which was conducted by the County and the community for the purpose of establishing a Hometown Overlay District. These districts were created in recognition of the unique character of these areas, and to “perpetuate and enhance the character” and relationship of early settlement areas, hamlets, and villages with adjacent neighborhoods.

The plan will evaluate improvements to the streetscape that expand pedestrian and multimodal opportunities, as well as potential development/redevelopment opportunities to improve the built form to achieve and expand on the 2004 plan’s vision of creating:

- A viable town center, as well as overall streetscape improvements along Philadelphia Pike.
- A pedestrian-oriented place, where people can live, work, shop, learn, recreate, and worship in a small-town environment.
- A compact, mixed-use, walkable town center, which is viewed as a critical component to the enhanced connection and enjoyment of civic assets.
- An attractive and desirable downtown where you can take your family in a traditional neighborhood setting.

This report highlights existing demographics, transportation, and land use conditions in Claymont, excluding areas north and east of I-495, which are outside the study area. The study area boundaries are shown in the map on the following page. This report also summarizes plans for future transportation investments in the area. The contents of this report will help inform the recommendations of the CAMP.

When viewing this report digitally, you can zoom in to the maps to see more detail.



## Demographics

Demographic data was analyzed for eight Census block groups, which closely match the study area boundaries. According to the 2017-2021 American Community Survey, 11,285 people live within this area of approximately 2 square miles<sup>1</sup>. Median household income ranges from about \$29,500 to \$108,000, with the highest income levels near Woods Haven Cruse Park.

These block groups are 59% non-Hispanic White, 25% non-Hispanic Black, 7% non-Hispanic Asian, 7% Hispanic or Latino, and about 2% mixed race. 14% of the population is aged 65 or older. 11% of people and 10% of households are below the poverty line. The unemployment rate is 3.3%, and 93% of those aged 25 or older have attained a high school diploma or GED.

75% of workers drive alone to work, 11% work from home, 6% carpool, 5% take transit, and about 2% walk or bike to work. About 9% of households do not have access to a motor vehicle. About 13% of the population has a disability.

The study area contains moderate Environmental Justice areas and moderate Mobility Challenged areas, as identified and defined in the 2019 Transportation Justice (TJ) Plan. The study area does not contain any affordable housing sites as identified in the TJ Plan, nor does it contain any WILMAPCO-defined food deserts.

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<sup>1</sup> Excluding the unpopulated portions of block group 100030101041, which have been removed from the map for clarity.

