



NORTH CLAYMONT AREA MASTER PLAN

COMMUNITY WORKSHOP #2 JUNE 6, 2016

1.

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

Study Area

Study Area



■ 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:

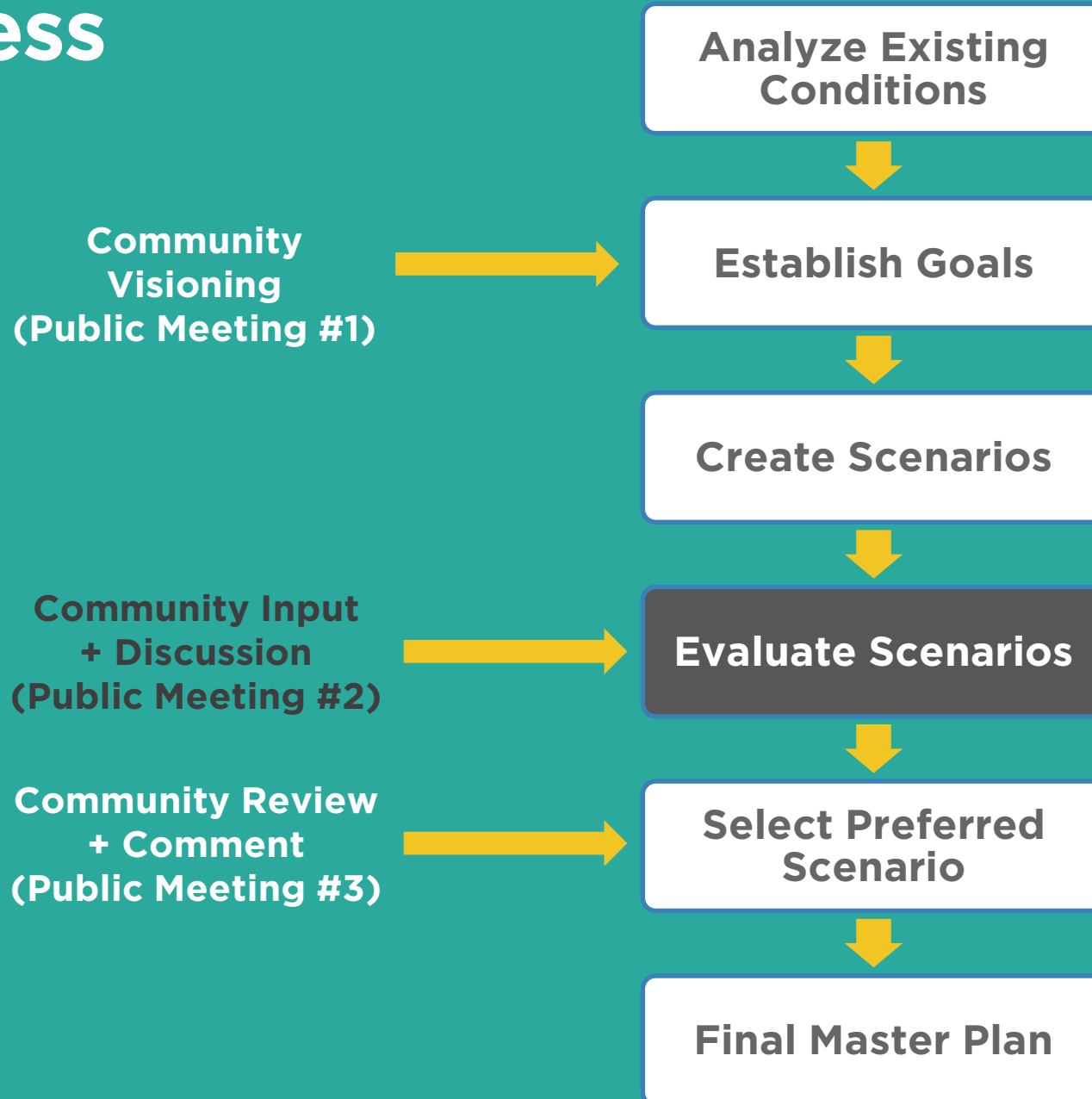
**Land Use &
Design**

**Community &
Economic
Development**

**Environment &
Open Space**

Transportation

Process



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

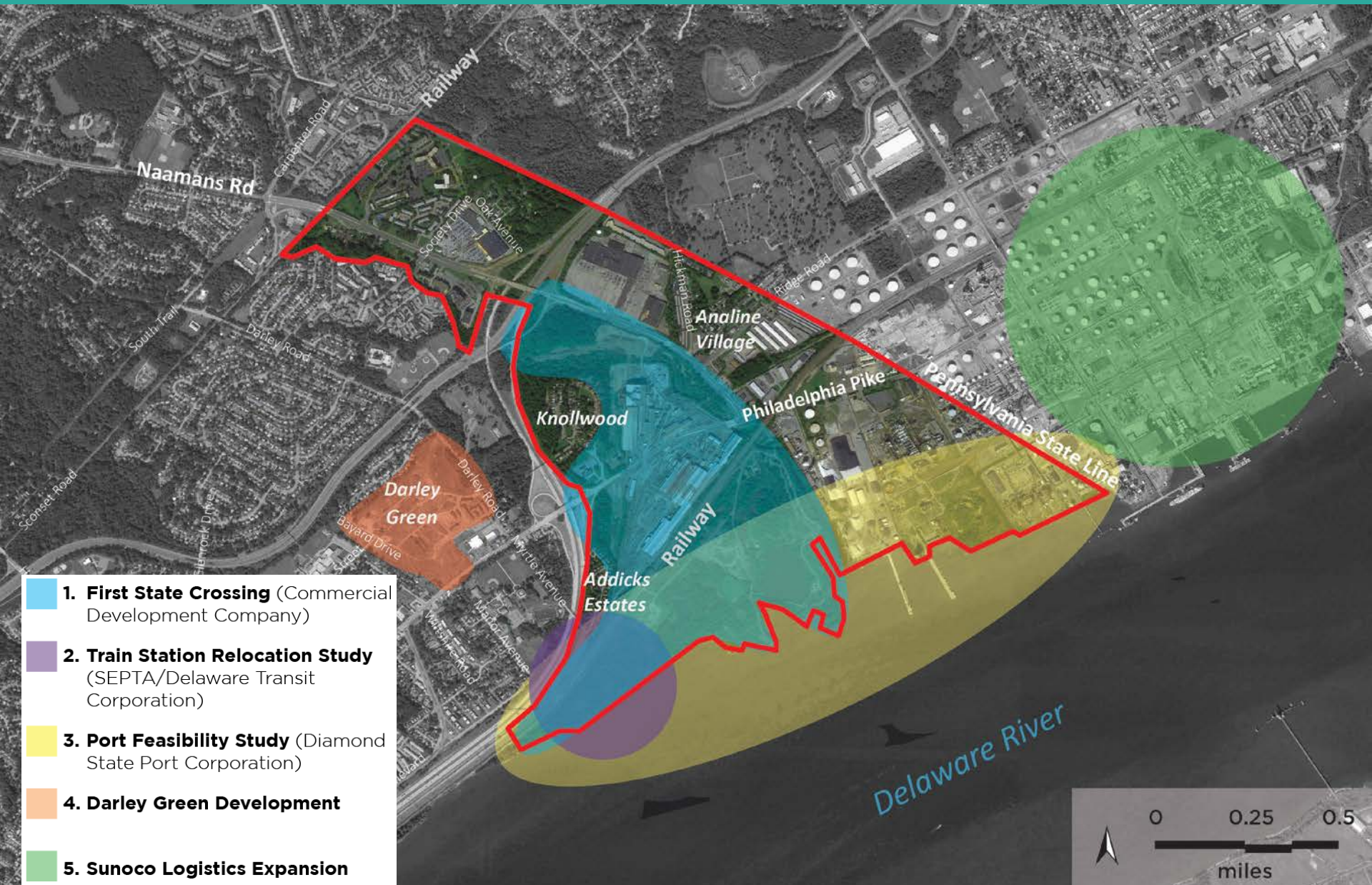
Several **focus groups**, including:

