Wilmington Area Planning Council

The Tower at STAR Campus
100 Discovery Blvd, Suite 800
Newark DE 19713
302-737-6205; Fax 302-286-7131
e-mail: wilmapco@wilmapco.org
website: www.wilmapco.org

DRAFT

RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) ENDORSING THE CLAYMONT AREA MASTER PLAN

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization (MPO) for New Castle County, Delaware and Cecil County, Maryland by the Governors of Delaware and Maryland, respectively; and

WHEREAS, the WILMAPCO Council recognizes that comprehensive planning for future land use, transportation, sustainable economic development, environmental protection and enhancement, and community health and livability are necessary actions to implement the goals and objectives in the 2050 Regional Transportation Plan (RTP); and

WHEREAS, New Castle County submitted a Unified Planning Work Program (UPWP) request for WILMAPCO to assist in the development of a land use and transportation master plan for the Claymont area; and

WHEREAS, the Plan assessed land use and roadway, transit, bicycle, pedestrian, parking, and other surface transportation; and

WHEREAS, the Plan employed continuous and thorough public engagement with the community and stakeholders throughout the planning process, including four public workshops; and

WHEREAS, the Plan evaluates a variety of concepts and makes recommendations based on technical analysis and stakeholder feedback;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby endorse the final report and recommendations of the Claymont Area Master Plan.

Date: _____

_____
John Sisson, Chairperson
Wilmington Area Planning Council

DRAFT REPORT

CLAYMONT AREA MASTER PLAN

June 2025

CLAYMONT
AREA MASTER PLAN

WILMINGTON AREA PLANNING COUNCIL
DELAWARE DEPARTMENT OF TRANSPORTATION
NEW CASTLE COUNTY
DELAWARE TRANSIT CORPORATION
CLAYMONT RENAISSANCE DEVELOPMENT CORPORATION

DRAFT REPORT

CLAYMONT AREA MASTER PLAN

June 2025

TABLE OF CONTENTS

List of Figures

List of Tables

Appendices

A. Existing Conditions Report
B. Market Assessment Report
C. Community Engagement Documentation
D. Transportation Scenario Roll Plots

Links to appendices will be provided in the final published version.

INTRODUCTION

Claymont is a growing working-class community in northeastern New Castle County, Delaware with a unique neighborhood character, rich history, and demographic diversity. The Claymont Area Master Plan (the Plan) process facilitated community engagement and the identification of opportunities to enhance the town center's sense of place. Additionally, it fostered the development of well-designed multimodal connectivity to surrounding neighborhoods, the train station, parks, greenway, and other community resources.

Input from community members was fundamental to the planning process, informing land use and transportation recommendations. The Plan envisions scenarios that capitalize on the strengths and opportunities along Philadelphia Pike, that if achieved, will expand land use nodes, establish gateways, and facilitate redevelopment opportunities. Furthermore, these scenarios support a consistent streetscape, comprehensive wayfinding scheme, and well-connected multimodal network.

The Plan updates and builds upon the vision for Claymont's future set by 2004 Claymont Community Redevelopment Plan and subsequent planning initiatives in the area. In 2012, a road diet along portions of Philadelphia Pike through Claymont was completed, improving safety along the corridor by reducing speeds and crashes. The 2017 North Claymont Area Master Plan guides the redevelopment north of the Plan study area (including the former Claymont Steel site). The 2021 Governor Printz Boulevard Corridor Study proposed traffic calming and multimodal interventions along the road through Claymont.

The approach to the Plan is founded on the following objectives:

- Develop a vision for a walkable, memorable town center in Claymont
- Identify the appropriate future land use and zoning to encourage redevelopment at key nodes throughout the town center
- Weave together potential development nodes with consistent streetscape ideas and urban design practices
- Prioritize multimodal connections that expand transportation options locally and regionally
- Capitalize on existing and potential partnerships to celebrate the past while moving Claymont forward

The Plan was developed in close collaboration with a set of Planning Partners, including the Wilmington Area Planning Council (WILMAPCO), Delaware Department of Transportation (DelDOT), New Castle County, Delaware Transit Corporation (DART), and the Claymont Renaissance Development Corporation (CRDC). An Advisory Committee was also established to develop this plan and seek a broader perspective. The Advisory Committee included the following:

- Claymont Design Review Advisory Committee
- New Castle County Chamber of Commerce
- Delaware Department of Natural Resources and Environmental Control
- Eastern Brandywine Coordinating Council
- Council of Civic Organizations of Brandywine Hundred
- Delaware Office of State Planning Coordination
- Landowners, businesses, civic entities, and elected officials
- Delaware Greenways

Study Area

The study area, shown in Figure 1, is bounded by I-95 on the north and west and by I-495 on the east, encompassing the southern boundary of the Claymont Hometown Overlay District and the Claymont Census Designated Place.

Figure 1. Study area boundary.

Strengths, Weaknesses, Opportunities, and Threats

The Plan was a public process that took an honest strategic planning approach to its development, assessing the strengths, weaknesses, opportunities, and threats (SWOT) within the study area. The evaluative efforts for developing the Plan are found in the appendices of this document and include an Existing Conditions Report (Appendix A) and a Market Assessment Report (Appendix B). The findings of those reports informed discussion and led to the recommendations developed during this public process. While these reports serve as the quantitative foundation of the SWOT evaluation, the Plan is qualitatively informed by the lived experiences that were observed and discussed through the extensive public engagement undertaken during the planning process.

Existing Conditions

The Existing Conditions Report (Appendix A) contains important demographic, land use, zoning, and transportation conditions within the study area. The report includes data from Federal, State, and County sources, that were provided by WILMAPCO and the Planning Partners. The report was finalized by WILMAPCO staff.

Existing Land Use

Claymont has a diverse mix of land uses, including long-standing residential neighborhoods, active commercial corridors, and transit-oriented locations with development in progress. Buildings that follow the vision of the Claymont Community Redevelopment Plan exist alongside underutilized parcels that detract from the long-term vision for Claymont's future.

The northern portion of the study area supports neighborhood services and dining establishments with a pedestrian-friendly streetscape, and there is an opportunity for maintaining active commercial uses (specifically services and dining) on the ground-floor of mixed-use redevelopments. South of Seminole Avenue, the area is less walkable, with strip commercial dominating. Redevelopment, particularly around the intersection of Philadelphia Pike and Governor Printz Boulevard and at the Town & Country Shopping Center, could introduce mixed-use residential and commercial projects at key locations.

There is demand for new apartments in the study area, particularly near the Claymont Regional Transportation Center and First State Crossing just outside the Plan study area, with potential further south along Philadelphia Pike in the study area as well. Over the next decade, 200–300 units could be supported, with rents above $1,800/month. Four- to five-story stick-built apartments with elevators are in demand, especially near amenities like retail, services, and trails. Because most parcels are small, assembly of at least an acre will be essential for new construction.

Townhouse development also has potential in the study area, with demand for 30–50 units priced at $400,000 or more. However, high land prices along Philadelphia Pike ($500,000 for a half-acre) may hinder residential infill, requiring incentives to make redevelopment feasible.

Land Use

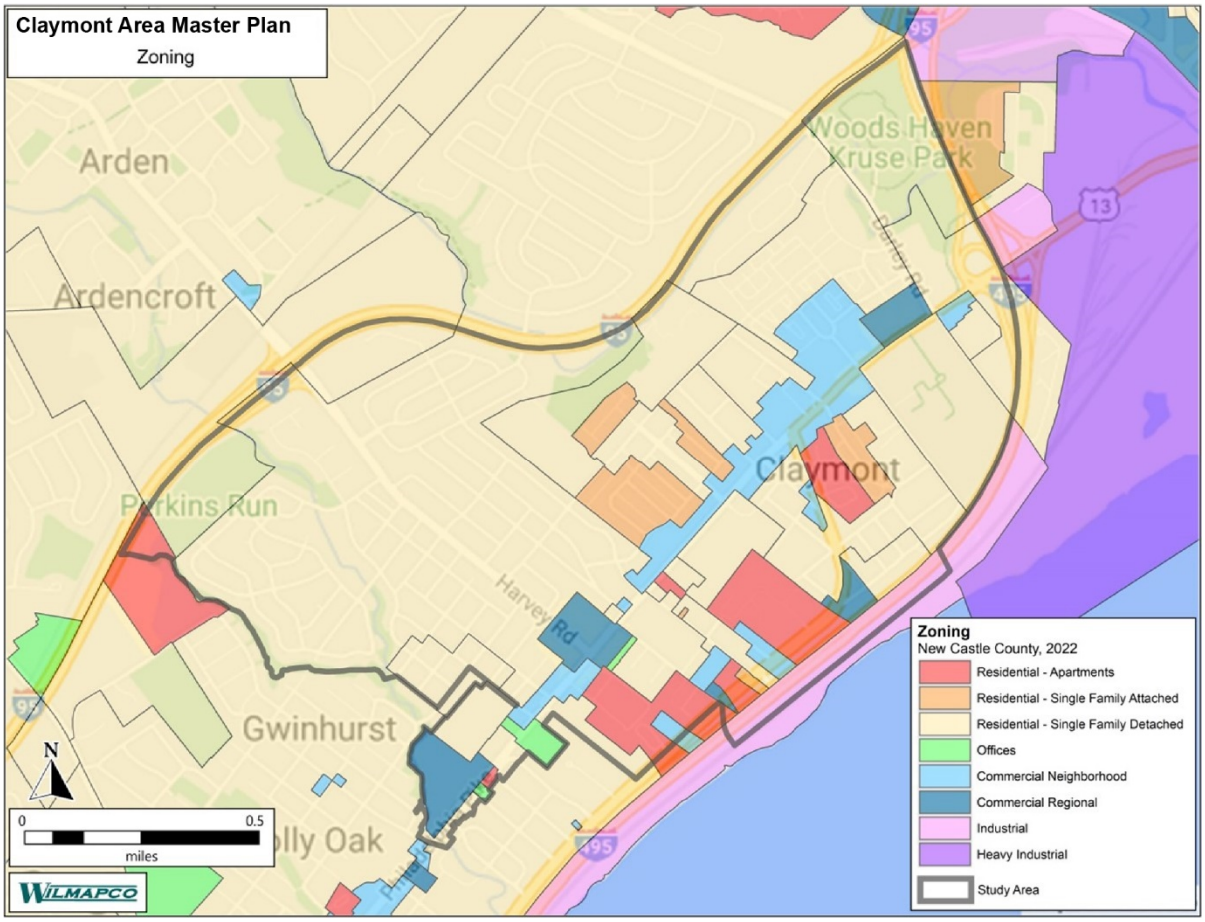
As shown in Figure 2, the majority (59%) of the study area consists of residential land uses, though the Philadelphia Pike corridor is lined with a variety of commercial uses, including restaurants, grocery stores, retail stores, and other businesses. The institutional uses shown on the map include schools, churches, the Claymont Community Center, and the Claymont Public Library. Parks and open space are present on the edges of the study area.

Figure 2. Land use/land cover.

Zoning

Zoning designated by New Castle County in the NCC2050 Comprehensive Plan largely matches existing land use, as illustrated in Figure 3. The majority of the study area is zoned for single family detached housing. Philadelphia Pike is lined primarily with neighborhood commercial zoning. Some areas west of Philadelphia Pike are zoned for single family attached housing, while areas east of Philadelphia Pike contain zoning for multiple housing types, including single family housing and apartments. There is no industrial zoning within the study area, though a great deal of industrially zoned land is located directly across I-495.

Figure 3. Zoning.



New Castle County has established a 0.6-square-mile portion of the study area as a Hometown Overlay District. Hometown Overlay Districts seek to preserve the character of early settlement areas, villages, and pre-World War II subdivisions. The district has a Design Review Advisory Committee and the Claymont Community Redevelopment Plan to ensure that redevelopment, infill, and zoning changes are in harmony with the existing community. The overlay district fosters investment and redevelopment in these communities by acknowledging their unique qualities and preventing the need for variances.

As shown in Figure 4, historic districts have been designated at the Darley House and Lackey Mansion properties.

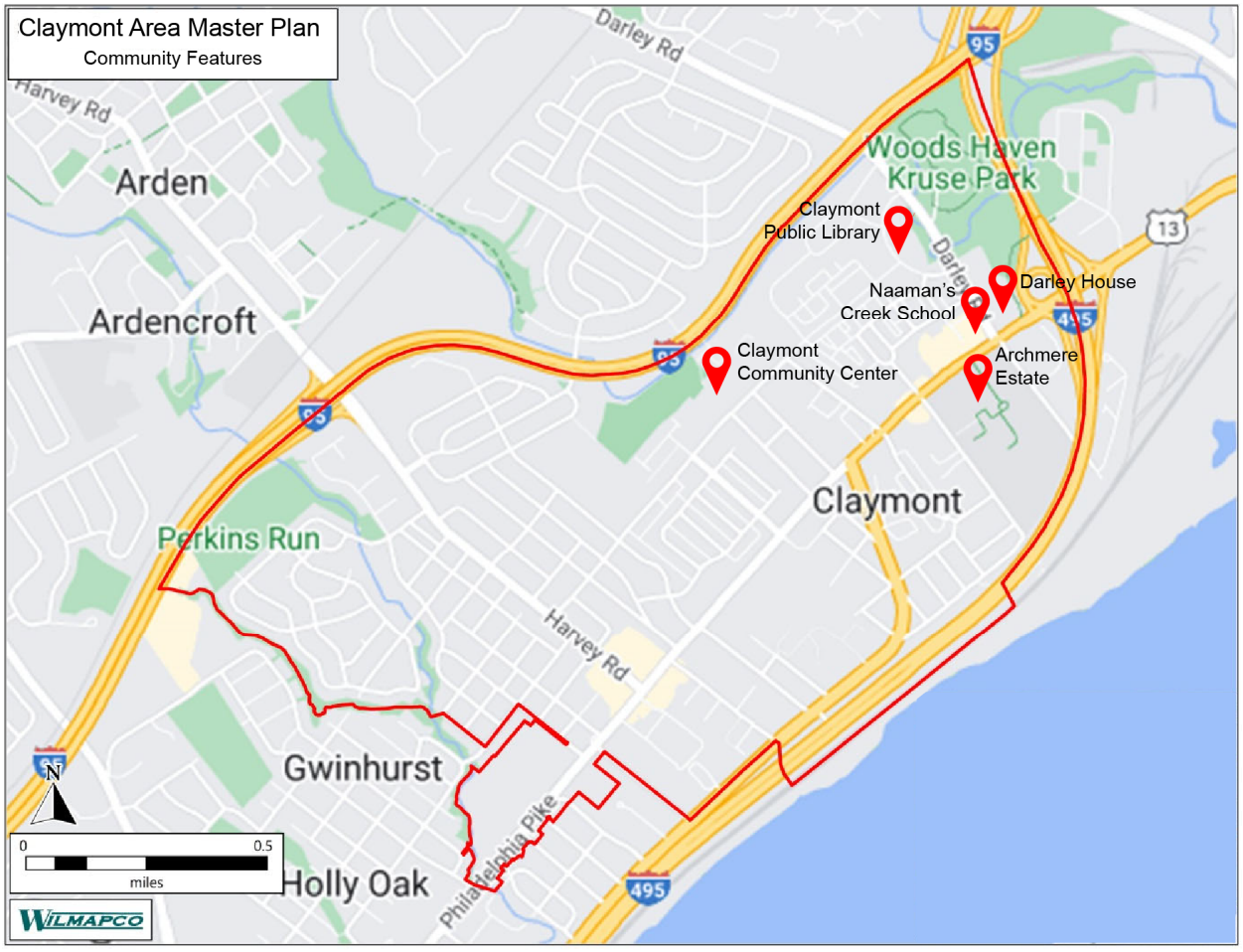
Figure 4. Special zones.

Community and Environmental Features

There are several community amenities and natural features within the study area. The Claymont Community Center is on the northwest edge of the study area, a short walk from Philadelphia Pike. The same building also houses the Claymont State Service Center and the Brandywine Senior Center. The Claymont Public Library is on the northeast end of the study area, with Woods Haven Kruse Park located directly behind it. Two other parks are present in the study area, as well as places of worship, pharmacies, the Henrietta Johnson Medical Center, and a Food Lion grocery store.

The study area contains three properties on the National Register of Historic Places, all located near the east end of the study area: the Darley House, Naamans Creek School, and the Archmere estate (home to the Archmere Academy). The Washington-Rochambeau Revolutionary Route, a National Historic Trail, passes through Claymont along Philadelphia Pike.

Figure 5. Community features.



Existing Transportation Network

Philadelphia Pike serves as the spine of Claymont's transportation network. Residential streets form a compact grid around it, dotted with a variety of postwar attached and detached houses. Philadelphia Pike has several multimodal elements, including bus service, bike lanes, and some on-street parking. It provides access to Wilmington and is also a local hub within the Claymont community. Harvey Road, Commonwealth Avenue, and Darley Road are key local connections from Claymont's neighborhoods to the commercial core along Philadelphia Pike.

Claymont is connected to the region by Interstates I-95 and I-495. It is also a stop on SEPTA's Wilmington/Newark regional rail line. The recent opening of the new Claymont Regional Transportation Center, which serves these trains and bus routes just to the northeast of the Plan study area, is another opportunity to think about the future. While there are existing pedestrian crossings of I-495 and a trail under development connecting the new and old station sites, more multimodal connectivity is needed between the southern and northern parts of Claymont. The East Coast Greenway is also planned along Governor Printz Boulevard and Philadelphia Pike, providing future active regional transportation access.

Philadelphia Pike

As shown in Figure 6, the cross section of Philadelphia Pike changes throughout the study area. At the southern corridor extent (from Perkins Run to north of Harvey Road), there are five vehicular travel lanes, including two lanes in each direction and one center two-way left turn lane. There are also narrow bicycle lanes on either side. Portions of the corridor include a 6-foot sidewalk, either at the back of curb or else set back behind a narrow planting strip.

