



Monitoring Report

North Claymont and Governor Printz Boulevard Area

June 2023



North Claymont and Governor Printz Boulevard Area Monitoring Report

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Front cover image credits:

Left: Claymont Conceptual Resilience Plan from Oct 2021 by the Coastal Resilience Design Studio

Right: Claymont Regional Transportation Center Site Renderings by Wagman and JMT

This document was prepared for WILMAPCO by:



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Introduction

Background

Claymont, Delaware, and its surrounding communities, including north Claymont and areas south along I-495 toward Wilmington, encompass lands that have seen significant periods of change since early settlement, centuries ago. Today, the greater Claymont area's land, buildings, and other infrastructure reflect the layers of history. Parkland and creeks, residential neighborhoods, commercial corridors, varied industrial activity, interstates and local roads mark the landscape. Figure 1 shows the greater Claymont area.

Two recent community plans, the North Claymont Area Master Plan (NCAMP), adopted in 2017 and Governor Printz Boulevard Corridor Study (GPBCS), adopted in 2021, were undertaken to envision a future that would best meet the needs and desires of diverse stakeholders in these areas of New Castle County. Figure 1 shows the two plan areas in blue and yellow, as well as the NCAMP/GPBCS monitoring area. This monitoring area is based on 2019 Census Block Groups and delineates the area for monitoring certain indicators immediately around Governor Printz Boulevard.

Since adoption of the plans, progress has been made towards some plan objectives. Meanwhile, the COVID-19 pandemic and other significant global events have had widespread impacts to which the north Claymont and Governor Printz Boulevard areas are not immune. The impacts—including economic, transportation, and housing—are playing out locally with implications for the greater Claymont area.

Purpose

The Project Partners have established a monitoring process to track and promote the implementation of NCAMP and GPBCS. These plans are local in scale but support broader state and regional goals.

Project Partners:

- WILMAPCO
- New Castle County Department of Land Use (NCCLU)
- Claymont Renaissance Development Corporation
- Delaware Office of State Planning Coordination
- DelDOT
- Delaware Transit Corporation (DTC) / DART First State
- Delaware Department of Natural Resources and Environmental Control (DNREC) State Parks
- Delaware Greenways

Monitoring Committee:

- State elected officials
- County elected officials
- Local government representatives
- Organizational stakeholders
- Business/commercial/institutional landowners
- Civic Associations/Residential
- Project Partners

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This monitoring process was informed by input from the Monitoring Committee, a group of stakeholders established to provide leadership toward implementation.

This report contains the status of plan the recommendations and current data for key metrics that will help the Monitoring Committee and agencies track and coordinate progress toward plan goals and update the plans as needed, over time.

Current Plans and Goals

State and local long-range and policy plans provide the overarching principles and framework that direct public programming and investment. These plans include:

- DelDOT's Long Range Transportation Plan (LRTP)
- WILMAPCO's Regional Transportation Plan (RTP)
- New Castle County Comprehensive Plan 2050 ('Community Development Area' Future Land Use Map designation and associated development standards and principles, and Appendix F of comprehensive plan)

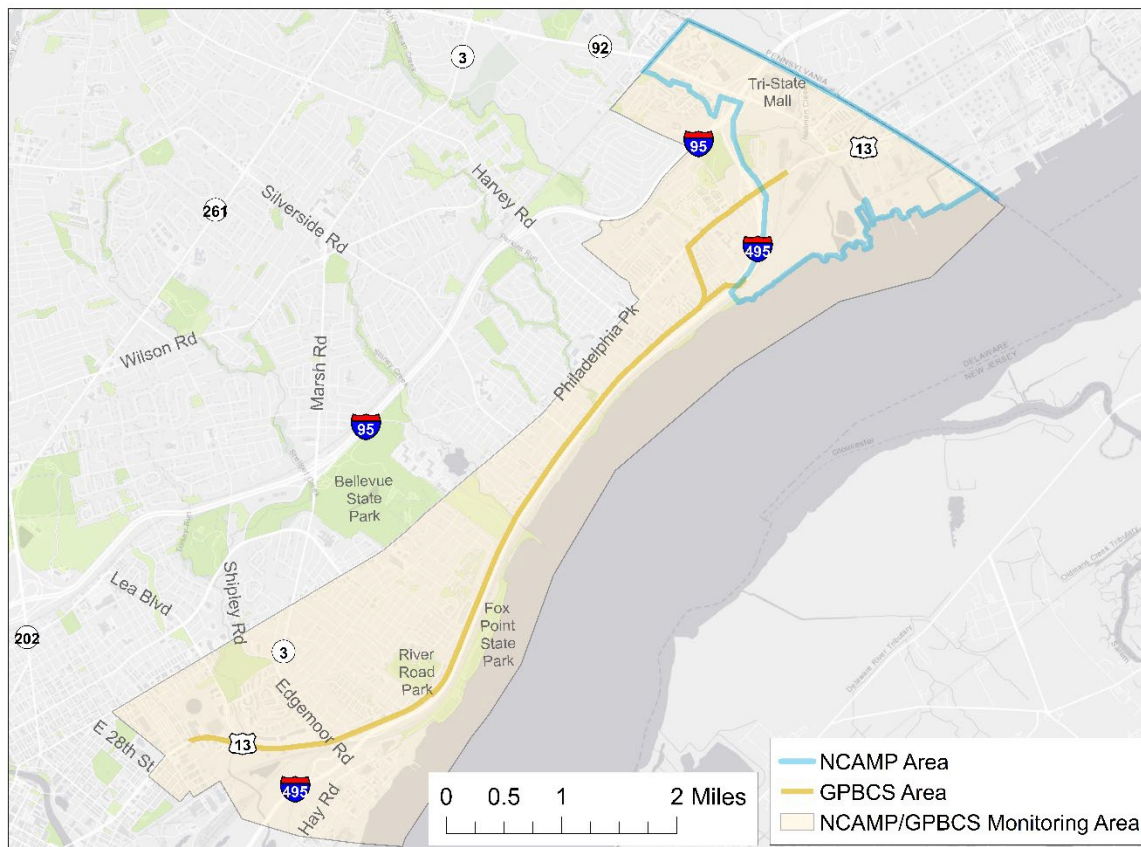


Figure 1. NCAMP/GPBCS monitoring area

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Complementing those plans as well as other policies and procedures are NCAMP and GPBCS, which reflect a localized vision and goals informed by extensive community and stakeholder engagement. Overviews of NCAMP and GPBCS are presented below, with an emphasis on the community vision and goals. These elements create the basis for monitoring and moving toward the desired future.

North Claymont Area Master Plan (NCAMP)

NCAMP is organized around four elements. Those elements were the framework around which the community and stakeholder goals were organized, reflecting the vision for north Claymont of:

...a future that contains a mix of uses in a multimodal, livable environment. It enhances connectivity both within the NCAMP area and to/from other areas of Claymont. It provides a framework that welcomes growth in the form of new businesses and new residents, while enhancing the environment and quality of life for the people who are already living, working, and providing jobs and amenities in the area.

Figure 2 presents the plan's goals. Appendix A contains the plan objectives. These goals and objectives provide the foundation for monitoring and moving forward toward the community vision.

NCAMP includes a map of a preferred future land use scenario, and 24 transportation-related recommendations. This monitoring report uses the preferred land use scenario and the transportation recommendations as the basis of two of the monitoring topics.

Governor Printz Boulevard Corridor Study (GPBCS)

The purpose of the GPBCS was to improve multimodal mobility, safety, and travel choices while supporting sustainable economic development and enhanced neighborhood vitality along the corridor. The study identified and assessed the feasibility of multimodal

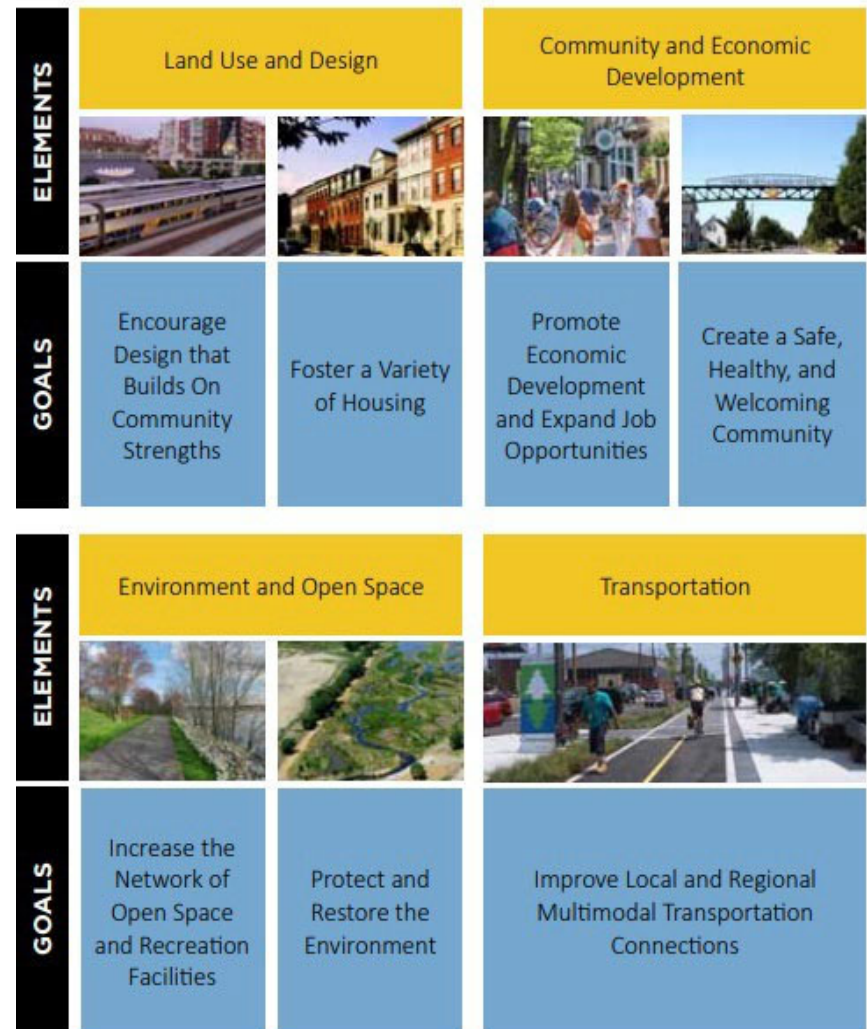


Figure 2. NCAMP goals

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transportation projects that will accommodate current and future transportation and land use needs, including roadway, transit, and nonmotorized travel.

The study evaluated multiple alternatives for low-stress bicycle and pedestrian facilities along Governor Printz Boulevard and a low-stress bicycle and pedestrian connection from Governor Printz Boulevard to Fox Point State Park.

The study presents the locally preferred alternative, which was chosen because it provides:

- greatest flexibility in accommodating walking and bicycling
- greatest flexibility in accommodating transit operations
- easiest / lowest-cost implementation compared to other alternatives
- modest travel time impacts
- ample opportunities for landscaping and green infrastructure

Figure 3 presents the typical section of the preferred design for low-stress bicycle and pedestrian facilities on Governor Printz Boulevard between Brookview Avenue to the north, and the I-495 interchange area to the south. This is the portion of Governor Printz that the study determined could be reduced to one travel lane in each direction. For the remainder of Governor Printz, the locally preferred alternative is a shared use path on the west side of Governor Printz only.

The locally preferred alternative connection to Fox Point State Park is along Edgemoor Road and Hay Road / Lighthouse Road.

Other enhancements recommended in the plan include a shared use path along Governor Printz Extension between Governor Printz Boulevard and the I-495 pedestrian bridge.

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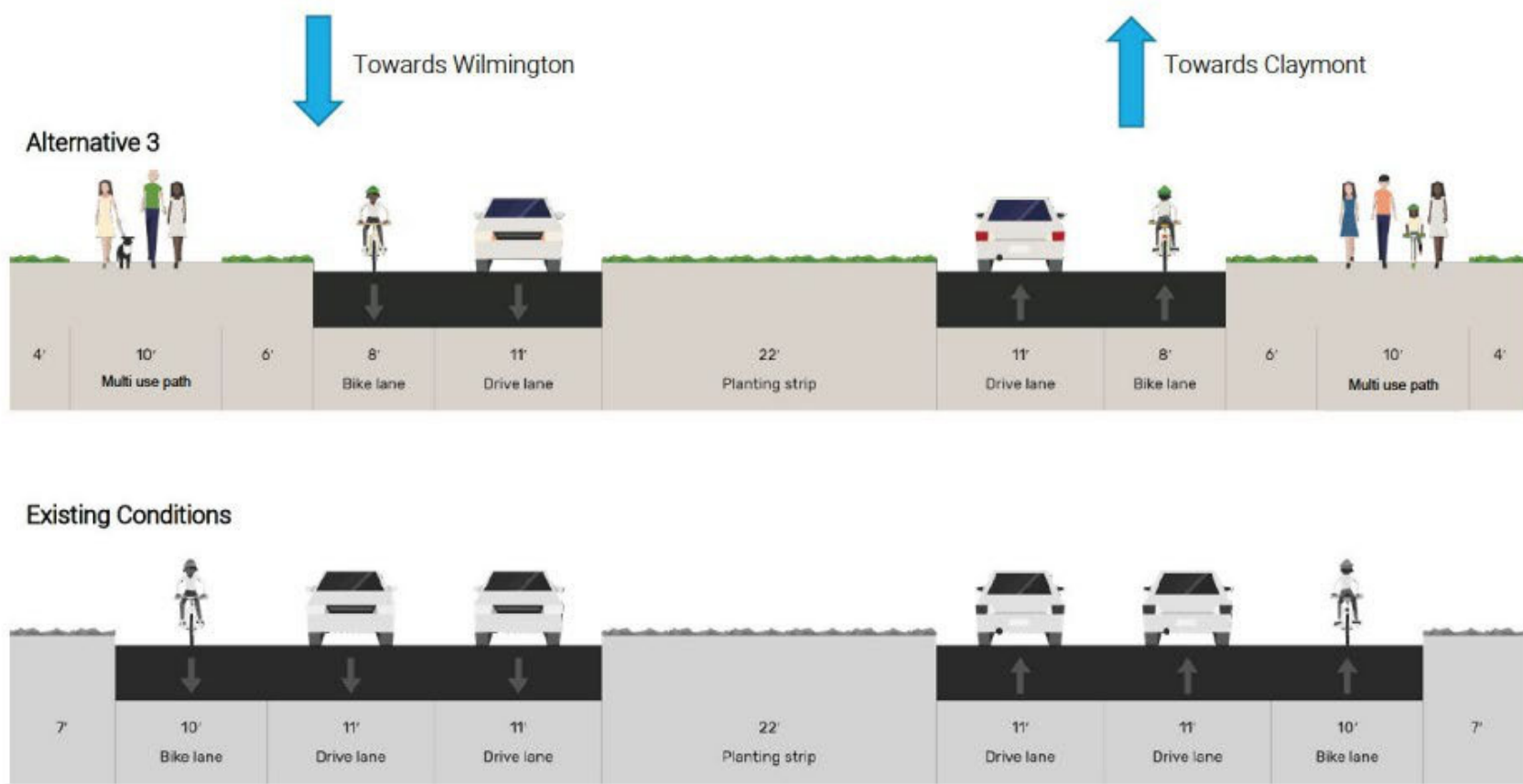


Figure 3. GPBCS Locally Preferred Alternative and existing conditions, Governor Printz Blvd, typical sections

Collaboration among public and private entities and the broader community will be imperative to realizing plan goals. Implementation of strategies will rely heavily on private investment and development coordination. Public and community-driven investment will also be important.

Monitoring Process

Successful plan implementation depends heavily on an effective monitoring process. Drawing from best practices in developing and selecting performance measures¹, the Project Partners developed a monitoring process that will:

- Integrate performance-based plans, programs, and processes
- “Measure what matters” –answering key questions about how well goals and objectives are being met
- Enable reliability (i.e., data availability, consistency, and quality)
- Incorporate emerging goal / emphasis areas (e.g., resiliency, clean energy, equity, complete streets)
- Engage the public and stakeholders
- Identify desired trends or targets
- Foster coordination

The Project Partners and Monitoring Committee met in late 2022 and early 2023 to define a process for effective monitoring and to establish the baseline report (herein). The inaugural process is illustrated in Figure 4.

