

North Claymont Area Master Plan

PROJECT MANAGEMENT COMMITTEE

JUNE 4, 2015

Introductions

Status of Task 1

IDENTIFY ISSUES, OPPORTUNITIES AND
CONSTRAINTS

Project Area



Hickman Row



Analine Village



Knollwood



Addicks Estates



Northtowne Plaza

With Whitney Apartments and Naamans Village Apartments



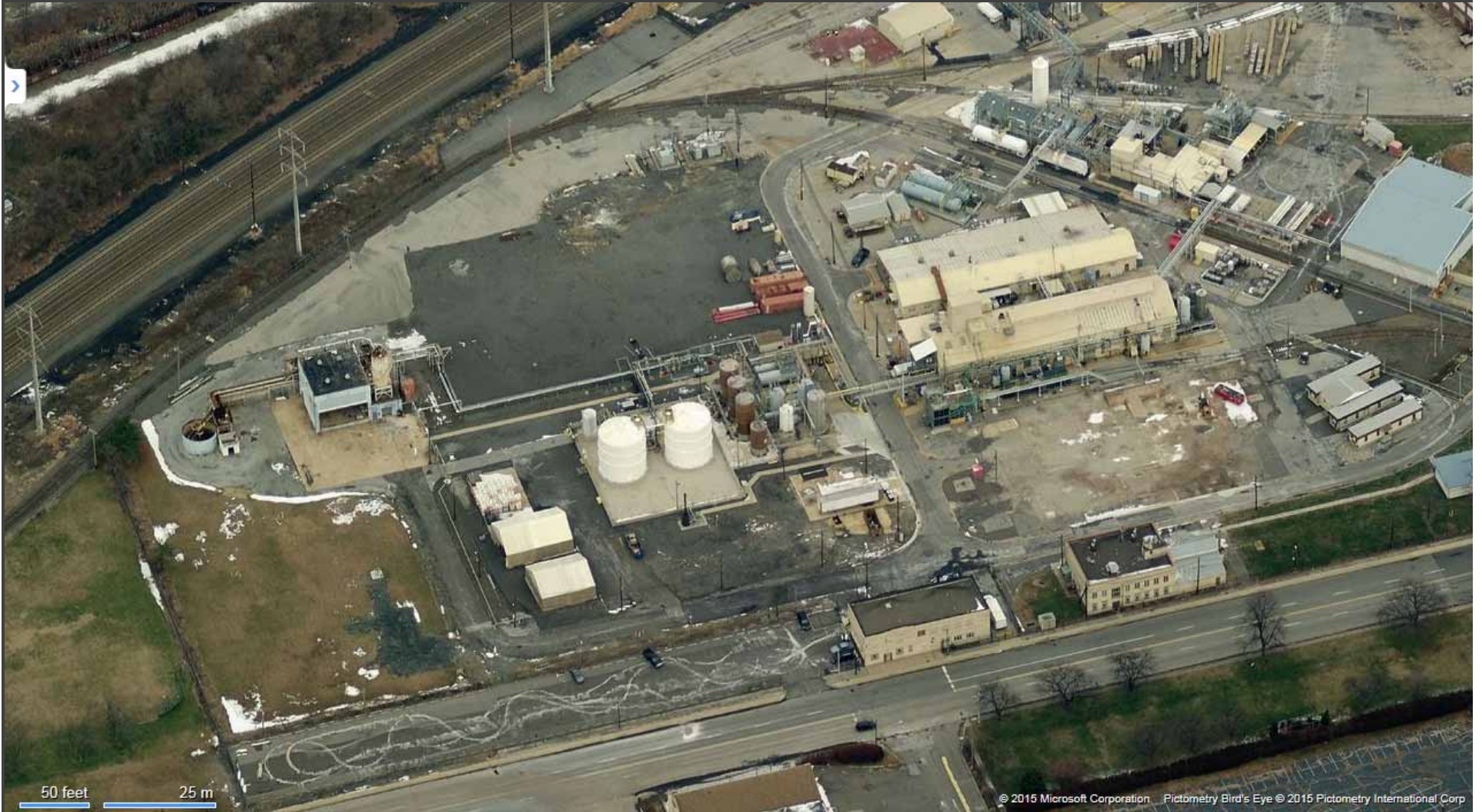
Tri-State Mall



Sunoco



Honeywell



General Chemical



Claymont, Delaware

Street View - Jun 2012



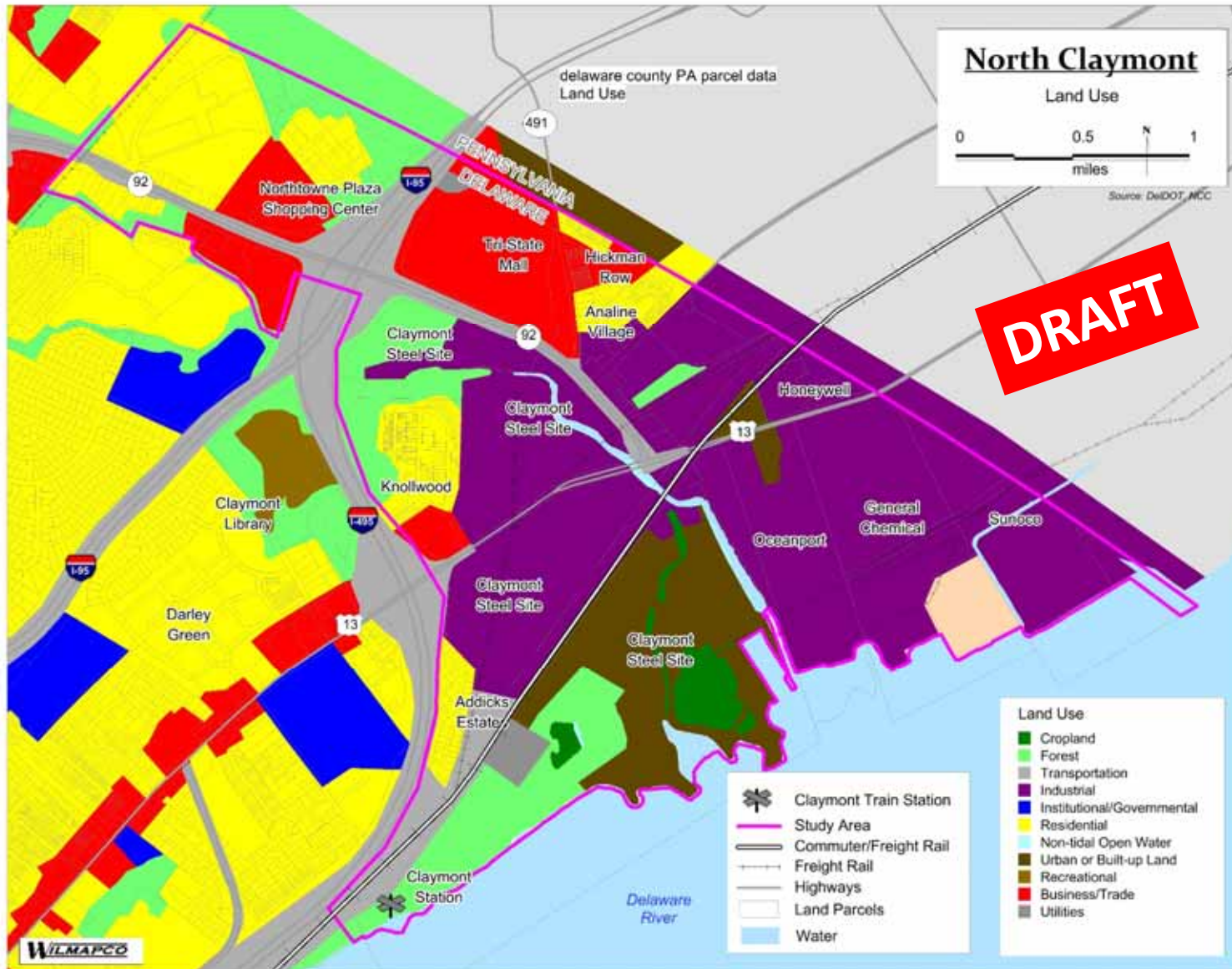
Oceanport



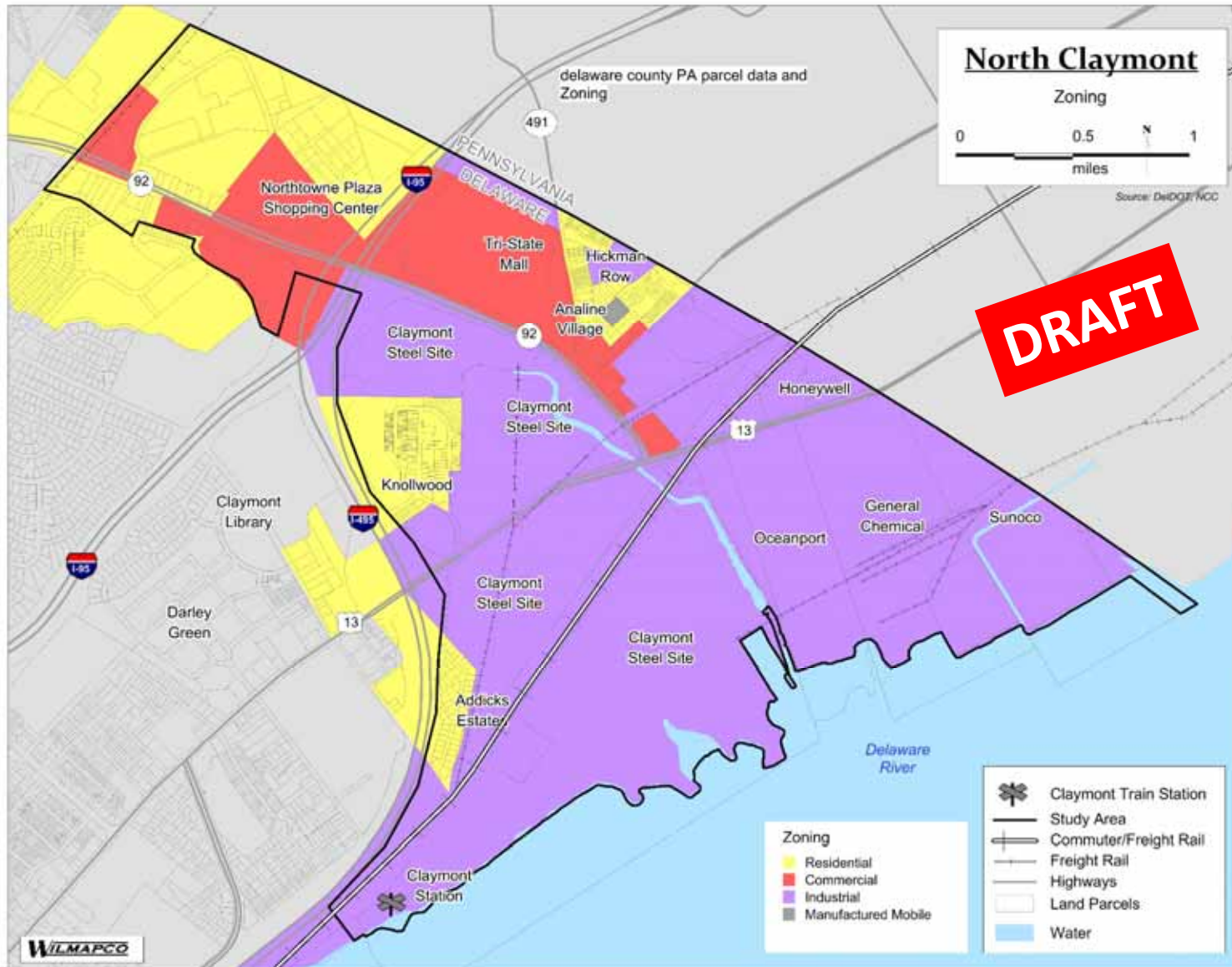
Claymont Steel



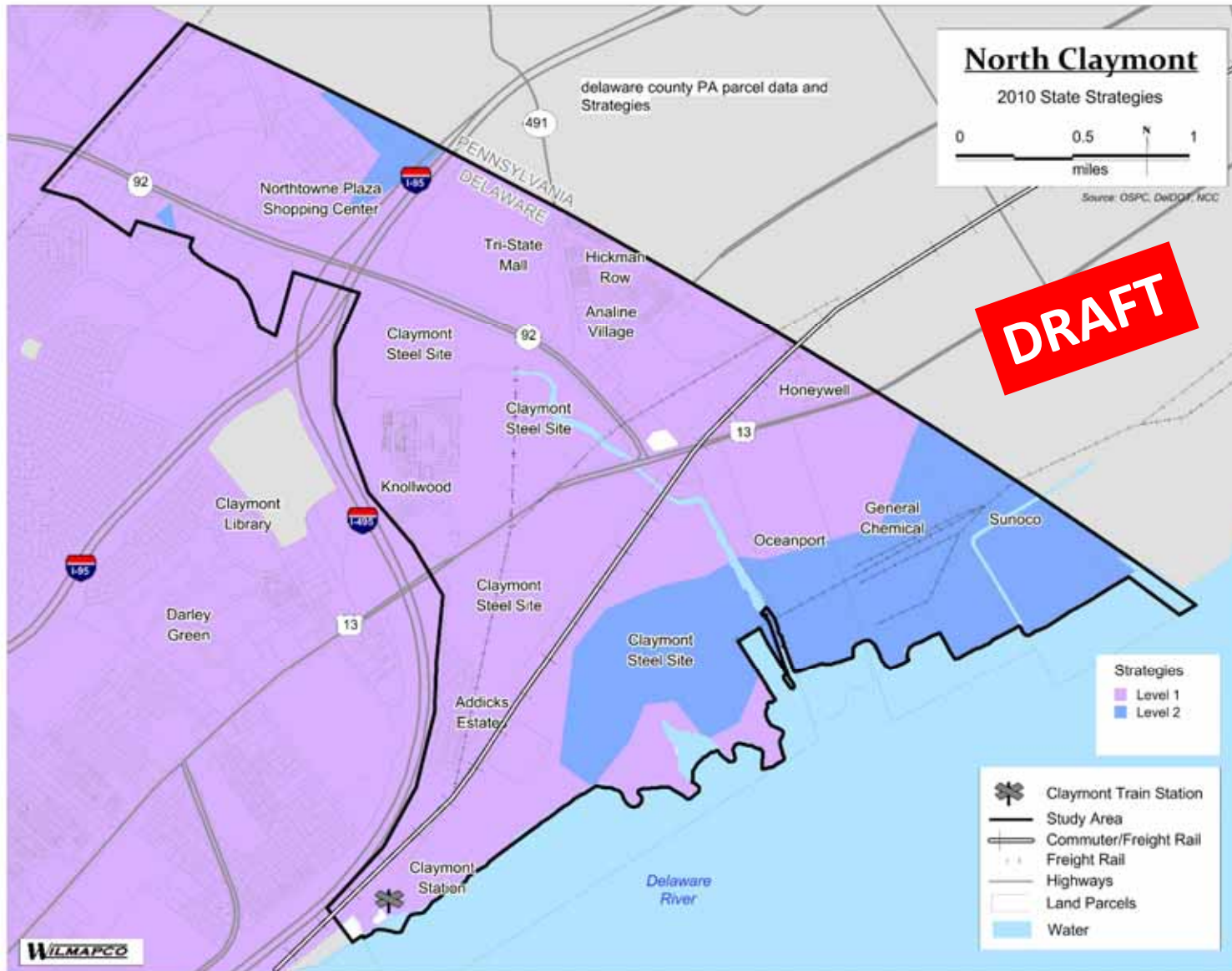
Existing zoning and land use



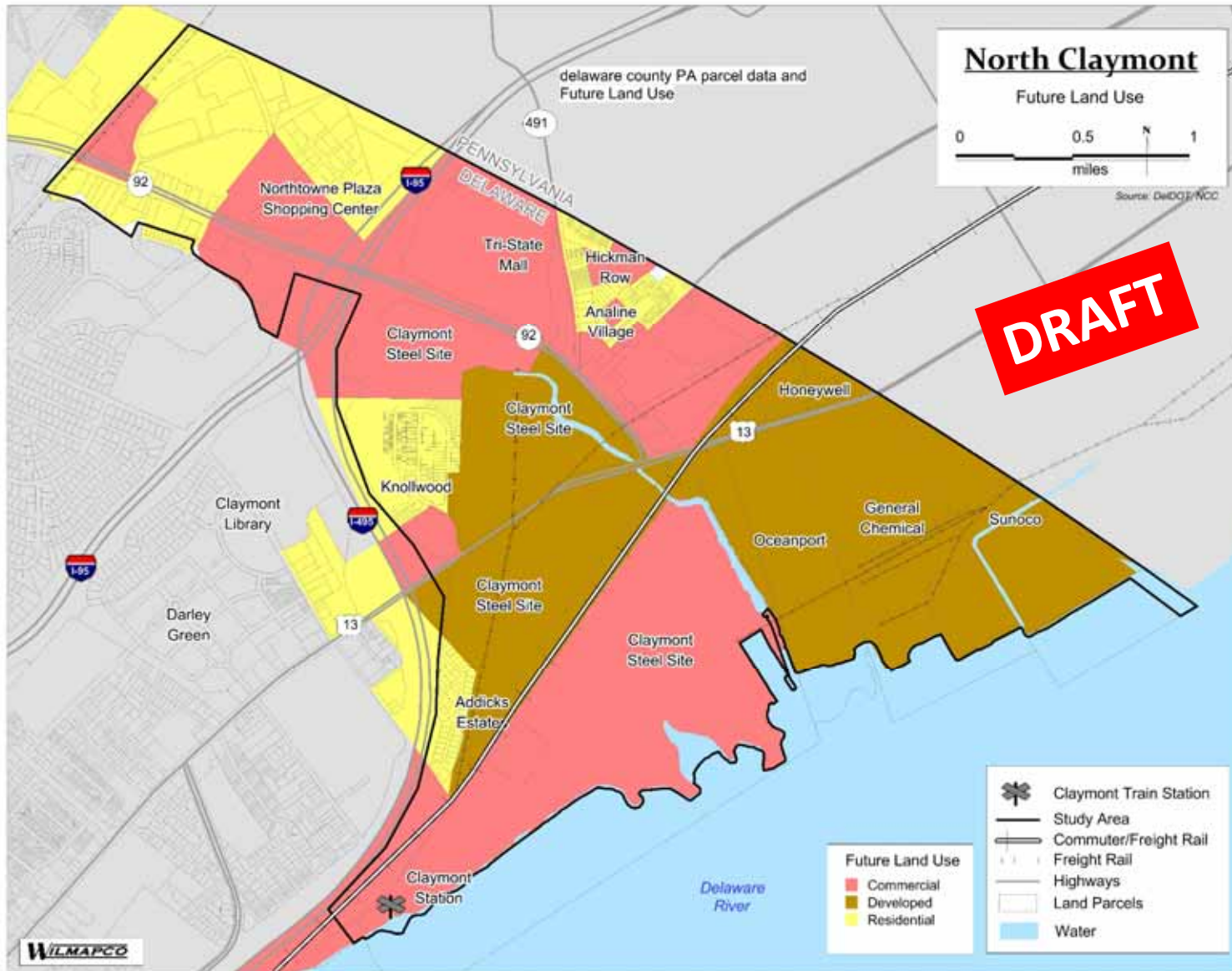
Existing zoning and land use



Potential land use



Potential land use





FIRST STATE CROSSING

RIVER • RAIL & ROADS AT CLAYMONT



FIRST STATE CROSSING MASTER PLAN

"First State Crossing" proposes to redevelop the former EVRAZ Steel site and reestablish Delaware's historic First State crossroad. Claymont emerged in 1620 where the Kings Highway (Philadelphia Pike) crossed Naamans Creek. In 1827, the Philadelphia, Wilmington, Baltimore Railroad (now Amtrak) was built through town. The late 20th Century saw I-95 and I-495 converge to create a commercial crossroad that unites highway, rail, and river transportation and positions "First State Crossing" for 21st Century redevelopment.

This Master Concept Plan envisions a mix of uses to capture the value created by the highways, railroads, and Delaware River. Proposed uses include First State Corporate Center offices on the high profile northern gateway; First State Employment Center with research, office, manufacturing, and warehouse uses in the center area; First