In the central portion of the corridor, a road diet was implemented in 2012. A road diet is a reconfiguration of the roadway such that lanes are reduced or repurposed. Prior to the road diet, this section (from north of Harvey Road to Governor Printz Boulevard) included two vehicular lanes in each direction. Now, it includes one vehicular lane in each direction, one two-way left turn lane, bicycle lanes in each direction, and on-street parking lanes on either side of the street. Portions of the corridor include a 6-foot sidewalk, either at the back of curb or else set back behind a narrow planting strip. See the box to the right for additional information about the road diet.

Toward the northern extent, from Governor Printz Boulevard to the bridge over I-495, Philadelphia Pike includes two vehicular lanes and narrow bicycle lanes in each direction. Portions of the northern part of the corridor contain on-street parking. On the bridge over I-495, there are three vehicular lanes in each direction,

Previous Road Diet Evaluation

Analysis was conducted to understand the impacts of the previous road diet installed along Philadelphia Pike. This evaluation found:

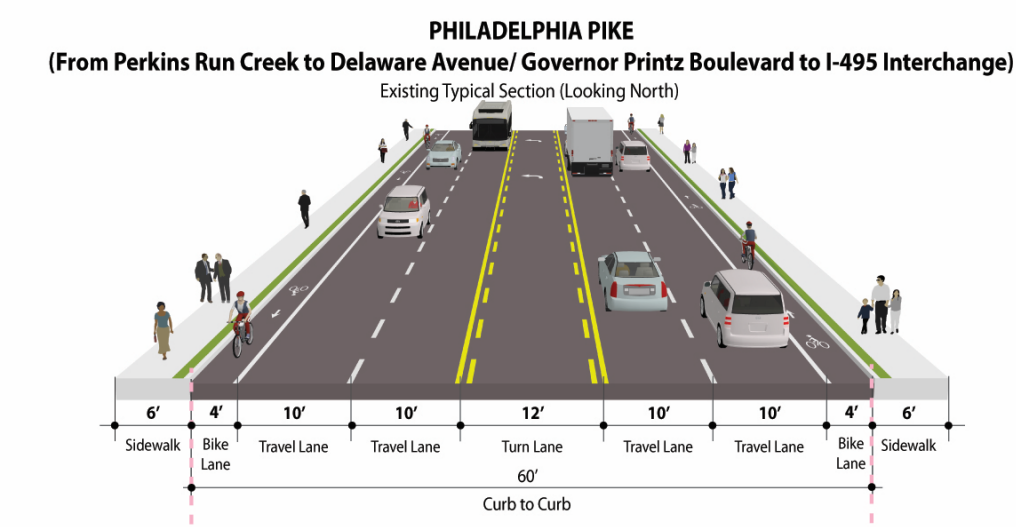
- Signalized intersections operate similarly as compared to before the road diet, with acceptable levels of delay.
- Traffic is not being diverted to neighborhood streets. People are still choosing to drive along Philadelphia Pike.
- Lower speeds and increased compliance with the speed limit within the road diet section of the corridor.
- Total crashes decreased by 13%.

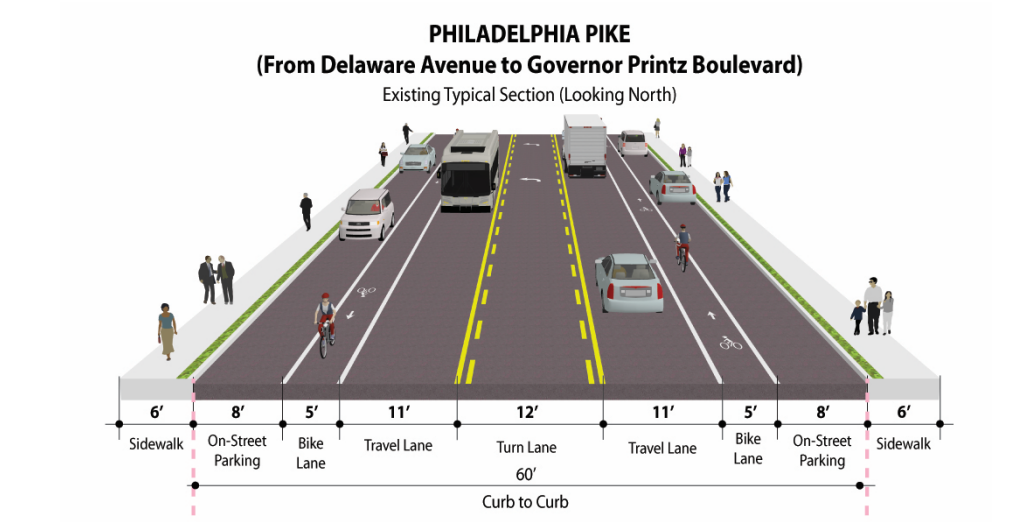
This analysis determined that while speeds have decreased, most drivers are still exceeding the posted speed limit. Additionally, there was an increase in pedestrian crashes. These findings indicate that additional modifications to the road diet section of Philadelphia Pike may be warranted.

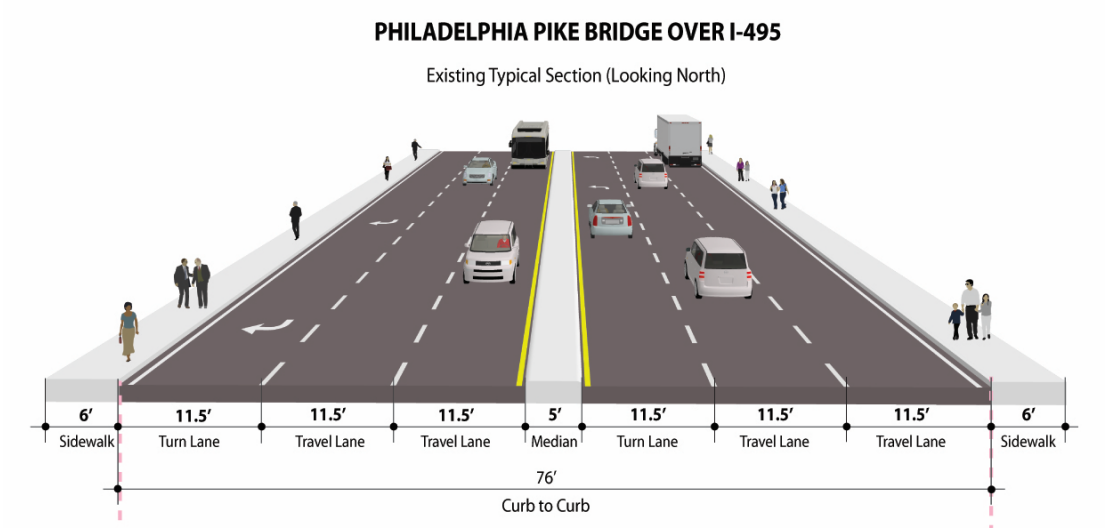
including two through lanes and one turn lane on either side of a concrete median. There are also 6-foot sidewalks immediately adjacent to the curb over the bridge.

Portions of the Philadelphia Pike corridor lack street trees, pedestrian scale lighting, wayfinding, and other streetscape elements that might otherwise enhance the corridor as a place to walk, bike, and spend time. There are several bus stops situated along the corridor serving DART First State bus route 13. Existing cross sections are shown in Figure 6.

Figure 6. Existing Philadelphia Pike cross sections.





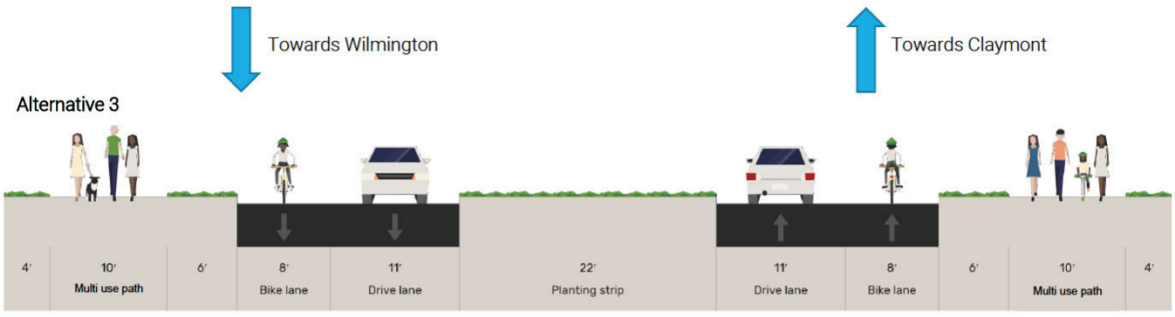


Other Network Streets

The neighborhood streets surrounding Philadelphia Pike are generally slower speed facilities. They typically lack dedicated bicycle infrastructure. Most of the streets have sidewalks and some have speed humps to slow traffic.

Governor Printz Boulevard generally runs parallel to Philadelphia Pike along I-495 and the Delaware River. A project is planned along Governor Printz Boulevard, illustrated in Figure 7, that will transform the cross section from two vehicular lanes in each direction to one vehicular lane in each direction. This project will include shared use paths and bicycle lanes as part of the East Coast Greenway.

Figure 7. Preferred alternative for Governor Printz Boulevard from 2021 study.



Green Street is another parallel corridor to Philadelphia Pike that connects residents to key community destinations, such as the elementary school and the community center. This low stress street has a lane in each direction and on-street parking that might require drivers to yield to oncoming traffic. The corridor is lined with a wide planting strip and sidewalk on either side.

Harvey Road has higher speeds and more severe crashes. It connects from Philadelphia Pike westward to I-95. The current cross section includes a vehicular lane and a shoulder in each direction.

Commonwealth Avenue connects Philadelphia Pike and Green Street. It carries a vehicular lane and on-street parking in each direction as well as a grass median. There are speed humps along Commonwealth Avenue.

Darley Road provides connectivity from Philadelphia Pike westward to the library. There is an existing bike lane along Darley Road. Residents have indicated that speeds are high on this road.

Other key streets in the network include Manor Avenue, which provides connectivity between Philadelphia Pike and the Darley Green development and Myrtle Avenue, which provides connectivity to the former train station site.

Market Assessment

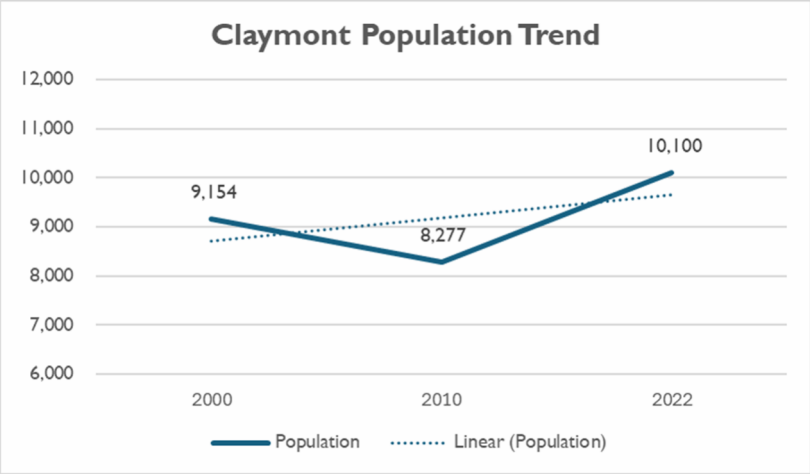
W-ZHA, a leading real estate advisory firm, prepared a Retail and Residential Market Assessment as a foundational guiding element of the Plan. The purpose of the assessment was to provide an understanding of the longer-term trends that will influence Claymont's growth potential in the future and ground land use and transportation recommendations in qualitative and quantitative metrics. The planning horizon of the Market Assessment is 10 years. The full Retail and Residential Market Assessment is included as Appendix B of this report.

A similar market assessment was conducted during the 2004 Claymont Community Redevelopment Plan process. Where relevant, certain changes and differences between then and now are highlighted to illustrate how Claymont's future is evolving.

Demographic Change

According to data from the US Census Bureau, Claymont's population has been in flux, but growing overall, since the adoption of the 2004 plan – in which it was projected that Claymont's population would continue to decline in the future. While the population did decline from 2000 to 2010, it has grown 24 percent from 2010 to 2022 and exceeded its 2000 levels. This is due in part to the development of Darley Station, a large mixed-use development in Claymont, over the last decade which brought a substantial amount of new housing to the market. Data from New Castle County indicates that the county's population will continue to grow through at least 2030, some of which can be captured by Claymont.

Figure 8. Claymont population trend.



Claymont has also become more racially and ethnically diverse since 2000. The share of Hispanic residents has almost doubled its percent of the population, and Black and 'Other' residents have also increased their proportion of the total population.

Market Conditions

The market assessment uses analytical methods to measure various factors that indicate how much demand there is and will be in the future for retail, townhomes, and multifamily housing in Claymont.

Statistics from Esri, a geospatial information company, and the U.S. Department of Labor Statistics show that household incomes have increased over time, and Claymont's base is a strong middle class. While Claymont's median household income lags behind New Castle County's and the national average, these numbers are skewed by fewer wealthy households earning $200,000 or more. This, coupled with Claymont's low unemployment rate, points to local economic stability, one indication of future jobs and residential growth.

Claymont is also well positioned geographically between the economic centers of Philadelphia and Wilmington. It is located directly adjacent to I-95 and the Northeast rail corridor, which is advantageous for commuters. SEPTA's Wilmington regional rail line stops in Claymont with service to Wilmington and Philadelphia. Additionally, Philadelphia International Airport is located approximately 13 miles away from Claymont. The community's connectivity is a major asset for future stability and growth.

In part due to its connectivity and the large 15-minute travel area to and from Claymont, the area has strong retail market potential. Claymont residents have access to destinations around them, and residents within a close drive of Claymont are all considered part of the market area for Claymont businesses.

Market Potential

Using these and additional analytical figures, W-ZHA projected how much development Claymont, including the Plan Area, could sustain in the next ten years. They found that there is significant demand (220 to 300 units) for townhomes and multi-family residential units (700 to 800 units) in Claymont from 2024 to 2034. While much of this would be absorbed by First State Crossing, a large mixed-use development planned for the former Claymont Steel site, the CAMP Plan Area could capture some of this growth. It was predicted that the Plan Area could support the development of between 200 to 300 apartments, ideally designed with ground floors that could flex to hold either retail or residential uses depending on market conditions. Due to the overall strong townhome market, it is predicted that the Plan Area could support 20 to 30 new units.

The retail market writ large has low growth due to market saturation and the continued rise of e-commerce meeting people's shopping needs. In Claymont, as in many other communities, the demand for newly constructed retail is low but present. Recent and on-going developments including Darley Green and the Claymont Steak Shop redevelopments show there is more opportunity in the northern portion of the Plan Area for retail uses. The market assessment concludes that commercial space within a mixed-use development could be feasible and that the businesses would likely tend to be dining and food/beverage focused rather than standard retail. The northern portion of Philadelphia Pike, from Seminole Avenue to Darley Road, would be the most attractive area for developers and business owners. Commercial redevelopment along the southern portion of Philadelphia Pike is unlikely but possible.

COMMUNITY VISIONING AND OUTREACH

The Plan strives to have a positive and meaningful impact on residents and businesses within and around Claymont. Community members have been integral to the planning discussion since the Plan's launch in 2023 and have continued to provide valuable guidance through the finalization process in 2025. It is imperative that moving forward we continue this fruitful conversation through the Plan's implementation for the community's vision to be realized.

Engagement occurred both at in-person events and via online methods. There were several core elements to the engagement process, including conducting 4 public workshops, 2 online surveys, and 3 meetings with an Advisory Committee of local leaders, stakeholders, and representatives. There was also a project website, which was updated throughout the Plan process. People were also informed via the Plan mailing list and social media. The Advisory Committee and Planning Partners disseminated information about engagement opportunities to their networks and constituents. Display boards, presentations, and small discussion were tools used to deliver information and receive valuable input.

Community engagement ensures that plan recommendations align with the needs, desires, and values of the people who live and work in the area. Involving community members helps to identify local priorities, uncover potential challenges, and ensure that diverse perspectives are represented, fostering more inclusive and equitable outcomes.

The engagement process and key feedback results are summarized in this section. A full list of comments and feedback is included in Appendix C.

Engagement Schedule

The schedule of engagement is outlined below, including the dates of public workshops and Advisory Committee (AC) meetings. A more detailed narrative for each of these activities is subsequently provided.

There were online surveys, paper surveys, comment cards, and/or interactive display board opportunities available as part of each workshop to receive written feedback.

Public Workshop 1

As part of the community visioning process, the project team held a workshop to introduce the project, to consider strengths, weaknesses, and opportunities identified in the Existing Conditions and Market Assessment, as well as to solicit and incorporate feedback on the lived experiences in the area.

Discussions and activities informed the planning process on community experiences, priorities, and desires for the future of Claymont.

The workshop took place on Thursday, February 29, 2024, at The Patio at Archmere Academy. About 50 people attended. Attendees had the opportunity to learn about the project from presentation boards and provide high-level feedback on activity boards using dot "voting" and sticky note comments. Following the presentation, Project Partners facilitated discussions in *breakout groups* of about 4-8 residents. The scope of these questions focused on current opinions on Claymont and future aspirations for the area. Questions included:

1. What do you like best about Claymont today?
2. What concerns you about Claymont today?
3. What are the top two things you'd like to see (or not see) in Claymont's future?

After about 45 minutes, the small group discussion period was concluded. A representative from each group was chosen to share key takeaways with the participants at large. The primary topics discussed during this conversation included the strength of regional train and highway connections and affordability for working class families; concerns about crime, speeding, and economic development; and a desire to see more community-serving businesses, better traffic calming and control, and preservation of Claymont's established character.