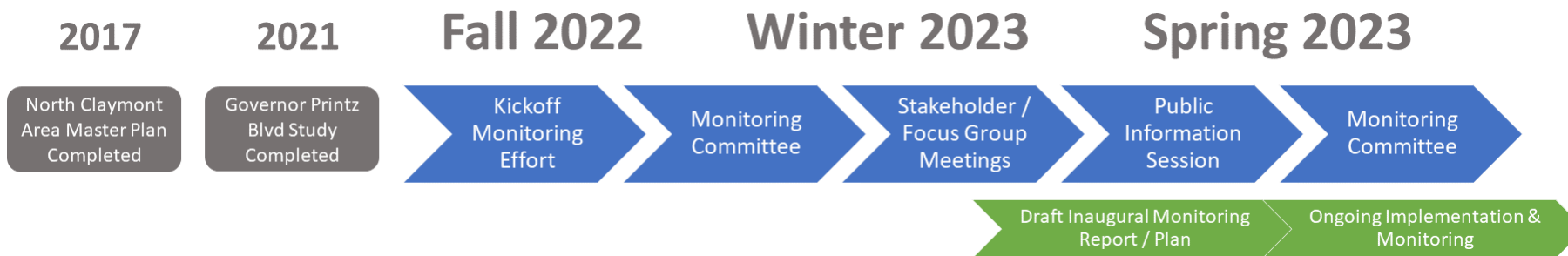


Figure 4: Inaugural monitoring process

¹ [Model Long-Range Transportation Plans: A Guide for Performance-Based Planning](#), FHWA/FTA, February 2023.

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In May 2023, the Planning Partners held a public information session that presented the monitoring metrics and summaries of findings. Attendees provided feedback on emerging opportunities, challenges and their priorities related to the monitoring topics in the greater Claymont area.

This monitoring process is planned to be ongoing and to include:

- Annual Monitoring Committee coordination meeting
- Annual update on metrics and status of plan recommendations
- Ongoing coordination among partners throughout the year as new development and infrastructure is proposed and progresses



WILMAPCO also intends to bring the inaugural monitoring report/effort before the WILMAPCO Council to seek its review.

Monitoring Topics and Metrics

The metrics chosen for monitoring reflect the plans' vision, serve as indicators of progress toward plan goals and recommendations, use readily/consistently available data, and are oriented toward supporting coordination and implementation. Tracking these metrics also help foster an integrated land use/transportation approach to managing areawide change, development/redevelopment, and preservation.

Topics (with associated metrics) being tracked include:

- Transportation Improvements
- Land Use
- Crashes/Safety

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- Pedestrian/Bicycle Connectivity
- Transit
- Traffic
- Demographics

OVERALL MONITORING OBJECTIVES:

- Identify issues that require coordination between two or more Monitoring Committee organizations
- Determine whether Transportation Improvement Program (TIP) / Capital Transportation Program (CTP) schedule changes should be made for projects recommended in plans
- Determine potential modifications to the plans' preferred scenario, vision, goals, and/or recommendations

The following pages contain profiles of each of the topics. Under “Why monitor?”, each profile lists the monitoring objectives that are specific to that topic. These are in addition to the overall monitoring objectives listed above. The monitoring topic profiles also provide the following information:

- The associated metrics
- The recommended frequency to collect data for each metric
- Data sources for each metric
- The roles of the relevant agencies (WILMAPCO, DeIDOT, DTC, New Castle County) in helping to monitor the overall topic or individual metrics
- Highlights of the metric data collected during the reporting period and trends over time




Additional data for each metric is available in an interactive online map app that can currently be access at <https://tinyurl.com/NCAMPGPBCS>. Data presented on the interactive online map app will be periodically updated as part of the monitoring process.

Transportation Improvements

WHY MONITOR?*

- Track the status of the plans' transportation recommendations and identify whether they are still feasible or necessary
- Identify other transportation improvements that are planned or have been made and their implications for the plan vision and goals
- Track progress towards achieving plan vision and goals

*points listed are in addition to the overall monitoring objectives listed on page 8 of this report.

| HOW TO MONITOR | | |
|--|---|--|
|  Metric |  Frequency |  Sources |
| Transportation improvements status (proposed, under construction, or completed during monitoring period) | Annual | <ul style="list-style-type: none"> • DelDOT Capital Transportation Program (CTP) / WILMAPCO Transportation Improvement Program (TIP) • WILMAPCO Regional Transportation Plan (RTP) • DelDOT Projects Portal • DNREC DE State Parks Capital Plan (for bicycle/pedestrian access improvements to Fox Point State Park) |

| AGENCY ROLES |
|--|
| <ul style="list-style-type: none"> • WILMAPCO: Share relevant TIP and RTP changes • DelDOT: Share relevant CTP changes including status of monitoring area projects that are part of larger programs |

Data Highlights

Table 1 presents the status and other information for the 24 transportation recommendations from NCAMP. Figure 5 shows the locations or approximate locations of the recommendations. Note that some of the recommendations apply to the entire plan area. These recommendations are given the key map ID “NC-AW” (for North Claymont-Areawide). Table 2 presents the status and other information for the major components of the GPBCS Locally Preferred Alternative. Figure 6 shows the locations or approximate locations of those components. Table 3 presents other CTP projects that were not in NCAMP or GPBCS but that are in the monitoring area or might affect it.

Table 1. Status of NCAMP transportation recommendations²

| Key map ID | Recommendation | Status | RTP in-service year | Responsible party | Notes |
|------------|---|-----------------|---------------------|------------------------------------|---|
| NC01 | When necessary, install a Diverging Diamond Interchange (DDI) at I-95 and Naamans Road with dedicated space for walking and bicycling | RTP aspiration | Aspiration | DeIDOT (if recommended by a study) | Listed in 2022 NCC Transportation Operations Management Program (TOMP), changed from constrained to aspiration list during 2023 update to RTP |
| NC02 | Improve I-95 southbound off-ramp by widening and signaling ramp right turn | RTP constrained | 2050 | DeIDOT (if recommended by a study) | Listed in 2022 TOMP |
| NC03 | Tighten I-95 northbound off-ramp radius | Not in RTP | Not in RTP | DeIDOT (if recommended by a study) | Listed in 2022 TOMP |

² The “Status” column of this table indicates whether projects in WILMAPCO’s RTP are on the RTP’s Financially Constrained Projects List or Aspiration Projects List. Financially constrained projects are expected to be funded based on current funding forecasts. For financially constrained projects, the “RTP in-service year” column lists the year that the project is expected to be in service. However, because this list is based on forecasted funding, it is not a precise schedule or guarantee of implementation. Aspiration projects are projects for which funding is not available based on current funding forecasts and priorities. However, the status of aspiration projects can change as a result of grant funding or changing priorities.

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| Key map ID | Recommendation | Status | RTP in-service year | Responsible party | Notes |
|------------|--|-----------------|---------------------|------------------------------------|---|
| NC04 | Rethink access management on Naamans Road and on Philadelphia Pike (e.g., new signals at the spine road intersections; improvements to signal spacing by converting Alcott Avenue to right-in, right-out) | RTP constrained | 2024 | DeIDOT (if recommended by a study) | |
| NC05 | Reduce corner radii and improve crossings at Philadelphia Pike/Naamans Road intersection | RTP constrained | 2030 | DeIDOT (if recommended by a study) | |
| NC06 | I-495 ramp improvements: -Improve I-495 ramp terminal for crossing by people walking and riding bicycles (e.g., tighten radii and signalize northbound off ramp right turn) -Add ramp lanes to I-495 northbound ramp | RTP constrained | 2035 | DeIDOT (if recommended by a study) | RTP project (“I-495 ramp improvements including northbound lanes and pedestrian/bicycle access across”) appears to include both these NCAMP recommendations |
| NC07 | Improve Ridge Road by changing free right turn from Naamans Road to a yield, and improving eastbound Ridge Road lane merge approaching Analine Village using signs and pavement markings | RTP constrained | 2024 | DeIDOT (if recommended by a study) | |
| NC08 | Improve Society Drive with an all way stop or a roundabout at the Northtowne Plaza driveway/bus stop crossing | RTP constrained | 2024 | DeIDOT (if recommended by a study) | |

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| Key map ID | Recommendation | Status | RTP in-service year | Responsible party | Notes |
|------------|--|---|---------------------|-------------------------|--|
| NC09 | Plan the East Coast Greenway alignment throughout project area as a two-way shared use path along south side of Philadelphia Pike, crossing under Northeast Corridor via existing tunnel and crossing over I-495 via pedestrian bridge from the old/current Claymont train station | RTP constrained, US 13 portion is in CTP, remainder included in Claymont Regional Transportation Center project | 2035 | DeIDOT | CTP project description for US 13 portion: "US 13: I-495 to PA Line / Bike and pedestrian and streetscape improvements along US 13/Philadelphia Pike to complete Delaware portion of East Coast Greenway." |
| NC10 | Install a shared use path along the south side of Naamans Road, or investigate other sidewalk/shared use path combinations or other protected bike facilities for Naamans Road | RTP constrained, First State Crossing Parcel I project proposes 5' sidewalk only | 2030 | DeIDOT and/or developer | |
| NC11 | Improve the existing I-495 pedestrian bridge, and improve and light the path leading to Philadelphia Pike from the west | RTP constrained | 2028 | DeIDOT | Knollwood ped bridge, in-service year changed from 2024 during 2023 update to RTP |
| NC12 | Install a new I-495 pedestrian bridge next to Philadelphia Pike | RTP aspiration | Aspiration | DeIDOT | Changed from constrained to aspiration list during 2023 update to RTP |
| NC13 | Complete other sidewalk upgrades: Extend Myrtle Avenue sidewalk to proposed East Coast Greenway and path to new train station | Included in Claymont Regional Transportation Center project | Not in RTP | DeIDOT | East Coast Greenway to new station is under construction |

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| Key map ID | Recommendation | Status | RTP in-service year | Responsible party | Notes |
|------------|--|--------------------|---------------------|------------------------|---|
| NC14 | Construct the Claymont Regional Transportation Center | Under construction | 2024 | DeIDOT | Expected completion in fall 2023. Click here to view the DeIDOT project page. |
| NC15 | Build industrial access road to future industry east of Northeast Corridor rail with new bridge over Naamans Creek | RTP aspiration | Aspiration | Developer | Potential emergency access-only route |
| NC16 | Explore access to future residential/marina east of Northeast Corridor rail through adjacent Linde property | RTP constrained | 2035 | DeIDOT, NCC, Developer | Potential emergency access-only route |

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| Key map ID | Recommendation | Status | RTP in-service year | Responsible party | Notes |
|------------|---|--|---------------------|--|--|
| NC17 | Construct spine road connecting Naamans Road and Philadelphia Pike, with: a bridge over Naaman’s Creek, one vehicle lane in each direction with parking on the east (development) side, turn lanes added approaching signals at Naamans Road and Philadelphia Pike, and a protected bicycle facility or shared use path | RTP aspiration | Aspiration | Developer | Changed from constrained to aspiration list during 2023 update to RTP. Roadway no longer feasible; however, pedestrian/bicycle connector is still desired. |
| NC-AW | Ensure all new internal streets are complete streets | Ongoing | Not in RTP | NCC (during development review), developer | Internal streets are typically developer-funded |
| NC-AW | Install street lighting, especially in neighborhoods and along Hickman Road | RTP constrained; however, would not be a CTP project | 2028 | Local elected officials via Community Transportation Fund program, developer with coordination via NCC and maintenance corporations/civic associations | In-service year changed from 2024 during 2023 update to RTP |

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| Key map ID | Recommendation | Status | RTP in-service year | Responsible party | Notes |
|------------|---|-----------------------------|---------------------|--|---|
| NC-AW | <p>Complete other sidewalk upgrades:</p> <ul style="list-style-type: none"> -Extend sidewalk on Hickman Road 200 feet to Woodfield Drive for access to Tri-State Mall area development. -Provide new access to redevelopment area from Analine Village by creating a multi-use path from Parkway Avenue to Woodfield Drive -Connect the missing link of sidewalk on Darley Road along the frontage of Darley Plaza (out of study area) | RTP constrained | 2028 | DeIDOT and local elected officials via Community Transportation Fund program | In-service year changed from 2024 during 2023 update to RTP |
| N/A | Widen eastbound Naamans Road from three lanes to five lanes approaching the spine road (2 left turn, 2 through, 1 right turn) | No longer feasible/relevant | Aspiration | | |
| N/A | Install new road connection from Alcott Avenue to spine road for left turn access to Knollwood | No longer feasible/relevant | Aspiration | | |

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| Key map ID | Recommendation | Status | RTP in-service year | Responsible party | Notes |
|------------|--|---------|---------------------|-------------------|---|
| N/A | Enhance bus service to station and Tri-State Mall site | Ongoing | 2024 | DTC | <p>DART Feb 2022 service changes: Service to Tri-State mall eliminated.</p> <p>DART July 2022 proposed service changes: Route 61 will offer better service to CRTC, including making final bus departure at 7:30pm (rather than 5:30pm). Enhanced service will carry over to new train station.</p> |
| N/A | Continue connection to SEPTA bus services | Ongoing | 2024 | DTC | SEPTA may switch its bus stop to new Claymont train station before DART does. |

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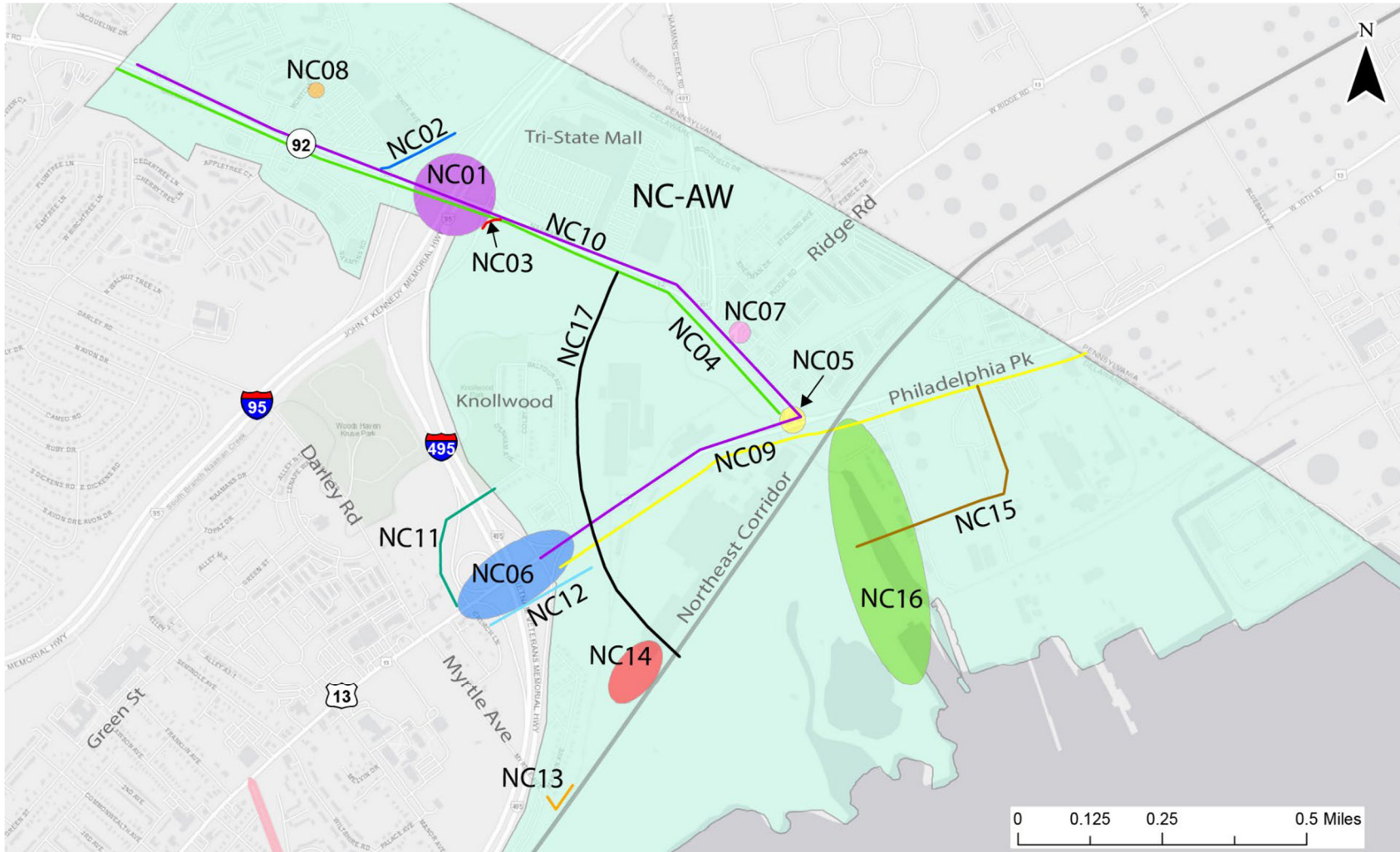


Figure 5. Key map of NCAMP transportation recommendations

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Table 2. Status of GPBCS Locally Preferred Alternative major components

| Key map ID | Locally preferred alternative component | Status | RTP in-service year | Responsible party | Notes |
|------------|---|---|---------------------|--------------------------|--|
| GP01 | Governor Printz Blvd low-stress bicycle and pedestrian facilities | "Governor Printz Boulevard Road Diet" is on RTP constrained list | 2030 | DeIDOT | |
| GP02 | Fox Point State Park low-stress bicycle/pedestrian connection | Edgemoor Rd portion is in design phase, expected to be complete in 2024 | Not in RTP | DeIDOT, DNREC, developer | Click here to view DeIDOT project page for Edgemoor Rd portion |

