

NORTH CLAYMONT AREA MASTER PLAN

COMMUNITY WORKSHOP

Project Partners

The Claymont community	WILMAPCO	New Castle County	Claymont Renaissance Development Corporation	
			Delaware Office of State Planning Coordination	
Delaware Department of Transportation		Delaware Department of Natural Resources		
DART First State		Delaware Economic Development Office		

RHODESIDE & HARWELL
WHITMAN, REQUARDT & ASSOCIATES
W-ZHA

Thank you for
attending!

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facebook.com/northclaymont

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** used a collaborative process to create a comprehensive vision for the future that includes consideration of:



WHAT CAN A MASTER PLAN DO?

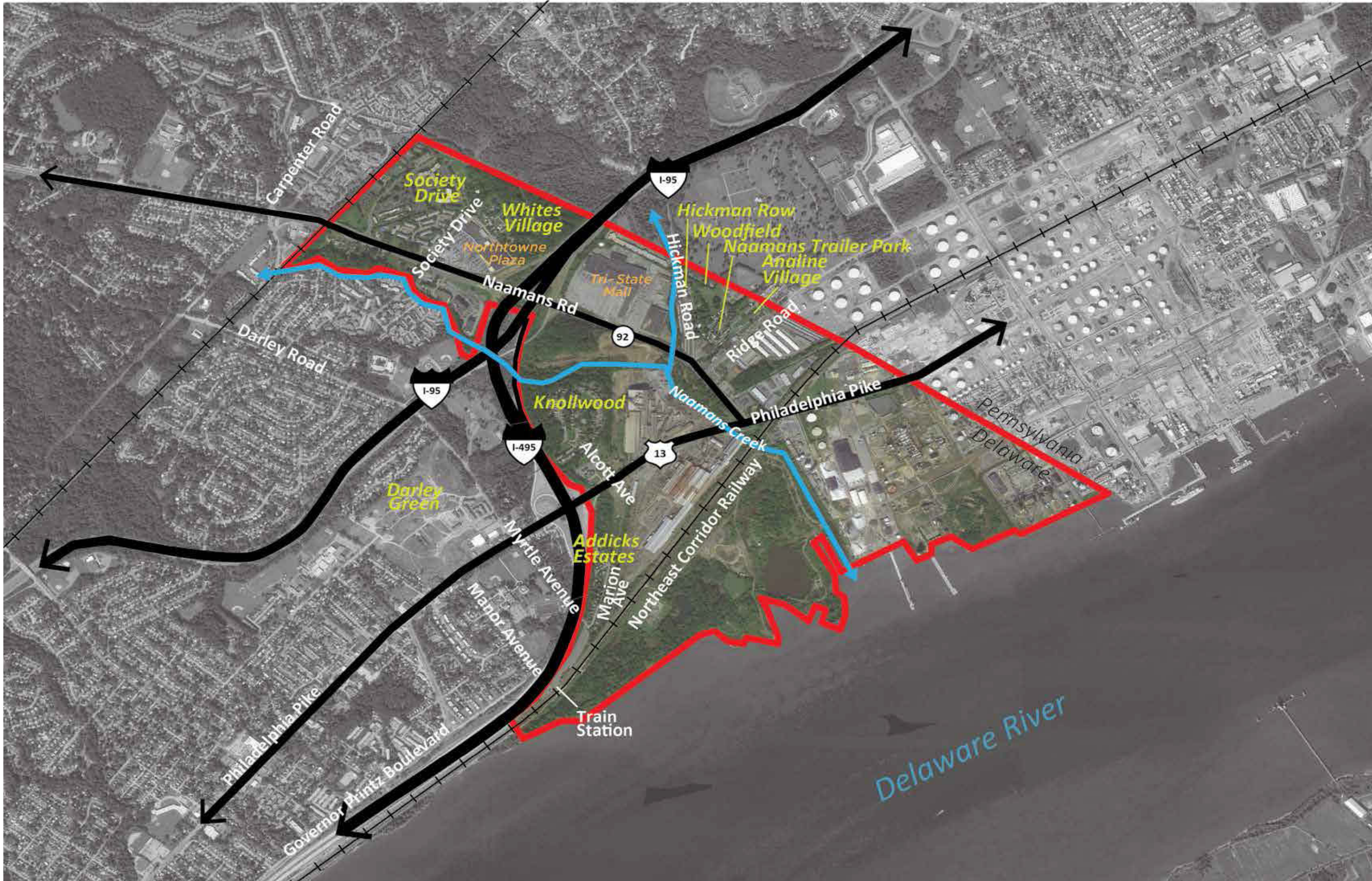
It cannot:

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

It can:

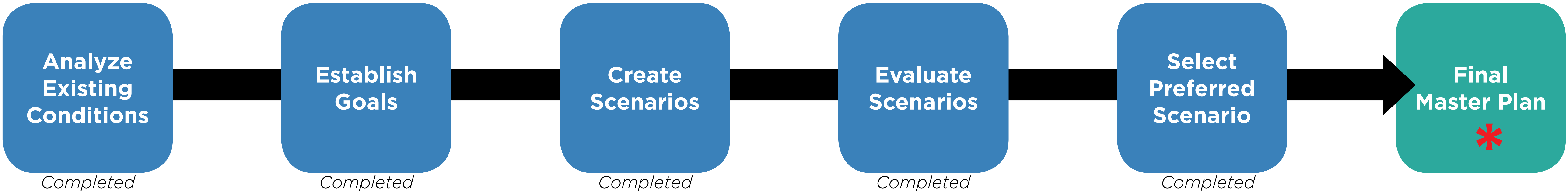
- **Put forth recommendations** that can be adopted and implemented by the County and other agencies. These include strategies such as new planned land uses, zoning updates, and adherence to certain guidelines.
- **Provide a framework** for potential developers and investors to follow.

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

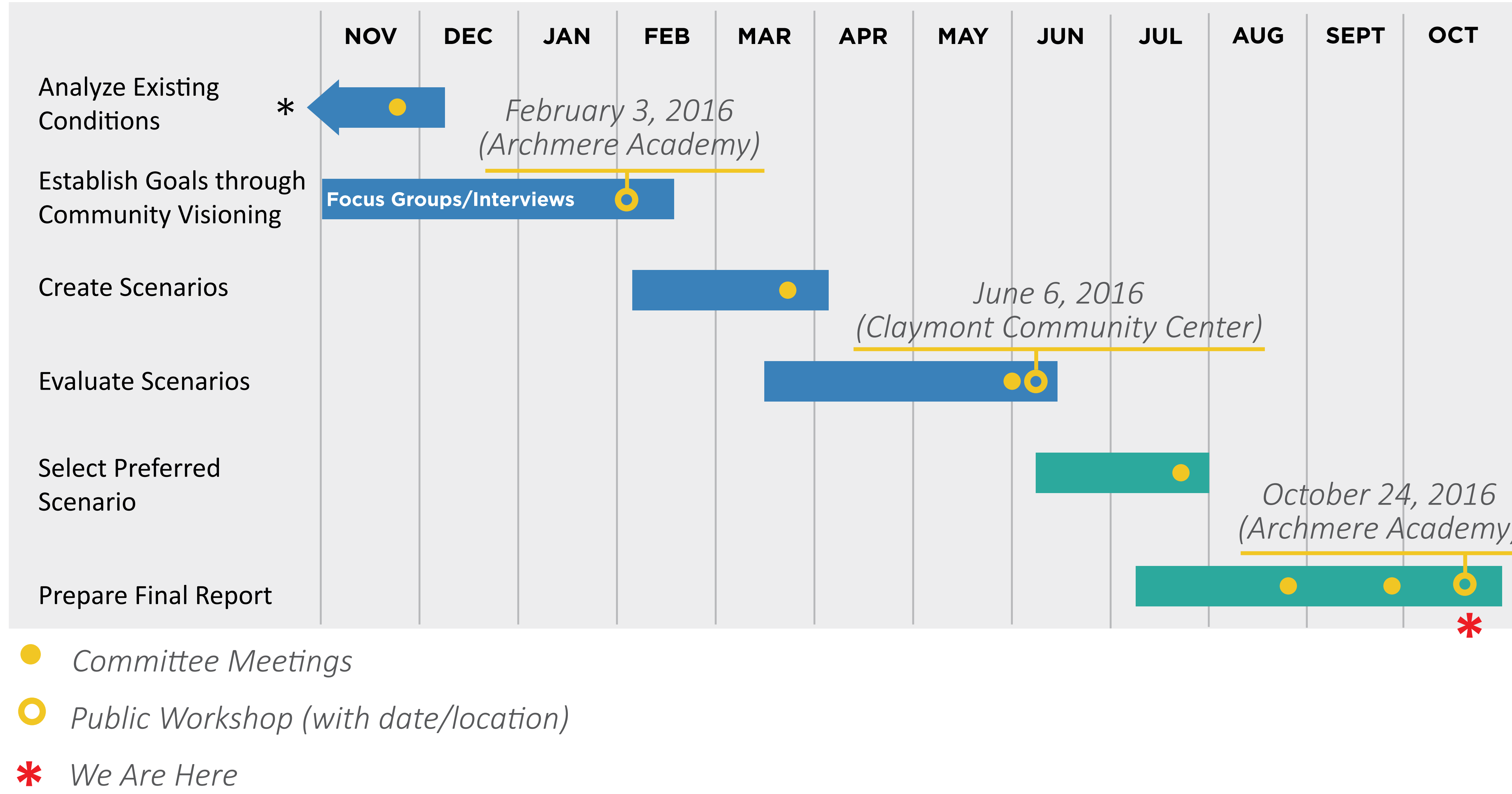


Plan Area

1 - Definition adapted from the American Planning Association & Delaware Office of State Planning Coordination



Schedule







* An earlier task (Task 1: Identify Issues, Opportunities and Constraints) completed by the Project Partners included a comprehensive review of existing and planned land use, transportation, and demographics in the North Claymont area.

Community Collaboration

- The **Claymont Community**, at two interactive workshops.
- A **Project Management Committee (PMC)**, comprising representatives from several local, regional, and state agencies and organizations.
- An **Advisory Committee** made up of a variety of public and private stakeholders to represent the general community and give input throughout the entire process.
- Other stakeholders** (identified with the PMC) who have interests in and knowledge of specific topics in the study area, who participated thorough though interviews and small group discussions.