- Community and civic groups
- Regional agencies
- Adjacent jurisdictions
- Property owners
- Developers
- Industry representatives

The community, at the first community meeting on February 3.



Other Ongoing Projects

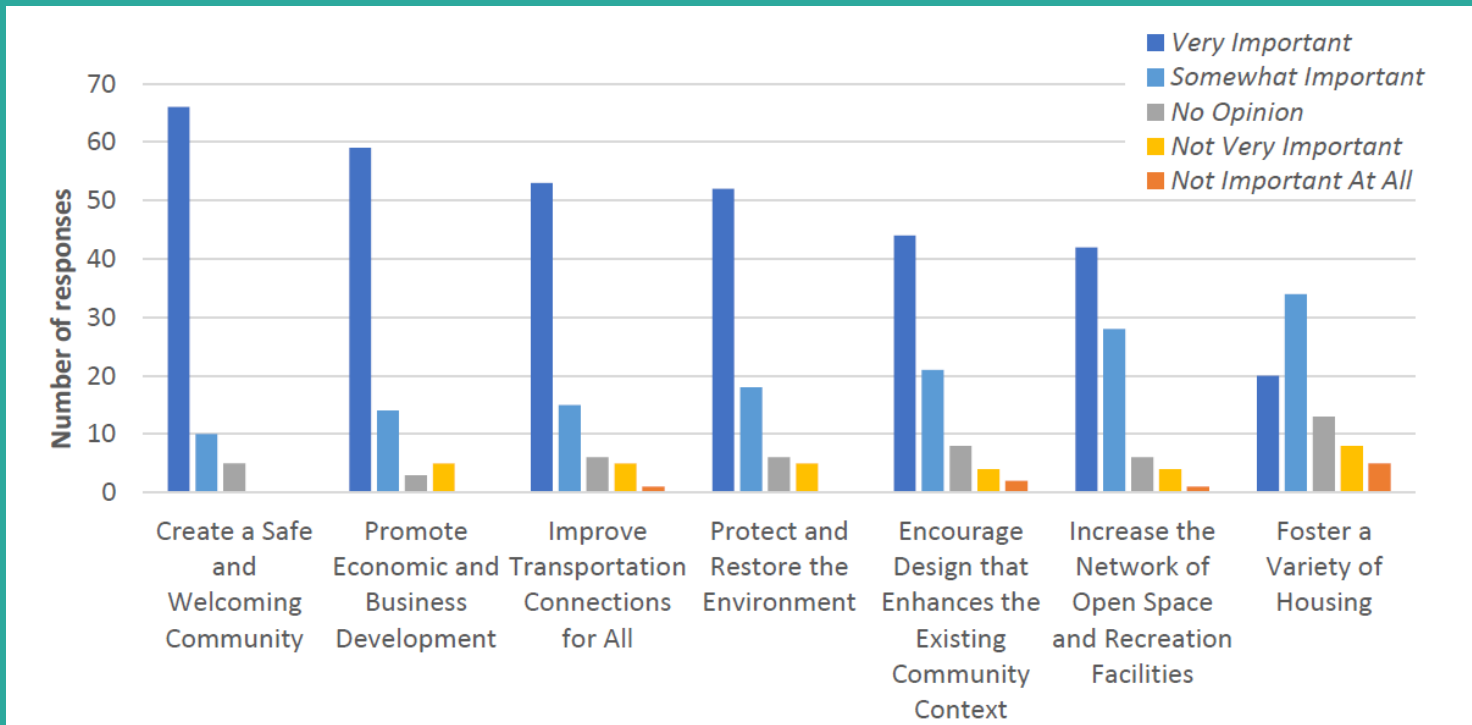


2.

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

Community and
Economic
Development

Transportation

Environment and
Open Space



Encourage Design
that Builds On
Community Strengths

Objectives

Promote Economic
Development and
Expand Job
Opportunities

Objectives

Improve Local and
Regional Multimodal
Transportation
Connections

Objectives

Increase the Network
of Open Space and
Recreation Facilities

Objectives

Foster a Variety of
Housing

Objectives

Create a Safe,
Healthy, and
Welcoming
Community

Objectives

Protect and Restore
the Environment

Objectives



Metrics

Goals & 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.

