

North Claymont Area Master Plan Project Management Committee Meeting

August 30, 2016, 3:00-4:30 PM

Darley House

Claymont, Delaware

AGENDA

- | | |
|---------------------|---|
| 3:00-3:05 PM | Introductions & News <ul style="list-style-type: none">• TIGER grant |
| 3:05-3:15 PM | Community Workshop #2 and Neighborhood Meeting Results |
| 3:15-3:45 PM | Draft Recommended Scenario: Scenarios 5a and 5b <ul style="list-style-type: none">• Transportation• DNREC remediation agreements – implications/opportunities• Discussion of CDC comments and draft response |
| 3:45-4:25 PM | Draft Recommended Strategies and Implementation Actions |
| 4:25-4:30 PM | Next steps <ul style="list-style-type: none">• Drafting report• Next PMC meeting: September 27• Final public workshop: Monday, October 24 (at Archmere Academy)<ul style="list-style-type: none">○ 5-7 PM – Drop-in Open House○ 7-7:30 PM – Presentation○ 7:30-8 PM – Open House |

Project Contact Information

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NORTH CLAYMONT AREA MASTER PLAN

PROJECT MANAGEMENT
COMMITTEE MEETING
(AUGUST 30, 2016)

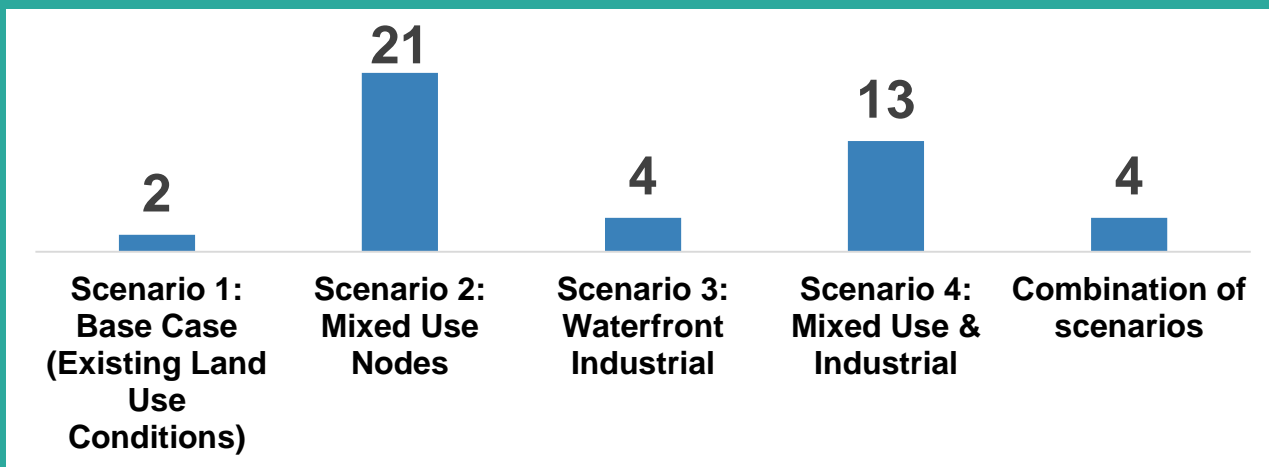
■ Agenda

- 3:00-3:05 PM Introductions & News
- 3:05-3:15 PM Community Workshop #2 and Neighborhood Meeting Results
- 3:15-3:40 PM Draft Recommended Scenario: Scenarios 5a and 5b
- 3:40-4:25 PM Draft Recommended Strategies and Implementation Actions
- 4:25-4:30 PM Next steps

Community Meetings

- About 120 meeting attendees at the second workshop (June 6, 2016)

Question: Each scenario presents a potential long-term vision for North Claymont. Which scenario(s) do you prefer?



Lots of value placed on:

- Finding balance
- Station improvements
- Job potential
- Limits on heavy industry
- Open space, especially on the waterfront
- Institutional uses

- Also had about 50 meeting attendees at a neighborhood meeting, where we discussed neighborhood-level concerns and opportunities.

June version of Scenario 5

NORTH CLAYMONT AREA MASTER PLAN
NEW CASTLE COUNTY, DELAWARE

REDEVELOPMENT SCENARIO

5 MIXED-USE & INDUSTRIAL 2.0

- A** TRAIN STATION RELOCATION, WITH TRAIL TO TRAIN STATION AND A BUS TRANSFER STATION/MULTIMODAL HUB
- B** WATERFRONT PARK, POTENTIALLY WITH TRAIL TO FOX POINT STATE PARK
- C** MIXED-USE TRANSIT-ORIENTED DEVELOPMENT NODE
 - RETAIL/RESTAURANTS ALONG PHILADELPHIA PIKE (70,000 SF)
 - OFFICE (100,000 SF)
 - GATHERING PLACES (PLAZAS)
- D** RETAIL (POTENTIALLY WITH RESIDENTIAL) (350,000 SF)
- E** RESIDENTIAL
 - FUTURE RESIDENTIAL (250 APARTMENTS/100 TOWNHOUSES)
- F** OFFICE (AMT TBD)
- G** MIXED-USE (OFFICE WITH RETAIL AND RESIDENTIAL)
 - G1: OFFICE (BUILD-TO-SUIT - 500,000 SF WITH PKG GARAGE) RETAIL (100,000 SF) RES. TBD
 - G2: (AMT TBD)
- H** INDUSTRIAL
 - H1: HEAVY INDUSTRIAL (200,000 SF)
 - H2: LIGHT IND./STRIAL/PLEX (80,000 SF)
- I** MIXED-USE (LIFESTYLE CENTER)
 - RETAIL MARKET (200,000 SF) INSTITUTIONAL (100,000 SF)
 - APARTMENTS ABOVE RETAIL (80 UNITS)
- J** INSTITUTIONAL
- K** MARINA AND WATERFRONT RETAIL - POSSIBLE MIX OF USES DEP. ON LOCATION
- P** PARKING
 - P1: PARKING GARAGE WITH LINER OFFICE BUILDING (700 SPACES)
 - P2: PARKING LOTS

