



Claymont Area Master Plan

And

North Claymont Area Master Plan and Governor Printz Boulevard Monitoring

*PAC Update
June 17, 2024*

Monitoring:

- North Claymont Area Master Plan – adopted 2017
- Governor Printz Corridor Study – adopted 2021

Developing:

- Claymont Area Master Plan – expected adoption late 2024

Claymont Area Master Plan

2024 plan recommending Land Use and Design and Transportation improvements for Claymont and Philadelphia Pike.



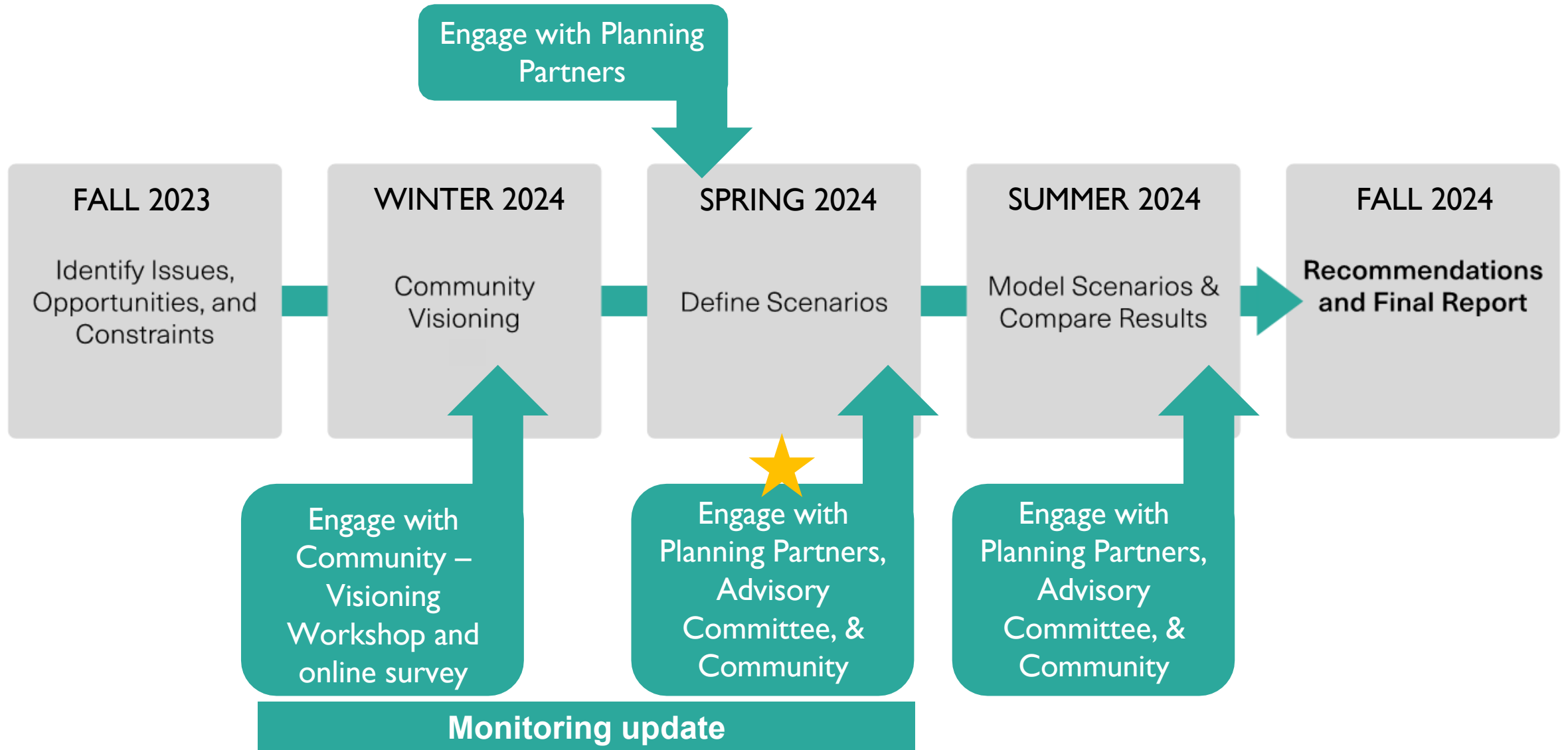
Governor Printz Corridor Study

2021 study for US 13 from Philadelphia Pike to City of Wilmington Line. Recommendations included road diet, bicycle/walking path, and better access to Fox Poin State Park.

North Claymont Area Master Plan

2017 plan recommending land use and design, transportation, open space, and community and economic development improvements for northern Claymont.

Study Schedule



Our stakeholders

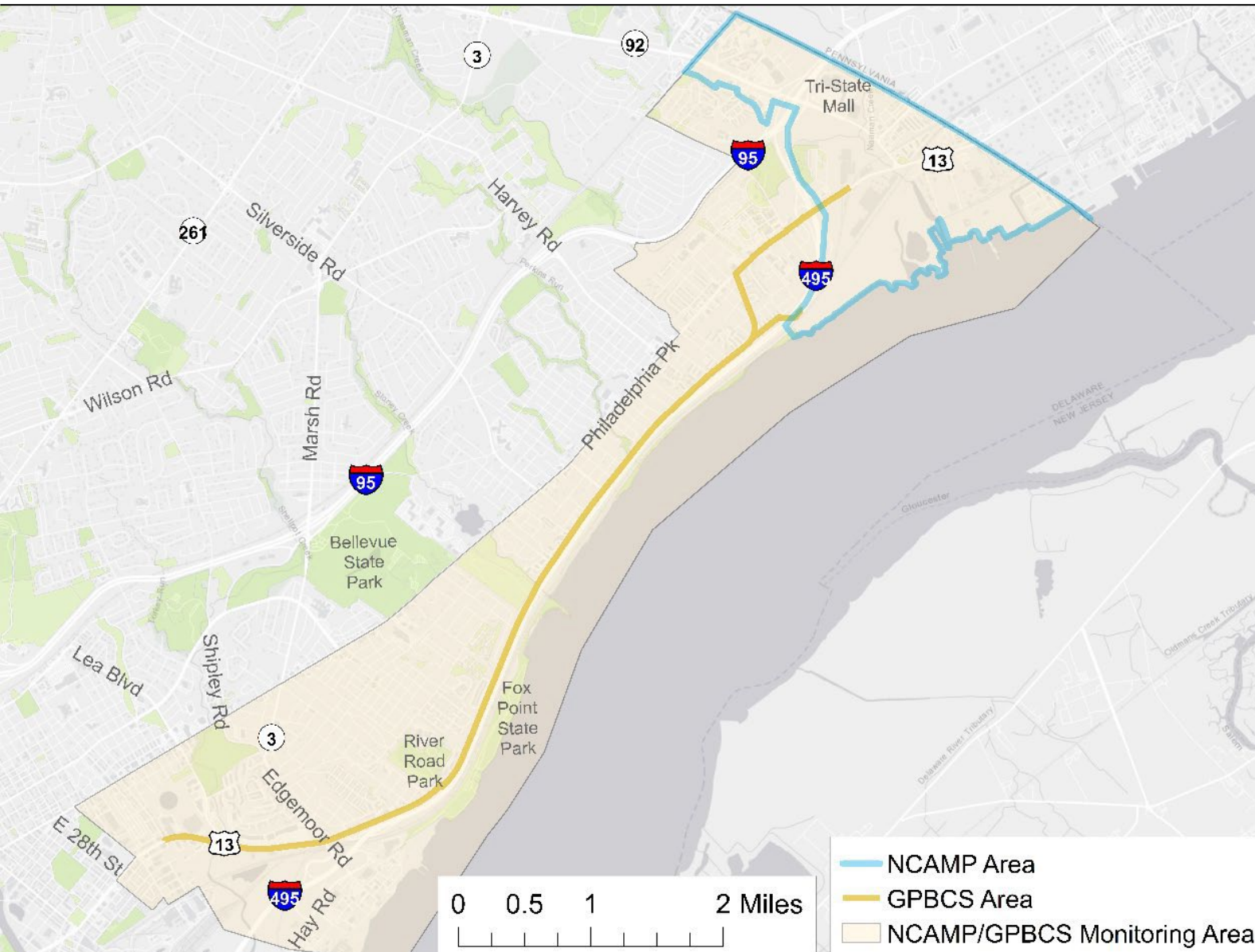
Planning Partners

- WILMAPCO
- New Castle County Department of Land Use (NCCLU)
- DeIDOT
- Claymont Renaissance Development Corporation
- Delaware Transit Corporation (DTC) / DART First State

Advisory & Monitoring Committees

- Civic associations
- Business/commercial/institutional landowners
- Elected officials (State, County, local)
- Other Agencies (DE Office of State Planning Coordination, DNREC, State Parks)
- Non-profit organizations (Delaware Greenways, Community Centers, etc)
- Project Partners

Monitoring Background



- 2nd year of monitoring process
- Yearly monitoring committee and public meeting
- This year's work:
 - Addendum to the inaugural monitoring report
 - Updated online interactive map
 - 2024 updates about:
 - Transportation Improvements
 - Land Use
 - Crashes/Safety
 - Transit
 - Traffic
- Future updates:
 - Pedestrian/Bicycle - 2026
 - Demographics - 2028

Claymont Area Master Plan

The CAMP

What is a master plan?

A master plan is a document that identifies **general improvements** and **infrastructure needed** in a specific area.

-The American Planning Association

What is *this* master plan?

