



CLAYMONT
AREA MASTER PLAN

Planning Public Workshop

October 28, 2024

Agenda

- Study Recap
- Land Use Scenarios
- Transportation Scenarios
- Next Steps

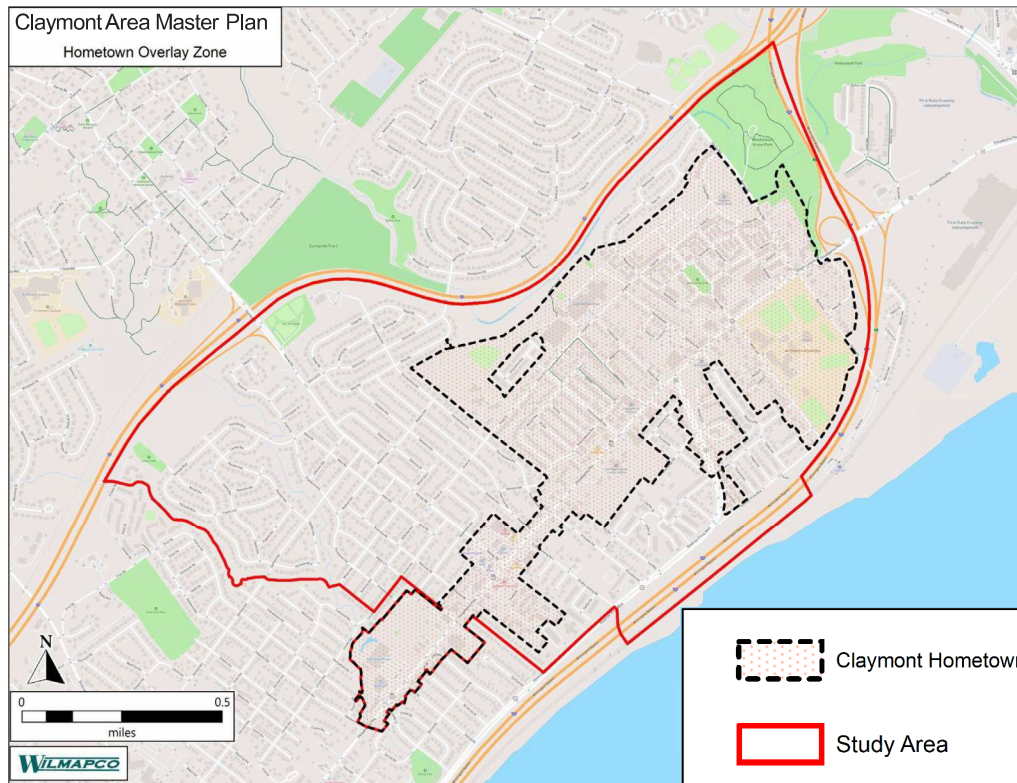


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STUDY RECAP


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

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

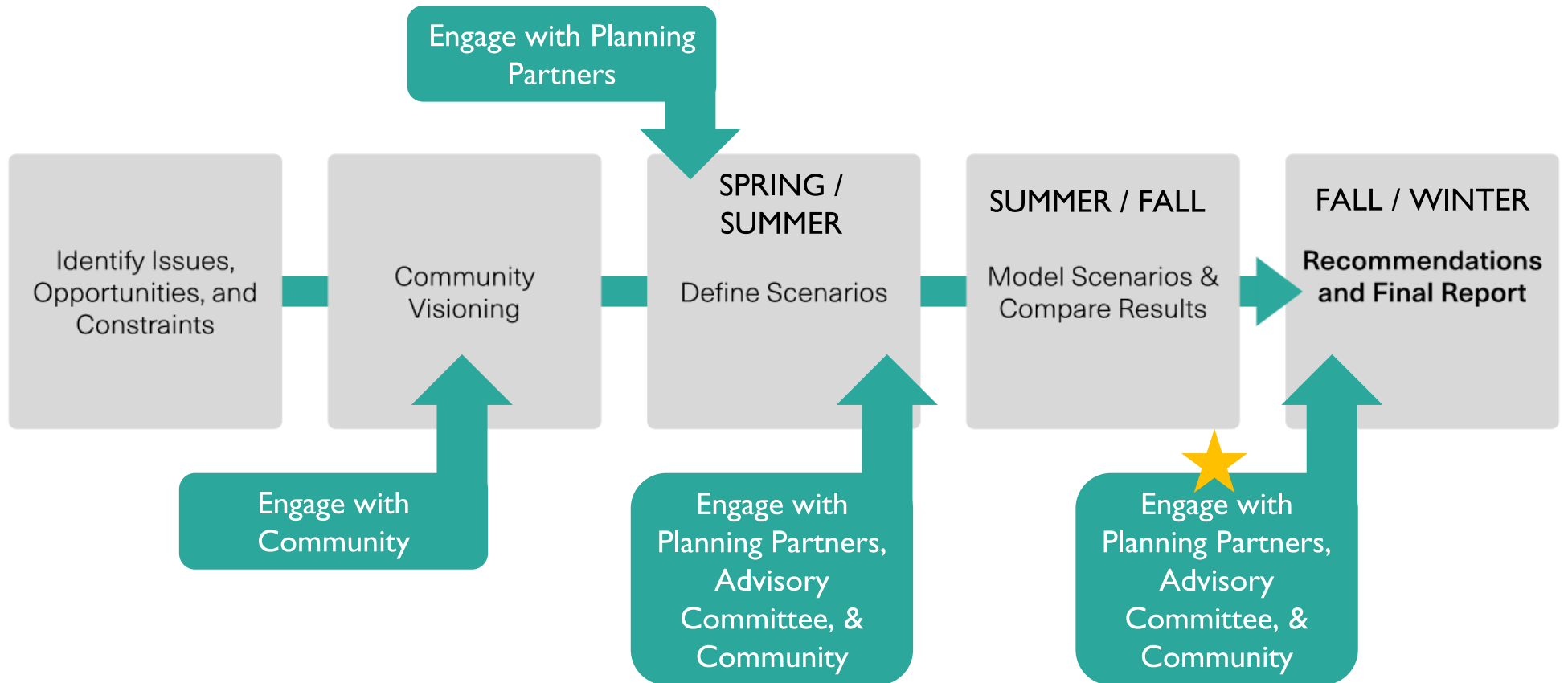


Prioritize multimodal connections that expand transportation options



Capitalize on partnerships to celebrate the past and move forward

Study Schedule



May Public Open House



- Introduced draft transportation and land use scenarios
- Talked with community members about their priorities and concerns
- Used feedback from the meeting to revise scenarios



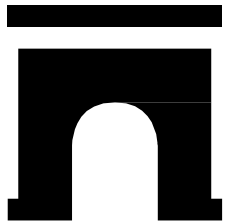
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LAND USE

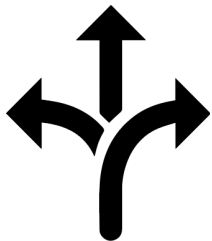
Land Use Guiding Questions



How can we better connect community residents to quality spaces that meet community needs along Philadelphia Pike?



How do we establish a strong entry/entries into Claymont to support the sense of place?



How can we remain flexible to unsure future development trends and demand?

Draft Transportation Scenarios

#1: Minor Policy Changes

#2: Stronger Pike

#3: Gateways to Claymont

Initial Community Response to Scenarios

#1: Minor Policy Changes

What would change from today?

Will this create a town center?

#2: Stronger Pike

How does this change the Hometown Overlay?

Does this force redevelopment?

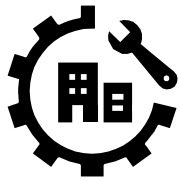
#3: Gateways to Claymont

Will this preserve our community feel?

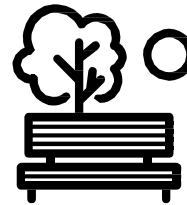
Can parking be accommodated?

Where will public space fit?

