COMMUNITY UPDATE: FEBRUARY 28, 2019

Land Use & Design
Community & Economic Development
North Claymont Area Master Plan
Transportation
Environment & Open Space
North Claymont Area Master Plan

• A master plan identifies **improvements and infrastructure** needed in an area in order **to guide growth and development** over a number of years and in phases.

• The **North Claymont Area Master Plan (NCAMP)** used a collaborative process to create a comprehensive vision for the future that includes consideration of four plan elements:

  - **Land Use and Design**
  - **Transportation**
  - **Community and Economic Development**
  - **Environment and Open Space**

• **Assessed the potential for North Claymont to support a mixed-use area** designed to promote economic activity, make public transit successful, make walking and bicycling convenient and safe, and provide for a vibrant, livable community.
Planning Partners

The Claymont Community

WILMAPCO

New Castle County
Delaware

CRDC
Claymont Renaissance Development Corporation

OSPC
Delaware Office of State Planning Coordination

Delaware Department of Natural Resources
And Environmental Control

DART
Moving Forward

DELAWARE
ECONOMIC DEVELOPMENT OFFICE
Right Place. Right Size.
Process

Community Visioning (Public Meeting #1) → Analyze Existing Conditions → Establish Goals → Create Scenarios → Evaluate Scenarios → Select Preferred Scenario → Final Master Plan

Community Input + Discussion (Public Meeting #2) → Community Review + Comment (Public Meeting #3)
Community Involvement

• The **Claymont Community**, at three interactive workshops.

• A **Project Management Committee (PMC)**, comprising representatives from several local, regional, and state agencies and organizations.

• An **Advisory Committee** made up of a variety of public and private stakeholders to represent the general community and give input throughout the entire process.

• **Other stakeholders** who have interests in and knowledge of specific topics in the study area participated through interviews and small group discussions.
## Goals and Objectives

<table>
<thead>
<tr>
<th>ELEMENTS</th>
<th>GOALS &amp; OBJECTIVES</th>
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<tbody>
<tr>
<td><strong>Land Use and Design</strong></td>
<td><strong>Encourage Design that Builds On Community Strengths</strong></td>
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<td><strong>Protect and Restore the Environment</strong></td>
<td><strong>Improve Local and Regional Multimodal Transportation Connections</strong></td>
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<tr>
<td><strong>Transportation</strong></td>
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**Aims and Objectives**

- **Land Use and Design**
  - Encourage Design that Builds On Community Strengths
- **Community and Economic Development**
  - Foster a Variety of Housing
  - Promote Economic Development and Expand Job Opportunities
- **Environment and Open Space**
  - Create a Safe, Healthy, and Welcoming Community
  - Increase the Network of Open Space and Recreation Facilities
- **Transportation**
  - Protect and Restore the Environment
  - Improve Local and Regional Multimodal Transportation Connections
Scenario Development

Scenario 1: Base Case

Scenario 2: Mixed Use Nodes

Scenario 3: Waterfront Industrial

Scenario 4: Mixed Use & Industrial

Community Input

### Likes (top categories based on responses)

<table>
<thead>
<tr>
<th>Likes</th>
<th>Responses</th>
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<tbody>
<tr>
<td>Green space (especially near water)</td>
<td>13</td>
</tr>
<tr>
<td>Train station improvements &amp; transit-oriented development</td>
<td>13</td>
</tr>
<tr>
<td>Multimodal considerations</td>
<td>10</td>
</tr>
</tbody>
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### Concerns (top categories based on responses)

<table>
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<th>Concerns</th>
<th>Responses</th>
</tr>
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<tbody>
<tr>
<td>Heavy industry on river / Impact of industry</td>
<td>10</td>
</tr>
<tr>
<td>Concerns about train station (surface parking; height of parking garage; location)</td>
<td>7</td>
</tr>
<tr>
<td>Other transportation / connectivity concerns</td>
<td>5</td>
</tr>
</tbody>
</table>
Scenario Development

Scenario 1: Base Case
Scenario 2: Mixed Use Nodes
Scenario 3: Waterfront Industrial
Scenario 4: Mixed Use & Industrial

Draft Recommended Land Use Scenario

Community Input

Committee Input

Final Recommended Scenario
Final Recommended Scenario

- **Proposed & Existing Green Space/Parks/Forest**
- **Enhanced Bike/Ped**
- **Major Multimodal Street Connections Minor**
- **Multimodal Street Connections Multimodal Hub/Bus Transfer Station**

