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:

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

• **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.
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
Community Visioning (Public Meeting #1) → Analyze Existing Conditions

Community Input + Discussion (Public Meeting #2) → Establish Goals

Community Review + Comment (Public Meeting #3) → Create Scenarios

Evaluate Scenarios → Select Preferred Scenario

Final Master Plan
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

<table>
<thead>
<tr>
<th>ELEMENTS</th>
<th>GOALS &amp; OBJECTIVES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use and Design</td>
<td>Encourage Design that Builds On Community Strengths</td>
</tr>
<tr>
<td>Community and Economic Development</td>
<td>Promote Economic Development and Expand Job Opportunities</td>
</tr>
<tr>
<td>Environment and Open Space</td>
<td>Increase the Network of Open Space and Recreation Facilities</td>
</tr>
<tr>
<td>Transportation</td>
<td>Improve Local and Regional Multimodal Transportation Connections</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Likes (top categories based on responses)</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green space (especially near water)</td>
<td>13</td>
</tr>
<tr>
<td>Train station improvements &amp; transit-oriented development</td>
<td>13</td>
</tr>
<tr>
<td>Multimodal considerations</td>
<td>10</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Concerns (top categories based on responses)</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy industry on river / Impact of industry</td>
<td>10</td>
</tr>
<tr>
<td>Concerns about train station (surface parking; height of parking garage; location)</td>
<td>7</td>
</tr>
<tr>
<td>Other transportation / connectivity concerns</td>
<td>5</td>
</tr>
</tbody>
</table>
Scenario Development

Scenario 1: Base Case
Scenario 2: Mixed Use Nodes
Scenario 3: Waterfront Industrial
Scenario 4: Mixed Use & Industrial

Community Input
Draft Recommended Land Use Scenario
Committee Input
Final Recommended Scenario
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

Relatively dense, with a mix of uses that includes residential, office, retail, and industrial/flex/R&D space. Housing will be key to creating a vibrant, transit-oriented place that attracts high-quality office/businesses.

Waterfront access, with potential recreational, marina, and/or retail uses.

Train station parking largely provided in structures, with other parking areas located behind buildings.

A comfortable walking and bicycling environment.

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

East Coast Greenway connection.

A roadway reconfiguration at the intersection of Naamans Road and Philadelphia Pike, to provide more pedestrian comfort as well as a better gateway for the historic Robinson House.

A public park within the Creek buffer area.

Robinson House
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.
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.
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.