



CLAYMONT

AREA MASTER PLAN

Open House #3

Planning Partners

The Claymont
Community

WILMAPCO

New Castle County

Claymont Renaissance
Development Corporation

Delaware Department of
Transportation

Delaware Transit
Corporation

CONSULTANT TEAM:
KITTELSON & ASSOCIATES
RHODESIDE & HARWELL
W-ZHA

Thank you for coming!

**We hope you will stay
involved throughout the
planning process.**

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Study Overview



Schedule

	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Identify Issues, Opportunities, and Constraints	←													
Community Visioning			■ ●											
Define Scenarios			■ ● ○											
Model Scenarios & Compare Results						■ ● ○ *								
Recommendations and Final Report												■ ●		

Schedule current as of October 2024.

- Advisory Committee Meetings
- Public Workshops (final workshop day TBD)
- * We Are Here



From what you saw tonight....

Which Land Use Scenario would you choose?

**Scenario 1: Minor
Policy Changes**

**Scenario 2:
Stronger Pike**

**Scenario 3:
Gateways to Claymont**

Which Transportation Scenario would you choose?

**Scenario 1: Tactical
Improvements**

**Scenario 2:
Extend the Road Diet**

**Scenario 3:
Roundabout**

From what you saw tonight....

What did you like?

Do you have any concerns?
Is there anything we missed?

Land Use Scenarios: Overview

The land use scenarios have two parts: the foundation, which would be part of any final scenario, and the Philadelphia Pike options, which are three different visions for enhancing Claymont's main street.

Foundation

The goals listed below continue the vision laid out in the Claymont Community Redevelopment Plan and respond to what we heard from the Claymont community at our first public open house.



Identification of underutilized parcels for redevelopment



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



More prominent entries to Claymont's "Main Street"



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



Support for accessory dwelling units and better connections in all neighborhoods



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

Philadelphia Pike Options

The three scenarios include updates to the Hometown Overlay along Philadelphia Pike and Gov. Printz Boulevard and represent increasing levels of density that could be considered.

#1: Minor Policy Changes

- Minor policy changes to modernize the Claymont Design Guidelines
- No updates proposed to the Hometown Overlay

#2: Stronger Pike

- Allows for more density (up to 2-3 floors) along more parts of Philadelphia Pike
- Considers longer term options for redevelopment off the Pike

#3: Gateways to Claymont

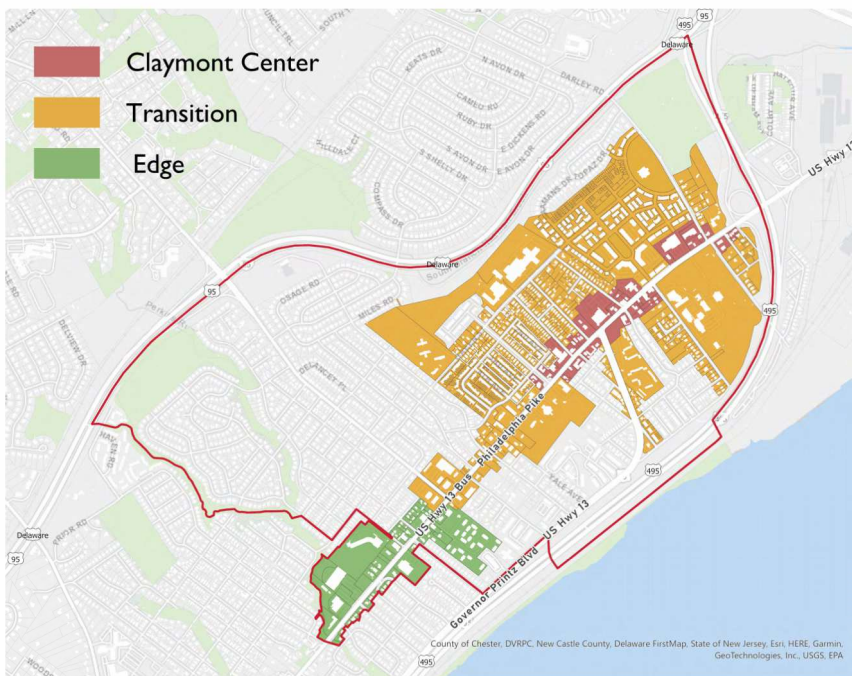
- Increases allowable density similar to Scenario 2
- Calls for 2 sites at either end of Claymont to allow up to 4 stories of development

Land Use Scenario I: Minor Policy Changes

Key Features

- No updates proposed to the Hometown Overlay
- Minor policy changes to modernize the Claymont Design Guidelines
- Continue pursuing buildout of the Philadelphia Pike corridor per the 2004 Plan
- Includes all planned redevelopment (e.g., Claymont Steak Shop site)
- Focus efforts on the transportation scenarios to encourage further growth

Proposed Hometown Overlay Map



What could this scenario look like?