- An update to the Claymont Community Redevelopment Plan (2004)
- A vision for Claymont's future
- An opportunity to rethink transportation and land use for the future



CLAYMONT
AREA MASTER PLAN

Claymont Area Master Plan Study Area



Bounded by:

- NW: I-95
- NE: I-495
- SE: Delaware River
- SW: Perkins Run, Hillside Rd, varies

Includes all of the Hometown Overlay Zone



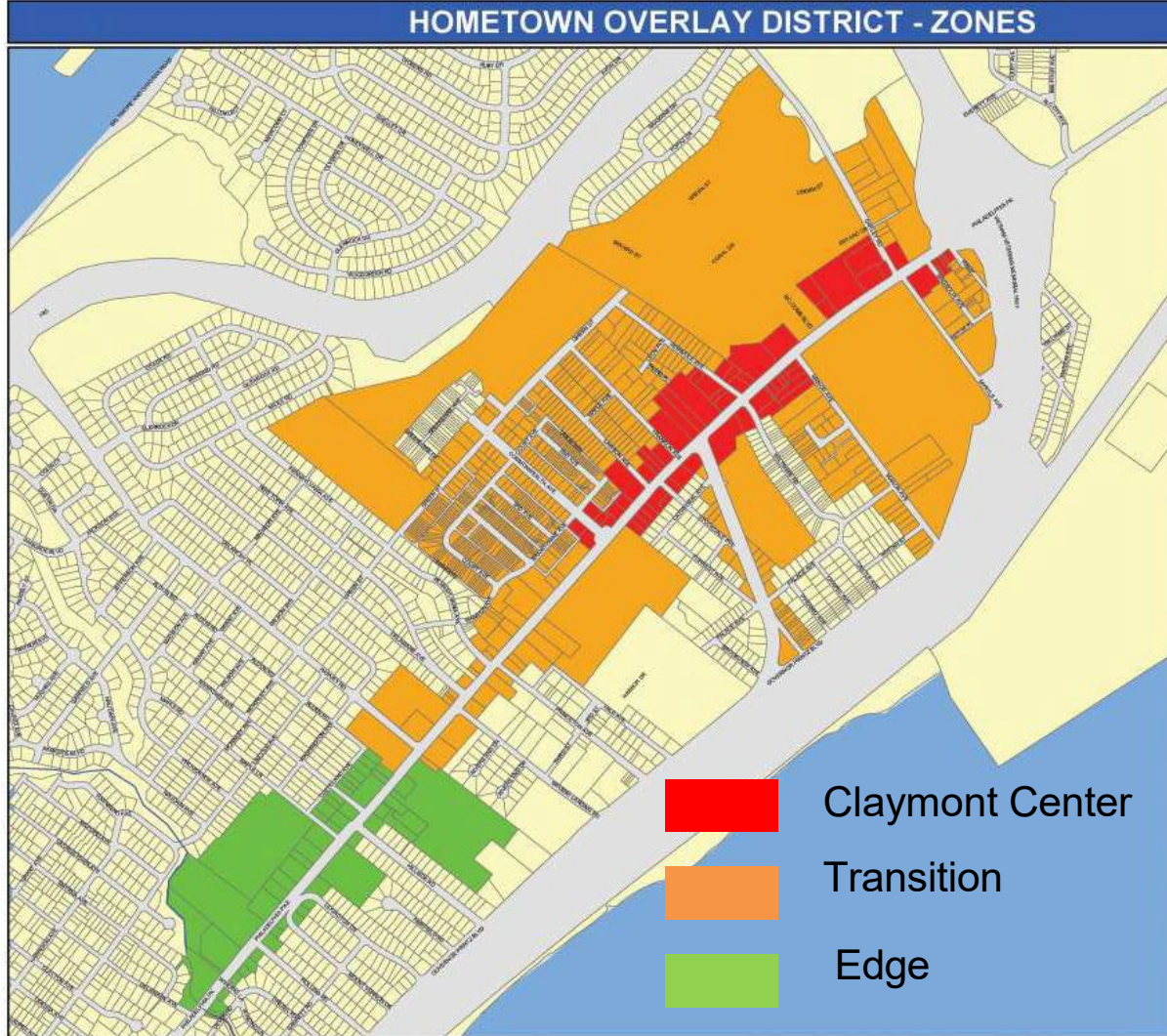
Claymont Hometown Overlay Zone



Study Area

Existing Conditions

Overlay Zones



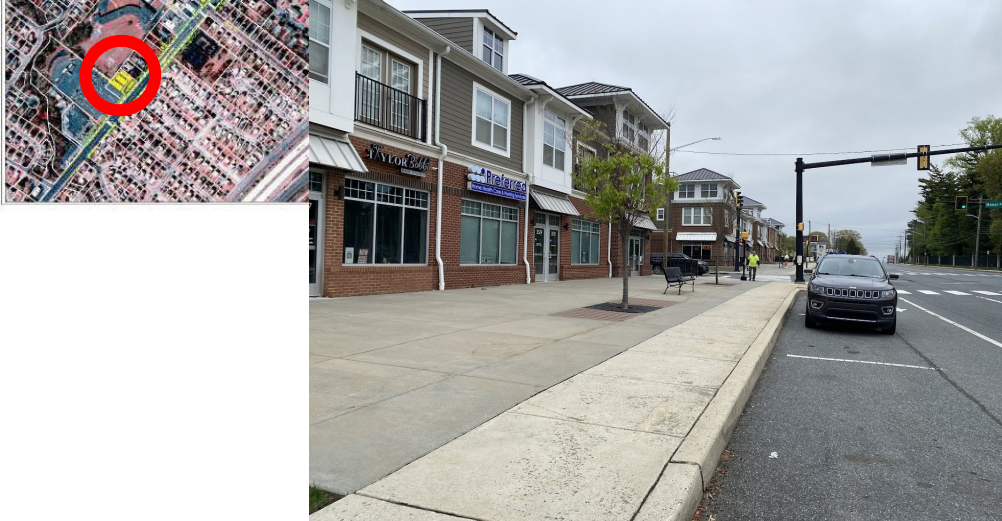
- **Claymont Center**
 - 2- to 3-story buildings required
 - Residential/office above retail required
 - Buildings front the street
- **Transition**
 - Up to 2 stories permitted
 - Buildings front the street
- **Edge**
 - Traditional suburban development

Existing Conditions

Buildout



- The 2004 Redevelopment Plan identified parcels along Philadelphia Pike for transformation into people- friendly places
- Basic site plan features already identified
- Some have been realized, others remain unchanged



Existing Conditions

Market Potential

Since 2000:



Population up by 10.3%



Increasing racial and ethnic diversity



Proportion of bachelors degree holders has almost doubled

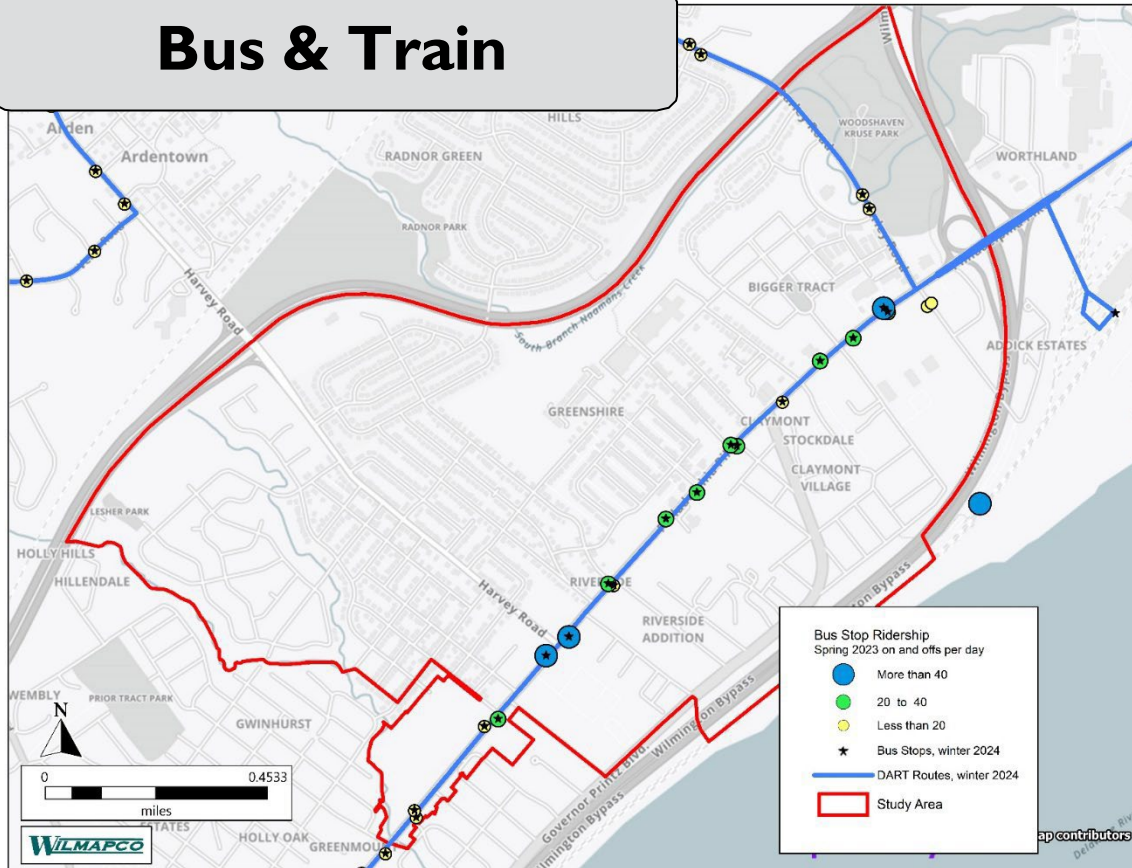
Over the **next 10 years**, the market in the Plan Area **could** support:

- **200-300 apartment units**
- **30-50 townhomes**
- **Commercial uses as part of mixed-use or redevelopment efforts**

Existing Conditions

Key Takeaways

Bus & Train



- Two DART routes with stops on Harvey Road and Philadelphia Pike
- New train station