- PROPOSED**
- MIXED-USE NODE (RETAIL, OFFICE)
 - RETAIL
 - SINGLE-FAMILY RESIDENTIAL
 - MULTIFAMILY OR MIXED RESIDENTIAL
 - INDUSTRIAL/LIGHT INDUSTRIAL
 - LIFESTYLE CENTER (RETAIL, RESIDENTIAL, INSTITUTIONAL)
 - 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**
- RETAIL/COMMERCIAL/SERVICES
 - SINGLE-FAMILY RESIDENTIAL
 - MULTIFAMILY RESIDENTIAL
 - OFFICE
 - INSTITUTIONAL
 - HEAVY INDUSTRIAL
 - UTILITIES
 - CEMETERY
 - PEDESTRIAN BRIDGES
 - HISTORIC PROPERTIES
 - RAILROAD
 - STUDY AREA BOUNDARY

0 0.25 0.5 MILES



Scenario refinements

Since June:

- Central development area (next to Knollwood) is now institutional and retail, not residential and retail
- Retained retail along the west side of Hickman Road
- Two scenarios:
 - 5a – no residential north of NEC on EVRAZ site (as with current DNREC agreements)
 - 5b – with residential north of NEC on EVRAZ site (would require new DNREC agreements)

Scenario 5a

NORTH CLAYMONT AREA MASTER PLAN
NEW CASTLE COUNTY, DELAWARE

DRAFT

REDEVELOPMENT SCENARIO

5A

RECOMMENDED SCENARIO

- A** TRAIN STATION RELOCATION, WITH TRAIL TO TRAIN STATION AND A BUS TRANSFER STATION/MULTIMODAL HUB
- B** WATERFRONT PARK POTENTIALLY WITH TRAIL TO FOX POINT STATE PARK
- C** MIXED-USE [ALONG PHILADELPHIA PIKE]
 - RETAIL/RESTAURANTS ALONG PHILADELPHIA PIKE (7000 SF)
 - OFFICE (100,000 SF)
 - GATHERING PLACES (PLAZAS)
- D** MIXED USE [RETAIL WITH INSTITUTIONAL]
 - RETAIL (250,000 SF)
 - INSTITUTIONAL (100,000 SF)
- E** RESIDENTIAL
 - FUTURE RESIDENTIAL (250 APARTMENTS/80 TOWNHOUSES)
- F** OFFICE/MIXED-USE [OFFICE WITH RETAIL]
 - OFFICE (BUILD-TO SUIT - 500,000 SF WITH PKG GARAGE), RETAIL (100,000 SF)
- G** TRANSIT-ORIENTED OFFICE/MIXED-USE [OFFICE WITH RETAIL]
 - OFFICE (250,000 SF), RETAIL (50,000 SF)
- H** INDUSTRIAL
 - H1: HEAVY INDUSTRIAL (200,000 SF)
 - H2: LIGHT INDUSTRIAL/FLEX/R&D (180,000 SF)
- I** MIXED-USE [LIFESTYLE CENTER]
 - RETAIL MARKET (200,000 SF) INSTITUTIONAL (70,000 SF)
 - APARTMENTS ABOVE RETAIL (250 UNITS)
- J** INSTITUTIONAL (300,000 SF)
- K** MARINA AND WATERFRONT RETAIL/RECREATION
- P** PARKING
 - P1: PARKING GARAGE WITH LINER OFFICE BUILDING (200 CARS)
 - P2: PARKING LOTS (FOR STATION)