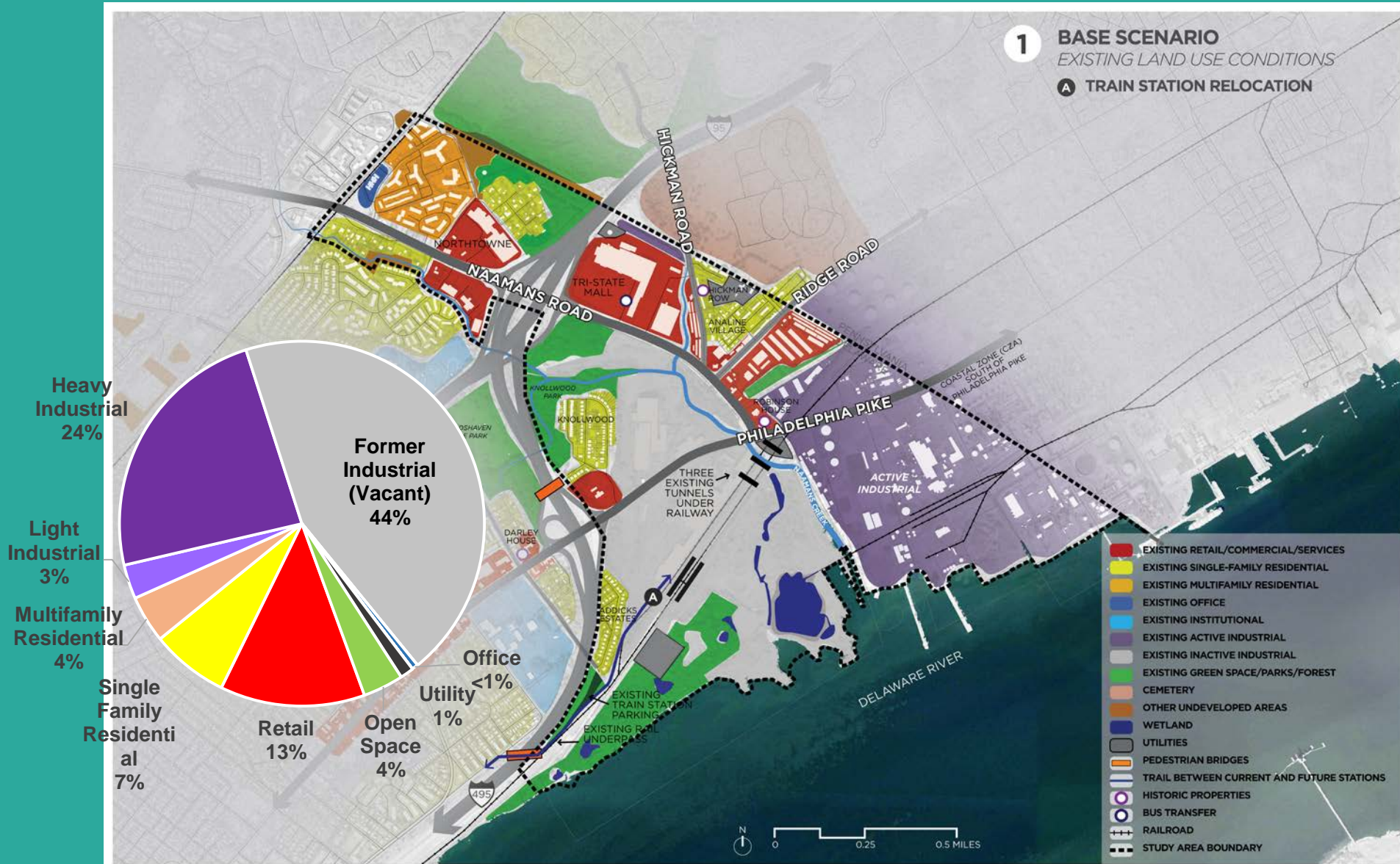
Scenario 4: Mixed Use & Industrial

- Some industrial uses near the railway, with a mix of uses in other areas.