Example Site: Town & Country Shopping Center

- The graphic below shows what the site currently looks like
- No redevelopment plans are currently proposed



This is shown for illustrative purposes only; this is not a proposed redevelopment plan.

- Commercial Uses (Red)
- Residential Uses (none present) (Yellow)

The current conditions of the Town & Country Shopping Center

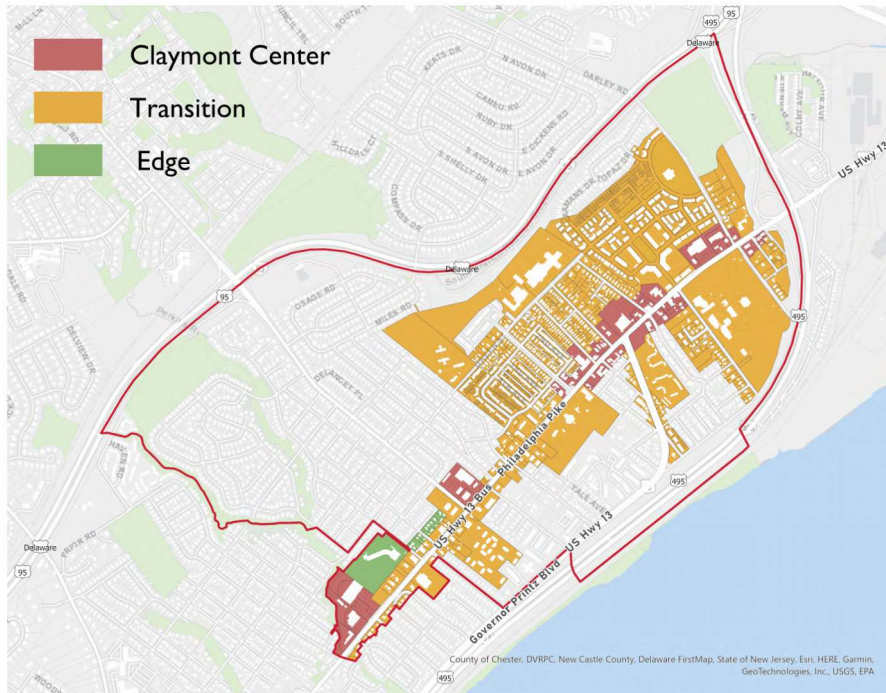


Land Use Scenario 2: Stronger Pike

Key Features

- Allows for up to 2-3 floors along more parts of Philadelphia Pike
- Considers longer term options for redevelopment off the Pike
- Extends the Transition district to more areas along Philadelphia Pike
- Designates additional sites as Claymont Center to encourage more mixed-use, pedestrian friendly centers in more parts of Claymont

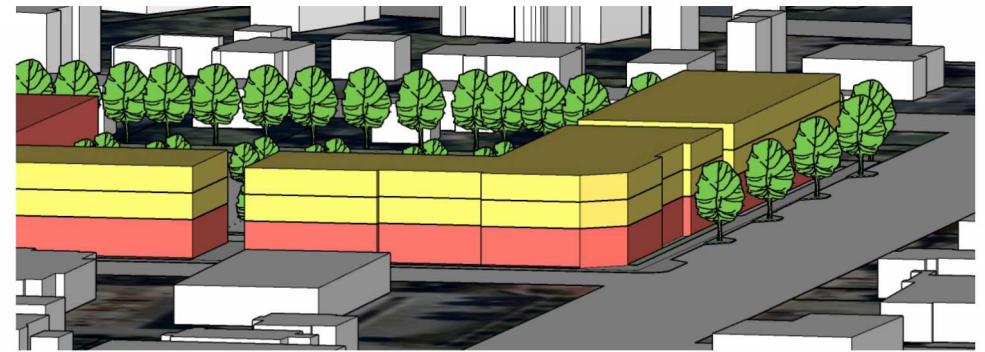
Proposed Hometown Overlay Map



What could this scenario look like?

Example Site: Town & Country Shopping Center

- The graphic below shows what the Claymont Design Guidelines allow in the **Claymont Center** district



This is shown for illustrative purposes only; this is not a proposed redevelopment plan.



