

NORTH CLAYMONT AREA MASTER PLAN

An aerial photograph of the North Claymont area. The image shows a dense residential neighborhood on the left, a commercial area with several large buildings and parking lots in the center, and an industrial area with numerous large storage tanks on the right. A river flows through the center of the area, and a multi-lane highway runs along the bottom edge. The overall tone is dark and monochromatic.

COMMUNITY WORKSHOP
OCTOBER 24, 2016

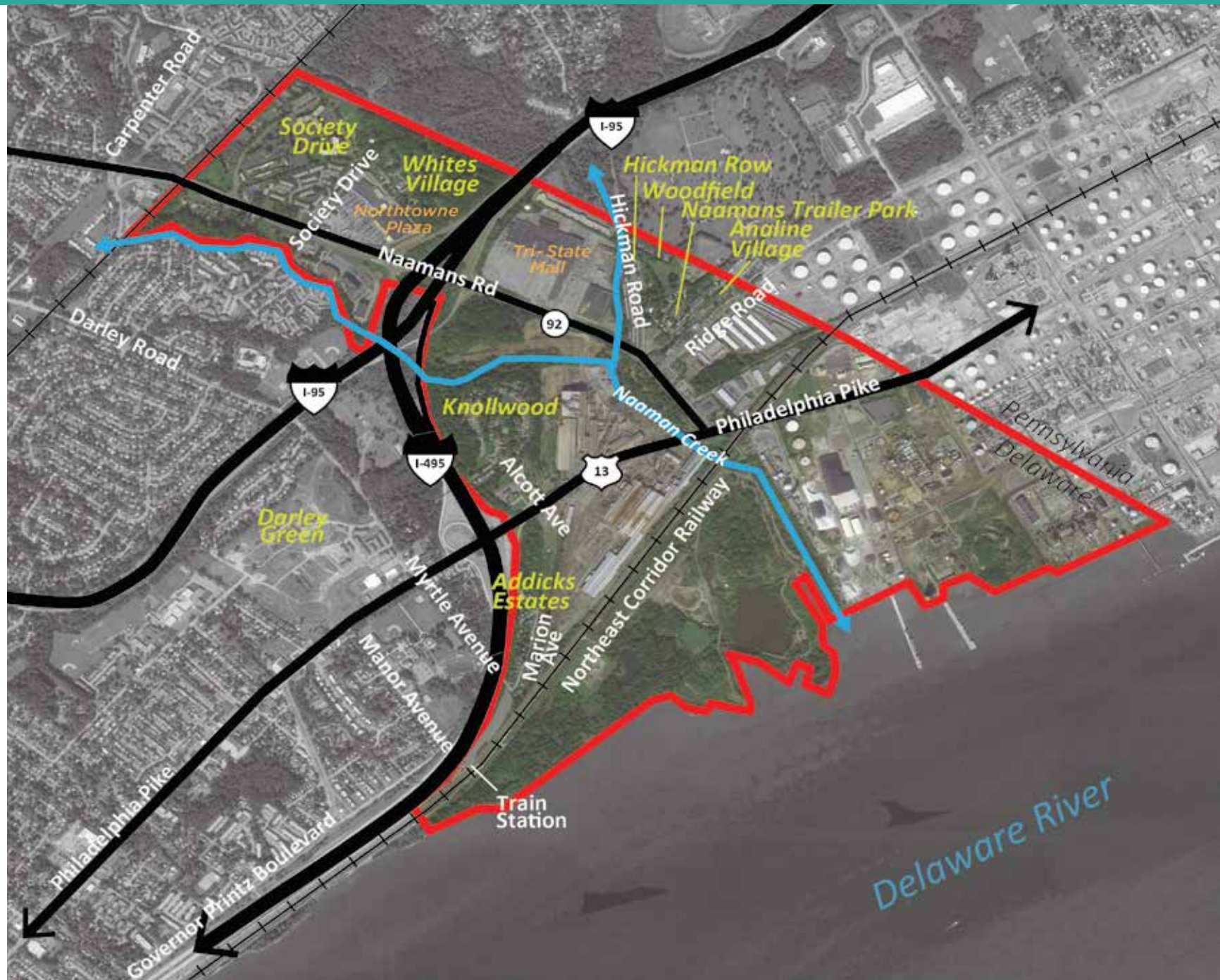
North Claymont Area Master Plan

- A master plan identifies **improvements and infrastructure** needed in an area in order **to guide growth and development** over a number of years and in phases.
- The **North Claymont Area Master Plan (NCAMP)** used a collaborative process to create a comprehensive vision for the future that includes consideration of four plan elements:



- **Assessed the potential for North Claymont to support a mixed-use area** designed to promote economic activity, make public transit successful, make walking and bicycling convenient and safe, and provide for a vibrant, livable community.

