AGENDA

1:00-1:05 PM  Introductions & News
   • Port study
   • TIGER grant

1:05-1:20 PM  Overview of work since last meeting
   • Updates to goals and scenarios (incl. connectivity)
   • Analysis and modeling

1:20-1:45 PM  Draft results of analyses (see matrix)

1:45-2:30 PM  Discussion – Initial reactions to analysis results
   • Do you have any preferences?
   • Anything that you believe makes a scenario less than desirable?
   • What would you change about the scenarios?
   • Are there ways you would combine different elements of the alternatives to create a recommended alternative?
   • How well do they address your organization’s needs/goals?
   • What should the results mean for the recommendation?

2:30-2:55 PM  Public meeting material & format review

2:55-3:00 PM  Next steps

Project Contact Information
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Web: www.wilmapco.org/ncamp
Facebook: www.facebook.com/northclaymont
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Land Use and Design</td>
<td>Foster a Variety of Housing</td>
<td>Include development of housing for a variety of incomes and in a variety of types, including mixed use</td>
<td>Proportion of types of residential (SF detached, townhouse, MF low density, MF high density) footage. Note: Mixed use are vertical mixed use apartments over retail.</td>
<td>Single family detached 27% Townhouses 0% Multifamily housing 73% Mixed use apts 0%</td>
<td>Single family detached 12% Townhouses 5% Multifamily housing 83% Mixed use apts 0%</td>
<td>Single family detached 32% Townhouses 5% Multifamily housing 63% Mixed use apts 0%</td>
<td>Single family detached 18% Townhouses 5% Multifamily housing 69% Mixed use apts 8%</td>
</tr>
<tr>
<td></td>
<td>Plan for new residential areas with views of the waterfront and protect existing views</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
</tr>
<tr>
<td></td>
<td>Encourage housing for 55+ and assisted living facilities</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
</tr>
<tr>
<td></td>
<td>Encourage Design that Builds On Community Strengths</td>
<td>Promote an attractive, walkable, transit-oriented environment.</td>
<td>Does it promote a walkable, transit-oriented environment? &quot;Attractive” – show in final recommendation (e.g., % of arterial roadways with landscaping)</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Preserve and respect the history of the area</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Limit the visibility of surface parking lots and encourage structured parking</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
<td>N/A – include in final recommendation</td>
</tr>
<tr>
<td>Community and Economic Development</td>
<td>Provide job opportunities through support for industry and retail, including small, local businesses</td>
<td>Number of new jobs based on square footage.</td>
<td>Office* 745 Retail (350 likely to remain) 661 Industrial - warehouse/flex +350 181 Industrial - port/area/mfg +94 Institutional - medical* +12 Institutional - education +0 TOTAL 1,693</td>
<td>Office* 745+4,500 Retail 350+783 Industrial - w.house/flex 181+200 Industrial - port/area/mfg 94+3 Institutional - medical 12+1,429 Institutional - education 0+0 TOTAL 8,293</td>
<td>Office 745+3,375 Retail 350+1,643 Industrial - w.house/flex 181+1,231 Industrial - port/area/mfg 94+823 Institutional - medical 12+0 Institutional - education 0+0 TOTAL 8,453</td>
<td>Office 745+3,625 Retail 350+1,143 Industrial - w.house/flex 181+360 Industrial - port/area/mfg 94+33 Institutional - medical 12+0 Institutional - education 0+333 TOTAL 6,876</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Promote Economic Development and Expand Job Opportunities</td>
<td>Proportion of different job types (including existing, as noted above)</td>
<td>Office Retail Industrial - warehouse/flex Industrial - port/area/mfg Institutional - medical Institutional - education TOTAL 1.02</td>
<td>Office Retail Industrial - warehouse/flex Industrial - port/area/mfg Institutional - medical Institutional - education TOTAL 2.66</td>
<td>Office Retail Industrial - warehouse/flex Industrial - port/area/mfg Institutional - medical Institutional - education TOTAL 5.44</td>
<td>Office Retail Industrial - warehouse/flex Industrial - port/area/mfg Institutional - medical Institutional - education TOTAL 3.08</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Jobs: Housing metric</td>
<td>Note: Includes exiting housing and existing jobs, where they are likely to remain.</td>
<td>0 [there are 12 existing medical jobs but no areas designated for institutional uses]</td>
<td>+300,000</td>
<td>+400</td>
<td>+100,000 (MU)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Support job training opportunities (including a potential satellite campus)</td>
<td>Number of square feet with potential to have institutional use</td>
<td>274,400 (west of 95) +338,400 (E of Naamans, S of Tri-State) +602,800 REMAINING +535,000 (Tri-State: not all active) 1,137,800 TOTAL</td>
<td>+602,800 (EXISTING)+313,000 (NEW) +602,800 (EXISTING)+657,000 (NEW) +602,800 (EXISTING)+657,000 (NEW)</td>
<td>+602,800 (EXISTING)+657,000 (NEW) +602,800 (EXISTING)+657,000 (NEW) +602,800 (EXISTING)+657,000 (NEW)</td>
<td>+602,800 (EXISTING)+657,000 (NEW) +602,800 (EXISTING)+657,000 (NEW) +602,800 (EXISTING)+657,000 (NEW)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Encourage a greater variety of restaurants, shops, and entertainment destinations</td>
<td>Square footage of retail space</td>
<td>915,800 TOTAL</td>
<td>1,259,800 TOTAL</td>
<td>1,259,800 TOTAL</td>
<td>1,259,800 TOTAL</td>
</tr>
</tbody>
</table>

