

COMMUNITY UPDATE: FEBRUARY 28, 2019



Land Use & Design

Community & Economic
Development

North Claymont Area Master Plan

Transportation

Environment
& Open Space

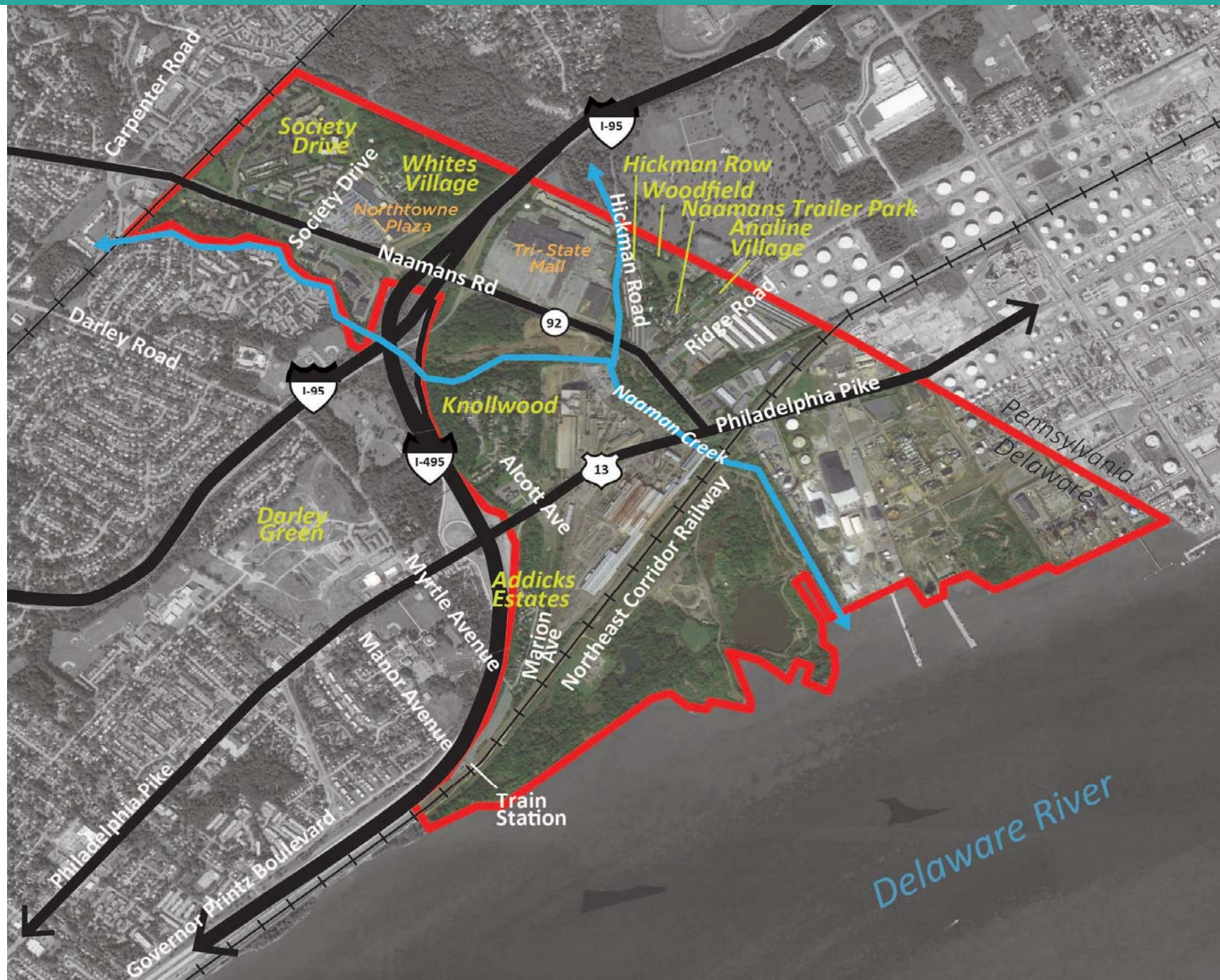
North Claymont Area Master Plan

- 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:



- **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.