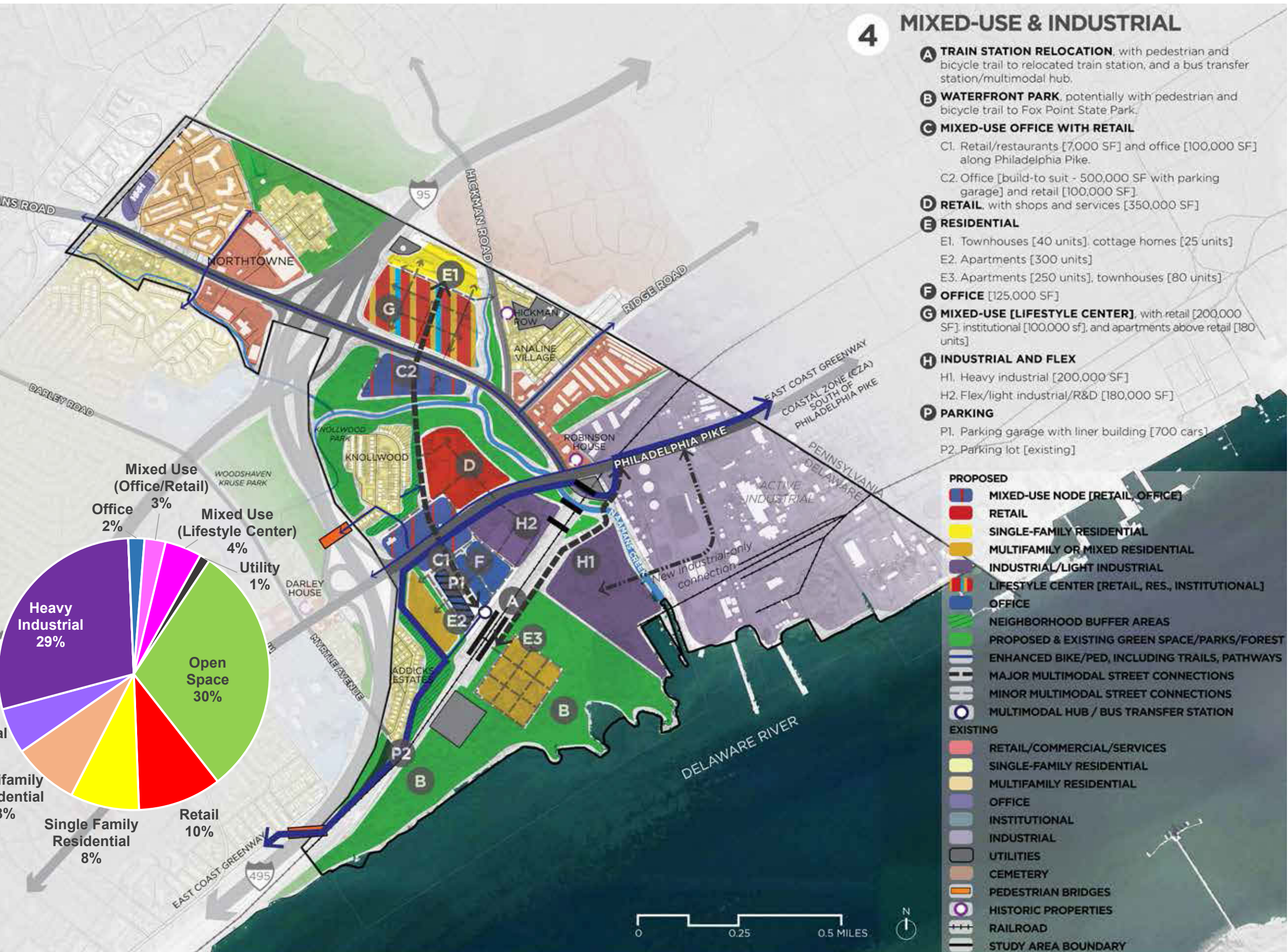
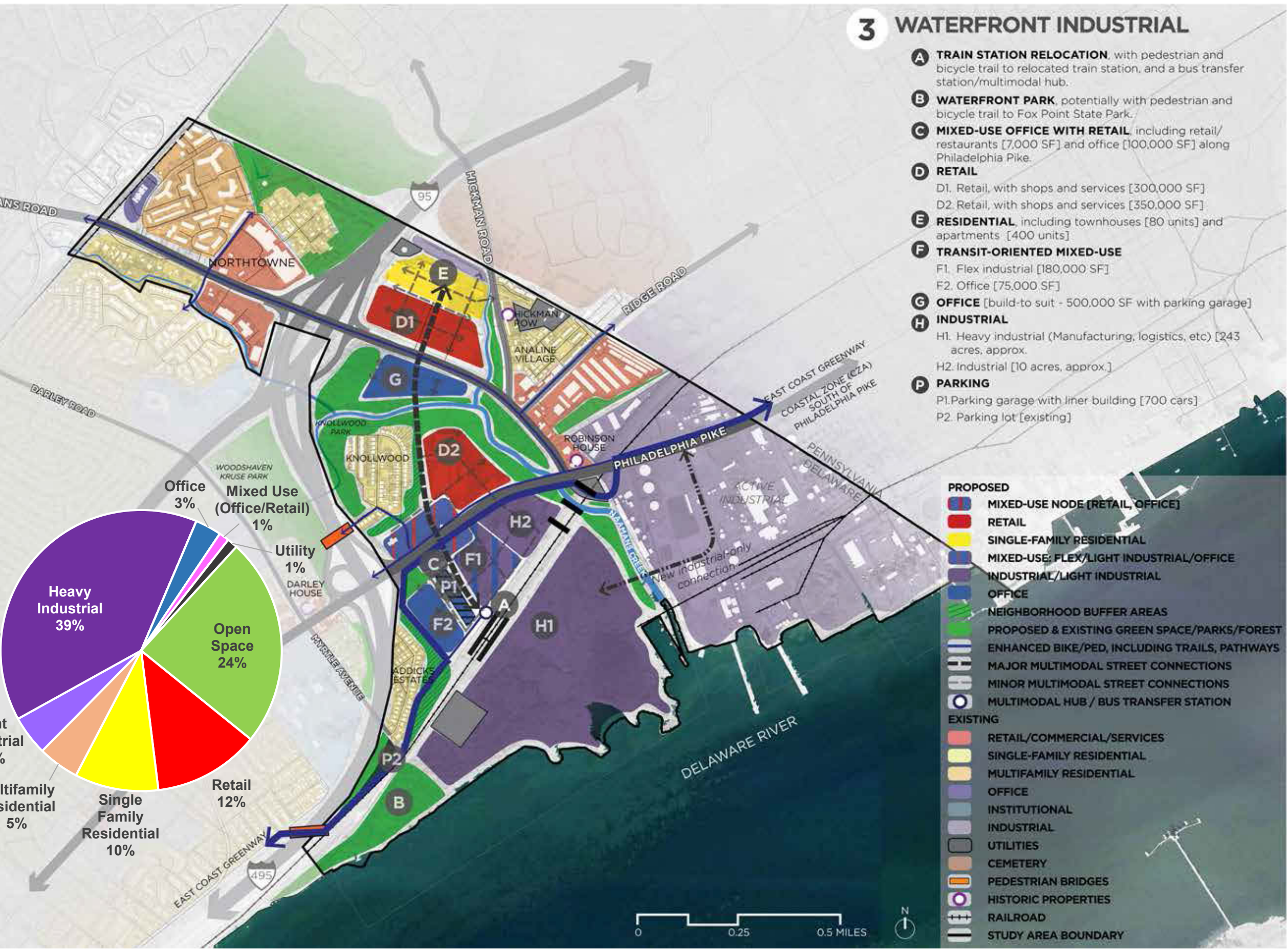
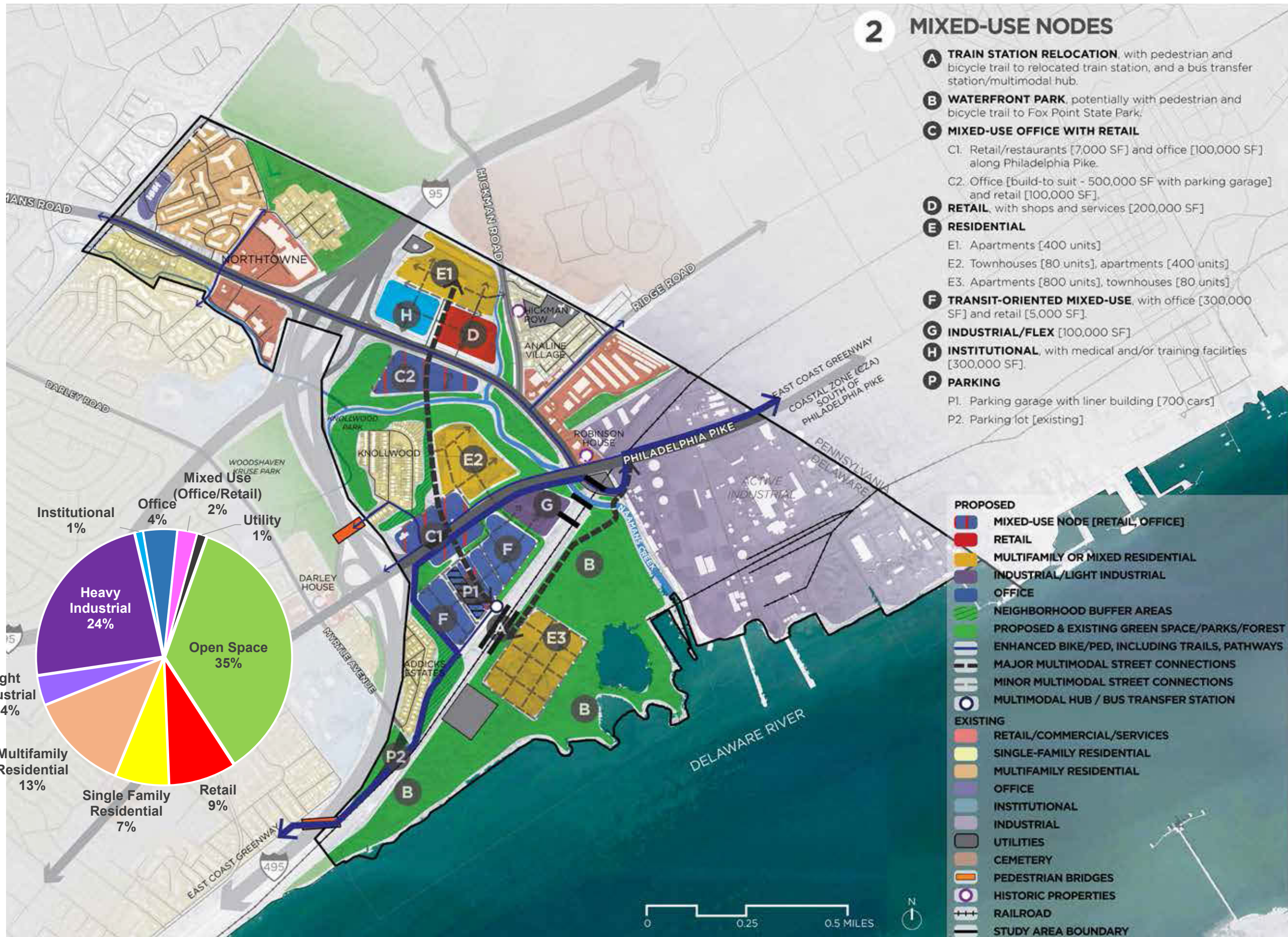
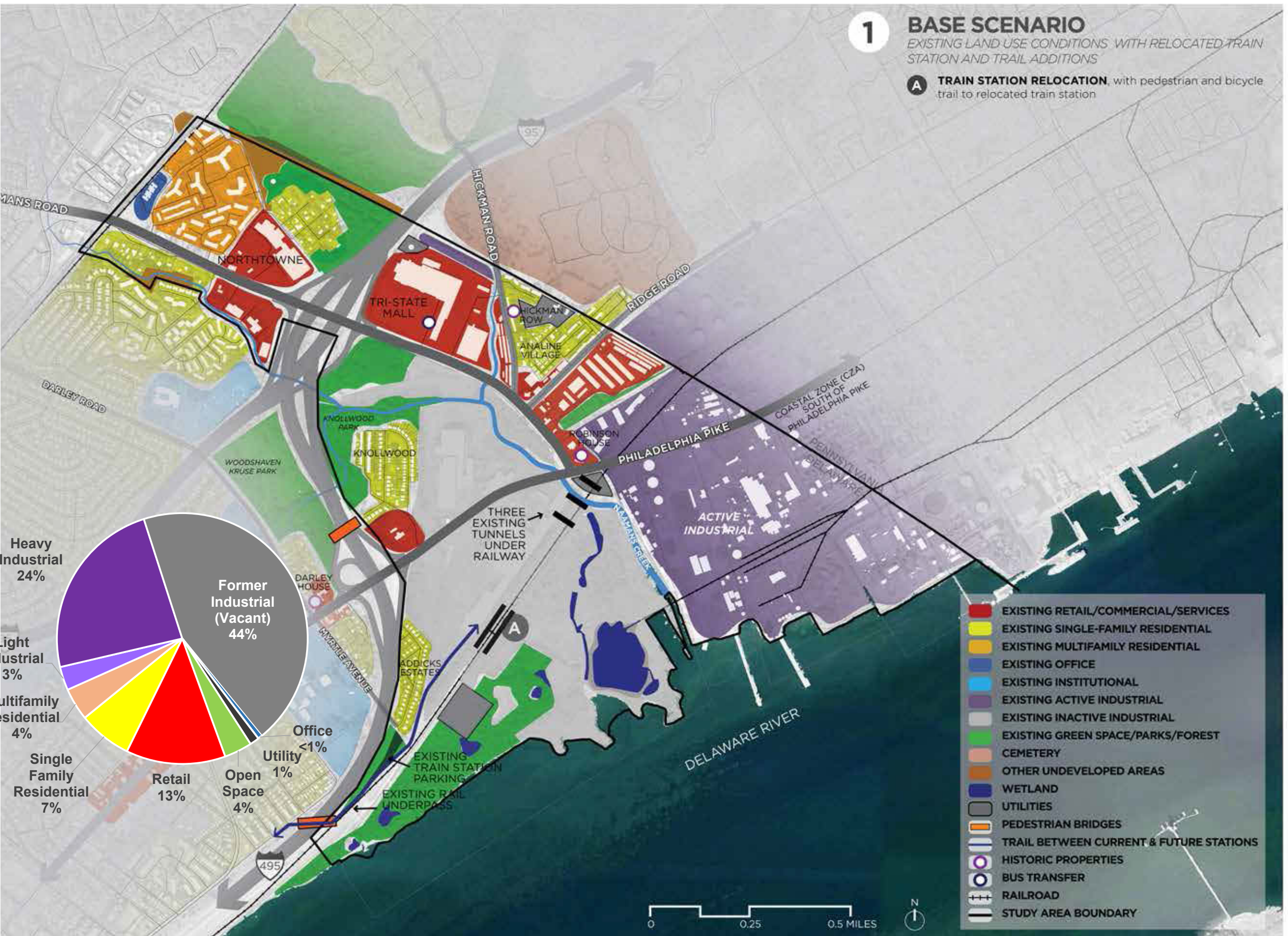
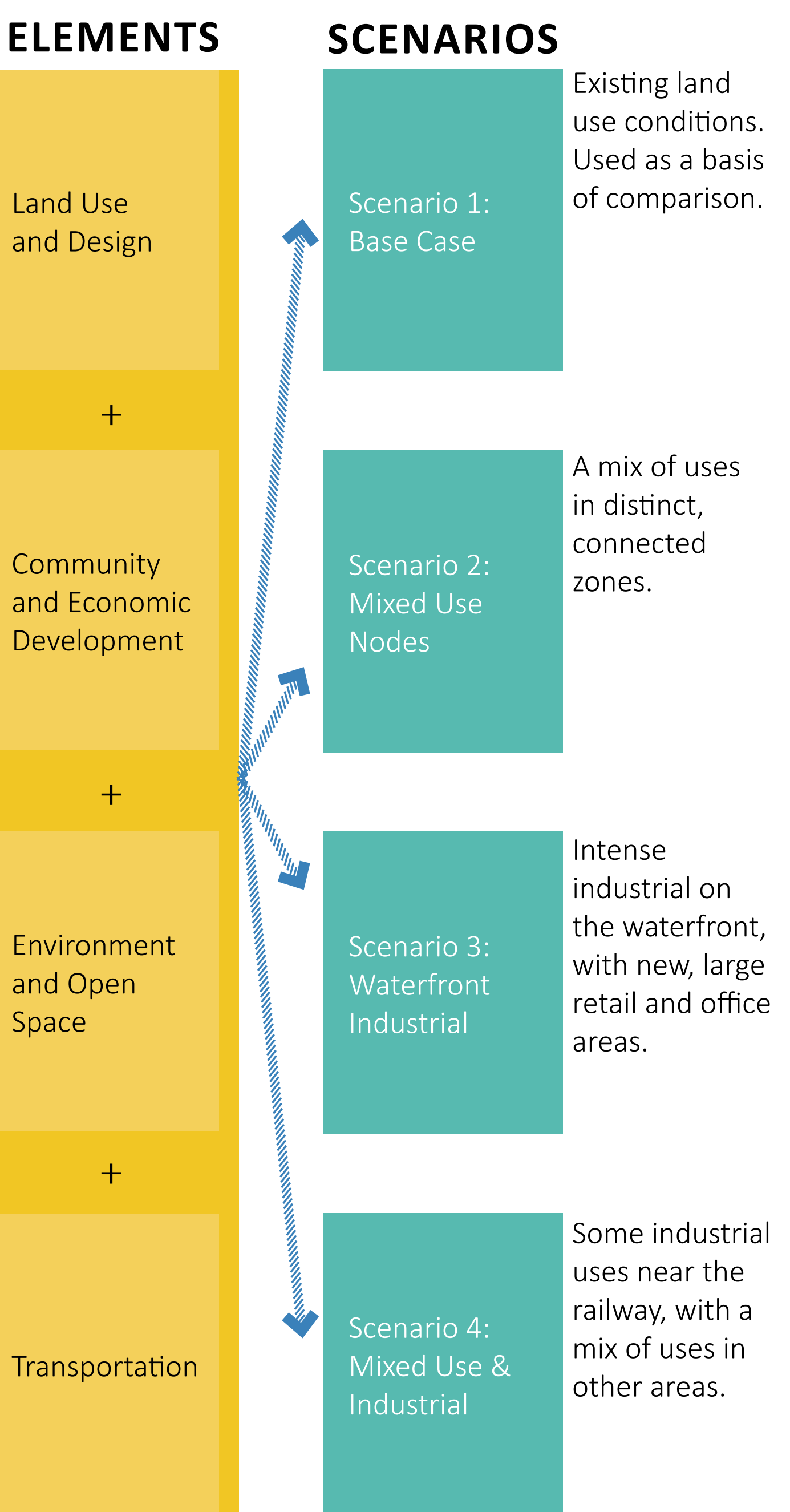
The goals and objectives were refined using community input. They were the basis for the evaluation of each scenario, and were used to refine the final recommended alternative. The goals each fall under one of the four elements of the Master Plan.