Study Area

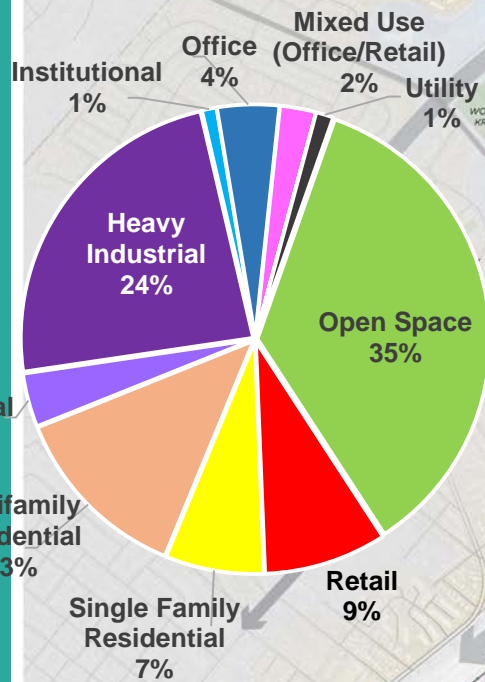


Scenario 1: Base Case

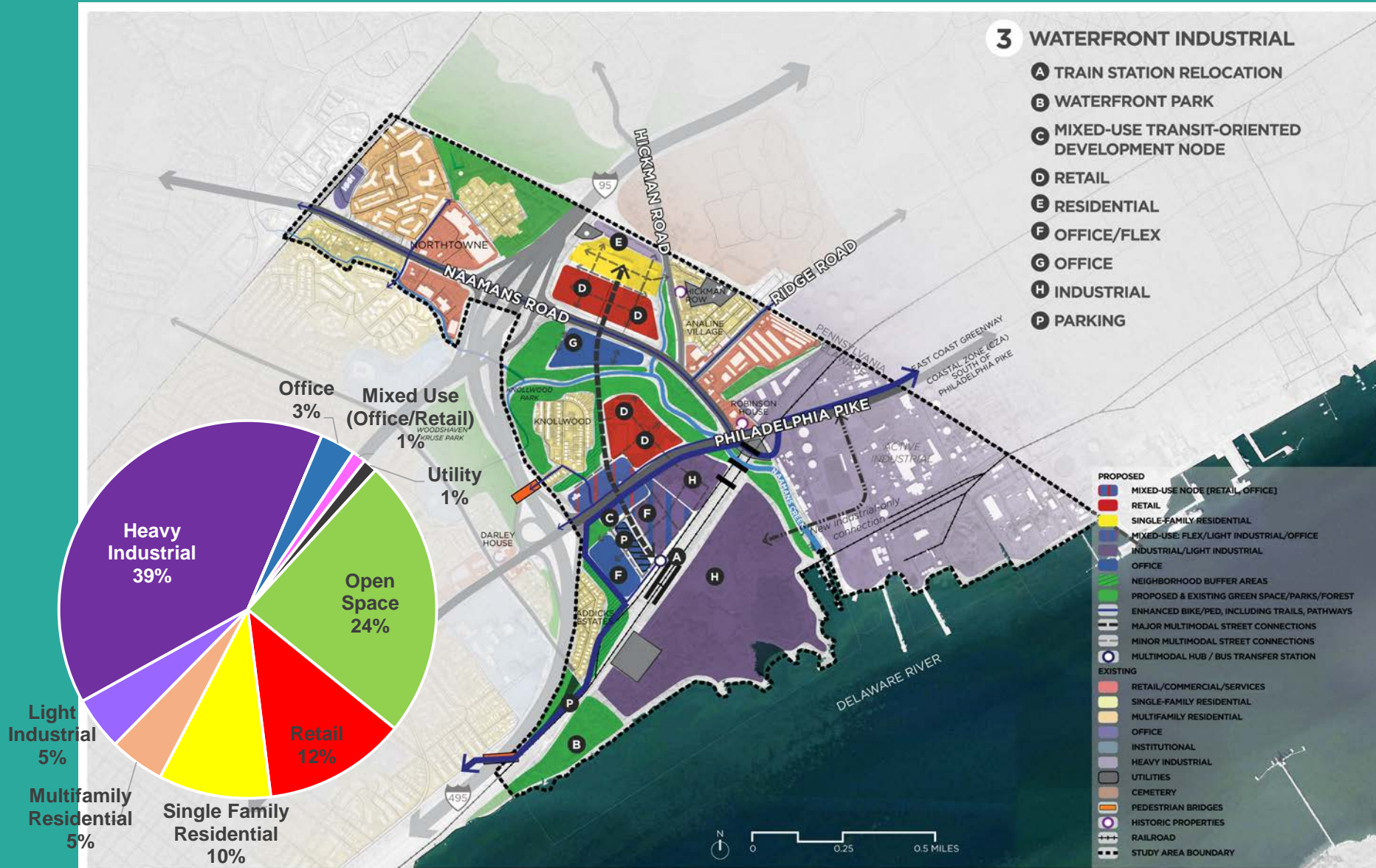


Scenario 2: Mixed Use Nodes

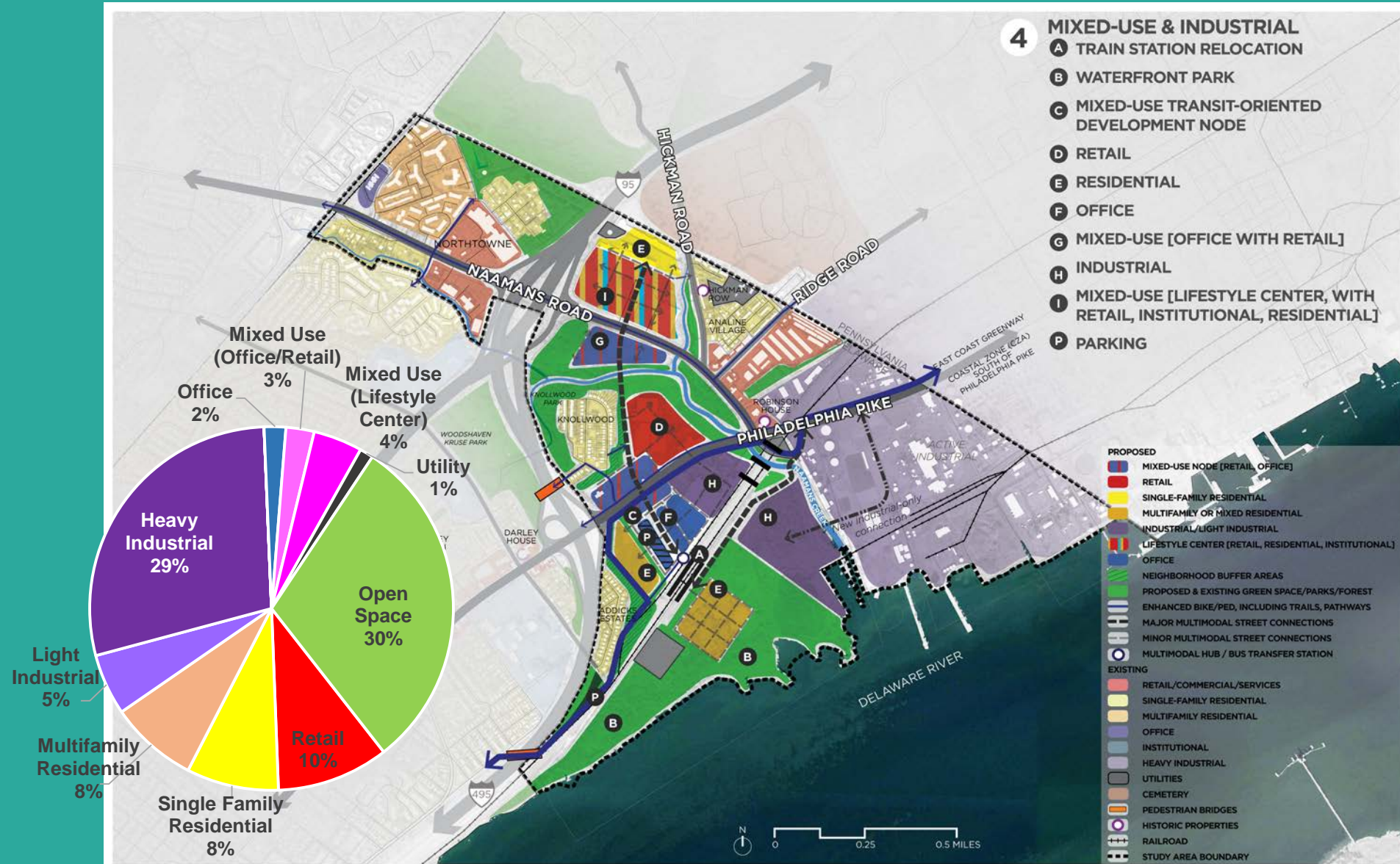
- 2 MIXED-USE NODES**
- A** TRAIN STATION RELOCATION
 - B** WATERFRONT PARK
 - C** MIXED-USE TRANSIT-ORIENTED DEVELOPMENT NODE
 - D** RETAIL
 - E** RESIDENTIAL
 - F** OFFICE AND MIXED-USE OFFICE WITH RETAIL
 - G** MIXED-USE [OFFICE WITH RETAIL]
 - H** INDUSTRIAL
 - I** INSTITUTIONAL
 - P** PARKING



