Thank you for coming!

We hope you will stay involved throughout the planning process.

Email
claymont@wilmapco.org

Website
www.wilmapco.org/ncamp

Facebook
facebook.com/northclaymont
WHAT IS A MASTER PLAN, AND WHAT CAN IT DO?

A master plan is a document that identifies general improvements and infrastructure needed in a specific area. It is intended to guide growth and development over a number of years and in phases.¹

WHAT IS THE NORTH CLAYMONT AREA MASTER PLAN?

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 and Design
- Community and Economic Development
- Environment and Open Space
- Transportation

WHAT CAN A MASTER PLAN DO?

It cannot:

- Establish requirements regarding the future form of the built environment.

It can:

- Put forth recommendations that can be adopted and implemented by the County and other agencies. These may include strategies such as changes to the future land use plan, zoning updates, or adoption of guidelines.
- Provide a framework for potential developers and investors.

Community stakeholders (property owners, business owners, institutions, and the general public) will play an important role in implementation of the plan.

¹ - Definition adapted from the American Planning Association & Delaware Office of State Planning Coordination
The document outlines the study process for the North Claymont Area Master Plan in New Castle County, Delaware. The process includes:

1. **Analyze Existing Conditions**
2. **Establish Goals** through Community Visioning
3. **Create Scenarios**
4. **Evaluate Scenarios**
5. **Select Preferred Scenario**
6. **Prepare Final Report**

**Schedule:**

- **Analyze Existing Conditions** completed February 3, 2016 (Archmere Academy)
- **Establish Goals through Community Visioning** Focus Groups/Interviews
- **Create Scenarios** completed June 6, 2016 (Claymont Community Center)
- **Evaluate Scenarios**
- **Select Preferred Scenario**
- **Prepare Final Report**

**How Did We Create and Refine the Scenarios?**

Based on the goals and objectives, and all of the input compiled to-date, the study team developed four scenarios. These scenarios represent four potential visions for the future of North Claymont.

**How Have We Been Evaluating the Scenarios?**

Each scenario is being evaluated to see how it may contribute to achieving the stated goals and objectives for the area.
There are a variety of development plans, studies, and proposals currently underway within the study area. The master planning process is an opportunity for the community to establish a unified vision for North Claymont to which these and future developments can contribute.

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

If we missed any projects or plans, please write them on a sticky note and place them on this board!
REFINED GOALS AND OBJECTIVES

The goals and objectives were refined using community input. They are the basis for the evaluation of each scenario. They will also be used to refine the final recommended alternative. The goals each fall under one of the four elements of the Master Plan.
The scenarios lay out the frameworks of four potential visions for the future of North Claymont. Each addresses the four elements of a Master Plan, in different ways and magnitudes.

1. **Scenario 1: Base Case**
   - Existing land use conditions, with train station relocated. This scenario is used as a basis of comparison for Scenarios 2-4.

2. **Scenario 2: Mixed Use Nodes**
   - A mix of uses in distinct, connected zones.

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

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

Scenarios 2-4 also allow for the following, which were deemed to be necessary components of any long term vision for North Claymont, based on community and stakeholder input:

- Waterfront access
- Pedestrian and bicycle facilities
- Train station relocation, including a path from the old station
- Multimodal train-bus-bike-walk-drive hub
- Environmental protection
- Connectivity, including a new “spine road”
- Buffering of neighborhoods and environmental areas
- Recognition of historic sites
- Identification of gateways
- No changes to active waterfront industrial or existing housing
SCENARIO 1
NORTH CLAYMONT AREA MASTER PLAN
NEW CASTLE COUNTY, DELAWARE

BASE SCENARIO (EXISTING LAND USE CONDITIONS)

Examples of Existing Conditions

1. Multifamily residential
2. Entrance to Northtowne
3. Tri-State Mall
4. Ridge Road
5. Naamans Road
6. Robinson House
7. Single-family residential
8. Train station
9. View north from mill site
10. Philadelphia Pike (view to west)
11. River view from mill site
12. Creek on mill site
13. Bridge on mill site

Land Use Proportions
(entire study area)

- Heavy Industrial: 24%
- Light Industrial: 3%
- Multifamily Residential: 4%
- Single Family Residential: 7%
- Retail: 13%
- Open Space: 4%
- Former Industrial (Vacant): 44%
- Office: <1%
- Utility: <1%
SCENARIO 2
NORTH CLAYMONT AREA MASTER PLAN
NEW CASTLE COUNTY, DELAWARE

MIXED USE NODES

Examples of Development Types

Mixed Use (Office/Retail)

Multifamily Residential

Light Industrial / Flex

Residential Near Train Station

Office Near Train Station

Land Use Proportions

(Entire study area)