ELEMENTS	Land Use and Design		Community and Economic Development		Environment and Open Space		Transportation
GOALS	Encourage Design that Builds On Community Strengths		Promote Economic Development and Expand Job Opportunities		Increase the Network of Open Space and Recreation Facilities		Improve Local and Regional Multimodal Transportation Connections
	Foster a Variety of Housing		Create a Safe, Healthy, and Welcoming Community		Protect and Restore the Environment		
OBJECTIVES							
	<ul style="list-style-type: none">• 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		<ul style="list-style-type: none">• 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		<ul style="list-style-type: none">• 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		<ul style="list-style-type: none">• 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 congestion and crashes

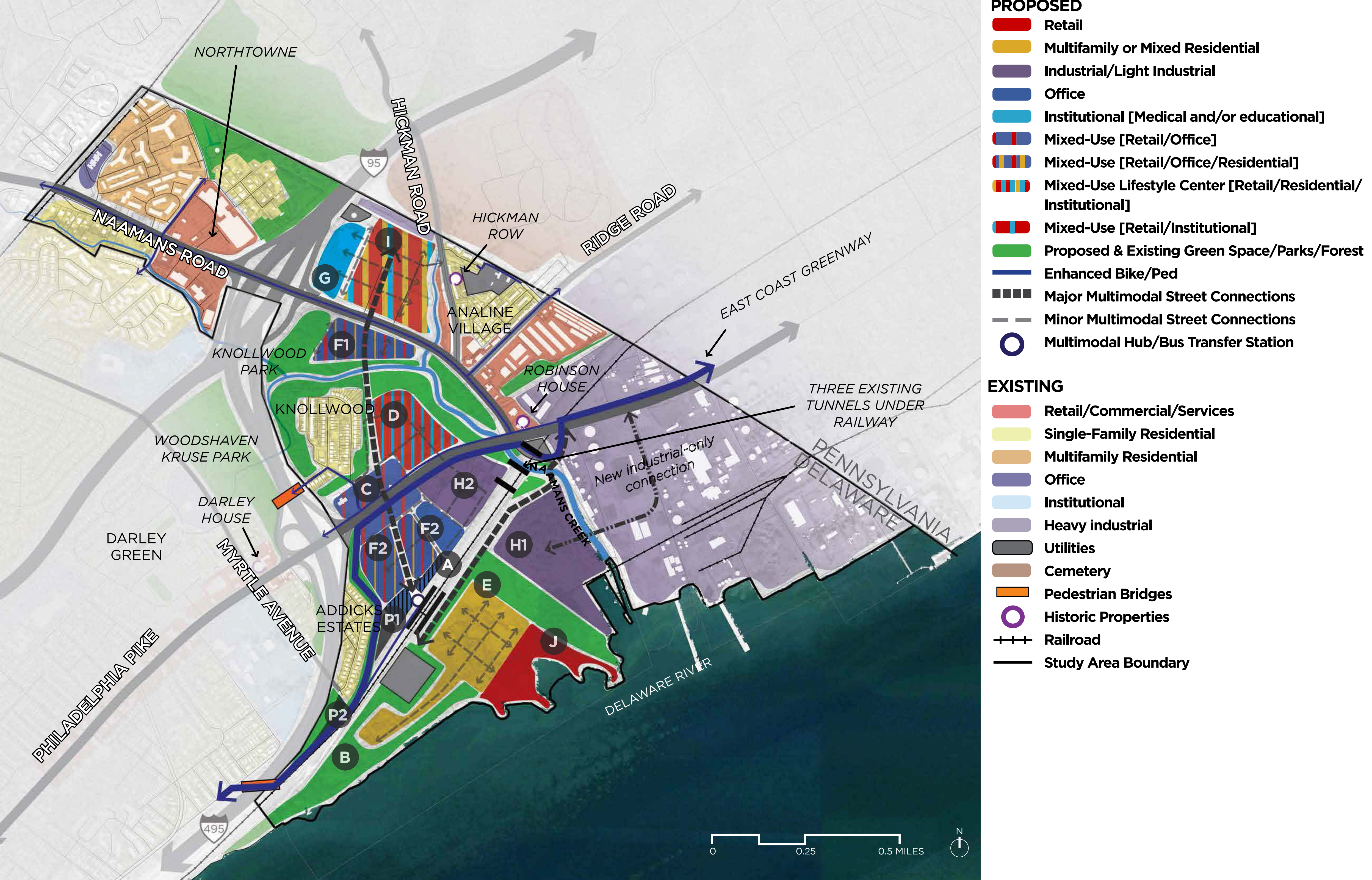
FOUR INITIAL SCENARIOS

NORTH CLAYMONT AREA MASTER PLAN
NEW CASTLE COUNTY, DELAWARE

The scenarios provided land use frameworks for four potential visions for the future of North Claymont. Each addressed the four elements of a Master Plan, in different ways and magnitudes.



- Overall Vision
- Future that contains a **mix of uses** in a **multimodal** environment with a **high quality of life**.
 - **Improves connectivity** within the NCAMP area and to/from other areas of Claymont.
 - **Welcomes growth** in the form of new businesses and new residents.
 - **Enhances the environment and quality of life** for the people who are already living, working, and providing jobs and amenities in the area.
 - Is consistent with the Delaware Complete Communities initiative and state spending plans, as well as the Toolkit for a Healthy Delaware and New Castle County's forthcoming Healthy Communities and Placemaking Standards, which include provisions for a mix of uses, transportation options, diversity, civic spaces, access to healthy food, and more.



PIE CHART

- A TRAIN STATION RELOCATION**, with pedestrian and bicycle trail to relocated train station, and a multimodal hub.
- B WATERFRONT PARK**, potentially with pedestrian and bicycle trail to Fox Point State Park.
- C MIXED-USE AREA**, with retail/restaurants [7,000 SF] and office [100,000 SF] along Philadelphia Pike.
- D MIXED-USE AREA**, with retail [250,000 SF] and institutional [100,000 SF]
- E RESIDENTIAL**, with apartments [250 units] and townhouses [80 units]
- F MIXED-USE AREA**, with office, retail, & residential
 - F1. Office [build-to suit - 500,000 SF with parking garage] and retail [100,000 SF].
 - F2. Office [250,000 SF], Retail [50,000 SF]
- G INSTITUTIONAL** [300,000 SF]
- H INDUSTRIAL AND FLEX**
 - H1. Heavy industrial [200,000 SF]
 - H2. Light industrial / flex / research & development [180,000 SF]
- I MIXED-USE [LIFESTYLE CENTER]**, with retail [200,000 SF], institutional [70,000 sf], and apartments above retail [250 units]
- J MARINA AND WATERFRONT RETAIL/RECREATION**
- P STATION PARKING**
 - P1. Parking garage with liner building [700 cars]
 - P2. Parking lot [existing]

The recommended strategies provide a path toward realizing all elements of the recommended scenario. Highlights from each strategy are included on the following boards.