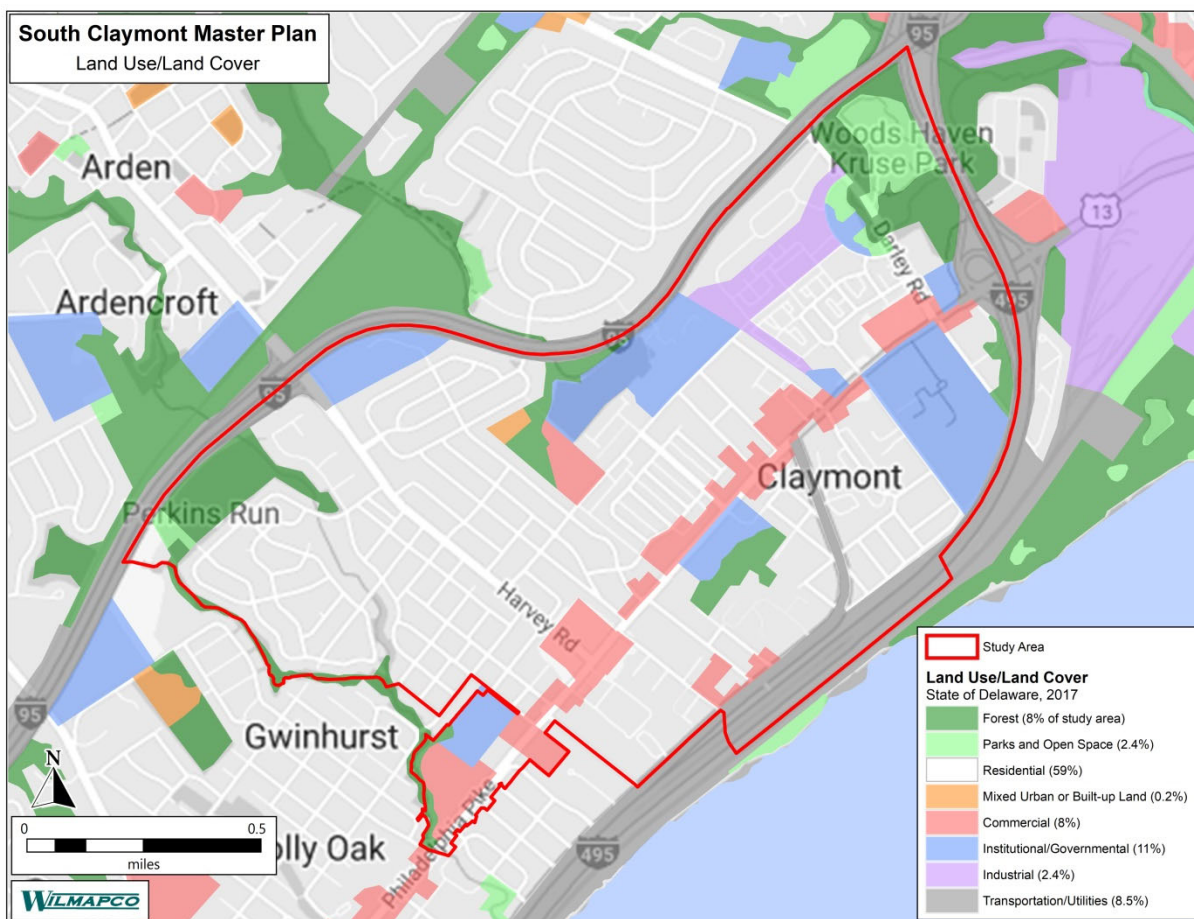




## Land Use and Zoning

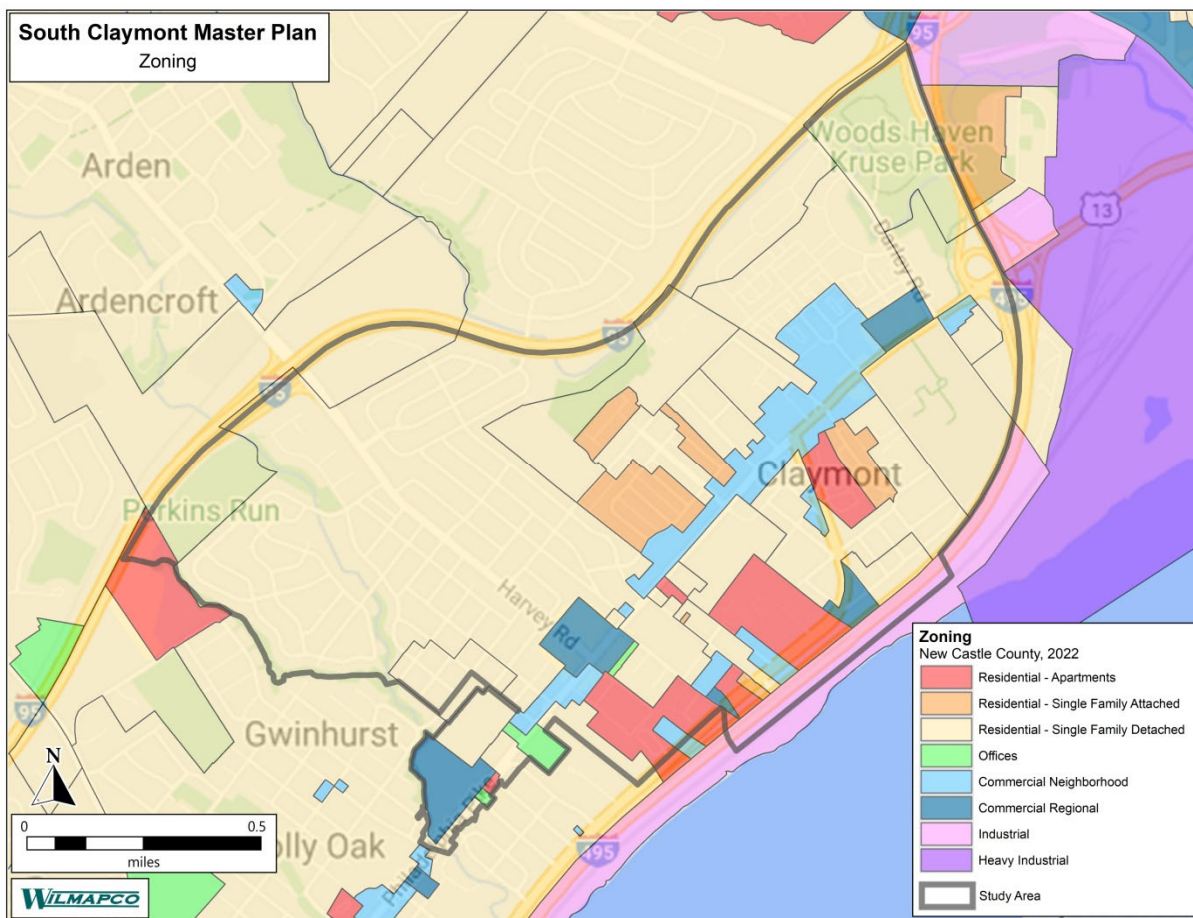
### Land Use/Land Cover

The majority (59%) of the study area consists of residential land uses. The Philadelphia Pike corridor is lined with a variety of commercial uses, including restaurants, grocery stores, retail stores, and other businesses. The institutional uses shown on the map include schools, a church, the Claymont Community Center, and the Claymont Public Library. Parks and open space are present on the edges of the study area. The industrial area near the north end of the study area includes light industrial businesses and no heavy industry.



