Agenda

• 6:30-6:35 PM  Introductions
• 6:35-7:00 PM  Presentation
• 7:00-7:45 PM  Small Group Discussion
• 7:45-8:00 PM  Next Steps
Community Workshop #1 (Feb 3)

- **Shared goals/objectives**, which we drafted using your input
- **About 100 attendees**
- **Summary posted on website**
- **Small group discussion results**
  - Need to balance many goals
  - Priorities: economic development, safety, improved transportation connections

<table>
<thead>
<tr>
<th>Draft Goal</th>
<th>Average Ranking</th>
<th>Suggested Edits</th>
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</thead>
<tbody>
<tr>
<td>Promote Economic and Business Development</td>
<td>2.8 [most</td>
<td>Say “jobs” in the title. Include train station as potential driver. Attain revenue.</td>
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<tr>
<td>Create a Safe and Welcoming Community</td>
<td>2.9</td>
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<td>Improve Transportation Connections for All</td>
<td>3.0</td>
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<tr>
<td>Increase the Network of Open Space and Recreation</td>
<td>4.5</td>
<td>Place for community gathering/arts and culture. River access. Connection to</td>
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<td>Facilities</td>
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<td>greenway.</td>
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<td>Protect and Restore the Environment</td>
<td>4.9</td>
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<tr>
<td>Encourage Design that Enhances the Existing Community Context</td>
<td>5.1</td>
<td>Reduce obvious contamination. Build on community strengths. Protection of</td>
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<td>historical assets and communities.</td>
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<tr>
<td>Foster a Variety of Housing</td>
<td>5.5 [least</td>
<td>Multi-level senior. Affordable/townhouses; mixed-use.</td>
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Community Workshop #1 (Feb 3)

• **Survey results**
  - Similar to group discussion, with additional focus on environment
  - Concerned about safety/crime and ability to implement the plan

• **Changes based on input**

• **What did you think?**
## Goals & Objectives

<table>
<thead>
<tr>
<th>Goals</th>
<th>Objectives</th>
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<tbody>
<tr>
<td><strong>Promote Economic Development and Expand Job Opportunities</strong></td>
<td>Provide job opportunities through support for large industry and retail, including small, local businesses</td>
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<td>Support job training opportunities (including a potential satellite campus)</td>
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<td>Encourage a greater variety of restaurants, shops, and entertainment destinations</td>
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<td><strong>Create a Safe, Healthy, and Welcoming Community</strong></td>
<td>Create gateways to the community and improve wayfinding</td>
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<td>Enhance safety of existing neighborhoods and ensure safety of newly-developed areas</td>
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<td>Buffer existing and new residential, commercial, institutional, and open space areas from industrial areas</td>
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<td>Expand opportunities for improved community health and wellness</td>
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<td><strong>Foster a Variety of Housing</strong></td>
<td>Encourage housing for 55+ and assisted living facilities</td>
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<td>Include development of housing for a variety of incomes and in a variety of types, including mixed use</td>
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<td>Plan for residential areas with views of the waterfront</td>
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<td><strong>Improve Local and Regional Multimodal Transportation Connections</strong></td>
<td>Promote safe pedestrian and bicycle facilities that do not conflict with industrial movement</td>
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<td>Relocate the train station to become a more convenient and appealing facility</td>
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<td>Encourage development of a multimodal train/bus/bike/walk hub</td>
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<td>Improve bus service within Claymont</td>
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<td><strong>Increase the Network of Open Space and Recreation Facilities</strong></td>
<td>Provide more public open space and recreation facilities, including parks</td>
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<td>Designate public access areas on the waterfront</td>
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<td>Continue the East Coast Greenway and provide more off-road trails</td>
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<td><strong>Encourage Design that Builds On Community Strengths</strong></td>
<td>Promote an attractive, walkable, transit-oriented environment.</td>
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<td>Preserve and respect the history of the area</td>
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<td>Limit the visibility of surface parking lots and encourage structured parking</td>
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<td><strong>Protect and Restore the Environment</strong></td>
<td>Enhance Naamans Creek waterway</td>
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<td>Mitigate existing and future air, water, and sound pollution</td>
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</table>
Existing Conditions
Existing Conditions

