Introduction

To the team and to the Plan
Planning Partners

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

Consultant Team

RHODESIDE & HARWELL
Planning / Design / Community Engagement

WRA
Multi-Modal Transportation Planning / Engineering

W-ZHA
Market and Economic Analysis
What does a **Master Plan** do?

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

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

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

Analyze Existing Conditions

Establish Goals

Create Scenarios

Evaluate Scenarios

Select Preferred Scenario

Final Master Plan

Community Visioning (Public Meeting #1)

Community Input + Discussion (Public Meeting #2)

Community Review + Comment (Public Meeting #3)
We’ve met with...

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

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

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

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

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

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

**GOALS:** Broad statements that describe a desired future state. These fit under one of the four master plan elements.

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

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

**Elements**

- **Land Use & Design**
  - Encourage Design that Builds On Community Strengths
- **Community and Economic Development**
  - Promote Economic Development and Expand Job Opportunities
  - Create a Safe, Healthy, and Welcoming Community
- **Transportation**
  - Improve Local and Regional Multimodal Transportation Connections
  - Objectives
- **Environment and Open Space**
  - Increase the Network of Open Space and Recreation Facilities
  - Protect and Restore the Environment

**Goals & Objectives**

- **Objectives**
  - Foster a Variety of Housing
  - Protect and Restore the Environment
  - Objectives

**Metrics**

Objectives
3. Scenarios

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

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

- Retail
- Office
- Single-Family Residential
- Multifamily Residential
- Institutional
- Light Industrial – Flex
- Heavy Industrial
- Vacant Industrial
- Mixed Use (Office Over Retail)
- Mixed Use - Lifestyle Center
  (Retail / Residential / Institutional)
Land Use Areas

Retail

Office
Land Use Areas

- Single-Family Residential
- Multifamily Residential
Land Use Areas

Institutional
Land Use Areas

- Light Industrial – Flex
- Heavy Industrial
- Vacant Industrial
Land Use Areas

Mixed Use (Office Over Retail)
Land Use Areas

Mixed Use – “Lifestyle Center”
(Retail / Residential / Institutional)
Transit-Oriented Development

- Train station is a major opportunity
- Development within a walking distance to the train station
- Office, retail, residential, flex
The Scenarios

Scenario 1: Base Case (Existing Land Use)
- Train station relocated, with path from old station.
- Used as point of comparison for other scenarios.

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

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

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

Legend
- Study area
- Areas where land use changes are proposed within the scenarios

[Map showing the study area with labeled locations and the Delaware River]
Scenario 1: Base Case

- Former Industrial (Vacant): 44%
- Heavy Industrial: 24%
- Light Industrial: 3%
- Multifamily Residential: 4%
- Single Family Residential: 7%
- Retail: 13%
- Office: <1%
- Utility: 1%
- Open Space: 4%
Scenario 2: Mixed Use Nodes

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

**Mixed-Use Nodes**

- A: Train Station Relocation
- B: Waterfront Park
- C: Mixed-Use Transit-Oriented Development Node
- D: Retail
- E: Residential
- F: Office and Mixed-Use Office with Retail
- G: Mixed-Use [Office with Retail]
- H: Industrial
- I: Institutional
- J: Parking
Scenario 3: Waterfront Industrial
Scenario 4: Mixed Use & Industrial

Retail
10%

Single Family Residential
8%

Multifamily Residential
8%

Light Industrial
5%

Heavy Industrial
29%

Utility
1%

Open Space
30%

Mixed Use (Office/Retail)
3%

Mixed Use (Lifestyle Center)
4%

Office
2%

Mixed Use [Office with Retail]
3%

Mixed Use [Lifestyle Center, with Retail, Institutional, Residential]
4%

Train Station Relocation

Waterfront Park

Mixed-Use Transit-Oriented Development Node

Residential

Office

Retail

Residential

Industrial

Lifestyle Center (Retail, Residential, Institutional)

Open Space

Proposed

Mixed-Use Node (Retail, Office)

Retail

Single-Family Residential

Multifamily or Mixed Residential

Industrial, Light Industrial

Mixed-Use Lifestyle Center

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

Utilities

Cemetery

Pedestrian Bridges

Historic Properties

Railroad

Study Area Boundary

MAP PROJECTION: WGS 1984 DATUM: NAD 83 / FEET
4. How do the scenarios address the four elements of the master plan?