Scenario 3: Waterfront Industrial



Scenario 4: Mixed Use & Industrial



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

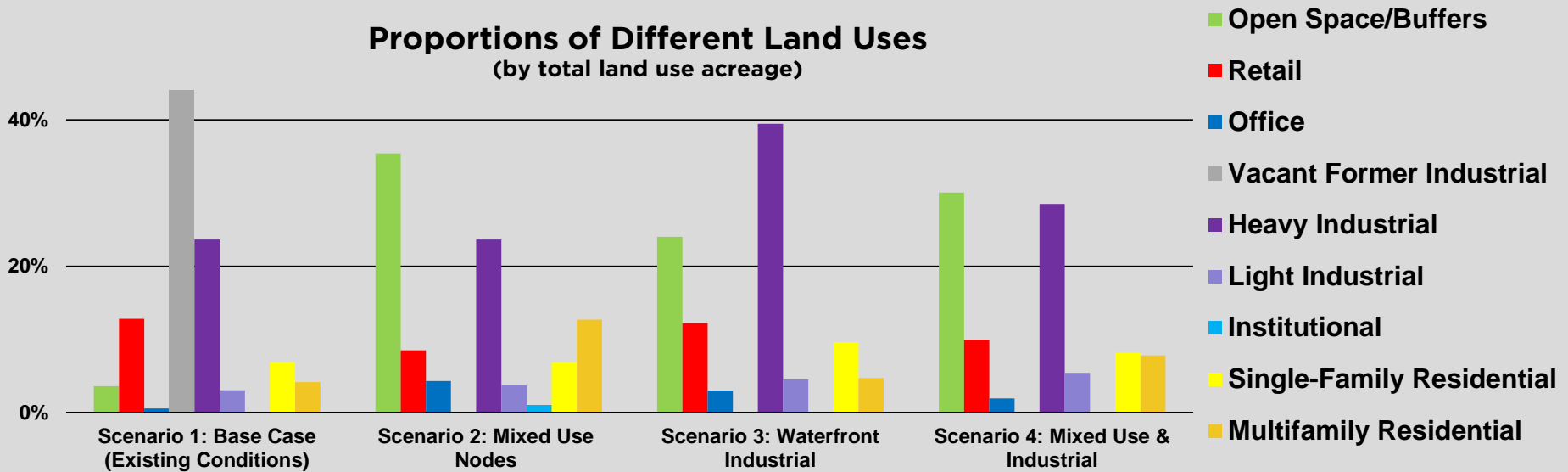
Foster a Variety of Housing

- 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

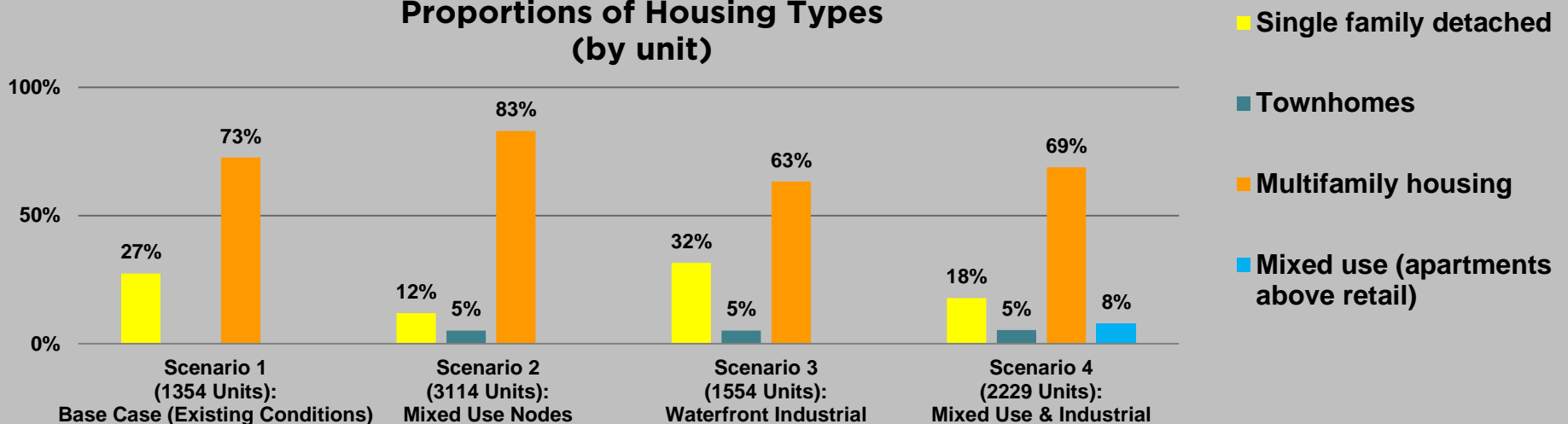


Land Use & Design Metrics

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



Proportions of Housing Types
(by unit)



Land Use & Design

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?

Community & Economic Development

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**

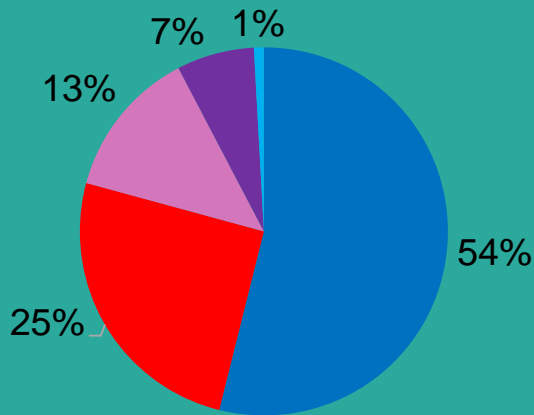


Community & Economic Development Metrics

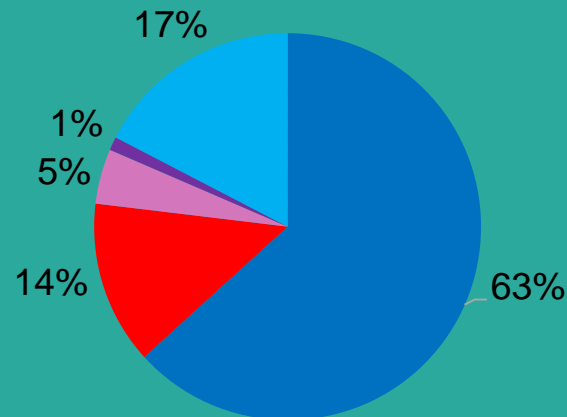
Job Proportions By Land Use

(by build-out concept area)

**Scenario 1: Base Case
(Existing Conditions)**



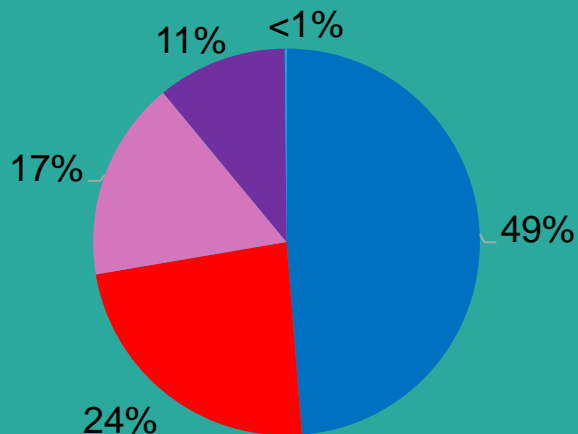
Scenario 2: Mixed Use Nodes



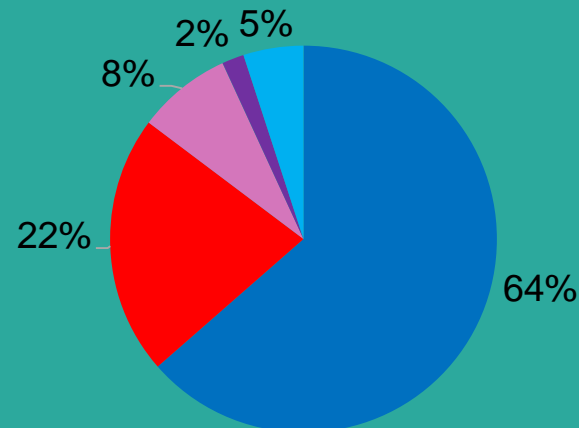
Approx. # Potential Jobs

| | |
|------------|-------|
| Scenario 1 | 1,400 |
| Scenario 2 | 8,200 |
| Scenario 3 | 8,400 |
| Scenario 4 | 6,800 |