Table 3. Other relevant CTP projects (not part of NCAMP or GPBCS but within or could affect the monitoring area)

| Project name | CTP description | Status | Source plan | Notes |
|--|---|---------------------|---|--|
| Port Area Truck Parking Facility Near Wilmington | Implement recommendations of the Port Truck Parking Study. This study identifies potential truck parking areas outside of port property to help address truck idling concerns from surrounding communities, and free up some space at the seaport. Specific location is to be determined. | RTP Aspiration List | Port of Wilmington Truck Parking Study (2014) | Added to CTP in FY2023 |

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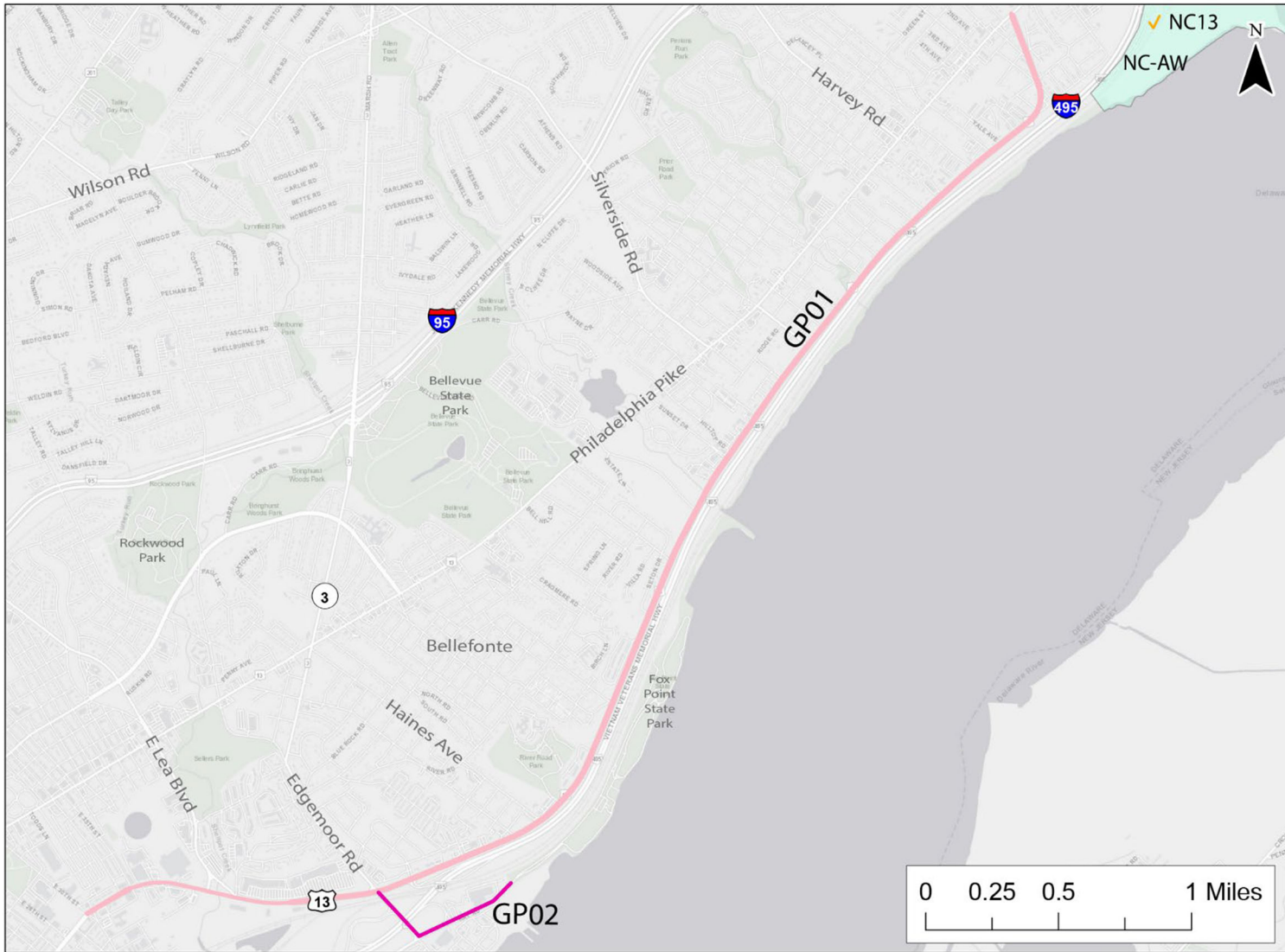


Figure 6. Key map of major components of GPBCS Locally Preferred Alternative




Land Use

WHY MONITOR?*

- Identify when development or land use change creates opportunity or need to implement plan recommendations (e.g., roadway connections, walking/bicycling network connections, bus stop-related improvements)
- Identify when anticipated development or land use change is likely to necessitate additional/new strategies, plans or studies
- Track progress towards achieving plan vision and goals

*points listed are in addition to the overall monitoring objectives listed on page 8 of this report.

HOW TO MONITOR

|  Metric |  Frequency |  Sources |
|--|---|--|
| Development status (compared to NCAMP) | Annual | <ul style="list-style-type: none"> • New Castle County Project Search • Delaware FirstMap Layer “PLUS Project Areas” |
| Land use / land cover change | Every 5 years | <ul style="list-style-type: none"> • Delaware FirstMap Layer “Land Use Land Cover” (updated every five years, 2022 data not available at the time of writing) • NCCDE GIS layer “Municipal Zoning- Download” (2022) • NCCDE GIS layer “Zoning- Download” (2022) |

AGENCY ROLES

- WILMAPCO: Prepare maps to compare current land use composition, NCAMP preferred land use composition, and planned land use composition
- DelDOT: DelDOT Development Coordination
- NCCLU: Provide updates on development applications
- All agencies: Coordinate to determine paths forward for public sector-led recommendations that are catalyzed by current conditions

Data Highlights

Land Use Plan Implementation Status—comparison of NCAMP preferred land use scenario to current land use and planned development

Since NCAMP was completed, land use in the area has remained largely unchanged. Significant land use changes in the north Claymont area include demolition of the Tri-state Mall and construction of the new Claymont Regional Transportation Center.

Figure 7 is the preferred land use scenario map from NCAMP. Figure 8 depicts NCAMP's existing land use map overlaid with the land uses of land development applications submitted or recorded from January 2018 to April 2023. Those labelled with a black circle in Figure 8 are active applications, while those labelled with a white circle are recorded.

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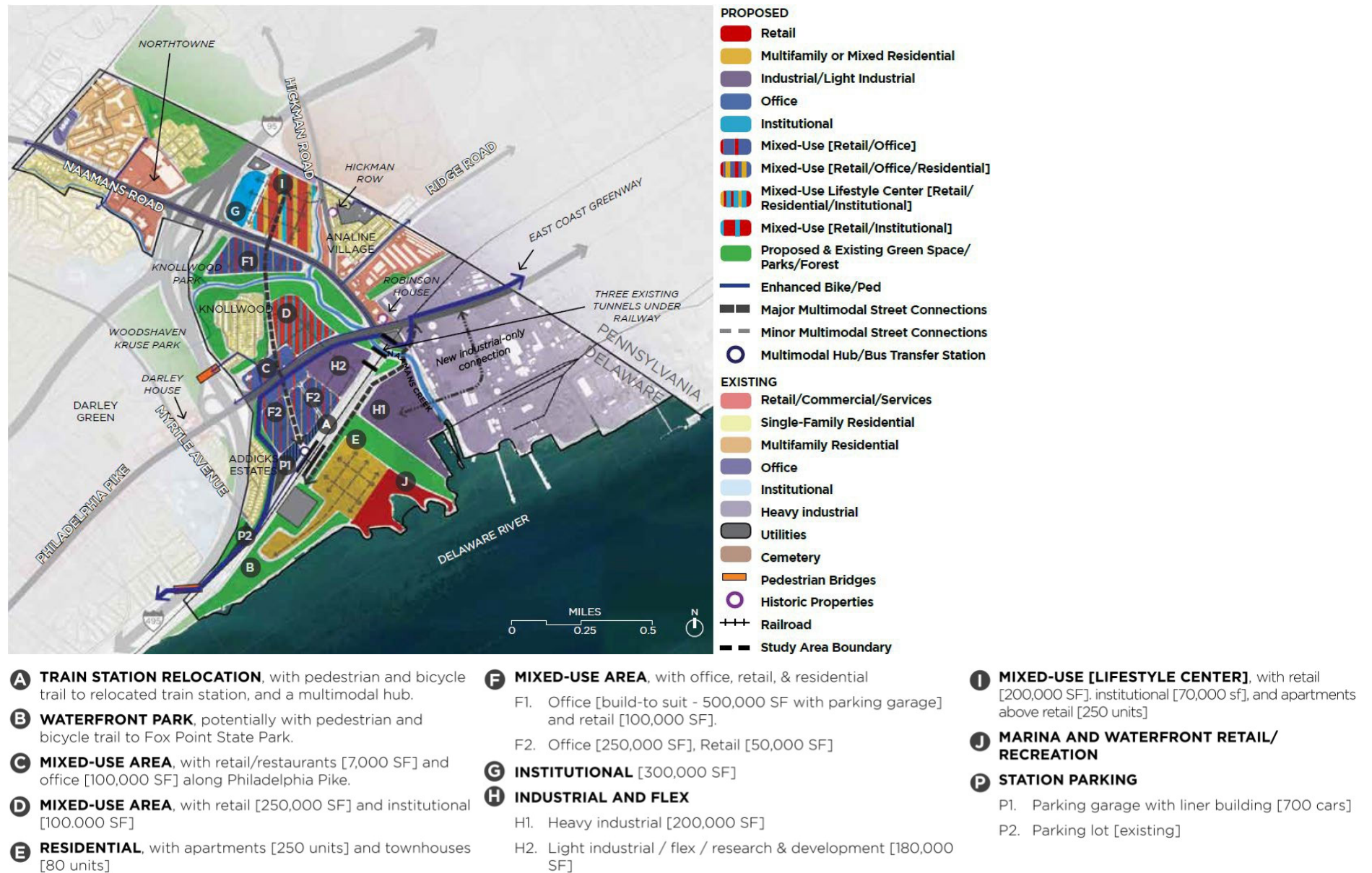


Figure 7. NCAMP preferred land use scenario map

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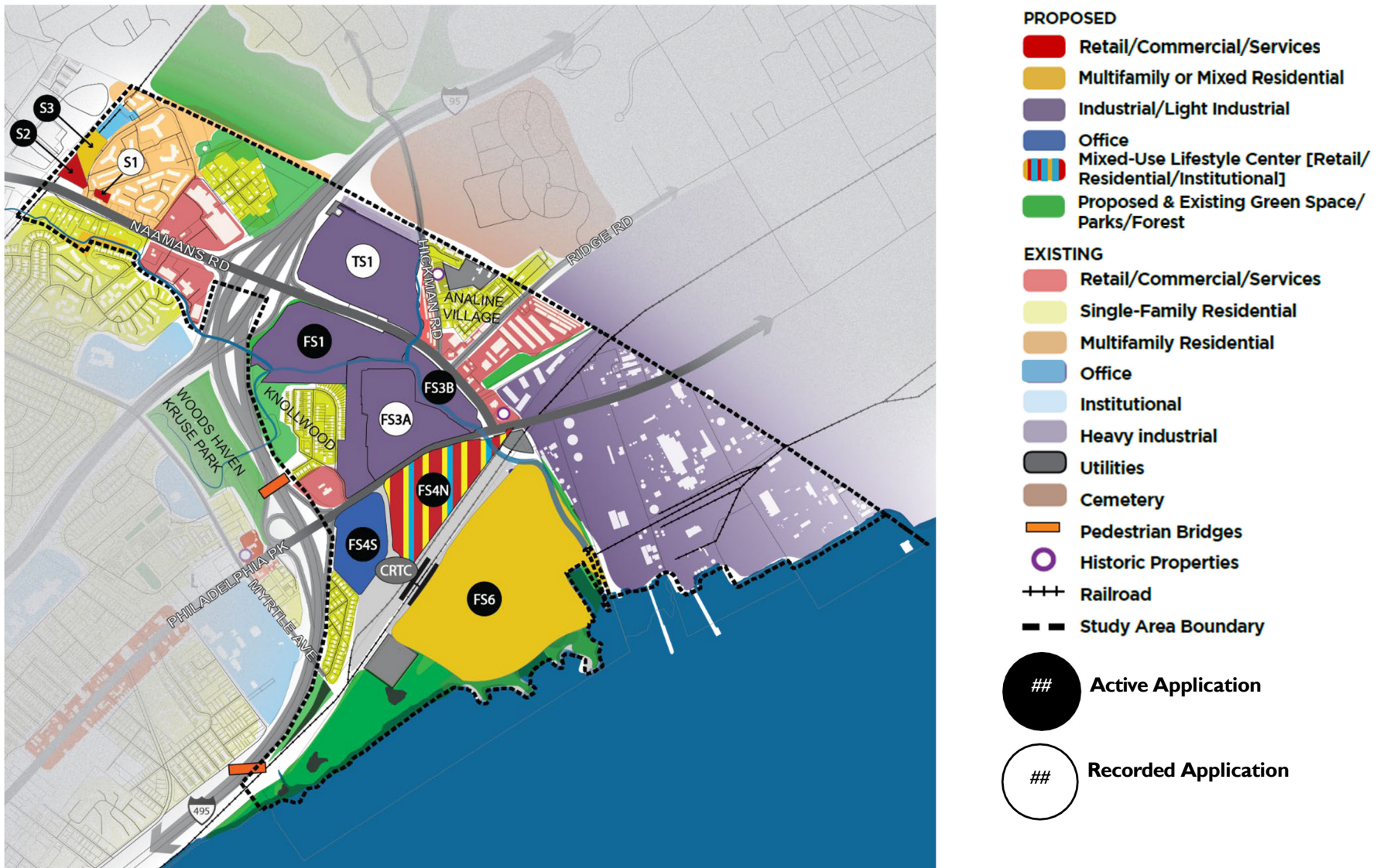


Figure 8. NCAMP existing land use map overlaid with land uses proposed since NCAMP completed (January 2018–April 2023)

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Table 4 provides further details on the proposed development projects shown in Figure 8.

Table 4. Land use applications submitted or recorded in the NCAMP area, January 2018–April 2023*

| Key map ID | Name | Land Use | Application type | Status |
|------------|---|---|--|--------------------|
| CRTC | Claymont Regional Transportation Center | Transportation | N/A | Under construction |
| FSI | First State Crossing – Parcel 1 | Industrial/Light Industrial | Major land development | Active |
| FS3A | First State Crossing – Parcel 3A | Industrial/Light Industrial | Minor land development | Recorded 9/30/2022 |
| FS3B | First State Crossing – Parcel 3B | Industrial/Light Industrial | Minor land development | Active |
| FS4N | First State Crossing – Parcel 4N | Mixed Use (Retail/Office/Residential) | Major land development with rezoning and subdivision | Active |
| FS4N | First State Crossing – Parcel 4N | Mixed Use (Retail/Office/Residential) | Minor land development with subdivision | Active |
| FS4S | First State Crossing – Parcel 4S | Office | Minor land development with title subdivision | Active |
| FS6 | First State Crossing – Site 6 | Multifamily or Mixed Residential + Proposed Green Space/Parks | Major land development | Active |
| S1 | 727 Naamans Road | Retail | Minor land development with rezoning | Recorded 11/3/2021 |
| S2 | Society Drive Self Storage | Industrial/Light Industrial | Major land development with rezoning | Active |
| S3 | Society Drive Apartments | Multifamily or Mixed Residential | Major land development with rezoning | Active |
| TSI | Tri-State Mall | Industrial/Light Industrial | Minor land development | Recorded 12/1/2022 |

* Note: This list excludes applications for minor subdivisions only, resubdivisions only, and parking plans only.

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Table 5 summarizes total recorded development in the NCAMP/GPBCS monitoring area during January 2018–April 2023.

Table 5. Total recorded development in the NCAMP/GPBCS monitoring area, January 2018–April 2023

| Development type recorded | Year | | | | | |
|--------------------------------|------|--------|-------|-------|---------|-------------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 (to date) |
| Non-residential square footage | 0 | 87,000 | 1,050 | 3,250 | 898,339 | 0 |
| Dwelling units | 0 | 0 | 9 | 0 | 64 | 0 |

See Appendix B: Additional Land Use Application Data for additional details on land use applications submitted or recorded during January 2018–April 2023 for locations in the NCAMP/GPBCS monitoring area.

See the online interactive map app for the following data:

- Delaware FirstMap feature service “Land Use Land Cover”
- Delaware FirstMap layer “PLUS Project Areas”
- 2022 NCCDE GIS layer “Municipal Zoning”
- 2022 NCCDE GIS layer “Zoning”




Crashes/Safety

WHY MONITOR?*

- Identify when changes in crash occurrence and safety conditions create a need to implement plan recommendations
- Identify needs for new traffic safety improvements and studies
- Track progress toward achieving plan vision and goals

*points listed are in addition to the overall monitoring objectives listed on page 8 of this report.