Study Area

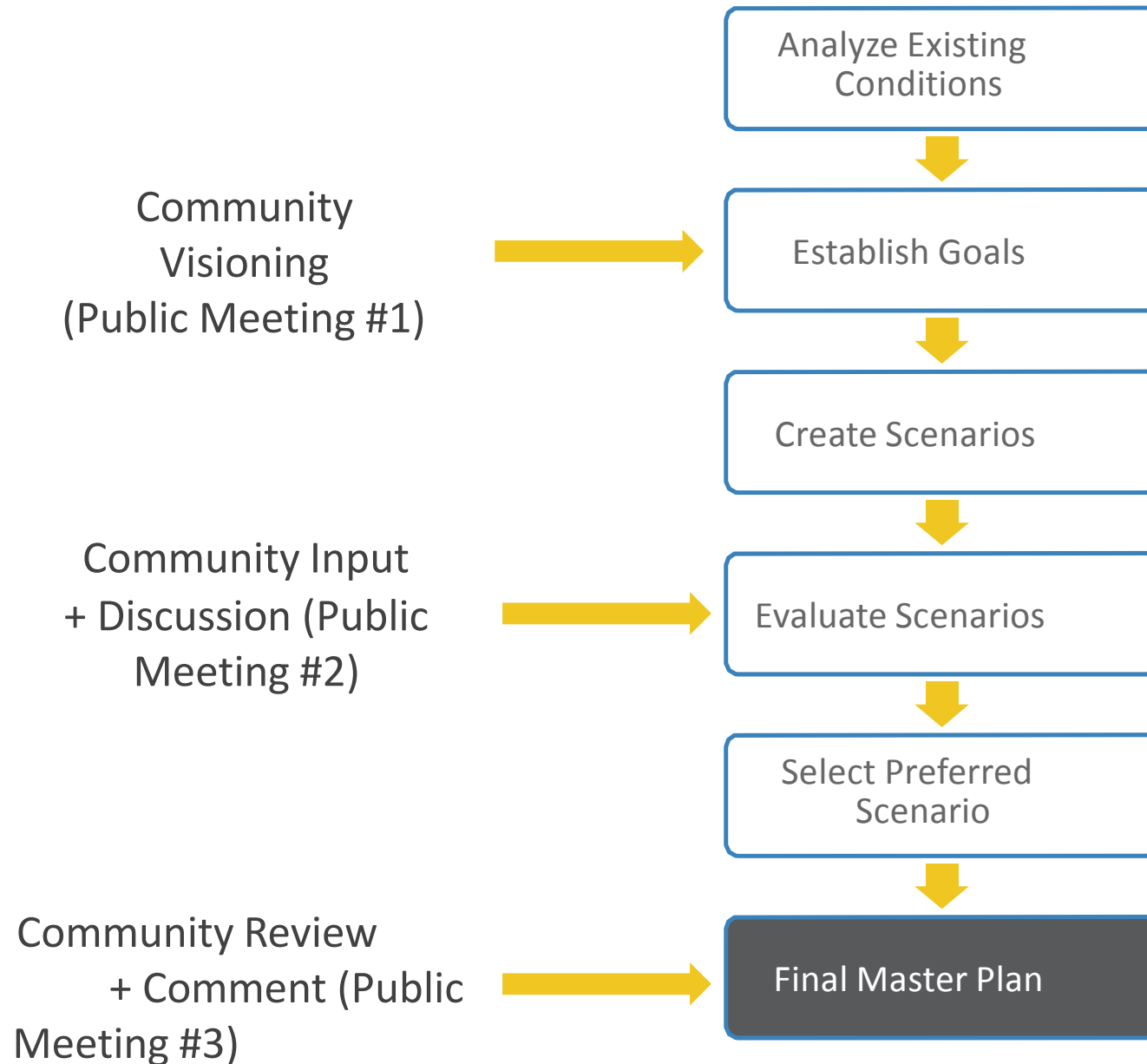


Planning Partners

The Claymont Community



Process



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

ELEMENTS

Land Use and Design



Community and Economic Development



Environment and Open Space



Transportation



Encourage Design that Builds On Community Strengths

Foster a Variety of Housing

Promote Economic Development and Expand Job Opportunities

Create a Safe, Healthy, and Welcoming Community

Increase the Network of Open Space and Recreation Facilities

Protect and Restore the Environment

Improve Local and Regional Multimodal Transportation Connections

OBJECTIVES

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GOALS & OBJECTIVES