Biking & Walking

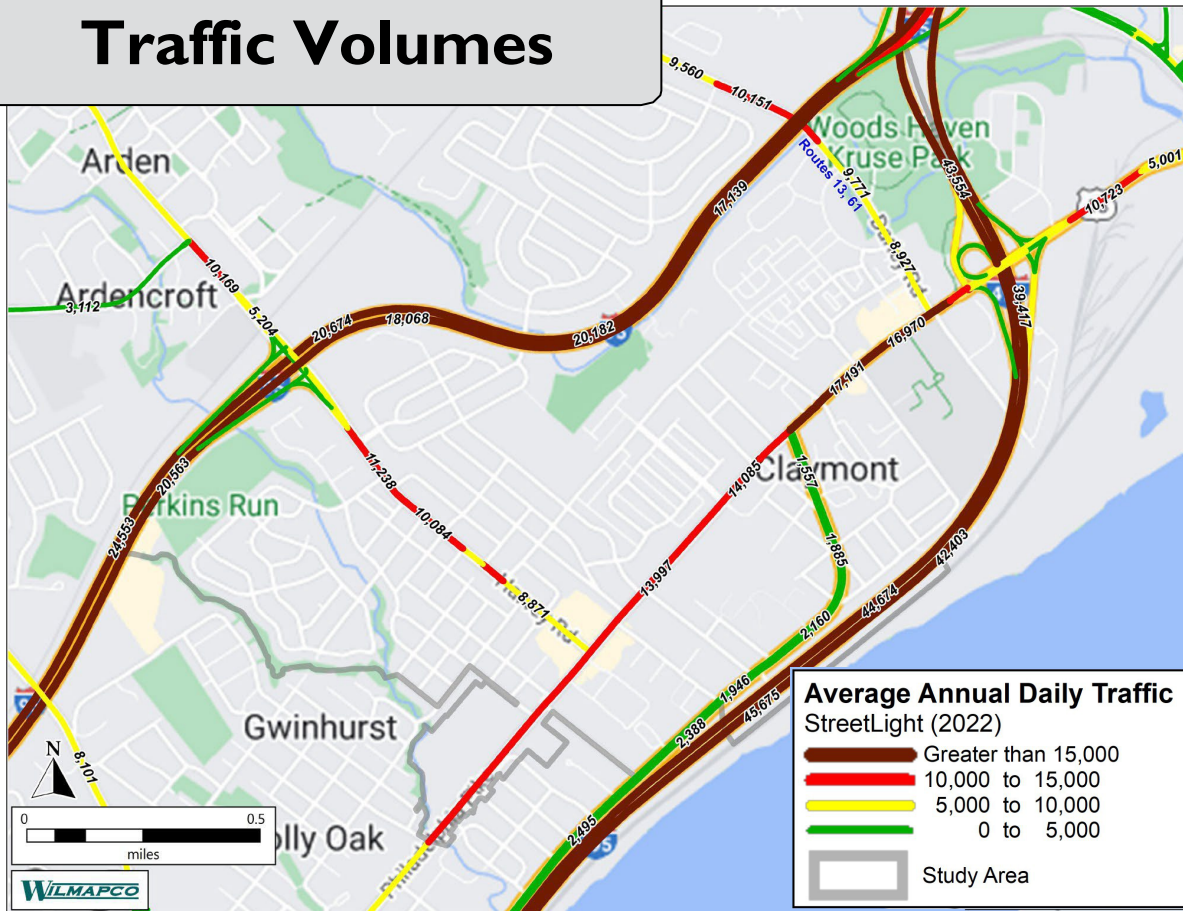


- Connected sidewalks aside from Governor Printz Blvd and nearby neighborhoods
- High stress for cyclists on Harvey Road and Governor Printz Blvd

Existing Conditions

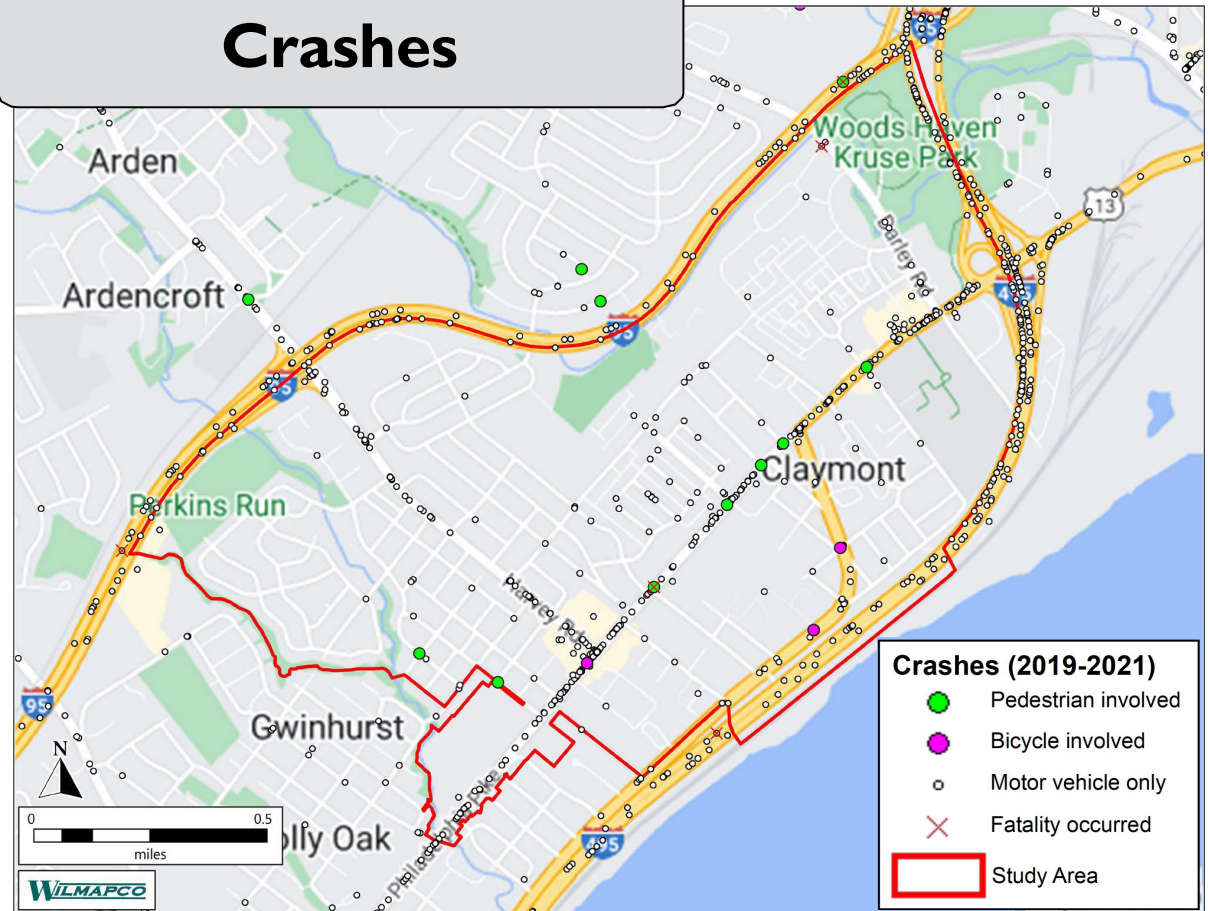
Key Takeaways

Traffic Volumes



- Philadelphia Pike carries about 15,000 daily trips
- Harvey and Darley Roads are key collectors
- Governor Printz Blvd carries relatively few vehicles

Crashes



From
2019 to
2021:

563
crashes

7
involving
pedestrians

3
involving
bicycles

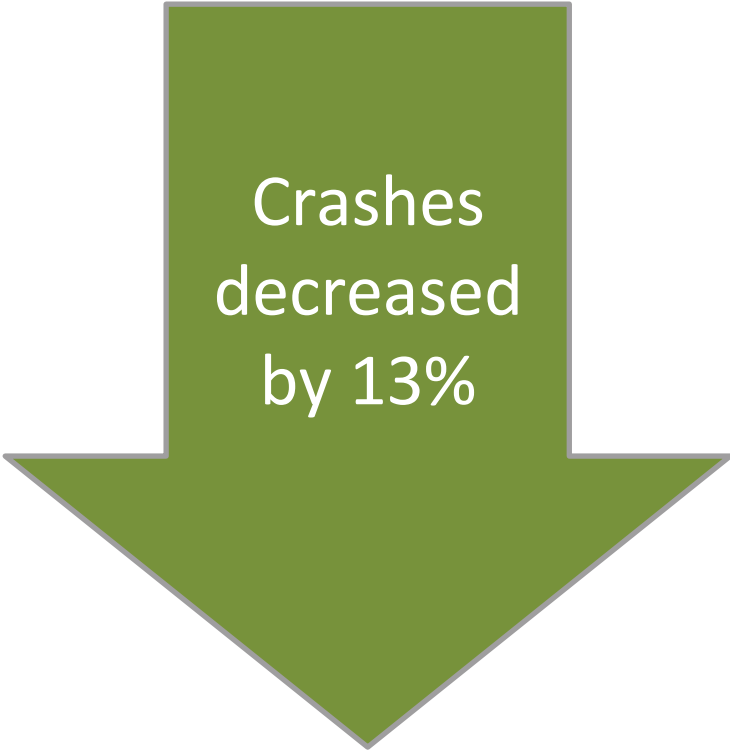
2
fatalities

Philadelphia Pike: 277 crashes

Harvey Road: 74 crashes

Previous Plans & Studies

In 2012 road diet section of Philadelphia Pike:



Crashes
decreased
by 13%




Speed limit
compliance
increased*

Based on these
results, DelDOT
recommended in a
2018 study that the
road diet should be
extended south to
Wilmington

*Yet 60% of motorists still exceed the speed limit within the road diet limits

Visioning Session

Format



CLAYMONT
AREA MASTER PLAN

VISIONING WORKSHOP



Thursday, February 29
Archmere Academy

The Patio, 3600 Philadelphia Pike, Claymont, DE 19703
6:30-7 p.m. - Sign-in and Open House
7-8:30 p.m. - Presentation and Discussion

LET'S LEAP INTO THE FUTURE AND ENVISION CLAYMONT!