STRATEGY 1: IMPLEMENT A NEW FUTURE LAND USE PLAN

Plan for New Land Uses, Where Necessary

Residential

- Relatively dense housing near the train station.
- Mix of unit types to accommodate a variety of lifestyles and incomes.
- Apartments and townhouses to diversify the current housing stock within North Claymont and fulfill market opportunities.
- Universal Design features to help ensure that people are able to stay in their residences and neighborhoods as they age.
- Views of waterfront using topography and building height.
- Buffers to protect existing and new residential areas from incompatible uses.



Office

- Office development near the station and near the I-95 interchange.

Retail

- Range of shops and entertainment tenants that cater to a variety of visitors and residents throughout the day.
- Convenient accessibility from both the sidewalk and parking areas.



Institutional

- Medical (such as a hospital or medical offices) or training/educational uses (such as a technical school or satellite campus).



Mixed-Use Areas

- In the Lifestyle Center, retail and institutional uses, with residential on the upper floors. Light industrial or other flexible uses can co-exist on the periphery.
- Near the train station, office and residential uses above ground-floor retail.



Light Industrial / Flex / Research & Development

- Range of uses focused on manufacturing and innovation, potentially including incubator spaces that help to grow small businesses.



Heavy Industrial

- Build on existing active industrial uses, but require buffering from other non-compatible uses, including sensitive environmental areas.



Open Space and Recreation

- Provide access to natural resources, including the Delaware River and Naamans Creek.
- Encourage a wide range of parks and open spaces, including passive and active recreation, indoors and outdoors.
- Incorporate plazas and other gathering spaces.



Parking

- Structured parking whenever possible, particularly near the train station.
- Place surface lots behind buildings and buffer from roadways and access roads with trees and other vegetation.



Protect & Celebrate Claymont's History

North Claymont contains recognized historic assets (Robinson House, Hickman Row). These, and other buildings and structures that more informally represent the history of the area, should be restored and celebrated.



Current signage for the W3R route



World War II Memorial in Knollwood



Building remaining on the Claymont Steel site

Design for Livability

Design guidelines dictate what form development should take. The future vision for North Claymont encourages mixed-use, compact, universally-accessible development that is designed for a variety of incomes and generations to allow people to age in place. Existing design requirements in the New Castle County Code, as well as the forthcoming guiding principles for development in New Castle County, generally support the NCAMP goals, and should be used as guidelines for development within North Claymont.

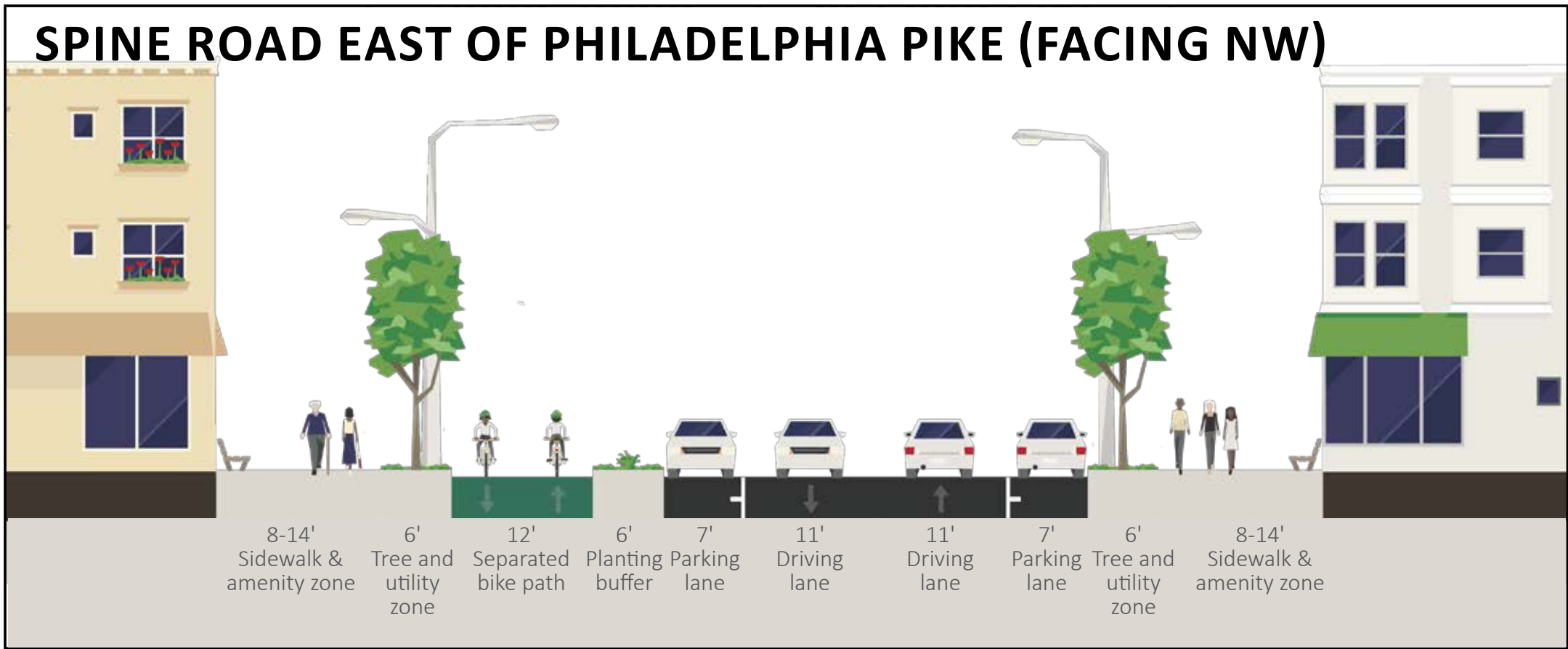
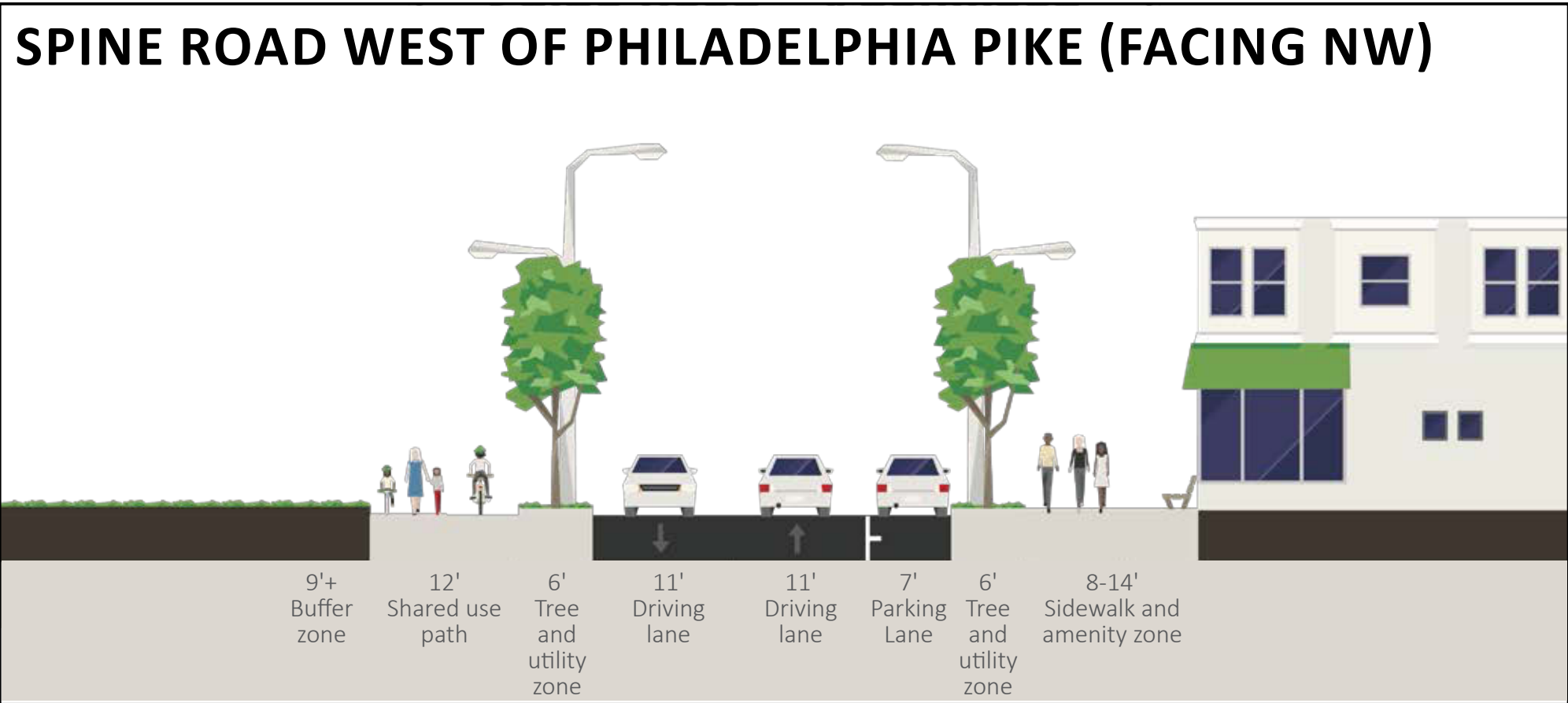
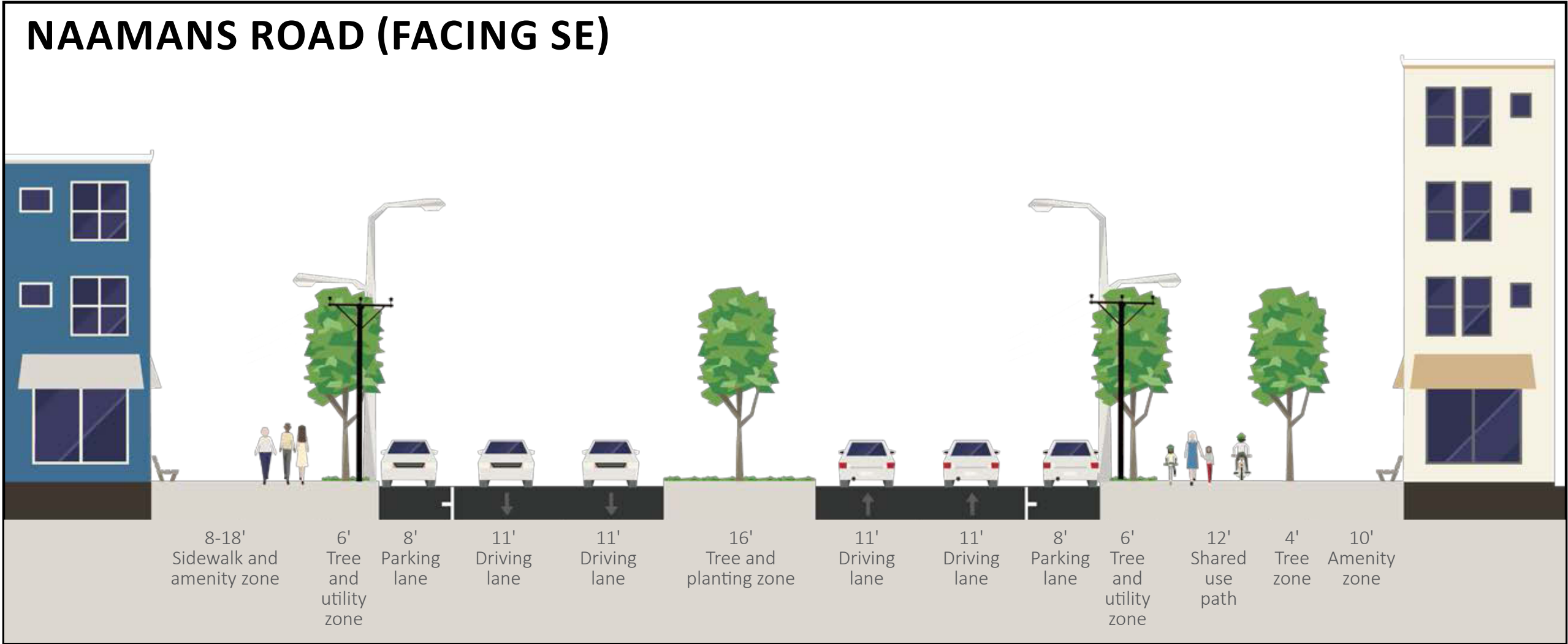
STRATEGY 2: IMPROVE CONDITIONS FOR ALL TRANSPORTATION MODES