Key Features of All Scenarios



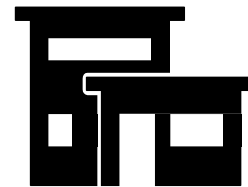
Identification of **underutilized parcels** for redevelopment



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



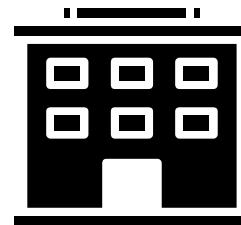
Some feature more **prominent entries to Claymont's "Main Street"** at Harvey, Darley, 495



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



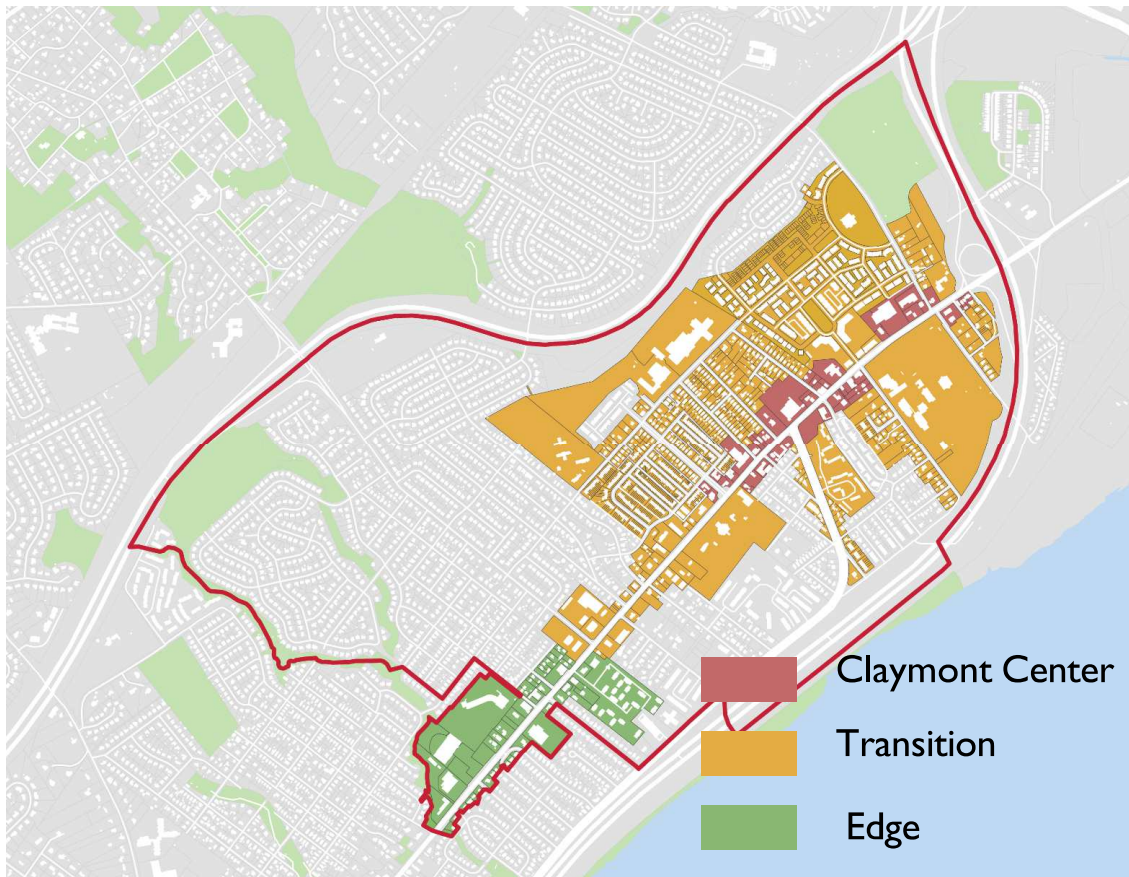
Support for a **mix of uses for all** to live, work, play, eat, shop, gather