State Transit Center served by rail, bus, auto, bike, and pedestrians to serve existing and stimulate new development; and First State Logistics Center for multi-modal truck, rail, and river users. The 420 acre First State Crossing redevelopment will transform this historically significant site into a mixed-use economic growth engine for Delaware and also preserve Naamans Creek for active and passive recreational uses.

- 1. First State Corporate Center (32 Acres)
- 2. Administration (5 Acres)
- 3. Office & Research (54 Acres)
- 4. Warehouse + Port Support (56 Acres)
- 5. First State Transit Center (12 Acres)
- 6. First State Logistics Center (263 Acres)
- 7. Delmarva 422 Gross Acres
- 8. Public Safety Basin
- 9. Dry Dock

* Plan indicates +/- 80 Acres (19%) Open Space

● Signalized Intersection





FIRST STATE CROSSING

RIVER • RAIL & ROADS AT CLAYMONT



FIRST STATE CORPORATE CENTER

"First State Corporate Center" is the northern gateway to First State Crossing where I-95 and I-495 meet and cross Naamans Creek. This 30 acre site offers excellent highway visibility and access to create an ideal corporate campus. The Plan envisions office buildings totaling 600,000 square feet with trails along Naamans Creeks that link to the new Multi-Modal Transit Center.





FIRST STATE CROSSING

RIVER • RAIL & ROADS AT CLAYMONT



FIRST STATE EMPLOYMENT CENTER

"First State Employment Center" is located at the central areas along Philadelphia Pike and will include research, office, manufacturing, and warehouse uses to create multiple employment opportunities. The 41 acre area north of Philadelphia Pike will focus on research, and office uses, while the 58 acre area south of Philadelphia Pike will