General Principles for Transportation

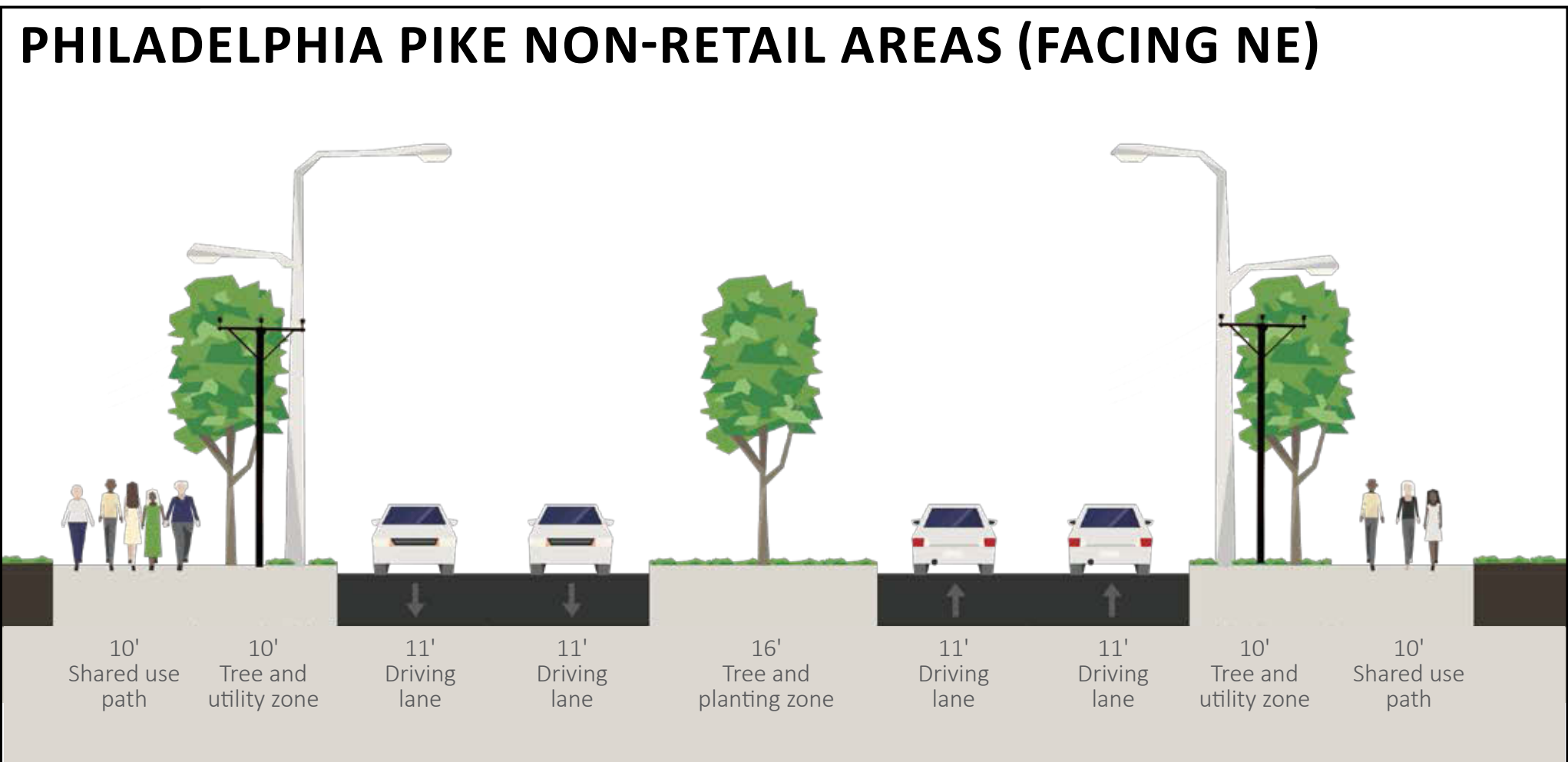
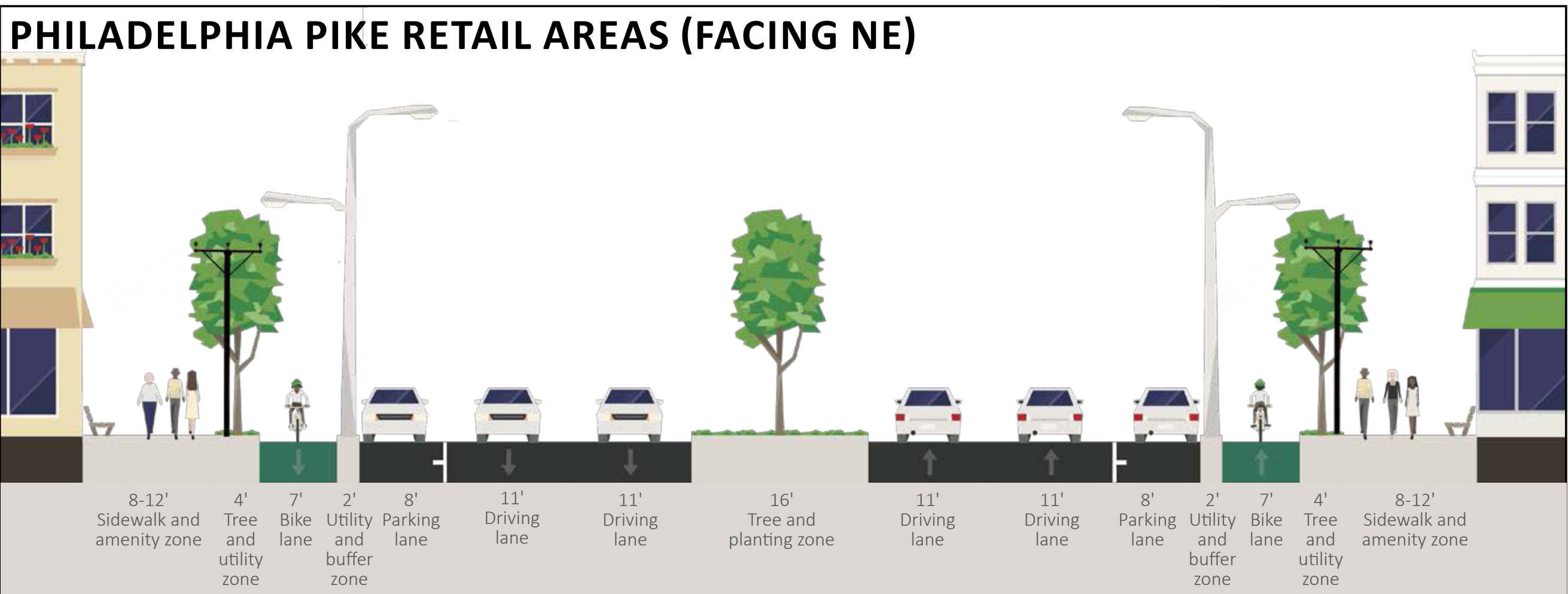
- **People walking and bicycling** should have safe and comfortable facilities that are well-lit and buffered from traffic.
- **People riding transit** should have comfortable and dignified places to wait for their buses or trains.
- **People driving vehicles** should have efficient and clear routes that allow them straightforward access to destinations within North Claymont.
- **People moving freight** should be able to easily access industrial areas and interstates.

Adhere to Streetscape Design Guidelines

- Typical cross sections for each of the main roads are shown to the right.
- Other streets within North Claymont should adhere to general multimodal design guidelines (e.g., DeIDOT’s Complete Streets policy and the NACTO Urban Street Design Guide) to provide safe, comfortable facilities for all users.
- On-street parking should only be included in front of active retail areas.
- All new roads should have buried utilities, when possible. On major existing roads (Philadelphia Pike and Naamans Road), utilities should be moved behind buildings when possible, to declutter the streetscape.



Note that where the "spine road" approaches signalized intersections, additional lanes will need to be provided for turning movements.



STRATEGY 2: IMPROVE CONDITIONS FOR ALL TRANSPORTATION MODES (CONTINUED)



See
Focus
Areas
1 & 3

See
Focus
Area 5



Projects below should be incorporated into the Regional Transportation Plan and prioritized for inclusion in the Transportation Improvement Program.

Transportation Recommendations	Travel Modes Improved			
	Walking	Bicycling	Riding transit	Driving (cars & trucks)
Construct spine road between Tri-State and train station	X	X	X	X
Widen eastbound Naamans Road to five lanes near spine road				x
If/when necessary, install a ped/bike-friendly Diverging Diamond Interchange (DDI) at I-95 and Naamans Road	X	X	X	X
Improve I-95 southbound off-ramp by widening and signalizing ramp right turn	X	X		X
Tighten I-95 NB off-ramp radius	X	X		X
Ensure all new internal streets are complete	X	X		X
Rethink access management on Naamans Road and on Philadelphia Pike (e.g., new signals, signal spacing)	X	X		X
Install new road connection from Alcott Avenue to spine road for left turn access to Knollwood	X	X		X
Improve Philadelphia Pike/Naamans Road intersection	X	X		X
Improve I-495 ramp area for pedestrian/bicycle crossing	X	X		
Add ramp lanes to I-495 northbound ramp				X
Clarify and improve Ridge Road traffic patterns	X	X		X
Improve Society Drive with an all way stop at the Northtowne Plaza driveway/bus stop pedestrian crossing	X	X		X
Plan the East Coast Greenway through the NCAMP area	X	X		
Install a shared use path along the south side of Naamans Road, and/or investigate other sidewalk/shared use path combinations or other protected bike facilities	X	X		
Improve existing I-495 trail bridge and approach	X	X		
Install a new I-495 trail bridge next to Philadelphia Pike	X	X		
Install street lighting, especially in neighborhoods and along Hickman Road	X			X
Complete other sidewalk upgrades	X	X		
Construct the Claymont Regional Transportation Center			X	
Enhance bus service to station and Tri-State Mall site			X	
Continue connection to SEPTA bus services			X	
Build industrial access road to future industry east of Northeast Corridor rail with new bridge over Naamans Creek				X
Explore access to future residential/marina east of Northeast Corridor rail through adjacent property				X

STRATEGY 3: CRAFT AN ECONOMIC DEVELOPMENT STRATEGY FOR CLAYMONT

Invest in local residents and businesses:
Support existing businesses. Initiate workforce development and training programs.



Invest in public realm improvements:
Demonstrate county and state buy-in by making monetary commitments. Develop public-private partnerships.

Encourage others to invest in the area:
Gather elected officials, land owners, developers, and others to discuss opportunities. Streamline the development process while still providing adequate protection for communities.



STRATEGY 5: BEAUTIFY CLAYMONT

Encourage property upkeep:
Enforcement of violations.
Maintenance of state- and county-owned properties. Assistance and guidelines for historic restoration.



Naamans Road overgrowth



Philadelphia Pike sidewalk

Maintain the streetscape:
Increase maintenance for safety and aesthetic reasons.

Create gateways and enhance wayfinding: Clarify gateways from interstates, station, and state border. Enhance wayfinding and historic signage. Consider use of watertower as a branding and gateway opportunity.