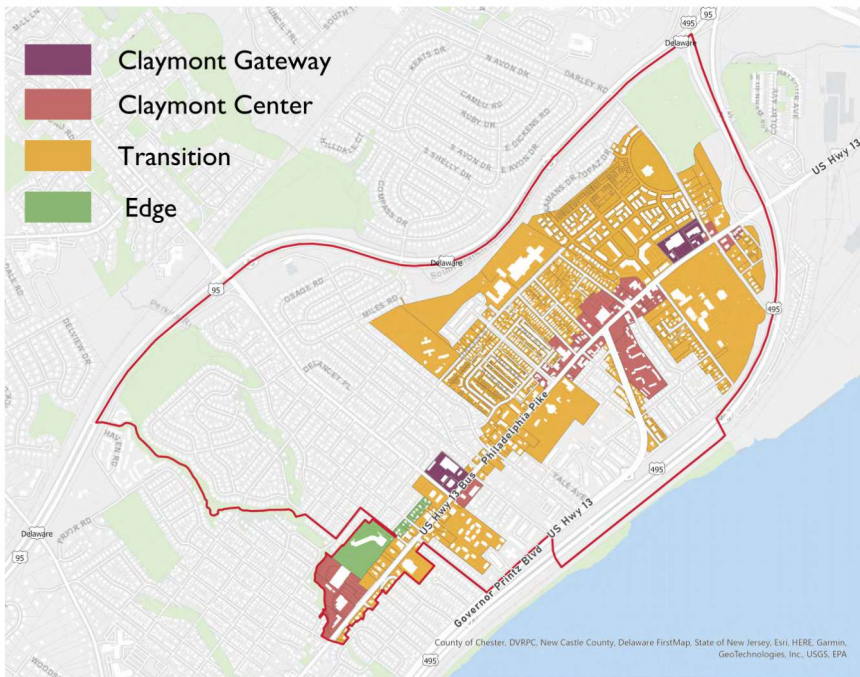
Examples of the kind of buildings possible in the **Claymont Center** district

Land Use Scenario 3: Gateways to Claymont

Key Features

- Increases allowable density similar to Scenario 2
- Calls for two sites at either end of Claymont to allow up to four stories of development under a new district called Claymont Gateway
- The goal is to encourage developments that will create visual interest when you enter into Claymont's "main street"

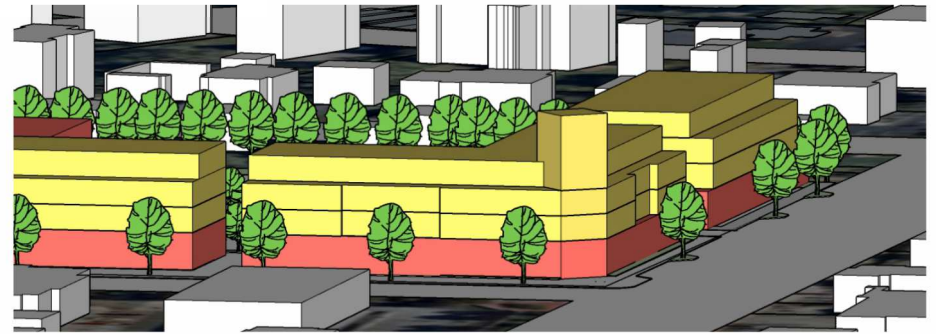
Proposed Hometown Overlay Map



What could this scenario look like?

Example Site: Town & Country Shopping Center

- The graphic below shows what the Claymont Design Guidelines would allow in the **Claymont Gateway** district



This is shown for illustrative purposes only; this is not a proposed redevelopment plan.