Scenario 3: Waterfront Industrial



Scenario 4: Mixed Use & Industrial



**Institutional -
medical/education**

**Heavy Industrial -
port/manufacturing**

**Light Industrial -
warehouse/flex**

Retail

Office

Community & Economic Development

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

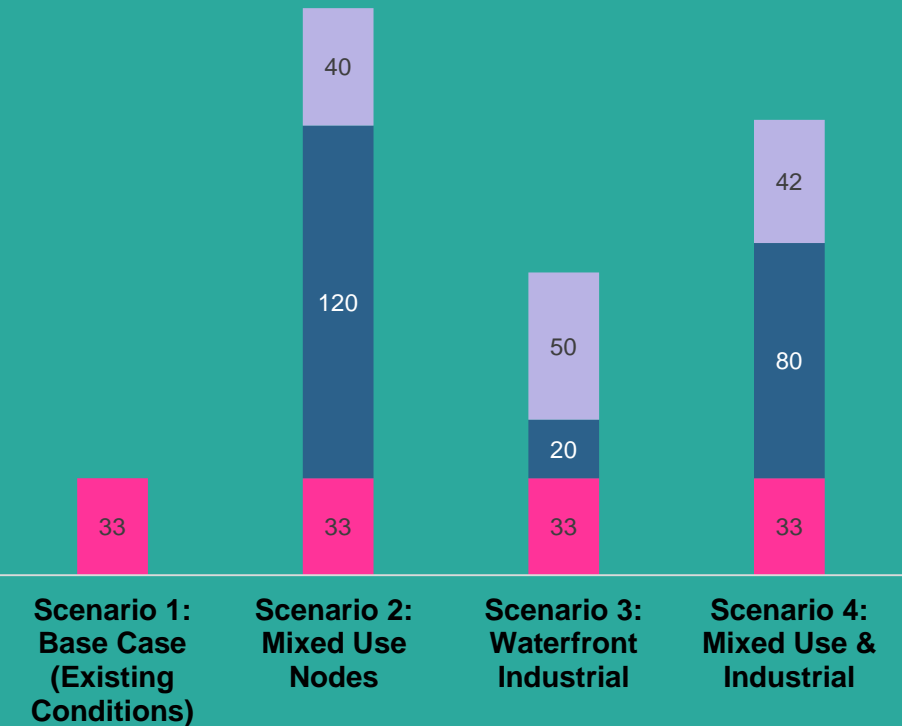




Environment & Open Space Metrics

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



| Metric | Scenario 1: Base Case (Existing Conditions) | Scenario 2: Mixed Use Nodes | Scenario 3: Waterfront Industrial | Scenario 4: Mixed Use & Industrial |
|---|---|-----------------------------|-----------------------------------|------------------------------------|
| Continuation of East Coast Greenway | No | ✓ | ✓ | ✓ |
| Potential impact of development on the waterfront | <div><div></div>Low</div> | <div><div></div>Low</div> | <div><div></div>High</div> | <div><div></div>Medium</div> |

Environment & Open Space

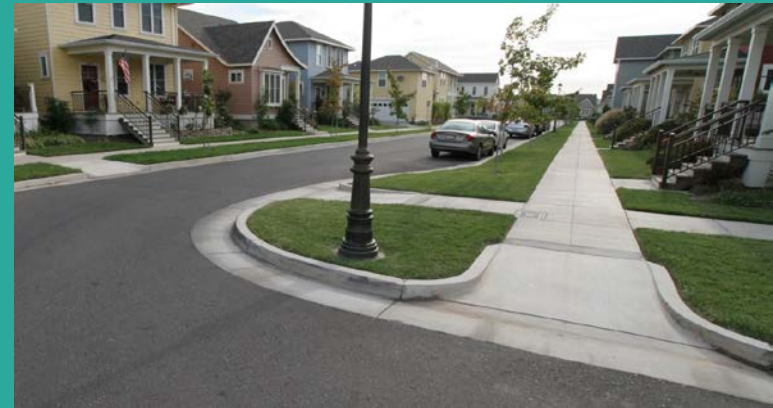
Other things to consider:

- **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

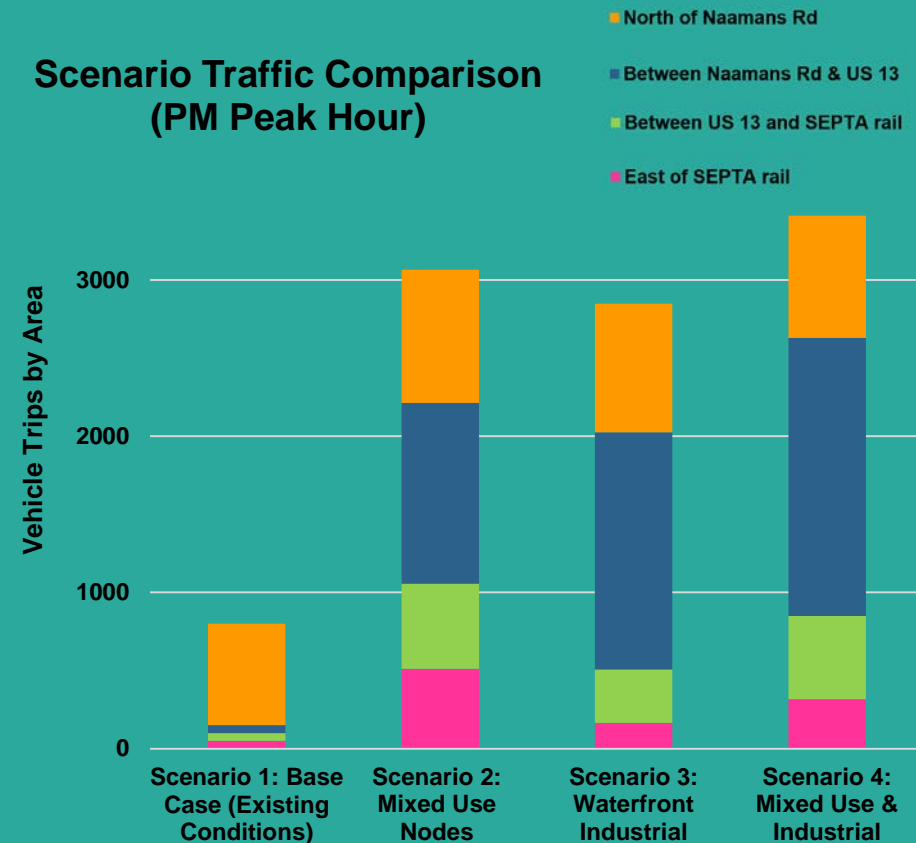
Improve Local and Regional Multimodal Transportation Connections

- **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)**



See the connectivity diagrams at the boards for more information!

| 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 | ✓ | ✓ | ✓ |
| More pedestrian crossing areas | No | ✓ | ✓ | ✓ |
| Train station relocation | ✓ | ✓ | ✓ | ✓ |
| Multimodal train, bus, bike, walk, drive hub | No | ✓ | ✓ | ✓ |