Existing watertower is a gateway opportunity



Wayfinding signage can welcome visitors

STRATEGY 4: ENHANCE SAFETY FOR EXISTING NEIGHBORHOODS AND RE/DEVELOPING AREAS

Ensure that current safety concerns are addressed: Establish a public safety advisory group. Improve lighting.

Mitigate potential future safety issues:
Monitor and evaluate the need for additional emergency services.

STRATEGY 6: PROMOTE COMMUNITY HEALTH AND WELLNESS

Require compliance with forthcoming County standards for Healthy Communities and Placemaking



Facilitate the development of support services:
Facilitate the development of family support, training centers, and other similar facilities, particularly within institutional areas, particularly in a mixed-use, transit-accessible, and walkable setting for easy access by residents.

WHY DO WE NEED HEALTHY COMMUNITIES AND PLACEMAKING STANDARDS?

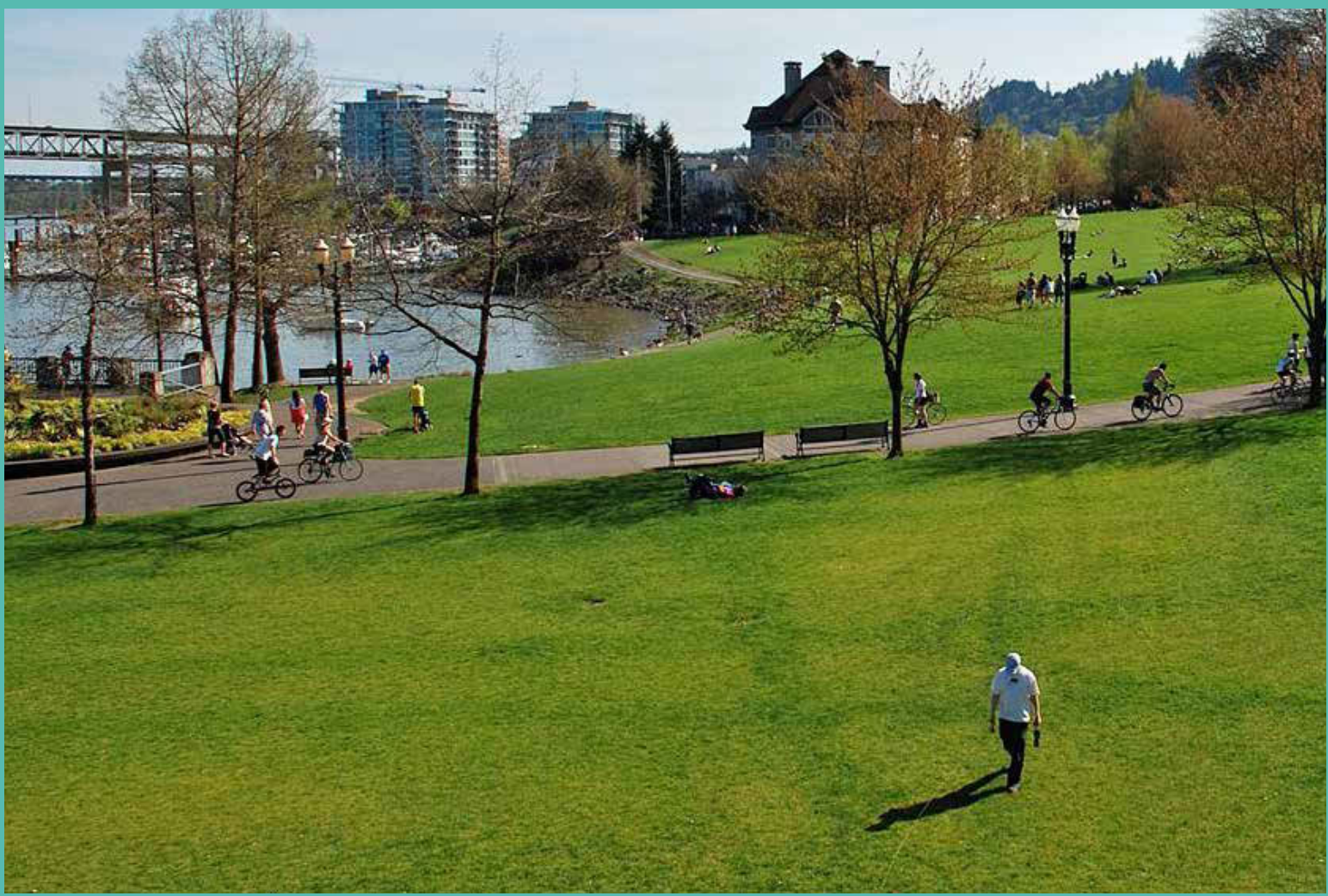
1. **Protect Public Health**
- reduce adult and childhood obesity, heart disease, high blood pressure, and diabetes
 - improve air and water quality
 - reduce traffic accidents and injuries
 - facilitate interaction between residents and strengthen community
 - reduce crime and improve public safety
2. **Improve Economic Development:** provide housing in walkable and diverse communities
3. **Create Mixed Use Development Options:** remove barriers between uses to promote opportunities for walking and exciting, memorable places
4. **Enhance Quality of Life:** enhance public health and provide interesting places to live, work, shop, and play
5. **Improved Efficiency:** promote energy efficiency through communities that are compact and walkable rather than dispersed
6. **Increase Physical Activity:** provide opportunities for exercise and recreation, and improve social interaction and people’s sense of well-being, by facilitating development of outdoor civic spaces, sidewalks, and bike lanes
7. **Better Transportation Management:** construct well-connected street networks and walkable streets to promote more efficient use of transportation infrastructure

RECOMMENDED STRATEGIES

STRATEGY 7: IMPROVE AND ADD RECREATION, PARKS, AND GREEN SPACES

Develop new public parks and open space:

- Plan for a public open space on the Delaware River. This should include trails and other passive and active recreation areas.
- Incorporate a public park and trail into the buffer area around the creek, coordinated with creek restoration efforts.
- Ensure that new privately-developed public open spaces have adequate management plans.



Upgrade existing parks and open spaces:

- Improve facilities at existing parks and plazas.
- Provide access to green spaces within and near existing neighborhoods.

Unused green space



Knollwood Park



Develop a trail system:

- Incorporate new trails and related guidelines into Delaware’s First State Trails and Pathway Plan and WILMAPCO’s New Castle County Greenways Plan.
- Amend the proposed East Coast Greenway route and support development of the East Coast Greenway through Claymont. Discuss potential route modifications with Marcus Hook.
- Provide trails within all existing and new public green spaces and park areas, particularly on the River and Creek.
- Incorporate exercise stations for a range of abilities along recreational trails.
- Study the feasibility of a trail connection from North Claymont to Fox Point State Park.



STRATEGY 8: MITIGATE AIR, WATER, AND NOISE POLLUTION

Share information:

- Continue to provide information to the community regarding the results of soil and air quality testing and how to mitigate any impacts, particularly related to the Claymont Steel site and active industrial areas.

Require buffering of incompatible uses and nuisance areas:

- Buffer industrial uses from those with which they are incompatible, particularly where there are noise and/or air quality concerns.
- Buffer residential areas from interstates.

Protect the River and Creek:

- Require advanced stormwater management strategies for new developments near the Creek and River. Ideally, these areas should be park-like and accessible to the public via trails.

Naamans Creek near Hickman Road



Industrial remnants near the River



In order to elaborate on how the recommendations could impact North Claymont, the area is broken up into seven focus areas. Four (#1-4) incorporate significant changes in land use. The other three areas do not contain significant land use changes, but are impacted by other recommendations in the plan.

Focus Areas:

1.

Train Station
2.

Waterfront
3.

Central Node
4.

Tri-State Mall Area
5.

Naamans Road South from Hickman to US-13
6.

West of I-95
7.

Existing Active Industrial



Highlights from the bolded focus areas are included on the boards. More details about all focus areas can be found in the draft report.

Focus Areas 1 & 2 (Train Station and Waterfront)

Conceptual development diagram for relocated train station area



- 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 : 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

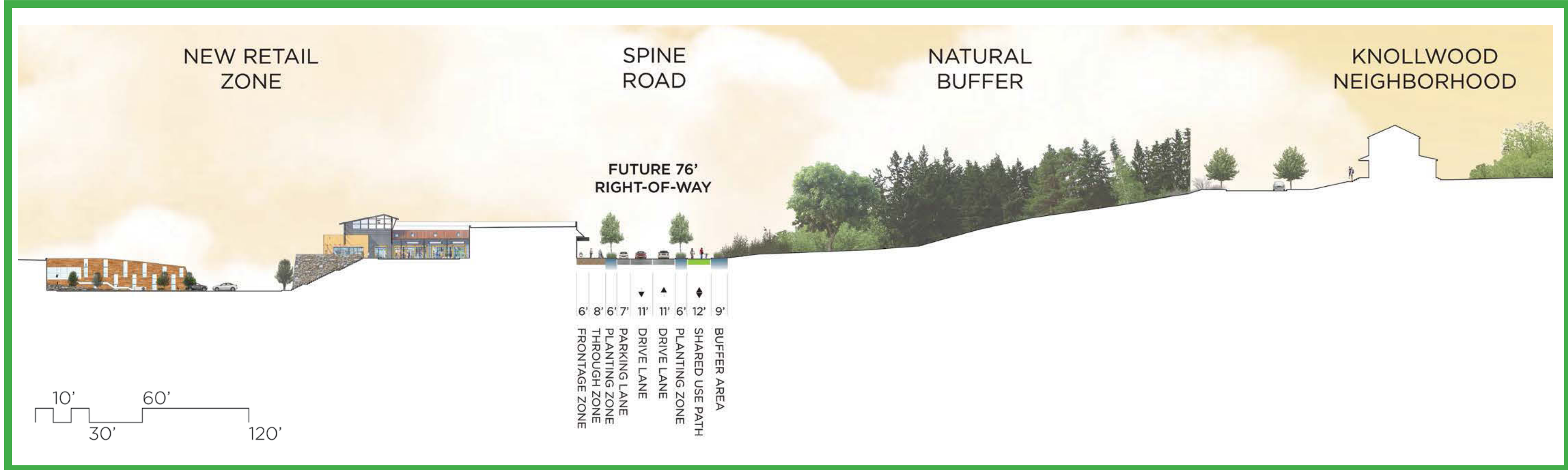
Existing conditions near the proposed train station site (facing south)



Proposed train station site with transit-oriented development (facing south toward River)