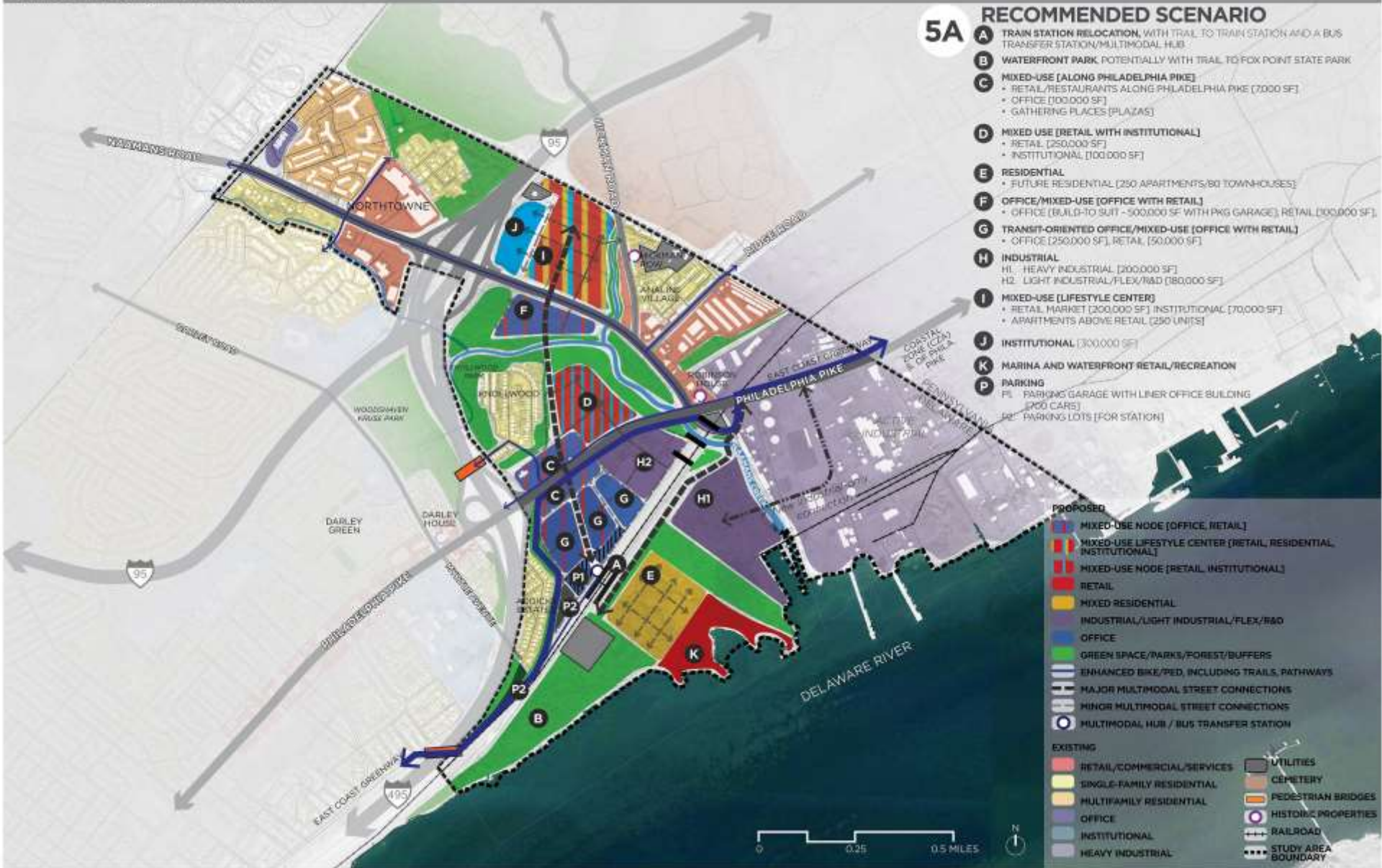
PROPOSED

- MIXED-USE NODE [OFFICE, RETAIL]
- MIXED-USE LIFESTYLE CENTER [RETAIL, RESIDENTIAL, INSTITUTIONAL]
- MIXED-USE NODE [RETAIL, INSTITUTIONAL]
- RETAIL
- MIXED RESIDENTIAL
- INDUSTRIAL/LIGHT INDUSTRIAL/FLEX/R&D
- OFFICE
- GREEN SPACE/PARKS/FOREST/BUFFERS
- ENHANCED BIKE/PED, INCLUDING TRAILS, PATHWAYS
- 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

0 0.25 0.5 MILES



Scenario 5b

NORTH CLAYMONT AREA MASTER PLAN
NEW CASTLE COUNTY, DELAWARE

DRAFT

REDEVELOPMENT SCENARIO

5B

RECOMMENDED SCENARIO

- A** TRAIN STATION RELOCATION, WITH TRAIL TO TRAIN STATION AND A BUS TRANSFER STATION/MULTIMODAL HUB
- B** WATERFRONT PARK POTENTIALLY WITH TRAIL TO FOX POINT STATE PARK
- C** MIXED-USE [ALONG PHILADELPHIA PIKE]
 - RETAIL/RESTAURANTS ALONG PHILADELPHIA PIKE (7000 SF)
 - OFFICE (100,000 SF)
 - GATHERING PLACES (PLAZAS)
- D** MIXED USE [RETAIL WITH INSTITUTIONAL]
 - RETAIL (250,000 SF)
 - INSTITUTIONAL (100,000 SF)
- E** RESIDENTIAL
 - FUTURE RESIDENTIAL (250 APARTMENTS/80 TOWNHOUSES)
- F** OFFICE/MIXED-USE [OFFICE WITH RETAIL AND POTENTIAL RESIDENTIAL]
 - OFFICE (BUILD-TO SUIT - 500,000 SF WITH PARK GARAGE), RETAIL (300,000 SF)
- G** TRANSIT-ORIENTED OFFICE/MIXED-USE [OFFICE WITH RETAIL/RESIDENTIAL]
 - OFFICE (250,000 SF), RETAIL (50,000 SF), RESIDENTIAL (300 UNITS ON THE 3RD/4TH FLOORS ABOVE OFFICE/RETAIL)
- H** INDUSTRIAL
 - H1: HEAVY INDUSTRIAL (200,000 SF)
 - H2: LIGHT INDUSTRIAL/FLEX/R&D (180,000 SF)
- I** MIXED-USE [LIFESTYLE CENTER]
 - RETAIL MARKET (200,000 SF), INSTITUTIONAL (70,000 SF)
 - APARTMENTS ABOVE RETAIL (250 UNITS)
- J** INSTITUTIONAL (300,000 SF)
- K** MARINA AND WATERFRONT RETAIL/RECREATION
- P** PARKING
 - P1: PARKING GARAGE WITH LINER OFFICE BUILDING (100 CARS)
 - P2: PARKING LOTS (FOR STATION)

PROPOSED

- MIXED-USE NODE [OFFICE, RETAIL, RESIDENTIAL]
- MIXED-USE NODE [OFFICE, RETAIL]
- MIXED-USE LIFESTYLE CENTER [RETAIL, RESIDENTIAL, INSTITUTIONAL]
- MIXED-USE NODE [RETAIL, INSTITUTIONAL]
- RETAIL
- MIXED RESIDENTIAL
- INDUSTRIAL/LIGHT INDUSTRIAL/FLEX/R&D
- OFFICE
- GREEN SPACE/PARKS/FOREST/BUFFERS
- ENHANCED BIKE/PEDESTRIAN, INCLUDING TRAILS, PATHWAYS
- 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

0 0.25 0.5 MILES



■ Discussion about Scenario 5

- Transportation modeling
- DNREC remediation agreements
- Comments from CDC

Draft Recommendations

Overall Vision

- The vision for North Claymont is one of a future that contains a mix of uses in a multimodal, livable environment.
- It enhances connectivity both within the NCAMP area and to/from other areas of Claymont.
- It provides a framework that welcomes growth in the form of new businesses and new residents, while enhancing the environment and quality of life for the people who are already living, working, and providing jobs and amenities in the area.