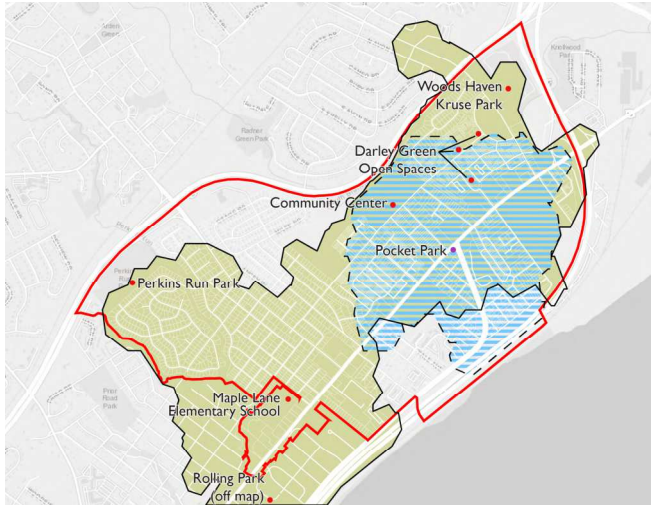
- Commercial Uses
- Residential Uses



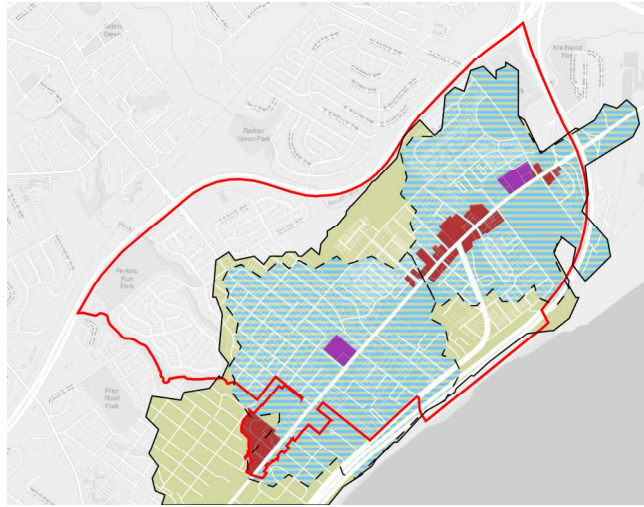
Examples of the kind of buildings possible in the **Claymont Gateway** district

Land Use Performance Analysis

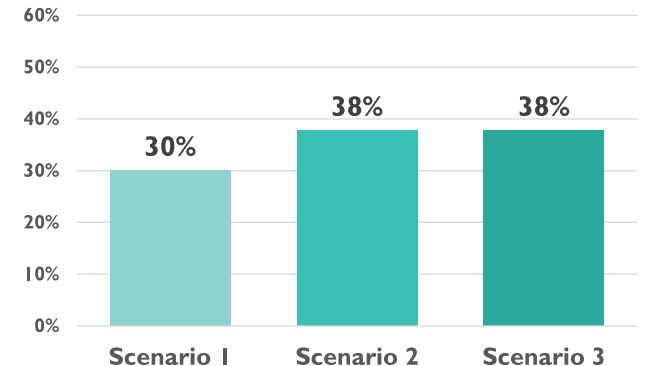
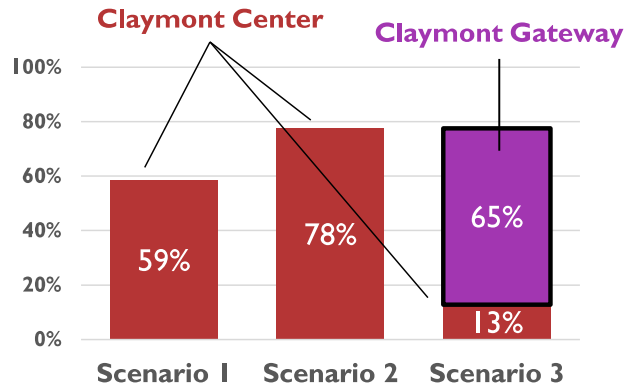
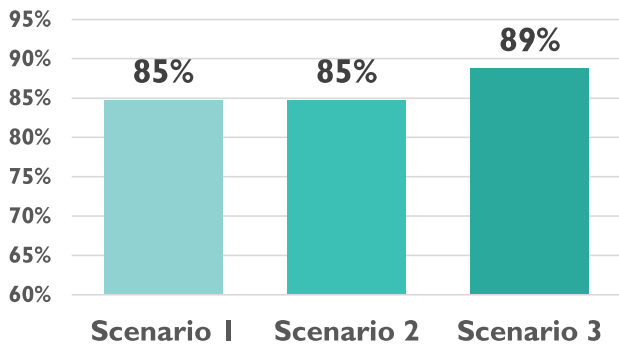
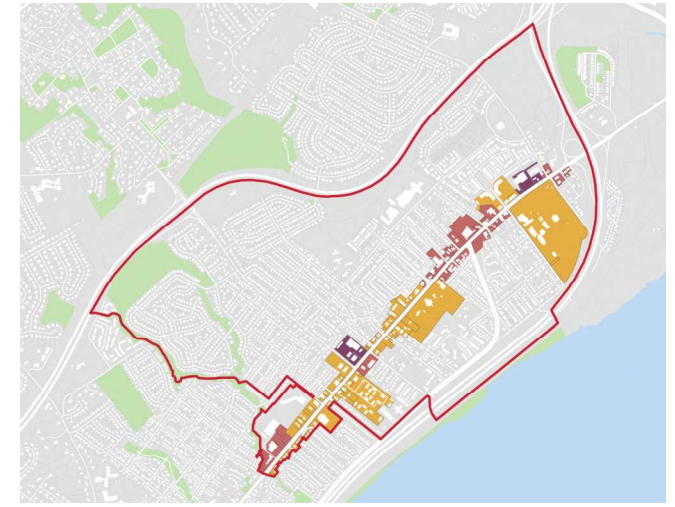
% of Parcels Within a 10-Minute Walk of a Park or Open Space