Regarding land use, people feel the strengths are the:

- Small community feel
- Attainable housing
- Number of community institutions

People are most concerned about:

- Data centers and warehouse development
- Traffic from new development
- Lack of inviting open spaces

People most want to see:

- Revitalized older parcels
- More parks and open spaces
- All-age community resources
- More businesses that support the live-work-play lifestyle

Regarding transportation, people feel the strengths are the:

- Highway and train access
- Access to jobs, culture, and recreation
- Connected street pattern

People are most concerned about:

- Speeding and reckless driving
- Problems with left turns and drive through queuing
- Pedestrian safety and accessibility

People most want to see:

- Safer pedestrian and driver travel
- Traffic calming
- Integration of the train station

At the visioning workshop, people stressed the need for honesty, transparency, and accountability in the planning process. The concerns expressed by Claymont community members defined the problems to be solved by this study.

Public Workshop 2

The second public workshop was held on Monday, May 20, 2024, at the Claymont Fire Company, banquet hall located on Philadelphia Pike. About 45 people attended. This meeting set its scope on introducing draft land use and transportation scenarios, as well as draft performance metrics to the community and to seek their feedback. The meeting included an introduction video and one-on-one communication with governmental agency representatives and the project team in an open house format.

Presentation boards summarized the feedback from the first public meeting and provided specific information about the three draft land use scenarios and three draft transportation scenarios.

Attendees were encouraged to place a dot by the land use performance metrics most important to them and add any they felt were missing from the list.

Table 1. Public input on land use metrics.

Land Use Metric	# of dots
% of residents within ~10 minutes of a park (walking)	**3**
Impacts to Environmental Justice (EJ) Neighborhoods	**3**
% of residents within ~ 10 minutes of a commercial/mixed-use area (walking)	**2**
% active uses along Philadelphia Pike	**2**
% of land that can support affordable housing	**2**
% of market potential accommodated (commercial and residential)	**0**
Potential for impacts to impervious surface area	**0**

In evaluating Land Use Metrics, workshop participants expressed a high priority for convenient pedestrian access to parks, impacts to Environmental Justice (EJ) neighborhoods. Additionally, participants expressed their desire for Claymont's future form to be of a walkable, mixed-use neighborhood environment.

Workshop attendees voiced continued concerns about speeding and reckless driving along Philadelphia Pike. They further expressed their desire for safer bicycle facilities, improved pedestrian safety, and a

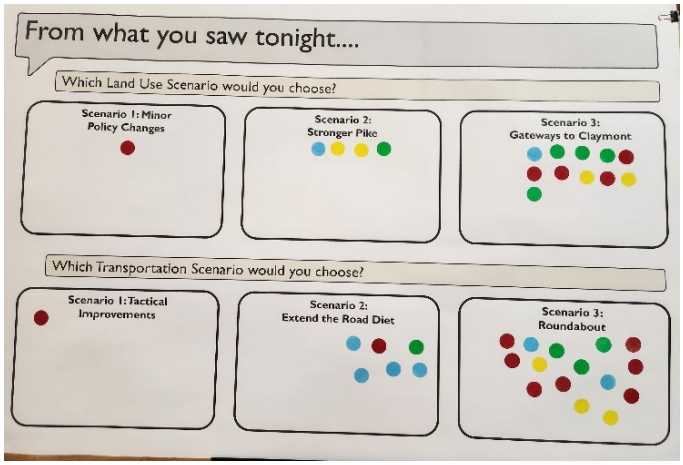
town center environment. Some attendees were concerned about congested intersections along Philadelphia Pike while others were worried about the challenges of navigating a roundabout.

Public Workshop 3

The third public workshop took place on Monday, October 28, 2024, in the Claymont Fire Company banquet hall. About 60 people attended. Community members reviewed revised land use and transportation scenarios, provided comments and feedback, and used dot stickers to express their preferences regarding land use and transportation scenarios. The project team provided a presentation that included an overview of the revised scenarios and performance analysis. Team members were present to answer questions, explain aspects of the scenarios, and review the transportation roll plots with attendees.

Participants recorded preferences on a feedback board where they indicated their preferred land use and transportation scenarios. The results of this board are presented below.

After the in-person meeting, the materials presented were posted to the project website to give the public an additional opportunity to review. WILMAPCO also posted a survey that paralleled the feedback opportunities given in person. The feedback summarized below is the totals of the in-person and online responses.



"Which land use scenario would you choose?"

Scenario 1: Minor Policy Changes	Scenario 2: Stronger Pike	Scenario 3: Gateways to Claymont	Other
6	6	15	1

"Which land use goals do you think are most important to address? Check up to three."

Easy access to parks/open space	23
More moderately priced housing	15
Easy access to commercial areas	14
Helping (or minimizing impact to) under-served	12
Less paving/stormwater runoff	12
Additional development along Philadelphia Pike	11
Other	11

"Which transportation scenario would you choose?"

Scenario 1: Tactical Improvements	Scenario 2: Extend the Road Diet	Scenario 3: Roundabout	Other
7	9	17	2

"Which transportation goals do you think are most important to address? Check up to three."

More comfortable pedestrian crossings	27
Better compliance with speed limits	25
Reduction in fatal and serious injury crashes	17
More comfortable bicycle facilities	17
Better transit amenities (shelters, benches, etc.)	17
Motor vehicle level of service	3
Other	2

Public Workshop 4

Following development of the draft Plan, it was determined that additional engagement was needed to further discuss the transportation scenarios. This was deemed especially critical given the variety of perspectives and opinions received. Both support for and against each transportation scenario was expressed throughout the planning process. As such, a fourth public workshop was held on Wednesday, May 14, 2025, at the Waterfall Banquet Hall. About 70 people attended. The event included a presentation followed by a question-and-answer session. There were also presentation boards and printed roll plots on display around the room. Attendees and members of the project team discussed the transportation scenarios in more detail before and after the presentation.

In conjunction with the public workshop, online and paper surveys were distributed to attendees and the broader community for opinions, concerns, and suggestions related to the transportation scenarios. There were 125 total responses to the survey (including online and paper responses). The results of the survey are summarized below. Complete response data is included in Appendix C.

When asked whether Scenario 1 (Complete Streets Improvements) would be an effective solution to meet the goals of the Plan, 33% of respondents strongly agreed that it does, 27% of respondents somewhat agreed that it does, 21% of respondents felt neutral, 7% of respondents somewhat disagreed that it does, and 12% of respondents strongly disagreed that Scenario 1 meets the goals of the Plan. Of the elements in Scenario 1, respondents would most like to see improved pedestrian crossings, better lighting, and more street trees along Philadelphia Pike. Overall, people that expressed concern about Scenario 1 felt that this solution does not do enough to address multimodal safety along the corridor. Some people feel like more should be done to provide safer bicycle facilities, better accommodate people walking, slow vehicle speeds, and prevent driving in the center lane. Some respondents like Scenario 1 as an option to improve safety with fewer impacts to traffic flow. Some people feel that no improvements should be made to Philadelphia Pike at this time.

When asked whether Scenario 2 (Road Diet Extension) would be an effective solution to meet the goals of the Plan, there was not clear consensus. About 25% of respondents strongly agreed that this Scenario meets the goals of the Plan, 22% somewhat agreed, 24% felt neutral, 4% somewhat disagreed, and 25% strongly disagreed that this Scenario meets the goals of the Plan. Many people expressed concern that extending the road diet would result in increased traffic congestion and longer queues. Respondents emphasized key locations where they thought the road diet might disrupt traffic flow, such as at the Food Lion Shopping Center entrance and the Darley Road intersection. People expressed concerns about not being able to pass slow moving vehicles and that drivers will be passing in the center turn lane or in the bike lanes. There was also significant concern about the road diet slowing emergency response times, which is especially critical along Philadelphia Pike given the location of the Fire Company. Some people believe that the existing road diet should be reversed. Still,

some respondents supported the idea of extending the road diet because they want traffic to be moving more slowly, they appreciate the expanded bicyclist and pedestrian accommodations, they want the roadway to contribute to a clearer sense of place, and they want Philadelphia Pike to be safer.

When asked whether Scenario 3 (Roundabout) would be an effective solution to meet the goals of the Plan, there was no consensus. About 45% of respondents strongly agreed that the roundabout is an effective solution to meet Plan goals, 9% of respondents somewhat agreed, 5% of respondents were neutral, 3% of respondents somewhat disagreed, and 38% of respondents strongly disagreed that the roundabout meets Plan goals. Thus, a similar number of respondents strongly agreed with the roundabout scenario as those that strongly disagreed. Respondents that see a roundabout at the Philadelphia Pike and Governor Printz Boulevard intersection as a benefit to the community cited better flow of traffic, reduced speeds, fewer severe crashes, and opportunities to incorporate landscaping for their support. Many respondents mentioned that they find roundabouts to be easy to navigate, more efficient, safer, and less costly. A few respondents mentioned that the design of the roundabout is key for facilitating movements and improving pedestrian safety. Respondents with negative opinions toward the roundabout Scenario expressed concerns that drivers will be confused, creating more congestion and more crashes. Respondents also expressed concerns about firetrucks navigating the roundabout, Waterfall traffic backing up into the roundabout, and relocation of the memorial. There was generally concern that implementing a roundabout would be a waste of money.

Advisory Committee Meetings

The Advisory Committee (AC) convened three times over the course of the study schedule, including in May 2024, October 2024, and April 2025. There were about 17 total attendees at the first meeting, about 8 total attendees at the second meeting, and about 18 total attendees at the third meeting (these totals include Planning Partners and project team members). The first meeting focused on introducing the Plan and seeking feedback on existing conditions analysis results as well as potential Plan goals. The second meeting included a presentation and discussion of draft land use and transportation scenarios. The third meeting included further discussion of the scenarios, including a focus on the key concerns about the road diet and roundabout alternatives being raised by key stakeholders and the community.

Additional Community Meetings

WILMAPCO and representatives from the Planning Partners held a series of additional meetings and discussions from December 2024 through May 2025 to present details of the draft plan and listen to feedback on the scenarios. They had discussions with the Fire Company, the Waterfall owner, local elected officials, and other key local leaders and stakeholders with interest in the Plan. At a meeting on January 9, 2025, WILMAPCO met with community members to answer key questions.

Metrics for Scenario Development and Evaluation

Based on community feedback, analysis results, and in-depth collaboration with the Planning Partners, a set of metrics were identified to support the development and evaluation of land use and transportation scenarios.

Land Use Metrics

Based on the feedback received from the Claymont community, seven land use metrics were identified to understand the potential impacts of the land use scenarios in pursuit of community development goals. These metrics are listed and described below:

Percent of Parcels Within a 10-Minute Walk of a Park or Schoolyard

Living within a 10-minute walk of a park or schoolyard offers numerous benefits across various aspects of life. Proximity to green space improves physical and mental health because it encourages walking, jogging, cycling, and spending time outdoors. Parks and schoolyards provide safe spaces for children to play, sites for community gathering, and recreational opportunities for all ages. Measuring the percentage of parcels within a 10-minute walk of a park or schoolyard shows how many households have access to the increased quality of life provided by walkable green space.

Percent of Parcels Within a 10-Minute Walk of a Commercial/Mixed-Use Area

Living within a 10-minute walk of a commercial or mixed-use district can improve convenience and sustainability. With daily amenities such as grocery stores and pharmacies nearby, long commutes for errands are reduced. Additionally, mixed-use areas create opportunities for social interaction in parks, plazas, and community gathering spaces. Mixed-use and commercial districts foster a sustainable, connected, and vibrant urban environment, making them increasingly desirable for individuals and families looking to balance work, leisure, and community life.

Percent of Parcels Along Philadelphia Pike Requiring Active Uses

Active uses are those that "activate" the streetscape by ensuring that buildings adjacent to the street are open to all and contain a mix of uses. These land uses foster a sense of community, build visual interest, and encourage lively activity. Measuring the percentage of parcels that require active uses highlights how each scenario activates Philadelphia Pike and the surrounding areas.

Percent of Market Potential Accommodated (Commercial and Residential)

Market potential refers to the capacity of the study area to realistically support certain uses, as well as the demand for those uses within the study area. By aligning land uses with market demand, urban areas can attract investment, generate jobs, increase tax revenues, and foster a dynamic local economy. Accommodating the full market potential ensures an adequate supply of housing or commercial spaces in the long run, which reduces affordability crises. Thoughtful planning that addresses full market potential results in better services, amenities, and opportunities for all residents.

Support for Affordable Housing (Measured Qualitatively)

New Castle County requires that certain new projects provide a certain number of moderately priced dwelling units. Ensuring an adequate supply of housing at all price points will ensure that individuals

across income levels can afford to rent or purchase homes in Claymont. Affordable housing can take the form of detached homes, townhomes, duplexes/triplexes, or apartment buildings. Creating more affordable housing provides homes for the local workforce, increases household stability, promotes economic vitality, and contributes to stronger and more vibrant communities. All residential rezonings or variance applications with density increases proposing twenty-five (25) or more dwelling units except for mixed-use developments are required to include moderately priced dwelling units, as are mixed-use developments proposing 100 or more units.

Potential for Impacts to Impervious Surface Areas (Measured Qualitatively)

Impervious surface areas are hard surfaces that do not allow water to penetrate the ground. Examples include parking lots, sidewalks, rooftops, and roads. Impervious surfaces increase stormwater runoff that contributes to flooding and decreased quality of nearby waterbodies. The negative impact of impervious surfaces can be reduced by increasing the amount of pervious and permeable spaces on a lot. Reduced parking requirements, provisions for green infrastructure such as rain gardens and green roofs, and construction of sufficient stormwater management systems into urban areas are all strategies to mitigate the negative effects of impervious areas.

Impacts on Environmental Justice Neighborhoods (Measured Qualitatively)

Environmental Justice Neighborhoods are designated by WILMAPCO based on Census Block Groups or public-school feeder zones that meet racial/ethnic or poverty criteria. These areas experience higher near-road emissions exposure rates, have numerous bus connectivity issues, and are home to high pedestrian crash rates. Any new or infill development should not contribute to these issues but should ensure that these communities reap the benefits of increased access to amenities.

Transportation Metrics

Based on the feedback received from the Claymont community, eight metrics were identified to understand the potential impacts of the transportation scenarios in pursuit of community transportation goals. These metrics are listed and described below:

Reduction in Fatal and Serious Injury Crashes

Fatal and serious injury crashes are the most critical to address because they result in the loss of a life and/or contribute to significant community and family stress. A person with a serious injury may no longer be able to move well, work, or care for their loved ones. While preventing all types of crashes is a more challenging and ambitious goal, focusing on the most severe and most impactful crashes can help narrow the scope and address the highest need.

Reduction in Average Speed (and Improvement in Speed Limit Compliance)

Studies have shown that speed is a major contributing factor to the seriousness of motor vehicle crashes. A 2011 AAA Foundation study found that a pedestrian has an 8% likelihood of being killed by a car moving at 10 mph. That likelihood jumps to 46% when the car is moving at 40 mph. The National Highway Safety Administration has found that while travelling at 20 mph, a driver's reaction and breaking distance combine to 63 feet. At 40 mph, that distance extends to 164 feet. The National Association of City Transportation Officials (NACTO) has found that driving at higher speeds significantly reduces a driver's field of vision. As such, reducing speeds along Philadelphia Pike is essential to improving safety along the corridor. Several members of the Claymont community have mentioned excessive speeding on Philadelphia Pike as a key concern.

Motor Vehicle Level of Service (LOS)

Motor vehicle LOS is a measure of delay experienced at signalized intersections to describe the level of congestion experienced, particularly during peak travel times. LOS is typically measured on a scale of LOS A to LOS F. In a more urban condition, typically LOS A, B, C, D, and E are all acceptable conditions. Sometimes there are reduced delays on the main street and longer delays on the side streets. An intersection with LOS F may have vehicular volumes that exceed capacity, such that vehicles queue back more significantly along the roadway and need to wait for more than one cycle to proceed through the intersection.

Transit Amenities

DART Bus Route 13 operates along the Philadelphia Pike corridor. Improving comfort and access for transit riders is key to enhancing the multimodal function of the street.

More about LOS

LOS is typically communicated based on letter grades. However, those grades mean something different in different contexts. In a more urban context, LOS A or B could indicate that a street or intersection is too wide, with excess space for drivers to speed. In more densely populated areas, where people are walking, biking, driving, and taking the bus, an intersection with LOS D or E might be right sized because drivers are encouraged to move more slowly through the community. In some cases, acceptable LOS is also related to sewer service capacity. Overall, it is important to think about LOS within the context of the surrounding land use, infrastructure, and community.

Pedestrian Crossing Distance

Pedestrians are considered vulnerable road users, meaning that they are more likely to suffer severe outcomes in the event of a motor vehicle crash. Providing safe, convenient crossings of Philadelphia Pike is key to enhancing the sense of place and level of multimodal access along the corridor. There are several tools that can be used to shorten and secure crossings.

Pedestrian Level of Comfort (PLOC)

PLOC is a tool that measures how it feels to be a pedestrian walking along a corridor. The Montgomery County Maryland Planning Department measures PLOC based on the width of the pedestrian facility, the width of the buffer between the pedestrian and moving motor vehicle traffic, and the speed and volume of the motor vehicle traffic. Pedestrian comfort may also be influenced by street trees and furniture.