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

Land Use Scenario #1

Minor Policy Changes

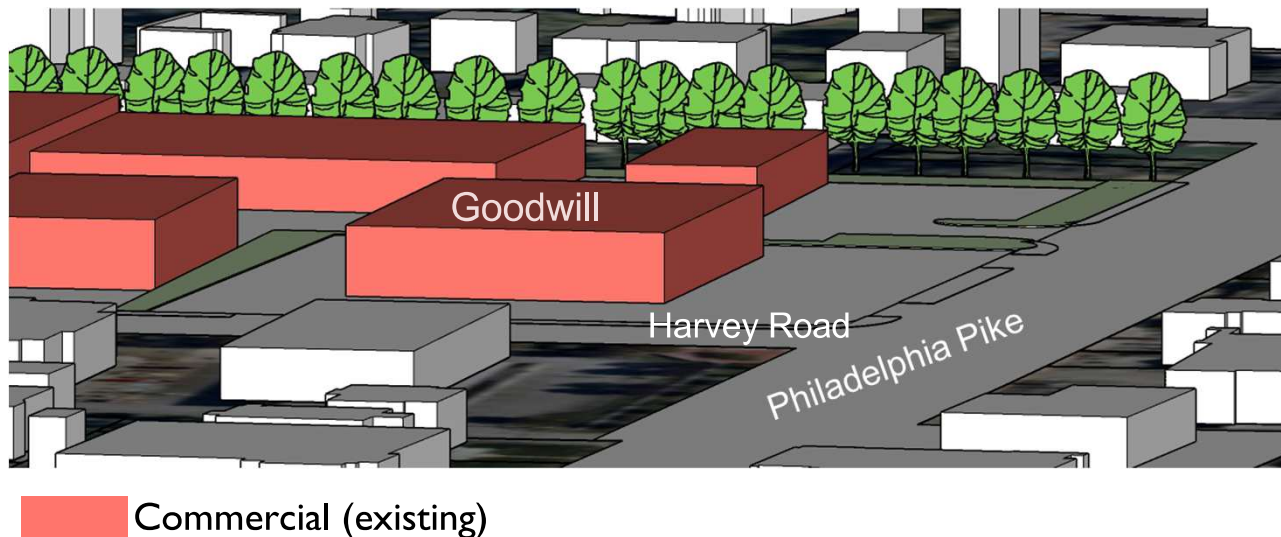


- Continue pursuing buildout of the Philadelphia Pike corridor per the 2004 Plan
- Includes all planned redevelopment
- Use transportation improvements to catalyze additional (re)development