- Provide feedback on current and desired transportation and land use in Claymont.
- Join other residents, business owners, and stakeholders to discuss the community's transportation needs and identify priorities for future growth and development.
- Help shape the master plan for the Claymont area, ensuring that it reflects the values and needs of the people who live and work there.

PRESENTED BY:

- Claymont Renaissance Development Corporation
- DelDOT
- DART First State
- New Castle County
- WILMAPCO

TO LEARN MORE:

- Visit www.wilmapco.org/claymont
- Call 302-737-6205 ext 118
- ¿Necesitas un intérprete? ¡Llamanos al 302-737-6205 x110!
- Child-friendly activities will be available

WILMAPCO encourages all members of the community to participate in this event. If because of a language need or disability you require assistance please let us know. Contact our office at: wilmapco@wilmapco.org or 302-737-6205 no later than three business days before the event. We will endeavor to provide a service to help meet your needs.

- **Open house**
- **Presentation**
- **Roundtable discussion**
- **Report back**



Visioning Session

LAND USE Takeaways

What do people like most about Claymont?

Small
community
feel

Attainable
housing

Number of
community
institutions

What concerns people about Claymont today?

Data centers
and
warehousing

Traffic from
new
development

Lack of
inviting open
spaces

What are the top things you'd like to see (or not see) in Claymont?

Revitalizing
older parcels

More parks
and open
spaces

All-age
community
(kids, teens,
seniors)

More businesses that support a
live-work-play lifestyle

Visioning Session

TRANSPORTATION Takeaways

What do people like most about Claymont?

Highway &
train access

Access to
jobs, culture,
& recreation

Connected
street
pattern

What concerns people about Claymont today?

Speeding &
reckless
driving

Problems with
left turns &
drive through
queueing

Pedestrian
safety and
accessibility

What are the top things you'd like to see (or not see) in Claymont?

Safer
pedestrian &
driver travel

Traffic
calming

Integrate
train station

Honesty, transparency,
accountability in the planning
process

Ideas Workshop

Format



CLAYMONT
AREA MASTER PLAN

Monday, May 20
Claymont Fire Hall
Drop by between
6:30-8:30 p.m.

PLANNING PUBLIC WORKSHOP

Join us for an Open House Public Workshop
to share your feedback about
planning, land use, and transportation
for the greater Claymont area

DRAFT LAND USE AND TRANSPORTATION IDEAS WILL BE SHARED!

- Learn about what we heard during the Visioning Public Workshop
- Comment on initial ideas to address future transportation and land use needs
- Review the progress made to monitor and implement the North Claymont Area Master Plan and Governor Printz Corridor Plan
- Help shape the master plan for the Claymont area, ensuring that it reflects the values and needs of the people who live and work there

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- Open house
- Video
- Online survey boards



Study Goals & Objectives



Develop a vision for **walkable, memorable centers of activity**



Identify future land use and zoning for key **redevelopment nodes**



Weave together nodes with consistent **streetscape and urban design**



Prioritize **multimodal connections** that expand transportation options



Capitalize on **partnerships** to celebrate the past and move forward

Best Practices

Land Use

Land use and urban design standards established in the Claymont Community Redevelopment Plan are still relevant

Darley Green Retail Properties



Claymont Steak Shop Redevelopment



Another example:

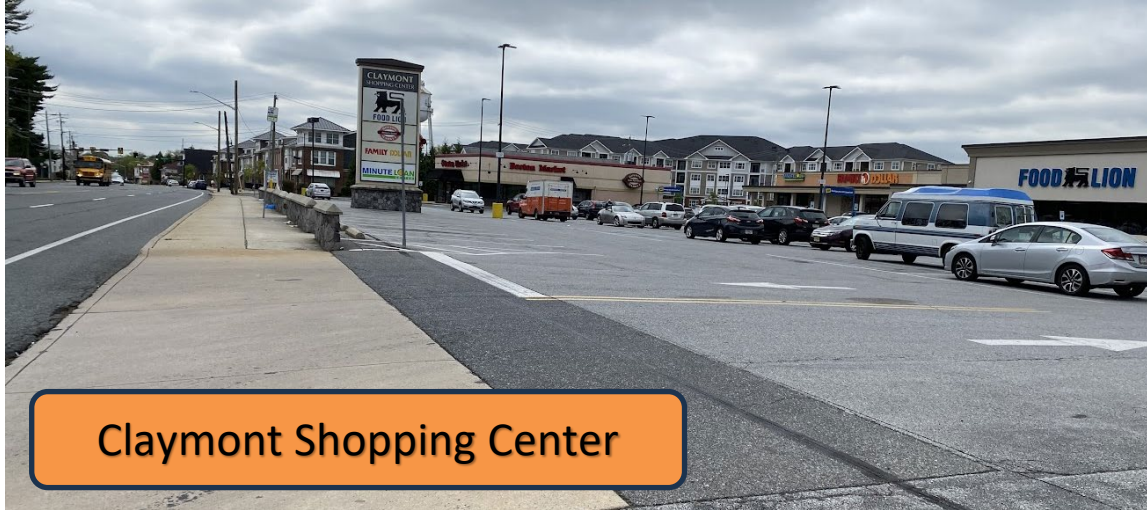
- Vertical mixed-use (residential above retail)
- Parking within or behind buildings
- Strong streetscape and minimal curb cuts



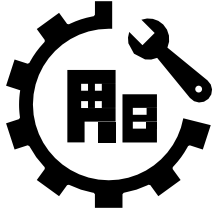
Alexandria, VA

Opportunity Sites

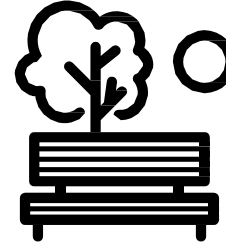
Infill/redevelopment



Key Features of Draft Scenarios



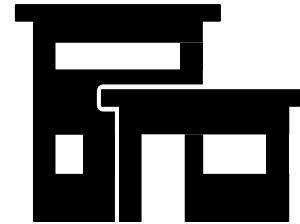
Identification of **underutilized parcels** for redevelopment



Support for more **open space and improved streetscapes** as part of redevelopment



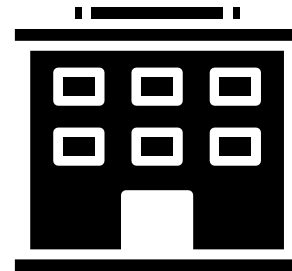
Some feature more **prominent entries to Claymont's "Main Street"** at Harvey, Darley, 495



Support for **accessory dwelling units and better connections** in all neighborhoods



Support for a **mix of uses for all** to live, work, play, eat, shop, gather



Long-term vision for redevelopment of apartments to include more units and support for a mix of incomes

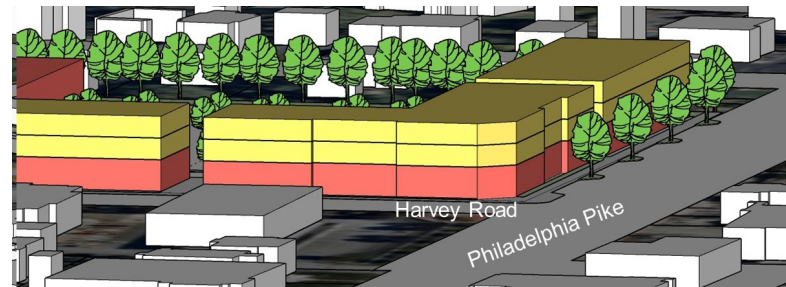
Draft Land Use Scenarios

#1: Minor Policy Changes



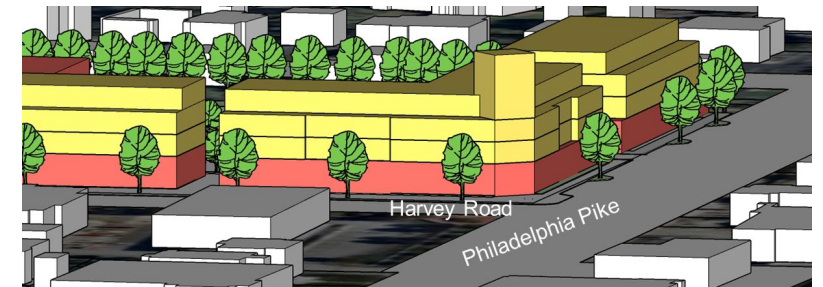
- Modernize the Claymont Design Guidelines and 2004 Plan
- Includes all planned redevelopment
- Focus efforts on the transportation scenarios to encourage further growth

#2: Stronger Pike

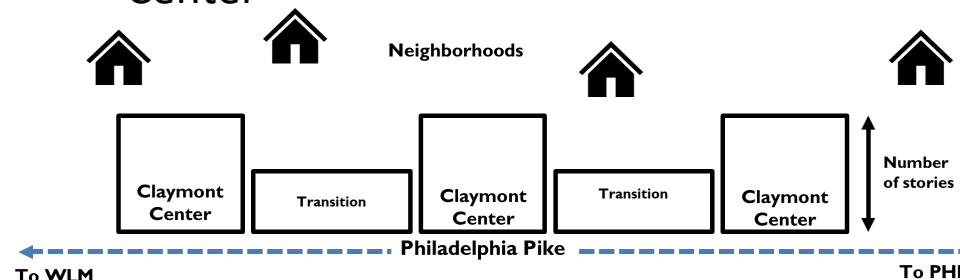


- Allows 2-3 floors at nodes
- Extends the Transition district and considers sites off the Pike
- Designates additional sites as Claymont Center

#3: Gateways to Claymont



- Up to four stories at new “Gateway” districts at Darley Rd and Harvey Rd
- Create visual interest when you enter into Claymont’s “main street”



What Does This Mean for Neighborhoods Off the Pike?