% of Residents Within a 10-Minute Walk of a Commercial/Mixed-use Area

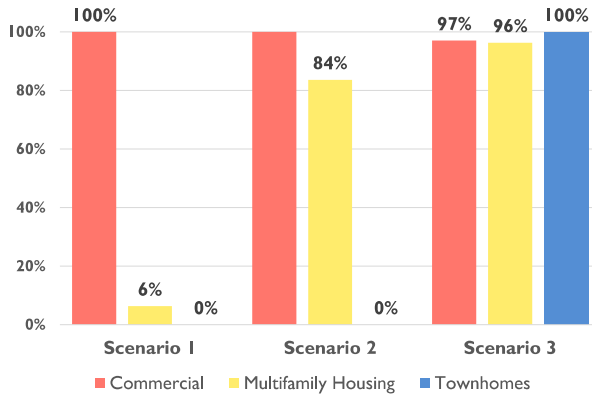


% of Parcels Along Philadelphia Pike Requiring Active Uses



Land Use Performance Analysis

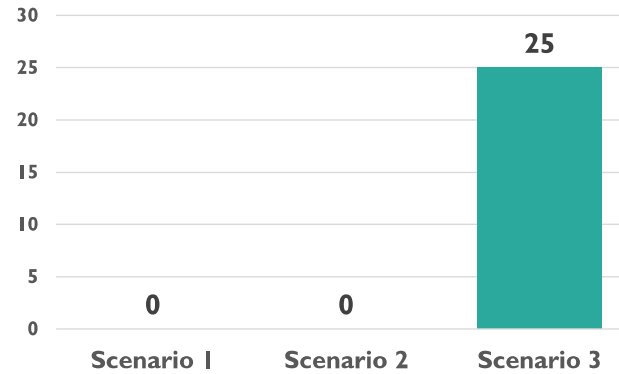
% of Market Potential Accommodated (Commercial and Residential)



Our market study projects that Claymont could support 200-300 more apartment units, and 30-50 more townhomes.

Demand for commercial space will come from redevelopment of existing space.

Land that Can Support Moderately Priced Housing



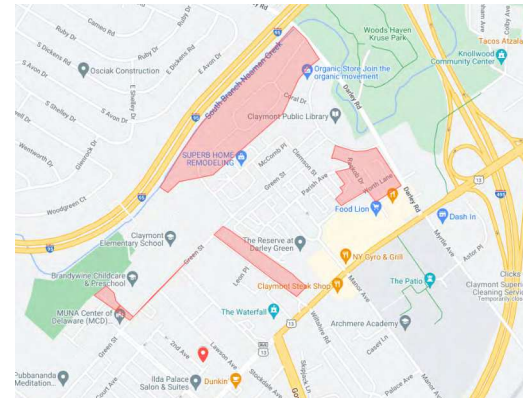
New Castle County has requirements for when new projects must provide moderately priced dwelling units. Scenario 3 is the only one that triggers this threshold.

Potential for impacts to impervious surface area



- Lower parking requirements in the Hometown Overlay reduce the amount of land needed for parking lots
- Increasing development will increase paved surfaces, but this can be offset by engineering and landscape solutions

Impacts to Environmental Justice Neighborhoods



- Environmental Justice (EJ) Neighborhoods are designated by WILMAPCO
- Census block groups or public school feeder zones that meet:
 - Racial/ethnic criteria
 - Poverty criteria
 - Affordable housing developments with 25-99 units

No direct impacts are projected.

Land Use Performance Analysis

Legend

0 stars - does not meet the goal

★ - partially meets the goal

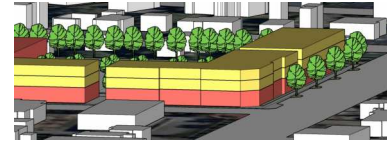
★★ - mostly meets the goal

★★★ - fully meets the goal

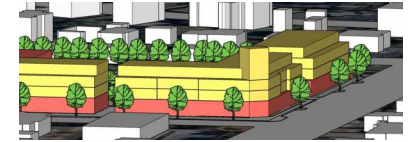
Scenario 1: Minor Policy Changes



Scenario 2: Stronger Pike



Scenario 3: Gateways to Claymont



 % 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)	★	★★	★★★
 Land that Can Support Moderately Priced Housing	★	★	★★
 Impacts to Environmental Justice Neighborhoods	★★	★★	★★
 Potential for impacts to impervious surface area	★★★	★★	★