Land Use Scenario #1

Minor Policy Changes

Example Site: Town & Country Shopping Center

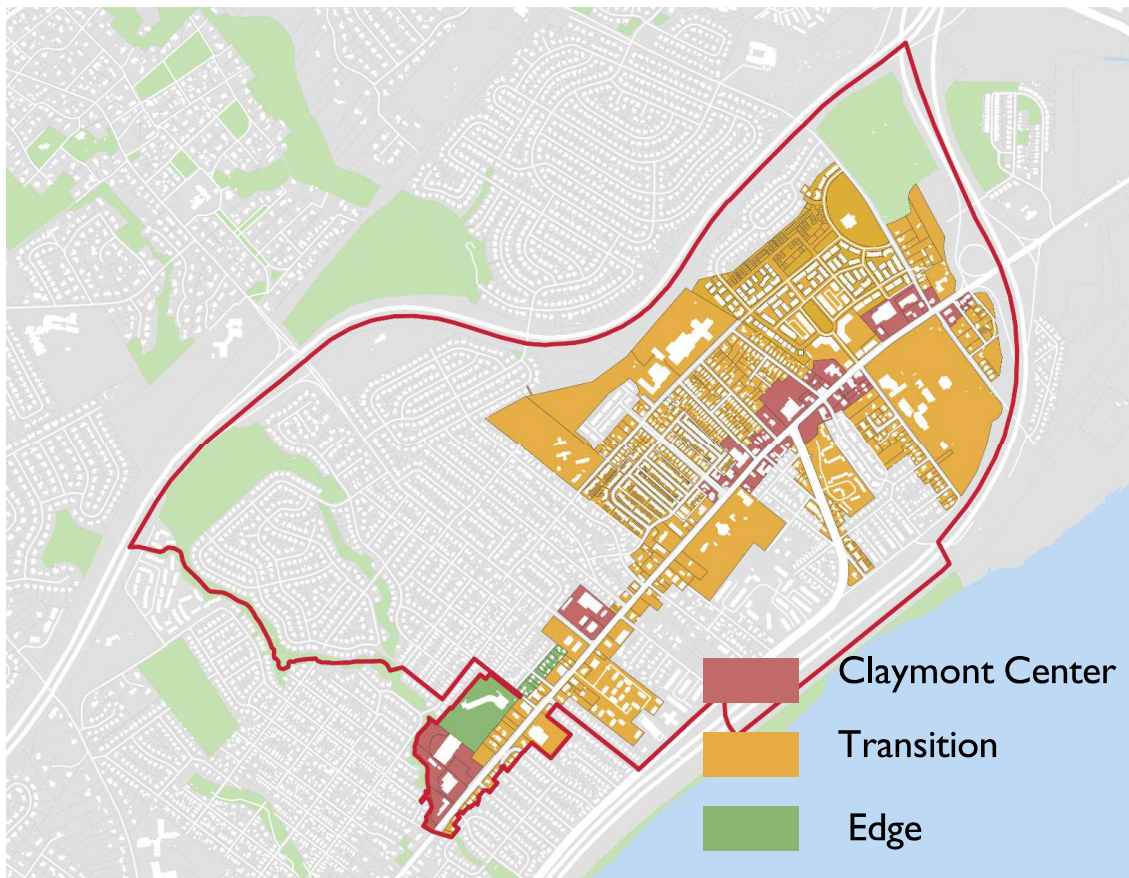


- Existing conditions
- No planned redevelopment
- Could be redeveloped under existing regulations

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

Land Use Scenario #2

Stronger Pike



- Expand the Claymont Center and Transition districts further south along Philadelphia Pike
- Space “nodes” of mixed-use development within a ~10-minute walk of each other
- Prioritize pedestrian connections to and from the neighborhoods
- Up to 3 stories in Claymont Center

Land Use Scenario #2

Stronger Pike

Example Site: Town & Country Shopping Center

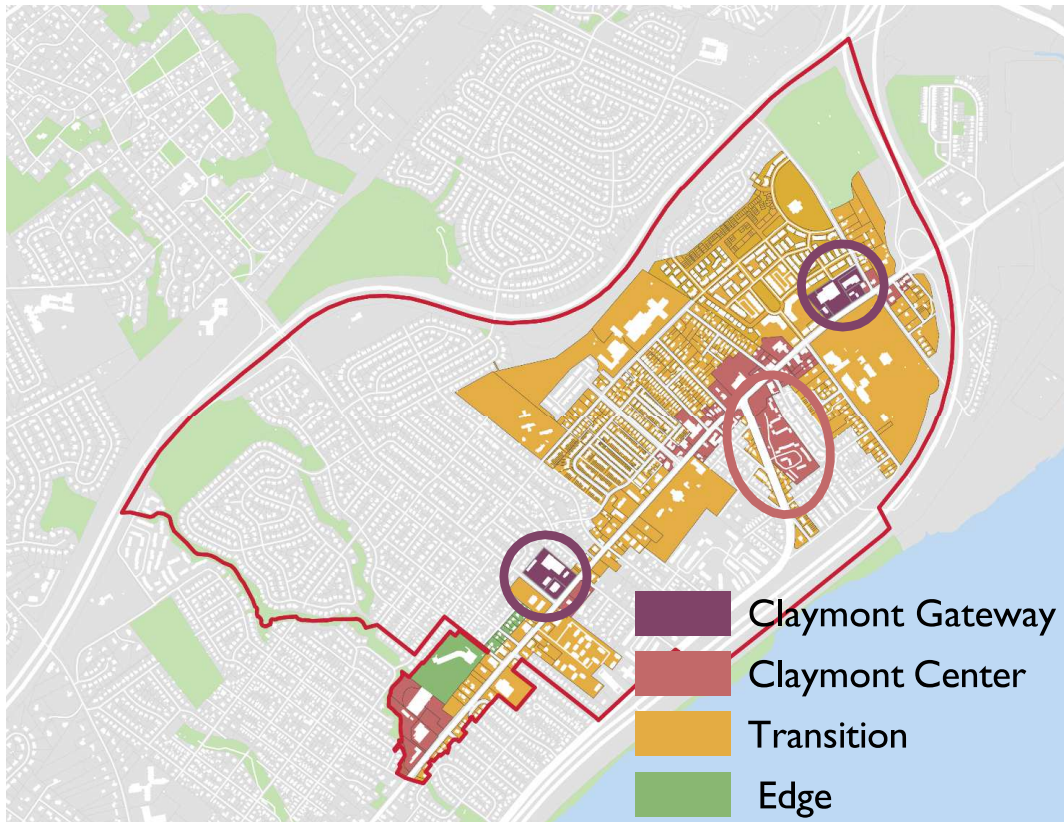


- Reclassify as a 'Claymont Center' district
- Allow 3 stories of development
- Require enhanced sidewalks, street trees, and pedestrian comfort