- Keep single-family neighborhoods
- Improve streetscapes through the existing Hometown Overlay policies
- Increase housing options for a range of income levels and stages of life, including supporting aging- in-place (staying in your neighborhood or community as you age):
 - Accessory dwelling units
 - Shared housing
 - Apartment conversion

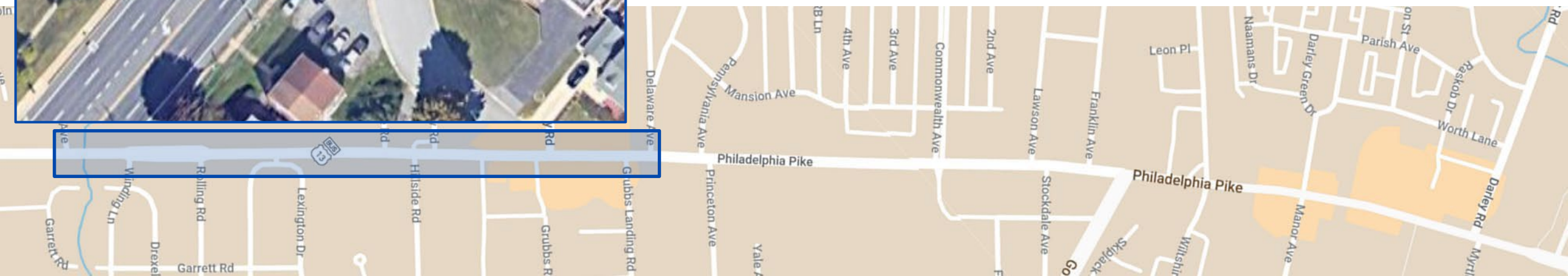
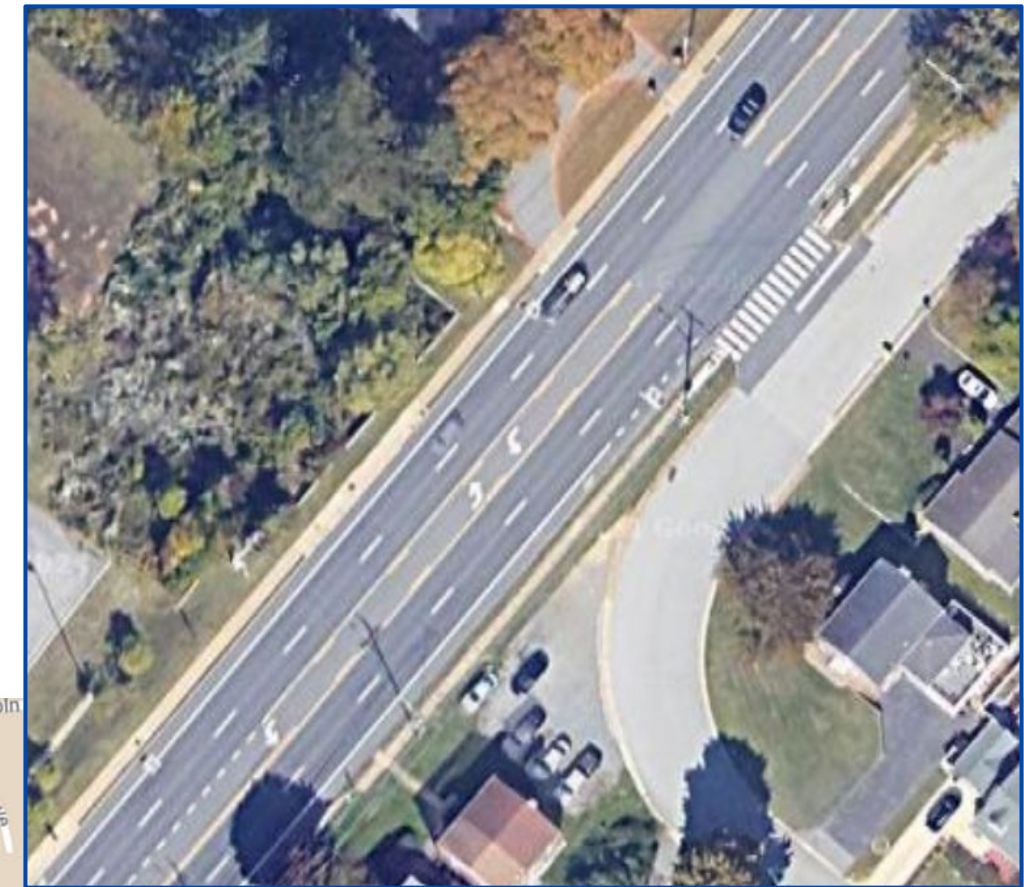
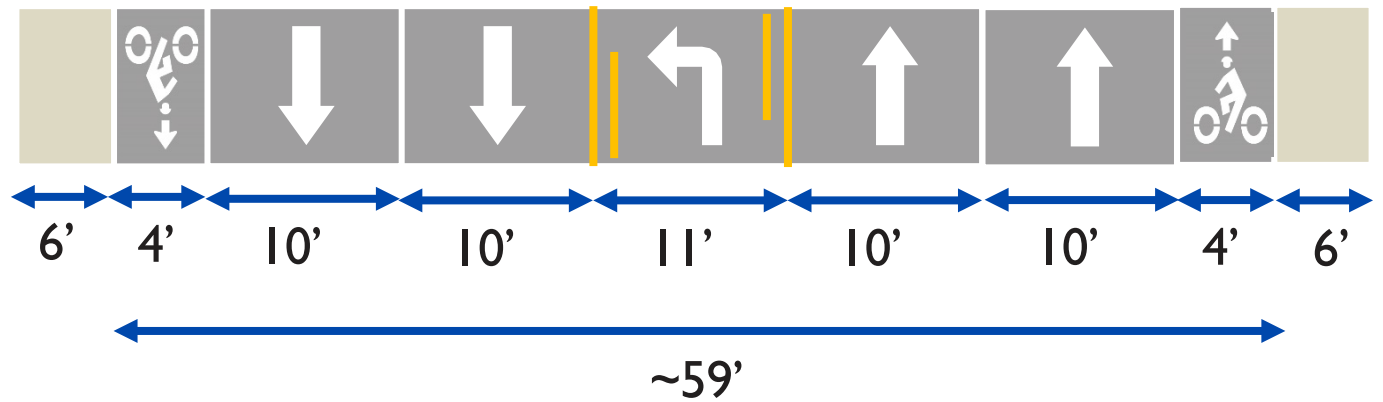


Example of an Accessory Dwelling Unit

Philadelphia Pike today

South of Delaware Ave

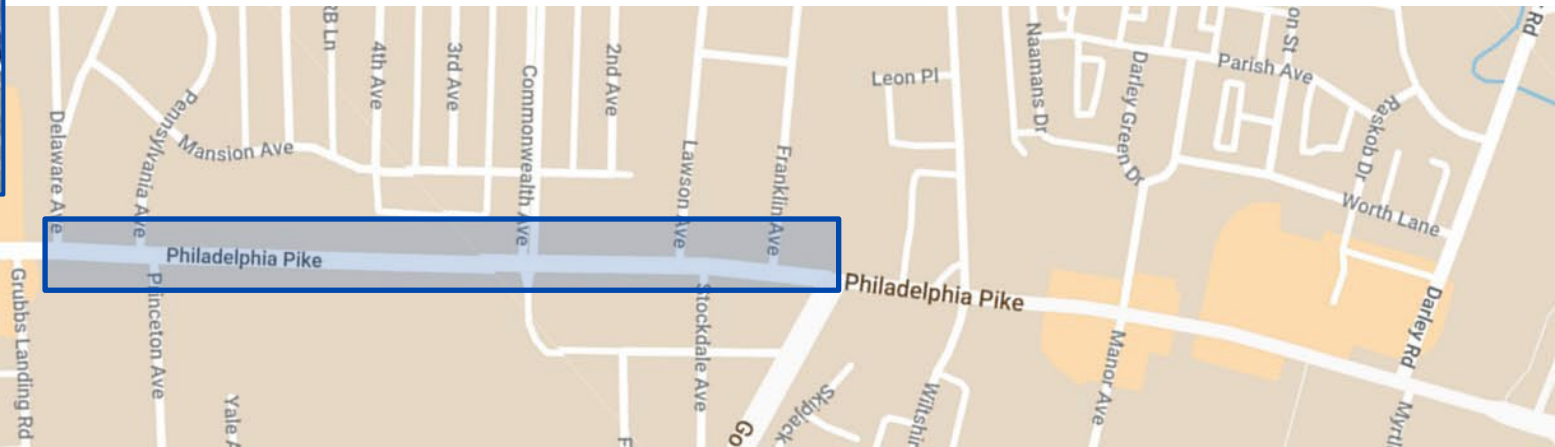
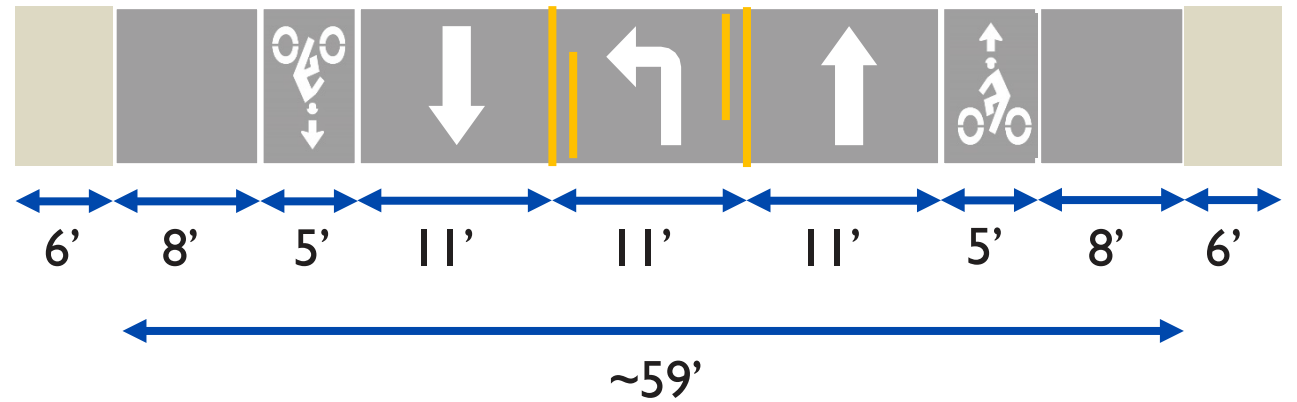
Typical Cross Section
(from Perkins Run Creek to Governor Printz Blvd)