### Zoning

Zoning designated by New Castle County in the NCC2050 Comprehensive Plan largely matches existing land use. The majority of the study area is zoned for single family detached housing, including the area that is currently an industrial park. Philadelphia Pike is lined primarily with neighborhood commercial zoning. Some areas west of Philadelphia Pike are zoned for single family attached housing, while areas east of Philadelphia Pike contain zoning for multiple housing types, including single family housing and apartments. There is no industrial zoning within the study area.





New Castle County has established a .6 square mile portion of the study area as a Hometown Overlay District. Hometown Overlay Districts seek to preserve the character of early settlement areas, villages, and pre-World War II subdivisions. The district has a design review advisory committee and a community redevelopment plan to ensure that redevelopment, infill, and zoning changes are in harmony with the existing community. The overlay district fosters investment and redevelopment in these communities by acknowledging their unique qualities and preventing the need for variances.

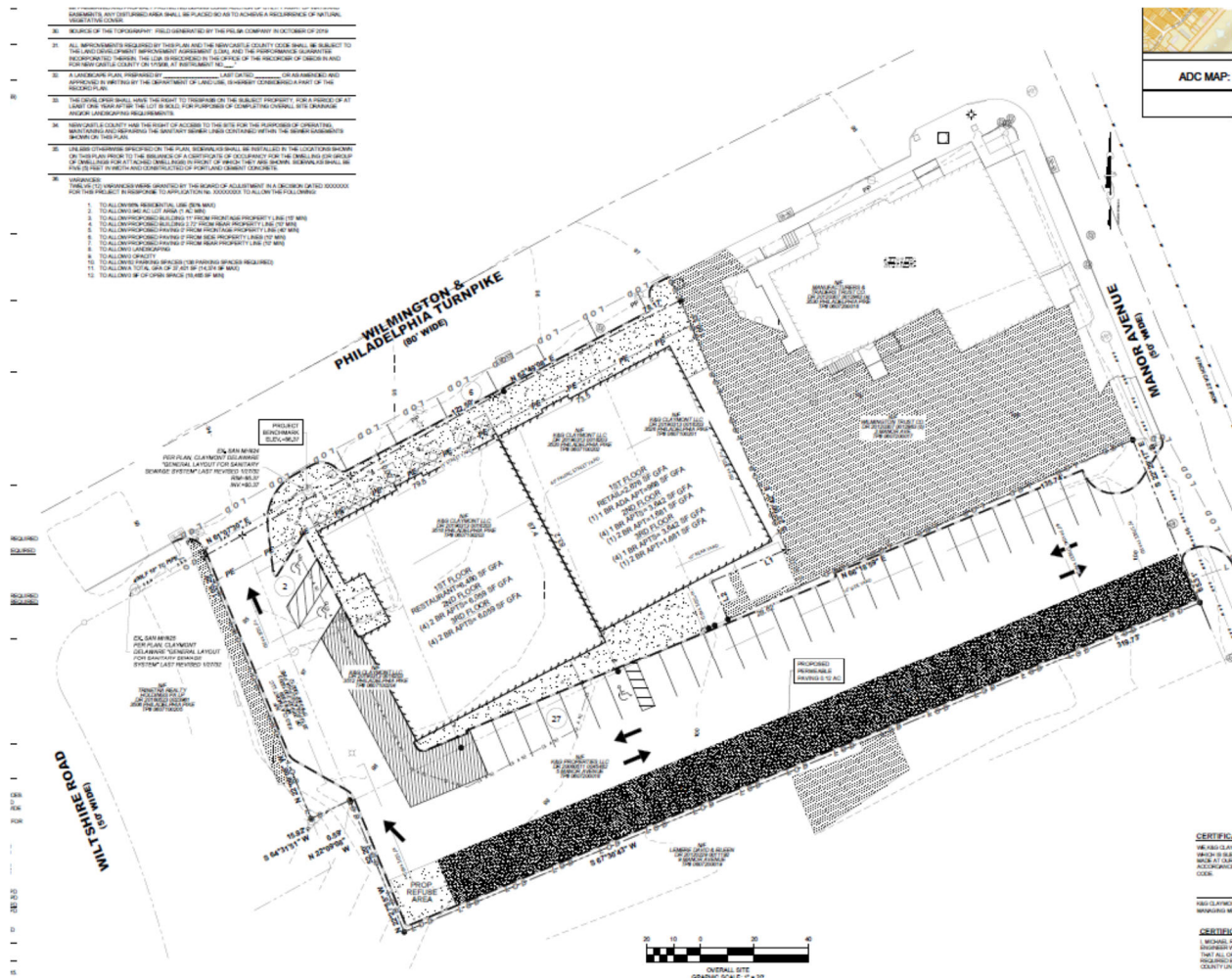
Historic districts have been designated at the Darley House and Lackey Mansion properties.