HOW TO MONITOR

|  Metric |  Frequency |  Sources |
|--|---|--|
| Safety study priorities in or near NCAMP/GPBCS monitoring area | Annual | <ul style="list-style-type: none"> • DeIDOT Hazard Elimination Program (HEP) annual list of study sites |
| Crash frequency on roadways in NCAMP area or on GPBCS corridors | Annual | <ul style="list-style-type: none"> • Delaware Open Data Portal Public Crash Data/Delaware FirstMap layer “Delaware Public Crash Data” |
| Intersections in NCAMP area or on GPBCS corridors on intersection crash ranking list | Annual | <ul style="list-style-type: none"> • Intersection crash rankings (WILMAPCO CMP) |

AGENCY ROLES

- WILMAPCO: Provide updated intersection crash rankings
- DeIDOT:
 - Share safety studies relevant to monitoring area that were completed during monitoring period
 - Share HEP sites in monitoring area that were selected during monitoring period

Data Highlights

Hazard Elimination Program locations

DelDOT studies 20 locations annually through its Hazard Elimination Program (HEP). A crash index methodology is used to identify ten locations with crash rates that are significantly higher than a predetermined average crash rate for similar locations are identified via the Critical Ratio methodology, and ten intersections (five signalized and five unsignalized) where improvements have the highest potential for reduction in crashes. DelDOT’s Traffic Section reviews crash data, conducts a field review, and identifies potential safety improvement alternatives for each site (or, for sites that already have improvements planned, evaluates the improvements to confirm if they will address the crash problem).

HEP lists created during the reporting period did not include any locations in the monitoring area. It is recommended that the annual HEP lists continue to be monitored for the inclusion of locations in the monitoring area.

Relevant safety studies completed during monitoring period

There was one safety study relevant to the monitoring area that was carried out during the reporting period: the [Philadelphia Pike Pedestrian Safety Audit Study](#), which was completed in 2019. A matrix of study recommendations is available [here](#).

Crash frequency in the NCAMP area and on the GPBCS corridors

Table 6 provides the number of crashes that occurred in the NCAMP area, on the GPBCS corridors, and within 300' of intersections along the GPBCS corridors. The table excludes crashes that occurred on interstates unless they occurred on ramps within 300' of a non-interstate.

Table 6. Crashes in NCAMP area or on GPBCS corridors, August 2019–July 2022

| Crash type | 08.01.2019-07.31.2020 | 08.01.2020-07.31.2021 | 08.01.2021-07.31.2022 | 3-year total (08.01.2019-07.31.2022) |
|-----------------------------|------------------------------|------------------------------|------------------------------|---|
| All crashes | 256 | 292 | 274 | 822 |
| Resulted in fatality | 0 | 1 | 1 | 2 |
| Resulted in personal injury | 39 | 56 | 44 | 139 |
| Pedestrian involved | 2 | 6 | 4 | 12 |
| Bike involved | 1 | 3 | 3 | 7 |

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Figure 9 reflects crashes during August 1, 2021–July 31, 2022.

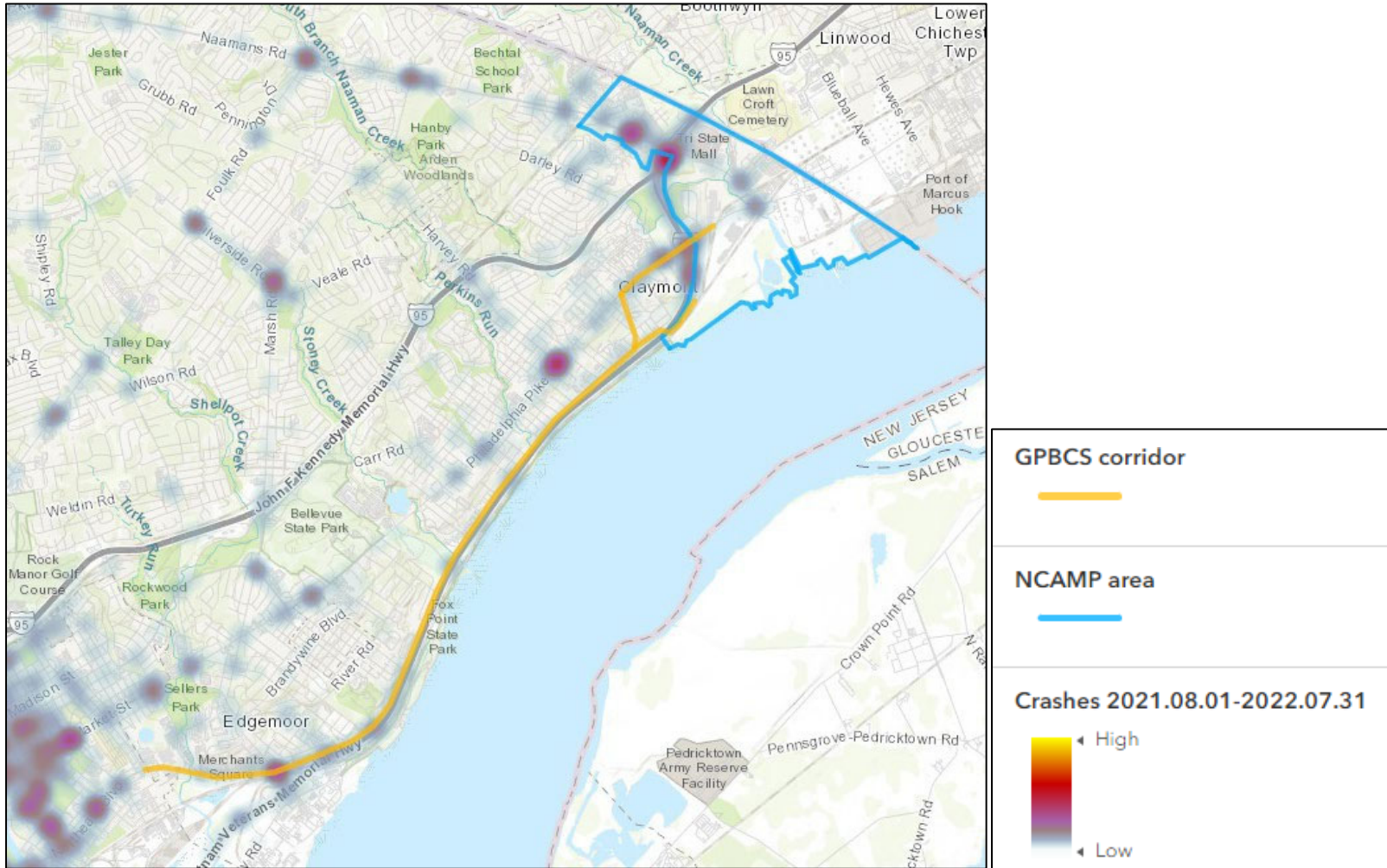


Figure 9. Heat map of crashes during August 1, 2021–July 31, 2022

Study area intersections on 2019–2021 intersection crash ranking list

Four intersections in the NCAMP area or on the GPBCS corridors are identified in the 2019–2021 crash ranking list. The study area intersections are shown in Figure 10.

The intersection crash ranking data set presents a 3-year average of crashes at intersections that average 10 or more crashes per year. The methodology was taken from the master’s thesis titled “Development and Analysis of an Intersection Safety Prioritization Method for the State of Delaware” by Anna Duryea produced in the summer of 2015.³

The rankings in Table 7 are out of a list of 288 intersections across the state. For reference, the highest ranked nearby intersection is Philadelphia Pike and Harvey Road (ranked 74) and both Kirkwood Highway and US 13 near New Castle have more than one intersection that rank in the top 15. More information is available at http://www.wilmapco.org/Cms/Crash_Summary_19_21.pdf.

Table 7. 2019–2021 intersection crash ranking for ranked intersections in NCAMP area or on GPBCS corridors

| Intersection | 2019–21 Crash rank |
|--|---------------------------|
| SR 92 (Naamans Rd) & Society Dr - Peachtree Ln | 92 |
| Gov. Printz Blvd & Edgemoor Rd | 175 |
| Philadelphia Pk & Darley Rd - Myrtle Ave | 196 |
| Philadelphia Pk & Alcott Ave | 273 |

³ Duryea, Anna (2015). Development and Analysis of an Intersection Safety Prioritization Method for the State of Delaware (Master’s Thesis). University of Delaware.

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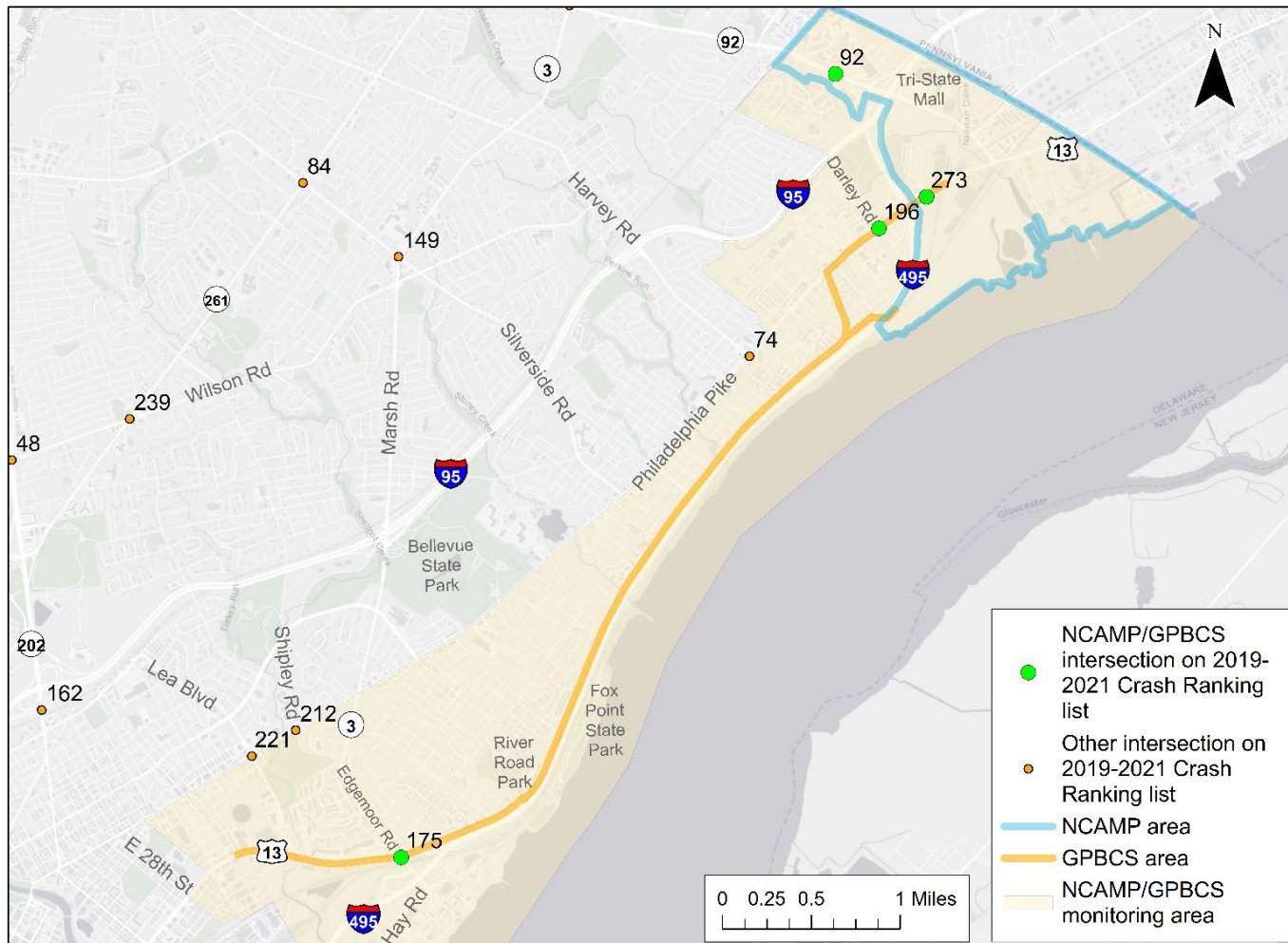


Figure 10. Intersections on the 2019–2021 intersection crash ranking list, labelled by rank




See the online interactive map app for the following data:

- Delaware FirstMap layer “Delaware Public Crash Data”
- 2019–2021 Intersection Crash Rankings

Pedestrian/ Bicycle

WHY MONITOR?*
Track progress towards achieving plan vision, goals and recommendations for bicycle/pedestrian connectivity and accessibility

*point listed is in addition to the overall monitoring objectives listed on page 8 of this report.

| HOW TO MONITOR | | |
|--|---|---|
|  Metric |  Frequency |  Sources |
| Change in total length of sidewalks in monitoring area | Every 3 years | DelDOT ArcGIS feature service "DE_Multimodal_Pedestrian_Network_Model" |
| Change in total length of bicycle/walking trails and pathways in monitoring area | Every 3 years | DelDOT ArcGIS feature service "DE_Multimodal_Pedestrian_Network_Model" |

- AGENCY ROLES**
- WILMAPCO: Compile data
 - DelDOT: Notify WILMAPCO when updated FirstMap layers are available; identify and coordinate further planning/design/implementation when opportunities/needs are identified
 - NCCLU: Submit applications for TAP, Statewide Pedestrian and Bicycle Pool, and/or DNREC Outdoor Recreation, Parks and Trails Program

Data Highlights

Linear feet of sidewalks, trails, and pathways in NCAMP/GPBCS monitoring area

The following table is to be used to track changes in the total length of trails/pathways (that can be used by bicycles and pedestrians) and sidewalks in the NCAMP/GPBCS monitoring area over time.

Note that only baseline (2023) data is being presented in this report. This is because the current data is not comparable to the data presented in the 2021 GPBCS report due to inconsistencies.

Table 8. Linear feet of sidewalks and bicycle/pedestrian trails/pathways, by year

| Metric | 2023 |
|------------------------------------|------------|
| Sidewalks | 362,530 ft |
| Bicycle/pedestrian trails/pathways | 21,557 ft |

Figure 11 and Figure 12 show the current (2023) extent of sidewalks and bicycle/pedestrian trails/pathways in the monitoring area.

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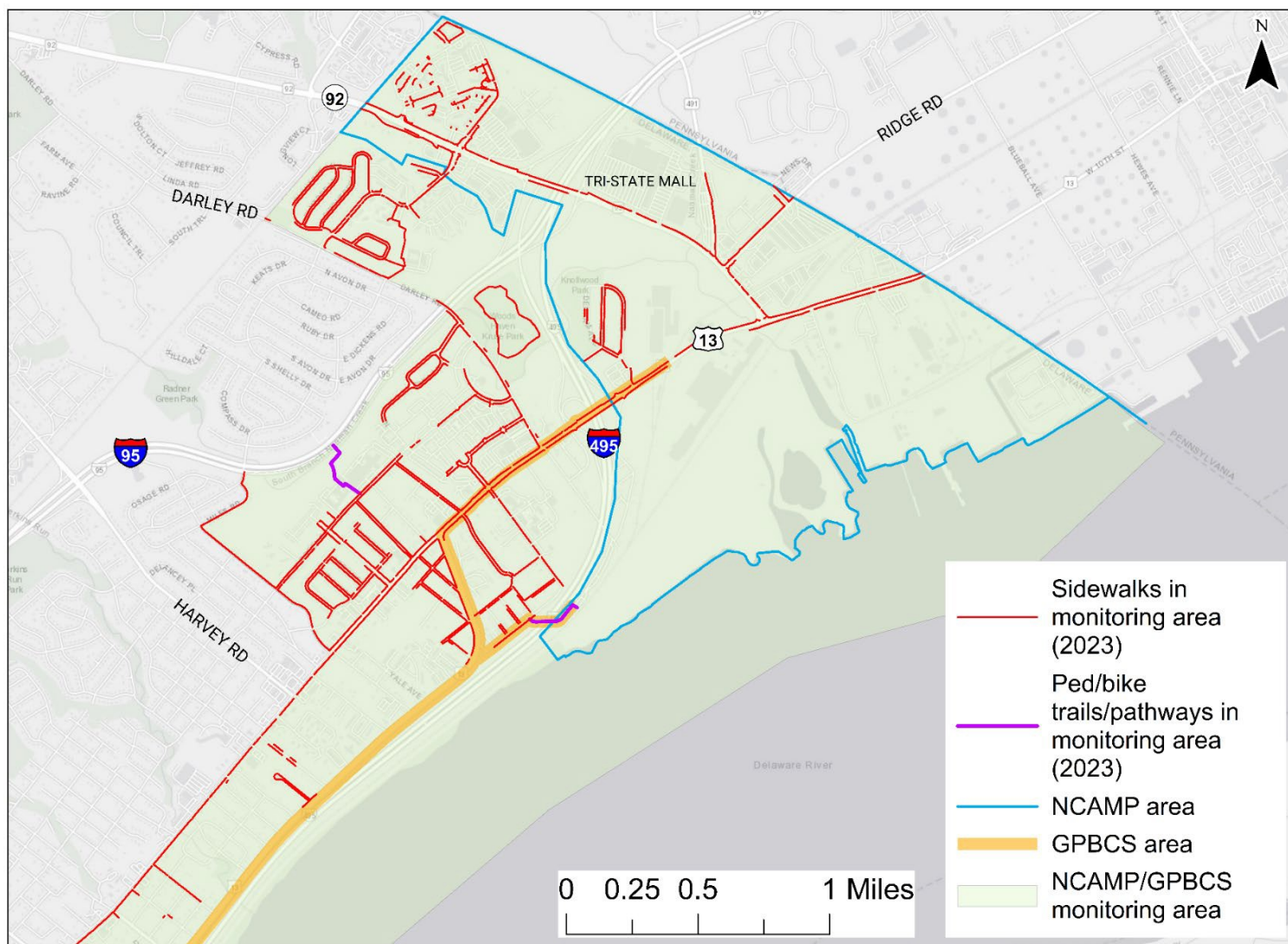


Figure 11. Sidewalks and trails/pathways in monitoring area northern extent, 2023

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Figure 12. Sidewalks and trails/pathways in monitoring area southern extent, 2023

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See the online interactive map app for the following data:

- Level of Traffic Stress, November 2021 (downloaded from DelDOT ArcGIS feature service “DE_Bicycle_Network_Model”)
- Bicycle/pedestrian trails/pathways, 2023 (downloaded from DelDOT ArcGIS feature service “DE_Multimodal_Pedestrian_Network_Model”)
- Sidewalks, 2023 (downloaded from DelDOT ArcGIS feature service “DE_Multimodal_Pedestrian_Network_Model”)




Additional pedestrian/bicycle geospatial data is available on the EPA’s [Smart Location Database](#) and [National Walkability Index](#) interactive maps.