Yellow highlight indicates that the metric is being refined/calculated. "In brackets" indicates an estimate or potential value.
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<tbody>
<tr>
<td>Create a Safe, Healthy, and Welcoming Community</td>
<td>Enhance safety of existing neighborhoods and ensure safety of newly-developed areas</td>
<td>Later: Police/fire/EMS response time</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Buffer existing and new residential, commercial, institutional, and open space areas from industrial areas</td>
<td>Amount of different types of development within a 1000’ radius of heavy industrial (existing and proposed)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Expand opportunities for improved community health and wellness</td>
<td>Access to public open spaces and trails (existing and proposed) - Will provide # units within 1/4 mile of a green space, which could include trails or other activity areas</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Access to grocery stores – include in final recommendation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>N/A – show in final recommendation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>N/A – include in final recommendation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environment and Open Space</td>
<td>Increase the Network of Open Space and Recreation Facilities</td>
<td>Provide access to more public open space and recreation facilities, including parks</td>
<td>Approx. acres public open space. Includes existing spaces. Show in final recommendation: Connections to existing trail network and regional parks</td>
<td>33</td>
<td>193</td>
<td>103</td>
<td>155</td>
</tr>
<tr>
<td></td>
<td>Designate public access areas on the waterfront</td>
<td>Approx. acres of accessible open space on waterfront</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Continue the East Coast Greenway and provide more off-road trails</td>
<td>ECG in the scenario?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Enhance Naamans Creek greenway</td>
<td>N/A – include in final recommendation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mitigate existing and future air, water, and sound pollution</td>
<td>High-medium-low impact of waterfront development (Higher impact for industrial, lower impact for residential, no impact for open space.)</td>
<td>N/A – show strategies in final recommendation (e.g., different types of buffers). Look at site-wide sustainability beyond riparian buffers</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>Protect and Restore the Environment</td>
<td>Improve Local and Regional Multimodal Transportation Connections</td>
<td>Promote safe pedestrian and bicycle facilities that do not conflict with the movement of trucks</td>
<td>Bike safety - More comfortable bicycle facilities</td>
<td>Fewer</td>
<td>More</td>
<td>More</td>
<td>More</td>
</tr>
<tr>
<td></td>
<td>Relocate the train station to become a more convenient and appealing facility</td>
<td>Is it relocated in the plan?</td>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Encourage development of a multimodal train/bus/bike/walk hub</td>
<td>Included in the scenario?</td>
<td></td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Improve bus service within Claymont</td>
<td>Buses/trips per service hour</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reduce traffic and crashes</td>
<td>Traffic generated in each area, based on LU (PM peak hour). Scenario 1 is an estimate.</td>
<td>North of Naamans Rd</td>
<td>650</td>
<td>North of Naamans Rd</td>
<td>623</td>
<td>North of Naamans Rd</td>
</tr>
<tr>
<td></td>
<td>Scenario 1 is an estimate.</td>
<td></td>
<td>Between Naamans &amp; 13</td>
<td>Few</td>
<td>Between Naamans &amp; 13</td>
<td>1066</td>
<td>Between Naamans &amp; 13</td>
</tr>
<tr>
<td></td>
<td>Later: # congested intersections and/or crash rate</td>
<td></td>
<td>Between US 13 &amp; rail</td>
<td>Few</td>
<td>Between US 13 &amp; rail</td>
<td>540</td>
<td>Between US 13 and rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>East of SEPTA rail</td>
<td>Few</td>
<td>East of SEPTA rail</td>
<td>511</td>
<td>East of SEPTA rail</td>
</tr>
</tbody>
</table>
NORTH CLAYMONT AREA
MASTER PLAN