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

Land Use Scenario #3

Gateways to Claymont



- Same as Scenario #2, with taller buildings (up to 4 stories) allowed at the Darley Rd and Harvey Rd entry points to Claymont
- Creates opportunity for urban landmarks that better define Claymont as a place

Draft Land Use Scenario #3

Gateways to Claymont

Example Site: Town & Country Shopping Center



- Rezones these parcels to the 'Claymont Gateway' district
- Allows 4 stories of development
- Creates a strong 'town center' feeling

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

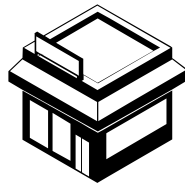
Draft Land Use Performance Measures

% of Parcels Within ~10 Minutes of a Park or Schoolyard (Walking)

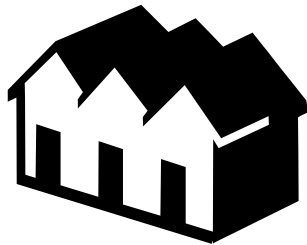


% of Parcels Within ~10 Minutes of a Mixed-Use Overlay (Walking)

% of Market Potential Accommodated (Commercial and Residential)



% Active Uses Along Philadelphia Pike



Support for Affordable Housing



Potential for impacts to impervious surface area



Potential for impacts to environmental justice communities

Legend

0 stars - does not meet the goal

★ - partially meets the goal

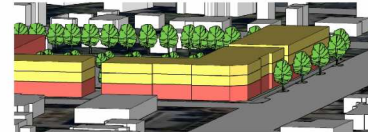
★★ - mostly meets the goal

★★★ - fully meets the goal

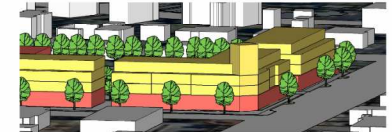
Scenario 1: Minor Policy Changes










Scenario 2: Stronger Pike



Scenario 3: Gateways to Claymont



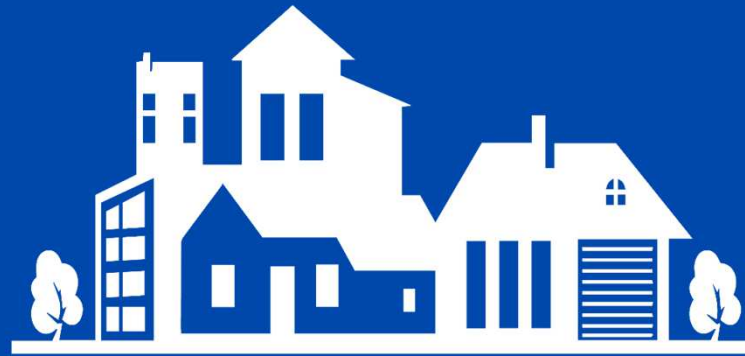
 <p>% of Parcels Within a 10-Minute Walk of a Park or Open Space</p>	★★	★★	★★★
 <p>% of Parcels Within a 10-Minute Walk of a Commercial/Mixed-use Area</p>	★	★★	★★★
 <p>% of Parcels Along Philadelphia Pike Requiring Active Uses</p>	★	★★	★★
 <p>% of Market Potential Accommodated (Commercial and Residential)</p>	★	★★	★★★
 <p>Land that Can Support Moderately Priced Housing</p>	★	★	★★
 <p>Impacts to Environmental Justice Neighborhoods</p>	★★	★★	★★
 <p>Potential for impacts to impervious surface area</p>	★★★	★★	★

What Does This Mean for Neighborhoods Off the Pike?

- No land use changes currently proposed for single-family neighborhoods
- Streetscapes can be improved through the existing Hometown Overlay policies
- Some existing ways to 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



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TRANSPORTATION

Transportation Guiding Questions



How can we improve transportation safety along Philadelphia Pike and Harvey Road?



How can we connect development nodes and community resources through all modes of transportation?