focus on manufacturing, warehouse, and logistics uses. The combined area will provide opportunities for up to 600 jobs. This is in addition to the employment potential of the First State Corporate Center to the north and the First State Logistics Center to the south.

A new internal roadway linking Naamans Road and Philadelphia Pike will limit curb cuts along existing roads and establish a new image and attractive streetscapes in Claymont around First State Crossing. This section of the Plan will enhance Philadelphia Pike by replacing the industrial frontage with attractive streetscapes, pedestrian walks, bike lanes, bus stops, and landscaping. The Plan will create a welcoming entrance to the City of Claymont, the State of Delaware, and First State Crossing.

This area of the Plan will preserve Naamans Creek to create active and passive fitness trails and parks. It will also preserve the historic office building, and will build a strong connection between the historic Darley House and Robinson House.



FIRST STATE CROSSING

RIVER • RAIL & ROADS AT CLAYMONT



FIRST STATE TRANSIT CENTER

A new Multi-Modal Transit Center is proposed for a twelve acre site situated along a straight section of the Amtrak line a ½ mile east of the existing Claymont Train station. The Multi-Modal Transit Center will feature a peaked roof brick building, 600 foot passenger platforms for north and south bound trains, bus connections, kiss and ride drop-off, 650 parking spaces, bike and pedestrian access, and easy auto access from Naamans Road and Philadelphia Pike. Pedestrian and bike access from Myrtle Avenue may be possible subject to agency approvals. The site will include natural screening to nearby homes.