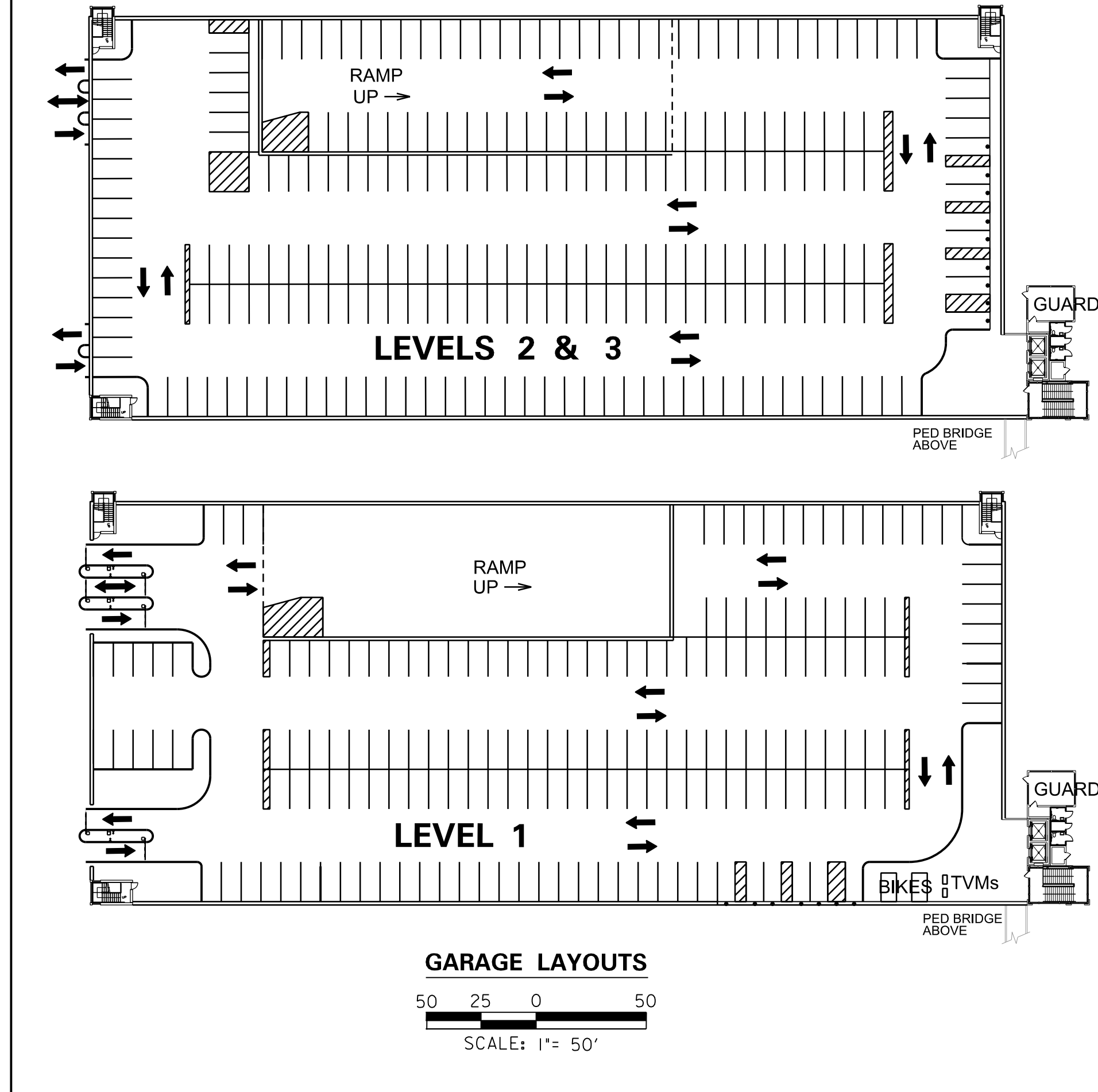


Focus Area 3 (Central Node)

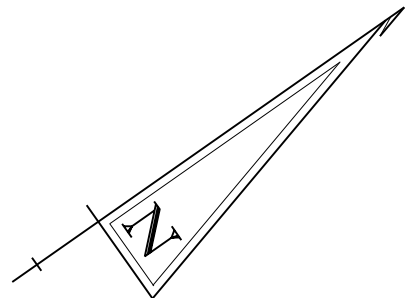


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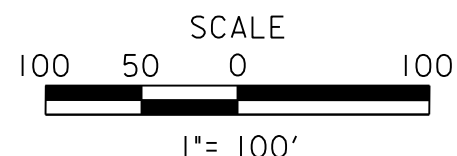
PREL. TRACING
DESIGN
CHKD.



PARKING CAPACITY	
VAN ACCESSIBLE SPACES	10
ACCESSIBLE SPACES	20
GARAGE - STANDARD SPACES - FIRST LEVEL	169
GARAGE - STANDARD SPACES - SECOND LEVEL	230
GARAGE - STANDARD SPACES - THIRD LEVEL	230
SURFACE PARKING - STANDARD SPACES	209
TOTAL AUTOMOBILE PARKING	868
BICYCLE PARKING	20
PASSENGER DROPOFF	5
BUS BAYS	6



DRAWING NO. 1G3L, LOT, FUTURE
CONCEPT: 1 GARAGE, 3 LEVELS, SURFACE LOT
SPINE ROAD AND ROUNDABOUT



CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
XX-XXX-XX	NEW CASTLE	HPP-XXXX (XXX)	XXX	XXX
CLAYMONT REGIONAL TRANSPORTATION CENTER				
DATE: OCTOBER 21, 2016				
REVISIONS				



In order to elaborate on how the recommendations could impact North Claymont, the study area is broken up into seven focus areas. Four of these areas (#1-4) incorporate significant changes in land use. The other three areas do not contain significant land use changes, but are impacted by other recommendations in the plan.

Focus Areas:

- 1. **Train Station**
- 2. **Waterfront**
- 3. **Central Node**
- 4. **Tri-State Mall Area**
- 5. **Naamans Road South from Hickman to US-13**
- 6. West of I-95
- 7. Existing Active Industrial

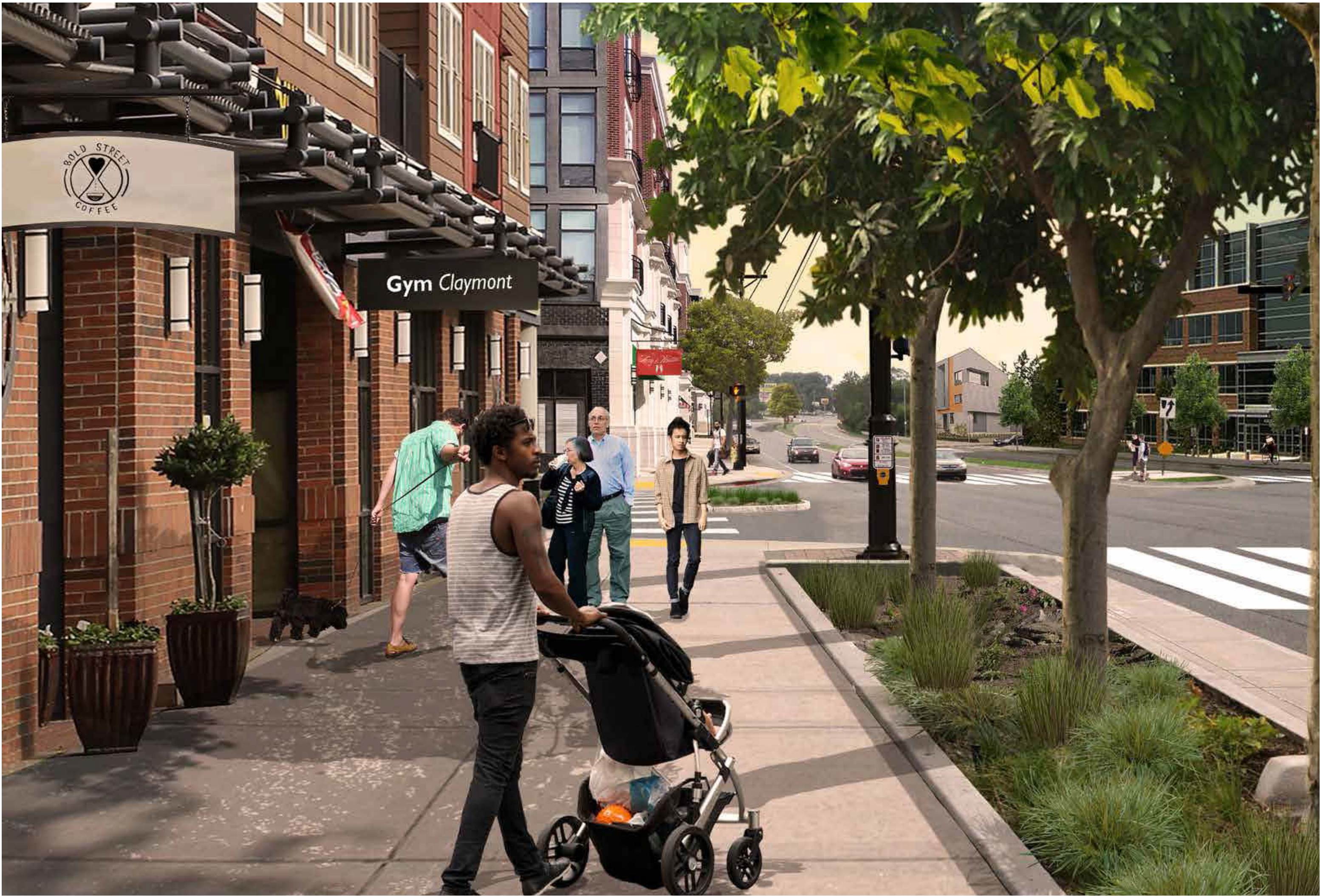
Highlights from the bolded focus areas are included on the boards. More details about all focus areas can be found in the draft report.



Focus Area 4 (Tri-State Mall Area)

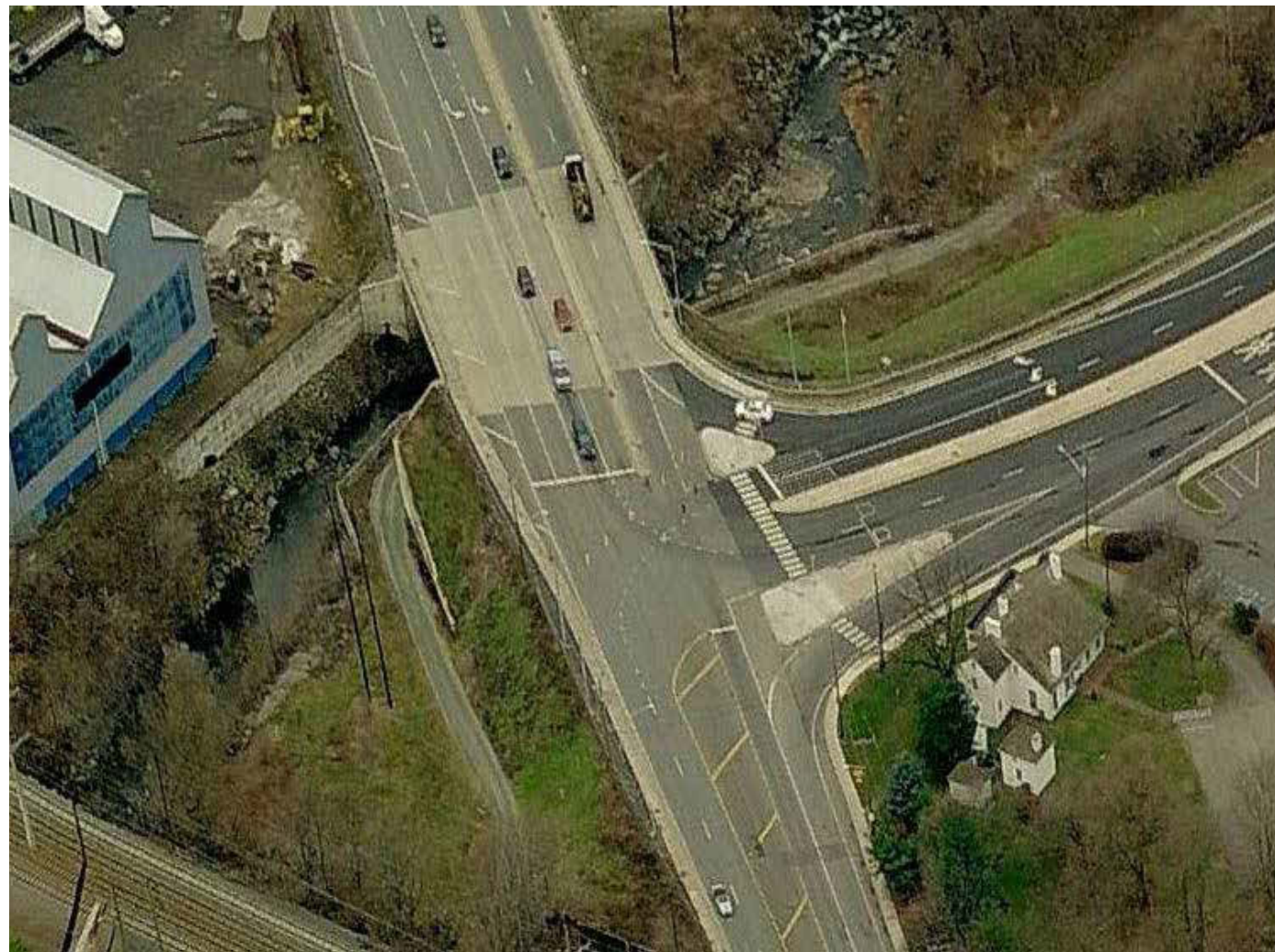


Existing conditions near Tri-State Mall (facing east on Naamans Road)



Proposed improvements near the current Tri-State Mall site (facing east on Naamans Road)

Focus Area 5 (Naamans Road from Hickman to US-13)



Existing conditions at Philadelphia Pike and Naamans Road



Philadelphia Pike and Naamans Road intersections, with improvements (facing south on Philadelphia Pike)

- Implementation of the North Claymont Area Master Plan will require coordination between a number of people and groups over many years. It will not happen overnight. However, it is clear that changes are imminent: remediation of the Claymont Steel site is underway, agencies are involved in planning for the relocation train station (with construction slated to start 2018), several areas within NCAMP are ripe for redevelopment, and the community has made it clear that improvements are needed and supported.
- The implementation strategies and actions will help to ensure that the community vision for North Claymont is incorporated into ongoing and future plans and developments.
- Each action notes a time frame for implementation, which goals are addressed by each action, and which agencies and/or organizations are most likely to act as implementing parties.
- More information about each strategy and action can be found in Chapter 6 of the draft report.