Bicycle Level of Traffic Stress (BLTS)

BLTS is typically measured on a scale from 1 to 4. BLTS 1 is considered along a facility that most people of all ages and abilities would likely feel comfortable travelling on. BLTS 4 is considered along a facility that only the most experienced and confident riders would potentially use. BLTS is a measure of the width of the bicycle facility, the width of the buffer between the bicyclist and moving motor vehicle traffic, and the speed and volume of the motor vehicle traffic. Even with dedicated bike lanes, there is currently BLTS 4 along Philadelphia Pike. This is due to the narrow bicycle lane width, the lack of buffer, and the high vehicular speeds and volumes. There is BLTS 3 along Harvey Road and Darley Road, making those better than Philadelphia Pike, but still difficult streets for many bicyclists to navigate in the network. Other neighborhood streets in the network have BLTS 1. Along these streets, most people, including many children, might feel comfortable biking within the roadway due to the lower vehicular speeds and volumes.

Funding Eligibility and Implementation Feasibility

Identifying projects that are well-suited to known funding sources is an important strategy for transforming plans into implementation. The size and scale of potential projects are contributing factors to how quickly they can be implemented.

SCENARIO DEVELOPMENT

To respond to the established metrics, a set of three land use scenarios and three transportation scenarios were developed for the Plan.

Land Use Scenarios

Three land use scenarios showcased different potential future levels and styles of development in Claymont. Key features of all scenarios include identification of underutilized parcels with potential to be redeveloped, as well as a long-term vision for diversification of housing types supporting a mix of incomes. The three scenarios additionally feature more prominent entries to Claymont's "Main Street" at Harvey Road, Darley Road, and I-495. Each land use scenario provided multimodal connections opportunities, support more open space, improved streetscapes, and a mix of uses for all to live, work, play, eat, shop, and gather.

Land Use Scenario 1: Minor Policy Changes

Land Use Scenario 1 (Figure 9) continues pursuing buildout of the Philadelphia Pike corridor per the 2004 Master Plan. It does not propose changes to the Hometown Overlay. It includes all planned redevelopments and uses transportation improvements to catalyze additional redevelopment.

Figure 9. Land Use Scenario 1.

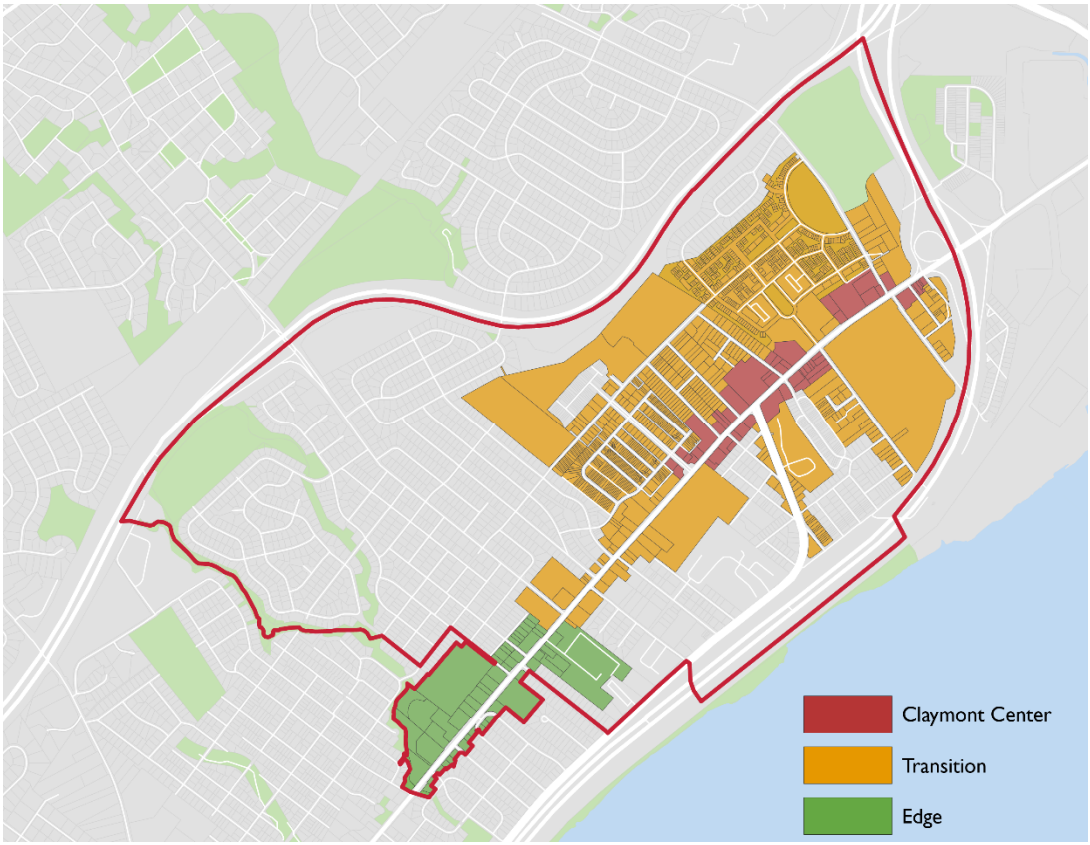
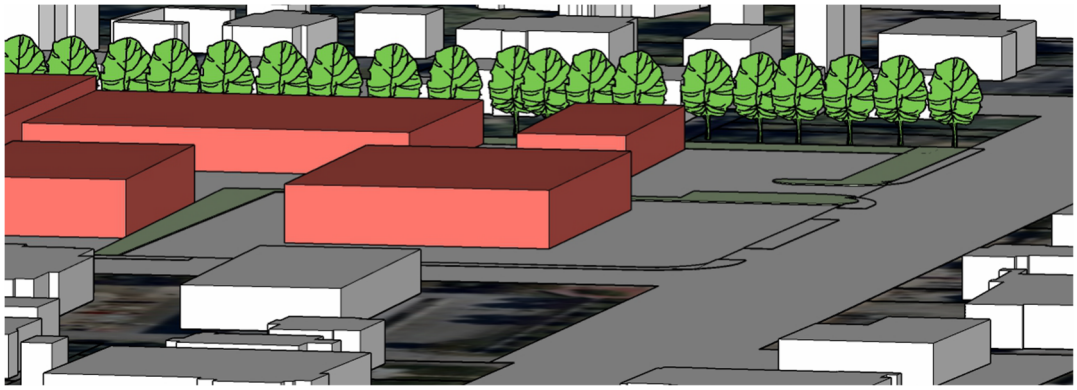


Figure 10 shows the existing conditions of the Town and Country Shopping Center for comparison with the next scenarios.

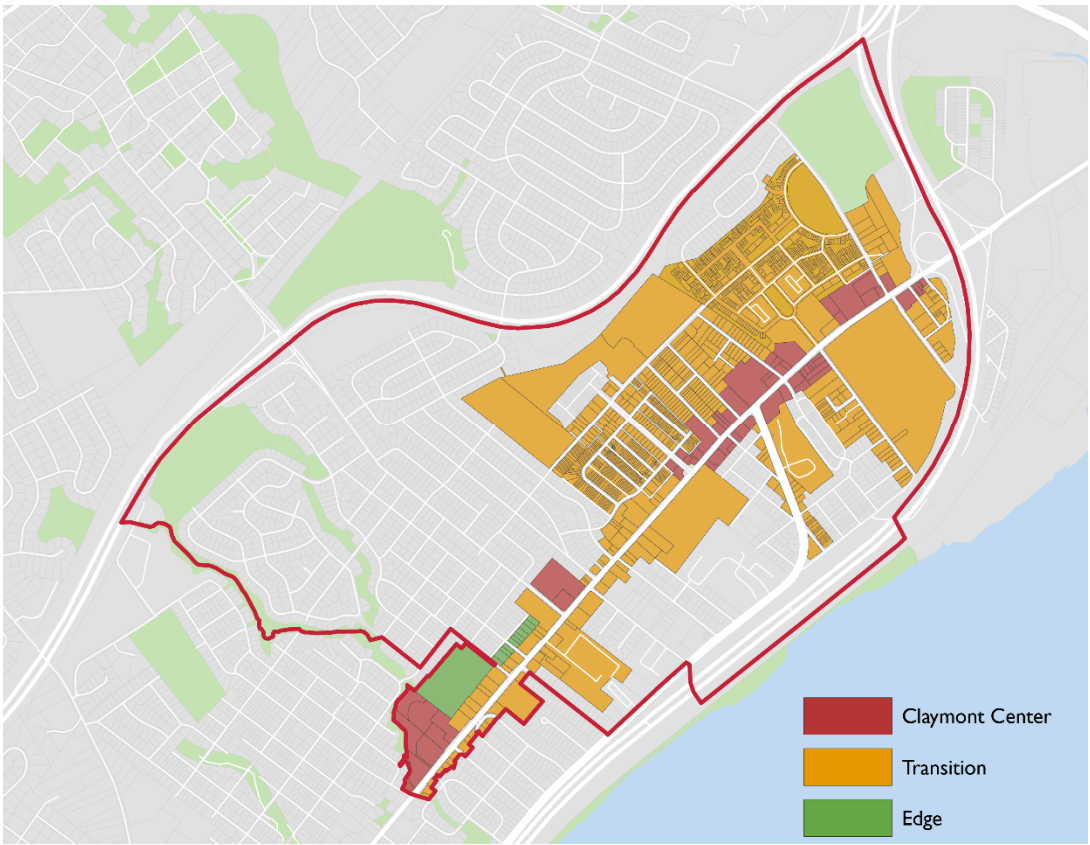
Figure 10. Example site, Land Use Scenario 1.
Town & Country Shopping Center (existing conditions). For illustrative purposes only.



Land Use Scenario 2: Stronger Pike

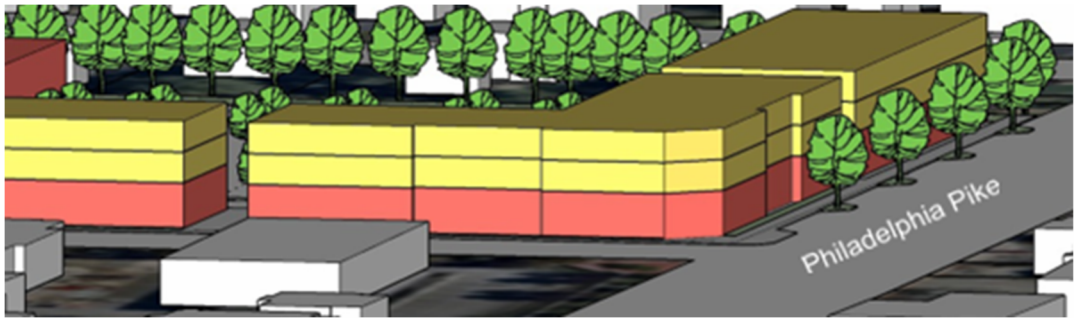
Land Use Scenario 2 expands the current Hometown Overlay Claymont Center and Transition districts further south along Philadelphia Pike. This allows nodes of mixed-use development to be spaced within a ten-minute walk of each other, increasing access to amenities for area residents. This land use scenario prioritizes pedestrian connections to and from the neighborhoods and allows up to three stories in Claymont Center.

Figure 11. Land Use Scenario 2.



In the example in Figure 12, the Town & Country Shopping Center is reclassified as a Claymont Center District. This allows for three stores of development and requires enhanced sidewalks, street trees, and pedestrian comfort.

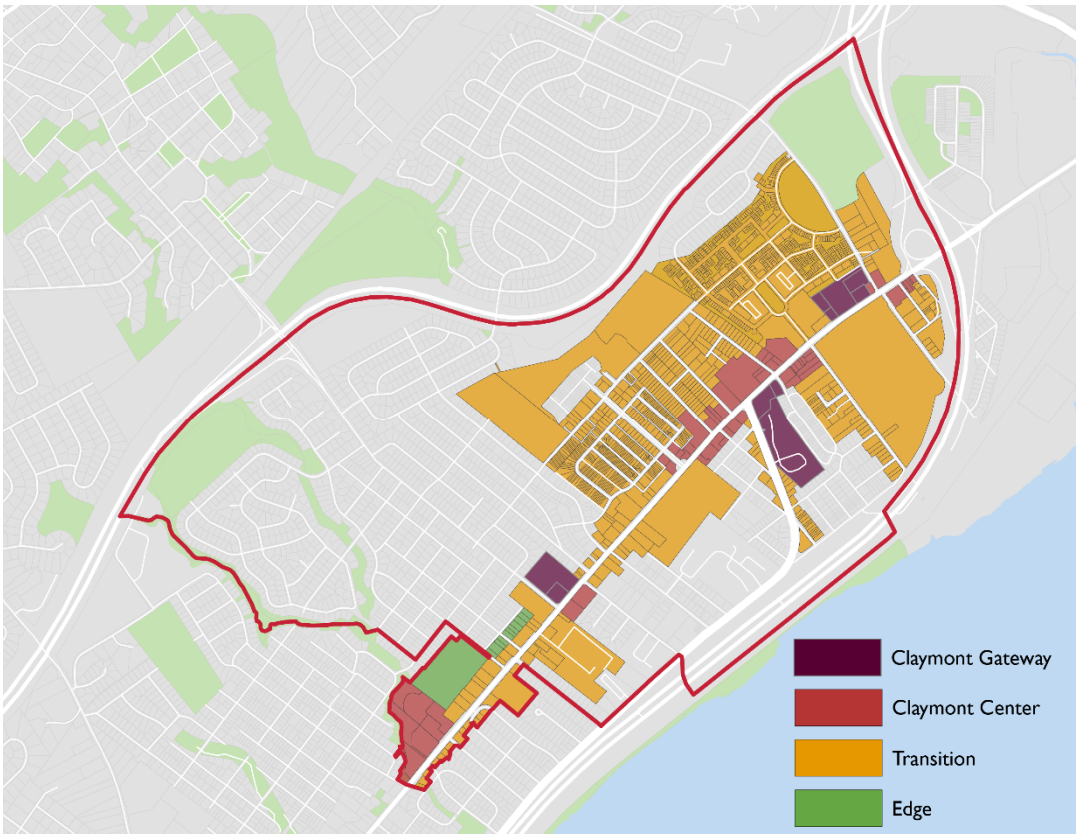
Figure 12. Example site, Land Use Scenario 2.
Town & Country Shopping Center (three stories). For illustrative purposes only.



Land Use Scenario 3: Gateways to Claymont

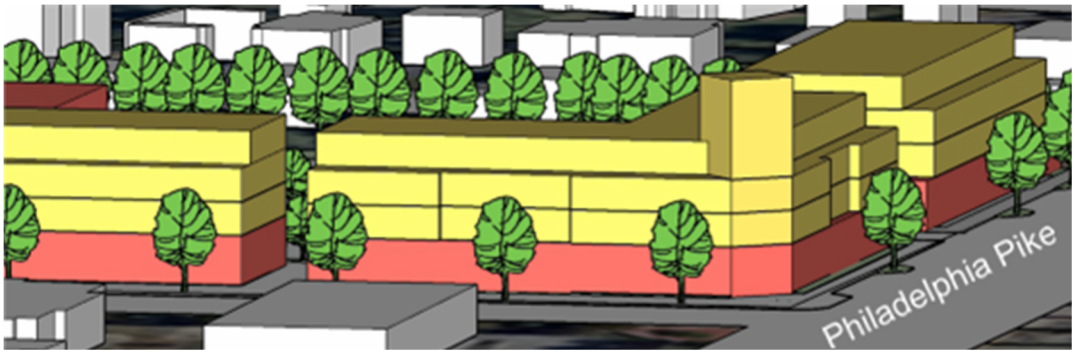
Land Use Scenario 3 proposes the same expansion to the Claymont Center and Transition districts but creates a new overlay district that allows development up to four stories at the Darley Road, Harvey Road, and Governer Printz Boulevard entry points to Claymont, the Claymont Gateway District. This increase in height allowance creates an opportunity for urban landmarks at the entrances to the area that better define Claymont as a place and create Gateway experiences. Parcels within the Claymont Center District are eligible to develop to four stories of height subject to Design Review Advisory Committee and New Castle County Department of Land Use approval.

Figure 13. Land Use Scenario 3.



In the example in Figure 13, the Town & Country Shopping Center is reclassified to the Claymont Gateway district, which allows for four floors of development and creates a strong 'town center' feeling.

Figure 14. Example site, Land Use Scenario 3.
Town & Country Shopping Center (four stories). For illustrative purposes only.



The other key difference in scenario 3 is the identification of a location along Philadelphia Pike to use as a town plaza and gathering space. This space was identified as a goal in developing this plan and was reiterated by community members during the engagement process. This space should ideally be located at an intersection of Philadelphia Pike and another major corridor through Claymont, such as Darley Road, Harvey Road, or Governor Printz Boulevard. The plaza could be formed by a County or CRDC acquired piece of land or as an open space set-aside from a development project.

Transportation Scenarios

Transportation scenario development focused heavily on Philadelphia Pike as the key transportation corridor through the study area. Three transportation scenarios were developed for Philadelphia Pike to respond to the concerns raised by the Claymont community, address project needs, and capitalize on opportunities.

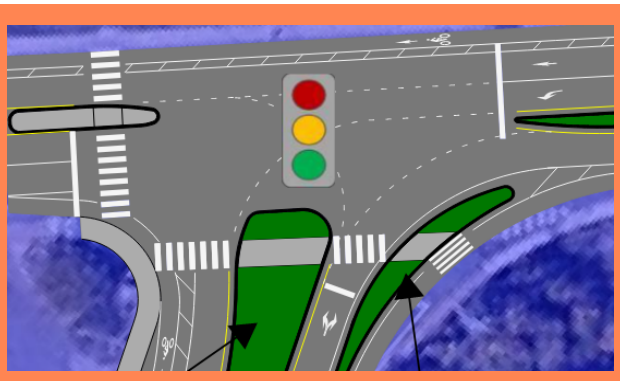
Transportation Scenario 1: Complete Streets Improvements

Spot improvements can be achieved along the Philadelphia Pike corridor without significant changes to the overall cross section. A toolkit of complete streets improvements can be considered, including tools that improve safety for pedestrians crossing the street, slow vehicular travel speeds, and improve visibility. Medians, curb extensions, high-visibility crosswalk markings, better signage, and flashing beacons are potential treatments. Other tools for consideration include enhanced streetscape elements, such street trees, pedestrian scale lighting, pedestrian and bicycle wayfinding, street furniture, art, and bus stop amenities.