FIRST STATE LOGISTICS CENTER

FIRST STATE CROSSING

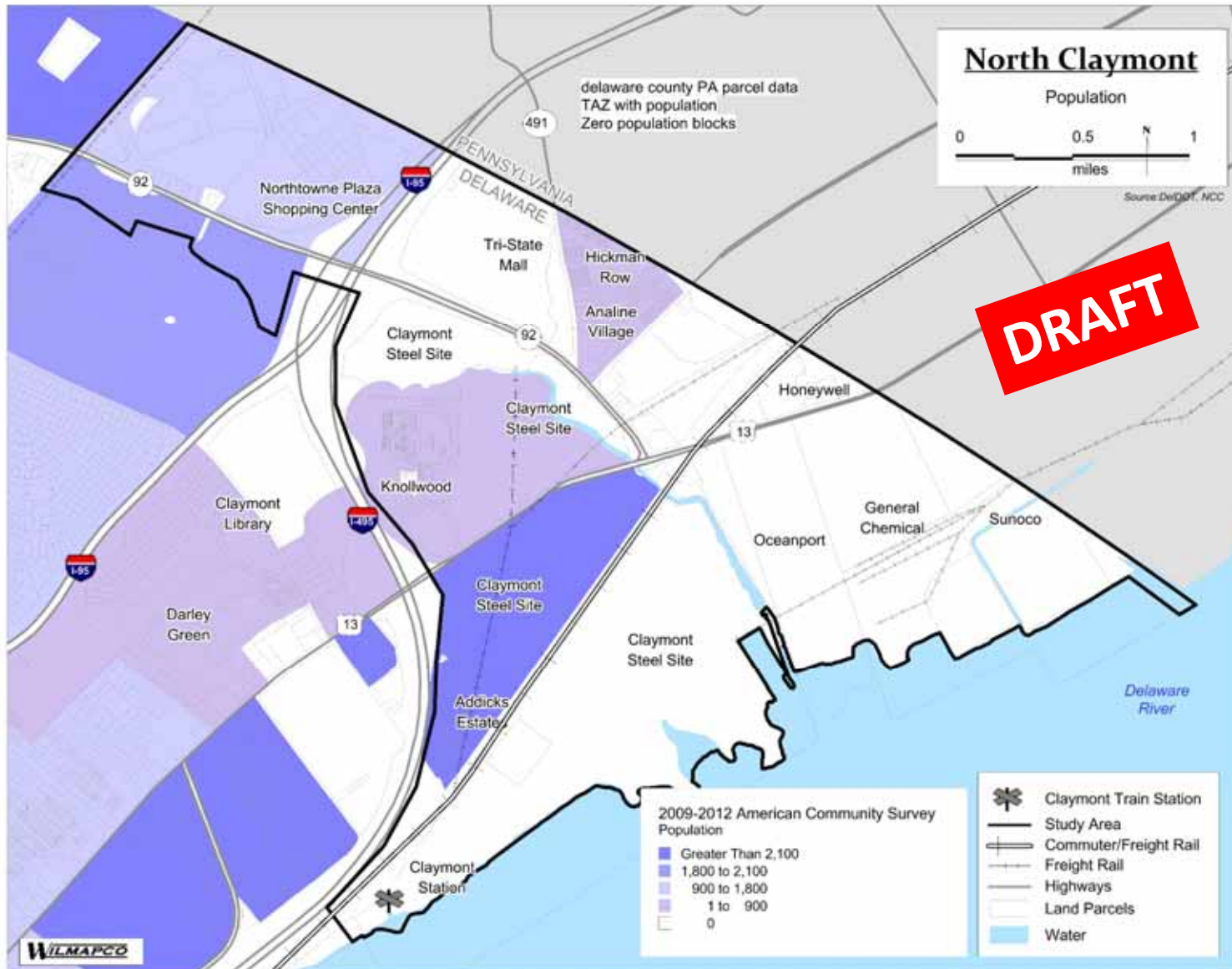
RIVER • RAIL & ROADS AT CLAYMONT



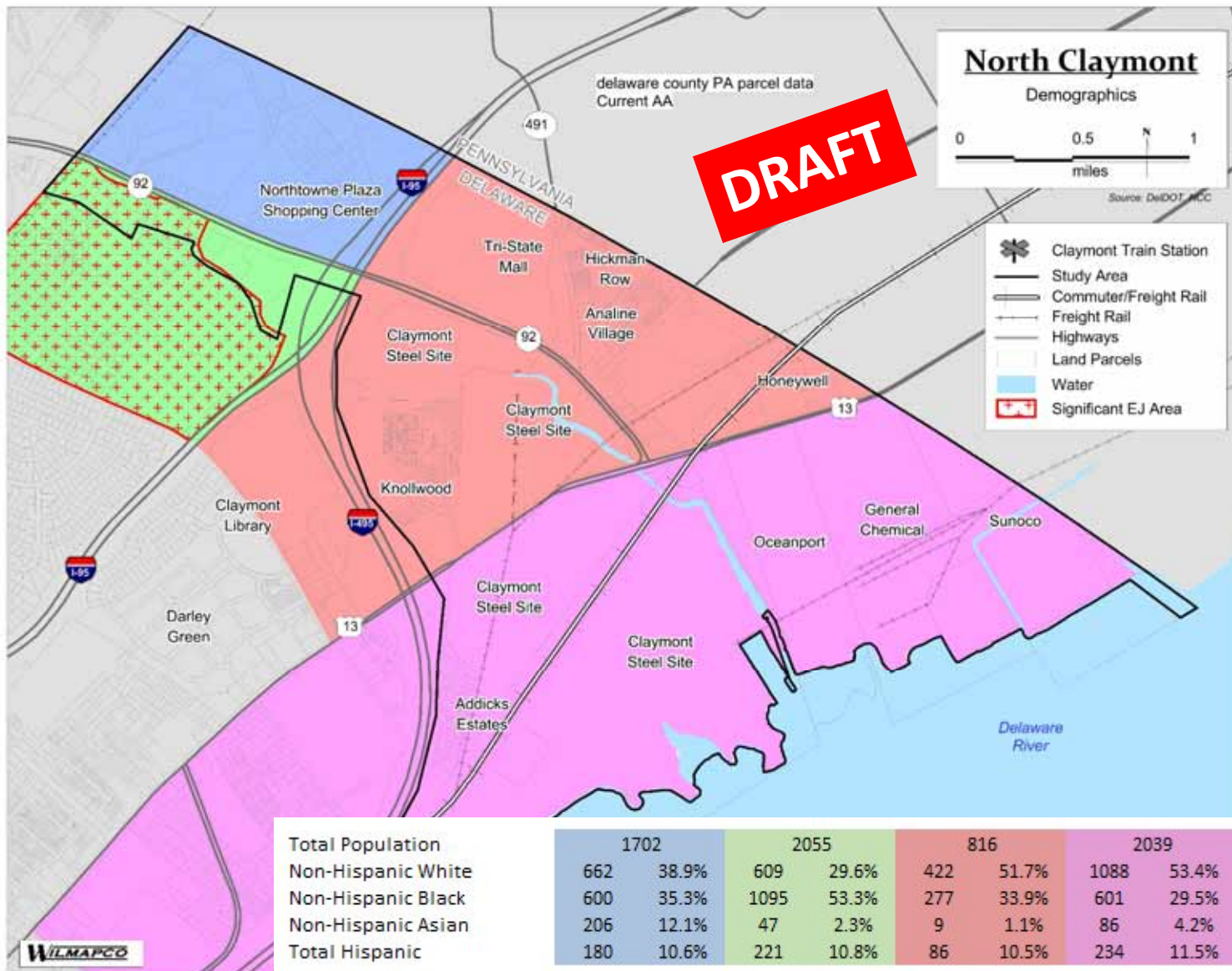
Real estate/economic assessment

- NCC has requested proposals from 5 different firms
- Analysis of
 - What would be the highest and best realistic uses
 - New or burgeoning sectors within the local/regional marketplace
 - Compatibility with the proposed First State Crossing development