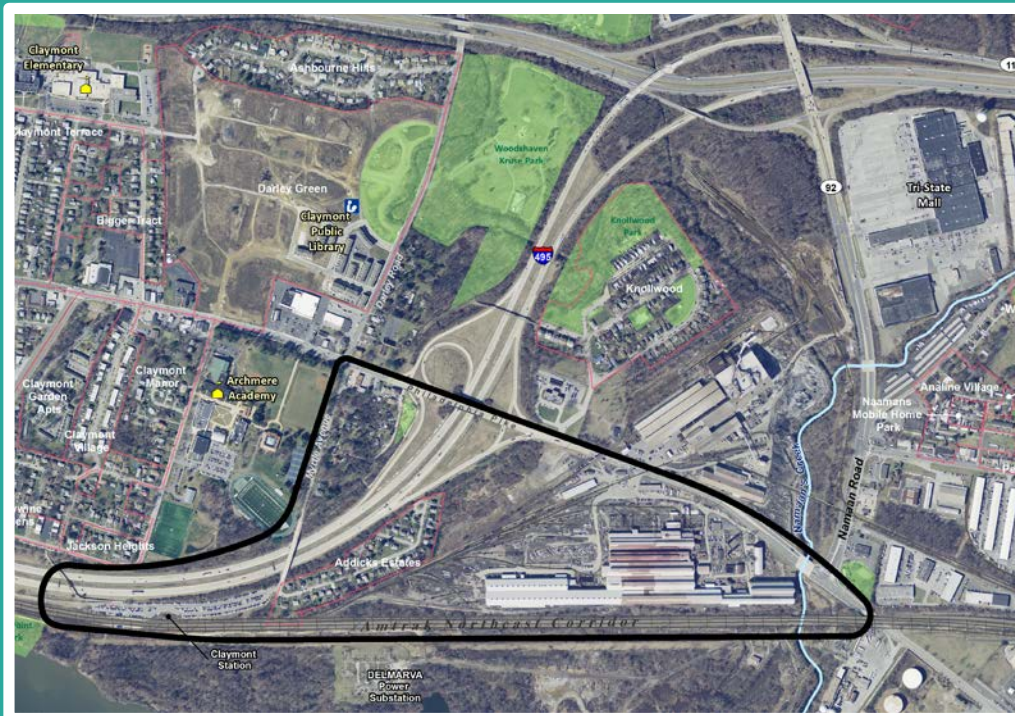
Transportation

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 DeIDOT with the Federal Transit Administration are preparing a Categorical Exclusion (CE) document
- Environmental resources consider in the analysis of potential effects from the project are:
 - Land Use and Community Facilities
 - Cultural Resources
 - Wetlands and Water Resources
 - Hazardous Materials
 - Noise
 - Air Quality



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

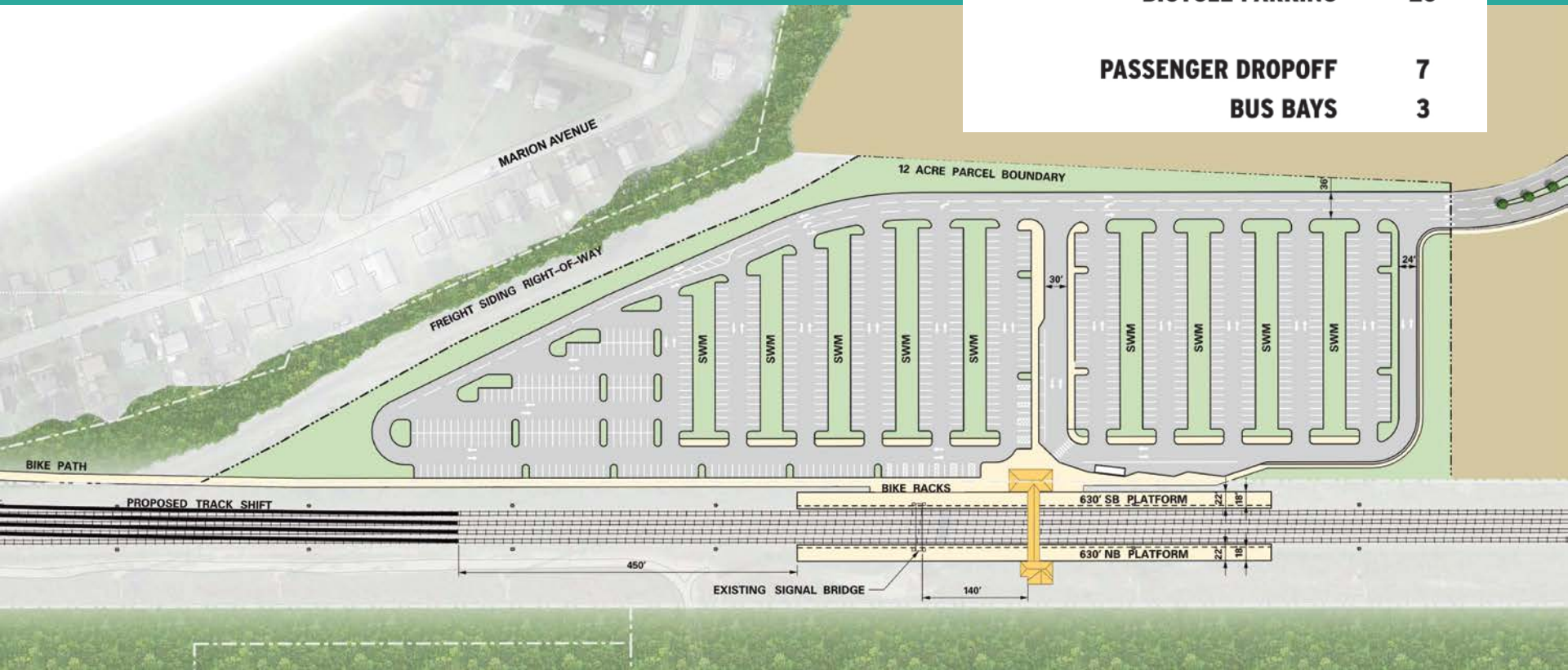
PARKING CAPACITY

| | |
|---------------------------------|------------|
| VAN ACCESSIBLE SPACES | 8 |
| ACCESSIBLE SPACES | 12 |
| STANDARD SPACES | 780 |
| TOTAL AUTOMOBILE PARKING | 800 |