### Development Activity

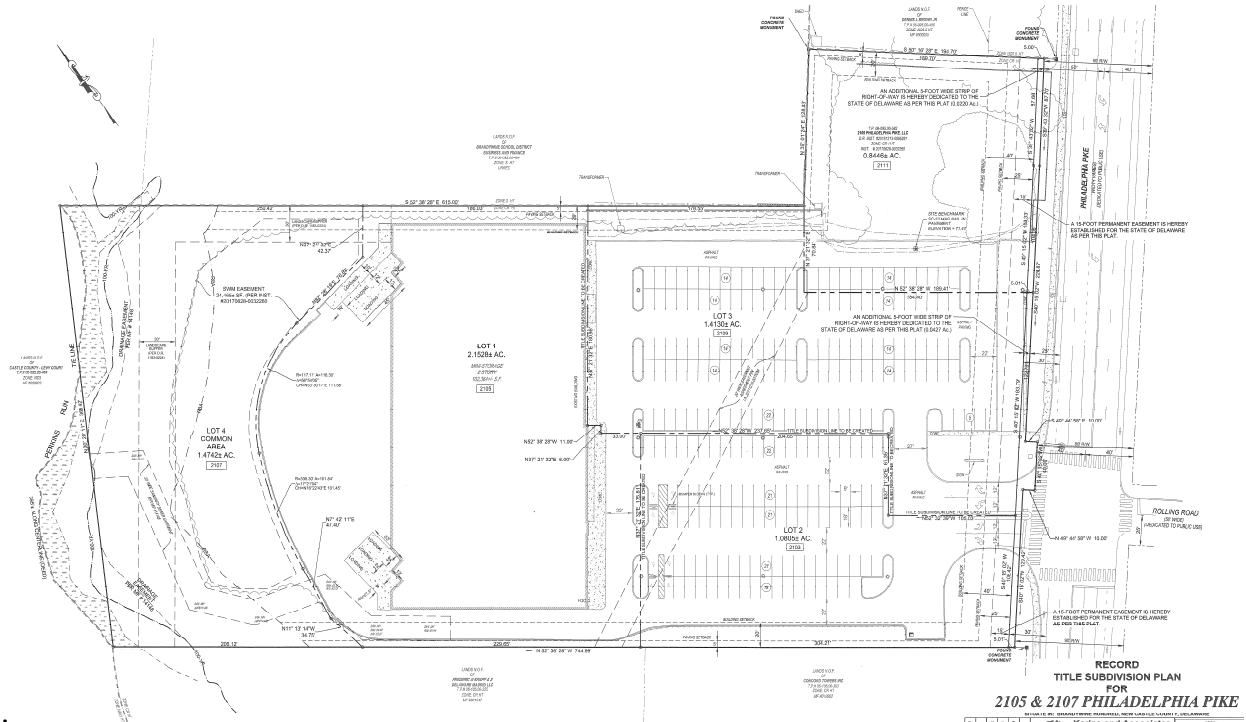
#### 3512,3518, 3520, 3526 PHILADELPHIA PIKE & 7 MANOR AVENUE

Southeasterly corner of Philadelphia Pike and Manor Avenue. Show existing facilities and proposed modifications in two phases consisting of combining parcels, demolishing existing structures, construct new retail/restaurant/apartment building with associated improvements.



### 2105-2107 PHILADELPHIA PIKE

West side of Philadelphia Pike, 728 feet north of W. Delaware Avenue. Combine T.P. 06-095.00-582 and 06-095.00-588 into a single parcel, realign existing 20 foot wide sanitary sewer lateral easement, to construct a three-story 100,862 GFA self storage building and related improvements.



### **Sensitive Natural Network**

According to the Delaware Ecological Network, the study area does not contain any sensitive natural areas.

### **Community and Environmental Features**

The Claymont Community Center is on the northwest edge of the study area, a short walk from Philadelphia Pike, and the building also houses the Claymont State Service Center and the Brandywine Senior Center. The Claymont Public Library is on the northeast end of the study area, with Woods Haven Kruse Park located directly behind it. Two other parks are present in the study area, as well as places of worship, pharmacies, the Henrietta Johnson Medical Center, and a Food Lion grocery store.

The study area contains three properties in the National Register of Historic Places, all located near the east end of the study area: the Darley House, Naaman's Creek School, and the Archmere estate (home to the Archmere Academy). The Washington-Rochambeau Revolutionary Route, a National Historic Trail, passes through Claymont along Philadelphia Pike. It was used by the Continental Army and the Expédition Particulière in 1781 during their march from Newport, Rhode Island to Yorktown, Virginia.





## Transportation Conditions

### Nonmotorized Network

Philadelphia Pike and nearly all residential streets in the study area have complete sidewalks and crosswalks. Governor Printz Boulevard has an incomplete sidewalk on the west side and no sidewalks on the east or south side. Philadelphia Pike contains conventional on-road, unprotected bike lanes in both directions. There are no trails in the study area, though the nearby villages of Arden, Ardentown, and Ardencroft contain historic, interconnected path networks.