Transportation Performance Analysis

Legend

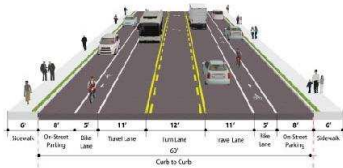
0 stars - does not meet the goal

★ - partially meets the goal

★★ - mostly meets the goal

★★★ - fully meets the goal

No Changes



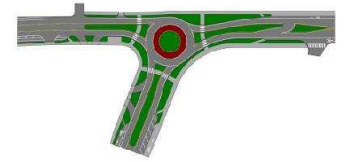
Scenario 1: Tactical Improvements











Scenario 2: Extend Road Diet



Scenario 3: Governor Printz Roundabout



 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	★★★	★★★	★★

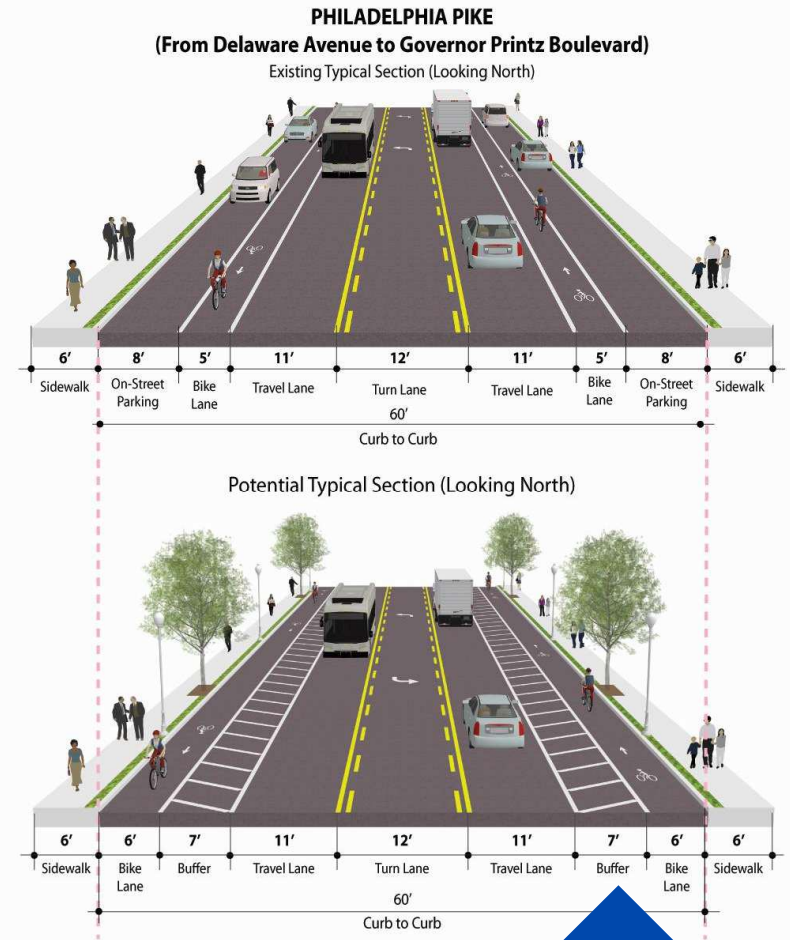
Transportation Scenario 1: Tactical Improvements

Check out the roll plot below for how Complete Streets tools can be applied along Philadelphia Pike!

Legend	
0 stars	- does not meet the goal
★	- partially meets the goal
★ ★	- mostly meets the goal
★ ★ ★	- fully meets the goal

Scenario 1: Tactical Improvements	
	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 ★ ★ ★

While Scenario 1 is easier to implement and results in fewer impacts to vehicular traffic, it does not reduce speeds or improve safety for bicyclists, pedestrians, and transit riders as compared to other scenarios.



The unused parking along the existing road diet section of Philadelphia Pike can be used instead for a buffer between drivers and bicyclists, slowing speeds and increasing comfort for bicyclists, pedestrians, and transit riders. Some parking will remain.

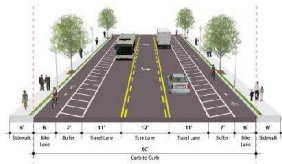
Transportation Scenario 2: Extend the Road Diet

Check out the roll plot below for how the road diet can be extended along Philadelphia Pike!