Transit

WHY MONITOR?*

Track progress towards achieving plan vision, goals and recommendations related to transit connectivity and accessibility

*point listed is in addition to the overall monitoring objectives listed on page 8 of this report.

| HOW TO MONITOR | | |
|--|---|--|
|  Metric |  Frequency |  Sources |
| Changes in ridership at DART bus stops in the NCAMP area or along the GPBCS corridors | Annual | DART annual ridership data |
| DART service changes relevant to the NCAMP area or the GPBCS corridors | Twice/year | DART service change press releases |
| Transit accessibility changes— <ul style="list-style-type: none"> Percentage of regional jobs accessible by transit Percentage of workers with access by transit | Every 2 years (pending data updates) | <ul style="list-style-type: none"> WILMAPCO Transportation Justice Report EPA Access to Jobs and Workers Via Transit web geospatial data set |

| AGENCY ROLES |
|---|
| <ul style="list-style-type: none"> WILMAPCO: Compile data, calculate and map DART ridership data DART: Provide ridership data; review and recommend transit-related improvement opportunities/needs |

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Data Highlights

Bus ridership

Table 9 presents average weekday boardings data for DART⁴ bus stops in the NCAMP area or along the GPBCS corridors, for summer 2021 and summer 2022. Figure 13 and Figure 14 show the locations of the bus stops presented in Table 9, labelled by stop ID.

Table 9. DART bus stops in NCAMP and GPBCS areas*: average weekday boardings

| Stop ID / Key map ID | Stop name | Summer 2021 | Summer 2022 | Stop ID / Key map ID | Stop name | Summer 2021 | Summer 2022 |
|----------------------|---------------------------------|-------------|-------------|----------------------|----------------------------------|-------------|-------------|
| 48 | Claymont Station | 41.76 | 32.36 | 737 | Society Dr @ Shelter 2 | 7.21 | 8.35 |
| 155 | Phila Pk @ Archmere Academy | 4.77 | 5.81 | 738 | Society Dr @ Op Northtowne Plaza | 37.69 | 97.19 |
| 158 | Phila Pk @ Op Archmere Acad. | 17.14 | 34.1 | 754 | Phila Pk @ Seminole Ave | 9.52 | 15.67 |
| 242 | Gov Printz Blvd @ Op Paladin Dr | 0.45 | 0.58 | 927 | Gov Printz Blvd @ Del Olds | 0.56 | 1.27 |
| 246 | Gov Printz Blvd @ Paladin Dr | 5.62 | 7.96 | 934 | Gov Printz Blvd @ Lea Blvd | 6.81 | 12.89 |
| 716 | Phila Pk @ Gov Printz Blvd | 1.36 | 1.38 | 936 | Gov Printz Blvd @ Pepsi Plant | 2.09 | 2.87 |
| 718 | Phila Pk @ Manor Ave | 1.15 | 1.73 | 937 | Northeast Blvd @ 35th St | 4.57 | 6.54 |
| 732 | Naamans Rd @ Montclair Dr | 1.62 | 83.07 | 2220 | Gov Printz Blvd @ Haines Ave | 0.49 | 0.46 |
| 735 | Society Dr @ Bldg 2000 | 2.51 | 3.19 | 2244 | Gov Printz Blvd @ Haines Ave | 2.09 | 1.44 |
| 736 | Society Dr @ Bldg 7000 | 2.11 | 2.57 | 3466 | Gov Printz Blvd @ Op Lea Blvd | 0.25 | 0.64 |

*within the NCAMP area or along GPBCS corridors

⁴ Note that SEPTA Bus Route 113 has stops on Ridge Road, Naamans Road, and Society Drive in the monitoring area. SEPTA routes and stops may be viewed at <https://gis-septa.hub.arcgis.com/>.

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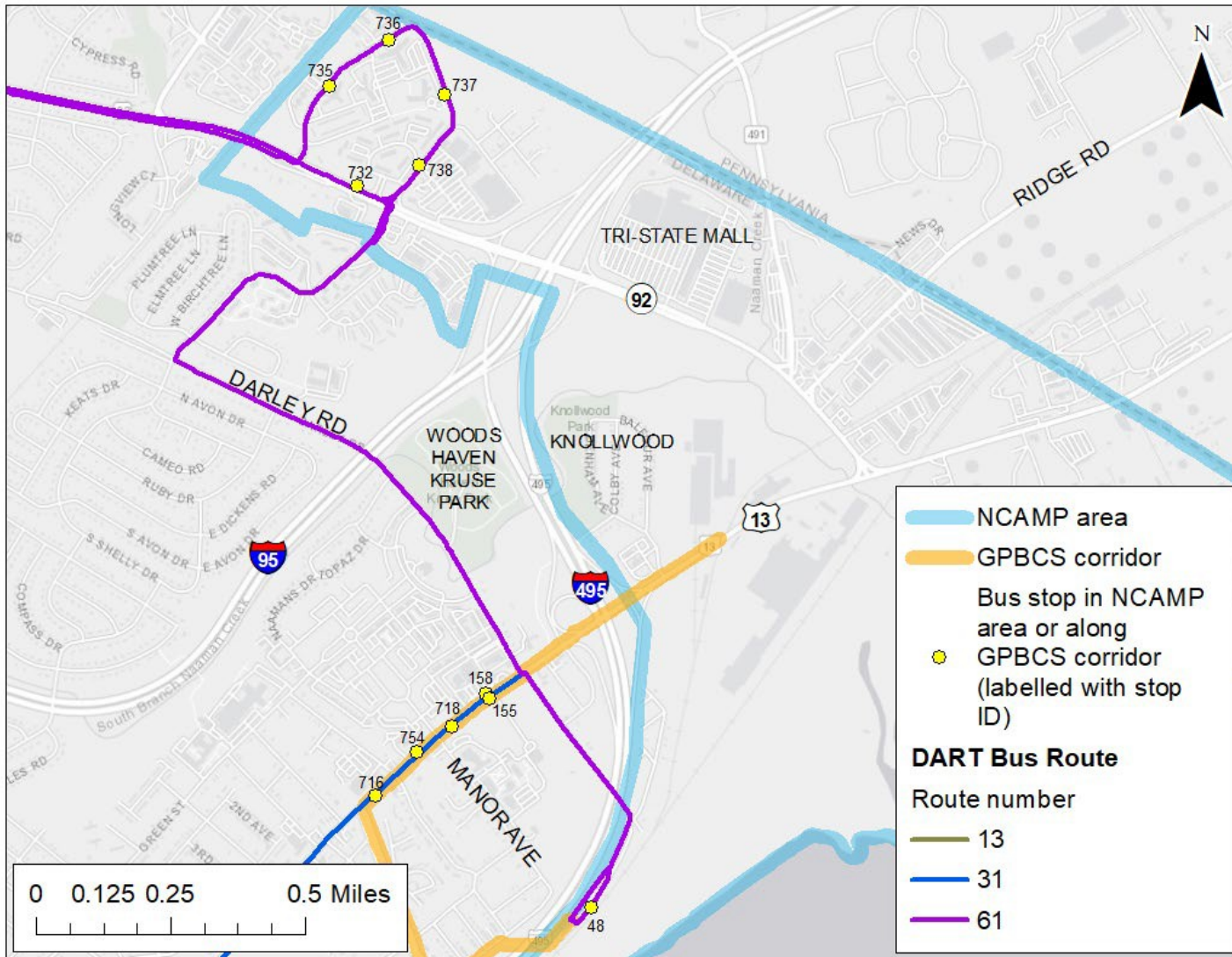


Figure 13. Key map to Table 9, NCAMP/GPBCS area northern extent

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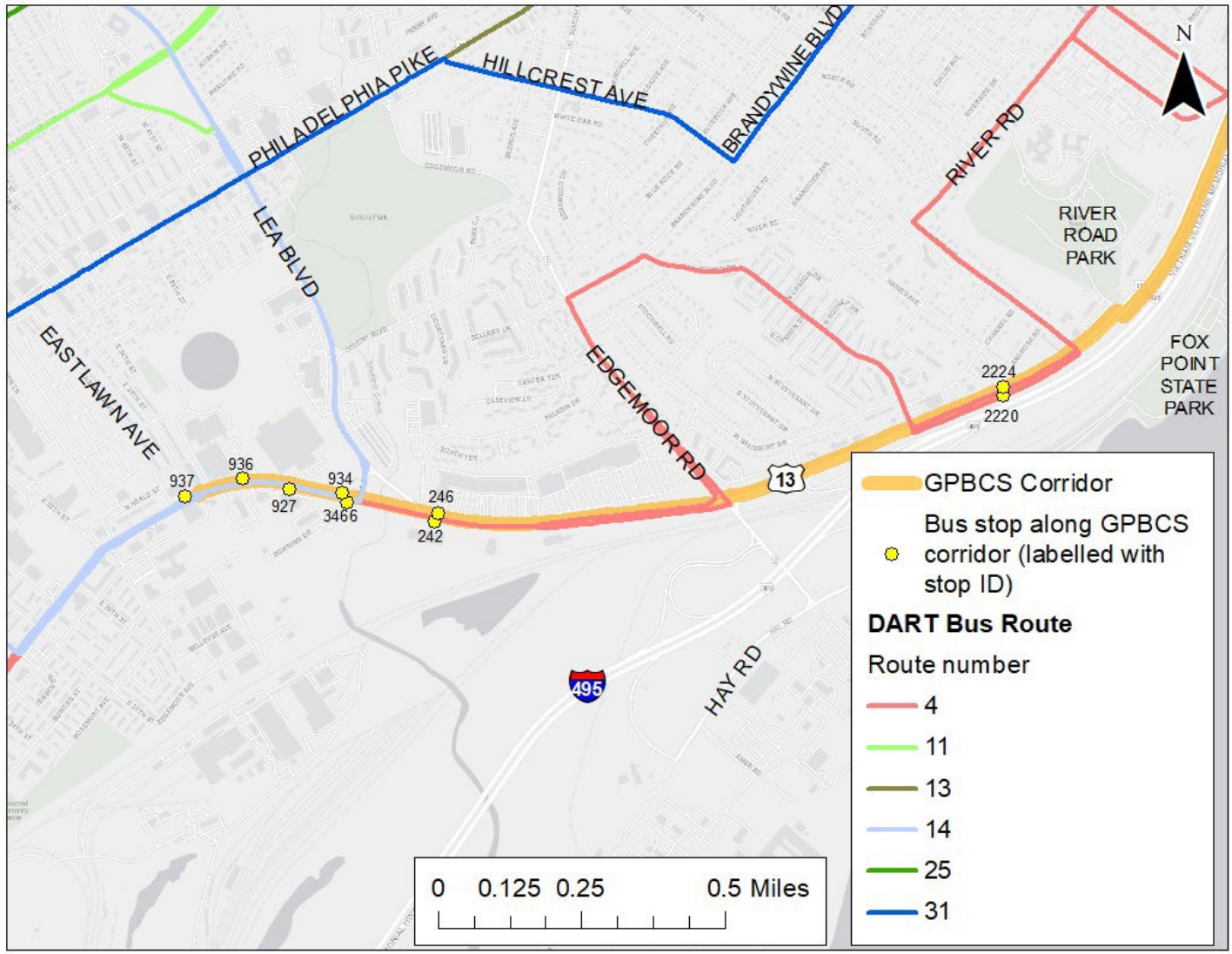


Figure 14. Key map to Table 9, GPBCS area southern extent

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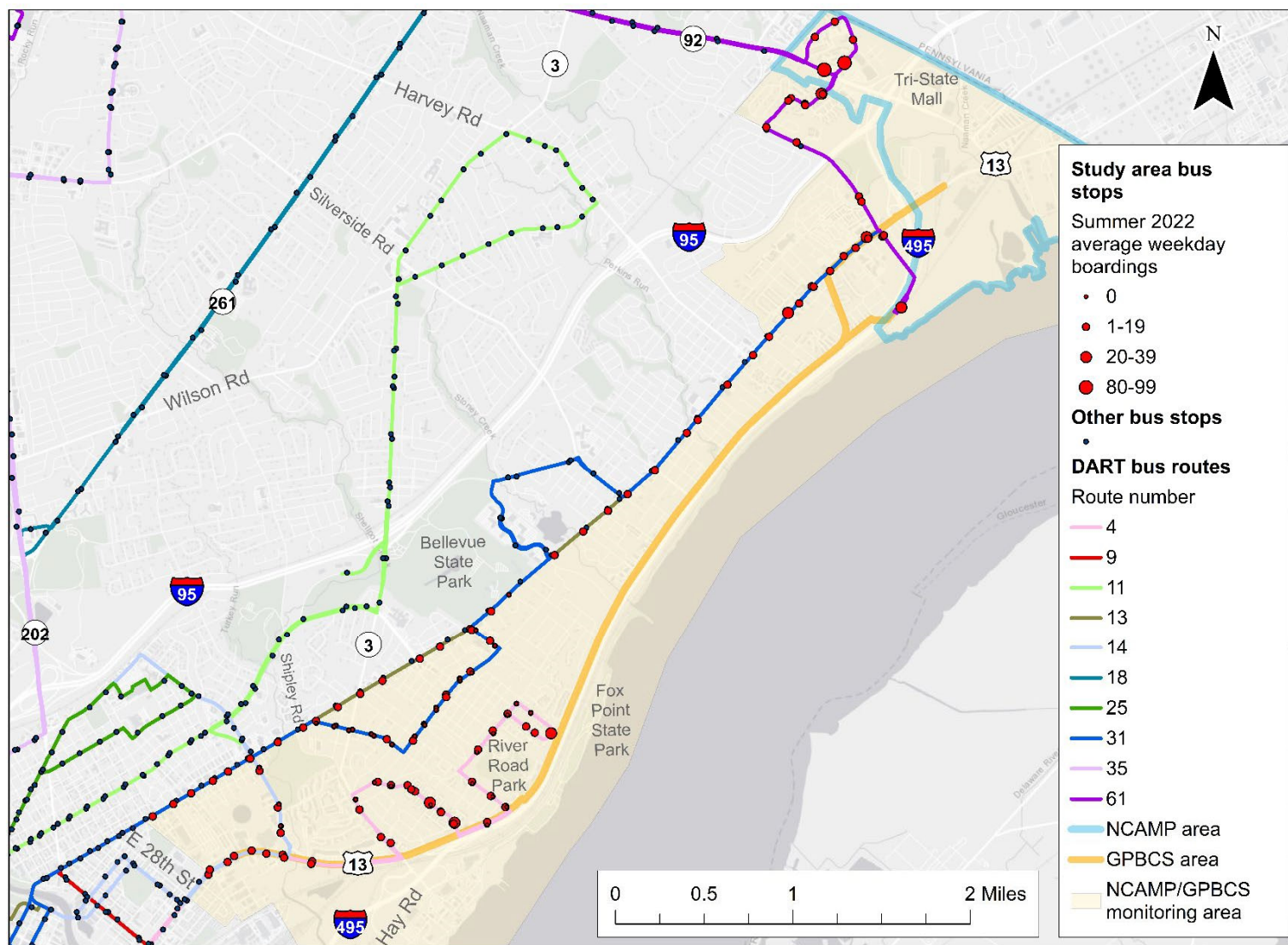


Figure 15. DART bus stops in NCAMP/GPBCS monitoring area, average weekday boardings, summer 2022

DART service changes in monitoring area from 2018 onwards

- In 2020, a bus stop at Naamans Road and Society Drive, which was served by Routes 13 and 61, was eliminated due to the proximity of another stop.
- In 2022, service to the Tri-State Mall eliminated.
- July 2022 proposed service changes (have not taken effect as of writing):
 - Routes 13 and 31 are to be combined into a new Route 13. Unlike Route 31, the new route will not stop at Claymont Station.
 - Route 61: Service will be increased to hourly. The final trip leaving Claymont Train Station will be at 7:30 PM. The schedule will be adjusted to offer better connections with Route 13 at Philadelphia Pike and to SEPTA train service.