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

Encourage Design that Builds On Community Strengths

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

Foster a Variety of Housing

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

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

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

Proportions of Housing Types
(by unit)

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

Legend:
- Open Space/ Buffers
- Retail
- Office
- Vacant Former Industrial
- Heavy Industrial
- Light Industrial
- Institutional
- Single-Family Residential
- Multifamily Residential

- Single family detached
- Multifamily housing
- Mixed use (apartments above retail)
Other things to consider:

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

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

Create a Safe, Healthy, and Welcoming Community

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

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

Approx. # Potential Jobs

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Approx. # Potential Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenario 1</td>
<td>1,400</td>
</tr>
<tr>
<td>Scenario 2</td>
<td>8,200</td>
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<tr>
<td>Scenario 3</td>
<td>8,400</td>
</tr>
<tr>
<td>Scenario 4</td>
<td>6,800</td>
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</table>

Scenario 1: Base Case (Existing Conditions)
- Institutional - medical/education: 7%
- Heavy Industrial - port/manufacturing: 13%
- Light Industrial - warehouse/flex: 25%
- Retail: 24%
- Office: 54%

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

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

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

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

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

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

Increase the Network of Open Space and Recreation Facilities

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

Protect and Restore the Environment

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

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

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

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

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

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

Improve Local and Regional Multimodal Transportation Connections

• Promote safe pedestrian and bicycle facilities that do not conflict with the movement of trucks

• Relocate the train station to become a more convenient and appealing facility

• Encourage development of a multimodal train/bus/bike/walk hub

• Improve bus service within Claymont

• Reduce traffic congestion and crashes
Transportation Metrics

Scenario Traffic Comparison (PM Peak Hour)

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Traffic Comparison</th>
</tr>
</thead>
<tbody>
<tr>
<td>1: Base Case (Existing Conditions)</td>
<td>North of Naamans Rd</td>
</tr>
<tr>
<td>2: Mixed Use Nodes</td>
<td></td>
</tr>
<tr>
<td>3: Waterfront Industrial</td>
<td></td>
</tr>
<tr>
<td>4: Mixed Use &amp; Industrial</td>
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</tr>
</thead>
<tbody>
<tr>
<td>More comfortable bicycle facilities</td>
<td>No</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>More pedestrian crossing areas</td>
<td>No</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Train station relocation</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Multimodal train, bus, bike, walk, drive hub</td>
<td>No</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

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

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

- **Congestion**: We are looking at ways to address traffic on Ridge Road and traffic near Northtowne. Are there other current traffic issues within the study area that we are not addressing?
Claymont Regional Transportation Center

- PURPOSE OF THE STUDY
  - To develop a new Claymont Station on the former EVRAZ Steel Site
  - A 12 acre parcel has been set aside for a new multi-modal transportation center
Claymont Regional Transportation Center

**GOALS OF THE STUDY**

- Improve mobility for rail passengers through expanded service and reduced dwell times
- Multi-modal access to the station by improved vehicular, bus, bicycle and pedestrian facilities
Claymont Regional Transportation Center

GOALS OF THE STUDY

- Improve safety and ADA accessibility as the new station would have high-level boarding
- Address existing parking capacity needs
Claymont Regional Transportation Center

- **ENVIRONMENTAL**
- DTC and DelDOT with the Federal Transit Administration are preparing a Categorical Exclusion (CE) document.
- Environmental resources considered in the analysis of potential effects from the project are:
  - Hazardous Materials
  - Noise
  - Air Quality
  - Land Use and Community Facilities
  - Cultural Resources
  - Wetlands and Water Resources
Claymont Regional Transportation Center