Scenario Development

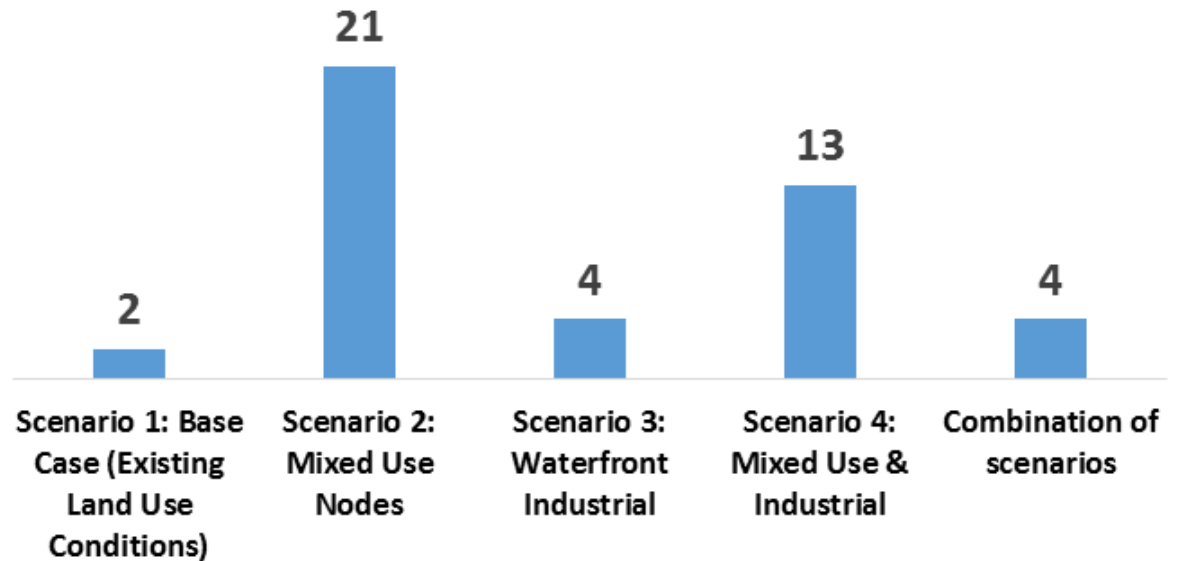
Scenario 1:
Base Case

Scenario 2:
Mixed Use
Nodes

Scenario 3:
Waterfront
Industrial

Scenario 4:
Mixed Use &
Industrial

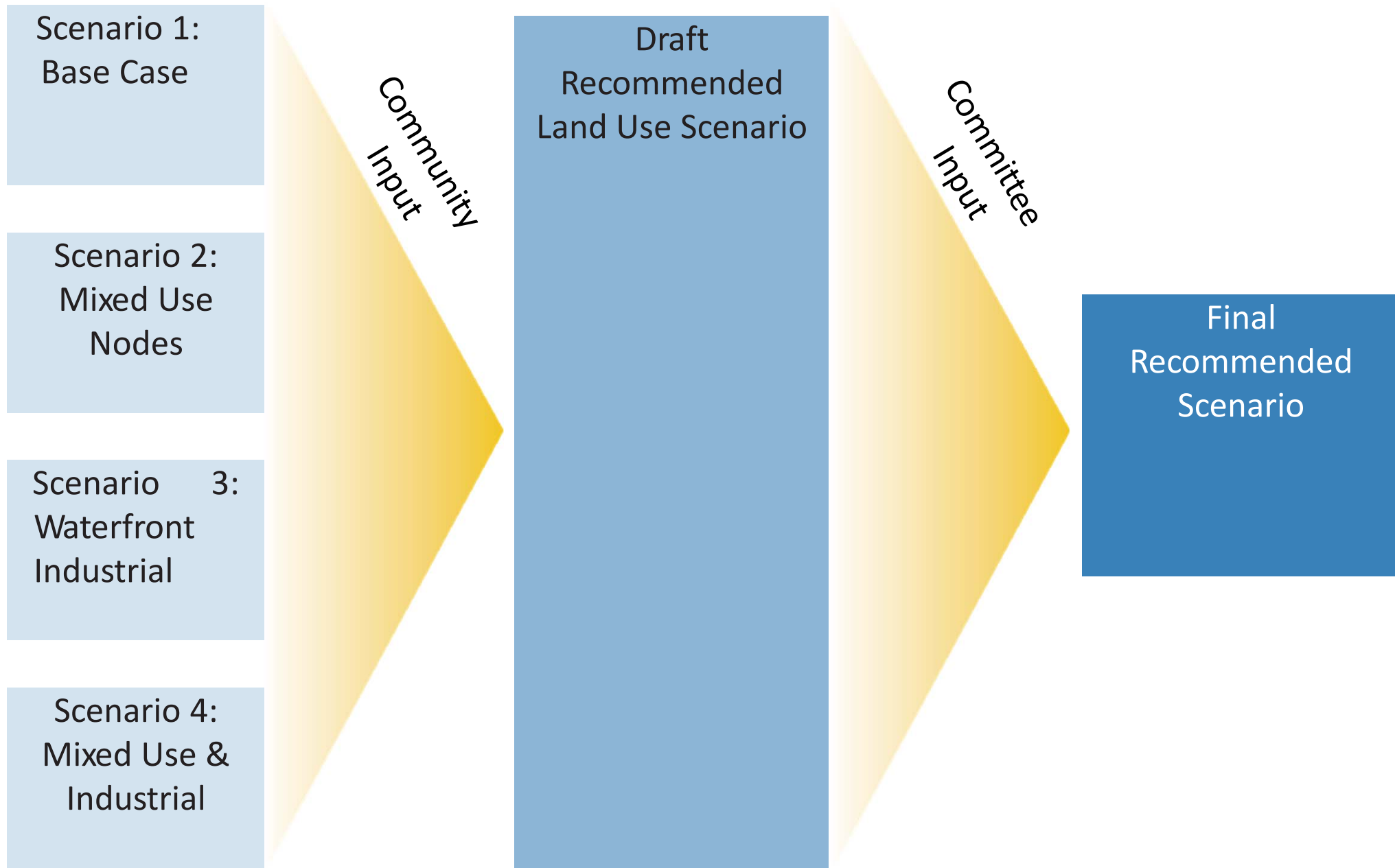
Community
Input



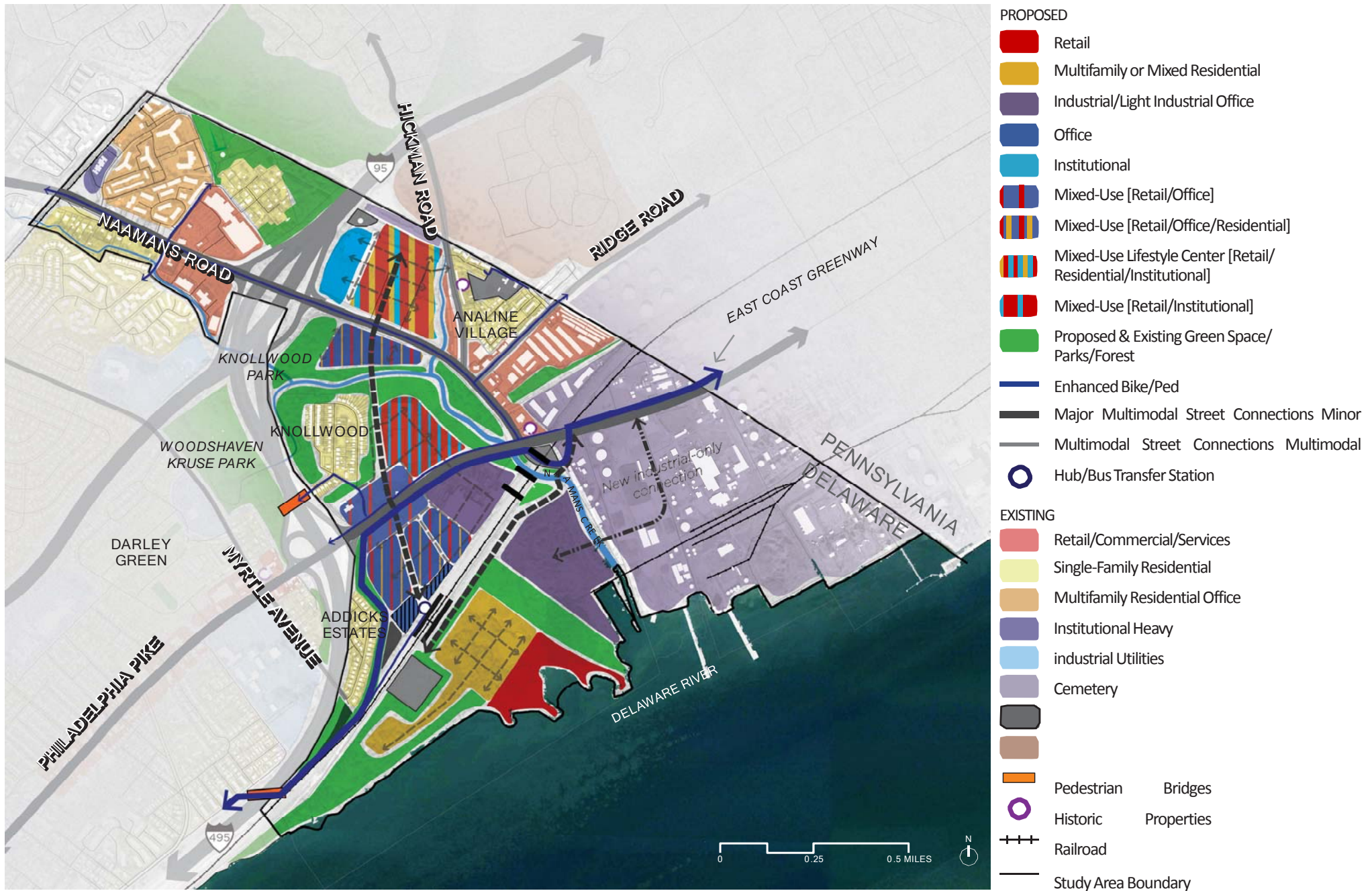
Likes (top categories based on responses)	Responses
Green space (especially near water)	13
Train station improvements & transit-oriented development	13
Multimodal considerations	10

Concerns (top categories based on responses)	Responses
Heavy industry on river / Impact of industry	10
Concerns about train station (surface parking; height of parking garage; location)	7
Other transportation / connectivity concerns	5