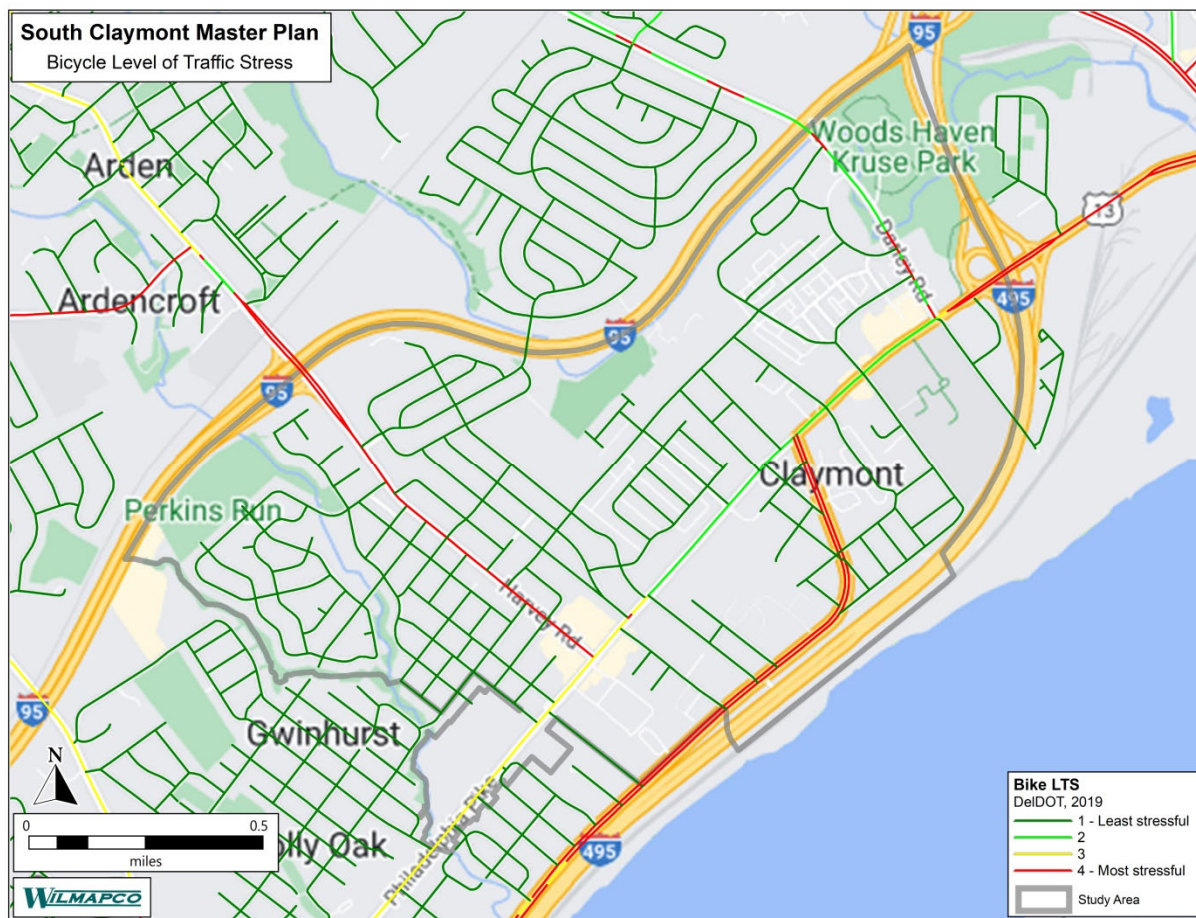




### Bicycle Level of Traffic Stress

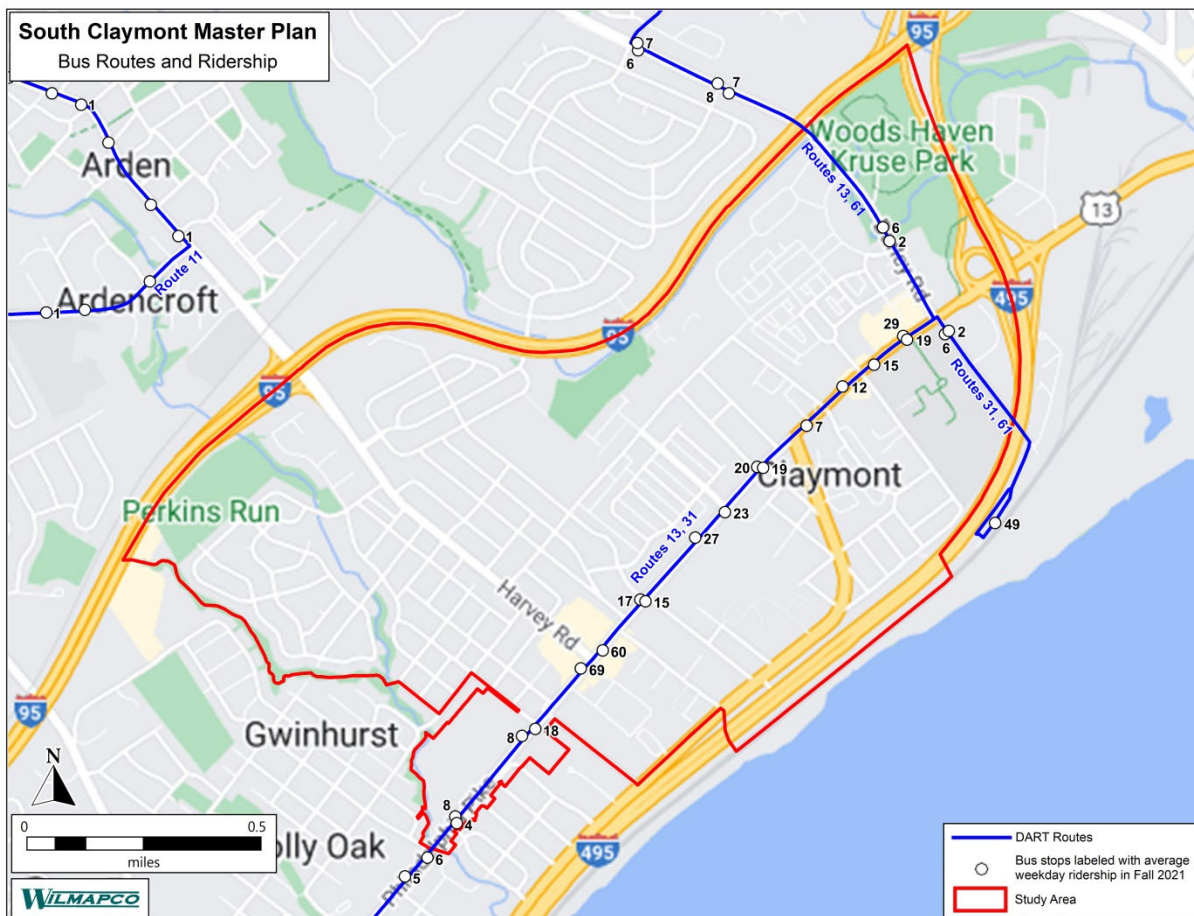
Bicycle level of traffic stress (bike LTS) is a measure of how stressful roads are for bicycling, based on infrastructure conditions including traffic speeds, traffic volumes, and the number of lanes. In 2019, DelDOT developed its own bike LTS methodology, giving each road segment in Delaware a bike LTS score ranging from 1 (least stressful) to 4 (most stressful).

All residential streets in the study area are considered low stress (LTS 1). Harvey Road and Governor Printz Boulevard are both considered high stress (LTS 4) as a result of heavy traffic volumes, high speeds, and a lack of dedicated bike infrastructure. Philadelphia Pike’s bike lanes have earned most of the corridor a bike LTS score of 2, which is considered comfortable for most adults. However, the section southeast of Pennsylvania Avenue has additional lanes and heavier traffic volumes, resulting in a bike LTS score of 3. Darley Road has bike LTS scores of 2 and 4 due to bike lanes being interrupted by turn lanes.