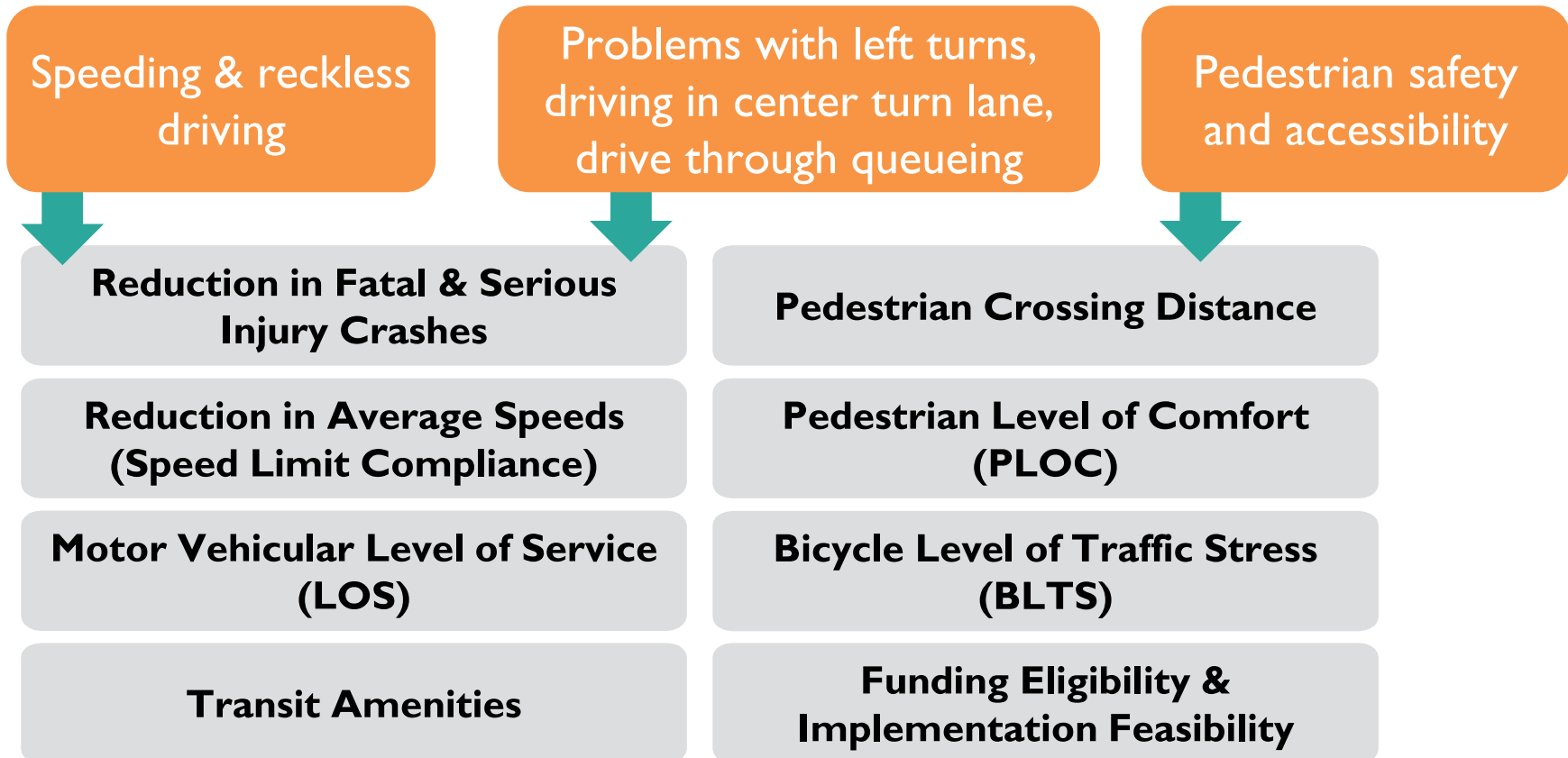
Strategies to Address Community Concerns

Speeding & reckless driving

Problems with left turns, driving in center turn lane, drive through queueing

Pedestrian safety and accessibility

Strategies to Address Community Concerns

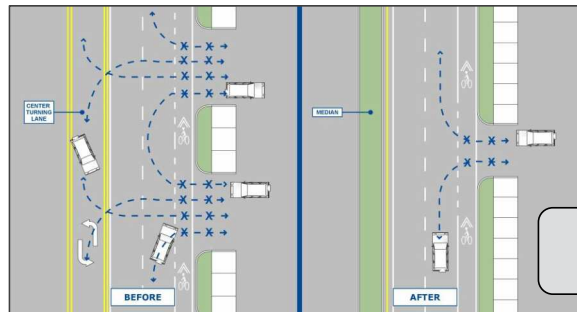


Strategies to Address Community Concerns

Speeding & reckless driving

Problems with left turns, driving in center turn lane, drive through queueing

Pedestrian safety and accessibility



Driveway Consolidation

Valley Transit Authority

Draft Transportation Scenarios

#1: Build Tactical Complete Streets Improvements

#2: Extend Road Diet

#3: Transform the Governor Printz Boulevard intersection into a Roundabout

Initially, Scenario 3 considered multiple roundabouts, but due to space constraints, only a roundabout at the Governor Printz Boulevard intersection was studied.