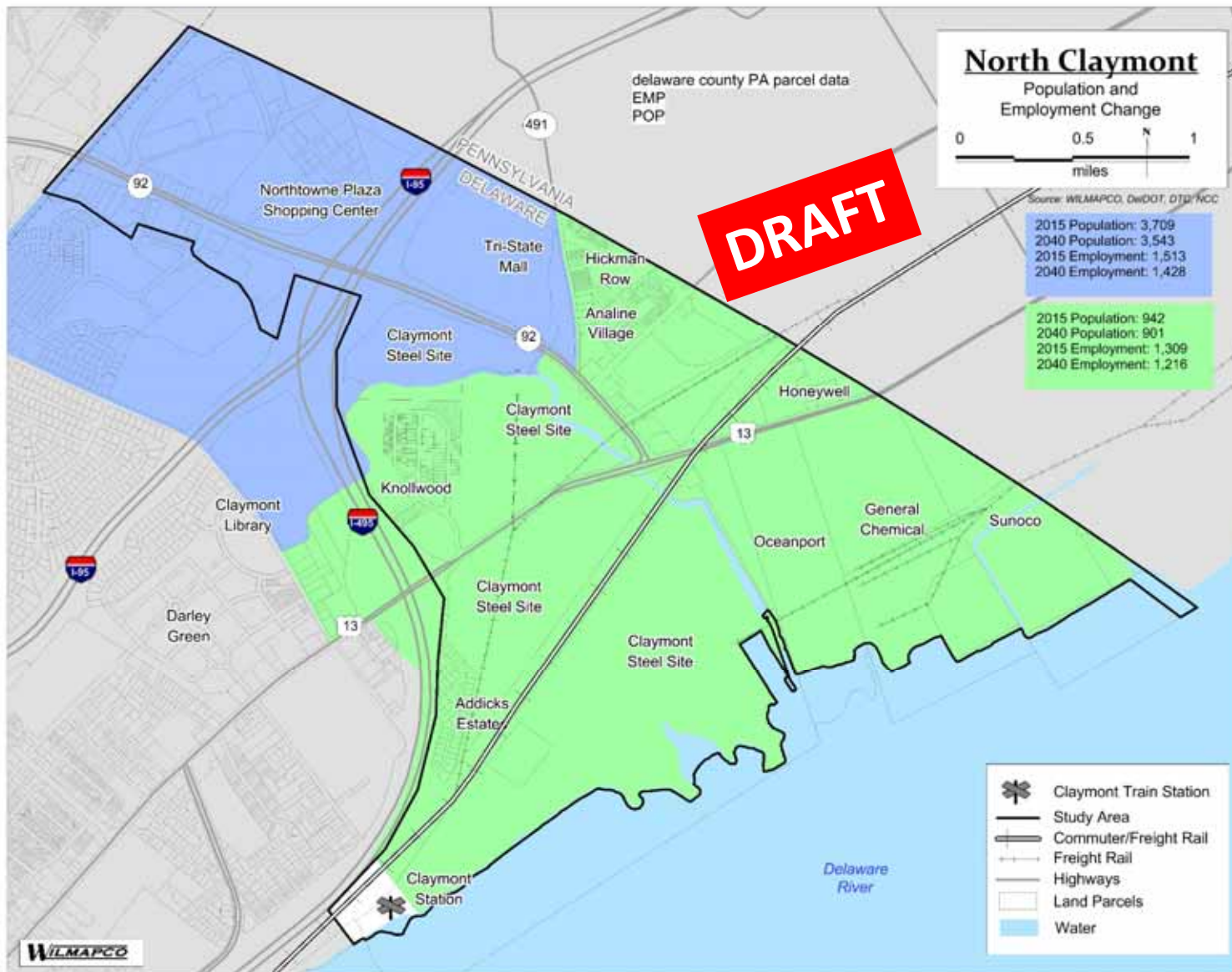
Population and employment



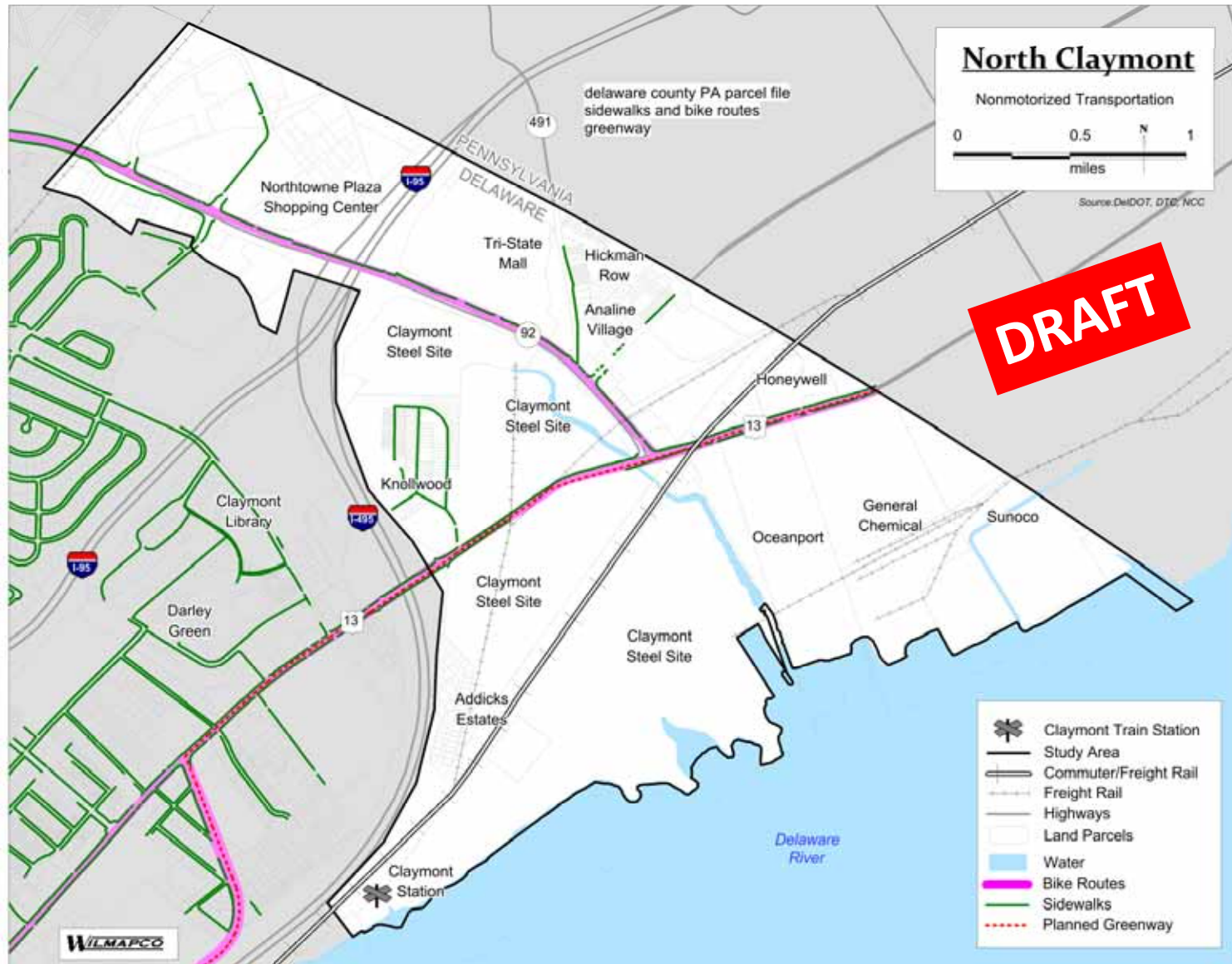
Population and employment



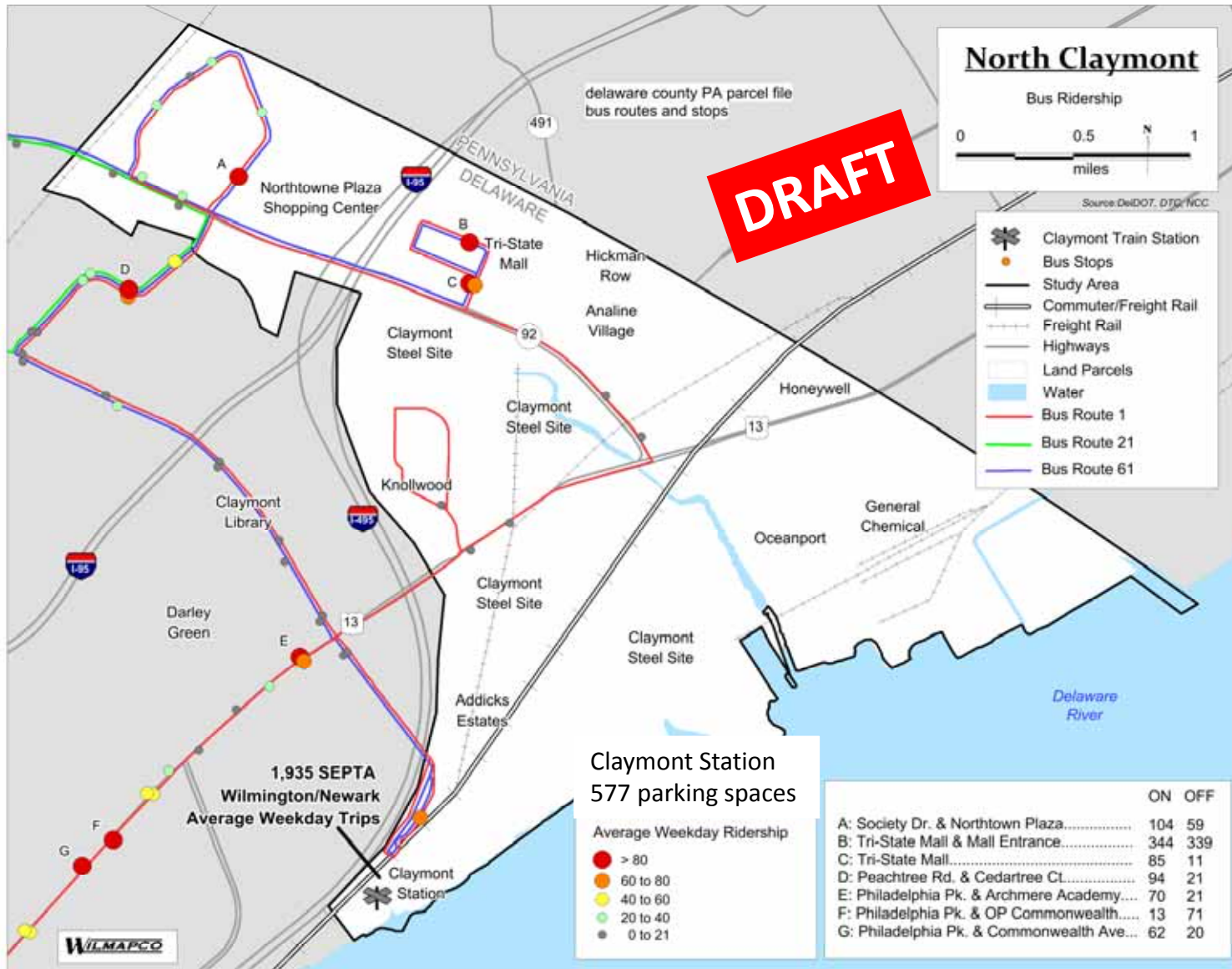
Population and employment



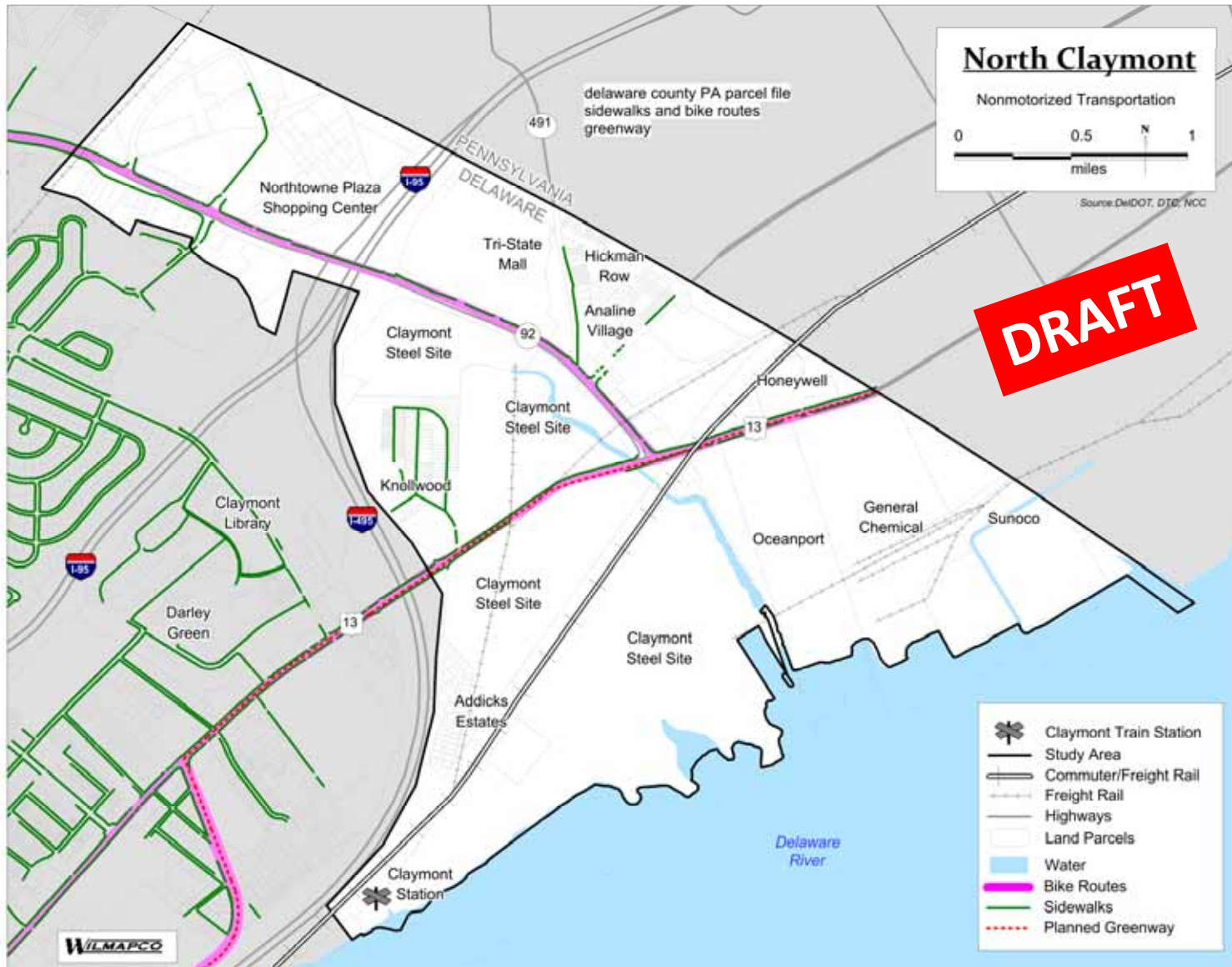
Transportation



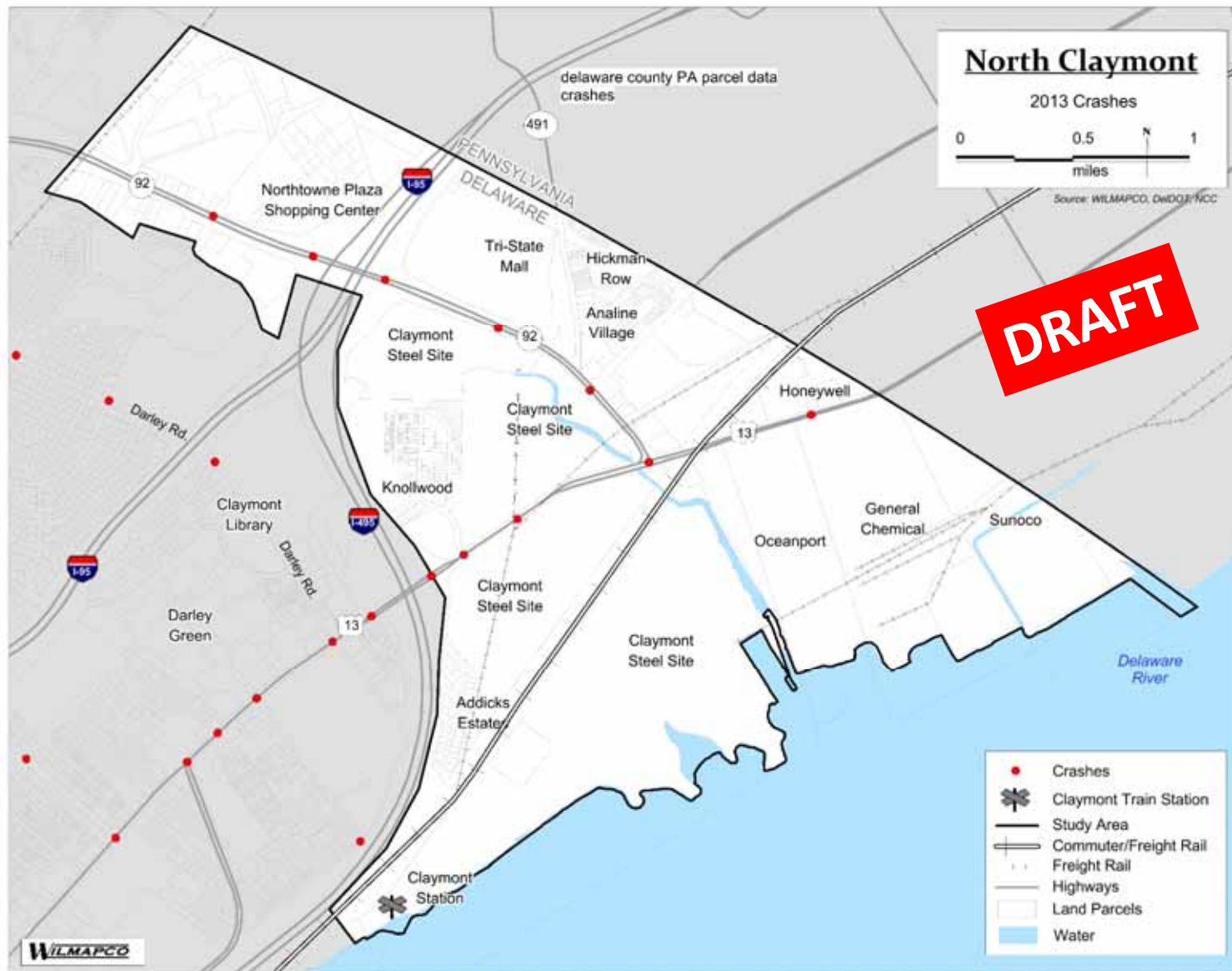
Transportation



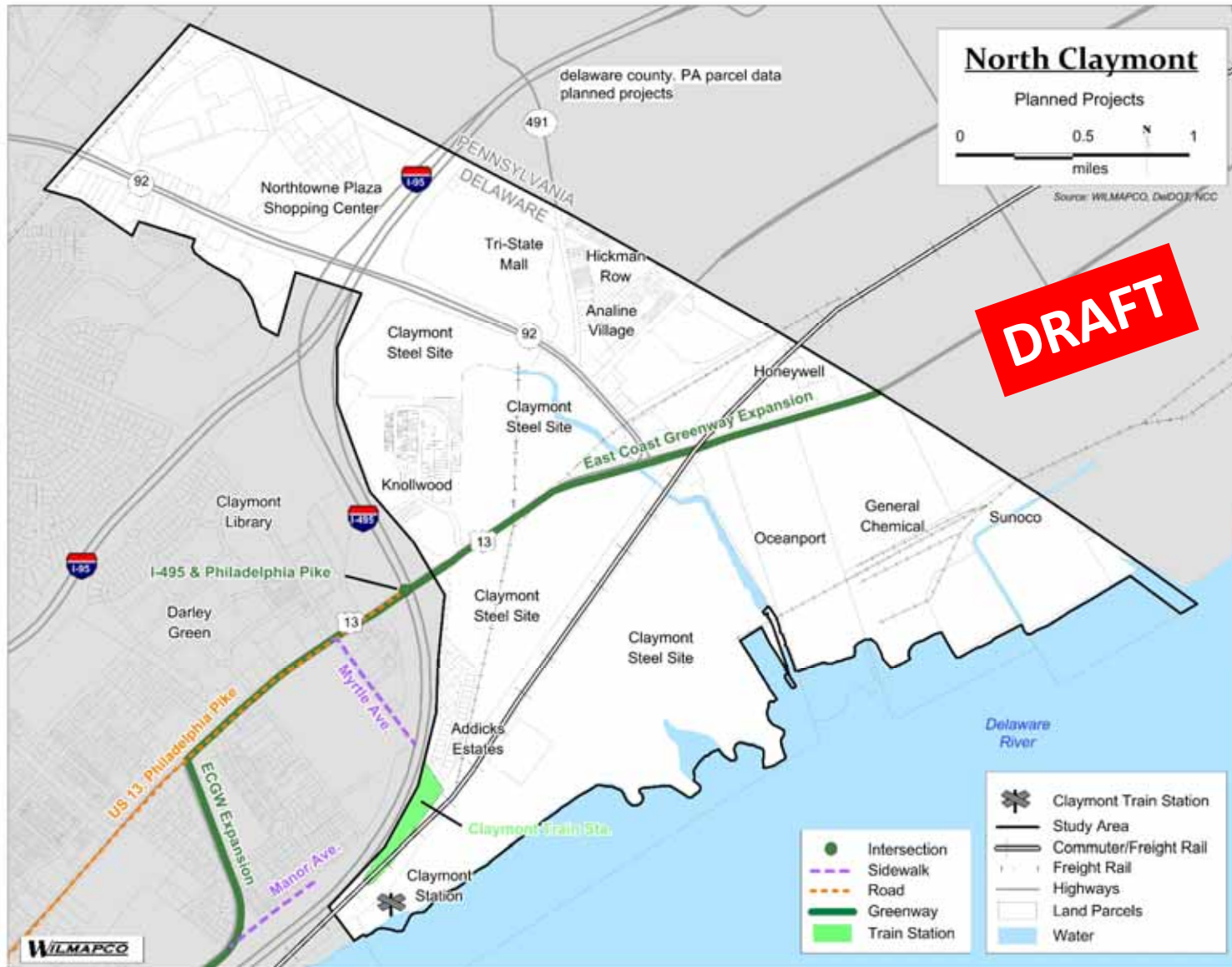
Transportation



Transportation



Transportation



Transportation

2013 Delmarva Chemicals Manufacturing Supply Chain Study

- Evaluated the opportunity for increased chemical manufacturing and related activities in the Greater Wilmington and Delmarva region potentially made possible by oil and gas development in the Marcellus shale
- Synthesized various chemicals and transportation industry forecasts and insight to evaluate potential opportunities and identify priority transportation policies and investments
- Found that petroleum/chemicals industry activities just over the Delaware border in Marcus Hook, Delaware County, PA, directly impacts chemicals and transportation industries in Greater Wilmington
- Revival of regional basic chemicals and derivatives manufacturing is possible if NGL/natural gas pipeline are developed towards the Delaware Bay and manufacturers see cost benefits to locating production near potential markets
