

# North Claymont Area Master Plan

## Scoping Meeting

January 30, 2015

10 a.m.

New Castle Room, New Castle County Government Center

### Attendees

Bruce Allen, DeIDOT

Marco Boyce, NCC

Heather Dunigan, WILMAPCO

Eileen Fogarty, NCC

Bobbie Geier, DeIDOT

Connie Holland, OSPC

Brett Saddler, CRDC

Cathy Smith, DTC

Bill Swiatek, WILMAPCO

Tigist Zegeye, WILMAPCO

### Summary

Ms. Dunigan opened the meeting with a review of a draft Tri-State Mall Transit Oriented Development Analysis scope of work. The analysis would be centered upon redevelopment opportunities at the Tri-State Mall, located north of Claymont along SR 92. Suggested tasks include:

- Identify issues, opportunities and constraints
- Define assumptions and potential land use and transportation scenarios for analysis
- Model land use and transportation scenarios
- Compare results of analysis

Members of the planning team include:

- Claymont Renaissance Development Coordination (CRDC)
- Delaware Department of Transportation (DeIDOT)
- Delaware Office of State Planning Coordination (OSPC)
- Delaware Transit Corporation (DTC)
- New Castle County Department of Land Use (NCC)
- Wilmington Area Planning Council (WILMAPCO)

There was a general discussion about the opportunities in and around the Tri-State Mall area.

The area itself is seen as neglected by CRDC, with more attention going to places south along Philadelphia Pike and Claymont Train Station.

The Claymont Steel Site, south of the Tri-State Mall is a potential redevelopment opportunity.

Ideally, DTC would like to move the Claymont Train Station further north to provide greater flexibility. Bus routes serving the Tri-State Mall are very successful, according to DTC, and the mall is a jumping off point for travelers into Pennsylvania via SEPTA bus service.

NCC has had discussions with Tri-State Mall specifically about mixed-use development. The current owner seems disinterested in pursuing housing on-site, and is awaiting developments on some nearby parcels. Commercial development to the west of the mall has been successful, though its auto-centric design is undesirable.

Potential buyers are interested in the industrial sites lining the Delaware River to the east of the Tri-State Mall, according to NCC.

Overall, it was agreed that the initial scope of work for a TOD analysis at the Tri-State Mall is too limited. It was decided that the study should be expanded to explore general transportation, land use, and economic redevelopment opportunities in the context of the area's environmental limitations (specifically the Coastal Zone Act).

Representatives from DNREC, New Castle County Economic Development, and DEDO should be added to the planning team.

A discussion about the revised scope of work occurred. NCC will be exploring economic development opportunities in the North Claymont area within the next several months, which would tie into Task 1 of the plan. There was uncertainty about the restrictions with the Coastal Zone Act, but it was agreed the study would not propose changes to that Act. Generally, the study should be preceded by a market analysis to determine market need in this area. The plan should assess current conditions and localized land-use adjustments, and transportation system adjustments. Care and thought should be given to disadvantaged housing developments within the study area.

The study's boundaries were revised. The western boundary will be the CSX Mainline. The southern boundary will extend south SR 92 including commercial parcels and then south along Interstate 495 to the Claymont Train Station. The Delaware River serves as the eastern boundary, while the Pennsylvania state line is the northern boundary.

Next steps include collecting baseline data and engaging new members of the planning team. A new study name was suggested: the North Claymont Area Land and Transportation Plan. After the meeting, the study name was shortened to North Claymont Area Master Plan.