Scenario Development



Final Recommended Scenario



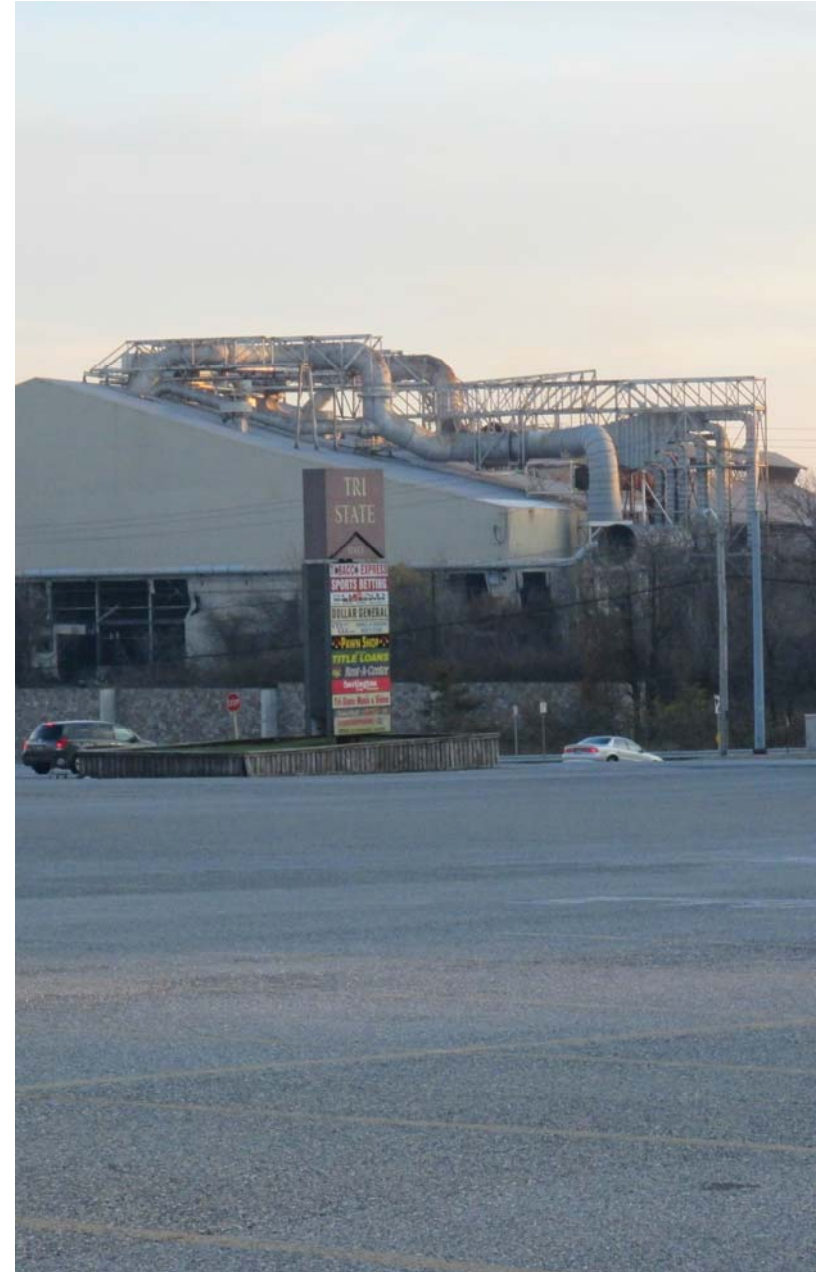
Draft Strategies and Actions

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.



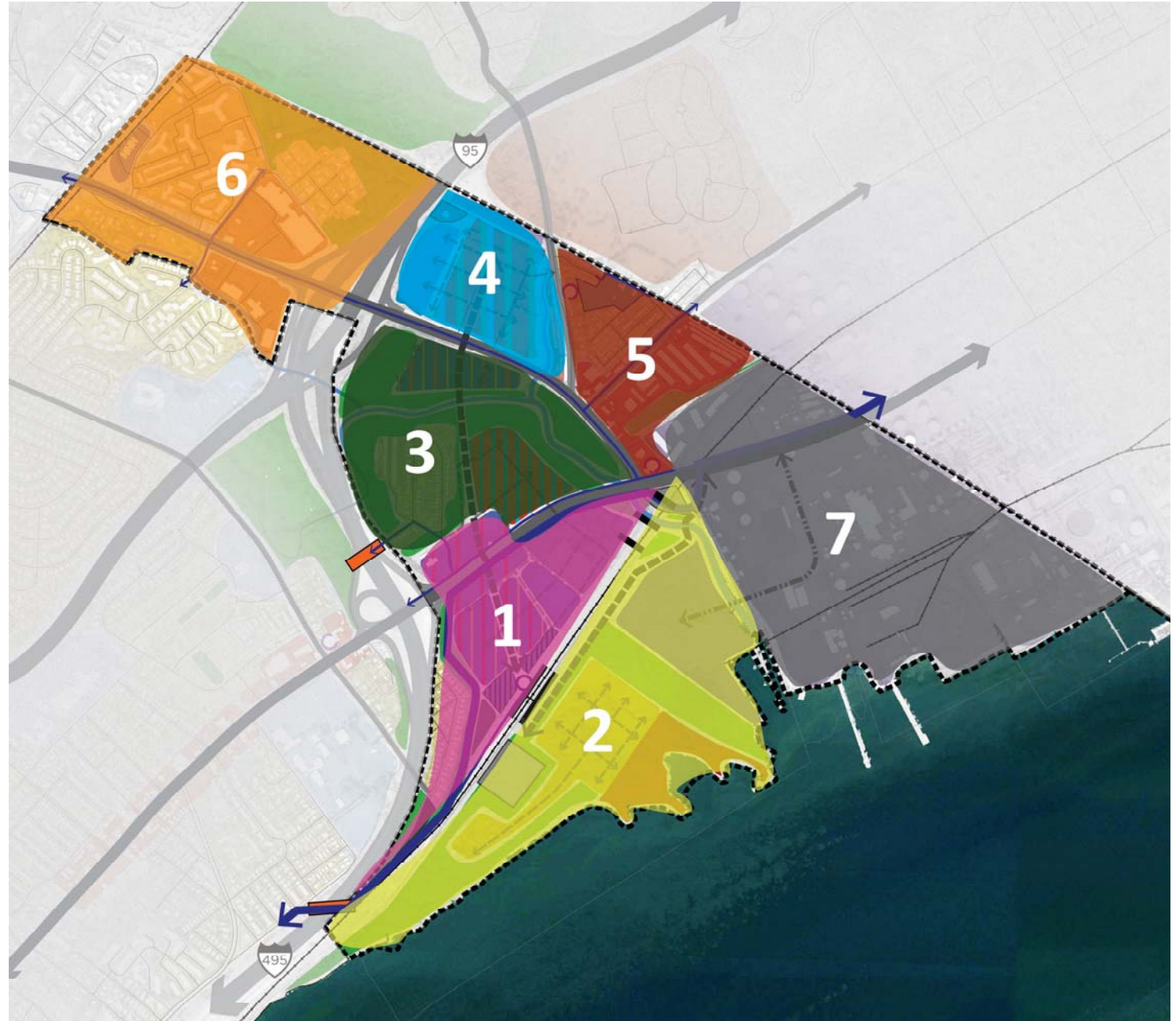
Strategies

- 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)

Focus Areas: Train Station/Waterfront

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)

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.