Draft Recommendations

Strategies for Achieving the Vision

- Implement a New Future Land Use Plan
- Improve Conditions for All Transportation Modes
- Develop an Economic Development Strategy for Claymont
- Enhance Safety for Existing Neighborhoods and Re/Developing Areas
- Beautify Claymont
- Promote Community Health and Wellness
- Improve and Add Recreation, Parks, and Green Spaces
- Mitigate Air, Water, and Noise Pollution

Draft Recommendations

Implement a New Future Land Use Plan

- Plan for New Land Uses, Where Necessary ([Discussion: Types of Land Uses](#))
- Protect and Celebrate the History of Claymont
- Seek Opportunities to Provide a Range of Housing Options
- Design for Livability
- Consider Potential Zoning Changes

Draft Recommendations

Improve Conditions for All Transportation Modes

- Enhance environment for:
 - Walking
 - Bicycling
 - Riding transit
 - Driving
 - Delivering freight
- Adhere to Streetscape Design Guidelines

Transportation Recommendations [draft]	Travel Modes Improved			
	Walking	Bicycling	Riding transit	Driving (cars & trucks)
Spine road with roundabout(s), complete typical section	X	X	X	X
DDI with dedicated space for walking and bicycling	X	X	X	X
Ensure all new internal streets are complete	X	X		X
Access management, including explanation of changes from current conditions (i.e., Alcott Avenue, new development intersections with Naamans Road or Philadelphia Pike other than the spine road)	X	X		X
Tightening of Philadelphia Pike/Naamans Road intersection	X	X		X
I-95 NB off-ramp radius tightening	X	X		X
I-495 ramp terminal improvements – tighter radii	X	X		X
Ridge Road improvements TBD	X	X		X
Society Drive improvements TBD	X	X		X
Knollwood connection to spine road	X	X		X
East Coast Greenway alignment throughout project area (and suggestion that Marcus Hook rethink their plans)	X	X		
Naamans sidewalk/shared use path combination or other protected bike facilities	X	X		
Improvements to existing I-495 trail bridge and path	X	X		
New I-495 trail bridge next to Philadelphia Pike	X	X		
Street lighting, especially along Hickman (?)	X			X
Other sidewalk upgrades (Hickman, Darley, Addicks Estates?)	X			
Claymont Regional Transportation Center			X	
Enhanced bus service to station and Tri-State Mall site			X	
I-95 SB off-ramp widening and signalization of off-ramp right turns				X
Naamans turn lanes and EB widening approaching spine road				X
I-495 NB off-ramp widening				X
Industrial access road and bridge over Naamans Creek				X
Linde access to future residential/marina				X

Draft Recommendations

Develop an Economic Development Strategy for Claymont

- Invest in local residents and businesses
- Invest in public realm improvements
- Encourage others to invest in the area

Enhance Safety for Existing Neighborhoods and Re/Developing Areas

- Ensure that current safety concerns are addressed
- Mitigate potential future safety issues

Draft Recommendations

Beautify Claymont

- Encourage property upkeep
- Maintain the streetscape
- Create gateways and enhance wayfinding

Promote Community Health and Wellness

- Encourage active living through design
- Investigate and improve healthy food access
- Facilitate the development of support services

Draft Recommendations

Improve and Add Recreation, Parks, and Green Spaces

- Develop a trail system

Mitigate Air, Water, and Noise Pollution

- Share information
- Require buffering of incompatible uses and nuisance areas
- Protect the River and Creek

Draft Recommendations: Focus Areas

Redevelopment Focus Areas:

- 1 - Train Station
- 2 - Waterfront
- 3 - Central Node
- 4 - Tri-State Mall Area

Other Areas:

- 5 - Naamans Road South from Hickman to US-13
- 6 - West of 95
- 7 - Existing Active Industrial