Study Area



Introduction

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 and Environmental Control

Delaware Transit Corporation
(operating as DART First State)

Delaware Economic Development
Office

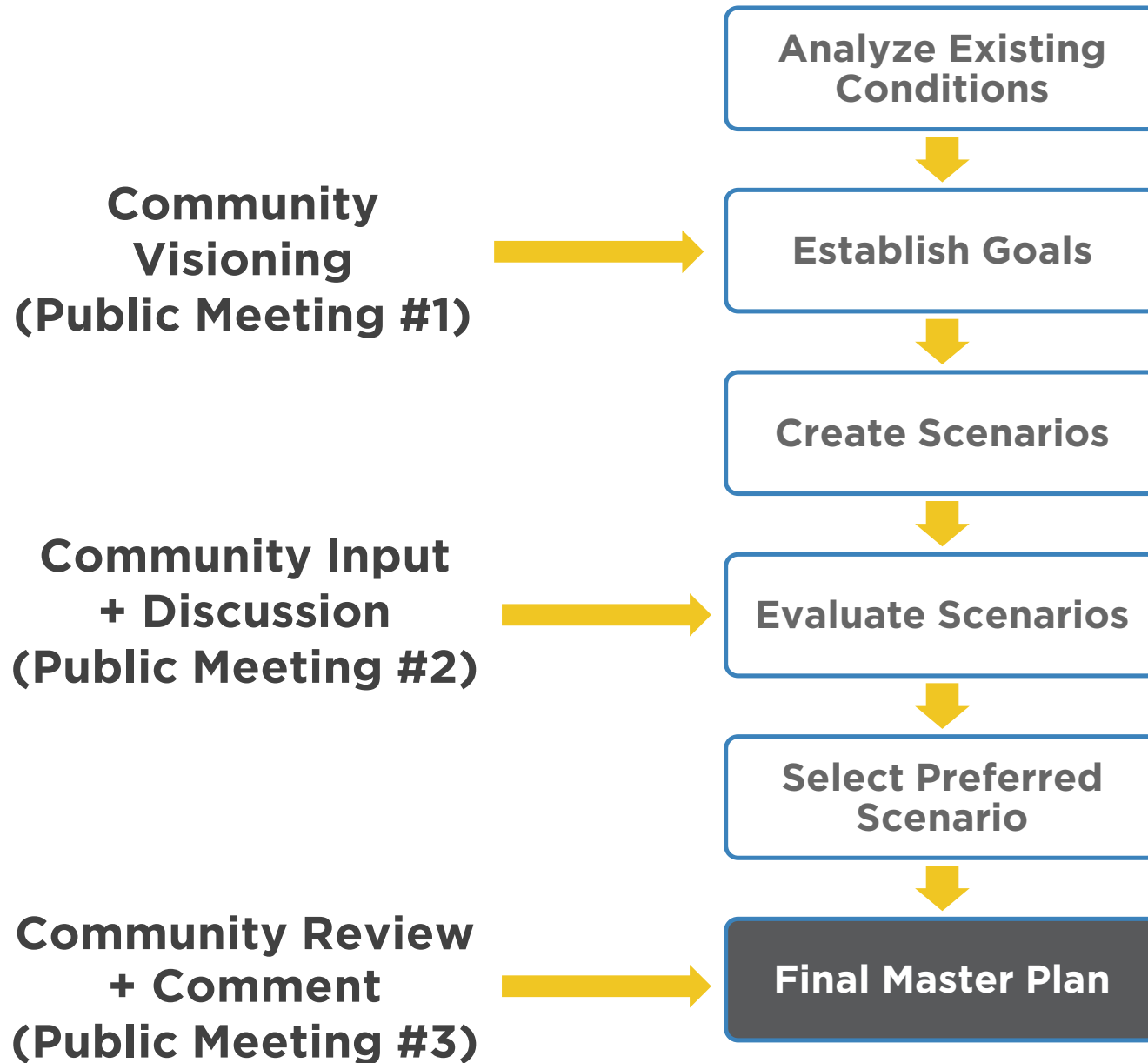
CONSULTANT TEAM:

RHODESIDE & HARWELL

WHITMAN, REQUARDT & ASSOCIATES

W-ZHA

Process



Community Involvement

- 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** who have interests in and knowledge of specific topics in the study area participated through interviews and small group discussions.