Phasing

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).

Thank you!

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



PLAN IMPLEMENTATION

Necessary policy changes...

- Comprehensive Plan (Current Plan – 2012)
- Zoning (Unified Development Code)
- Other Regulations (Traffic Concurrency)

COMPREHENSIVE PLAN

Interim Comprehensive Plan Changes (Full update in 2022)

New section – Chapter 13 “Community Area Master Plans”

NCAMP recommendations

Recommended Scenario

Goals-Objectives-Strategies

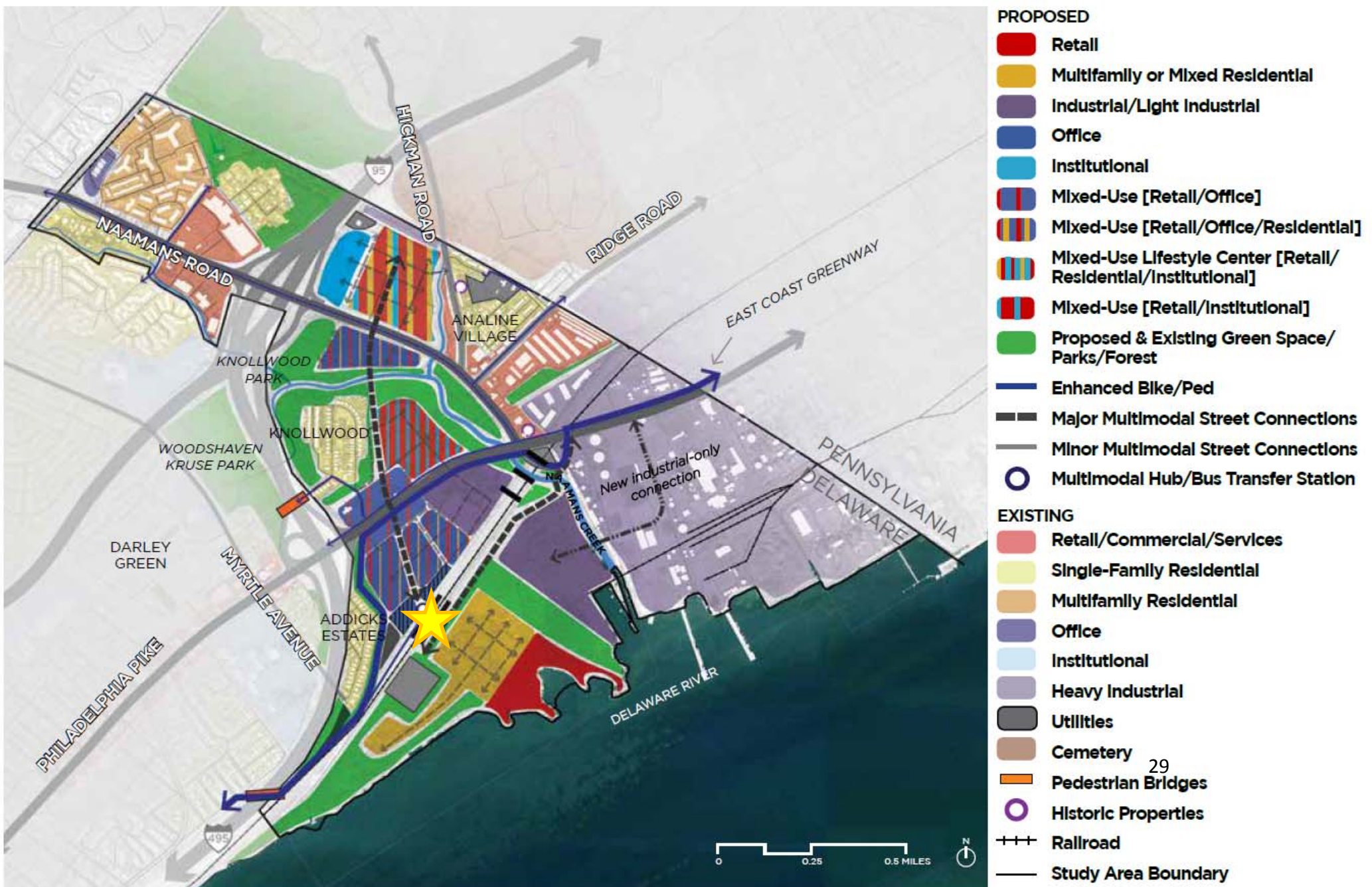
New Future Land Use Map designation – “Community Revitalization District”