Under this scenario, the existing road diet section can also be enhanced as shown in Figure 15. Currently, the on-street parking is underutilized. This generates higher speeds on Philadelphia Pike because visually, it feels like there is excessive space to move through the corridor. The current configuration positions bicyclists next to the fast-moving vehicular traffic with no buffer. Under this configuration, bicyclists are more vulnerable to extreme crashes, especially when they conflict with vehicles moving at excessive speeds. As such, transportation scenario 1 considers a revised road diet cross section that eliminates underutilized on-street parking and shifts the bicycle lane to the curb with a striped buffer between bicyclists and vehicular traffic. This also increases the buffer between traffic and the pedestrians on the sidewalk. In locations where the on-street parking is critical to the community, it can be maintained. This proposed cross section change is shown below.

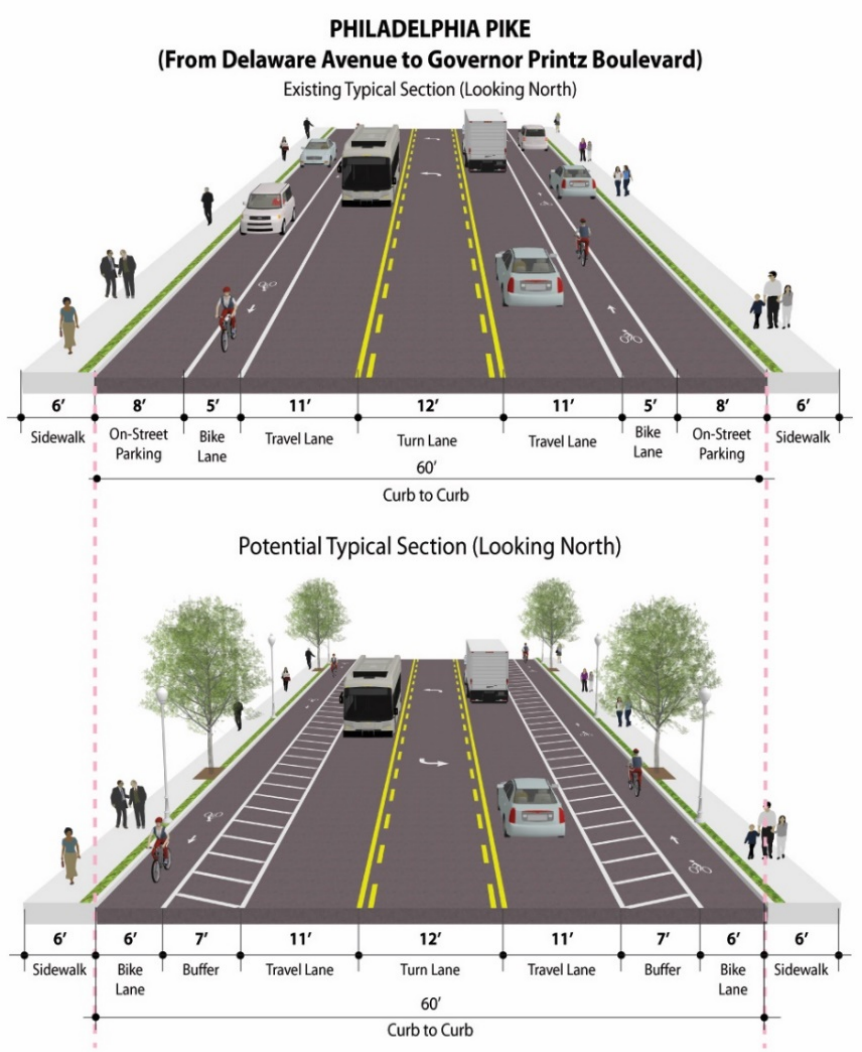
Transportation scenario 1 was laid out in a roll plot and shared with the community at Workshops 3 and 4 in October 2024 and May 2025. That roll plot is included Appendix D. It does not represent the feedback and suggestions received in the workshop, which would be incorporated once a preferred transportation scenario is selected.

Improving the Governor Printz and Philadelphia Pike Traffic Signal



As demonstrated in the roll plot for scenario 1 and in the screenshot to the right, the signal at the Governor Printz and Philadelphia Pike intersection could be modified to better facilitate turning movements and improve pedestrian safety. Median islands can be incorporated to provide pedestrian refuge and prevent vehicles from driving through the intersection in the center turn lane. Signal timing can also be modified to better facilitate turning movements and traffic flow.

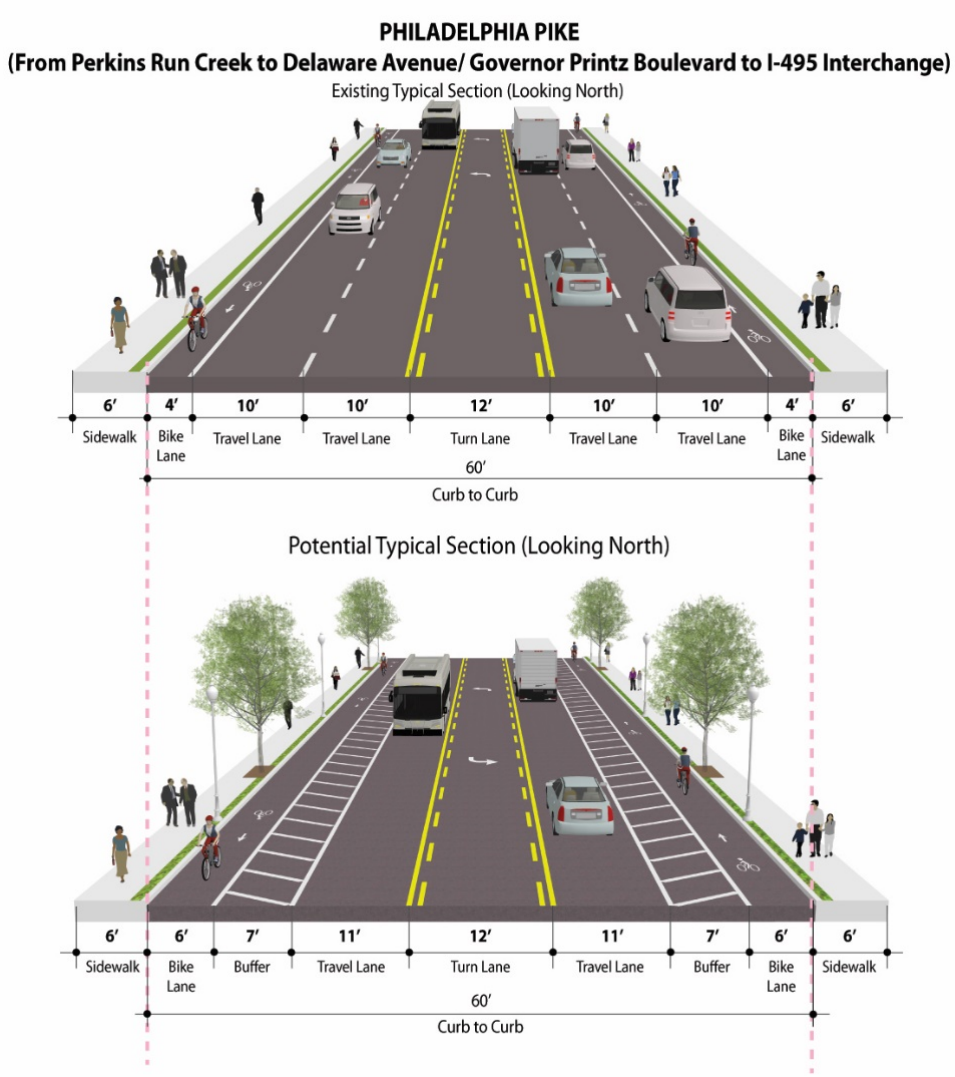
Figure 15. Cross section, transportation scenario 1.



Transportation Scenario 2: Extend the Road Diet

A "road diet" redesigns a street to use the existing space between the curbs for different modes or functions. This treatment might reduce the number of vehicular lanes and use the excess space for bicycle lanes, turn lanes, on-street parking, buffer areas, or wider sidewalks. As mentioned, there was previously a road diet implemented along Philadelphia Pike that reduced the number of vehicular travel lanes from 5 to 3 and installed bicycle lanes. The existing road diet section along Philadelphia Pike has been shown to slow speeds and reduce crashes in Claymont. In a 2017 before and after study report, it was found that there was a decrease in crashes and higher speed limit compliance in this section of the corridor. The report found minor increases in overall delay at intersections within the implementation area. Thus, extending the road diet north and/or south along Philadelphia Pike has been considered as an alternative to address the speeding and safety concerns raised by Claymont residents. Eliminating a vehicular lane in each direction reduces the pedestrian crossing distance across Philadelphia Pike and allows for increased separation between moving motor vehicle traffic and bicycle and pedestrian traffic. A typical cross section for this scenario is shown in Figure 16.

Figure 16. Cross section, transportation scenario 2.



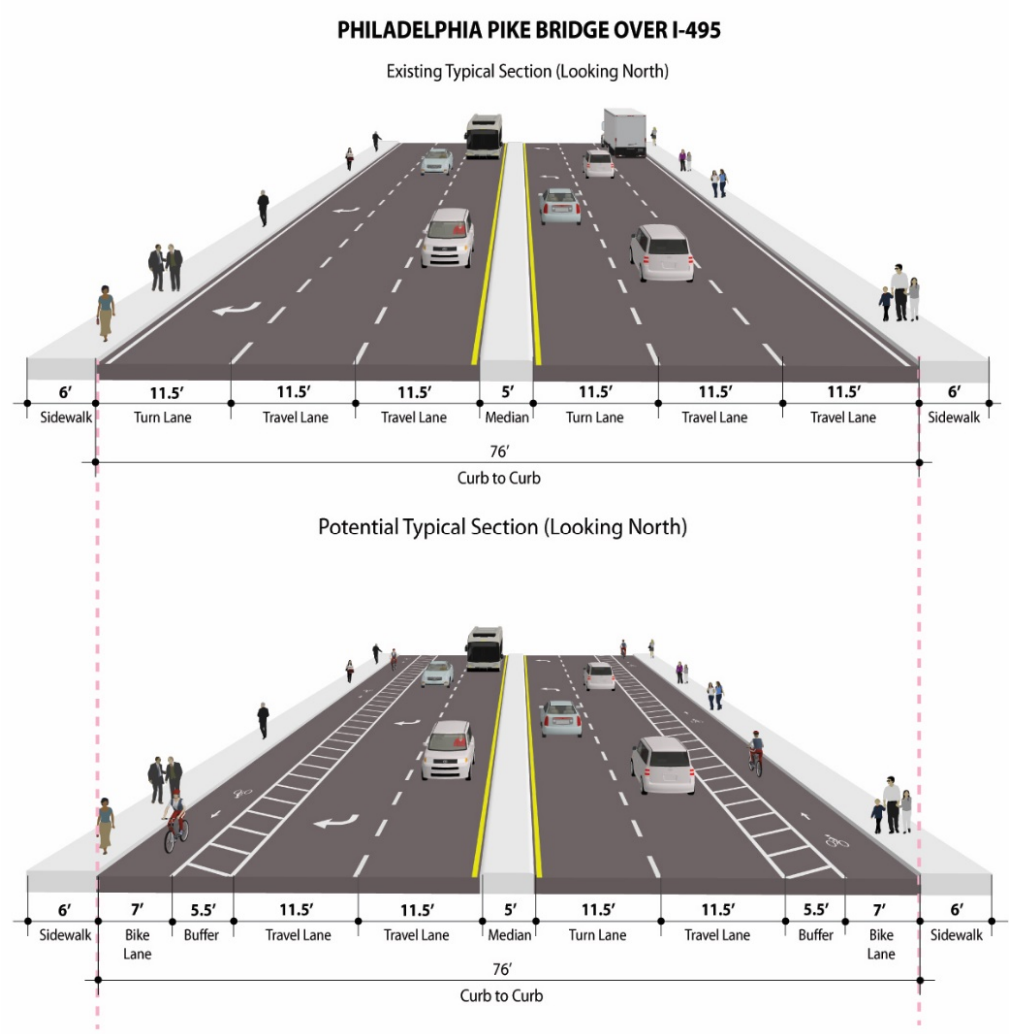
The Benefits of Road Diets

The Federal Highway Administration considers road diets to be a "proven safety countermeasure" because this treatment has a long history of improving roadway safety. Drivers typically speed less when there is one lane in the direction they are moving in as compared to two lanes. Having more lanes in one direction can make the street feel more like a highway. A road diet helps a street feel more situated within a community where people are walking, biking, and catching the bus. A single vehicular lane in each direction also eliminates the potential for multiple threat crashes, meaning that cars pulling onto the street are contending with fewer lanes of traffic. Road diets typically reduce pedestrian crossing distance. They limit the number of lanes to be crossed and the number of potential conflict points. It is critical to construct median islands where no left turn movements are needed to prevent people from using the left turn lane to pass other vehicles. Emergency services must also be accounted for, especially given that the Claymont Fire Company is located on Philadelphia Pike. Given the extra lane space in the median and next to the bicycle lane, there is space within the road diet cross section for emergency vehicles to pass other trucks and cars.

Extending the road diet north would involve improving pedestrian and bicyclist access over the bridge over I-495. This is a key multimodal connection to North Claymont and the new train station. Reducing the number of vehicular lanes on the bridges provides more buffer space between pedestrians and the fast-moving vehicular traffic. The potential change in cross section over the bridge is shown in Figure 17.

Public art, on the bridge parapets and/or on appropriate crashworthy barriers in the bike lane buffers, could further enhance the experience of pedestrians and bicyclists traveling across I-495.

Figure 17. Cross section on bridge over I-495, transportation scenario 2.



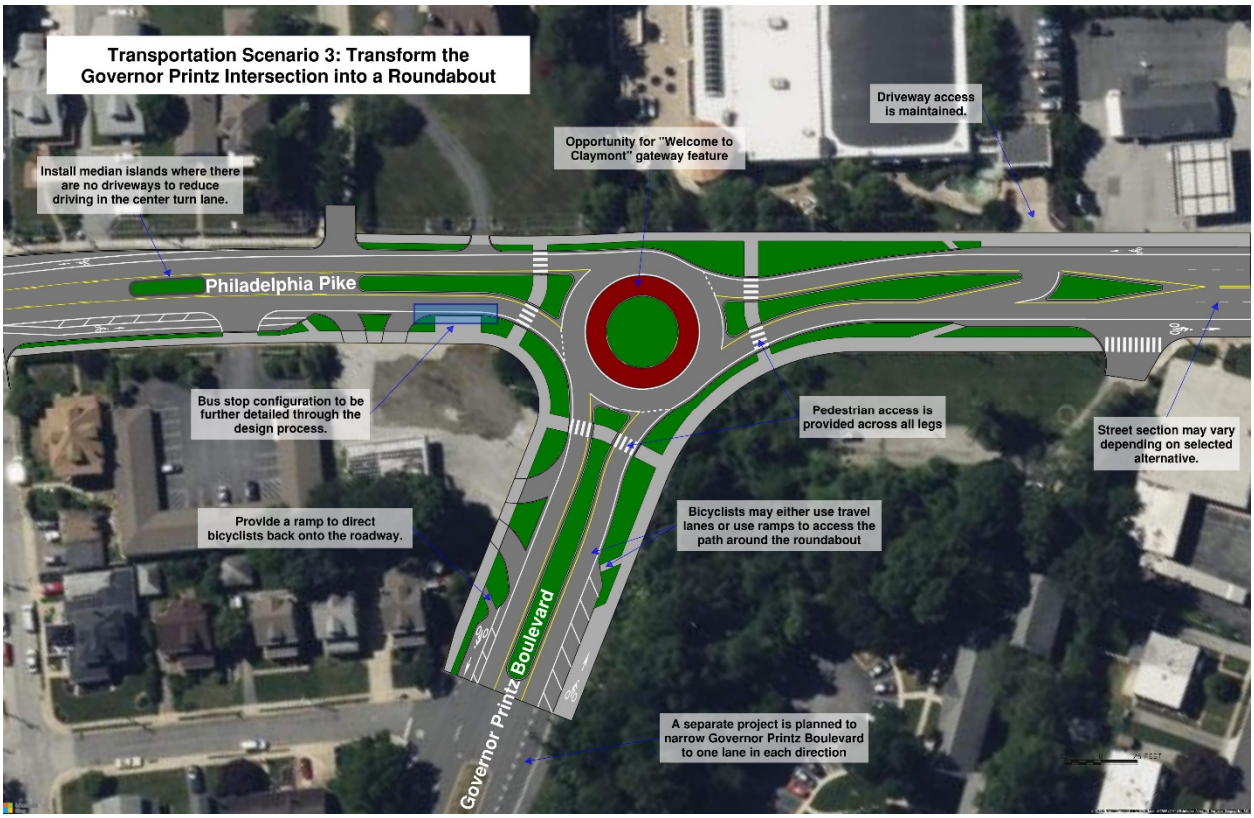
Transportation scenario 2 was laid out in a roll plot and shared with the community at Workshops 3 and 4 in October 2024. That roll plot is included Appendix D. It does not represent the feedback and suggestions received in the workshop, which would be incorporated as part of the development of a preferred alternative.