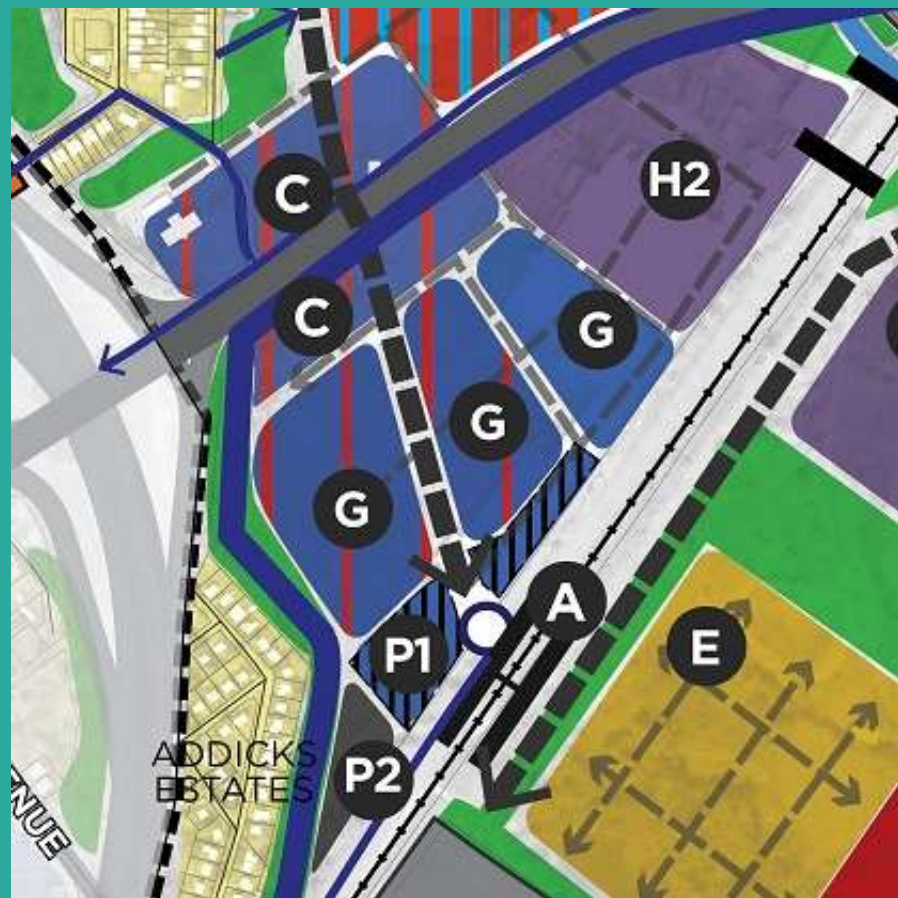


Redevelopment Focus Area: Train Station

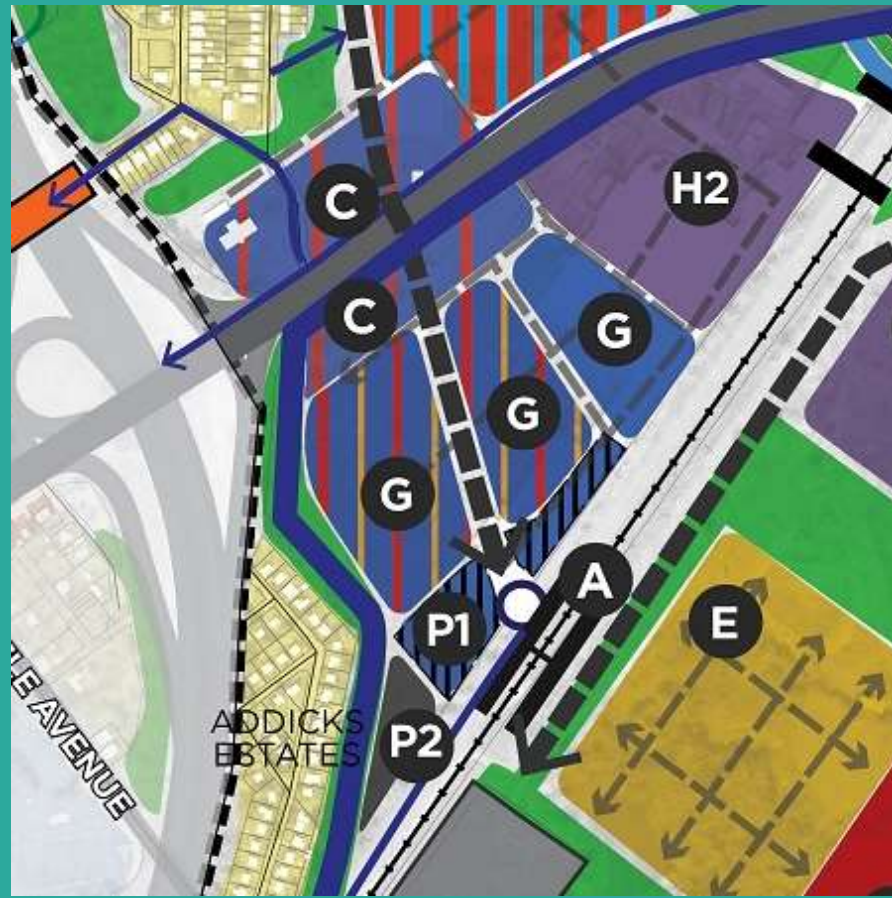


Redevelopment Focus Area: Train Station

Scenario 5a

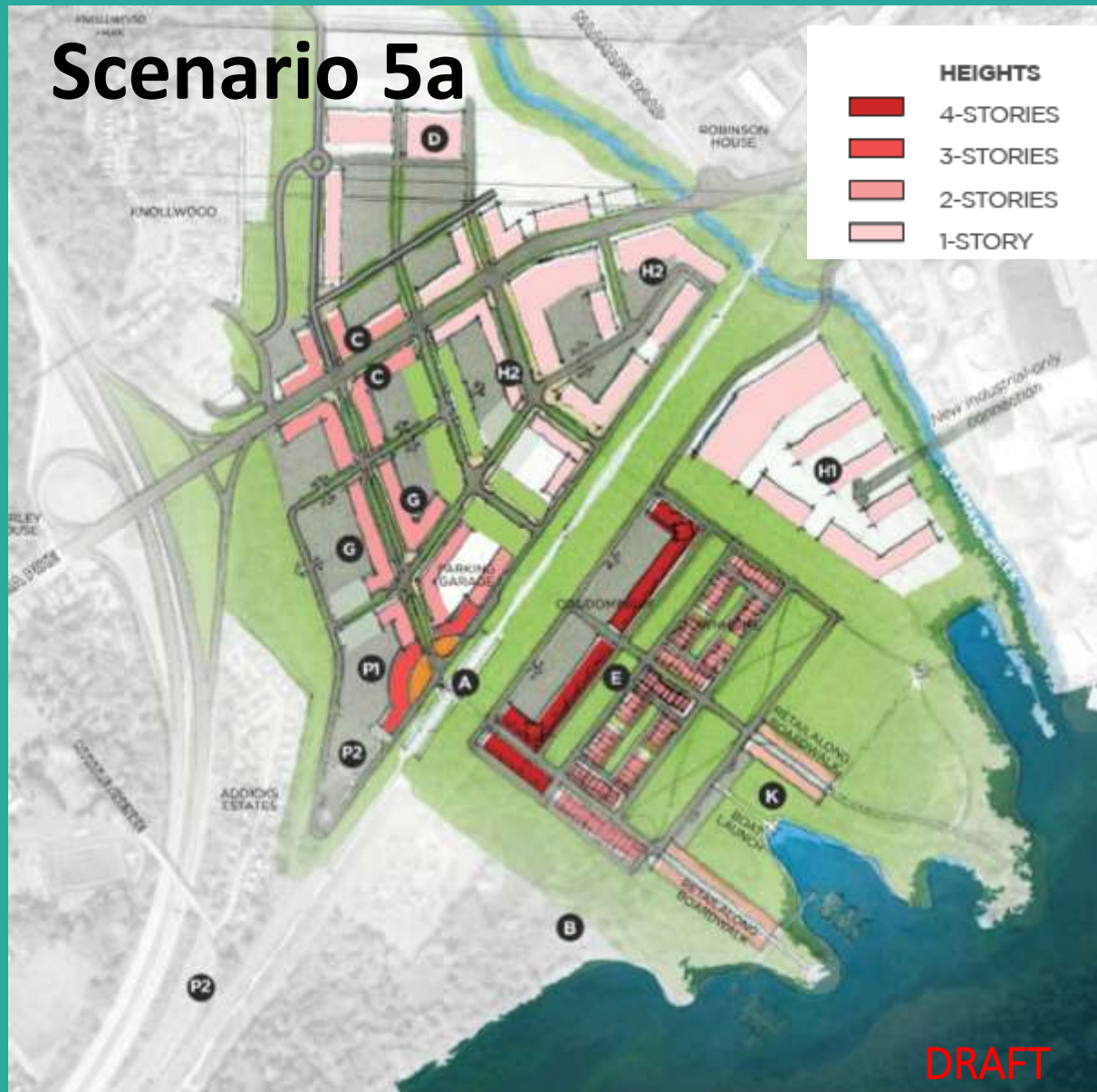


Scenario 5b



Redevelopment Focus Area: Train Station

Scenario 5a



Redevelopment Concept

A: Train Station Relocation

B: Waterfront Park

C: Mixed-Use - Retail/Restaurants [7,000 Sf], Office [100,000 Sf]

D: Mixed Use - Retail [250,000 Sf], Institutional [100,000 Sf]

E: Residential [250 Apts/80 Townhouses]

G: Transit-Oriented Mixed-Use

- Scenario 5a: Office [250,000 Sf], Retail [50,000 Sf]
- Scenario 5b: Office [250,000 Sf], Retail [50,000 Sf], Residential [300 Units On The 3rd/4th Floors Above Office/Retail]

H: Industrial

- H1: Heavy Industrial [200,000 Sf]
- H2: Light Industrial/Flex/R&D [180,000 Sf]

K: Marina & Waterfront
Retail/Recreation

P: Parking

- P1: Parking Garage
- P2: Parking Lots

Note: The connection from Knollwood to the roundabout on the spine road may not meet DelDOT standards. The exact type of connection and traffic control mechanism would be determined at a later time.