Force of law

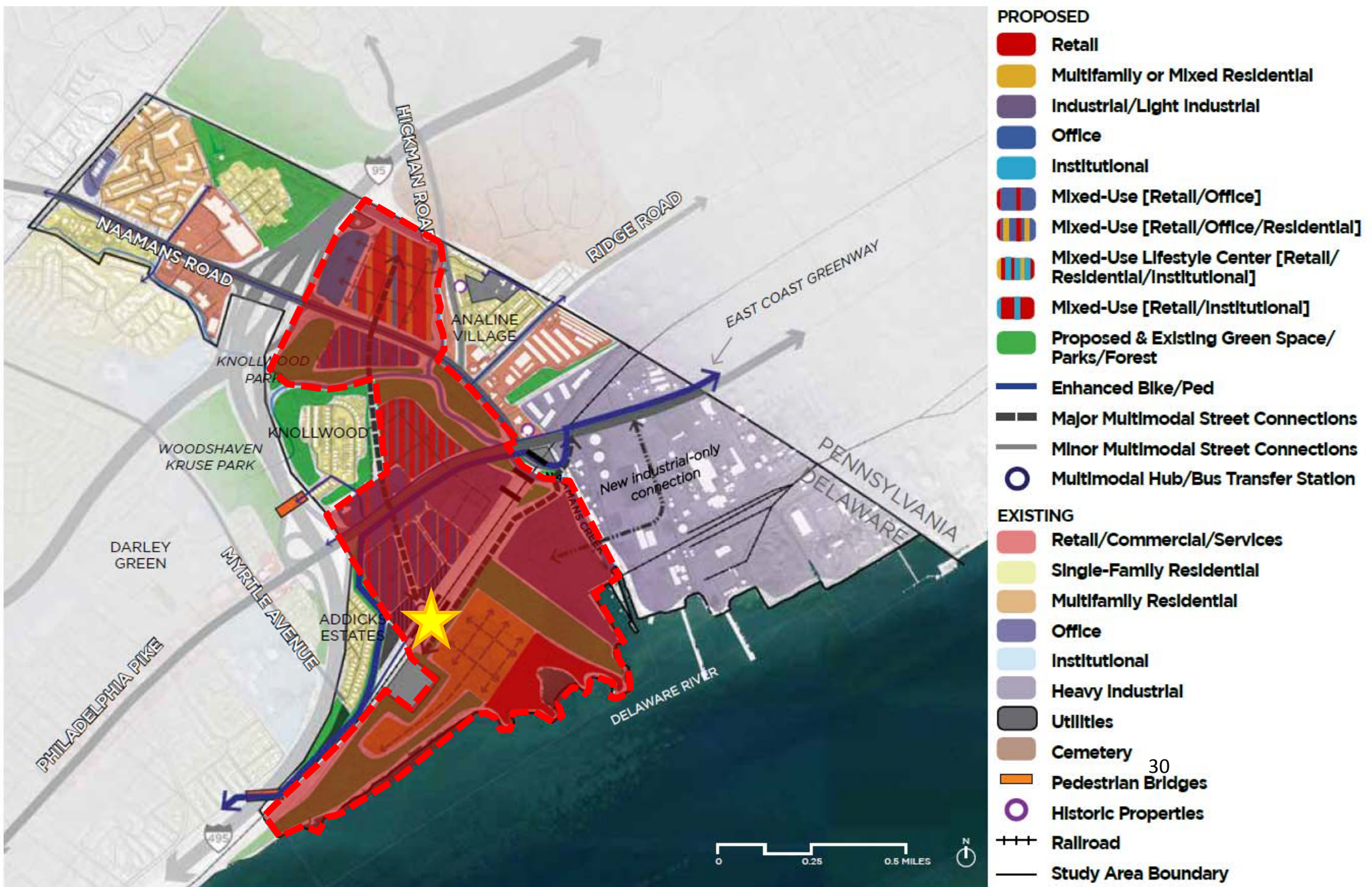
Informs zoning

State and County approvals (Ordinance process)