PMC MEETING (JUNE 1, 2016)

REVIEW OF DRAFT SLIDES FOR
COMMUNITY WORKSHOP #2 (JUNE 6)
1. Introduction
To the team and to the Plan
Planning Partners

- THE CLAYMONT COMMUNITY
- WILMAPCO
- New Castle County
- Claymont Renaissance Development Corporation
- Delaware Office of State Planning Coordination
- Delaware Department of Transportation
- DART First State
- Delaware Department of Natural Resources
- Delaware Economic Development Office

Consultant Team

- RHODESIDE & HARWELL
  Planning / Design / Community Engagement
- WRA
  Multi-Modal Transportation Planning / Engineering
- W-ZHA
  Market and Economic Analysis
Study Area
What does a **Master Plan** do?

- Establishes a community vision.
- Guides growth and development.
- Identifies needed improvements and infrastructure.
- Outlines recommendations that can be adopted and implemented by relevant agencies.

The **North Claymont Area Master Plan** will use a collaborative process to create a comprehensive vision for the future that includes consideration of:

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

1. **Analyze Existing Conditions**
2. **Establish Goals**
3. **Create Scenarios**
4. **Evaluate Scenarios**
5. **Select Preferred Scenario**
6. **Final Master Plan**

- **Community Visioning** (Public Meeting #1)
- **Community Input + Discussion** (Public Meeting #2)
- **Community Review + Comment** (Public Meeting #3)
We’ve met with...

A Project Management Committee, made up of representatives from the partner agencies.

An Advisory Committee with:
- Residents
- Local agencies
- Community representatives

Several focus groups, including:
- Community and civic groups
- Regional agencies
- Adjacent jurisdictions
- Property owners
- Developers
- Industry representatives

The community, at the first community meeting on February 3.
Other Ongoing Projects

1. First State Crossing (Commercial Development Company)
2. Train Station Relocation Study (SEPTA/Delaware Transit Corporation)
3. Port Feasibility Study (Diamond State Port Corporation)
4. Darley Green Development
5. Sunoco Logistics Expansion
2. Goals & Objectives
Thanks for your input in February!

- About 100 meeting attendees and 52 responses to the survey on the website.
- Small group discussions:
  - Need to balance many goals
  - Priorities: economic development, safety, improved transportation connections
- Survey:
  - Same as above, with additional focus on environment
  - Concerned about safety/crime and ability to implement the plan
- Changes based on input
Goals and Objectives

The goals and objectives are being used to weigh the pros and cons of each scenario during the evaluation process.

**GOALS:** Broad statements that describe a desired future state. These fit under one of the four Master Plan Elements.

**OBJECTIVES:** Specific statements in support of each goal.

**METRICS:** Ways to measure how well each scenario addresses the objectives.
Plan Elements & Goals

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

Goals & Objectives
- 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
- Improve Local and Regional Multimodal Transportation Connections
- Protect and Restore the Environment
- Increase the Network of Open Space and Recreation Facilities

Metrics
3. Scenarios

What might the future of North Claymont look like?
What is in the scenarios?

- Land Use & Design
- Community and Economic Development
- Transportation
- Environment and Open Space
The Scenarios

Scenario 1: Base Case
- Train station relocated, with path from old station.
- Other existing conditions remain.

Scenario 2: Mixed Use Nodes
- A mix of uses in distinct nodes.

Scenario 3: Waterfront Industrial
- Intense industrial on the waterfront, with large retail and office areas.