Access to Workers and Jobs by Transit

The EPA publishes the [Access to Jobs and Workers Via Transit web geospatial data set](#), which provides geospatial data for comparing the accessibility of neighborhoods via public transit service. Indicators summarize accessibility to jobs as well as accessibility by workers, households, and population.

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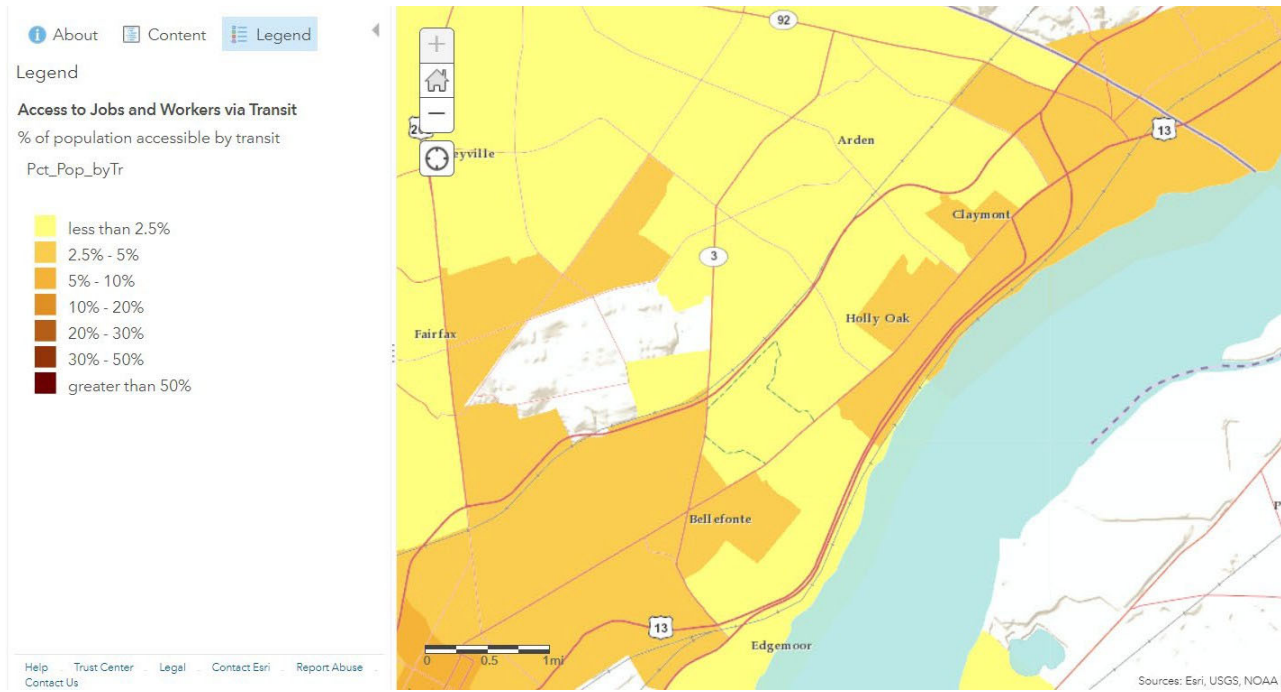


Figure 16. "% of population accessible by transit" layer on the EPA's Access to Jobs and Workers via Transit geospatial data set, greater Claymont area

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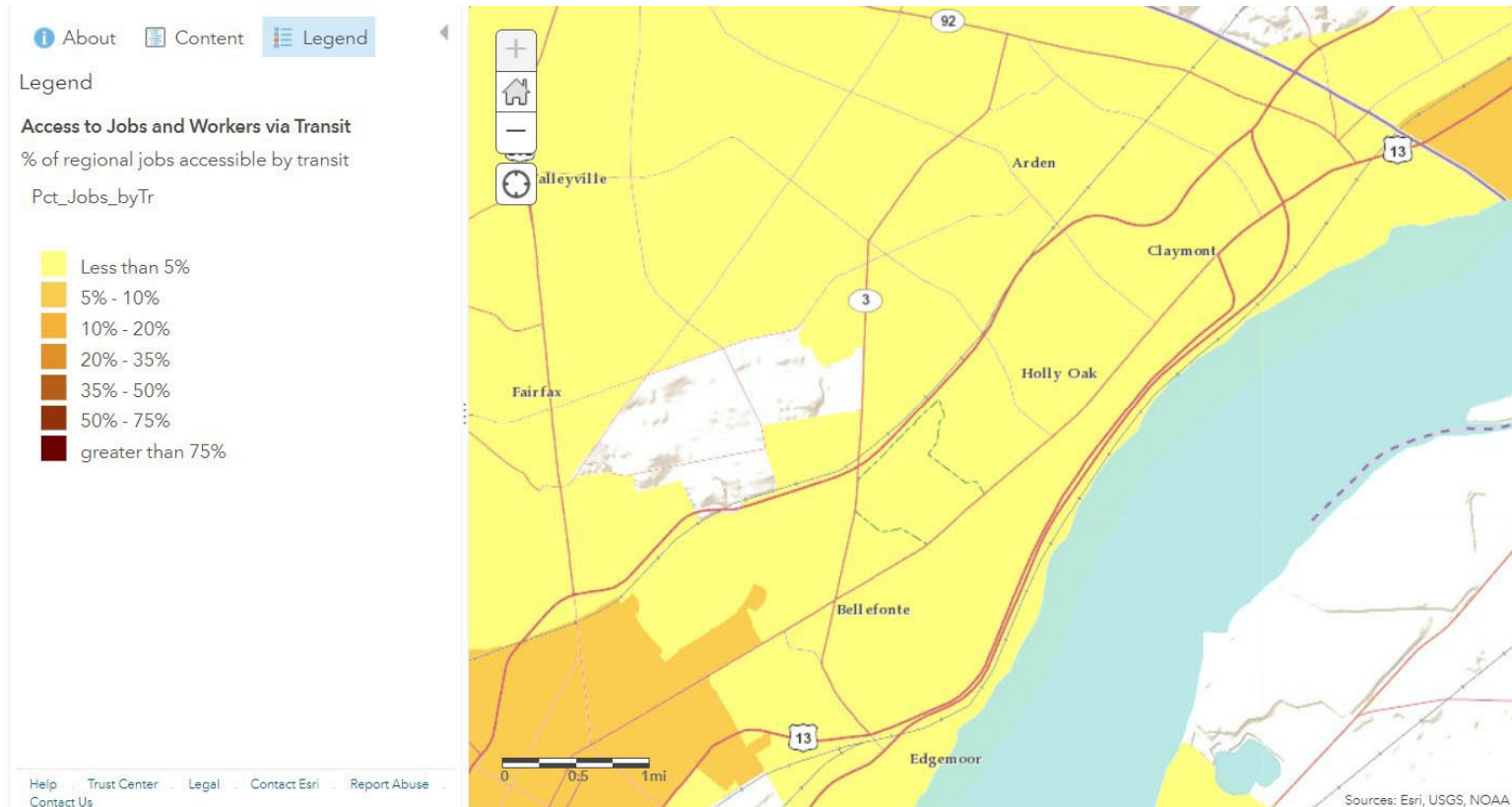


Figure 17. "% of regional jobs accessible by transit" layer on the EPA's Access to Jobs and Workers via Transit geospatial data set, greater Claymont area

See the online interactive map app for the following data:




- DART bus routes as of January 2022
- DART 2018 bus stops in NCAMP/GPBCS monitoring area, with May 2018 average weekday boardings
- DART 2022 bus stops in NCAMP/GPBCS monitoring area, with summer 2021 average weekday boardings
 - Note that bench and shelter information is from 2022
- DART 2022 bus stops in NCAMP/GPBCS monitoring area, with summer 2022 average weekday boardings

Traffic

WHY MONITOR?*

- Identify needs for more detailed traffic analyses
- Identify when changing conditions create an opportunity or need to implement plan recommendations or other needs/opportunities
- Track freight truck trends and proactively coordinate/implement strategies that support plan goals toward multimodal system and economic development
- Track progress towards achieving plan vision and goals

*points listed are in addition to the overall monitoring objectives listed on page 8 of this report.

| HOW TO MONITOR | | |
|--|---|---|
|  Metric |  Frequency |  Sources |
| AADT | Annual | Delaware FirstMap layer “Delaware Traffic Counts” |
| AM/PM peak hour intersection LOS | Annual | <ul style="list-style-type: none"> • WILMAPCO annual turning movement counts • DeIDOT Transportation Management Center |
| Congestion hotspots and travel time reliability indicators | Every 3–5 years | DeIDOT’s New Castle County Transportation Operations Management Plan (TOMP) and WILMAPCO Congestion Management Process |
| Peak hour counts of heavy trucks at intersections | Annual | WILMAPCO annual turning movement counts |
| Changes in first/final-mile freight network (and related freight system data) | Annual | Delaware Freight Planning GIS data: https://mangomap.com/wilmapco/maps/120164/delaware-freight-plan-existing-conditions# |

AGENCY ROLES

- WILMAPCO:
 - Conduct annual turning movement counts
 - Calculate intersection LOS
 - Consult TOMPs as updated
- DeIDOT: Prepare New Castle County TOMP
- NCCLU: Support coordination associated with freight—see below features from [2022 Delaware Freight Plan](#)

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Data Highlights

Table 10 presents Levels of Service (calculated using Synchro) for select intersections in the NCAMP area or along the GPBCS corridors. Governor Printz Boulevard at Edgemoor Road is the only intersection below LOS C during either the AM or PM. This intersection was also at LOS D according to 2019 traffic counts. Figure 18 shows the locations of the select intersections.

Table 10. AM/PM LOS for select intersections in the NCAMP area or along the GPBCS corridors (LOS calculated using Synchro)

| ID | Location | 2019 AM LOS* (seconds delay) | 2021 AM LOS (seconds delay) | 2019 PM LOS* (seconds delay) | 2021 PM LOS (seconds delay) |
|--------------|--|---------------------------------|--------------------------------|---------------------------------|--------------------------------|
| N116 | SR 92 (Naamans Road) & Philadelphia Pike | | C (32.7) | | C (29.6) |
| N117 | Philadelphia Pike & Darley Road - Myrtle Avenue | | C (29.9) | | C (31) |
| N118 | Philadelphia Pike & Gov. Printz Boulevard | B (10.4) | B (18.5) | B (14.5) | B (17.2) |
| N132 | US 13 & I-495 NB Ramps | | C (23.1) | | C (22.6) |
| N145 | SR 92 (Naamans Road) & Ridge Road | | B (14.4) | | B (19.3) |
| N299 | US 13 & Alcott Avenue | | A (5.8) | | A (5.9) |
| N326 | SR 92 (Naamans Road) & Society Drive - Peachtree Lane | | C (29.2) | | C (33.4) |
| N334 | Gov. Printz Boulevard & Stuyvesant Drive - I-495 Ramps | C (26.6) | B (15.1) | B (13.9) | B (19.4) |
| N335 | SR 92 (Naamans Road) & I-95 NB Ramps | | C (27) | | C (31.6) |
| N336 | SR 92 (Naamans Road) & I-95 SB Ramps | | A (7.9) | | A (8.4) |
| N484 | Gov. Printz Boulevard & Edgemoor Road | D (38) | D (36.6) | D (47.7) | D (39.6) |
| UN222 | Gov. Printz Boulevard & Cauffiel Parkway | | B (10.8)** | | B (11.3)** |
| UN226 | Gov. Printz Boulevard & Holly Oak Road | | B (10)** | | A (9.8)** |

*2019 data not available for all intersections.

**Delay at stop-controlled approach. Other approaches have no stop control.

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Table 11 presents heavy truck counts at select intersections in the NCAMP area or along the GPBCS corridors. These numbers are from the same turning movement counts used to calculate the LOS presented in Table 10. Figure 18 shows the locations of the select intersections.

Note that there is no strict definition of heavy trucks. In general, the term refers to articulated trucks with three or more axles. It includes trucks in FHWA Class 7 and above but may also include some trucks in Class 6. Additionally, during a traffic count, it is sometimes difficult to determine whether to classify a vehicle as a heavy truck.

Table 11. AM/PM peak hour heavy truck traffic percentages for select intersections in the NCAMP area or along the GPBCS corridors (approx.)

| ID | Location | 2019 AM peak hour* | 2021 AM peak hour | 2019 PM peak hour* | 2021 PM peak hour |
|---|--|--------------------|-------------------|--------------------|-------------------|
| N116 | SR 92 (Naamans Road) & Philadelphia Pike | | 13% | | 2% |
| N117 | Philadelphia Pike & Darley Road - Myrtle Avenue | | 4% | | 1% |
| N118 | Philadelphia Pike & Gov. Printz Boulevard | 3% | 3% | 1% | 1% |
| N132 | US 13 & I-495 NB Ramps | | 11% | | 3% |
| N145 | SR 92 (Naamans Road) & Ridge Road | | 10% | | 2% |
| N299 | US 13 & Alcott Avenue | | 13% | | 3% |
| N326 | SR 92 (Naamans Road) & Society Drive - Peachtree Lane | | 5% | | 2% |
| N334 | Gov. Printz Boulevard & Stuyvesant Drive - I-495 Ramps | 4% | 4% | 2% | 3% |
| N335 | SR 92 (Naamans Road) & I-95 NB Ramps | | 7% | | 3% |
| N336 | SR 92 (Naamans Road) & I-95 SB Ramps | | 5% | | 2% |
| N484 | Gov. Printz Boulevard & Edgemoor Road | 4% | 6% | 3% | 2% |
| UN222 | Gov. Printz Boulevard & Cauffiel Parkway | | 5% | | 3% |
| UN226 | Gov. Printz Boulevard & Holly Oak Road | | 4% | | 4% |
| *2019 data not available for all intersections. | | | | | |

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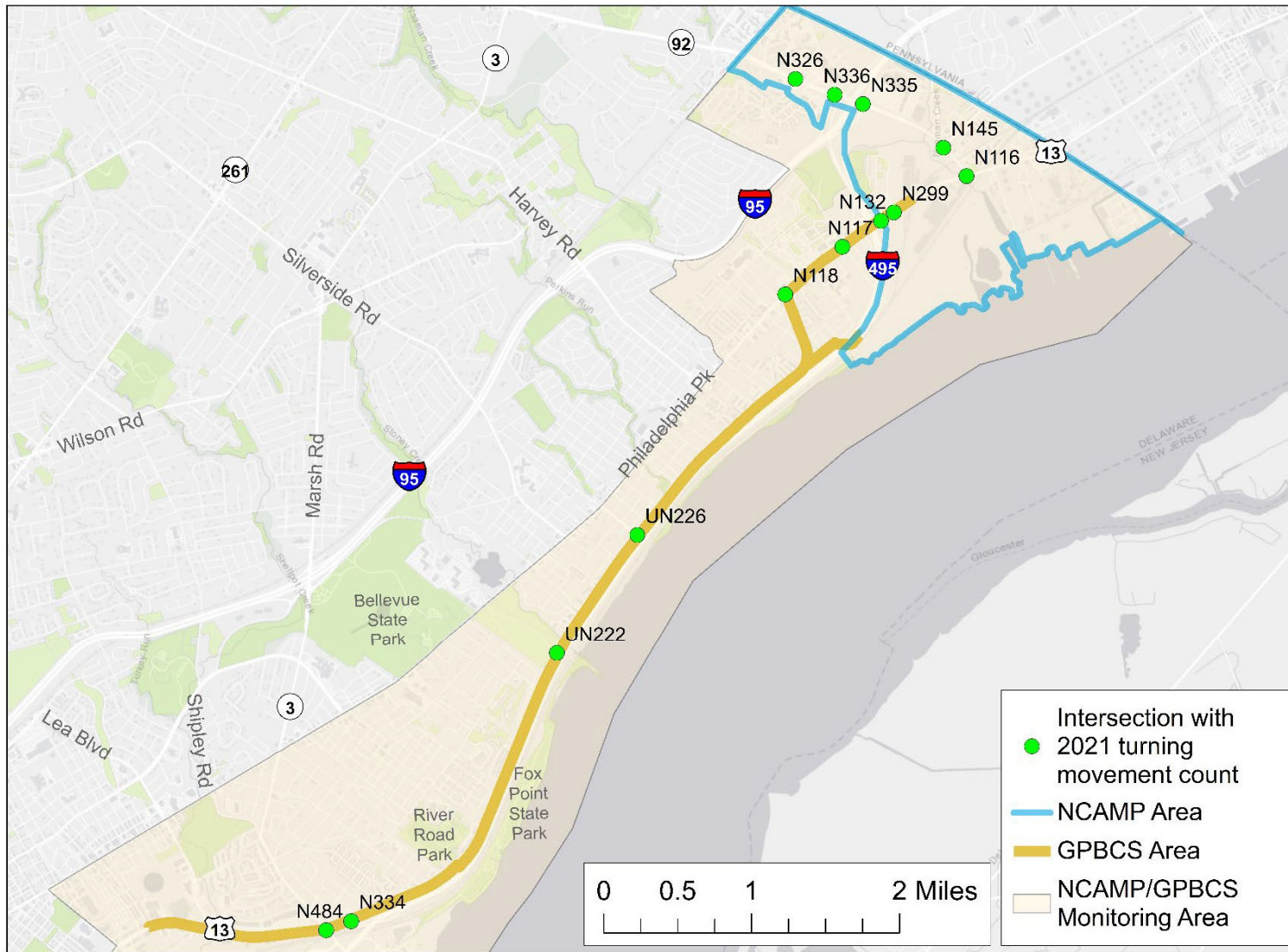


Figure 18. Key map of intersections in NCAMP/GPBCS areas for which turning movement counts were conducted in 2021

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The greater Claymont area is located along significant freight corridors, including I-95, I-495, and freight rail facilities. The segment of Hickman Road between Naamans Road and the PA-DE border, shown in gold in Figure 19, is identified in the 2022 *Delaware State Freight Plan* as a first/final mile freight connector⁵.