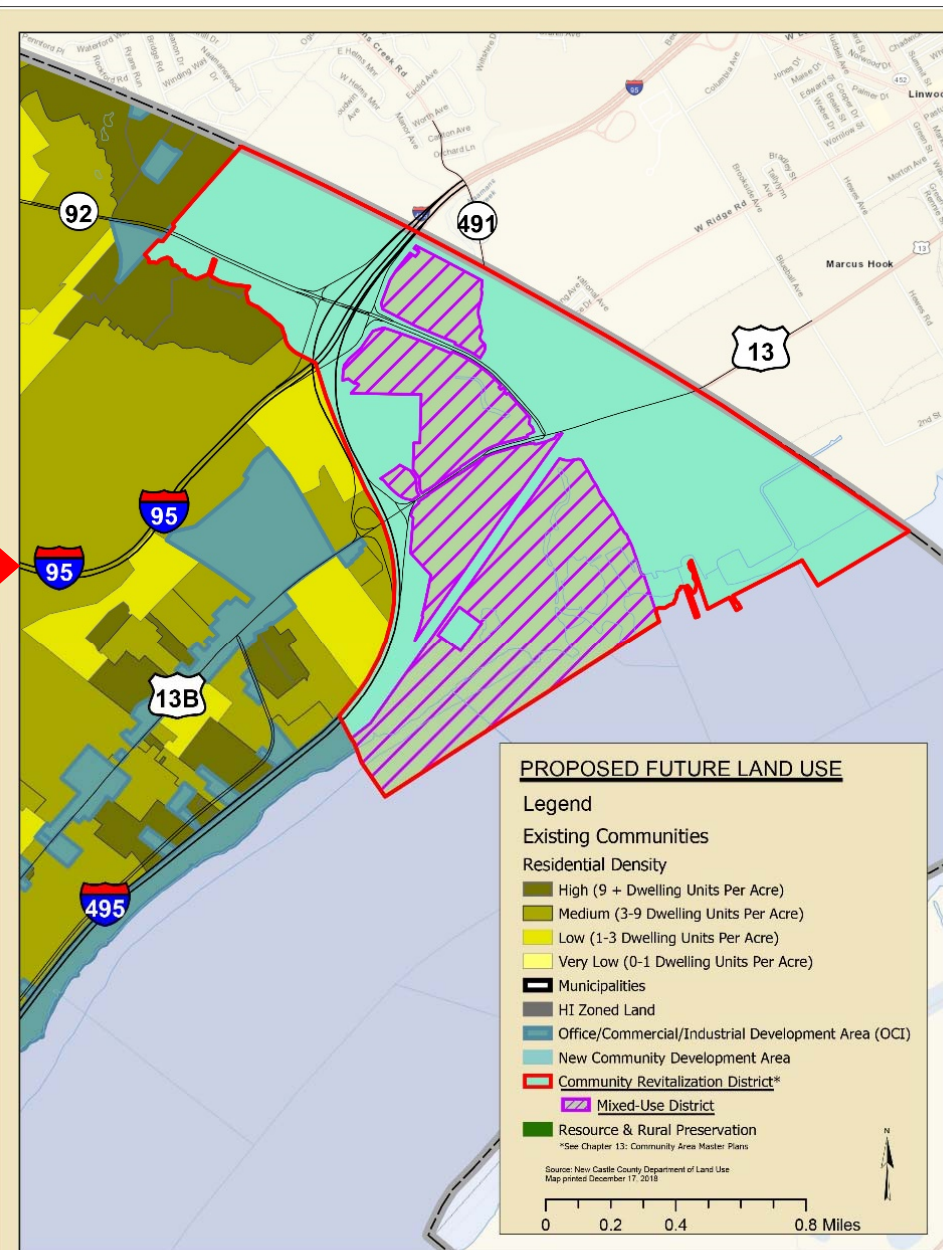
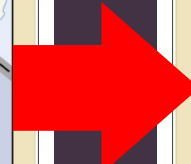
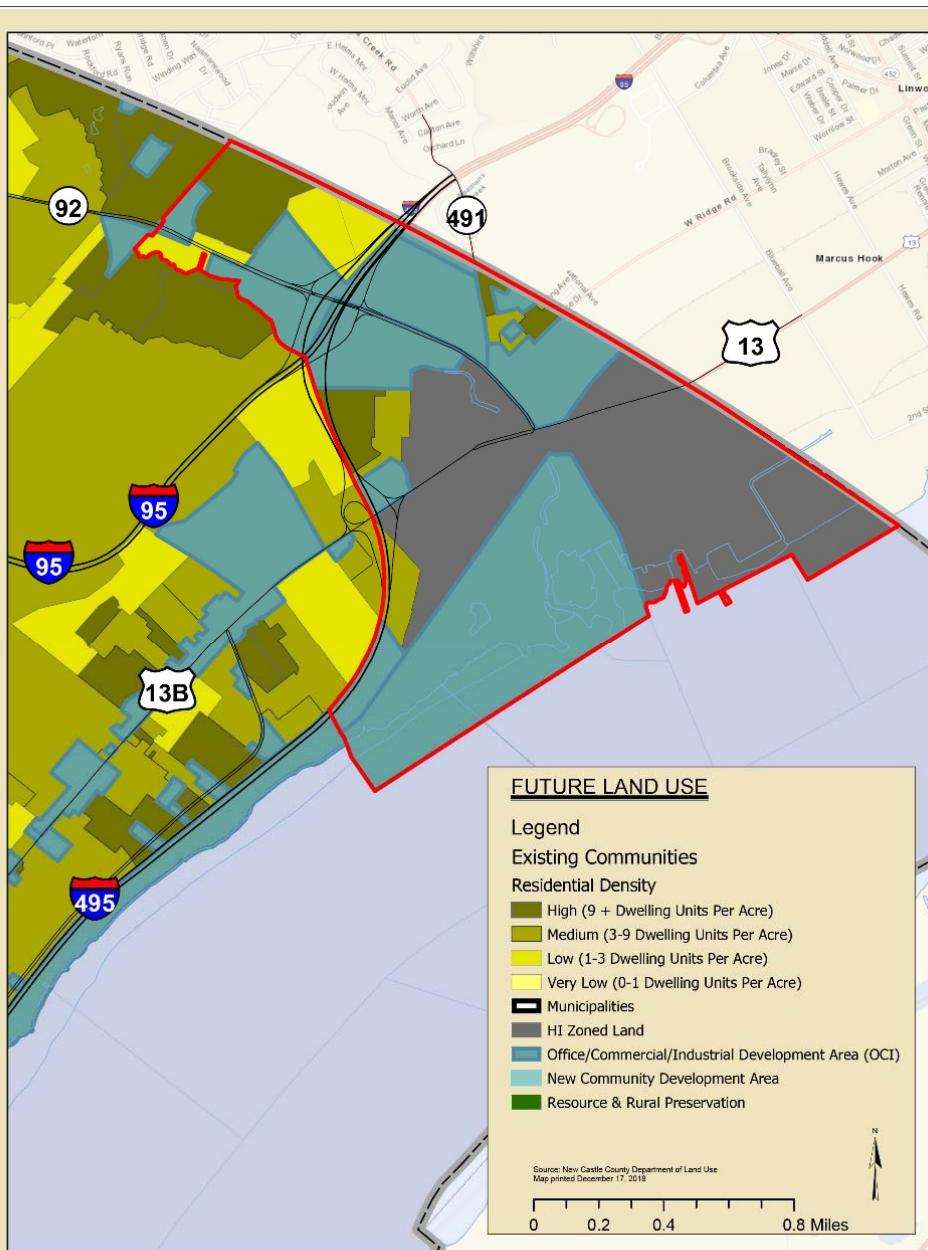
RECOMMENDED Scenario