Scenario 4: Mixed Use & Industrial
- Some industrial uses near the railway, with a mix of uses in other areas.
Scenario 1: Base Case

### Land Use

- **Former Industrial (Vacant)**: 44%
- **Heavy Industrial**: 24%
- **Light Industrial**: 3%
- **Multifamily Residential**: 5%
- **Single Family Residential**: 7%
- **Retail**: 13%
- **Utility**: 1%
- **Open Space**: 3%
- **Retail/Commercial/Services**: 8%
- **Existing Low Density Residential**: 7%
- **Existing High Density Residential**: 5%
- **Existing Institutional**: 4%
- **Existing Active Industrial**: 2%
- **Existing Inactive Industrial**: 1%
- **Existing Green Space/Parks/Forest**: 3%
- **Cemetery**: 2%
- **Other Undeveloped Areas**: 2%
- **Wetland**: 2%
- **Utilities**: 1%
- **Pedestrian Bridges**: 1%
- **Trail Between Current and Future Stations**: 1%
- **Historic Properties**: 1%
- **Bus Transfer**: 1%
- **Railroad**: 1%
- **Study Area Boundary**: 1%
Scenario 2: Mixed Use Nodes

- **Retail**: 9%
- **Single Family Residential**: 7%
- **Multifamily Residential**: 13%
- **Light Industrial**: 4%
- **Heavy Industrial**: 24%
- **Institutional**: 1%
- **Office**: 4%
- **Mixed Use (Office/Retail)**: 2%
- **Utility**: 1%
- **Open Space**: 35%

**MIXED-USE NODES**

- A Train Station Relocation
- B Waterfront Park
- C Mixed-Use Transit-Oriented Development Node
- D Retail
- E Residential
- F Office and Mixed-Use Office with Retail
- G Mixed-Use [Office with Retail]
- H Industrial
- I Institutional
- J Office
- K Mixed Use
- L Parking

- Proposed Mixed-Use Node [Retail, Office]
- Retail
- High-Density Residential
- Industrial/Light Industrial
- Office
- Neighborhood Buffer Areas
- Proposed & Existing Green Space/Parks/Forest
- Enhanced Bike/Ped, Including Trails, Pathways
- Major Multimodal Street Connections
- Minor Multimodal Street Connections
- Multimodal Hub/Bus Transfer Station

- Existing
  - Commercial/Services
  - Low-Density Residential
  - High-Density Residential
  - Institutional
  - Heavy Industrial
  - Utilities
  - Cemetery
  - Pedestrian Bridges
  - Historic Properties
  - Railroad
  - Study Area Boundary
Scenario 3: Waterfront Industrial

- Single Family Residential: 10%
- Multifamily Residential: 5%
- Light Industrial: 5%
- Mixed Use (Office/Retail): 1%
- Utility: 1%
- Office: 3%
- Mixed-Use Transit-Oriented Development Node: 1%
- Retail: 3%
- Residential: 12%
- Office/Flex: 1%
- Office: 3%
- Heavy Industrial: 39%
- Open Space: 24%
- Train Station Relocation: 10%
- Waterfront Park: 12%

Legend:
- Proposed Mixed-Use Node (Retail, Office)
- Retail
- Low-Density Residential
- Mixed-Use: Flex/Light Industrial/Office
- Industrial/Light Industrial
- Office
- Neighborhood Buffer Areas
- Proposed & Existing Green Space/Parks/Forest
- Enhanced Bike/Ped, Including Trails, Pathways
- Major Multimodal Street Connections
- Minor Multimodal Street Connections
- Multimodal Hub / Bus Transfer Station
- Commercial/Services
- Low-Density Residential
- High-Density Residential
- Institutional
- Historic Properties
- Cemetery
- Railroad
- Pedestrian Bridges
- Study Area Boundary
Scenario 4: Mixed Use & Industrial

- Retail: 10%
- Single Family Residential: 8%
- Multifamily Residential: 8%
- Light Industrial: 5%
- Heavy Industrial: 29%
- Office: 2%
- Mixed Use (Office/Retail): 3%
- Mixed Use (Lifestyle Center): 4%
- Utility: 1%
- Open Space: 30%

Map showing various types of land use and their percentages.
4. How do the scenarios address the four elements of the master plan?