Redevelopment Focus Area: Train Station

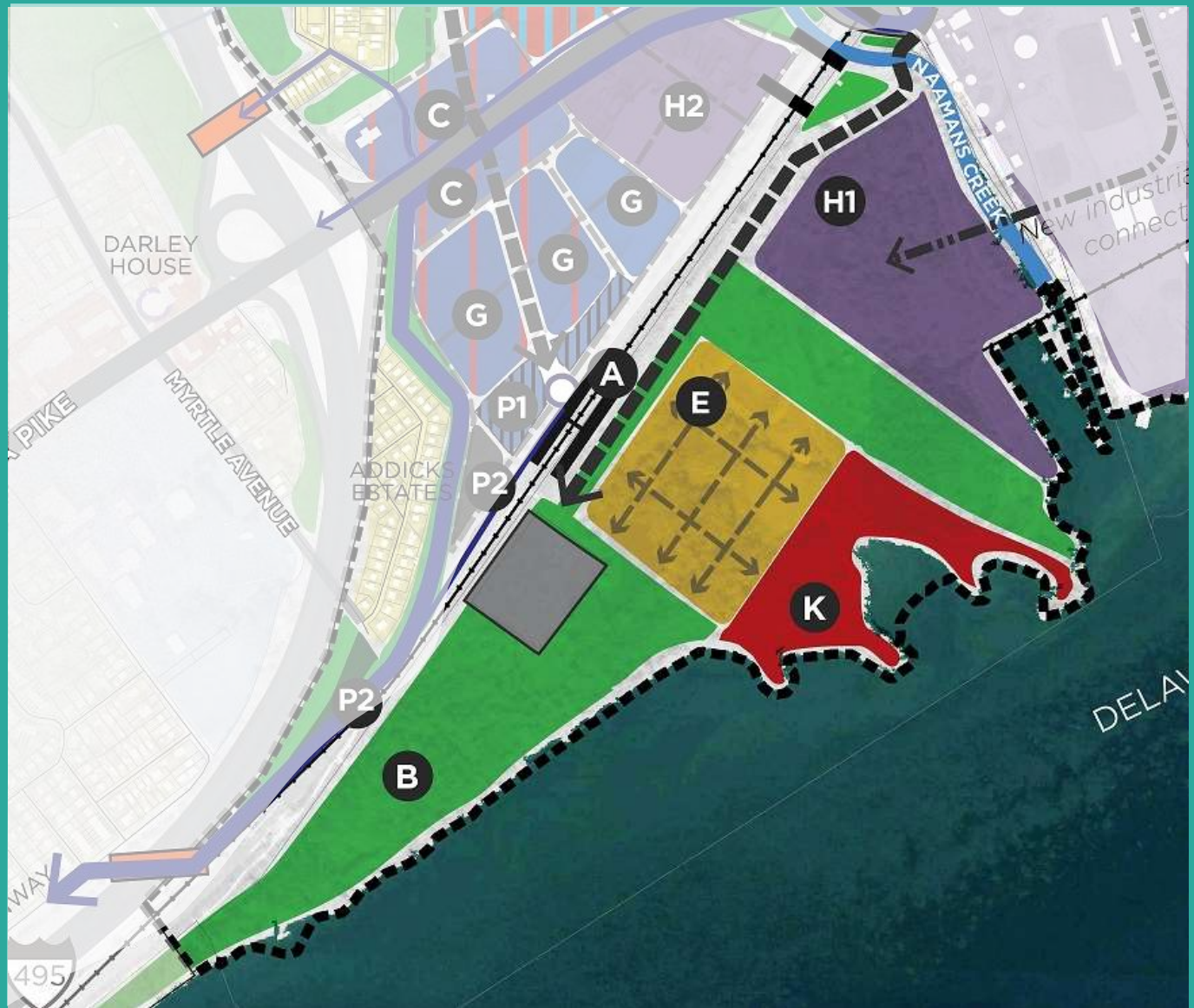


Redevelopment Focus Area: Train Station

DRAFT



Redevelopment Focus Area: Waterfront



Redevelopment Focus Area: Central Node



Redevelopment Focus Area: Central Node

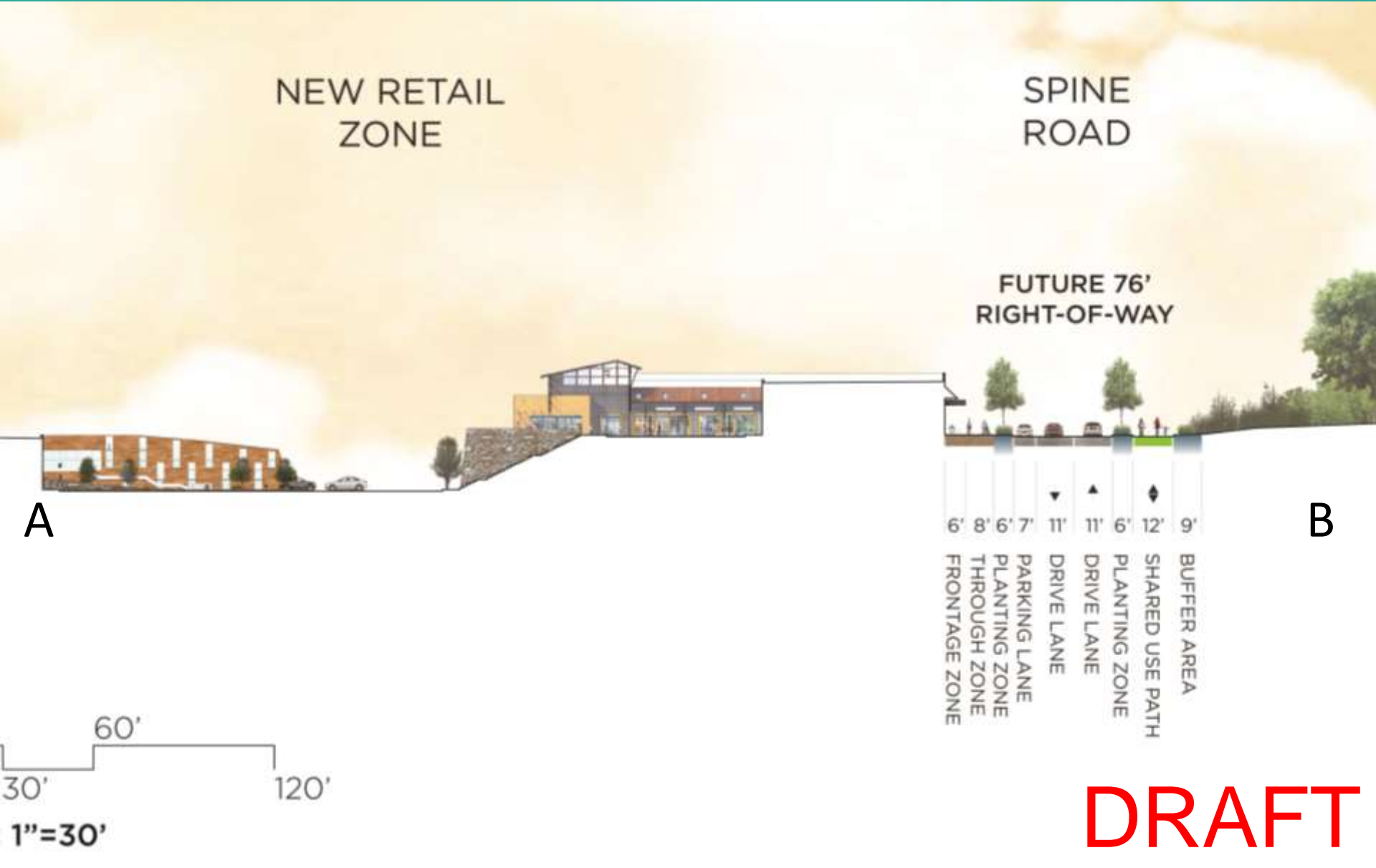


Redevelopment Focus Area: Central Node

DRAFT



Redevelopment Focus Area: Central Node



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Redevelopment Focus Area: Tri-State Area



Redevelopment Focus Area: Tri-State Area



Redevelopment Focus Area: Tri-State Area



Focus Area: Naamans Road South from Hickman to US-13



Focus Area: Naamans Road South from Hickman to US-13



Focus Area: Naamans Road South from Hickman to US-13

DRAFT



Focus Area: West of 95



Focus Area: Existing Active Industrial



Draft Strategies

Strategy 1: Implement a New Future Land Use Plan

Strategy 2: Improve Conditions for All Transportation Modes

Strategy 3: Develop an Economic Development Strategy for Claymont

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

Strategy 5: Beautify Claymont

Strategy 6: Promote Community Health and Wellness

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

Strategy 8: Mitigate Air, Water, and Noise Pollution

■ Draft Actions - Timeframes

Time Frame Definitions

- Ongoing: Continual, beginning with plan approval
- Short-Term: 2-5 years
- Mid-Term: 6-10 years
- Long-Term: 11-20 years

Draft Actions

Strategies and Actions	Implementing Parties	Time Frame
Strategy 1: Implement a New Future Land Use Plan		
Action 1.1: Incorporate the future land use plan, transportation improvements, and other recommendations into the County's comprehensive plan and relevant state-level planning documents.	NCC, WILMAPCO, DeIDOT, OSPC	Short-term
Action 1.2: Update Claymont Design Guidelines to incorporate the NCAMP area.	CRDC, NCC	Short-term
Action 1.3: Approve changes to the Unified Development Code, as necessary, when they conform to the future land use plans.	NCC	Ongoing
Action 1.4: Revisit the North Claymont Area Master Plan on a yearly basis to make updates as necessary.	WILMAPCO	Ongoing