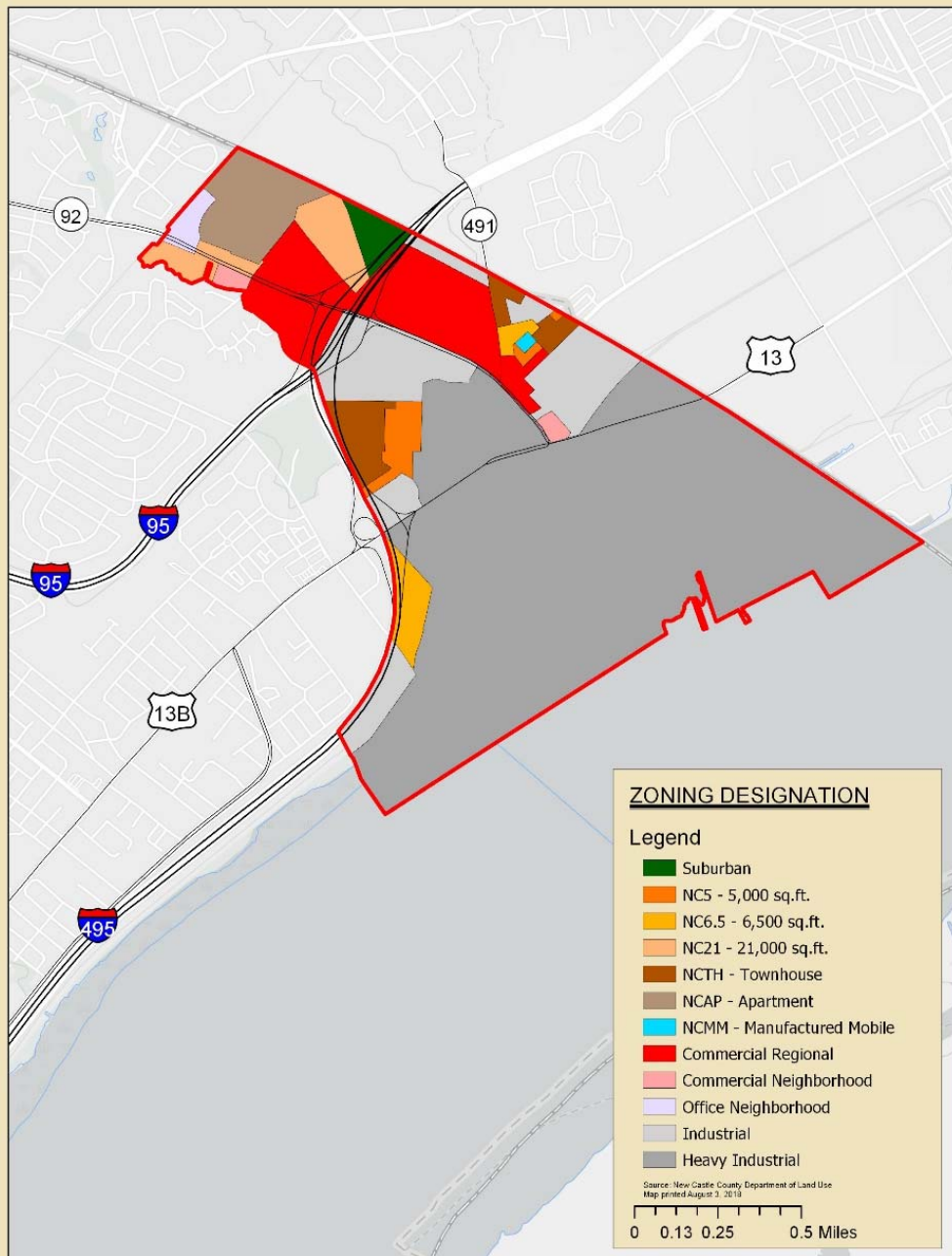
LAND USE CHANGES



FUTURE LAND USE CHANGES



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

ZONING

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

ZONING

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



REDUCE
BOA APPLICATIONS

FACILITATE
BETTER DESIGN

STREETS & HIGHWAYS

High-quality streetscape design and multimodal integration

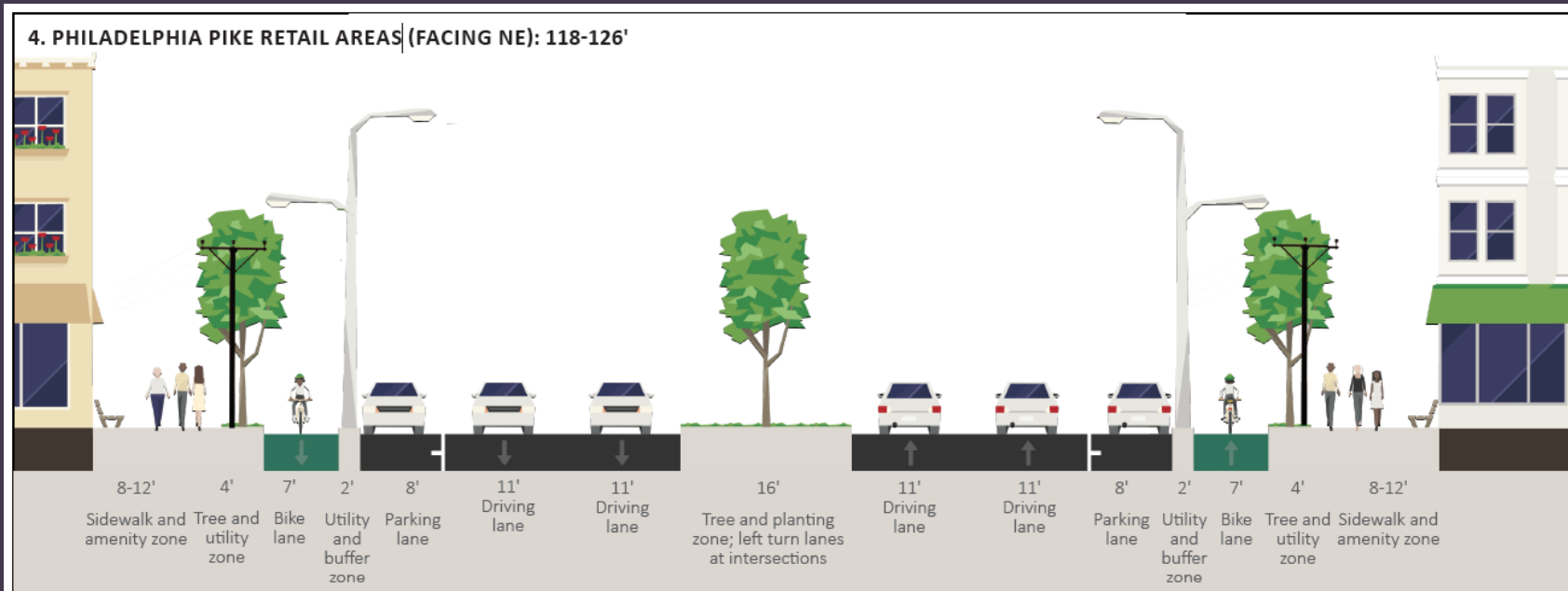
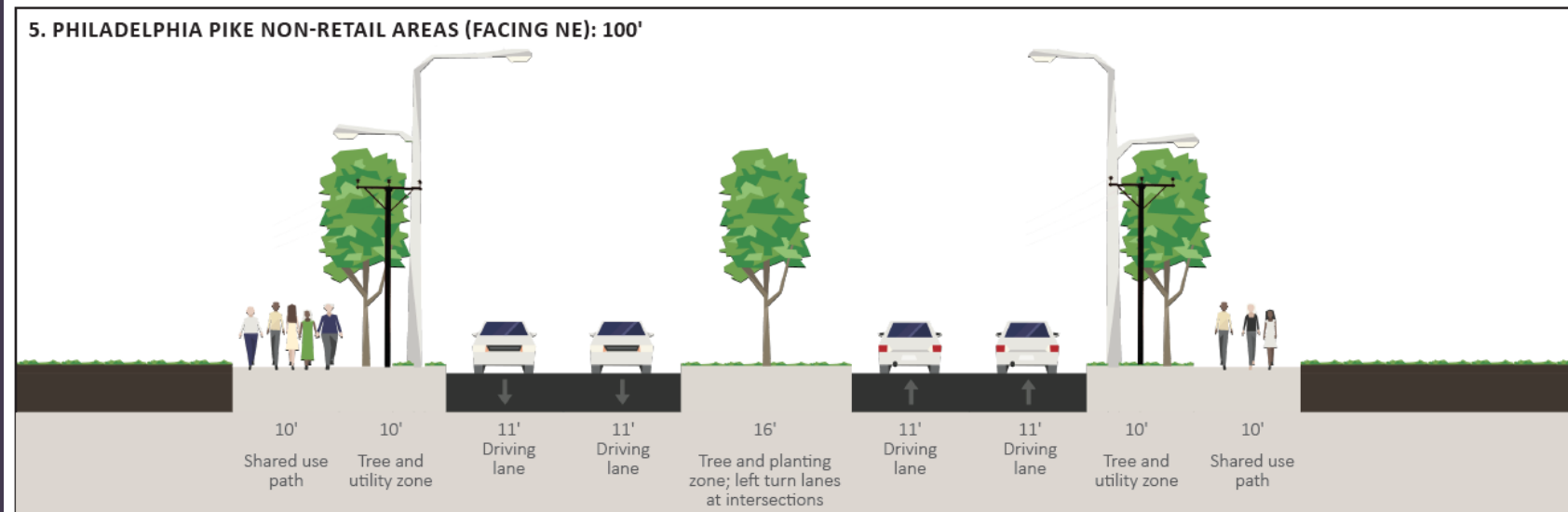


Figure 6-10. Philadelphia Pike Cross Section - Non-Retail Areas



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 (DeIDOT 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???