Goals and Objectives

ELEMENTS

Land Use and Design



Community and Economic Development



Environment and Open Space



Transportation



GOALS & OBJECTIVES

Encourage Design that Builds On Community Strengths

Foster a Variety of Housing

Promote Economic Development and Expand Job Opportunities

Create a Safe, Healthy, and Welcoming Community

Increase the Network of Open Space and Recreation Facilities

Protect and Restore the Environment

Improve Local and Regional Multimodal Transportation Connections

OBJECTIVES

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Scenario Development

**Scenario 1:
Base Case**

**Scenario 2:
Mixed Use
Nodes**

**Scenario 3:
Waterfront
Industrial**

**Scenario 4:
Mixed Use &
Industrial**

Scenario Development

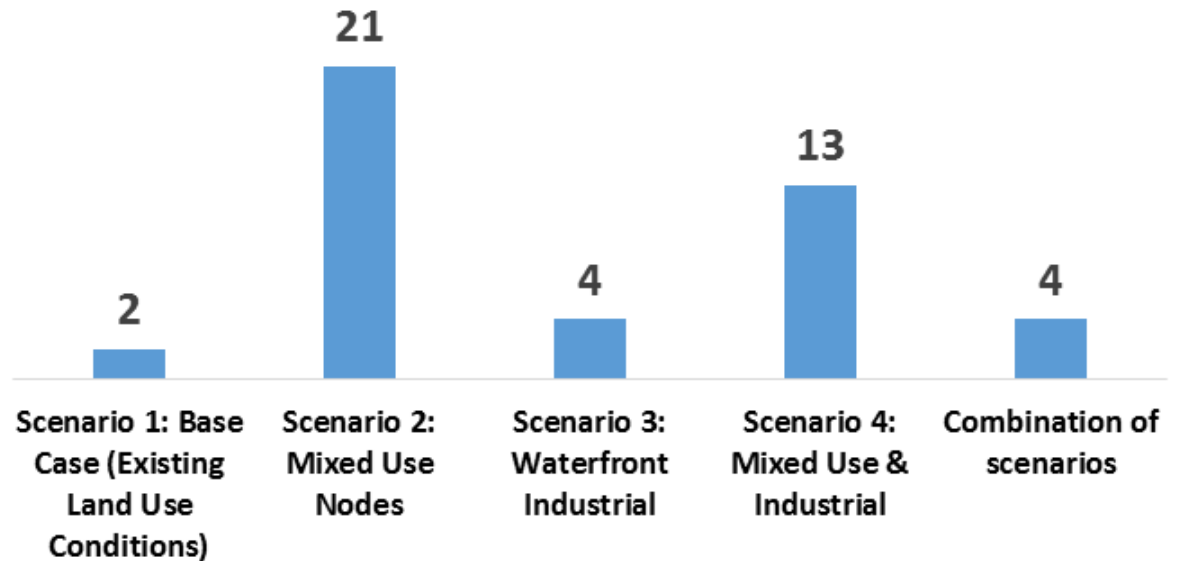
**Scenario 1:
Base Case**

**Scenario 2:
Mixed Use
Nodes**

**Scenario 3:
Waterfront
Industrial**

**Scenario 4:
Mixed Use &
Industrial**

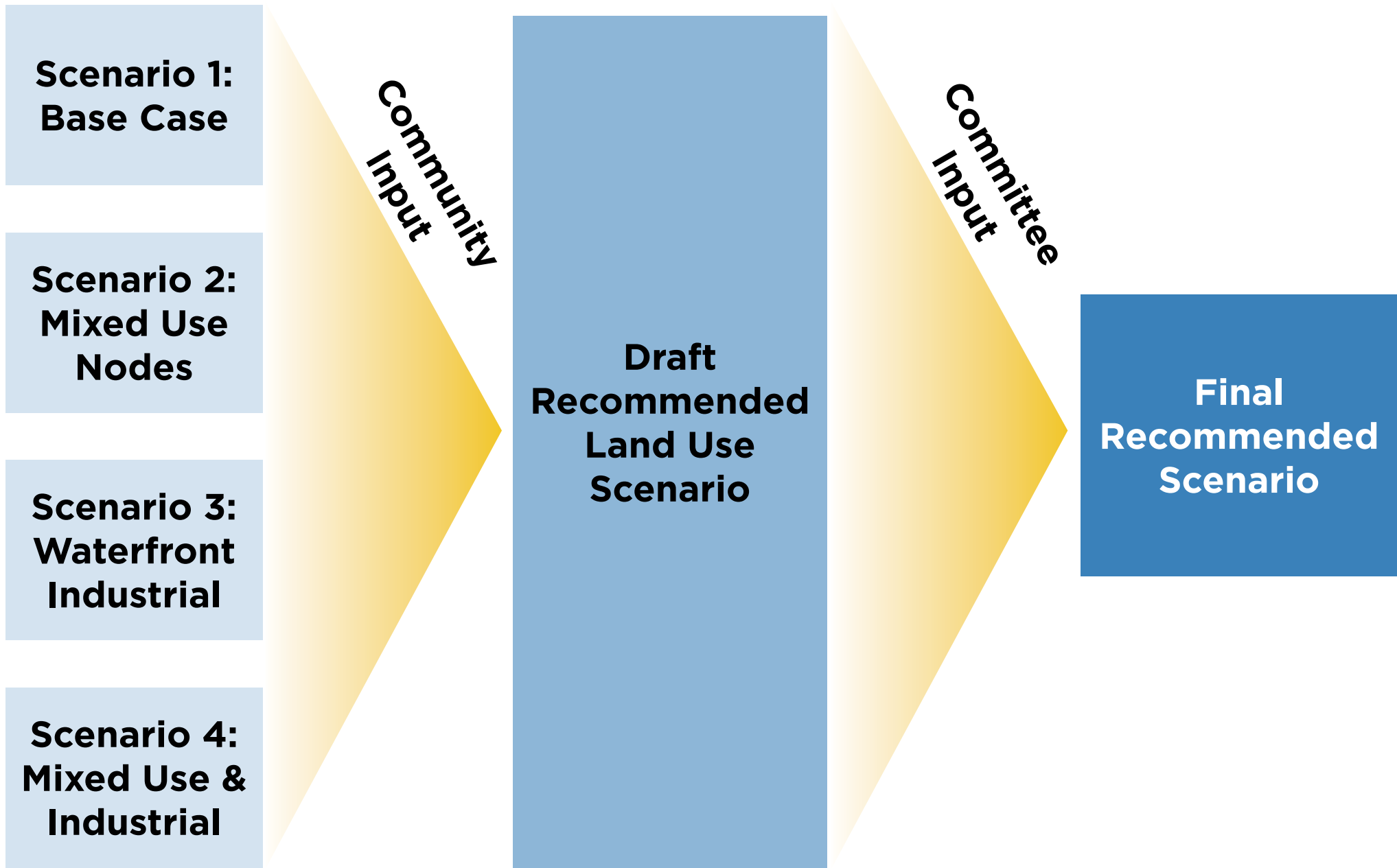
**Community
Input**



Likes (top categories based on responses)	Responses
Green space (especially near water)	13
Train station improvements & transit-oriented development	13
Multimodal considerations	10