Transportation Scenario 3: Governor Printz Roundabout

Roundabouts are effective safety countermeasures because they reduce the potential for conflicts, especially those that cause more severe crashes such as angle crashes. According to the Federal Highway Administration (FHWA), converting a signalized intersection into a roundabout can reduce fatal and injury crashes by 78%. As such, transportation scenario 3 contemplates converting the signalized intersection of Governor Printz Boulevard and Philadelphia Pike into a single-lane roundabout with the intention of slowing speeds and reducing conflicts. Roundabouts were also considered at the intersection of Philadelphia Pike and Harvey Road and at an intersection in between. In this case, left turn movements in this section of the corridor would be prohibited and drivers would instead use the roundabouts to make U-turns to reach their destinations. However, these additional roundabouts were not further pursued given space constraints at those intersections.

The roundabout at Governor Printz Boulevard and Philadelphia Pike would reduce the potential for severe crashes, slow speeds, and improve traffic operations. It also presents an opportunity for a "gateway to Claymont" in the form of art or signage. The roundabout concept is shown in Figure 18. It can be implemented in conjunction with either transportation scenario 1 or transportation scenario 2.

Figure 18. Transportation scenario 3, roundabout at Philadelphia Pike and Governor Printz Boulevard.



The Benefits of Roundabouts

Roundabouts are designed for safer vehicular speeds. Drivers entering the single-lane roundabout must yield to the drivers already in the roundabout. The angles of the roundabout force slower speeds and keep drivers moving in the correct direction. Roundabouts are often more efficient, result in fewer sever crashes, and are less costly to maintain as compared to traffic signals.

Between 2019 and 2021, there were 21 crashes at the Philadelphia Pike and Governor Printz Boulevard intersection. A pedestrian crash took place during that timeframe near the intersection. This location also has a large footprint where a single-lane roundabout can fit, and this is a preferred spot to welcome people into Claymont with art and landscaping. For these reasons, transportation scenario 3 was developed and studied. This is an alternative solution to the signal modifications mentioned under scenario 1.

Improvements to Other Streets

In addition to the scenarios along Philadelphia Pike, improvements along other corridors in the network were explored as part of this Plan. This effort has focused on improving multimodal connectivity between Philadelphia Pike and Governor Printz Boulevard, between Philadelphia Pike and Green Street, and between Harvey Road and Darley Road. The toolkit of treatments includes sidewalks, shared use paths or trails, improved wayfinding, and traffic calming.

These potential improvements include:

- Providing a bicycle boulevard along Rolling Road, including signage and improved crossings of Philadelphia Pike and Governor Printz Boulevard. Similar improvements could also be made along Hillside Road, Grubbs Landing Road, and/or Princetown Avenue.
- Slowing traffic along Harvey Road by 1) incorporating a long curb extension on the north side of the street at the Town and Country Shopping Center, and 2) identifying locations in the residential area between I-95 and Washington Avenue where islands can be installed (see example at right).

- Installing sidewalks along Franklin Avenue.
- Connecting the parks between Harvey Road and Darley Road with low-stress walking and biking routes. An alignment similar to the one shown below could be further studied.

Figure 19. Potential parks connection alignment.

SCENARIO EVALUATION

The land use and transportation scenarios were evaluated based on community feedback and technical analysis to understand how well they meet the Plan metrics.

Land Use Scenario Evaluation

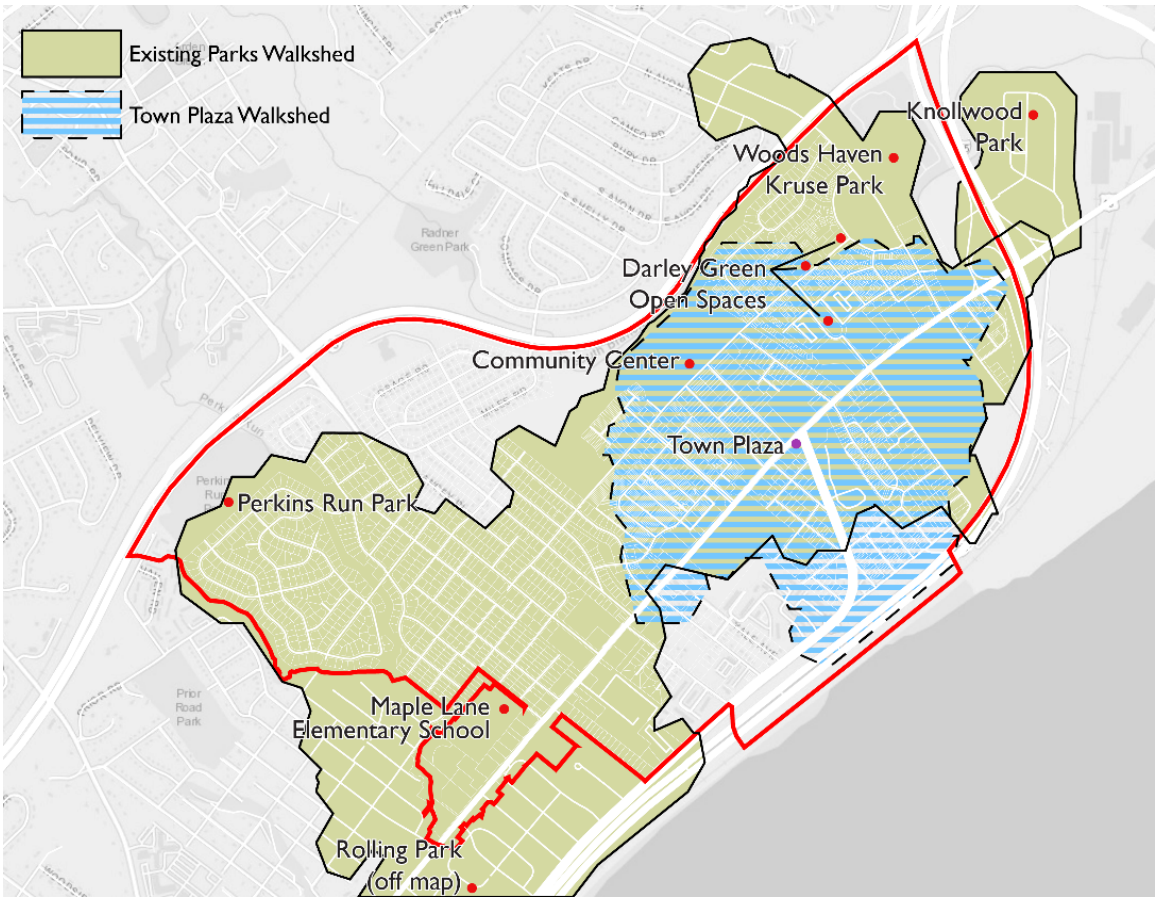
The land use scenarios were evaluated for each metric to determine how well they meet the needs and concerns outlined by the community. This evaluation also considered the robust public feedback received throughout the Plan process.

Percent of Parcels Within a 10-Minute Walk of a Park or Open Space:

A walkshed analysis was conducted for this metric using ArcGIS Online. Land Use Scenario 3 is calculated using a potential location of the town plaza to simulate its impact on this metric. Scenario 3 provides the most parcels within a 10-minute walk of a park or open space.

- Land Use Scenario 1: 85% of parcels
- Land Use Scenario 2: 85% of parcels
- Land Use Scenario 3: 85%+ of parcels

Figure 20. Walking access to parks or open space.

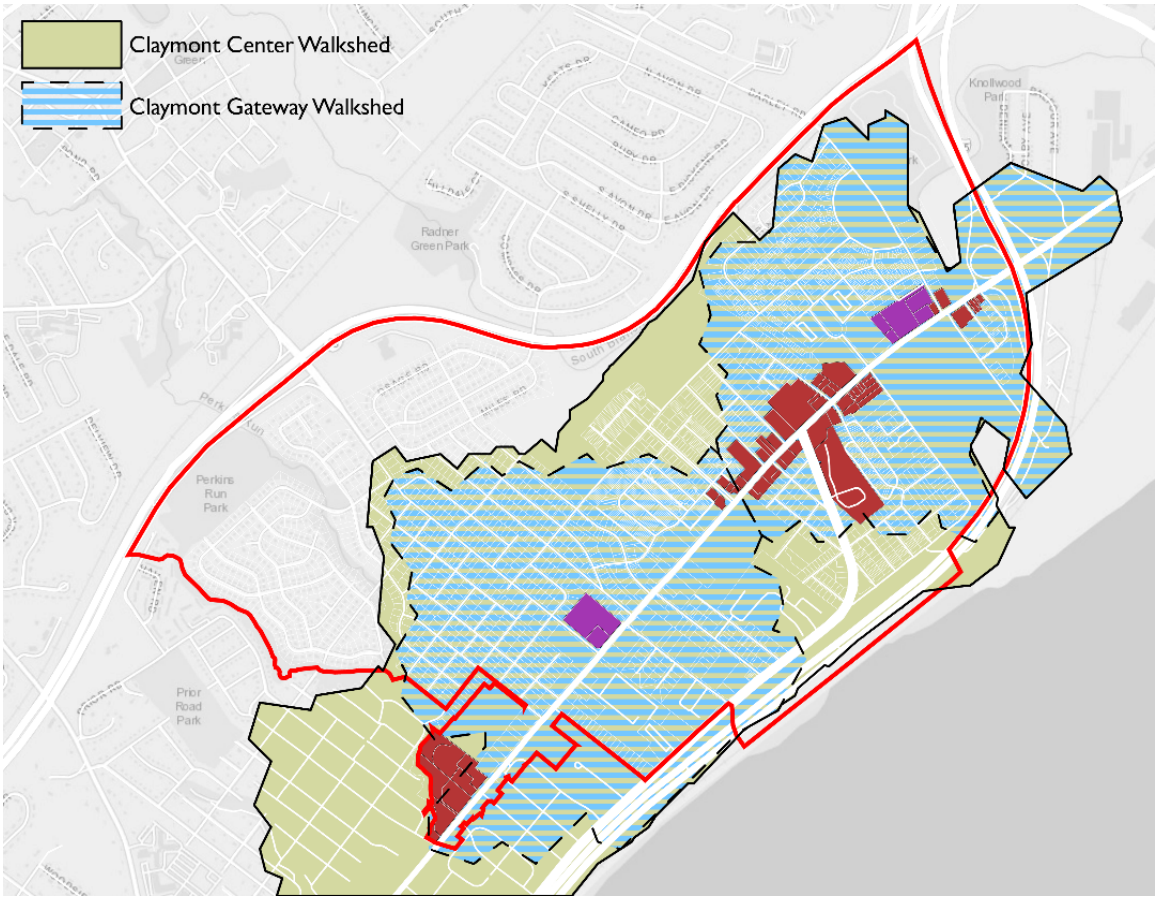


Percent of Parcels Within a 10-Minute Walk of a Mixed-Use Area:

A walkshed analysis was conducted for this metric using ArcGIS Online. Land Use Scenarios 2 and 3 provide more parcels within a 10-minute walk of a mixed-use overlay:

- Land Use Scenario 1: 59%
- Land Use Scenario 2: 78%
- Land Use Scenario 3: 78%

Figure 21. Walking access to mixed-use areas, Land Use Scenario 3.



Percent of Parcels Along Philadelphia Pike Requiring Active Uses:

Land Use Scenarios 2 and 3 expand the active use districts to more areas, providing more parcels which are suitable for everyday businesses that serve the community.

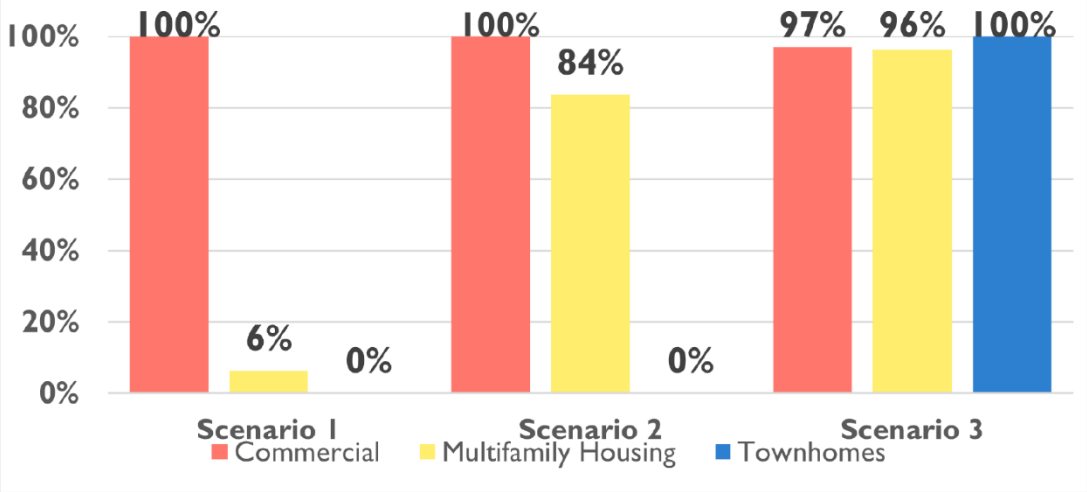
- Land Use Scenario 1: 30%
- Land Use Scenario 2: 38%
- Land Use Scenario 3: 38%

Percent of Market Potential Accommodated

Land Use Scenario 3 accommodates the most market potential because it expands the extents of the Claymont Center district the most and accommodates more density through the Claymont Gateway district.

The market study prepared for the Plan found that commercial development could be feasible if it replaces existing square footage, meaning that 100% of the market potential realized equals the same amount of commercial space remaining or being replaced under redevelopment activities. The market study also projected that 200-300 apartment units and 30-50 townhomes could be accommodated in total.

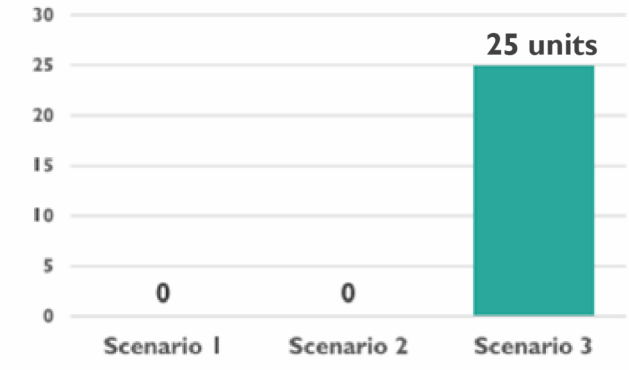
Figure 22. Percent of market potential accommodated.



Affordable Housing Potential

New Castle County has requirements for when new projects must provide moderately priced dwelling units. Land Use Scenario 3 is the only one that triggers this threshold. Density permitted under the Claymont Center and Claymont Gateway districts would push certain parcels into being able to redevelop at a scale requiring moderately priced dwelling units. 25 units is the maximum amount projected to be yielded by all redevelopment in the study area.

Figure 23. Affordable housing potential.



Potential for Impacts to Impervious Surface Areas

Parking lots are large contributors to impervious surface areas associated with new development, but lower parking requirements in the Hometown Overlay reduce the amount of land needed for parking lots. Although increasing development will increase paved surfaces such as sidewalks and rooftops, this can be offset by engineering and landscape solutions.

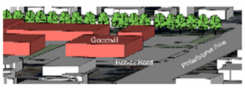
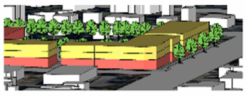
Impacts to Environmental Justice Neighborhoods

No reclassification of land in Environmental Justice neighborhoods is planned in any land use scenario. All scenarios could indirectly impact the life of residents in Environmental Justice neighborhoods through changes to their neighborhoods. While it is impossible to determine the impacts of specific development proposals, redevelopment in-line with the Plan could have both positive and negative impacts to Environmental Justice neighborhoods, including price changes associated with new development to more and varied commercial uses within walking distance.

Land Use Scenario Comparison Matrix

A comparison matrix is provided below in Figure 24. It demonstrates how well each scenario meets the Plan metrics on a scale from not meeting the goal to partially meeting to goal to mostly meeting the goal to fully meeting the goal.

Figure 24. Comparison of land use scenarios.

Legend	Scenario 1: Minor Policy Changes	Scenario 2: Stronger Pike	Scenario 3: Gateways to Claymont
0 stars - does not meet the goal ★ - partially meets the goal ★★ - mostly meets the goal ★★★ - fully meets the goal			
% of Parcels Within a 10-Minute Walk of a Park or Open Space	★★	★★	★★★
% of Parcels Within a 10-Minute Walk of a Commercial/Mixed-use Area	★	★★	★★★
% of Parcels Along Philadelphia Pike Requiring Active Uses	★	★★	★★
% of Market Potential Accommodated (Commercial and Residential)	★	★★	★★★
Potential Number of Moderately Priced Housing Units Required	★	★	★★
Impacts to Environmental Justice Neighborhoods	★★	★★	★★
Potential for Impacts to Impervious Surface Area	★★★	★★	★

Transportation Scenario Evaluation

The transportation scenarios were also evaluated for each metric to determine how well they meet the needs and concerns outlined by the community. As with the land use scenarios, this evaluation considers the public feedback received throughout the study process.

Reduction in Fatal and Serious Injury Crashes

According to FHWA, the high-visibility crosswalks proposed in transportation scenario 1 can reduce pedestrian crashes by 40%. Scenario 1 also includes medians and pedestrian refuge islands, which can reduce pedestrian crashes by 46% - 56%. Extending the road diet, as proposed in scenario 2, can reduce speeds and crossing distances, which is key to reducing severe crashes. Per FHWA, converting a signalized intersection to a roundabout, as proposed in scenario 3, can reduce fatal and injury crashes by up to 78%.