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

Open Space: 35%
Examples of Development Types

- Residential Near Retail
- Mixed Use (Office/Retail)
- Mixed Use Area (Residential / Retail / Office / Light industrial / Flex)
- Office / Light Industrial
- Light Industrial / Flex With Buffer

Land Use Proportions

- Heavy Industrial: 39%
- Light Industrial: 5%
- Multifamily Residential: 5%
- Single Family Residential: 10%
- Retail: 12%
- Open Space: 24%
- Office: 3%
- Mixed Use (Office/Retail): 1%
- Utility: 1%
SCENARIO 4
MIXED USE AND INDUSTRIAL

Examples of Development Types

Cottage Homes
Residential Above Retail
Industrial-Flex
Office Above Retail
Lifestyle Center (Retail / Residential)

Land Use Proportions
(entire study area)

- Mixed Use (Office/Retail): 3%
- Mixed Use (Lifestyle Center): 4%
- Light Industrial: 5%
- Heavy Industrial: 29%
- Office: 2%
- Single Family Residential: 8%
- Utility: 1%
- Multifamily Residential: 8%
- Open Space: 30%
- Retail: 10%
- Single Family Residential: 8%
- Open Space: 30%
- Mixed Use (Office/Retail): 3%
- Mixed Use (Lifestyle Center): 4%
- Light Industrial: 5%
- Heavy Industrial: 29%
- Office: 2%
- Single Family Residential: 8%
- Utility: 1%
- Multifamily Residential: 8%
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- Mixed Use (Lifestyle Center): 4%
- Light Industrial: 5%
- Heavy Industrial: 29%
HOW ARE THE SCENARIOS ADDRESSING THE GOALS AND OBJECTIVES?

We are using two methods to ensure that the scenarios adequately address the goals and objectives.

1 Metrics

Metrics are a method of measuring something. In this case, we are measuring how well the scenarios address certain objectives using two types of metrics:

Quantitative Metrics (numbers)  
For example:
- Land use proportions
- Number of potential jobs

Qualitative Metrics (descriptions)  
For example:
- Does the scenario show an extension of the East Coast Greenway? (Yes/No)
- How high is the potential impact on the waterfront? (High/Medium/Low)

2 Refinements to the Final Recommendation

While all of the objectives will influence the final recommendation and implementation strategy, not all are explicitly being evaluated with metrics. We are looking for your input on how these objectives should be incorporated in the final recommendation.
NORTH CLAYMONT AREA MASTER PLAN
NEW CASTLE COUNTY, DELAWARE

**LAND USE & DESIGN**

**HOW DO THE SCENARIOS STACK UP?**

<table>
<thead>
<tr>
<th>Goals</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<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>
</tr>
<tr>
<td></td>
<td>Plan for new residential areas with views of the waterfront and protect existing views</td>
</tr>
<tr>
<td></td>
<td>Encourage housing for 55+ and assisted living facilities</td>
</tr>
<tr>
<td>Encourage Design that Builds On Community Strengths</td>
<td>Promote an attractive, walkable, transit-oriented environment.</td>
</tr>
<tr>
<td></td>
<td>Preserve and respect the history of the area</td>
</tr>
<tr>
<td></td>
<td>Limit the visibility of surface parking lots and encourage structured parking</td>
</tr>
</tbody>
</table>

**Legend:**
- Evaluated with metrics
- Will influence the final recommendation but is not being measured at this point

**Proportions of Housing Types (by unit)**

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Mixed use (apartments above retail)</th>
<th>Multifamily housing</th>
<th>Townhomes</th>
<th>Single family detached</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenario 1</td>
<td>73%</td>
<td>27%</td>
<td>5%</td>
<td>8%</td>
</tr>
<tr>
<td>Scenario 2</td>
<td>83%</td>
<td>12%</td>
<td>5%</td>
<td>8%</td>
</tr>
<tr>
<td>Scenario 3</td>
<td>63%</td>
<td>32%</td>
<td>5%</td>
<td>6%</td>
</tr>
<tr>
<td>Scenario 4</td>
<td>69%</td>
<td>18%</td>
<td>5%</td>
<td>8%</td>
</tr>
</tbody>
</table>

**Metrics**

<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>Does it promote a walkable, transit-oriented environment?</td>
<td>No</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

**Scenario Analysis**

- **Scenario 1 (Base Case):**
  - Mixed use (73%)
  - Multifamily housing (27%)
  - No promotion of a walkable, transit-oriented environment

- **Scenario 2 (Mixed Use Nodes):**
  - Mixed use (83%)
  - Multifamily housing (12%)
  - Promotion of a walkable, transit-oriented environment

- **Scenario 3 (Waterfront Industrial):**
  - Mixed use (63%)
  - Multifamily housing (32%)
  - Promotion of a walkable, transit-oriented environment

- **Scenario 4 (Mixed Use & Industrial):**
  - Mixed use (69%)
  - Multifamily housing (18%)
  - Promotion of a walkable, transit-oriented environment
WHAT WOULD YOU LIKE TO SEE IN NORTH CLAYMONT?