GOAL NUMBER FOR ACTIONS TABLE

- (1) Foster a Variety of Housing Options
- (2) Encourage Design that Builds On Community Strengths
- (3) Promote Economic Development and Expand Job Opportunities
- (4) Create a Safe, Healthy, and Welcoming Community
- (5) Increase the Network of Open Space and Recreation Facilities
- (6) Protect and Restore the Environment
- (7) Improve Local and Regional Multimodal Transportation Connections

Priority Actions are highlighted in yellow

ABBREVIATIONS FOR IMPLEMENTING PARTIES

CRDC	Claymont Renaissance Development Corporation
DEDO	Delaware Economic Development Office
DeIDOT	Delaware Department of Transportation
DHSS	Delaware Department of Health and Social Services
DTC Corporation	Delaware Transit (operating as DART First State)
ECGA	East Coast Greenway Alliance
NCC	New Castle County
OSPC	Office of State Planning Coordination
SEPTA	Southeastern Pennsylvania Transportation Authority
TID	Transportation Improvement District
TIP	Transportation Improvement Program
WILMAPCO	Wilmington Area Planning Council

Strategy 1: Implement a New Future Land Use Plan for North Claymont

Actions	Implementing Parties	Time Frame			Goal(s) Addressed
		Now/Ongoing	1-5 years	6-10 years	
Action 1.1: Incorporate the future land use plan, transportation improvements, and other recommendations into the County’s comprehensive plan and relevant state and MPO planning documents.	NCC, WILMAPCO, DeIDOT, OSPC	X			All
Action 1.2: Update the Claymont Community Plan to incorporate the NCAMP area.	CRDC, NCC	X			2
Action 1.3: Approve changes to the Unified Development Code, as necessary, when they conform to the future land use plans.	NCC	X	X	X	1,2
Action 1.4: Monitor the North Claymont Area Master Plan on a yearly basis to make updates as necessary.	WILMAPCO, NCC, DeIDOT		X	X	All

Strategy 2: Improve Conditions for All Transportation Modes

Actions	Implementing Parties	Time Frame			Goal(s) Addressed
		Now/Ongoing	1-5 years	6-10 years	
Action 2.1: Monitor progress on the Claymont Transportation Plan and NCAMP transportation recommendations. To ensure effective traffic operations, institute a “monitoring and triggering” policy to ensure major investments such as the I-95/Naamans Road interchange improvements are built only when traffic operation conditions dictate that they are necessary.	WILMAPCO, DeIDOT, NCC	X			4,5,7
Action 2.2: Continue to require transportation impact studies of development in the NCAMP area, and share studies with other agencies involved in NCAMP transportation improvements.	NCC, DeIDOT, DTC	X			7
Action 2.3: Incorporate recommended transportation projects into the Regional Transportation Plan and prioritize for inclusion in the Transportation Improvement Program.	WILMAPCO		X		4,5,7
Action 2.4: Begin developing a framework for public-private partnerships that make structured parking more economically feasible and attractive to developers, particularly near the train station.	NCC, DTC		X		7
Action 2.5: Add NCAMP bicycle network recommendations to the DeIDOT Bicycle Master Plan	DeIDOT		X		7
Action 2.6: 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		X		7
Action 2.7: Monitor Claymont Regional Transportation Center progress, and continue to encourage and facilitate the development of a mixed-use, walkable transit hub.	WILMAPCO, DTC		X	X	7
Action 2.8: Promote completion of the East Coast Greenway through the NCAMP area.	WILMAPCO, ECGA, DeIDOT, NCC			X	7
Action 2.9: 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.	DeIDOT, NCC, WILMAPCO			X	7
Action 2.10: Consider changes to transit services (route changes, stop changes, consideration of new service) during the bi-annual service change reviews, particularly as development progresses. If necessary, consider contracted shuttle/circulator services to meet demand.	DTC, WILMAPCO, SEPTA		X	X	7

GOAL NUMBER FOR ACTIONS TABLE

(1) Foster a Variety of Housing Options
(2) Encourage Design that Builds On Community Strengths
(3) Promote Economic Development and Expand Job Opportunities
(4) Create a Safe, Healthy, and Welcoming Community
(5) Increase the Network of Open Space and Recreation Facilities
(6) Protect and Restore the Environment
(7) Improve Local and Regional Multimodal Transportation Connections

ABBREVIATIONS FOR IMPLEMENTING PARTIES

CRDC Claymont Renaissance Development Corporation
DEDO Delaware Economic Development Office
DelDOT Delaware Department of Transportation
DHSS Delaware Department of Health and Social Services
DTC Delaware Transit (operating as DART First State) Corporation
ECGA East Coast Greenway Alliance
NCC New Castle County
OSPC Office of State Planning Coordination
SEPTA Southeastern Pennsylvania Transportation Authority
TID Transportation Improvement District
TIP Transportation Improvement Program
WILMAPCO Wilmington Area Planning Council

Priority Actions are highlighted in yellow

Strategy 3: Craft an Economic Development Strategy for Claymont

Actions	Implementing Parties	Time Frame			Goal(s) Addressed
		Now/Ongoing	1-5 years	6-10 years	
Action 3.1: Convene a forum of developers and elected officials to discuss priorities, opportunities, and constraints for development in Claymont.	CRDC, DEDO, elected officials, NCC		X		3
Action 3.2: Explore partnerships that incentivize hiring and training local community members in local industry and manufacturing.	DEDO, elected officials		X		3
Action 3.3: If/when an ordinance is finalized, consider seeking an Economic Empowerment District designation for North Claymont.	NCC		X	X	3

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

Actions	Implementing Parties	Time Frame			Goal(s) Addressed
		Now/Ongoing	1-5 years	6-10 years	
Action 4.1: Establish a public safety advisory group for Claymont, utilizing existing neighborhood and business leadership networks.	NCC; elected officials; local and state safety officials	X			4
Action 4.2: Monitor implementation of the plan and build out of the area to help ensure that emergency services pace with growth.	NCC	X			4
Action 4.3: Work with neighborhoods within NCAMP to identify areas with a need for enhanced street-lights, and secure funding for installation.	Elected officials		X		4

Strategy 5: Beautify Claymont

Actions	Implementing Parties	Time Frame			Goal(s) Addressed
		Now/Ongoing	1-5 years	6-10 years	
Action 5.1: Seek designations that allow entities within Claymont to seek additional funding assistance. For example, seek a Downtown Development District designation for the Philadelphia Pike area, including land on both sides of 495.	CRDC, NCC	X	X		4
Action 5.2: Ensure consistent and frequent enforcement of property maintenance violations.	NCC	X			2,4
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), increase outreach related to existing opportunities, and support local organizations in seeking grant opportunities to make community improvements.	NCC Comm. Dev. and Housing, CRDC	X	X		4
Action 5.4: Establish visual gateways to Claymont, with an aesthetic that matches other directional sign-age and the results of any “re-branding” efforts.	DelDOT, NCC, CRDC		X	X	4
Action 5.5: Design and install a coordinated wayfinding system in Claymont, including enhancements to the National Park Service’s Washington-Rochambeau Revolutionary Route National Historic Trail (W3R) route.	DelDOT, NCC, CRDC		X	X	4,5

GOAL NUMBER FOR ACTIONS TABLE

- (1) Foster a Variety of Housing Options
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ABBREVIATIONS FOR IMPLEMENTING PARTIES

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DEDO	Delaware Economic Development Office
DelDOT	Delaware Department of Transportation
DHSS	Delaware Department of Health and Social Services
DTC	Delaware Transit (operating as DART First State) Corporation
ECGA	East Coast Greenway Alliance
NCC	New Castle County
OSPC	Office of State Planning Coordination
SEPTA	Southeastern Pennsylvania Transportation Authority
TID	Transportation Improvement District
TIP	Transportation Improvement Program
WILMAPCO	Wilmington Area Planning Council

Priority Actions are highlighted in yellow

Strategy 6: Promote Community Health and Wellness

Actions	Implementing Parties	Time Frame			Goal(s)
		Now/Ongoing	1-5 years	6-10 years	Addressed
Action 6.1: Ensure that new developments in Claymont meet the new County development standards for placemaking and healthy communities.	NCC	X			4
Action 6.2: Install directional walking signage along pedestrian routes to encourage walking as a transportation option, particularly as development increases and densifies. Explore the Transportation Alternatives Program (TAP) as a potential funding source.	DelDOT, NCC, CRDC		X	X	4,5
Action 6.3: If desired by land owners, assist with actively recruiting development of family-friendly indoor or outdoor recreational facilities.	NCC, CRDC		X	X	4,5
Action 6.4: Encourage the development of family support, training centers, and other similar facilities within institutional areas.	NCC Department of Community Services, CRDC, DHSS		X	X	4

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

Actions	Implementing Parties	Time Frame			Goal(s)
		Now/Ongoing	1-5 years	6-10 years	Addressed
Action 7.1: Continue to monitor and require a management plan for open spaces required to be allotted within new developments.	NCC	X			4,5,6
Action 7.2: Allot funds for parks and recreation enhancements and maintenance recommended in NCAMP.	NCC, DNREC		X		4,5,6

Strategy 8: Mitigate Air, Water, and Noise Pollution

Actions	Implementing Parties	Time Frame			Goal(s)
		Now/Ongoing	1-5 years	6-10 years	Addressed
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, NCC	X			6

There are many ways that you can weigh in on the materials that you see today, as well as the draft final report, which will be posted for comment on the website for two weeks.

You can share your thoughts by:

- Talking to a member of the project team tonight
- Leaving feedback on the boards
- Completing the survey (either at the meeting, or on the website)
- Sending an email to the project team

Email
claymont@wilmapco.org

Website
www.wilmapco.org/ncamp

Facebook
facebook.com/northclaymont

Frequently Asked Questions

Question: How does this master plan impact the rest of Claymont?

Answer: This plan for North Claymont is intended to build on and complement the rest of Claymont. While it does not specifically recommend land uses or other changes outside of the NCAMP area, changes within the NCAMP area could lead to improvements for the rest of Claymont, including transportation and circulation improvements, and increased access to jobs.

Question: How will implementation be funded?

Answer: It depends on the action. It is very common for developers to fund some public improvements on their sites. County and State agencies will also play a part in committing funds, often in partnership with private organizations. Transportation projects will be incorporated into the Regional Transportation Plan and prioritized for funding and inclusion in the WILMAPCO Transportation Improvement Program.

Question: Can this plan force land owners to take any actions?

Answer: No. However, land owners intending to develop or redevelop their land should consider the recommendations in this document to be a guiding framework. Once it is incorporated into the New Castle County Comprehensive Plan and other relevant planning documents, this document can be used to evaluate development proposals. The Market Assessment (available on the website) and other findings may also be useful to land owners considering next steps.