Reduction in Average Speeds

The medians and curb extensions proposed as part of scenario 1 can serve as traffic calming measures. In scenario 2, the road diet extension is anticipated to reduce speed differentials with one lane of traffic per direction rather than two lanes. For scenario 3, roundabouts are geometrically designed to reduce vehicle speeds to generally 25 mph or less.

Motor Vehicle Level of Service

Traffic analysis was performed to understand the potential impacts of the transportation scenarios on vehicular level of service (LOS) through the Philadelphia Pike corridor. The analysis results indicate acceptable LOS at the study intersections with the tactical improvements proposed under scenario 1. The results also show acceptable LOS at the study intersections with the road diet extension (scenario 2), both south and north along Philadelphia Pike. Generally, intersection delays are expected to be under a minute, especially when moving along Philadelphia Pike. There are a few minor street turning movements that will have drivers waiting up to 2 or 3 minutes to turn onto Philadelphia Pike during the most congested peak hour. For acceptable LOS at the Darley Road intersection, an exclusive southbound right turn lane is anticipated to be needed. The analysis also shows that implementing a road diet over the I-495 bridge results in acceptable traffic conditions. The results show improved LOS at the Governor Printz Boulevard intersection with a roundabout (scenario 3) as compared to current conditions. Traffic analysis was conservatively performed for the densest land use scenario. The analysis also assumed general additional growth through a horizon year of 2050. Some signal timing adjustments are assumed. Additional analysis was performed to verify traffic operations when the Waterfall event venue is at capacity during a peak hour to ensure acceptable operations.

Transit Amenities

All scenarios assume improved bus stop amenities where warranted per DTC standards. Relocating bus stops closer to signalized crossings improves safety and convenience for riders. Bus boarding islands, bus bulb outs, and/or shared bus / bicycle lanes can be incorporated as part of the transportation scenarios and corresponding improvements. These treatments can improve bus operations, provide more space for bus stop amenities.

Pedestrian Crossing Distance

Transportation scenario 1 reduces some crossing distances with curb extensions and medians. It also includes the additional pedestrian crossing at Pennsylvania/Princeton Avenue. The road diet in scenario 2 reduces crossing distance with fewer lanes to cross and more refuge in the buffer zone. The roundabout in scenario 3 greatly reduces pedestrian crossing distance at the Governor Printz Boulevard intersection. The roundabout also slows speeds through the intersection.

Pedestrian Level of Comfort

Transportation scenario 1 is anticipated to improve crossings, slow speeds, and provide greater separation between sidewalks and moving cars in the current road diet section. Scenario 2 extends those improvements to the full corridor. Scenario 3 additionally improves pedestrian comfort at the Governor Printz Boulevard intersection by slowing speeds and shortening crossings.

Bicycle Level of Traffic Stress

In scenario 1, some segments of the bike lane will be buffered, providing greater separation from traffic. In scenario 2, the corridor is proposed to include extensive buffered / separated bike lanes, providing a more complete facility for more ages and abilities. When navigating the roundabout in scenario 3, bicyclists will have the option to remain in the travel lane with traffic or to use a side path.

Funding Eligibility and Implementation Feasibility

The tactical improvements in scenario 1 are relatively lower cost and all within existing right-of-way with minimal impacts to properties or driveway access. Extending the road diet in scenario 2 requires some higher costs, but improvements remain within existing right-of-way with minimal impacts to properties or driveway access. The roundabout in scenario 3 is anticipated to require a modest amount of right-of-way with potential impacts to properties and driveway access. The construction cost of the roundabout is greater than for a signal.

Transportation Scenario Comparison Matrix

A comparison matrix is provided in Figure 25. It demonstrates how well each scenario meets the Plan metrics on a scale from not meeting the goal to partially meeting to goal to mostly meeting the goal to fully meeting the goal.

Figure 25. Comparison of transportation scenarios.

Legend	No Changes	Scenario 1: Tactical Improvements	Scenario 2: Extend Road Diet	Scenario 3: Governor Printz Roundabout
				
0 stars - does not meet the goal ★ - partially meets the goal ★★ - mostly meets the goal ★★★ - fully meets the goal				
Reduction in Fatal & Serious Injury Crashes		★	★★	★★★
Reduction in Average Speeds (Speed Limit Compliance)		★	★★★	★★★
Motor Vehicle Level of Service (LOS)	★★★	★★	★★	★★★
Transit Amenities		★★	★★	★★
Pedestrian Crossing Distance		★★	★★★	★★★
Pedestrian Level of Comfort (PLOC)		★	★★	★★
Bicycle Level of Traffic Stress (BLTS)		★	★★	★★
Funding Eligibility & Implementation Feasibility	N/A	★★★	★★★	★★

RECOMMENDATIONS AND FURTHER STUDY

Based on the evaluation performed, the feedback received from the Claymont community, and in discussion with the Planning Partners, preferred land use scenarios were identified. More consensus building is needed to identify preferred transportation scenarios.

Preferred Land Use Scenario

All three land use scenarios reflect a continuation of the vision laid out 20 years ago in the Claymont Community Redevelopment Plan. The preferred scenario enhances it by adopting policies that further encourage public realm improvements and development to implement the vision. The recommendations include updates to policies in the County's Unified Development Code, the Hometown Overlay District map, and the Claymont Design Guidelines; alongside recommendations for coordination and stakeholder engagement.

Update the Claymont Design Guidelines for Content and Clarity

The Claymont Design Guidelines developed 20 years ago have led to predictable and positive redevelopment along Philadelphia Pike and the community has viewed the results of its adoption favorably. The Plan recommends generally leaving its policies intact with review and changes where appropriate. Some areas where policies and standards should be reviewed include street tree spacing requirements, shared parking mechanisms and parking minimums overall, and flexibility with ground-level retail requirements as market demand dictates. It is recommended to permit a fourth floor of development in the Claymont Center district, subject to Design Review Advisory Committee and New Castle County Department of Land Use approval. This would allow more flexibility in redevelopment opportunities throughout Claymont with an appropriate level of discretion. It is also recommended to reformat the document and reword sections for clarity to promote ease of use.

To implement the recommended changes to the Hometown Overlay, a section should be inserted with standards pertaining to the Claymont Gateway district. These should include:

- Allowing up to four floors of development by right
- Requiring building design features, including a fourth-floor step-back from the building line and distinctive 'gateway' features at building corners on intersections
- Enhanced sidewalk standards (wider minimum than required in Claymont Center)
- Reduced parking minimums (regardless of shared parking availability)
- Encouragement of using innovative stormwater management practices such as bioswales and permeable parking, where appropriate

Update the Hometown Overlay Map to reflect land use recommendations

To implement land use scenario 3, the Hometown Overlay must be amended to update specific parcel designations. The recommended scenario calls for redesignating parcels from the Edge district to Transition, and from Transition to Claymont Center, as well as introducing the Claymont Gateway district on parcels as specified.

Communicate about new opportunities and key features (such as gateways) in the updated Guidelines

With the updates to the Hometown Overlay and Design Guidelines new options will come for improving and redeveloping property in the Plan Area. One of the intended outcomes of the Plan is to generate new possibilities to encourage further redevelopment along Philadelphia Pike that aligns with the vision of the plan. The CRDC should market these new possibilities to property owners and help them understand what options are available to them and what requirements the new policies have for their properties. This will help maintain open communication within the community and lead to more predictable outcomes during redevelopment processes.

Explore the possibility to allow/invite additional users and uses on existing green spaces, e.g., Community Center front lawn; lawns in Darley Green

A desire for more activation of public and green spaces, and more events that promote community cohesion was identified at the outset and reaffirmed throughout the planning process. The Claymont community is bright and close-knit and wants more opportunities to gather and connect. Smaller, regular events such as farmers and vendors markets could be developed alongside annual celebrations. The Farley Beer, Wine, Food, and Music Festival is a great example of an event that brought together the community in a public forum to activate space and build community. While currently on hiatus, opportunities for bringing this event back or a similar community-generated festival are encouraged. Building partnerships with local businesses and regional organizations with the capacity to assist in planning and executing such events will be important to their success and continued viability.

Explore the redevelopment of large apartment buildings in the long term, to include additional units and support for a greater mix of incomes

While there are few apartments directly on Philadelphia Pike, there are currently several apartment complexes in the neighborhoods south of it and along Governer Printz Boulevard within the study area. Several of these are older structures that could benefit from renovation or redevelopment. The redevelopment of existing large apartment complexes can provide an opportunity to increase the range of housing options available (various apartment types; incorporation of townhomes or larger units; etc.). It can also support goals to maintain and provide housing options that are affordable for all income levels, which was a key priority established by many community members who participated in this process. It will be important to coordinate with property owners to discuss the medium and long-term potential for these changes to support the Plan land use vision.

Identify opportunity sites for a town plaza space

One land use performance metric is increasing the number of parcels with access to a public park or open space. With Philadelphia Pike being the commercial core of Claymont and its busiest road, it would be a prime location to add a public plaza walkable to a large portion of the community. The addition of this plaza would increase access to public open spaces and provide additional opportunities for community gatherings and placemaking. Coordination with property owners is vital to the success of this recommendation, and it will also be necessary to secure funding for design and construction.

Identify strategies to ensure the long-term affordability of LIHTC units in Overlook Colony

Access to affordable housing was one of the performance metrics used to evaluate the scenarios and was cited as important across the community engagement process. Overlook Colony has the only units required to be affordable under the Low-Income Housing Tax Credit (LIHTC) program, which is funded federally and administered on a state-by-state basis. In exchange for tax credits, properties are required to rent or sell their units at an affordable percentage of the Area Median Income for 30 years. After the 30-year commitment, property owners are released from their requirement to keep rents affordable and can set market prices. There are options for extending the length of the affordability period and strategies for keeping properties affordable after the term expires, such as right of first refusal on property sales and use of the Delaware Housing Development Fund. All of these options require long term coordination and planning, and best practice is to lay the foundation for any action around 10-15 years out from expiration.

Prepare Application for a Downtown Development District When Opportunity Arises

Continued, long-term revitalization of existing commercial and residential properties is crucial to realizing the vision of an attractive and successful town center in Claymont. The State of Delaware has developed a Downtown Development District (DDD) program, which Claymont could seek to utilize to encourage building improvements and redevelopment activities in-line with this vision. The DDD program was established by the State in 2014 and has led to the creation of 12 DDDs across Delaware.

The program requires the drawing of a district boundary and preparation of a District Plan to guide development activities within the boundary. The Plan must be consistent with the comprehensive plan and other plans and documents, as applicable. The Plan reinforces the long-term vision of Claymont and supports policies and programs that could be incentivized through a DDD. The district boundary should include key sites for future revitalization, such as Overlook Colony, older apartment complexes south of Philadelphia Pike, and un-redeveloped commercial properties included in the Hometown Overlay.

To support the implementation of the DDD, jurisdictions adopt local incentives and fund organizational capacity to manage the District's implementation. The State incentives for DDDs include construction rebates for approved revitalization and development projects alongside other benefits detailed on the Office of State Planning Coordination's website. Applications for DDDs are not accepted on an on-going basis and must be submitted within a window of time subject to the Governor's discretion.

Evaluate Reasonability of Establishing a Complete Community Enterprise District in Claymont

The State of Delaware has authorized the creation of Complete Community Enterprise Districts (CCEDs) in qualified areas. CCEDs are established through meeting a list of requirements, with the benefit of official prioritization of safe and sustainable transportation within their boundaries. CCEDs are created through an agreement between a local authority, in this case New Castle County, and DelDOT, with an understanding that within these areas, DelDOT will develop plans for increasing transit ridership, removing barriers to walking and cycling, and prioritize slow-speed, free flowing traffic in their planning and development while making no plans to increase road capacity without first proving no negative impacts on other modes of transportation. Additionally, DelDOT will assign additional points to

capital improvement projects within the CCED, leading to their higher prioritization during budgeting processes.

The Delaware Code lists nine requirements for establishing a CCED, which encompass built characteristics of the proposed area as well as policies that must be in place within it. The table below lists all requirements for establishing a CCED and the extent to which Claymont/CAMP meet them.

A Complete Community Enterprise District must meet all of the following requirements:	
(1) Be contiguous.	MEETS REQUIREMENT
(2) Be no more than 9 square miles in area.	MEETS REQUIREMENT • CAMP plan area ~1.56 sqmi • Hometown Overlay ~.62 sqmi
(3) Be a compact shape that is not a linear corridor.	PARTIALLY MEETS REQUIREMENT • CAMP plan area is relatively compact • Hometown Overlay has compact shape and corridor portion
(4) Be zoned and otherwise regulated such that the District may be developed at a density that is high enough to enable frequent transit service to the residents of the District.	UNSURE IF MEETS REQUIREMENT • Up to interpretation – majority single-family neighborhoods in CAMP plan area may not meet requirement
(5) Exempt all development on all parcels of land included in the District from any municipal or county requirements for the provision of off-street parking.	DOES NOT CURRENTLY MEET REQUIREMENT • Parking minimums could be removed within the CAMP plan area; however, this measure was not studied during this process or vetted by the community
(6) Contain more total area zoned for residential use than is zoned for commercial or other uses. Each parcel of land within the District must be zoned to maximize the use of transit, walking, and bicycling by residents and employees.	LIKELY MEETS REQUIREMENT • CAMP Plan Area is majority residential zoned • Hometown Overlay may meet requirement based on quick analysis
(7) Consist of more than 1 parcel and part of at least 1 parcel must be within a ½ mile of any of the following:	MEETS REQUIREMENT
a. An existing bus or rail stop where passengers can board and alight.	• Part of both areas is within ½ mile of Claymont Regional Transportation Center • Both areas are substantially within ½ mile of multiple bus stops
b. A planned or existing bus or rail station.	-
(8) Include adjacent neighborhoods within a ½ mile of a bus or rail stop or planned or existing bus or rail station.	MEETS REQUIREMENT
(9) Be part of a master development plan for the District that maximizes the use of transit, walking, and bicycling by residents and employees, as required under § 2103(b)(2) of this title.	DOES NOT CURRENTLY MEET REQUIREMENT • Potential for CAMP to be amended in the future to meet this requirement

Further Study of Transportation Scenarios

No preferred transportation scenario has been selected for Philadelphia Pike as part of this Plan given that there is not consensus within the community about which scenario best meets Plan goals and contributes best to the community's vision. Additional engagement, analysis, and design are needed to make decisions about the infrastructure along Philadelphia Pike.

There are several potential projects that could be carried out in the future. These transportation projects will need to undergo additional planning processes to further vet feasibility and preference. Specific details, impacts, and opportunities would be coordinated during future design phases. Continued coordination with key planning partners, local stakeholders, community members, elected officials, and property owners will be pertinent as discussed in more detail in the next section of this report.

A potential scenario for Philadelphia Pike is attached as a roll plot in Appendix D. It illustrates the potential projects along Philadelphia Pike, incorporating some of the feedback that was received. Each potential project is discussed in more detail below. As outlined in previous sections of this report, some people in the community feel that either no transportation projects or different transportation projects should instead be undertaken in Claymont and along Philadelphia Pike. Additional consensus building is needed to proceed with a design project.

Extend Road Diet South along Philadelphia Pike

A road diet was previously implemented from about north of Harvey Road to the Governor Printz Boulevard intersection. A previous DelDOT study recommended that the road diet be extended southward. However, through further engagement, that project has not yet been pursued. A potential future project is to extend the road diet south from north of Harvey Road to Perkins Run. Extending the road diet south may achieve Plan goals by slowing vehicular speeds, reducing crashes, shortening pedestrian crossings, improving pedestrian comfort, and reducing bicyclist stress. However, members of the community are concerned that extending the road diet will increase congestion and reckless driving along the corridor. The analysis conducted herein demonstrates that the road diet can be achieved with marginal impacts to traffic flow and congestion. Lighting, accessible ramp upgrades, and bus stop improvements are anticipated as part of implementation. The community raised concerns about this potential project, which must be further considered and accounted for as part of any future project.

Extend Road Diet North along Philadelphia Pike

The road diet could also be extended north, from Governor Printz Boulevard to the I-495 northbound ramps. Traffic analysis conducted herein demonstrates that the road diet can be extended north with marginal impacts to traffic flow and congestion. An exclusive southbound right turn lane is needed along Philadelphia Pike at Darley Road. Analysis results also show that reducing the number of lanes over the I-495 bridge is doable while keeping traffic moving. This project might meet Plan goals in that it is anticipated to slow vehicular speeds, reduce crashes, and shorten pedestrian crossings. Providing additional buffer space over the bridge is anticipated to improve pedestrian comfort and reduce bicyclist stress. This is a key multimodal connection between Clamont and the train station. However, members of the community are concerned that extending the road diet will increase congestion and reckless driving along the corridor. Lighting, accessible ramp upgrades, and bus stop improvements are anticipated as part of implementation. Some community members do not support this project moving forward. Additional analysis, engagement, and discussion are needed.

Improve the Governor Printz Boulevard Intersection

Governor Printz Boulevard is a key intersection along Philadelphia Pike in Claymont. It is one of the higher crash locations along the corridor. One alternative is to transform this intersection into a single-lane roundabout. This alternative was supported by some members of the community that engaged in the Plan process. However, some members of the community expressed significant concerns about a roundabout and indicated that this is not a solution they would like to see implemented in Claymont. According to FHWA, converting a signalized intersection into a roundabout can reduce fatal and serious injury crashes by 78%. Roundabouts reduce speeds and prevent the types of conflicts that cause severe crashes, such as angle crashes. They can be designed to accommodate pedestrians, bicyclists, buses, trucks, and emergency vehicles. Traffic analysis shows less delay with the roundabout at Governor Printz Boulevard as compared to a signal. Lighting, accessible ramp upgrades, and bus stop improvements are anticipated as part of implementation.