Philadelphia Pike today

Current “Road Diet”

Typical Cross Section
(from Delaware Avenue to Governor Printz Blvd)

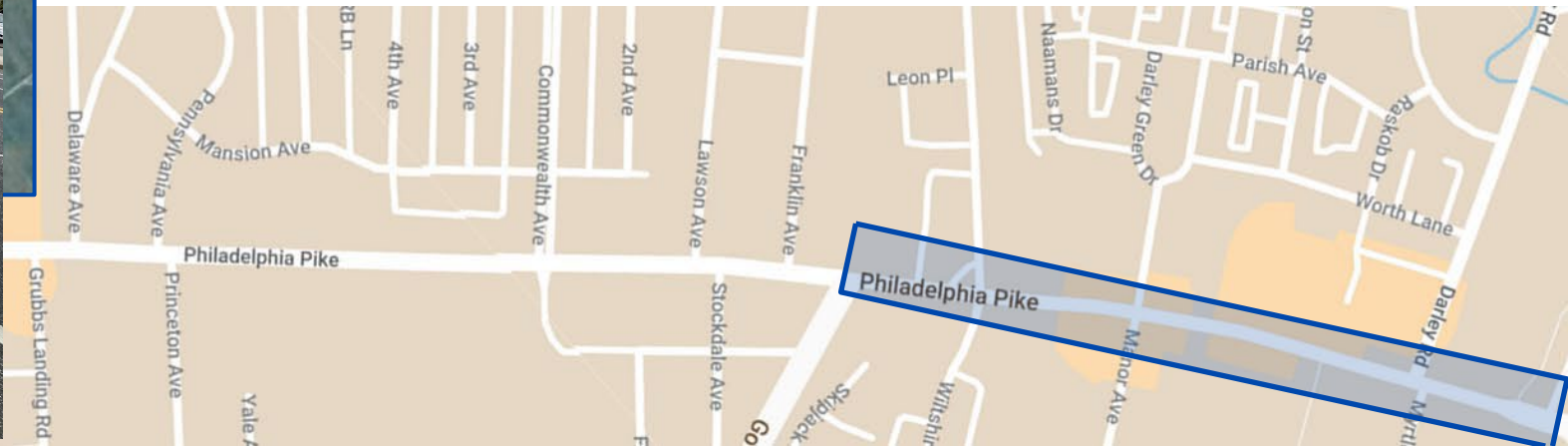
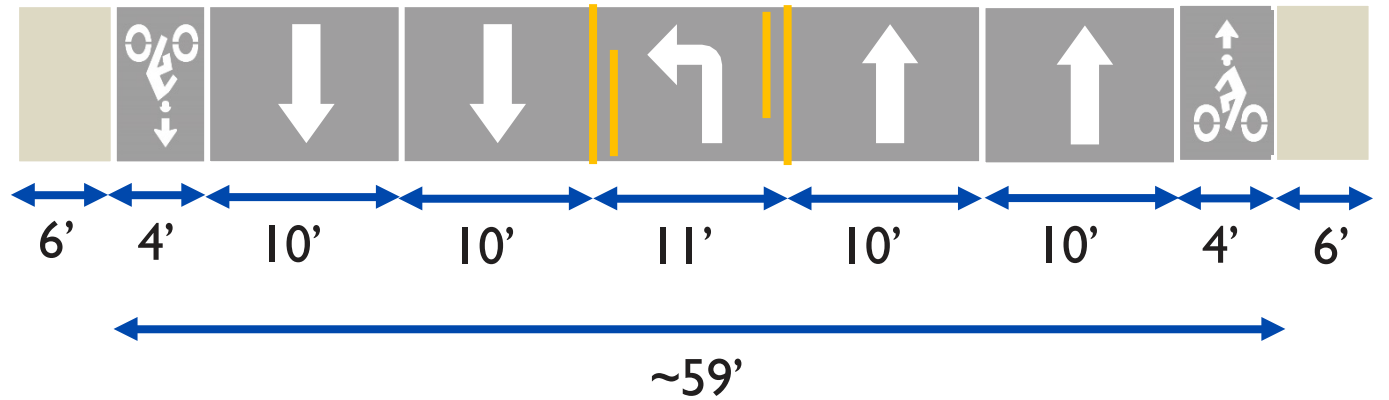


Philadelphia Pike today

North of Governor Printz



Typical Cross Section
(from Governor Printz Blvd to I-495 Interchange)




Strategies to Address Community Concerns

Speeding & reckless driving



- Road diet
- Roundabout
- Curb extension
- Vertical deflection (where appropriate)

Problems with left turns & drive through queueing



- Center median
- Roundabout
- Driveway consolidation

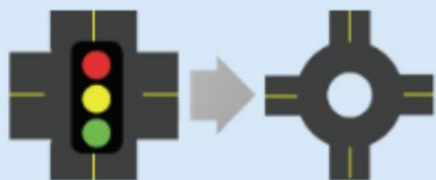
Pedestrian safety and accessibility



- Road diet
- Marked crosswalk
- Pedestrian refuge
- Daylighting
- Curb extension
- Transit amenities
- Wayfinding
- Lighting

Strategies to Address Community Concerns

Signalized
Intersection to a
Roundabout



78%

Reduction in fatal and injury
crashes.¹



Safety Benefits:

4-Lane to 3-
Lane, Road Diet
Conversions

19-47%

reduction in total crashes.¹

Median with
Marked
Crosswalk

46%

reduction in pedestrian
crashes.²

**Pedestrian
Refuge Island**

56%

reduction in pedestrian
crashes.²

Reducing
driveway
density

25-31%

reduction in fatal and injury
crashes along urban/suburban
arterials.⁴

Scenario I: Tactical Improvements

Philadelphia Pike

Daylighting



Pedestrian Refuges



High-Visibility Crosswalks



Curb Extensions



Scenario I: Tactical Improvements

Philadelphia Pike

Wayfinding



Street Trees



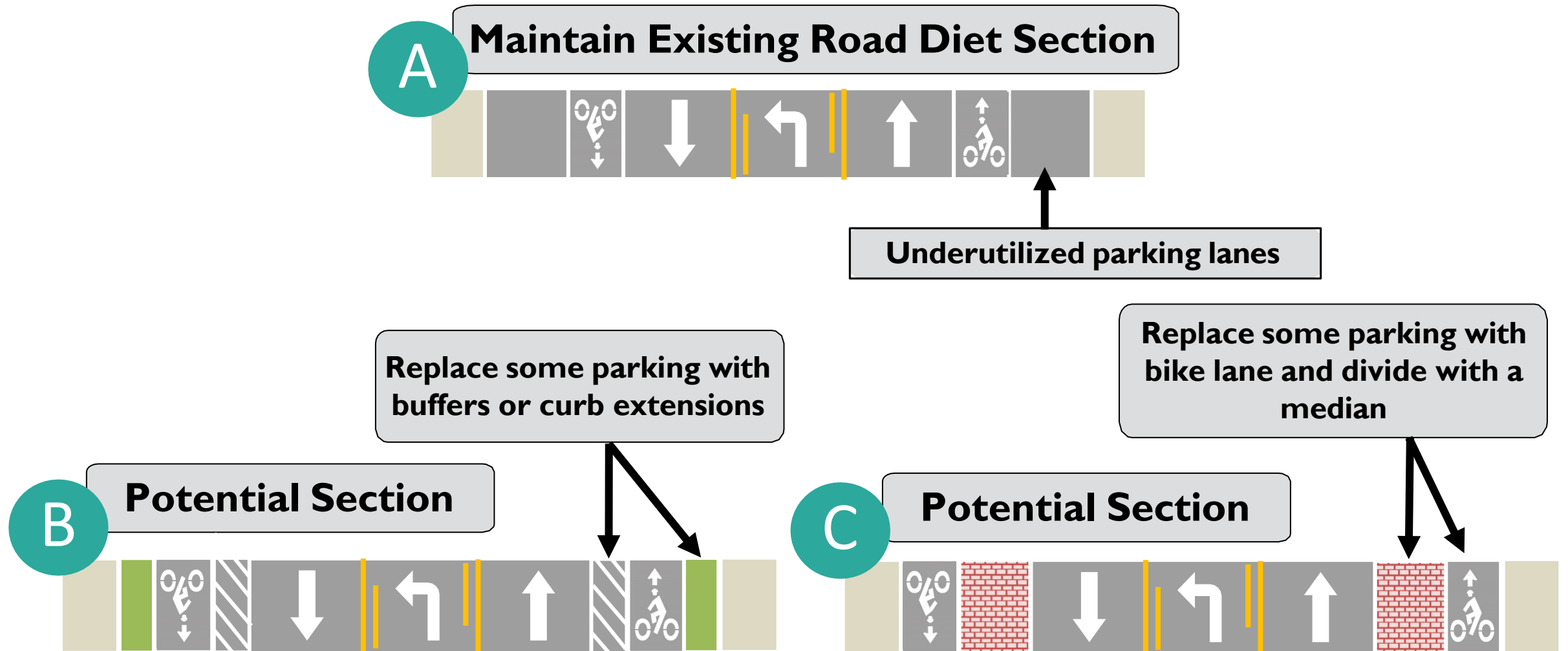
Pedestrian Scale Lighting



Transit Shelters & Amenities



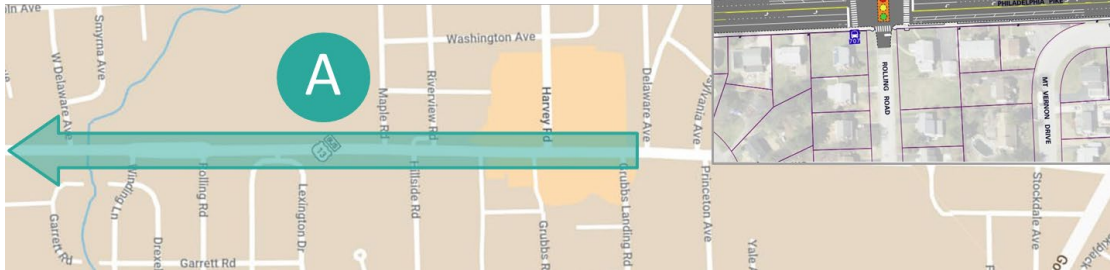
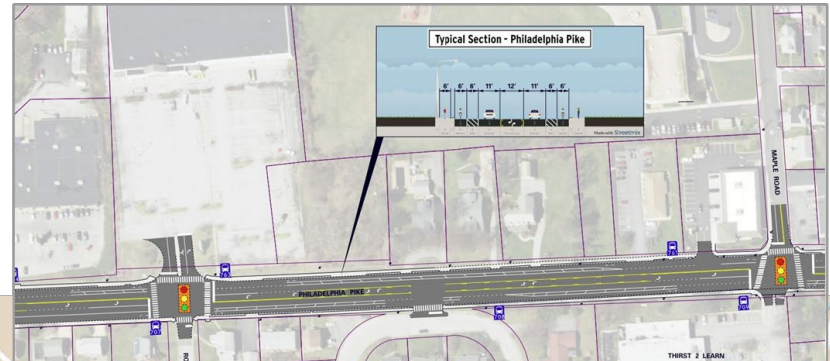
Scenario I: Tactical Improvements



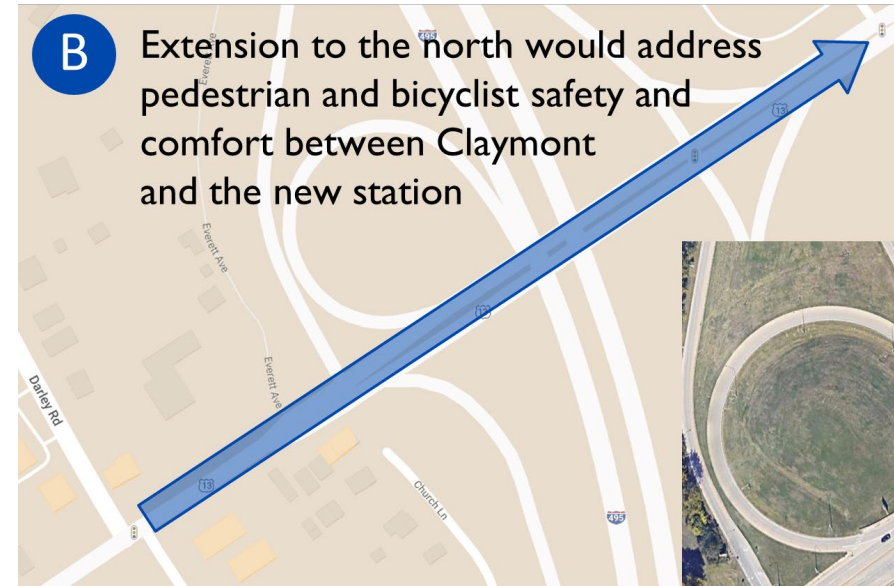
Scenario 2: Road Diet Extension

Philadelphia Pike

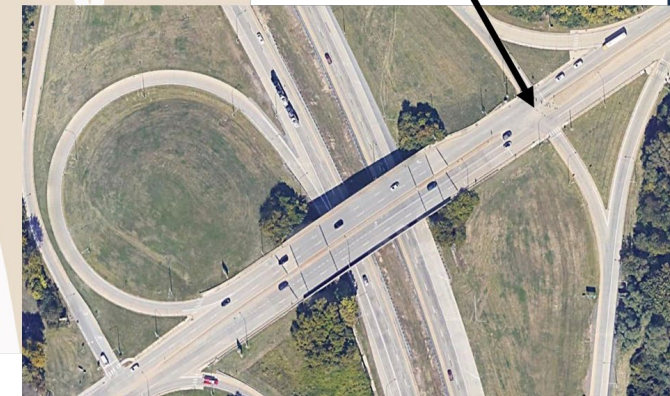
- A** Extension to the south was recommended by DelDOT's 2018 Philadelphia Pike Pedestrian Safety Study



- B** Extension to the north would address pedestrian and bicyclist safety and comfort between Claymont and the new station

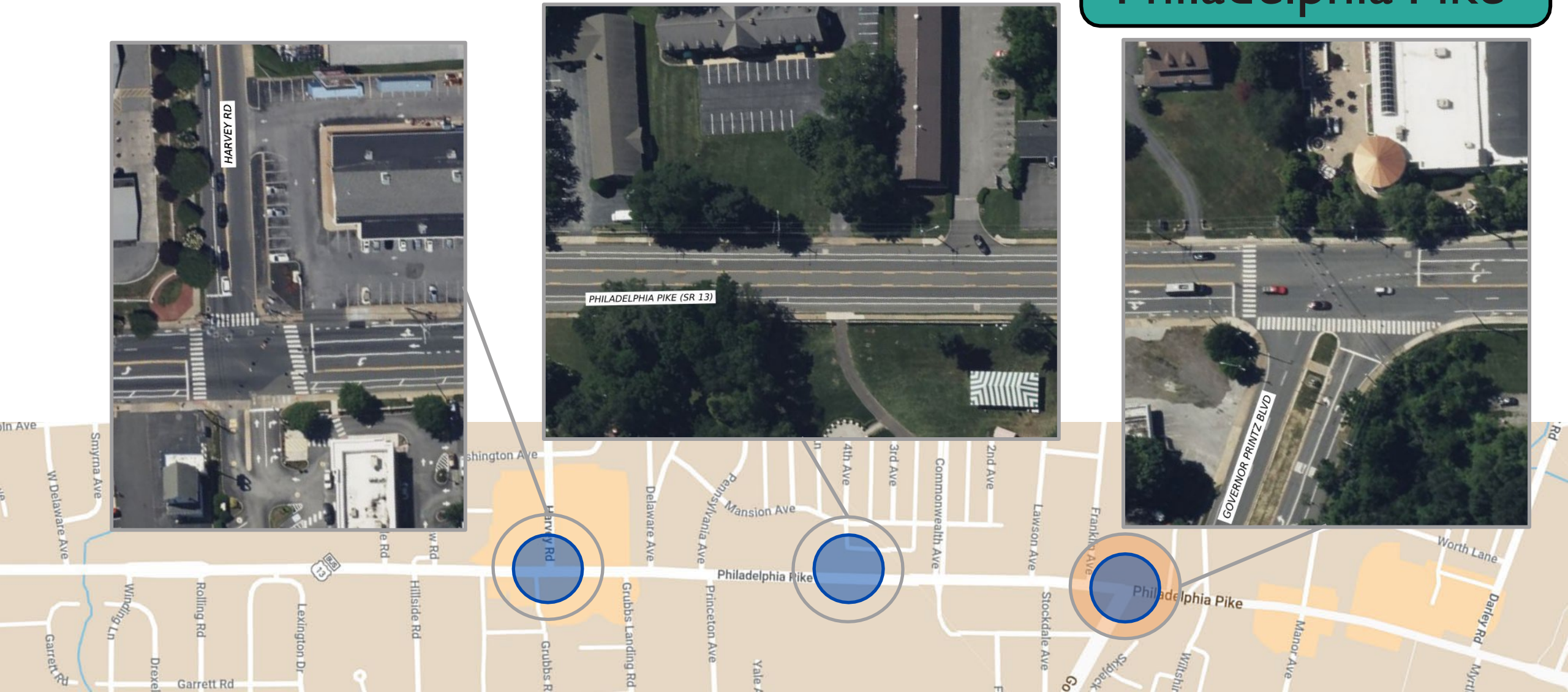


Need to analyze traffic impacts!