Concerns (top categories based on responses)	Responses
Heavy industry on river / Impact of industry	10
Concerns about train station (surface parking; height of parking garage; location)	7
Other transportation / connectivity concerns	5

Scenario Development



Final Recommended Scenario



PROPOSED

- Retail
- Multifamily or Mixed Residential
- Industrial/Light Industrial
- Office
- Institutional
- Mixed-Use [Retail/Office]
- Mixed-Use [Retail/Office/Residential]
- Mixed-Use Lifestyle Center [Retail/Residential/Institutional]
- Mixed-Use [Retail/Institutional]
- Proposed & Existing Green Space/Parks/Forest
- Enhanced Bike/Ped
- Major Multimodal Street Connections
- Minor Multimodal Street Connections
- Multimodal Hub/Bus Transfer Station

EXISTING

- Retail/Commercial/Services
- Single-Family Residential
- Multifamily Residential
- Office
- Institutional
- Heavy industrial
- Utilities
- Cemetery
- Pedestrian Bridges
- Historic Properties
- +++ Railroad
- Study Area Boundary

Draft Strategies and Actions

Eight (8) strategies provide a path toward realizing all elements of the preferred vision.

- » General area-wide strategies
- » Focus areas

Thirty-two (32) actions provide a framework for implementation of the plan.