**RESIDENTIAL DEVELOPMENT**
- Attached single family housing
- Townhomes (Darley Green)
- Medium density housing
- Multi-family housing near train station
- Mixed-income housing

**MIXED-USE DEVELOPMENT**
- Housing over retail
- Mixed-density residential near retail
- Public spaces with retail and dining
- Housing near retail and light industrial uses

**OFFICE AND FLEX DEVELOPMENT**
- Light industrial / flex
- Office / flex
- Office near train station
- Office
Buildings: How would you like the buildings in North Claymont to look?

Housing: What type of housing do you think is most desired by people 55+? What would allow the residents of North Claymont to stay here as they age?

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?

Other thoughts about land use & design:
HOW DO THE SCENARIOS STACK UP?

**Goals**

<table>
<thead>
<tr>
<th>Promotion of Economic Development and Expansion of Job Opportunities</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide job opportunities through support for industry and retail, including small, local businesses</td>
<td>Support job training opportunities (including a potential satellite campus)</td>
</tr>
<tr>
<td>Encourage a greater variety of restaurants, shops, and entertainment destinations</td>
<td></td>
</tr>
</tbody>
</table>

**Create a Safe, Healthy, and Welcoming Community**

<table>
<thead>
<tr>
<th></th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhance safety of existing neighborhoods and ensure safety of newly-developed areas</td>
<td>Expand opportunities for improved community health and wellness</td>
</tr>
<tr>
<td>Buffer existing and new residential, commercial, institutional, and open space areas from industrial areas</td>
<td>Encourage support for family and human development</td>
</tr>
<tr>
<td>Create gateways to the community and improve wayfinding</td>
<td></td>
</tr>
</tbody>
</table>

**Legend:**

- Evaluated with metrics
- Will influence the final recommendation but is not being measured at this point

**Total Job Potential**

(By build-out concept area)

**Job Proportions**

(By build-out concept area)

**Land Use**

(Approx. acres)

**Land Use within 1/4 mile of Heavy Industrial**

(Proportion of total)
Existing Neighborhoods

We are not showing land uses changes within the existing neighborhoods (Including Addicks Estates, Analine Village, and Knollwood). However, the final plan will include streetscape improvements and design guidelines for the entire study area, and could incorporate a longer-term land use vision for the neighborhoods.

What do you think is most needed in your neighborhoods?

Do you have concerns about the scenarios, specifically related to impacts to your neighborhood?

Are there long-term land use changes you would like us to show for these areas?
USE A STICKY NOTE OR WRITE ON THE BOARD TO TELL US WHAT YOU THINK ABOUT...

**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?

**Other thoughts about community and economic development:**
ENVIRONMENT & OPEN SPACE

HOW DO THE SCENARIOS STACK UP?

<table>
<thead>
<tr>
<th>Goals</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<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>
</tr>
<tr>
<td></td>
<td>Designate public access areas on the waterfront</td>
</tr>
<tr>
<td></td>
<td>Continue the East Coast Greenway and provide more off-road trails</td>
</tr>
<tr>
<td>Protect and Restore the Environment</td>
<td>Enhance Naamans Creek waterway</td>
</tr>
<tr>
<td></td>
<td>Mitigate existing and future air, water, and sound pollution</td>
</tr>
</tbody>
</table>

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>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>33</td>
<td>120</td>
<td>50</td>
<td>42</td>
</tr>
</tbody>
</table>

Metric Table:

- Continuation of East Coast Greenway
  - Scenario 1: Base Case (Existing Conditions): No
  - Scenario 2: Mixed Use Nodes: ✓
  - Scenario 3: Waterfront Industrial: ✓
  - Scenario 4: Mixed Use & Industrial: ✓

- Potential impact of development on the waterfront
  - Scenario 1: Base Case (Existing Conditions): Low
  - Scenario 2: Mixed Use Nodes: Low
  - Scenario 3: Waterfront Industrial: High
  - Scenario 4: Mixed Use & Industrial: Medium

Legend:
- Evaluated with metrics
- Will influence the final recommendation but is not being measured at this point
WHAT WOULD YOU LIKE TO SEE IN NORTH CLAYMONT?