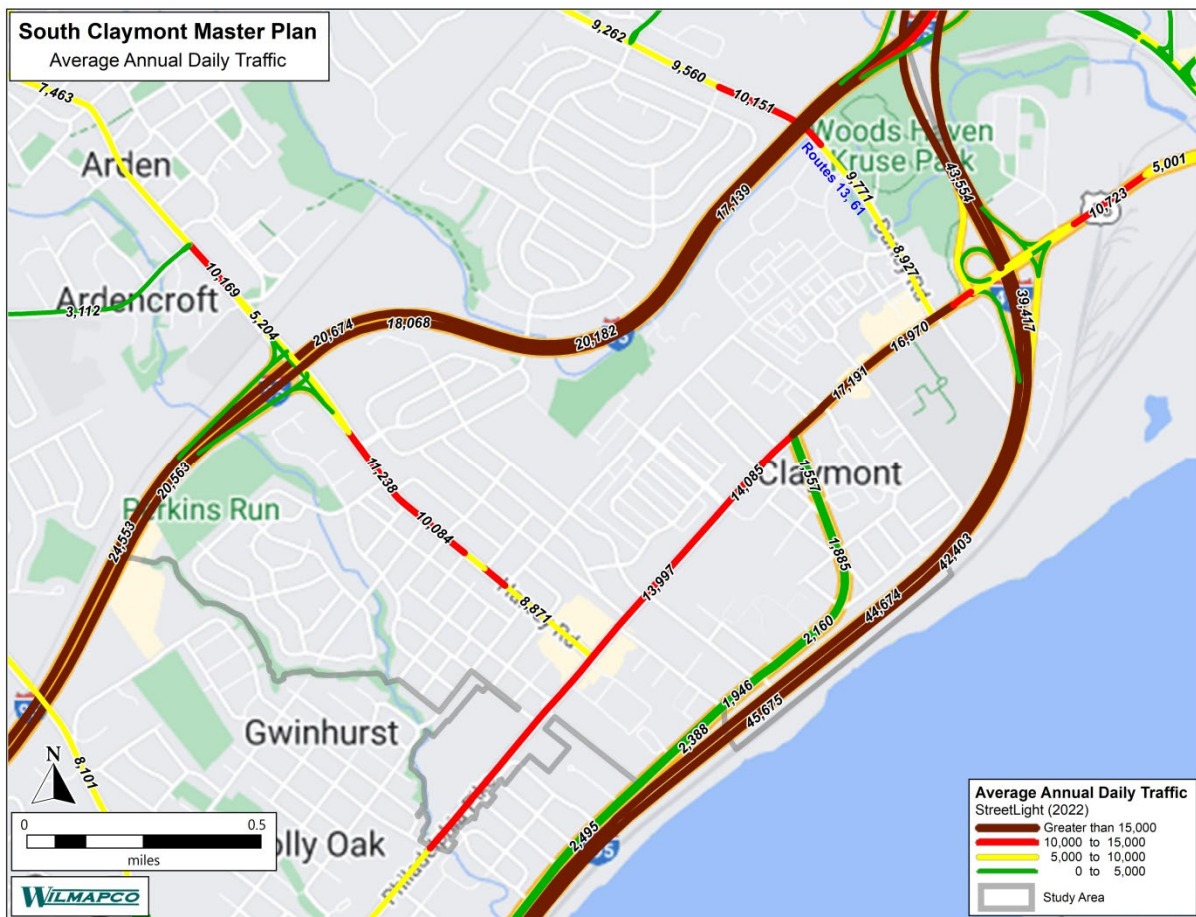
### Bus Routes and Ridership

The study area is served by three DART bus routes. DART Route 13 provides service to downtown and northeast Wilmington, as well as the New Castle County Airport, Wilton, and the Northtowne Plaza Shopping Center. DART Route 31 provides service between the Claymont Train Station and the Wilmington Transit Center. DART Route 61 provides service between the Claymont Train Station and the Brandywine Town Center. Ridership on routes 13 and 31 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 brought an average of 49 people to and from the Claymont Train Station each weekday in fall 2021.



### Traffic Volumes

The study area is bound by two interstates – I-95 and I-495 – which bring heavy traffic through the area. In 2022, Harvey Road carried 8,000-11,000 daily vehicles. Philadelphia Pike carried 14,000-17,000 vehicles through the study area each day. Traffic volumes were light on Governor Printz Boulevard, with about 2,000 vehicles per day. Darley Road carried 9,000-10,000 vehicles to and from Philadelphia Pike.



### Intersection Volumes

Under development.