- Besides NGL and natural gas pipelines, no single transportation investment will necessarily induce increased regional chemicals manufacturing and related activities, nor should chemicals interests alone justify public investments
- Challenges and priorities for the regional chemicals industry that would have to be addressed outside the scope of transportation policy include reportedly high energy costs in Delaware relative to neighbors, long-term skilled workforce constraints, Coastal Zone Management regulations, and other tax and regulatory issues

Transportation

2013 Delmarva Chemicals Manufacturing Supply Chain Study

- **Scenario 1A:** A best-case scenario would include the development of an ethylene cracker facility near Marcus Hook and/or propane- or methane-based derivative plants, reviving regional basic chemicals manufacturing.
- **Scenario 1B:** If Shell builds an ethylene cracker in Western PA, the Delaware River/ Bay region could see increased downstream chemicals manufacturing and limited basic chemicals growth.
- **Scenario 1C:** If no ethylene units are not built in the Northeast, there may be some opportunities for chemicals industry growth in energy-intensive industries which will still benefit from low-cost natural gas such as chlor-alkali, as well as NGL transportation activities centered on export.
- **Scenario 2:** In a worst-case scenario, either production levels do not materialize or nearly all activities and benefits accrue to the US Gulf Coast, Canada, or North Dakota. Delmarva area chemicals manufacturing would then likely resume previous trends favoring specialized chemicals and R&D but off-shoring or relocation of other chemicals manufacturing.

Summary of findings, con't.: Evaluation of transportation policy priorities

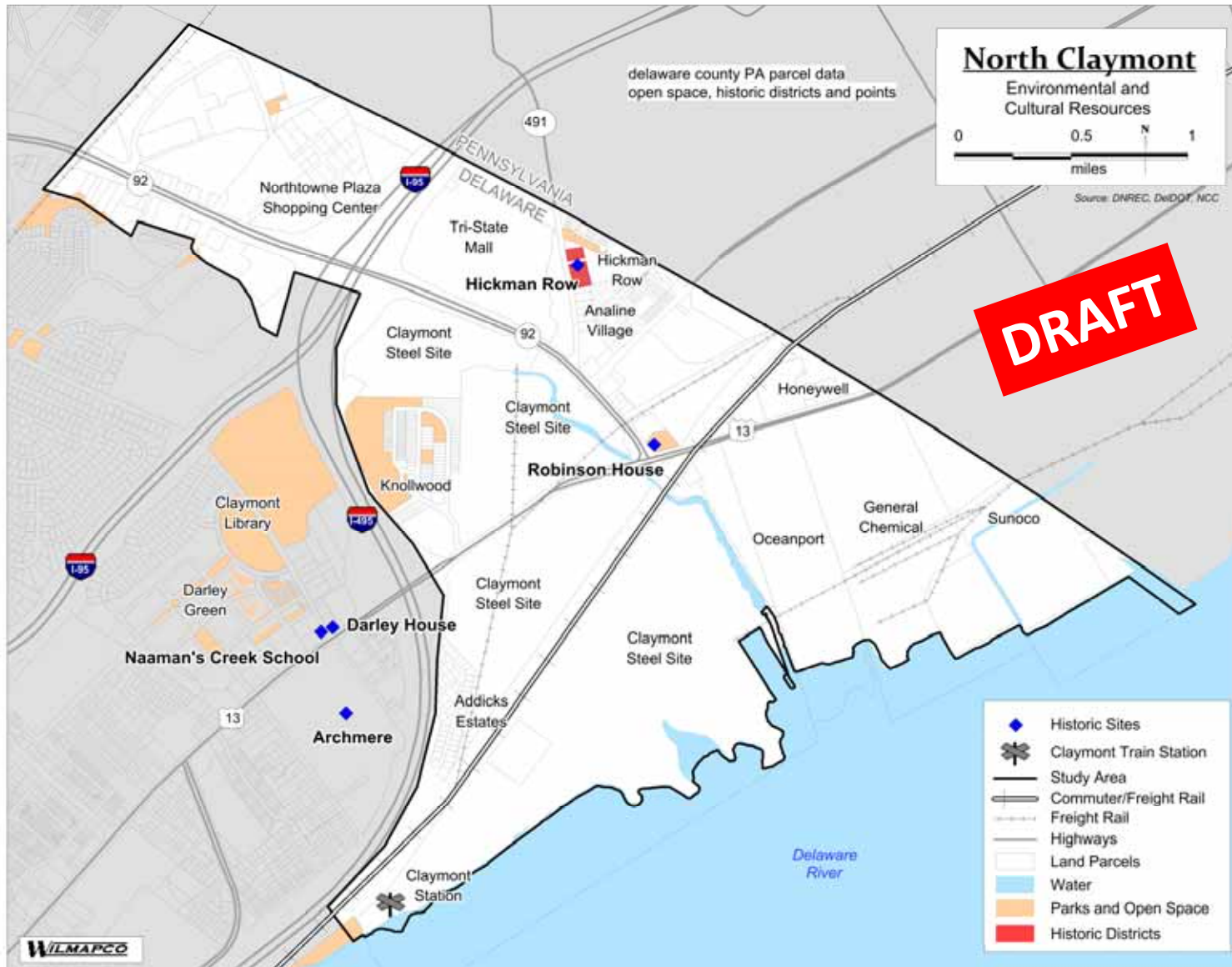


Scenario	1A	1B	1C	2
Coordination with DVRPC on planning/marketing	High Benefit	High Benefit	Moderate Benefit	Moderate Benefit
Chesapeake Connector	Moderate Benefit	Moderate Benefit	Moderate Benefit	Moderate Benefit
Rail congestion alleviation in New Castle County	High Benefit	High Benefit	Moderate Benefit	Minimal Benefit
Highway capacity and congestion mitigation	High Benefit	High Benefit	High Benefit	High Benefit
Secondary rail service to Lower Delmarva	High Benefit	Moderate Benefit	Minimal Benefit	Minimal Benefit
Delaware Bay dredging to 45+ feet	High Benefit	High Benefit	High Benefit	Minimal Benefit
Port of Wilmington strategic investment	Moderate Benefit	Moderate Benefit	Minimal Benefit	Minimal Benefit
New Castle airport cargo operations*	Minimal Benefit	Minimal Benefit	Minimal Benefit	Minimal Benefit