**EXISTING**
- Retail/Commercial/Services
- Single-Family Residential
- Multifamily Residential Office
- Institutional Heavy
- industrial Utilities
- Cemetery
- Pedestrian Bridges
- Historic Properties
- Railroad
- Study Area Boundary

**PROPOSED**
- Retail
- Multifamily or Mixed Residential
- Industrial/Light Industrial Office
- Office
- Institutional
- Mixed-Use [Retail/Office]
- Mixed-Use [Retail/Office/Residential]
- Mixed-Use Lifestyle Center [Retail/Residential/Institutional]
- Mixed-Use [Retail/Institutional]
- Proposed & Existing Green Space/Parks/Forest

**Retail**
- Multifamily Residential
- Office

**Site Uses**
- Mixed-Use [Retail/Office]
- Mixed-Use [Retail/Office/Residential]
- Mixed-Use Lifestyle Center [Retail/Residential/Institutional]
- Mixed-Use [Retail/Institutional]
- Proposed & Existing Green Space/Parks/Forest

- Enhanced Bike/Ped
- Major Multimodal Street Connections Minor
- Multimodal Street Connections Multimodal Hub/Bus Transfer Station

- **Study Area Boundary**

**Final Recommended Scenario**
Eight (8) strategies provide a path toward realizing all elements of the preferred vision.
   » General area-wide strategies
   » Focus areas

Thirty-two (32) actions provide a framework for implementation of the plan.
   » Each action corresponds to a strategy.
   » Each notes a time frame for implementation, which goals are addressed by each action, and which agencies and/or organizations are most likely to act as implementing parties.
   » There are 11 priority actions.
Strategies

1. Implement a New Future Land Use Plan

2. Improve Conditions for All Transportation Modes

3. Craft an Economic Development Strategy for Claymont

4. Enhance Safety for Existing Neighborhoods and Re/Developing Areas

5. Beautify Claymont

6. Promote Community Health and Wellness

7. Improve and Add Recreation, Parks, and Green Spaces

8. Mitigate Air, Water, and Noise Pollution

Details about each strategy can be found in the final report.
Focus Areas

1. Train Station
2. Waterfront
3. Central Node
4. Tri-State Mall Area
5. Naamans Road from Hickman to US-13
6. West of I-95
7. Existing Active Industrial
Focus Areas: Train Station/Waterfront

Former conditions near the proposed train station site (facing south)
Focus Areas: Train Station/Waterfront

Relatively dense, with a mix of uses that includes residential, office, retail, and industrial/flex/R&D space. Housing will be key to creating a vibrant, transit-oriented place that attracts high-quality office/businesses.

Waterfront access, with potential recreational, marina, and/or retail uses.

Train station parking largely provided in structures, with other parking areas located behind buildings.

A comfortable walking and bicycling environment.

Concept for transit-oriented development at train station site (facing south toward the River)
Close-in view of spine road concept near train station
Focus Areas: Tri-State Mall

Existing conditions near Tri-State Mall (facing east on Naamans Road)
Focus Areas: Tri-State Mall

Proposed improvements near the current Tri-State Mall site (facing east on Naamans Road)
Focus Areas: Tri-State Mall

Proposed improvements near the current Tri-State Mall site (facing east on Naamans Road)

- Buildings pulled up to the sidewalk, for a comfortable pedestrian experience and to visually narrow the roadway.
- Direct connection to train station via spine road, with comfortable pedestrian crossings for Naamans Road.
- A mix of small and large retail uses mixed with residential, entertainment, dining, and institutional uses.
Priority Actions

**Strategy 1: Implement a New Future Land Use Plan**

- Incorporate the future land use plan, transportation improvements, and other recommendations into county, regional, state, and local planning documents.

**Strategy 2: Improve Conditions for All Transportation Modes**

- Incorporate recommended transportation projects into the Regional Transportation Plan and prioritize for inclusion in the Transportation Improvement Program.
Priority Actions

**Strategy 3: Craft an Economic Development Strategy for Claymont**

• Convene a forum of developers and elected officials to discuss priorities, opportunities, and constraints for development in Claymont.

**Strategy 4: Enhance Safety for Existing Neighborhoods and Re/Developing Areas**

• Establish a public safety advisory group for Claymont, utilizing existing neighborhood and business leadership networks.