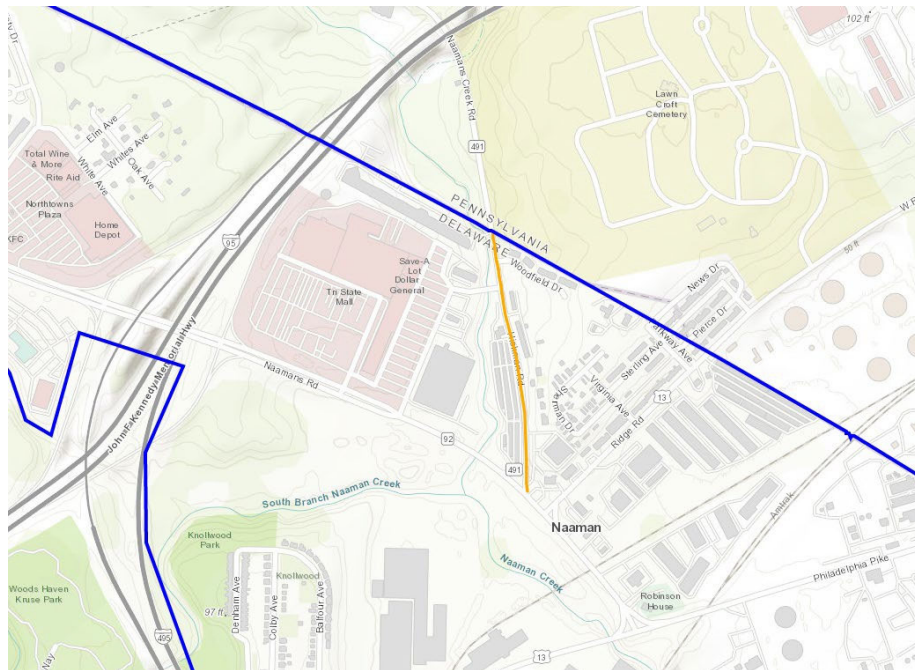


Figure 19. First/final mile freight network segment on Hickman Road

See the online interactive map app for the following data:

- Delaware FirstMap layer “Delaware Traffic Counts”
- Delaware first/final mile freight network (2022 *Delaware State Freight Plan*)

Guidance for freight coordination from 2022 *Delaware State Freight Plan* (pages 6-7, 6-8)

Planning Considerations for Freight-Related Development



How can Delaware “think” about balancing freight with other community needs? Policymakers and agencies must carefully balance a range of competing interests when conflicts emerge and make decisions in the best interest of all of their constituents. In such a context, absolutes are rarely helpful or productive.



On the one hand, freight facilities may not be able to operate on a competitive commercial basis if heavy restrictions or impedances are imposed to assuage non-freight interests. Over time, such facilities may relocate or invest out-of-state or in other jurisdictions, potentially removing a valuable source of employment, tax revenues, and spin-off economic activity that would otherwise benefit the local community and the state.



On the other hand, a community’s full economic potential and maximum quality of life may not be achieved if freight impacts such as noise, traffic, emissions, and safety go unaddressed.

Protect-Manage-Accommodate (PMA) Framework: A strategic lens, such as the PMA framework can help agencies contextualize and prioritize which freight conflicts they wish to address (Exhibit 6-3).

Freight Planning Considerations Checklist: Early and proactive planning for local freight facilities and truck routes using a checklist review of typical needs and potential conflicts can also support a balanced approach to managing the needs of all users while fostering conditions for positive economic growth. (Exhibit 6-4)

Exhibit 6-3: Protect-Manage-Accommodate Framework for Contextualizing Freight Conflicts⁷⁰

| Framework | “Protect” | “Manage” | “Accommodate” |
|-------------------|---|---|--|
| Definition | Protect freight industries from unreasonable conflicts | Manage conflicts in tactical and targeted ways | Accommodate freight needs to prevent major issues |
| Context | Areas where freight industries are dominant; also freight facilities of high importance | Areas where freight and non-freight activities are both significant land uses | Areas where non-freight businesses and/or residential communities are dominant |
| Examples | Freight clusters Ports, airports, intermodal terminals | Mixed-use areas Freight clusters transitioning to mixed use | Central business districts or small-town downtowns “Stranded” freight facilities (legacy facilities enveloped by communities) |






⁵ Local/Collector roads that serve as access points to employment centers and truck generating facilities.

Demographics

WHY MONITOR?*

- Identify when changing conditions create need for additional transportation planning or studies
- Identify when changing conditions create an opportunity or need to implement plan recommendations
- Identify needs for bus stop-related improvements
- Track equity implications and opportunities/needs

*points listed are in addition to the overall monitoring objectives listed on page 8 of this report.

| HOW TO MONITOR | | |
|--|---|---|
|  Metric |  Frequency |  Sources |
| Population by census block group | Every 5 years | US Census Bureau ACS or Decennial Census |
| Population density by census block group | Every 5 years | EJ Screen Tool or Esri Living Atlas |
| Poverty rate by census block group | Every 5 years | US Census Bureau ACS |
| Race and Hispanic origin by census block group | Every 5 years | US Census Bureau ACS or Decennial Census |
| Environmental Justice (EJ) and Mobility-Challenged communities | Every 5 years | WILMAPCO |
| 2050 population projections by Traffic Analysis Zone (TAZ) | Every 5 years | Delaware Population Consortium/ WILMAPCO |
| 2050 employment projections by TAZ | Every 5 years | Delaware Population Consortium/ WILMAPCO |

| AGENCY ROLES |
|---|
| <ul style="list-style-type: none"> • WILMAPCO: <ul style="list-style-type: none"> ○ Determine boundaries of EJ and Mobility-Challenged communities ○ Compile census data ○ Compile most recent population and employment projections • All agencies: Apply data to planning with equity focus |

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Data Highlights

Figure 20 shows a choropleth map of TAZs in or near the NCAMP/GPBCS monitoring area, color-coded by the projected percent change in employment from 2020 to 2050. The labels on each TAZ represent the 2020 employment count from the projection data. Most of the TAZs have no change in employment or a decrease in employment, while a few are expected to have large increases. The TAZ containing the Edgemoor site is expected to increase by over 300% from the 2020 estimate of 143 employees.

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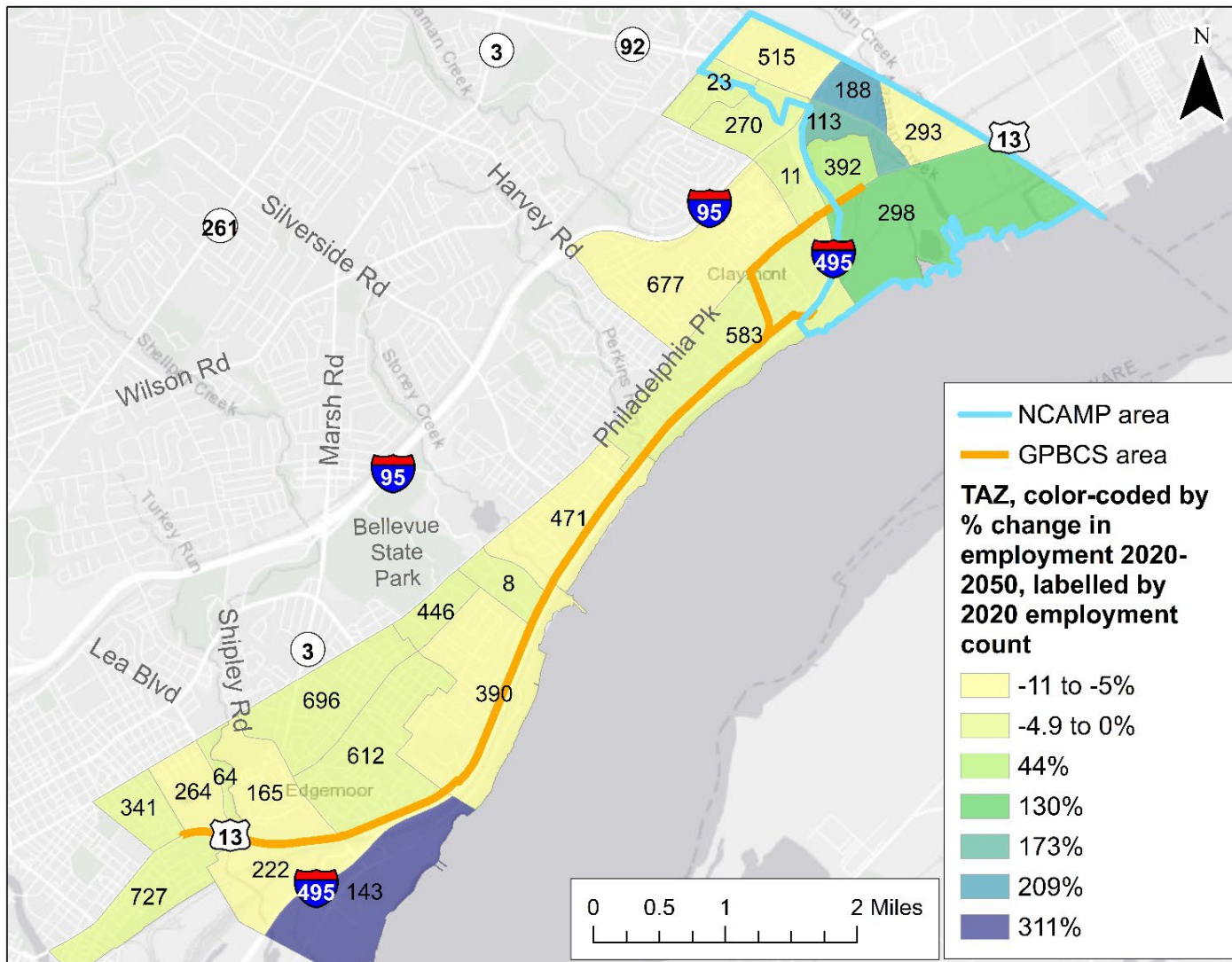


Figure 20. Traffic analysis zones by projected percent change in employment 2020–2050, labelled with 2020 employment counts (projected)

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See the online interactive map app for the following data:

- ACS 2015-2019 block group data:
 - Population
 - Population density
 - Race and Hispanic origin
 - Population living under poverty level
- Moderate and significant EJ communities (from WILMAPCO)
- Moderate and significant mobility-challenged communities (from WILMAPCO)
- Percent change in population, 2020-2050, based on 2022 projections
- Percent change in employment, 2020-2050, based on 2022 projections

Conclusion and Next Steps

During this inaugural monitoring process, WILMAPCO and partners compiled recent data on NCAMP and GPBCS's transportation and land use recommendations and existing conditions metrics.

Recent shifts in economic and market conditions since 2020, provoked or accelerated by COVID-19, present a reality that is different than what was forecasted in the original NCAMP based on the market study completed in 2016. Monitoring partners and stakeholders may find value in obtaining an updated market study to better understand the current conditions and consider updates to objectives and strategies for the greater Claymont area.

Ongoing Coordination and Monitoring Process

The data provided in this report and the accompanying interactive map will serve as the foundation for future year monitoring. Monitoring will take place on an annual cycle. Each monitoring period will include the following tasks:

- Coordination meeting of the Monitoring Committee.
- Compilation of updated data regarding status of transportation and land use recommendations and existing conditions metrics.⁶
 - Based on public feedback at the May 2023 workshop, the Monitoring Committee should consider monitoring environmental indicators, such as air and water quality. The EPA's EJ Screen Tool and coordination with DNREC are two immediate resources from which data could be procured.
- Ongoing coordination among partners throughout the year as new development and infrastructure is proposed and progresses. Land development activity that is particularly relevant to implementing the current plan goals are:
 - First State Crossing Site 6
 - Planned Edgemoor Port of Wilmington Facility
- Providing updates on monitoring period data and findings to the public and soliciting the community's feedback regarding their current priorities related to the plans' transportation and land use goals.

⁶ Suggested frequency for updating data for each indicator is listed in the indicator's associated monitoring topic profile in this report.

Appendix A: NCAMP goals, objectives, and metrics

| Goals | Objectives | Measured with Metric? |
|--|---|-----------------------|
| Foster a Variety of Housing | Include development of housing for a variety of incomes and in a variety of types, including mixed-use | Yes |
| | Plan for new residential areas with views of the waterfront and protect existing views | No |
| | Encourage housing for 55+ and assisted living facilities | No |
| Encourage Design that Builds On Community Strengths | Promote an attractive, walkable, transit-oriented environment | Yes |
| | Preserve and respect the history of the area | No |
| | Limit the visibility of surface parking lots and encourage structured parking | No |
| Promote Economic Development and Expand Job Opportunities | Provide job opportunities through support for industry and retail, including small, local businesses | Yes |
| | Support job training opportunities (including a potential satellite campus) | Yes |
| Create a Safe, Healthy, and Welcoming Community | Encourage development of a greater variety of restaurants, shops, and entertainment destinations | Yes |
| | Enhance safety of existing neighborhoods and ensure safety of newly-developed areas | No |
| | Expand opportunities for improved community health and wellness | Yes |
| | Buffer existing and new residential, commercial, institutional, and open space areas from industrial areas | Yes |
| | Encourage support for family and human development | No |
| Increase the Network of Open Space and Recreation Facilities | Create gateways to the community and improve wayfinding | No |
| | Provide access to more public open space and recreation facilities, including parks | Yes |
| | Designate public access areas on the waterfront | Yes |
| Protect and Restore the Environment | Continue the East Coast Greenway and provide more off-road trails | Yes |
| | Enhance Naamans Creek waterway | No |
| Improve Local and Regional Multimodal Transportation Connections | Mitigate existing and future air, water, and sound pollution | Yes |
| | Reduce traffic congestion and crashes | Yes |
| | Promote safe facilities, particularly facilities that do not conflict with the movement of trucks, for people walking and bicycling | Yes |
| | Relocate and design the train station to become a more convenient and appealing facility | Yes |
| | Encourage development of a multimodal train/bus/bike/walk hub | Yes |
| | Improve bus service within Claymont | No |

Figure 5-1. Objectives Measured with Metrics

Appendix B: Additional Land Use Application Data

The following table excludes applications that were solely for a minor subdivision, resubdivision, or parking plan

Table 12. Land development applications in the NCAMP/GPBCS monitoring area, submitted or recorded January 2018–April 2023

| Key map ID | Project name (linked to NCC Project Details page) | Application type | Project description (from NCC Project Details page) | Status | DUs | Non-residential sq. ft. | TIS/TOA | Developer Agreements | Notes |
|------------|---|------------------------|---|-----------------------------|-----|-------------------------|---------|----------------------|---|
| CEI | Claymont Elementary School | Minor land development | West side of Green Street, approximately 2900 feet south of Darley Road. Subdivide property into two lots, construct 1050 s.f. building additions to existing school, remove existing building, and reconfigure park and play areas. S Zoning. CD 8. Brandywine Hundred | Recorded 12/7/2020 | | 1,050 | | LDIA | Originally recorded 7/3/2018, record plan modification recorded 12/7/2020 |
| EGI | Edge at Greentree | Minor land development | East side of Peachtree Road, 766 feet north of Darley Road. Construction of nine new apartment units within existing buildings on the site. No new GFA. NCap Zoning. CD 8. Brandywine Hundred | Recorded 6/3/2020 | 9 | | | | No new GFA |
| EG2 | Edge at Greentree-Phase 2 | Minor land development | East side of Peachtree Road, north side of Cedartree Lane. Construct nine apartment units within existing buildings and associated improvements. NCap Zoning. CD 8. Brandywine Hundred | Active, received 10/19/2020 | 9 | | | | No new GFA |