- Land Use & Design
- Community & Economic Development
- Environment & Open Space
- Transportation
Land Use & Design

Encourage Design that Builds On Community Strengths

- Promote an attractive, walkable, transit-oriented environment.
- Preserve and respect the history of the area
- Limit the visibility of surface parking lots and encourage structured parking

Foster a Variety of Housing

- Encourage housing for 55+ and assisted living facilities
- Include development of housing for a variety of incomes and in a variety of types, including mixed use
- Plan for new residential areas with views of the waterfront and protect existing views
Land Use & Design Metrics

Proportions of Different Land Uses
(by total land use acreage)

- Scenario 1: Base Case (Existing Conditions)
- Scenario 2: Mixed Use Nodes
- Scenario 3: Waterfront Industrial
- Scenario 4: Mixed Use & Industrial

<table>
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<tr>
<th>Land Use</th>
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<th>Scenario 2</th>
<th>Scenario 3</th>
<th>Scenario 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Space/Buffers</td>
<td>73%</td>
<td>5%</td>
<td>63%</td>
<td>69%</td>
</tr>
<tr>
<td>Retail</td>
<td>27%</td>
<td>12%</td>
<td>32%</td>
<td>18%</td>
</tr>
<tr>
<td>Office</td>
<td>83%</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Vacant Former Industrial</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Heavy Industrial</td>
<td></td>
<td></td>
<td>73%</td>
<td>83%</td>
</tr>
<tr>
<td>Light Industrial</td>
<td></td>
<td></td>
<td>8%</td>
<td></td>
</tr>
<tr>
<td>Institutional</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Family Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multifamily Residential</td>
<td></td>
<td></td>
<td></td>
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</tr>
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Proportions of Housing Types
(by unit)

- Scenario 1: Base Case (Existing Conditions)
- Scenario 2: Mixed Use Nodes
- Scenario 3: Waterfront Industrial
- Scenario 4: Mixed Use & Industrial

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
<th>Scenario 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single family detached</td>
<td>27%</td>
<td>12%</td>
<td>32%</td>
<td>18%</td>
</tr>
<tr>
<td>Townhomes</td>
<td>73%</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Multifamily housing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mixed use (apartments above retail)</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
Other things to consider:

- **Buildings**: How would you like the buildings to look?
- **Housing**: What type of housing do you think is most desired by people 55+?
- **Views**: What do you think are the best views in this area?
- **History**: How would you like to see the history of the area reflected in the plan and in the community?
- **Aesthetics**: How and where would you like to see the community beautified?
Promote Economic Development and Expand Job Opportunities

- **Provide job opportunities** through support for industry and retail, including small, local businesses
- **Support job training opportunities** (including a potential satellite campus)
- Encourage a **greater variety of restaurants, shops, and entertainment destinations**

Create a Safe, Healthy, and Welcoming Community

- Create gateways to the community and improve wayfinding
- **Enhance safety** of existing neighborhoods and ensure safety of newly-developed areas
- **Buffer** existing and new residential, commercial, institutional, and open space areas from industrial areas
- Encourage support for family and human development
- Expand opportunities for **improved community health and wellness**
Community & Economic Development Metrics

Total Job Potential (by build-out concept area)

- Office
- Retail
- Light Industrial - warehouse/flex
- Heavy Industrial - port/manufacturing
- Institutional - medical/education

Scenario 1: Base Case (Existing Conditions)
Scenario 2: Mixed Use Nodes
Scenario 3: Waterfront Industrial
Scenario 4: Mixed Use & Industrial
Community & Economic Development Metrics

Job Proportions By Land Use
(by build-out concept area)

Scenario 1: Base Case (Existing Conditions)
- Office: 54%
- Retail: 25%
- Light Industrial - warehouse/flex: 13%
- Heavy Industrial - port/manufacturing: 7%
- Institutional - medical/education: 1%

Scenario 2: Mixed Use Nodes
- Office: 63%
- Retail: 14%
- Light Industrial - warehouse/flex: 17%
- Heavy Industrial - port/manufacturing: 5%
- Institutional - medical/education: 1%

Scenario 3: Waterfront Industrial
- Office: 49%
- Retail: 24%
- Light Industrial - warehouse/flex: 17%
- Heavy Industrial - port/manufacturing: 11%
- Institutional - medical/education: <1%

Scenario 4: Mixed Use & Industrial
- Office: 64%
- Retail: 22%
- Light Industrial - warehouse/flex: 8%
- Heavy Industrial - port/manufacturing: 5%
- Institutional - medical/education: 2%
Other things to consider:

• **Gateways:** What type of gateway would you like to see for this area? What do you want people to see when they enter Claymont from the northwest?