BICYCLE PARKING 20

PASSENGER DROPOFF 7

BUS BAYS 3



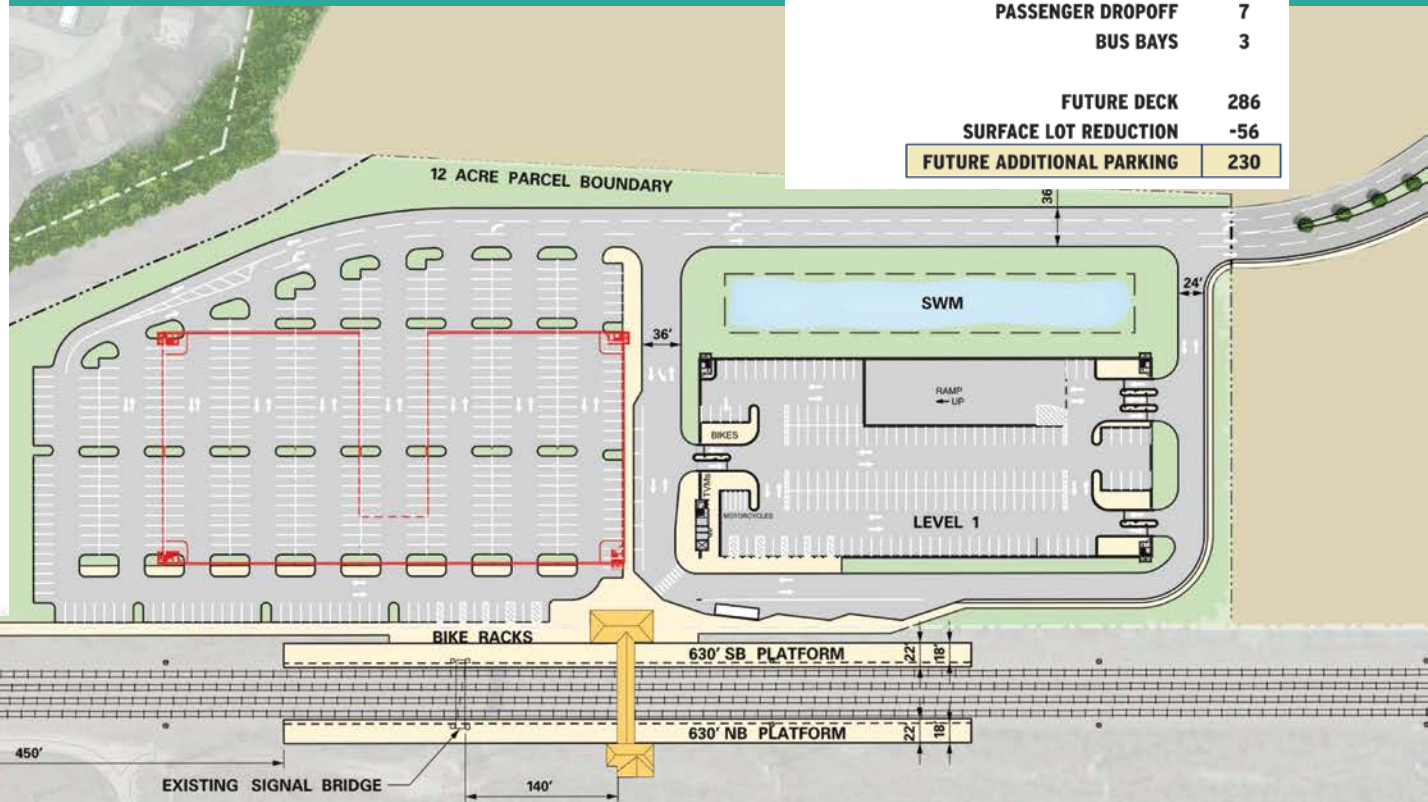
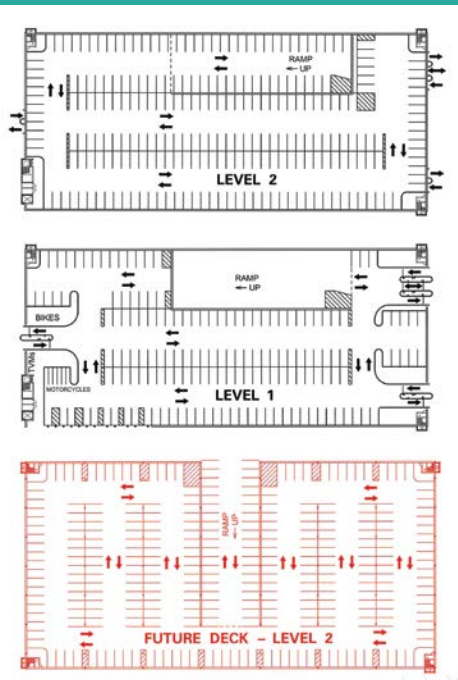
Claymont Regional Transportation Center

STATION CONCEPT B

Surface Parking & Parking Deck
with future deck expansion

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 |

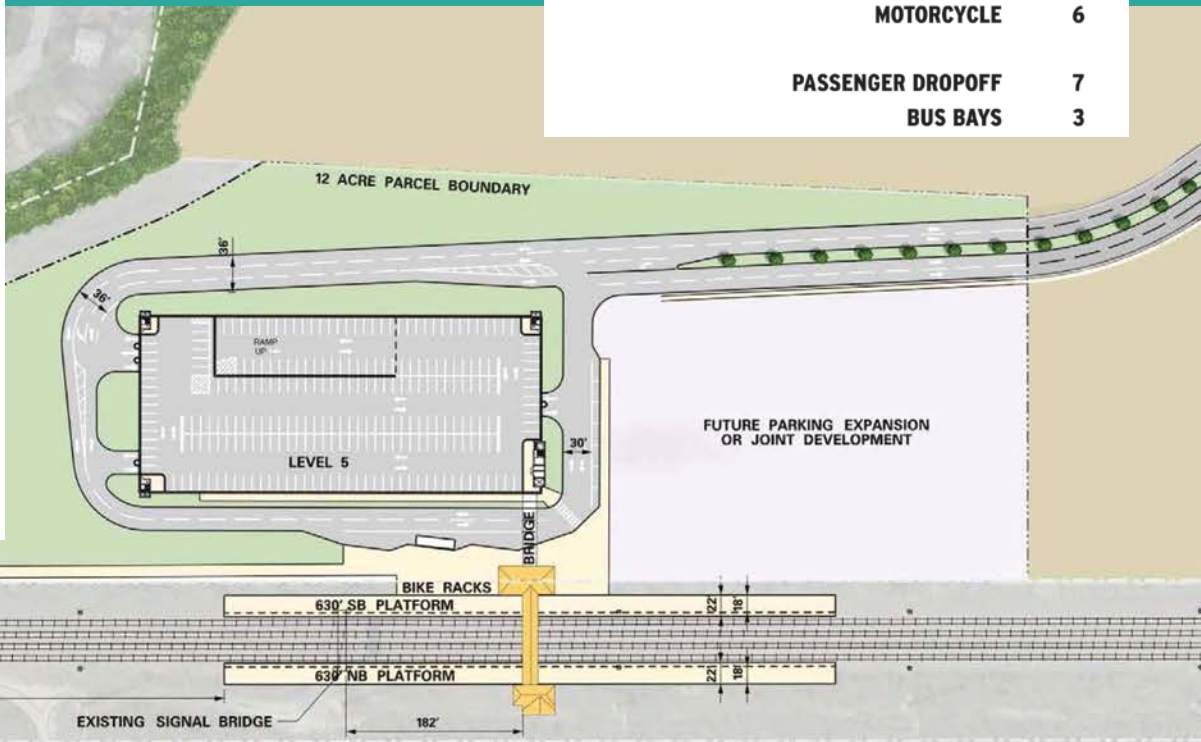
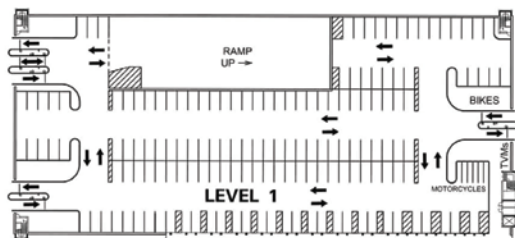
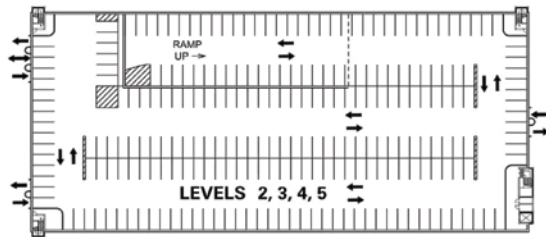


Claymont Regional Transportation Center

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 DROPOFF | 7 |
| BUS BAYS | 3 |



5.

Next Steps

Next Steps



■ 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

Phone: 302-737-6205 ext. 118
Email: claymont@wilmapco.org
Web: www.wilmapco.org/ncamp
Facebook: facebook.com/northclaymont

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

Thank you for attending!