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| Key map ID | Project name (linked to NCC Project Details page) | Application type | Project description (from NCC Project Details page) | Status | DUs | Non-residential sq. ft. | TIS/TOA | Developer Agreements | Notes |
|------------|---|------------------------|--|----------------------------|-----|-------------------------|------------------------|----------------------|-------|
| E11 | Edgemoor Port Facility | Minor land development | East side of Hay Road, north and south of the Edgemoor Road intersection. Construct a 250,000 s.f. warehouse, 48,900 s.f. office, 3600 s.f. building OCR, 56,057 s.f. building canopies, railyard, container port and associated improvements on T.P. 06-153.00-006 and 15,000 s.f. administrative office on TP 06-153.00-003. HI Zoning. CD 8. Brandywine Hundred | Active, received 3/12/2020 | | 373,557 | TOA accepted 6/22/2021 | | |
| E12 | Hay Rd | Site plan | East side of 1495, west side of Hay Road. to add 163,149 sf of paving for outdoor storage. HI Zoning. CD 8. Brandywine Hundred | Recorded 6/21/2021 | | | | | |
| E13 | 100 Amer Road - Rmr Recycle | Site plan | Terminus of Amer Road. Document recycling and associated lease areas to verify the industry is a permitted light industry use in a heavy industry zoning district. HI Zoning. CD 8. Brandywine Hundred | Complete 11/21/2022 | | | | | |

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| Key map ID | Project name (linked to NCC Project Details page) | Application type | Project description (from NCC Project Details page) | Status | DUs | Non-residential sq. ft. | TIS/TOA | Developer Agreements | Notes |
|------------|---|---------------------|--|-----------------------|-----|-------------------------|---------|----------------------|---|
| EI4 | 120 Hay Road | Zoning verification | warehouse/industrial | Complete 2/2/2023 | | | | | Another request submitted 11/12/2021 but no associated documents are posted |
| EPI | Edgemoor Gardens Park | Site plan | South side of Rysing Drive, directly across from River Road. Create a park including a playground, basketball court, small soccer field, pavilion, and paved path. CD 8. NCTH Zoning. Brandywine Hundred | Recorded 6/21/2018 | | | | | |
| ERI | SLD Suez-Edgemoor Reservoir Tank | Site plan | North side of Governor Printz Boulevard, 940 feet west of E. Lea Boulevard. Construct a 110 foot diameter, ground supported water storage tank and related improvements. I and CR Zoning. CD 4. Brandywine Hundred | Recorded 7/11/2019 | | | | | |

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| Key map ID | Project name (linked to NCC Project Details page) | Application type | Project description (from NCC Project Details page) | Status | DUs | Non-residential sq. ft. | TIS/TOA | Developer Agreements | Notes |
|------------|---|------------------------|---|-----------------------------|-----|-------------------------|---------|---|-------------------------------|
| FSI | First State Crossing – Parcel 1 | Major land development | South side of Naamans Road, 1,300 feet west of Hickman Road. Construction of 300,112 s.f. of warehouse space, establish cross access easement and dedicate right-of-way. I Zoning. CD 8. Brandywine Hundred | Active, received 2/28/2023 | | 300,112 | * | | |
| FS3A | First State Crossing – Parcel 3A | Minor land development | Southwesterly corner of Philadelphia Pike and Naamans Road. Document 363,726 s.f. of demolished GFA. Create a 28.177-acre Parcel 3A and construct a 358,400 square feet to GFA and associated improvements. HI Zoning. CD 8. Brandywine Hundred | Recorded 9/3/2022 | | 358,317 | * | traffic signal installation and maintenance agreement, LDIA | |
| FS3B | First State Crossing – Parcel 3B | Minor land development | Northwesterly corner of Philadelphia Pike and Naamans Road. Construct 100,905 s.f. of gross floor area and associated improvements. HI Zoning CD 8. Brandywine Hundred | Active, received 10/19/2022 | | 100,905 | * | | No docs posted as of 5/9/2023 |

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| Key map ID | Project name (linked to NCC Project Details page) | Application type | Project description (from NCC Project Details page) | Status | DUs | Non-residential sq. ft. | TIS/TOA | Developer Agreements | Notes |
|------------|---|--|---|-----------------------------|-----|-------------------------|---------|---|--------------------|
| FS4N | First State Crossing – Parcel 4N | Major land development with rezoning and subdivision | South side of Philadelphia Pike, 1,000 feet west of Naamans Road. Implement redevelopment plan to construct a mixed use development with 593,800 sf gross floor area and associated improvements by subdividing property into six parcels and dedicate 2,557 s.f. of right of way. Rezone from HI to CR. CD 8. Brandywine Hundred | Active, received 6/29/2020 | 340 | 214,265 | * | Non-residential square footage includes proposed Retail I on Parcel 4NA | Multi-family units |
| FS4N | First State Crossing – Parcel 4NA | Minor land development with subdivision | South side of Philadelphia Pike, 1000 feet west of Naamans Road. Subdivide tax parcel into two separate parcels, establish cross access easement, and document 629,617 square feet of demolished GFA: 273,630 s.f. applied to App. 2019-0697; 355,987 s.f. remains towards redevelopment of this parcel. No construction or land disturbance proposed by this plan. HI Zoning. CD 8. Brandywine Hundred | Active, received 11/18/2021 | | | * | | |

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| Key map ID | Project name (linked to NCC Project Details page) | Application type | Project description (from NCC Project Details page) | Status | DUs | Non-residential sq. ft. | TIS/TOA | Developer Agreements | Notes |
|------------|---|---|---|-----------------------------|-----|-------------------------|---------|----------------------|----------------------------------|
| FS4S | First State Crossing—Parcel 4S | Minor land development with title subdivision | South side of Philadelphia Pike, approximate 2,000 feet southwest of Naamans Road. Document 629,617 s.f. of demolished gross floor area to create a minor land development plan for a 273,630 s.f. building, depict phasing and associated site improvement and do a Title Subdivision. HI Zoning. CD 8. Brandywine Hundred | Active, received 11/18/2019 | | 273,630 | * | | |
| FS6 | First State Crossing—Site 6 | Major land development | East side of Amtrak rail, east of the Transit Center Drive terminus, and 650 feet east of Philadelphia Pike. Construct a subdivision consisting of 926 dwelling units. HI to ST Zoning. CD 8. Brandywine Hundred | Active, received 8/1/2021 | 926 | | | | No review letters as of 5/9/2023 |
| MSI | Merchants Square | Minor land development | North side of Governor Printz Boulevard, east of Paladin Drive, west of Edgemoor Road. Remove 199,150 s.f. of existing buildings and redevelop property with 87,000 s.f. of commercial buildings and associated improvements. CR Zoning. CD 4. Brandywine Hundred | Recorded 6/10/2019 | | 87,000 | | | |

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| Key map ID | Project name (linked to NCC Project Details page) | Application type | Project description (from NCC Project Details page) | Status | DUs | Non-residential sq. ft. | TIS/TOA | Developer Agreements | Notes |
|------------|---|------------------------|--|----------------------------|-----|-------------------------|---------------|----------------------|-------|
| MS2 | Merchants Square South | Minor land development | South side of Governor Printz Boulevard, east of Paladin Drive, west of Edgemoor Road. Construct a 9,900 s.f. retail building and a 8,800 s.f. retail building for a total of 18,700 s.f. and associated site improvements. CR Zoning. CD4. Brandywine Hundred | Expired | | | TOA requested | | |
| PI | Village Park at Paladin | Major land development | Western End of Brandywine Boulevard, 400 feet west of Edgemoor Road. Reconfigure lot lines to construct 30 apartments and 9 garages on previous Parcel 2, construct 34 apartments on Parcel 3, remove existing house and construct 6 apartments on Parcel 4. NCap Zoning. CD 4. Brandywine Hundred | Recorded 3/10/2022 | 64 | | | | |
| P2 | Carolyn Center | Major land development | Pre-X West side of Paladin Drive, 360 feet south of Eastview Lane. Construct three apartment buildings and one community building and associated improvements. NCap Zoning CD 4. Brandywine Hundred. | Active, received 3/10/2023 | | | | | |

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| Key map ID | Project name (linked to NCC Project Details page) | Application type | Project description (from NCC Project Details page) | Status | DUs | Non-residential sq. ft. | TIS/TOA | Developer Agreements | Notes |
|------------|---|------------------------------------|--|-----------------------------|-----|-------------------------|------------------|----------------------|----------------------------------|
| S1 | 727 Naamans Road | Minor land development w/ rezoning | Rezone property to CN construct a 3,250 s.f. retail building. NC21 to CN Zoning. | Recorded 11/3/2021 | | 3,250 | TIS not required | | |
| S2 | Society Drive Self Storage | Major land development w/ rezoning | Rezoning property from ON to CR to construct a 4-story, 90,000 s.f. self-storage building and associated improvements. ON Zoning. | Active, received 2/25/2021 | | 90,000 | TIS not required | | |
| S3 | Society Drive Apartments | Major land development w/ rezoning | Rezone site from ON to ST and construct a seven-story 116,190 s.f. apartment building (84 units) and associated site improvements. ON Zoning. | Active, received 10/24/2022 | 84 | | | | No review letters as of 5/9/2023 |
| TSI | Tri-State Mall | Minor land development | Demolish existing shopping center to construct a 525,000 s.f. warehouse and 15,022 s.f. retail building with site improvement and create a two lot title subdivision. CR Zoning. | Recorded 12/1/2022 | | 540,022 | | LDIA | |

* TIS Addendum #1 accepted 9/14/2021, Addendum #2 being prepared

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Key Maps

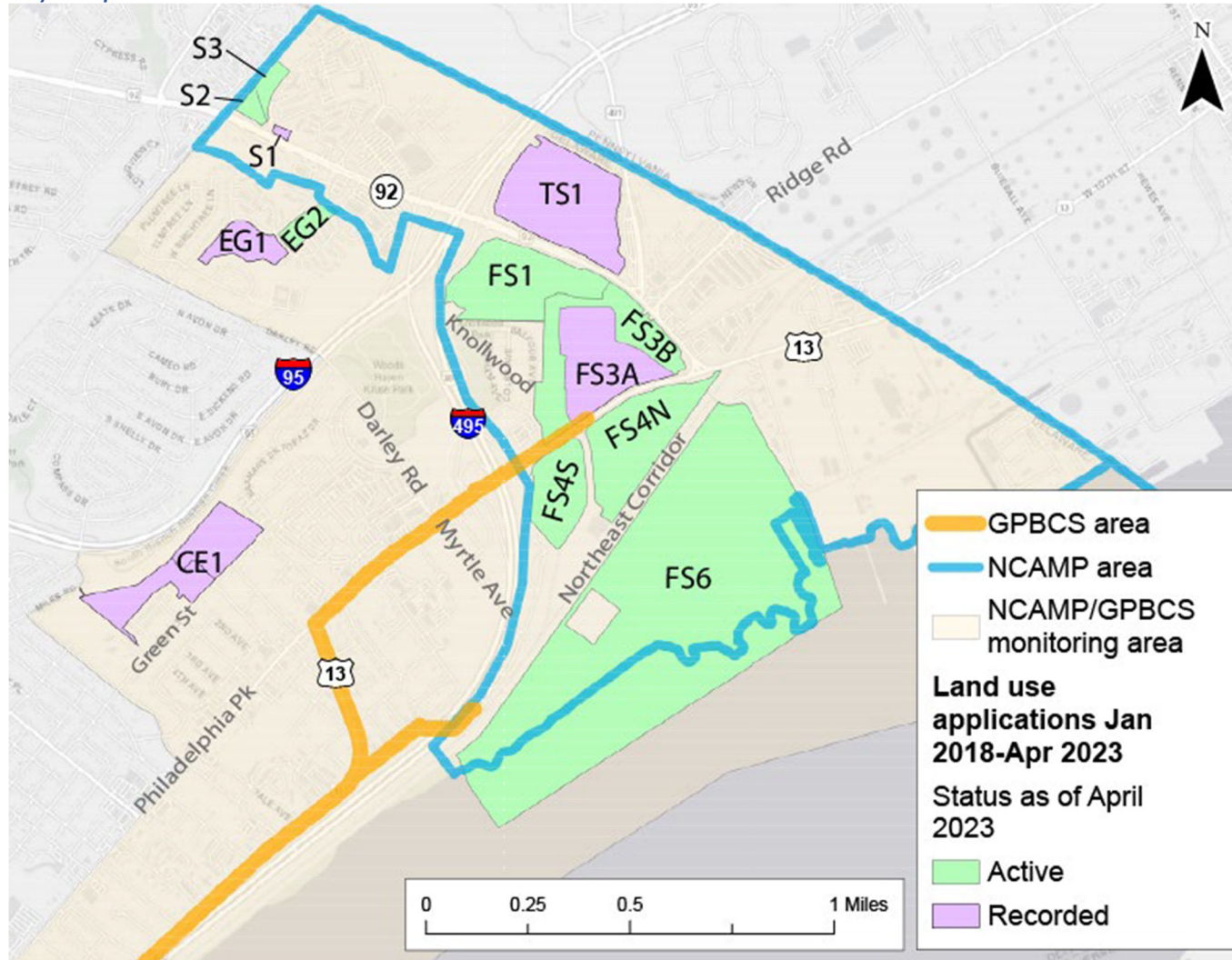


Figure 21. Key map of land use applications submitted or recorded January 2018–April 2023 for locations in NCAMP/GPBCS monitoring area northern extent

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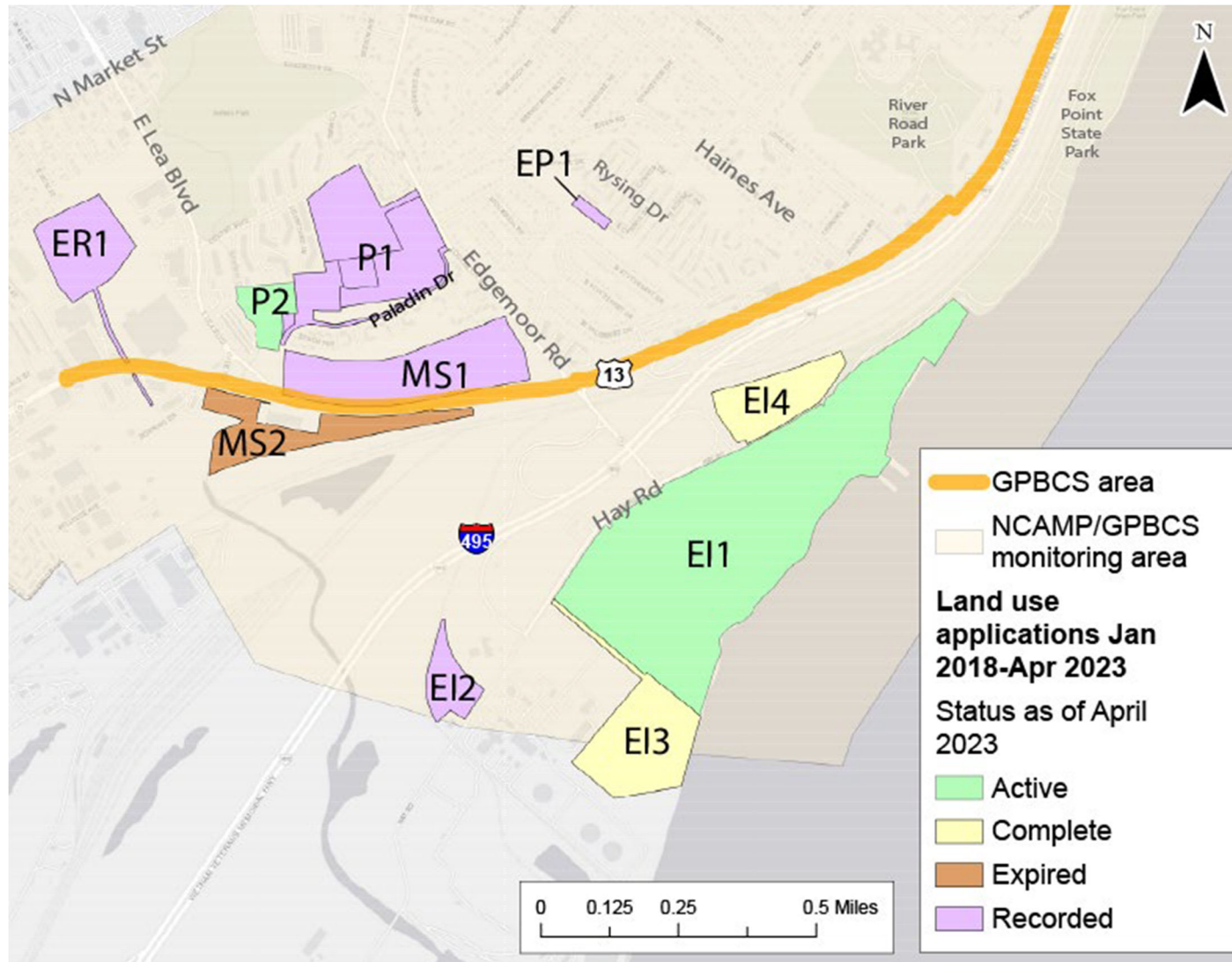


Figure 22. Key map of land use applications submitted or recorded January 2018–April 2023 for locations in NCAMP/GPBCS monitoring area northern extent