ENVIRONMENT

- Plantings along the river
- Waterfront restoration
- Stormwater management
- Creek restoration
- Enhanced tree canopy

PUBLIC OPEN SPACES

- Places for markets and events
- Places for gathering and playing near the water
- Adult exercise areas
- Public spaces and trails on the waterfront
- Playgrounds and ball fields
- Picnic areas
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?

Other thoughts about environment and open space:
TRANSPORTATION

HOW DO THE SCENARIOS STACK UP?

Goal

Improve Local and Regional Multimodal Transportation Connections

| Objectives | | |
|---|---|
| Reduce traffic congestion and crashes | | |
| 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 | | |

Traffic Comparison (PM Peak Hour)

Legend:
- Evaluated with metrics
- Will influence the final recommendation but is not being measured at this point

| Metric | Scenario 1: Base Case (Existing Conditions) | Scenario 2: Mixed Use Nodes | Scenario 3: Waterfront Industrial | Scenario 4: Mixed Use & Industrial |
|---|---|---|---|
| More comfortable bicycle facilities | No | Yes | Yes | Yes |
| More pedestrian crossing areas | No | Yes | Yes | Yes |
| Train station relocation | Yes | Yes | Yes | Yes |
| Multimodal train, bus, bike, walk, drive hub | No | Yes | Yes | Yes |
TRANSPORTATION

MULTIMODAL CONNECTIVITY

* Connections vary by scenario

EXISTING
- STREETS
- SIGNALIZED INTERSECTIONS

PROPOSED
- TURNING MOVEMENTS (NON-SIGNALIZED INTERSECTIONS)
- SIGNALIZED INTERSECTIONS
- MULTI-USE PATHWAY (EAST COAST GREENWAY)
- ENHANCED PEDESTRIAN AND BICYCLE NETWORK
- NEW STREETS (MAJOR) - WITH HIGH QUALITY BIKE/PED
- NEW STREETS (MINOR) - WITH HIGH QUALITY BIKE/PED
- NEW INDUSTRIAL CONNECTION
TRANSPORTATION

ELEMENTS COMMON TO ALL SCENARIOS

COMPLETE STREETS

The State of Delaware’s policy is to provide for all travelers, whether they’re driving, walking, bicycling, or riding transit. For that reason, all streets in the plan, whether new or existing, will be “Complete Streets” that include:

- Driving lanes
- Sidewalks
- Bus stops enhanced with pull-off areas, benches, and shelters, as appropriate.
- Bicycle facilities designed for low “traffic stress” so they’re comfortable for most of us. The type of facility will depend on the nature of the street. On small, local streets that have low traffic and low speeds, people bicycling may use the same lane as car traffic. Busier and/or faster streets will feature bike lanes or paths separated from traffic.

WALKABILITY ON THE I-495 AND I-95 CROSSINGS

Redevelopment of the North Claymont area must support the many years of success that have already been achieved in the historic center of Claymont. Walking between central and North Claymont requires crossing I-495, which is unpleasant and perceived as dangerous.

Potential improvements to increase pedestrian comfort include:

- Tighten the curves on the ramps, which will slow traffic but still allow trucks to make the turns they need to make.
- Slow traffic speeds
- Shorten crosswalks
- Widen sidewalks

SHORT-TERM IMPROVEMENTS ON RIDGE ROAD AND SOCIETY DRIVE

At past meetings the project team has heard about traffic concerns on Society Drive (where the new Wawa is located) and on Ridge Road as it transitions from four lanes in Pennsylvania to two lanes in Delaware. The plan will include traffic recommendations at both locations.
WHAT WOULD YOU LIKE TO SEE IN NORTH CLAYMONT?

**WALKING**
- Wide sidewalks with active storefronts
- Accessible sidewalks
- Lighting
- Pedestrian signals
- Wide sidewalks on bridges

**BUS/TRAIN**
- Train station
- Bus shelters
- Transit hub
- Bus transfer stations

**BICYCLING**
- Off-road paths for walking and bicycling
- Buffered bike lanes
- Low-speed shared streets

**DRIVING/PARKING**
- Adequate street space for all users (Complete Streets)
- Structured parking above retail
- Safe pedestrian access through parking areas
USE A STICKY NOTE OR WRITE ON THE BOARD TO TELL US WHAT YOU THINK ABOUT...

**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?

**Other thoughts about transportation:**
HOW WILL THE PREFERRED SCENARIO BE CHOSEN?
Based on the results of the scenario analysis, a final preferred scenario will be chosen based on input from the Project Partners, Project Management Committee, Advisory Committee, public meetings, and other stakeholder input. The selection may be a further-detailed version of a scenarios presented here, or an alternative that is not yet represented.

WHEN WILL THE FINAL REPORT BE SHARED?
The final recommendation and report will be shared at a third public meeting in early fall. It will also be posted on the project website (wilmapco.org/ncamp).