• **Gathering spaces:** What type of community gathering spaces would you like to have?

• **Services:** How do you think we can encourage support for family and human development in the plan?
Environment & Open Space

Increase the Network of Open Space and Recreation Facilities

- Provide access to **more public open space and recreation facilities**, including parks
- Designate **public access areas on the waterfront**
- Continue the **East Coast Greenway** and provide more off-road trails

Protect and Restore the Environment

- Enhance Naamans Creek waterway
- Mitigate existing and future air, water, and sound pollution
### Environment & Open Space Metrics

**Parks, Open Space, and Buffer Areas**  
(Approx. Acres)

- Conceptual Naamans Creek parks/buffer areas
- Conceptual waterfront parks or open space
- Existing parks and open spaces

<table>
<thead>
<tr>
<th>Metric</th>
<th>Scenario 1: Base Case (Existing Conditions)</th>
<th>Scenario 2: Mixed Use Nodes</th>
<th>Scenario 3: Waterfront Industrial</th>
<th>Scenario 4: Mixed Use &amp; Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continuation of East Coast Greenway</td>
<td>No</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Potential impact of development on the waterfront</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
<td>Medium</td>
</tr>
</tbody>
</table>

### Metrics for each scenario:

- **Scenario 1:** Base Case (Existing Conditions)
  - Parks, Open Space, and Buffer Areas: 33 acres
- **Scenario 2:** Mixed Use Nodes
  - Parks, Open Space, and Buffer Areas: 120 acres
- **Scenario 3:** Waterfront Industrial
  - Parks, Open Space, and Buffer Areas: 50 acres
- **Scenario 4:** Mixed Use & Industrial
  - Parks, Open Space, and Buffer Areas: 80 acres
Other things to consider:

- **Connections**: Besides the East Coast Greenway and Fox Point State Park, are there other local or regional parks or trails to which you’d like this area to be better connected?

- **Parks & Rec**: What types of parks and recreation facilities would you like to see, and where?
Transportation

Improve Local and Regional Multimodal Transportation Connections

- Promote safe pedestrian and bicycle facilities that do not conflict with the movement of trucks
- Relocate the train station to become a more convenient and appealing facility
- Encourage development of a multimodal train/bus/bike/walk hub
- Improve bus service within Claymont
- Reduce traffic and crashes
Transportation – Train Station Study
Transportation – Train Station Study
Transportation Metrics

Scenario Traffic Comparison (PM Peak Hour)

<table>
<thead>
<tr>
<th>Metric</th>
<th>Scenario 1: Base Case (Existing Conditions)</th>
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<th>Scenario 3: Waterfront Industrial</th>
<th>Scenario 4: Mixed Use &amp; Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>More comfortable bicycle facilities</td>
<td>No</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>More pedestrian crossing areas</td>
<td>No</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Train station relocation</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Multimodal train, bus, bike, walk, drive hub</td>
<td>No</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

See the connectivity diagrams at the boards for more information!
Other things to consider:

• **Bicycling and walking:** All streets will include pedestrian facilities and bicycle accommodations. Where do you think they are most needed now? Where do you think they will be most needed in the future?

• **Congestion:** We are looking at ways to address traffic on Ridge Road and traffic near Northtowne. Are there other current traffic issues within the study area that we are not addressing?
5. Next Steps
Next Steps

1. Analyze Existing Conditions
2. Establish Goals
3. Create Scenarios
4. Evaluate Scenarios
5. Select Preferred Scenario
6. Final Master Plan

- Community Visioning (Public Meeting #1)
- Community Input + Discussion (Public Meeting #2)
- Community Review + Comment (Public Meeting #3)
Tonight

Please visit the stations to ask questions and give your input!

- **Station #1:** Welcome/Sign In
- **Station #2:** Introduction to the Master Plan
- **Station #3:** Final Goals and Objectives
- **Station #4:** Scenarios
- **Station #5:** Addressing the Elements
  - Land Use & Design
  - Community & Economic Development
  - Environment & Open Space
  - Transportation
- **Station #6:** Claymont Regional Transportation Center
- **Station #7:** Survey Station
Before you leave, please sign in and drop off your survey.

Thank you for attending!