**STATION CONCEPT CRITERIA**

- 12 acre parcel identified in CDC’s site plan
- Maintain existing freight siding right-of-way
- Avoid existing Amtrak Signal Bridge
- Account for Amtrak track shift
- High-level, 600-foot long station platforms
- Provide at least 650 parking spaces with a desired build out of 1,000 spaces
- Provide bus shelters, bicycle racks and sidewalks
- Trail connection to the existing I-495 pedestrian bridge

3 Station Concepts have been developed providing a range of parking options and future expansions as ridership grows
Claymont Regional Transportation Center

- STATION CONCEPT A
  Surface Parking Lot

<table>
<thead>
<tr>
<th>PARKING CAPACITY</th>
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<tbody>
<tr>
<td>VAN ACCESSIBLE SPACES</td>
</tr>
<tr>
<td>ACCESSIBLE SPACES</td>
</tr>
<tr>
<td>STANDARD SPACES</td>
</tr>
<tr>
<td>TOTAL AUTOMOBILE PARKING</td>
</tr>
<tr>
<td>BICYCLE PARKING</td>
</tr>
<tr>
<td>PASSENGER DROP-OFF</td>
</tr>
<tr>
<td>BUS BAYS</td>
</tr>
</tbody>
</table>
Claymont Regional Transportation Center

- **STATION CONCEPT B**
  Surface Parking & Parking Deck with future deck expansion

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**PARKING CAPACITY**

- Van Accessible Spaces: 8
- Accessible Spaces: 12
- Garage - Standard Spaces - First Level: 150
- Garage - Standard Spaces - Second Level: 245
- Surface Parking - Standard Spaces: 482

**Total Automobile Parking:** 897

- Bicycle Parking: 20
- Motorcycle: 6
- Passenger Dropoff: 7
- Bus Bays: 3

**Future Deck:** 286
**Surface Lot Reduction:** -56
**Future Additional Parking:** 230
Claymont Regional Transportation Center

- STATION CONCEPT C

5-Level Parking Deck

**PARKING CAPACITY**

- VAN ACCESSIBLE SPACES: 8
- ACCESSIBLE SPACES: 18
- GARAGE - STANDARD SPACES - FIRST LEVEL: 126
- GARAGE - STANDARD SPACES - SECOND LEVEL: 245
- GARAGE - STANDARD SPACES - THIRD LEVEL: 245
- GARAGE - STANDARD SPACES - FOURTH LEVEL: 245
- GARAGE - STANDARD SPACES - FIFTH LEVEL: 245

**TOTAL AUTOMOBILE PARKING:** 1130

- BICYCLE PARKING: 20
- MOTORCYCLE: 6
- PASSENGER DROP-OFF: 7
- BUS BAYS: 3
5. Next Steps
Next Steps

Community Visioning (Public Meeting #1)

Establish Goals

Create Scenarios

Evaluate Scenarios

Select Preferred Scenario

Final Master Plan
Tonight

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

• **Station #1**: Welcome/Sign In
• **Station #2**: Introduction to the Master Plan
• **Station #3**: Final Goals and Objectives
• **Station #4**: Scenarios
• **Station #5**: Addressing the Master Plan Elements
  - Land Use & Design
  - Community & Economic Development
  - Environment & Open Space
  - Transportation
• **Station #6**: Claymont Regional Transportation Center
• **Station #7**: Survey Station
### Contact Information

<table>
<thead>
<tr>
<th>Phone:</th>
<th>302-737-6205 ext. 118</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email:</td>
<td><a href="mailto:claymont@wilmapco.org">claymont@wilmapco.org</a></td>
</tr>
<tr>
<td>Web:</td>
<td><a href="http://www.wilmapco.org/ncamp">www.wilmapco.org/ncamp</a></td>
</tr>
<tr>
<td>Facebook:</td>
<td>facebook.com/northclaymont</td>
</tr>
</tbody>
</table>

Before you leave, please **sign in** and drop off your **survey**.

Thank you for attending!