Another alternative is to modify the existing signalized intersection to better accommodate pedestrians and direct vehicular movements. As shown in the roll plot in Appendix D, median islands can be used to better restrict traffic movements and provide pedestrian refuge. Signal timing can also be optimized. Lighting, accessible ramp upgrades, and bus stop improvements are anticipated as part of implementation.

There is not consensus within the community about which of these alternatives for the Philadelphia Pike and Governor Printz Boulevard intersection is best. Additional analysis, engagement, and discussion are needed.

Improve the Existing Road Diet along Philadelphia Pike

While the existing road diet has been shown to reduce speeds and crashes, there are opportunities to improve the existing road diet and better respond to the Plan metrics. Curb extensions are could be implemented at intersections to reduce pedestrian crossing distance and improve driver visibility of people on the sidewalk. Crosswalk markings should be high visibility "piano key" type markings. A mid-block crosswalk is an option at the intersection of Philadelphia Pike / Pennsylvania Avenue / Princeton Avenue, with a median island, curb extension, and high visibility crosswalk markings. A flashing beacon may be warranted here to facilitate safer crossings. This is a location where people are looking to cross the street and are currently lacking adequate infrastructure to do so. Median islands could be implemented elsewhere along the corridor also, to slow vehicular traffic speeds and to prevent people from driving in the center turn lane. There are limitations to implementing this tool given the frequent driveways. Further consolidation or limitation of driveways can be studied under subsequent stages of design to incorporate more medians where there would be a safety benefit from doing so.

Additionally, the existing road diet cross section could be transformed. A project could remove the on-street parking where it is not typically used and move the bicycle lane to be located alongside the curb. The extra pavement space could be marked out as a buffer area. In the long term, medians could be installed in the buffer area. This project would likely slow traffic speeds and reduce severe crashes along the corridor. Lastly, this project could include improved lighting, wayfinding, upgraded accessible ramps, and bus stop improvements along Philadelphia Pike to improve the pedestrian experience. As properties develop, additional street trees should also be added.

There was mixed feedback received from the community about this potential project. Some people would like to see the street improved, while others would prefer it be left alone or reverted back to the pre-road diet cross section. When legislation allows it, automated speed enforcement could be another

tool for slowing speeds along Philadelphia Pike. Additional analysis, engagement, and discussion are needed.

Implement Traffic Calming along Harvey Road

The Claymont community raised several concerns about speeding along Harvey Road. To address these concerns, traffic calming treatments are recommended, including extending the curb near the intersection with Philadelphia Pike. Reducing the width of the street here is anticipated to slow speeds around the Wawa entrance, which was of particular concern for residents. Further west along Harvey Road, it is recommended that curbside traffic calming islands be installed. These islands narrow the roadway without impacts to drainage. When legislation allows it, automated speed enforcement could be another tool for slowing speeds along Harvey Road.

Implement Bicycle Boulevard Treatments along Grubbs Landing Road

It is important to create multimodal connections between Philadelphia Pike and Governor Printz Boulevard, especially with the dedicated bicycle facilities along each corridor. The connecting streets are already typically lower speed, lower volume streets where bicycling may feel more comfortable. However, several of the streets have a big hill to climb from one corridor to the other. Through discussions with residents, it was determined that Grubbs Landing Road would be an appropriate street for wayfinding signage and pavement markings that encourage bicyclists to use the route. There are smaller scale improvements to dedicate an already comfortable biking street as a place where people should bike. Similar improvements can ultimately be made along parallel streets as well.

Install sidewalks along Franklin Avenue

It is also important to connect Philadelphia Pike and Green Street, which is where the elementary school, community center, and other community resources are located. Most of these connecting streets already have sidewalks and a few of existing speed humps. Franklin Avenue is one street without sidewalks where this multimodal access can be built out.

Implement Walking/Biking Connection Between Harvey Road and Darley Road

This recommendation involves connecting Harvey Road and Darley Road with multimodal facilities. A shared-use path is proposed through the Brandywine School District Park (located at the corner of Harvey Road and I-95). Changes to the Harvey Road bridge over I-95 are being advanced as a recommendation of the Ardens Transportation Plan. This shared use path can be tied in with these improvements to provide connectivity from the Ardens to the library. The path can be connected to Pennsylvania Avenue where there is a neighborhood of low-stress streets. Another shared-use path is proposed from Miles Road through the park to Green Street. Then there are sidewalks along Green Street connecting people to Darley Green, the library, and subsequent park land. In the future, an additional shared use path can be constructed through the park behind the community center along the I-95 right-of-way for additional access as a parallel route to Green Street.

Advance Short-Term Transportation Improvements

While other projects are carried out, there are likely quicker-build solutions that can be achieved in the short-term to address urgent safety concerns along Philadelphia Pike. A list of short-term improvements is provided below:

- Signal modifications to better facilitate safe speeds along Philadelphia Pike.

- Maintenance of signs, pavement markings, trees, and lights where needed to ensure visibility and delineation of space.
- Daylighting at intersection corners to prevent parking within sightlines (to be replaced long-term with curb extensions).

Several residents raised concerns about restricted visibility at the Wawa driveway onto Philadelphia Pike as well as desires to better direct Wawa patrons into and out of the existing access points. Strategies to address these concerns can be implemented in the near term while larger-scale, corridor-wide improvements are under design.

Consider Future Projects

The community raised concerns about speeding along Darley Road. Traffic calming alternatives along Darley Road can be further considered with additional study. It is anticipated that limited right-of-way and potential property impacts might be a constraint. Automated speed enforcement may be an effective tool to the extent that legislation allows it.

Suggestions are made on the roll plot for relocating bus stops to be closer to signalized crossings. These stops are typically recommended on the far side of the intersection to prevent buses from getting caught behind red lights and to improve bus operations. The configuration of bus stops will be determined through the design process. It is anticipated that two options may be appropriate, as discussed below:

Bus Boarding Islands or Bulb Outs – Under this option, the curb would be extended such that buses stop in the vehicular lane of travel. This would provide improved bus operations and more space for bus stop amenities. These stops would need to be designed such that vehicles are not likely queueing into the intersection, which could be a safety concern.

Shared Bus / Bicycle Lanes – Under this option, the bus would pull into the bicycle lane to board and alight passengers at the existing curb. This would keep vehicular traffic flowing, but it might slow buses and create conflicts between buses and bicyclists.

Implementation Plan

A key goal of this Master Plan was to identify fundable projects and establish a framework for implementation. It is important that the Planning Partners can take the recommendations outlined in this plan, swiftly apply for grants and funding sources, and get projects implemented. This section outlines a methodology for doing so, including project costs, funding sources, partners, phasing, and other key considerations. An implementation matrix is provided below as a clear framework for carrying out the recommendations of this report.

Planning Level Cost Estimate

Planning level costs estimates are provided for each project in the implementation matrix. The estimates are based on regional item costs from recent years that have been adjusted for inflation. Totals include estimated construction costs (materials, maintenance and protection of traffic, utility relocations, erosion and sediment controls, and mobilization costs) with a 40% contingency. Design costs, construction management, and inspection costs were assumed to be another 30%, which was added to the total for each project. Right-of-way costs and bus stop improvement costs were not considered.

Potential Funding Sources

Funding the projects outlined in this plan in their entirety will require several sources, including potentially at the local, regional, state, and federal levels. Potential funding sources are described below along with tips for submitting a successful application. Potential funding sources are linked to each project in the implementation matrix.

Federal Funding Sources

DelDOT Transportation Alternatives Program (TAP) – DelDOT administers federal funding for a variety of transportation facilities under this program, particularly those focused on walking, bicycling, and access to public transportation. This has been a common source for Delaware communities to obtain funding for sidewalks, bicycle facilities, transit stop improvements, trails, streetscapes, and similar project types. Generally speaking, individual projects are limited to a construction cost of $1 million, so groupings of recommendations presented in this plan might need to be phased. A 20% match by a local government agency is required, and applications are submitted in conjunction with the MPO.

Safe Streets and Roads for All Funding (SS4A) – As part of the Bipartisan Infrastructure Law, this program funds projects that reduce serious crashes. There are Planning and Demonstration Grants offered as well as Implementation Grants. The MPO has received funding for a countywide Safety Action Plan under this program. Once the plan is underway, the MPO or local jurisdictions within the county are eligible to apply for Supplemental Planning and Demonstration Grants, which may be used to build low-cost safety improvements using shorter-term materials like paint and flexible delineators. When the plan is finished, those jurisdictions may apply for Implementation Grants to build permanent infrastructure to improve safety.

Active Transportation Infrastructure Investment Program (ATIIP) – This program is a competitive grant program to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP will award two types of grants: Planning and Design Grants and Construction Grants.

Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grants (RAISE) – This grant program helps communities carry out surface transportation infrastructure projects that have a significant local or regional impact. Funding is available for capital projects as well as for planning efforts. RAISE is typically applied to relatively large projects.

State Funding Sources

Statewide Bicycle and Pedestrian Funding Program ("bike/ped pool") – DelDOT has a limited amount of funding available each year for high-priority bicycle and pedestrian projects. No local match is needed. Applications are submitted in conjunction with the MPO. Prioritization criteria for this program are described in DelDOT's Blueprint for a Bicycle Friendly Delaware.

DelDOT Capital Transportation Program (CTP) – DelDOT assigns funding to planned projects on the CTP over a six-year period. WILMAPCO helps facilitate this process every two years through the Transportation Improvement Program (TIP). This funding mechanism could be used for larger projects that cannot be funded through the bike/ped pool or TAP.

Local Funding Sources

Maintenance and Resurfacing – Simple improvements like signs and pavement markings could be achieved through street resurfacing and maintenance activities. There may also be savings achieved by tacking simple transportation improvements onto other projects being carried out, such as utility, stormwater, and parks projects.

Local Development – Improvements to the transportation system can be realized through private investment and public-private partnerships. Depending on development scale and land use, private construction could build out curb extensions, improved crosswalks, bicycle facilities, and other multimodal accommodations.

Implementors and Collaborators

Several agencies and organizations will be involved in implementing the infrastructure projects and policy strategies proposed herein. These partners were among the planning partners involved in the development of the Master Plan that met monthly throughout the study timeline. These partners might continue to act as a task force to implement the Master Plan.

WILMAPCO – WILMPACO will continue to be a key partner in carrying out this Master Plan, including for implementation along Philadelphia Pike and non-DelDOT maintained streets.

New Castle County – The County will be another key partner and champion, including for both land use and transportation initiatives such as any modifications to the development code and to local policies. Continued coordination with the County Police and Fire Departments is also key.

CRDC – CRDC is a key implementation partner in Claymont, especially in relation to implementation through development. CRDC has strong community relationships that will be important throughout the design process.

DelDOT – All public roadways in the study area are operated and maintained by DelDOT. Additionally, many of the most applicable funding sources come through DelDOT. As such, most projects will involve DelDOT as a close partner. These projects will require close coordination with DelDOT and adherence to DelDOT street design standards.

DTC – The recommendations in this plan may impact and enhance bus service along Philadelphia Pike. As design details are determined, they must be vetted and coordinated with DTC to ensure that bus operations are appropriately accommodated.

The Monitoring Committee will also be key in tracking Plan progress and making decisions about next steps.

Timeline

For implementation, "phasing" specifies when the project is likely to be designed and constructed. Phasing timelines are as follows:

- Short-term projects are anticipated for design and implementation in the next 0 to 5 years.
- Medium-term projects are anticipated for design and implementation in the next 5 to 10 years.
- Long-term projects are anticipated for design and implementation in the next 10+ years.

While some projects are a higher priority in terms of addressing Master Plan goals, they may also require a larger design and coordination process. Thus, most of the transportation projects are anticipated for implementation in a medium-term timeframe.

Key Coordination Needed

Most of the transportation projects outlined herein will need to undergo a design process to resolve key implementation details. It will be necessary to coordinate with property owners about any right-of-way needs, impacts to driveways or access points, and any changes to services, maintenance, and operations. Moving the bicycle lane to the curb may impact how the street is plowed or cleaned and how trash is collected. There may be other potential changes to maintenance and operational activities. Coordination with emergency services will be pertinent. There will also need to be further design details regarding on-street parking needs and bus stop configurations as well as options for incorporating public art. Environmental study may be pertinent to some projects as well.

Claymont Area Master Plan

New Castle County, Delaware

Implementation Plan - June 2025

Project Information				Project Implementation				
ID	Projects	From	To	Planning Level Cost Opinion	Potential Funding Sources	Implementors & Collaborators	Phasing Timeline	Key Coordination Needed
Land Use Initiatives								
1	Update the Claymont Design Guidelines for content and clarity	N/A	N/A	TBD	TBD	NCC, CRDC, DRAC?	Short Term	Identify consultant support and funding, as needed
2	Update the Hometown Overlay Map to reflect land use recommendations	N/A	N/A	TBD	TBD	NCC, CRDC, DRAC?	Short Term	Identify consultant support and funding, as needed
3	Communicate about new opportunities and key features (such as gateways) in the updated Guidelines	N/A	N/A	TBD	TBD	CRDC, property owners, DRAC?	Short and Medium Term	Proactive outreach with property owners and developers, social media/newsletters
4	Explore the possibility to allow/invite additional users and uses on existing green spaces, e.g., Community Center front lawn; lawns in Darley Green	N/A	N/A	TBD	TBD	CRDC, property owners	Short and Medium Term	Coordination with property owners, identify barriers/needs
5	Explore the redevelopment of large apartment buildings in the long term, to include additional units and support for a greater mix of incomes	N/A	N/A	TBD	TBD	CRDC, NCC, property owners	Medium Term	Coordination with property owners to determine interest/barriers
6	Identify opportunity sites for a town plaza space	N/A	N/A	TBD	TBD	CRDC	Medium Term	Location, funding, acquisition, design
7	Identify strategies to ensure the long-term affordability of LIHTC units in Overlook Colony	N/A	N/A	TBD	TBD	CRDC	Short Term	Coordinate stakeholders, identify funding
8	Prepare Application for a Downtown Development District When Opportunity Arises	N/A	N/A	TBD	TBD	CRDC, NCC	Unknown	Coordinate stakeholders, prepare application
Transportation Projects								
1	Extend road diet south along Philadelphia Pike	North of Harvey Road	Perkins Run	$2,900,000	M&R, SS4A, ATIIP, CTP	WILMAPCO, NCC, CRDC, DelDOT, DTC	Medium Term	Driveway access, on-street parking needs, bus stop configurations, maintenance and operation needs, emergency access
2	Extend road diet north along Philadelphia Pike	Governor Printz Boulevard	I-495 NB Ramps	$3,000,000	M&R, SS4A, ATIIP, CTP	WILMAPCO, NCC, CRDC, DelDOT, DTC	Medium Term	Driveway access, on-street parking needs, bus stop configurations, maintenance and operation needs, emergency access, art installation
3	Implement roundabout at Governor Printz Boulevard OR	N/A	N/A	$4,900,000	SS4A, CTP	WILMAPCO, NCC, CRDC, DelDOT, DTC	Medium Term	Driveway access, bus stop configurations, property impacts, maintenance and operation needs, emergency access, art installation
	Reconfigure signalized intersection at Governor Printz Boulevard	N/A	N/A	$2,400,000	SS4A, CTP	WILMAPCO, NCC, CRDC, DelDOT, DTC	Short or Medium Term	Driveway access, bus stop configurations, maintenance and operation needs, emergency access
4	Improve existing road diet along Philadelphia Pike	North of Harvey Road	Governor Printz Boulevard	$600,000	M&R, TAP, SS4A, ATIIP, CTP	WILMAPCO, NCC, CRDC, DelDOT, DTC	Short Term	Driveway access, on-street parking needs, bus stop configurations, maintenance and operation needs, emergency access
5	Implement traffic calming along Harvey Road	Philadelphia Pike	I-95 Ramp	$1,000,000	M&R, CTP, Dev	WILMAPCO, NCC, CRDC, DelDOT	Short or Medium Term	Driveway access, development opportunities, maintenance and operation needs, emergency access
6	Implement bicycle boulevard treatments along Grubbs Landing Road	Philadelphia Pike	Governor Printz Boulevard	$100,000	M&R, TAP, BPP	WILMAPCO, NCC, CRDC	Short Term	Maintenance and operation needs
7	Install sidewalks along Franklin Avenue	Philadelphia Pike	Green Street	$500,000	TAP, ATIIP, BPP	WILMAPCO, NCC, CRDC	Short or Medium Term	Property impacts, maintenance and operation needs
8	Implement walking/biking connection between Harvey Road and Darley Road	Harvey Road	Darley Road	$800,000	TAP, ATIIP, BPP	WILMAPCO, NCC, CRDC	Long Term	Property impacts, maintenance and operation needs, lighting and art installation
9	Advance short-term transportation improvements	Perkins Run	I-495 NB Ramps	$200,000	M&R, Dev	WILMAPCO, NCC, CRDC, DelDOT, DTC	Short Term	Development opportunities, maintenance and operation needs

Legend

Potential funding sources include:

- Maintenance and Resurfacing (M&R)
- Transportation Alternatives Program (TAP)
- Safe Streets and Roads for All Funding (SS4A)
- Active Transportation Investment (ATIIP)
- Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grants (RAISE)
- Bicycle / Pedestrian Pool (BPP)
- DelDOT Capital Transportation Program (CTP)
- Local Development (Dev)

Implementors and collaborators include:

- WILMAPCO - Wilmington Area Planning Council
- NCC - New Castle County
- CRDC - Claymont Renaissance Development Corporation
- DelDOT - Delaware Department of Transportation
- DTC - Delaware Transit Corporation
- Property owners

Timeline is based on:

- Short Term - anticipated for design and implementation in the next 0 to 5 years
- Medium Term - anticipated for design and implementation in the next 5 to 10 years
- Long Term - anticipated for design and implementation in the next 10+ years