- » Each action corresponds to a strategy.
- » Each 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.
- » There are 11 priority actions.



Strategies

- 1. Implement a New Future Land Use Plan**
- 2. Improve Conditions for All Transportation Modes**
- 3. Craft an Economic Development Strategy for Claymont**
- 4. Enhance Safety for Existing Neighborhoods and Re/Developing Areas**
- 5. Beautify Claymont**
- 6. Promote Community Health and Wellness**
- 7. Improve and Add Recreation, Parks, and Green Spaces**
- 8. Mitigate Air, Water, and Noise Pollution**

Details about each strategy can be found on the display boards and in the draft report.

Focus Areas

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



Focus Areas: Train Station/Waterfront



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

Focus Areas: Train Station/Waterfront



Concept for transit-oriented development at train station site (facing south toward the River)

Focus Areas: Train Station/Waterfront

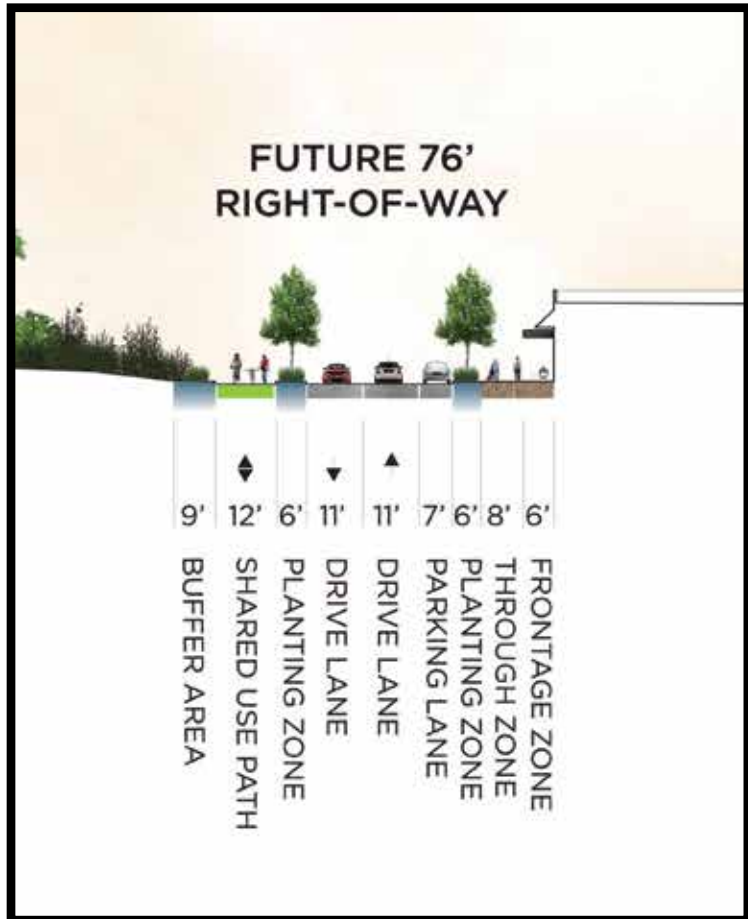
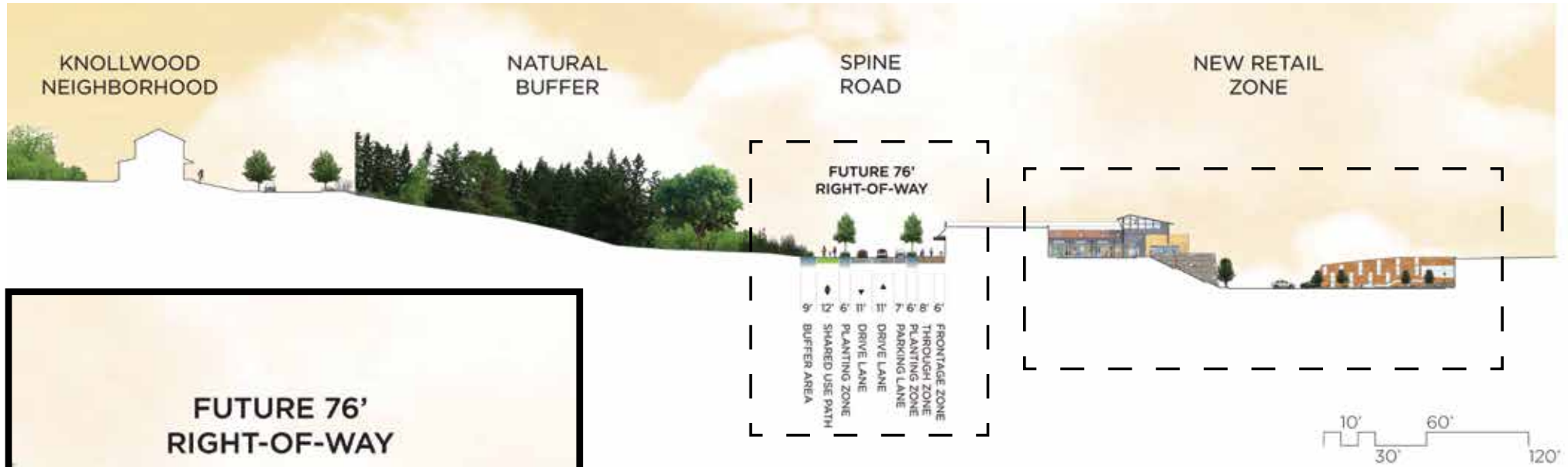