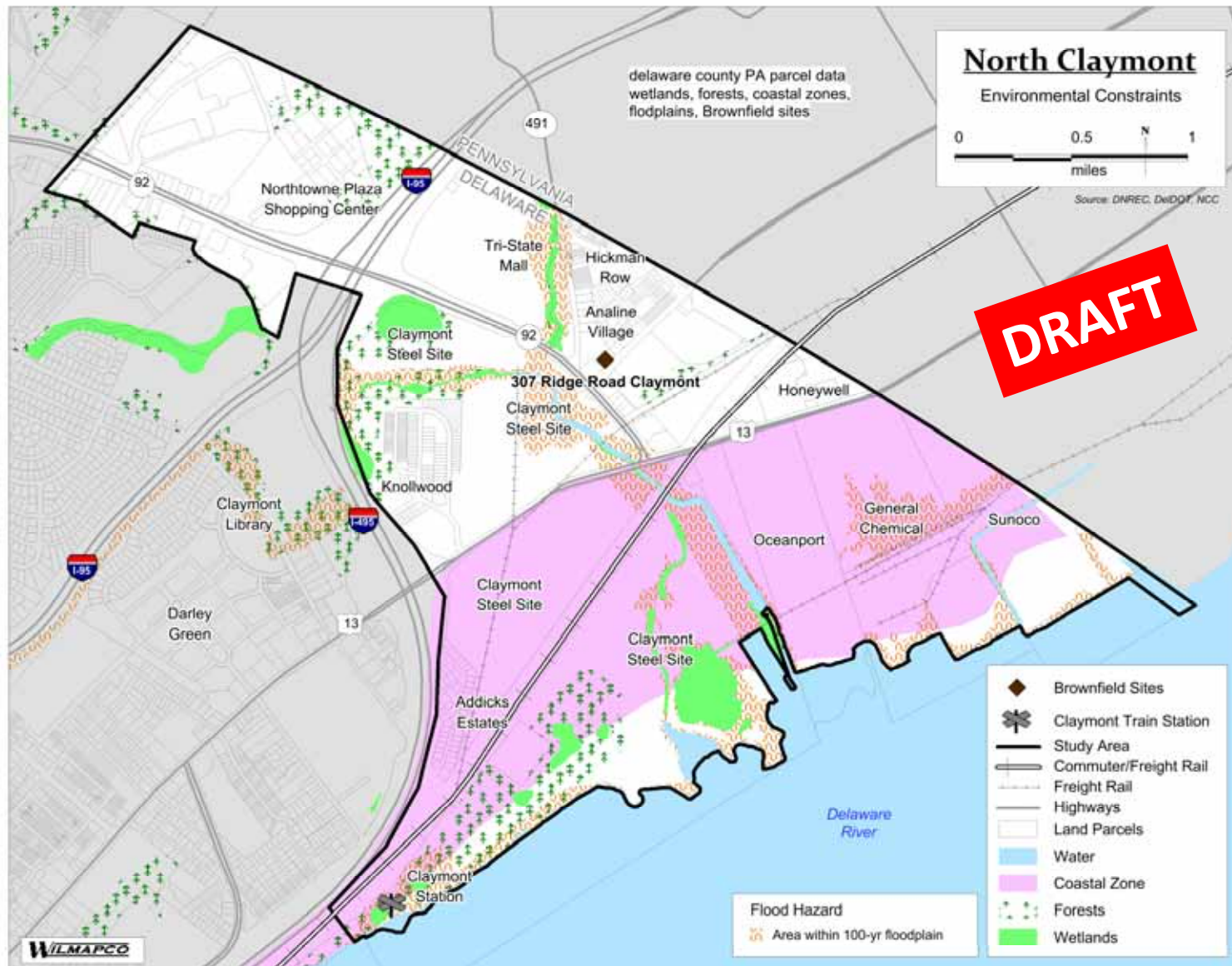
Key	
High Benefit	High Benefit
Moderate Benefit	Moderate Benefit
Minimal Benefit	Minimal Benefit

- Note: seaport and airport freight access are important to Delmarva chemicals manufacturing, but the analysis suggests current market, facilities, and community constraints to cargo operations at New Castle. The study adopts the position that efficient roadway connectivity to BWI or PHL is more viable.

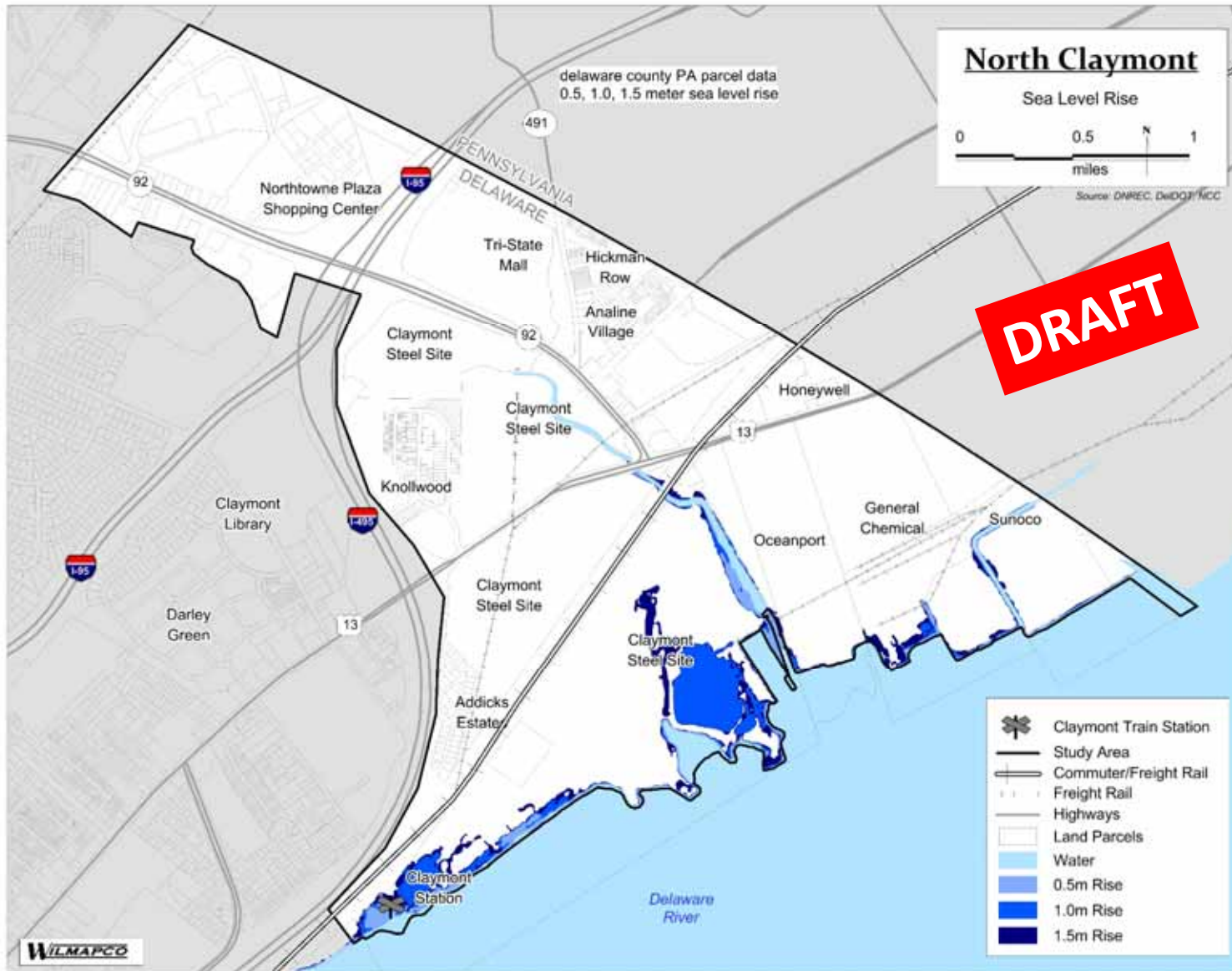
Environmental/Cultural Assets



Environmental Constraints



Environmental Constraints



Schedule and next steps

- Review of Scope of Work/RFP
- Timeline for completion of Task 1 analysis
- Community Visioning Process