FORMER STEEL MILL SITE
Existing Conditions

TRI-STATE MALL
Existing Conditions

NAAMANS RD/PHILADELPHIA PIKE
Existing Conditions

TRAIN STATION
Existing Conditions

NAAMANS CREEK
Existing Conditions

HISTORIC SITES
Existing Conditions

STRONG NEIGHBORHOODS AND THRIVING SHOPS
Opportunities and Challenges
Short- vs. Long-Term Opportunities

• **Scenarios currently show development on sites that are slated for redevelopment**
  - Steel mill site
  - Tri-State Mall

• **There is potential to include long-term opportunities for other parts of the study area**
  - Northtowne Mall and across Naamans Road
  - Analine Village
  - North of Philadelphia Pike along Naamans Road

• **How do you think we should include these areas in the scenarios?**
Connectivity
Connectivity

RAIL LINE CROSSINGS
Connectivity
Connectivity

MULTIMODAL HUB
Connectivity

WALKING & BICYCLING
Connectivity

ROADWAY NETWORK
Scenarios

**MUST HAVES** (for all non-base case scenarios)

1. Waterfront access
2. Pedestrian and bike facilities, including East Coast Greenway
3. Train station relocation
4. Multimodal hub (at train station)
5. Environmental protection (creek / CZA compliance)
6. Linkages to and from adjacent areas and within the site
7. Identification of gateways
8. Buffering of neighborhoods and natural areas
9. No changes to active industrial or residential
10. Recognition of historic sites, including steel mill property
Scenarios

• We will measure how well each of these potential scenarios meets the goals and objectives
• What is in the scenarios?
• Four draft scenarios
  - Scenario 1: Base Case
  - Scenario 2: Mixed-Use Nodes
  - Scenario 3: Port & Transit-Oriented Development
  - Scenario 4: Mixed-Use & Light Industrial

• As we review the scenarios, please consider:
  - Do they incorporate all existing conditions?
  - Do they address all of the goals?
  - Are there any elements missing?
  - Any big ideas missing?
#1: Base Case
#2: Mixed-Use Nodes
Mixed-Use Development
Transit-Oriented Development
Green Space and Environment
#3: Port & Transit-Oriented Development

PORT & TRANSIT-ORIENTED DEVELOPMENT

- **Train Station Relocation**
  - Alternative 2 (Central) with bus transfer station/multimodal hub

- **Waterfront Park**

- **Port**

- **Port Related Facilities** (Light, Industrial)

- **Mixed-Use Transit-Oriented Development**
  - Light Industrial Flex
  - Office/Research
  - Residential (Multi-family, N of Philadelphia Pike)
  - Commercial (Retail, Restaurants)

- **Live/Work Mixed-Use Node**
  - Institutional
  - Retail
  - Residential (Single Family, Townhomes)

- **Buffer Areas**
  - High-density Buffers (Green Areas or other less intense uses)
  - Natural Area Buffers (along Creek)

www.wilmapco.org/ncamp/
Port and Associated Facilities
#4: Mixed-Use & Light Industrial
Light Industrial and Flex Space
Scenarios

• We will discuss the scenarios in small groups.
• Any clarifications needed? Any questions?
Small Group Discussions

• **Will have three rotating groups** to discuss the scenarios with members of the project team.
• **What is your initial impression?**
• **Do the maps make sense to you?**
• **What do you like? What would you change?**
  - Do they incorporate all existing conditions?
  - Do they address all of the goals?
  - Are there any elements missing?
• **What would you like to see within these areas?**
  - E.g., types of development, buffers, roadway design, etc
• We will record group notes. Please also give us your individual feedback using the survey!
Next Steps / Schedule

• **Next**: Will begin assessing the scenarios after this round of committee meetings. Full modeling results will be available in late May.

• **Next Committee Meeting**: Mid May

• **Public Workshop #2**: Likely in late May. Will bring initial analysis of scenarios.