Scenario 3: Roundabouts/Medians

Philadelphia Pike



Scenario 3: Roundabouts/Medians

Philadelphia Pike

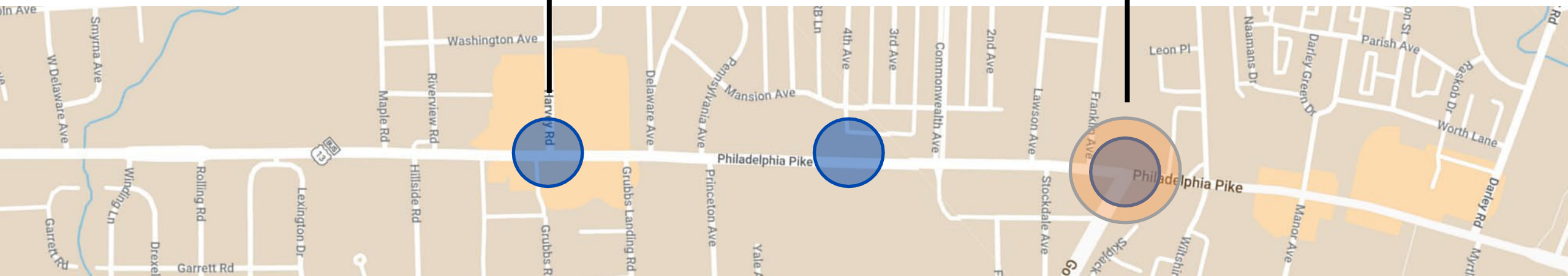
Existing Typical Section



Potential Typical Section

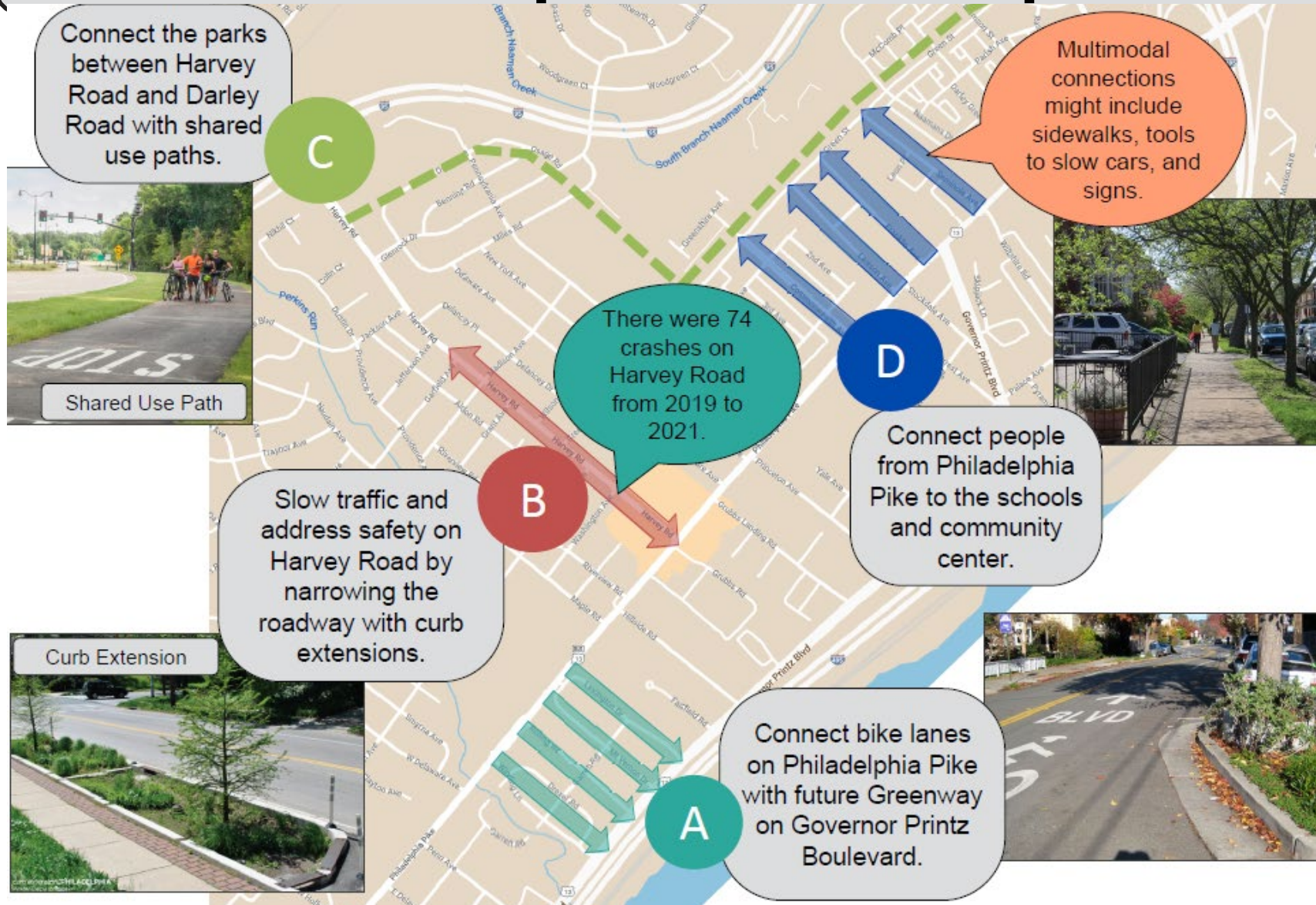


Replace center turn lane
with median

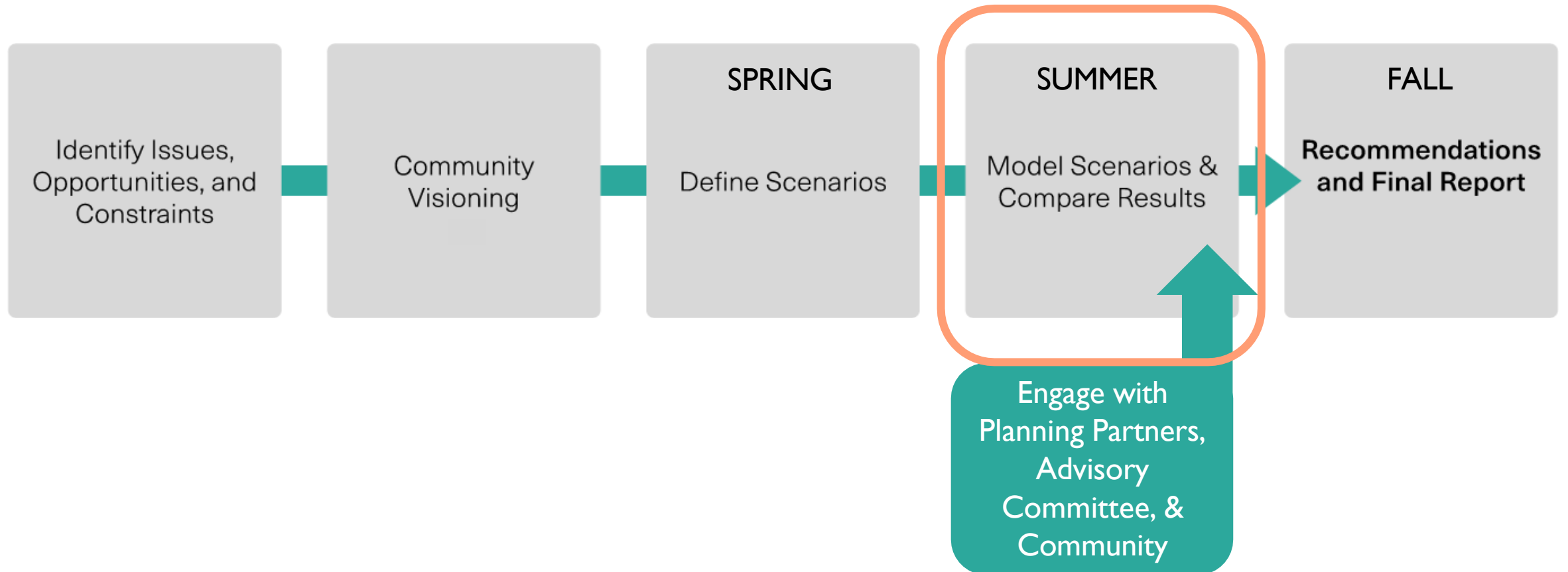


Other Transportation Options

Other Streets

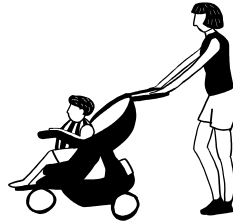


Next Steps



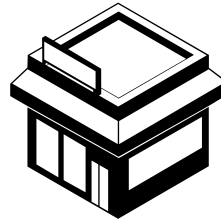
Draft Land Use Performance Measures

% of Residents Within ~10 Minutes of a Park (Walking)

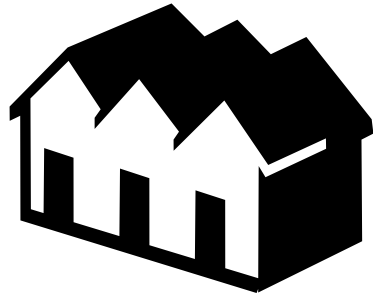


% of Residents Within ~10 Minutes of a Commercial/Mixed-use Area (Walking)

% of Market Potential Accommodated (Commercial and Residential)



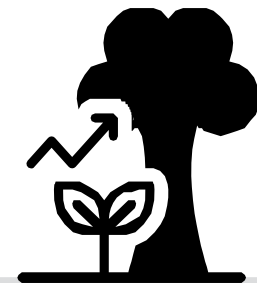
% Active Uses Along Philadelphia Pike



% Land that Can Support Affordable Housing



Potential for impacts to impervious surface area



Potential for impacts to environmental justice communities

Draft Transportation Performance Measures

**Reduction in Fatal & Serious
Injury Crashes**

Motor Vehicular Level of Service

Reduction in Speeding

Bicycle Level of Traffic Stress

Pedestrian Crossing Distance

Transit Amenities

Pedestrian Level of Comfort

**Funding Eligibility &
Implementation Feasibility**



CLAYMONT

AREA MASTER PLAN

<http://www.wilmapco.org/claymont/>

Questions or comments? Contact Heather Dunigan at WILMAPCO:
302/737-6205 ext. 118, hdunigan@wilmapco.org