Concept for transit-oriented development at train station site (facing south toward the River)

Focus Area: Central Node



Focus Area: Central Node



Focus Area: Tri-State Mall



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

Focus Area: Tri-State Mall



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

Focus Area: Tri-State Mall

Buildings pulled up to the sidewalk, for a comfortable pedestrian experience and to visually narrow the roadway.

Direct connection to train station via spine road, with comfortable pedestrian crossings for Naamans Road.

A mix of small and large retail uses mixed with residential, entertainment, dining, and institutional uses.



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

Focus Area: Naamans Road & Philadelphia Pike



Existing conditions at Philadelphia Pike and Naamans Road

Focus Area: Naamans Road & Philadelphia Pike



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

Focus Area: Naamans Road & Philadelphia Pike



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

Priority Actions

Strategy 1: Implement a New Future Land Use Plan

- Incorporate the future land use plan, transportation improvements, and other recommendations into county, regional, state, and local planning documents.



Strategy 2: Improve Conditions for All Transportation Modes

- Incorporate recommended transportation projects into the Regional Transportation Plan and prioritize for inclusion in the Transportation Improvement Program.



Priority Actions

Strategy 3: Craft an Economic Development Strategy for Claymont

- Convene a forum of developers and elected officials to discuss priorities, opportunities, and constraints for development in Claymont.



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

- Establish a public safety advisory group for Claymont, utilizing existing neighborhood and business leadership networks.
- Work with neighborhoods to identify areas with a need for enhanced streetlights, and secure funding for installation.



Priority Actions

Strategy 5: Beautify Claymont

- Seek designations that allow entities within Claymont to seek additional funding assistance.
- Create an assistance program to fund community-led property upgrades and small-scale projects.
- Increase outreach and support related to existing opportunities to fund and implement projects.



Priority Actions

Strategy 6: Promote Community Health and Wellness

- Ensure that developments in Claymont meet upcoming County standards for placemaking and healthy communities.



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

- Allot funds for parks and recreation enhancements and maintenance recommendations.



Strategy 8: Mitigate Air, Water, and Noise Pollution

- Continue to monitor for air, water, and noise pollution that might trigger protective actions, and report regularly on findings.



Phasing

TRANSPORTATION IMPROVEMENTS

- Incorporate into the Regional Transportation Plan and prioritize for inclusion in the Transportation Improvement Program.
- Large-scale projects (e.g., Diverging Diamond Interchange) will proceed only if/when needed.
- Train station construction is scheduled to begin in 2018. Construction of the access road (“spine road”) will be included east of Philadelphia Pike. Construction of the rest of the spine road will proceed with development.

LAND USE CHANGES

- Will proceed with property owner & developer interest, and completion of remediation activities.

OTHER PLAN ACTIONS

- As incorporated into plans and funded, privately or publicly (or both).

We want to hear from you!

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 until November 7.

- Talk to a member of the project team tonight to ask questions or give input.
- Leave feedback on the boards.
- Complete the survey (either at the meeting, or on the website).
- Send an email to the project team.

Email

claymont@wilmapco.org

Website

www.wilmapco.org/ncamp

Thank you!

THANK YOU FOR ATTENDING MEETINGS AND GIVING YOUR INPUT!

We hope you will stay involved as the plan is revised and finalized, and that you will be a champion for its implementation.