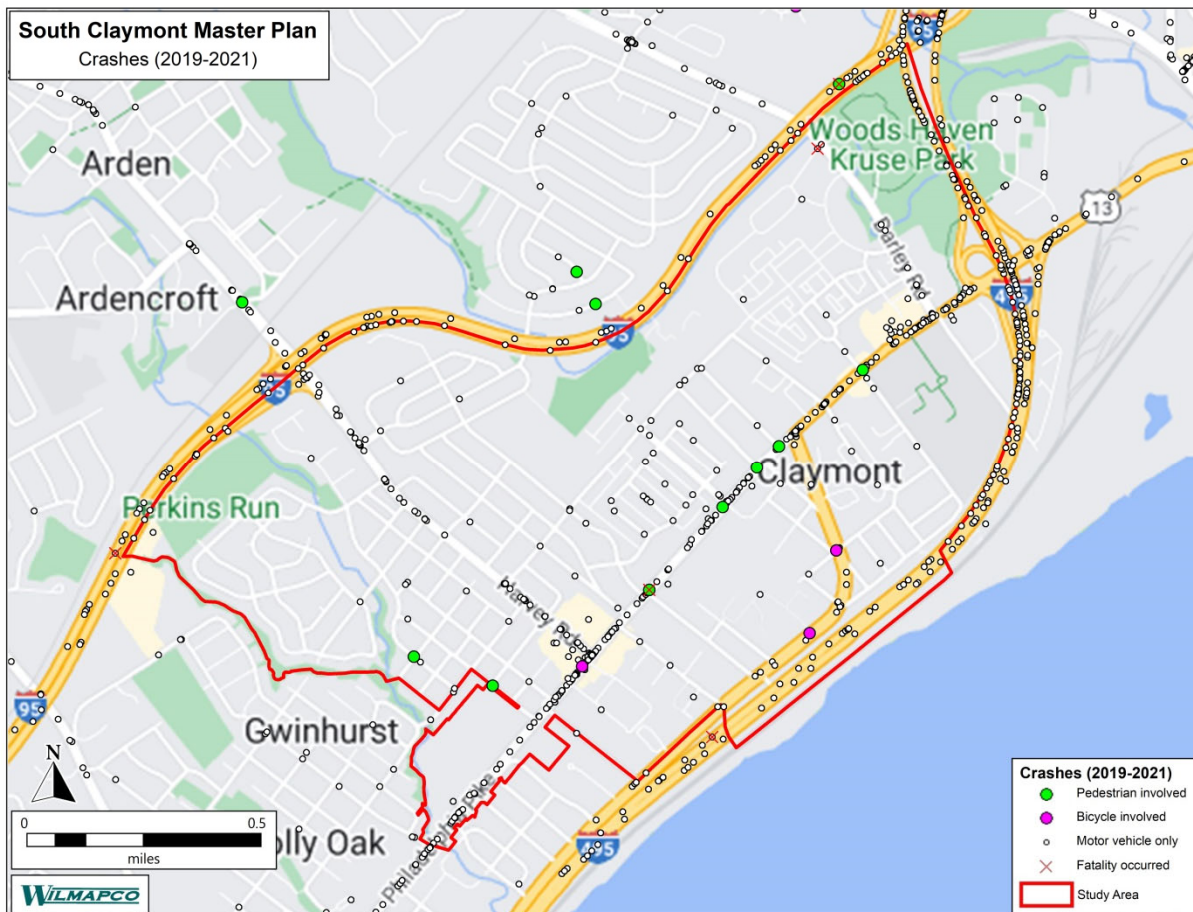


### Crashes

Between 2019 and 2021, a total of 563 crashes occurred in the study area, 7 involving pedestrians, 3 involving bikes, and 2 resulting in fatalities. The majority of crashes occurred on Philadelphia Pike, with 277 in the study area, 59 of which were between Harvey Road and Governor Printz Boulevard. Harvey Road within the study area saw 74 crashes, and its intersection with Philadelphia Pike saw 45 crashes.

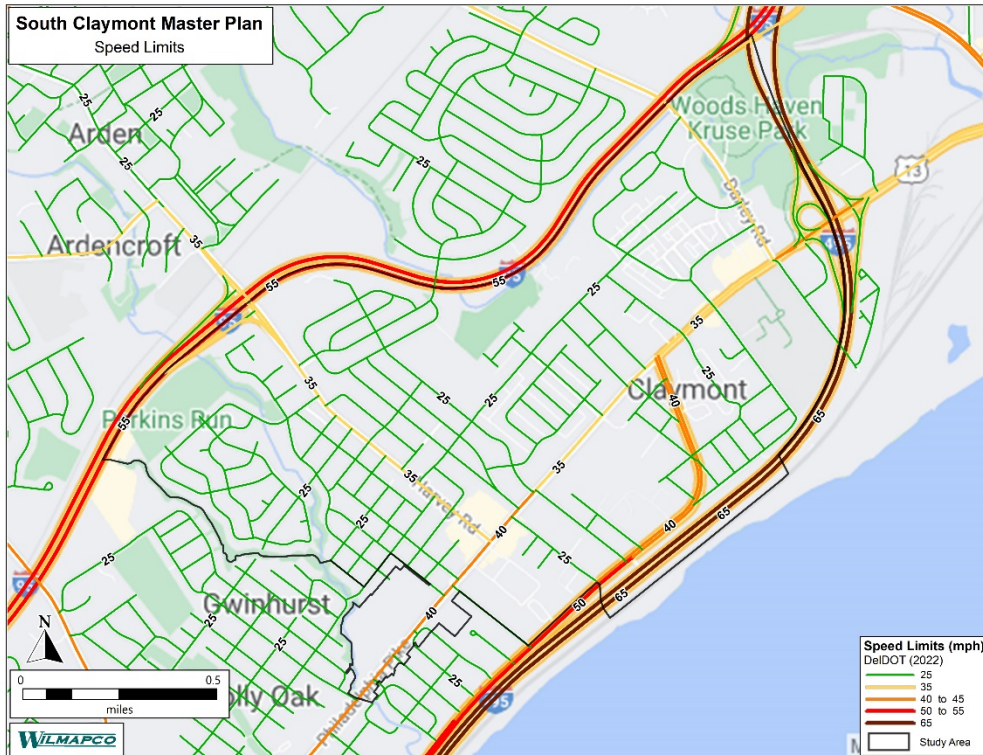
#### Reported Crashes (2019-2021)

Location	Total Crashes	Pedestrian Involved	Bicycle Involved	Fatalities
Full Study Area	563	7	3	2
<b>Intersections</b>				
Philadelphia Pike and Harvey Road	45	0	1	0
Phila. Pike and Governor Printz Blvd	21	0	0	0
I-95 and Harvey Rd interchange	29	0	0	0
<b>Corridors</b>				
Harvey Road - I-95 to Phila. Pike	74	0	0	0
Phila. Pike - Harvey Rd. to Gov. Printz Blvd	59	0	0	1
Philadelphia Pike (within study area)	277	5	1	1
Governor Printz Blvd (within study area)	32	0	2	0



### Traffic Speeds

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





## Planned Transportation

WILMAPCO’s 2050 Regional Transportation Plan – 2023 Update includes two constrained (funding identified) projects within the study area. The Governor Printz Boulevard road diet is a multimodal project. The draft FY 2028 Transportation Improvement Program and DelDOT Capital Transportation Program show project development funding for Governor Printz in FY 2028 and FY 2029. The on-road route of the East Coast Greenway currently traverses Governor Printz Boulevard, then turns onto Philadelphia Pike through the study area. Implementation of the East Coast Greenway is included as part of the Governor Printz project and as a project along Philadelphia Pike.

Just outside the study area, several recommendations from the North Claymont Area Master Plan, traffic calming measures on Harvey Road, pedestrian improvements to the intersection of Harvey Road and Sconset Road, and the Claymont Regional Transportation Center are also expected to be funded.