Legend

- 0 stars - does not meet the goal
- ★ - partially meets the goal
- ★★ - mostly meets the goal
- ★★★ - fully meets the goal

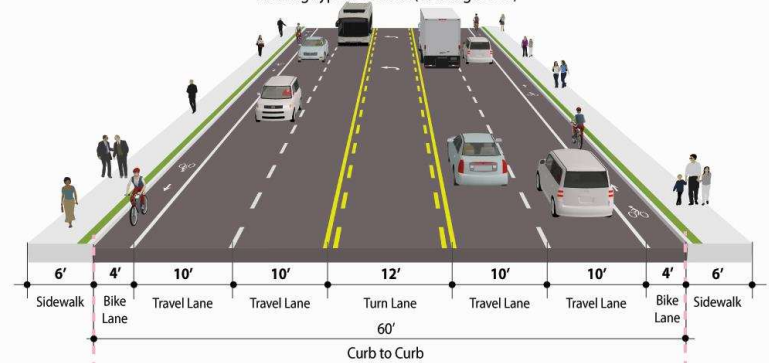
Scenario 2: Extend Road Diet



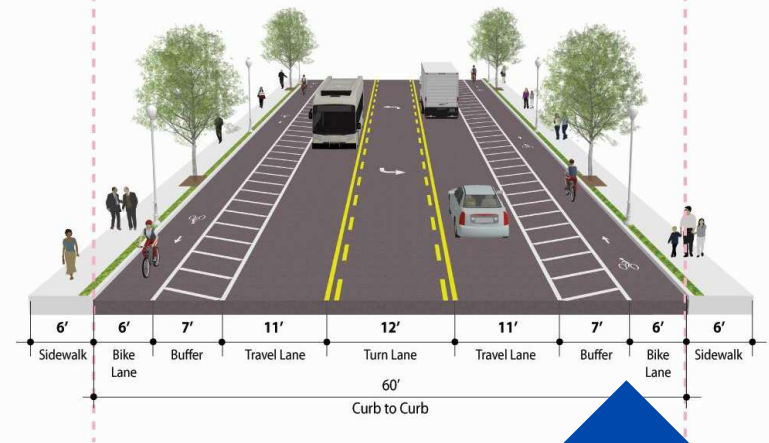
	Reduction in Fatal & Serious Injury Crashes	★★
	Reduction in Average Speeds (Speed Limit Compliance)	★★★
	Motor Vehicle Level of Service (LOS)	★★
	Transit Amenities	★★
	Pedestrian Crossing Distance	★★★
	Pedestrian Level of Comfort (PLOC)	★★★
	Bicycle Level of Traffic Stress (BLTS)	★★★
	Funding Eligibility & Implementation Feasibility	★★★

While Scenario 2 results in marginally longer delays for vehicular traffic during peak hours, it better reduces speeds and improves safety for bicyclists, pedestrians, and transit riders.

PHILADELPHIA PIKE
(From Perkins Run Creek to Delaware Avenue/ Governor Printz Boulevard to I-495 Interchange)
Existing Typical Section (Looking North)



Potential Typical Section (Looking North)



Eliminating a lane in each direction extends the buffered bicycle lanes, slows traffic speeds, and shortens pedestrian crossings, making Philadelphia Pike more a part of the community rather than a route through it.

Transportation Scenario 3: Roundabout

Install median islands where there are no driveways to reduce driving in the center turn lane.

Opportunity for "Welcome to Claymont" gateway feature

Driveway access is maintained.

Philadelphia Pike

Bus stop configuration to be further detailed through the design process.

Provide a ramp to direct bicyclists back onto the roadway.

Pedestrian access is provided across all legs

Street section may vary depending on selected alternative.

Bicyclists may either use travel lanes or use ramps to access the path around the roundabout

A separate project is planned to narrow Governor Printz Boulevard to one lane in each direction

Governor Printz Boulevard

0 25 FEET

Roundabout Frequently Asked Questions!



Q: Do roundabouts improve safety?

A: Yes! Roundabouts reduce speeds and prevent the types of conflicts that cause severe crashes. Converting a signalized intersection into a roundabout can **reduce fatal and serious injury crashes by 78%! (FHWA)**



Q: Will a roundabout increase travel time?

A: Traffic analysis shows **less delay** with the roundabout at Governor Printz Boulevard as compared to a signal. With these volumes, traffic will keep moving!



Q: How do pedestrians and bicyclists navigate a roundabout?

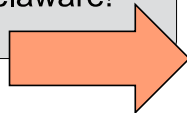
A: With medians, pedestrians only need to cross one lane at a time. Bicyclists can either ride through the roundabout in traffic or use the side path.



Q: Can trucks and buses get through the roundabout?

A: Yes, the roundabout is designed with aprons that can be driven on by large vehicles.

Use your phone to check out these other roundabouts in Delaware!