• Work with neighborhoods to identify areas with a need for enhanced streetlights, and secure funding for installation.
Priority Actions

**Strategy 5: Beautify Claymont**

- Seek designations that allow entities within Claymont to seek additional funding assistance.
- Create an assistance program to fund community-led property upgrades and small-scale projects.
- Increase outreach and support related to existing opportunities to fund and implement projects.
Priority Actions

**Strategy 6: Promote Community Health and Wellness**

- Ensure that developments in Claymont meet upcoming County standards for placemaking and healthy communities.

**Strategy 7: Improve and Add Recreation, Parks, and Green Spaces**

- Allot funds for parks and recreation enhancements and maintenance recommendations.

**Strategy 8: Mitigate Air, Water, and Noise Pollution**

- Continue to monitor for air, water, and noise pollution that might trigger protective actions, and report regularly on findings.
TRANSPORTATION IMPROVEMENTS

• Incorporate into the Regional Transportation Plan and prioritize for inclusion in the Transportation Improvement Program.
• Large-scale projects (e.g., Diverging Diamond Interchange) will proceed only if/when needed.
• Train station construction is scheduled to begin in 2018. Construction of the access road (“spine road”) will be included east of Philadelphia Pike. Construction of the rest of the spine road will proceed with development.

LAND USE CHANGES

• Will proceed with property owner & developer interest, and completion of remediation activities.

OTHER PLAN ACTIONS

• As incorporated into plans and funded, privately or publicly (or both).
THANKS TO THE COMMUNITY FOR ATTENDING MEETINGS AND GIVING YOUR INPUT!

We hope you will stay involved with the plan, and that you will be a champion for its implementation.
NORTH CLAYMONT AREA MASTER PLAN

Implementation Update
Necessary policy changes...

- Comprehensive Plan (Current Plan – 2012)
- Zoning (Unified Development Code)
- Other Regulations (Traffic Concurrency)
Interim Comprehensive Plan Changes (Full update in 2022)

New section – Chapter 13 “Community Area Master Plans”

NCAMP recommendations
  Recommended Scenario
  Goals-Objectives-Strategies

New Future Land Use Map designation – “Community Revitalization District”

Force of law

Informs zoning

State and County approvals (Ordinance process)
RECOMMENDED Scenario
ZONING

Existing Tools (UDC)

- Village & Hamlet (Whitehall)*
- Traditional Neighborhood*
- Mixed Use – (strict percentile usage mix)
- EED (Economic Empowerment District)*
- NPOD (Neighborhood Preservation Overlay District)*

Guiding Principles (optional guidance)

Industrial Zones (limited ancillary uses)

* - Requires rezoning or UDC change
New Tools???

(Yes, PLEASE!)

• New Zoning District - Form-based standards? *

• Mixed Use changes *(flexible* percentile usage mix)? *

• *Modified* EED *(allow* more residential)? *

• Make “Guiding Principles” mandatory? *

• [Consider the marketplace](#)

• State and County approvals *(Ordinance process)*

* - Requires rezoning or UDC change
Recent Changes to the UDC (Summer 2018)

Site Design
- Building & streetscape integration
- Block size & cul-du-sac length
- Parking ratios
- Sidewalks & pathways
- Loading zones
- Drive-thru lanes

Landscape Design
- Frontage buffer yards
- Street trees
- Planting ratios
- Expanded plant list
- Integrate with SWM
- Reforestation & open space
High-quality streetscape design and multimodal integration

4. PHILADELPHIA PIKE RETAIL AREAS (FACING NE): 118-126'

5. PHILADELPHIA PIKE NON-RETAIL AREAS (FACING NE): 100'

Figure 6-10. Philadelphia Pike Cross Section - Non-Retail Areas
STREETS & HIGHWAYS

Reconfigure or design intersections for multimodal access
OTHER TOOLS

TID (Transportation Improvement District)
- Contiguous area
- Various potential traffic metrics (delay, travel time, VMT)
- Alternate concurrency standards
- Fee-based
- Monitoring program (on-going)
- Transportation master planning (DelDOT and NCCo)

CCED (Complete Community Enterprise District)
- Contiguous compact area (1 to 9 square miles)
- 25 MPH design speed
- No parking minimums
- Mix of zoning/uses
- No intense retail-only zoning
- Walking, cycling & transit-based development (master planned)
CURRENT STATUS

Comprehensive Plan (Summer 2019)
- Interim update
- Preparing ordinance for adoption

Zoning (Fall 2019)
- Developing new zoning districts and mixed-use standards
- Continue implementing new site, building and landscape design standards

Other Regulations (Summer 2019)
- Updating UDC – Chapter 11 standards for TID/CCED’s
- Identifying TID or CCED areas

Note: All timeframes are tentative
Questions???