Draft Actions

Strategies and Actions	Implementing Parties	Time Frame
Strategy 2: Improve Conditions for All Transportation Modes		
Action 2.1: Update the Claymont Transportation Plan to incorporate the NCAMP area and improvements.	WILMAPCO, DelDOT	Short-term
Action 2.2: Incorporate priority transportation projects into the Regional Transportation Plan and prioritize for inclusion in the Transportation Improvement Program.	WILMAPCO	Short-term
Action 2.3: Begin developing a framework for public-private partnerships that make structured parking more economically feasible and attractive to developers, particularly near the train station.	WILMAPCO, NCC, DTC	Short-term
Action 2.4: Add NCAMP bicycle network recs. to the DelDOT Bicycle Master Plan	DelDOT	Short-term
Action 2.5: Update NCC zoning and land development regulations to require provisions for all modes of travel – sidewalks, access to transit stops, provisions for bicycle travel and parking	NCC	Short term
Action 2.6: Monitor Claymont Regional Transportation Center progress, and continue to encourage and facilitate the development of a mixed-use, walkable transit hub.	WILMAPCO, DTC	Short- to mid-term
Action 2.7: Promote completion of the ECG through the NCAMP area	WILMAPCO, ECGA, DelDOT, NCC	Mid-term
Action 2.8: When development begins to progress, consider creation of a Transportation Improvement District (TID) to distribute infrastructure improvement costs between major property owners within North Claymont on a “fair-share” basis.	DelDOT, NCC, WILMAPCO	Mid-term
Action 2.9: To ensure effective traffic operations, institute a “monitoring and triggering” policy to ensure major investments such as the I-95/Naamans Road interchange are built only when conditions dictate.	WILMAPCO, DelDOT, NCC	Ongoing
Action 2.10: Continue to require transportation impact studies of development in the NCAMP area, and share studies with other agencies involved in NCAMP transportation improvements.	NCC	Ongoing
Action 2.11: We’d like to add an action/actions for improving transit. (What would trigger a DTC evaluation of route changes, stop changes, consideration of new service? Also, how would we measure the potential for non-DTC shuttle or circulator?)	DTC/WILMAPCO	tbd

Draft Actions

Strategies and Actions	Implementing Parties	Time Frame
Strategy 3: Craft an Economic Development Strategy for Claymont		
Action 3.1: Convene a Claymont Economic Development Task Force to guide a strategic process that will include supporting local businesses, bringing in new job-producing development, and training residents.	CRDC, NCC, elected officials	Short-term
Action 3.2: Allot funding to incentivize hiring and training local community members in local industry and manufacturing.	Local industries; NCC	Short- to mid-term
Action 3.3: If/when an ordinance is finalized, seek an Economic Empowerment District designation for North Claymont.	NCC	Short- to mid-term

Draft Actions

Strategies and Actions	Implementing Parties	Time Frame
Strategy 4: Enhance Safety for Existing Neighborhoods and Re/Developing Areas		
Action 4.1: Establish a public safety advisory group for Claymont, utilizing existing neighborhood and business leadership networks.	NCC; elected officials; local safety officials	Ongoing
Action 4.2: Monitor safety impacts of implementation, including the potential need for enhanced emergency services with a growing population.	NCC	Ongoing

Draft Actions

Strategies and Actions	Implementing Parties	Time Frame
Strategy 5: Beautify Claymont		
Action 5.1: Seek designations that allow entities within Claymont to seek additional funding assistance. For examples, seek a Downtown Development District designation for the Philadelphia Pike area, including land on both sides of 495.	CRDC, NCC	Short-term
Action 5.2: Ensure consistent and frequent enforcement of building code violations.	NCC	Short-term
Action 5.3: Create a community assistance program to fund community-led property upgrades and small-scale community projects (e.g., façade improvements, community gardens), and/or increase outreach related to existing opportunities.	NCC Comm. Dev. and Housing	Short-term
Action 5.4: Establish visual gateways to Claymont, with an aesthetic that matches other directional signage and the results of any “re-branding” efforts.	NCC, CRDC	Short- to mid-term
Action 5.5: Support local organizations in seeking grant opportunities to make community improvements.	CRDC	Ongoing

Draft Actions

Strategies and Actions	Implementing Parties	Time Frame
Strategy 6: Promote Community Health and Wellness		
Action 6.1: Install directional walking signage along pedestrian routes to encourage walking as a transportation option, particularly as development increases and densifies.	DeIDOT, NCC, CRDC	Short-term
Action 6.2: Assess availability of healthy food options and encourage or incentivize development of grocery stores, periodic farmers markets, or other ways to make it easier for the Claymont community to access healthy food options.	NCC	Short-term
Action 6.3: If desired by land owners, assist with actively recruiting development of family-friendly indoor or outdoor recreational facilities.	NCC, CRDC	Short- to mid-term
Action 6.4: Encourage the development of family support, training centers, and other similar facilities within institutional areas.	NCC, CRDC	Short- to mid-term

Draft Actions

Strategies and Actions	Implementing Parties	Time Frame
Strategy 7: Improve and Add Recreation, Parks, and Green Spaces		
Action 7.1: Allot funds for priority parks and recreation enhancements and maintenance. [List to be included in recommendations chapter, similar to the transportation projects.]	NCC, DNREC	Mid-term

Draft Actions

Strategies and Actions	Implementing Parties	Time Frame
Strategy 8: Mitigate Air, Water, and Noise Pollution		
Action 8.1: Continue to monitor for air, water, and noise pollution concerns that might trigger protective actions, and report regularly to the public and elected officials on findings.	DNREC	Ongoing

■ Next Steps

- Refining implementation plan, drafting report
- Next PMC meeting: September 27, 2016
- Final public workshop: Monday, October 24 (at Archmere Academy)
 - 5-7 PM – Drop-in Open House (Stop in any time!)
 - 7-7:30 PM – Presentation
 - 7:30-8 PM – Open House

Contact Information

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