Middletown, DE



Wilmington, DE



Wilmington, DE



Bear, DE



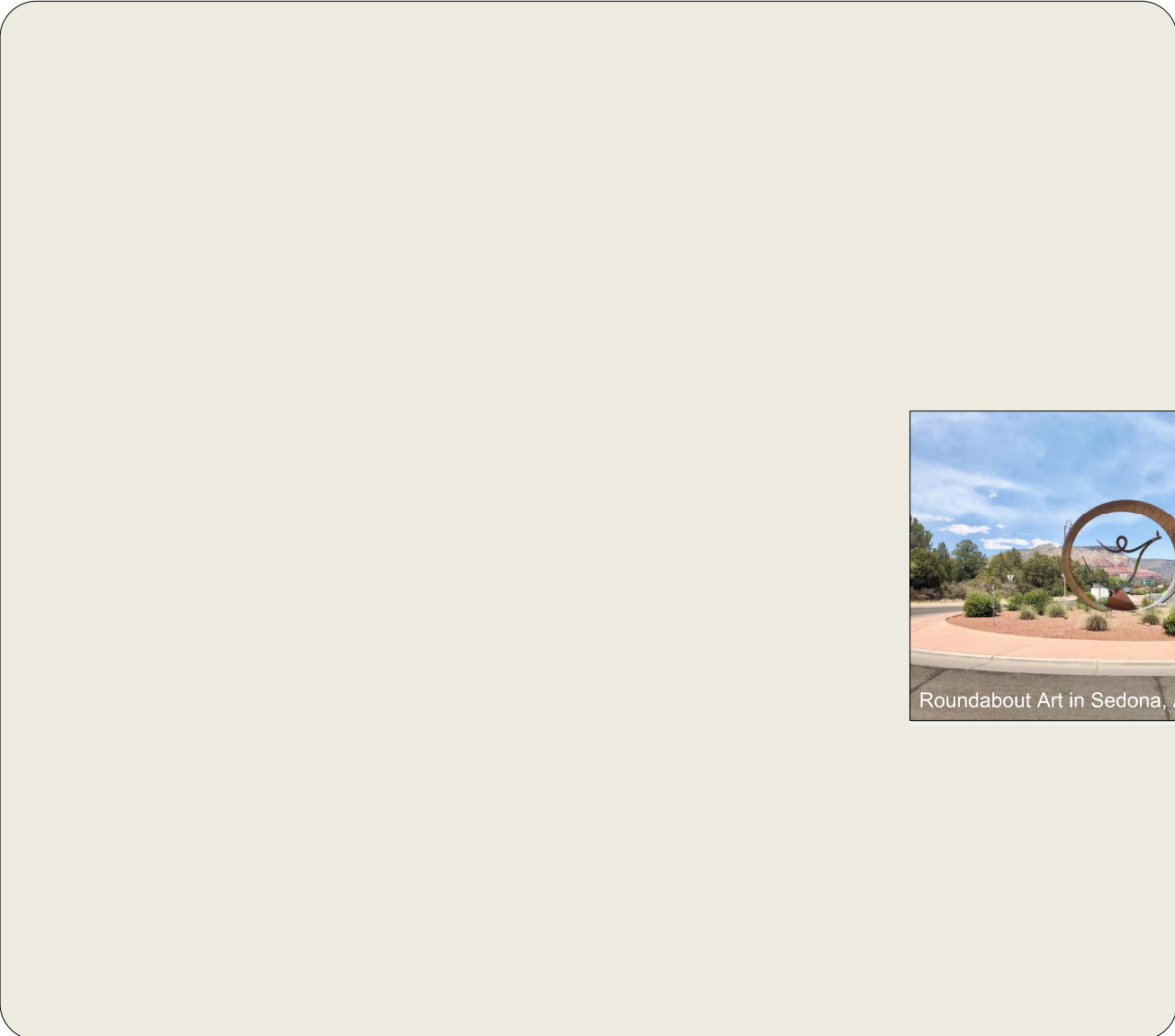
Middletown, DE



Roundabout Examples

If a roundabout is recommended on Philadelphia Pike, what would you like to see in the center to represent Claymont?

A roundabout can be a spot for public art, landscaping, and/or a signature gateway that celebrates Claymont.



Other Transportation Improvements



A
Provide a bicycle boulevard along Rolling Road. Sign the route and improve crossings of Philadelphia Pike and Governor Printz Boulevard.

Similar improvements could be made along Hillside Road, Grubbs Landing Road, and/or Princeton Avenue.

There were 74 crashes on Harvey Road from 2019 to 2021.

B
Slow traffic and address safety on Harvey Road by narrowing the roadway with curb extensions and islands.

D
Install sidewalks along Franklin Avenue.

C
Connect the parks between Harvey Road and Darley Road with low-stress walking and biking routes.