Initial Community Response to Scenarios

#1: Build Tactical Complete Streets Improvements

Will this slow speeds?

Will this create a town center?

#2: Extend Road Diet

Increased congestion?

Increased driving in the left turn lane?

Do enough people bike?

#3: Transform the Governor Printz Boulevard intersection into a Roundabout

Challenging to navigate?

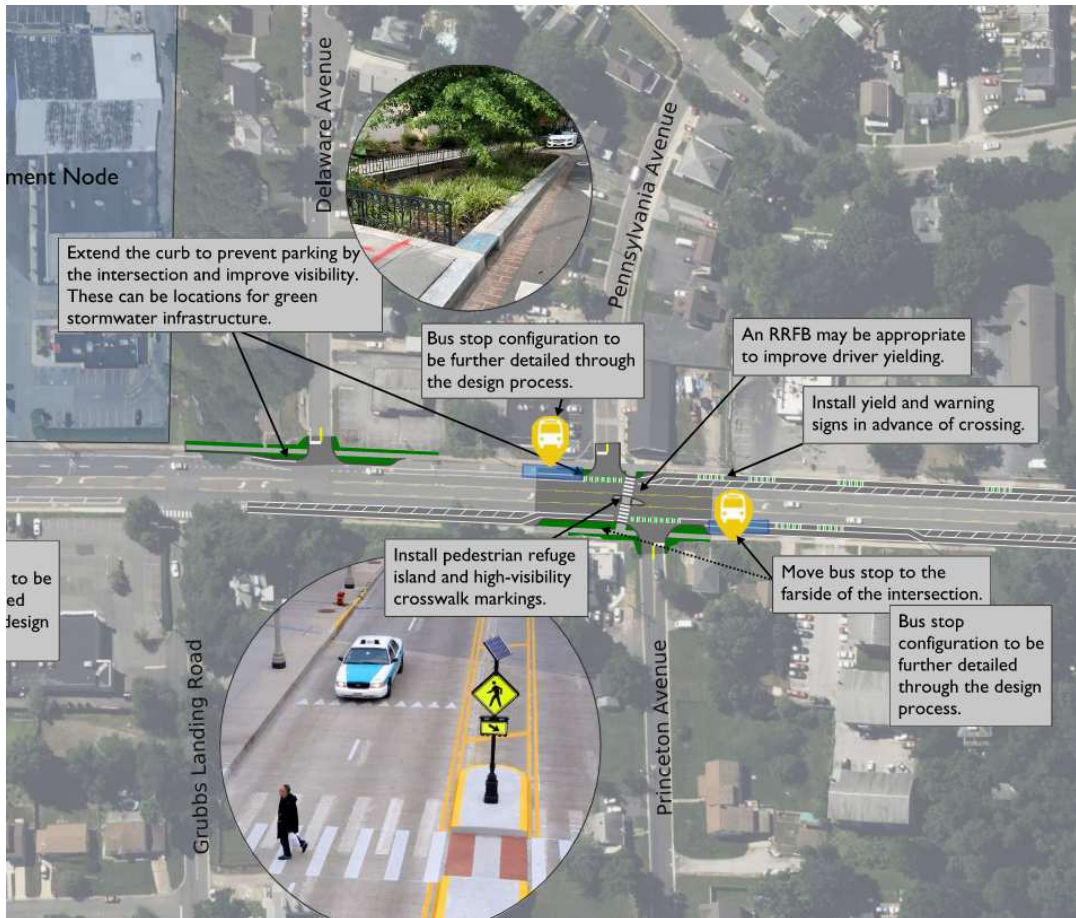
Impacts to safety and flow?

Pedestrian and bicyclist access?

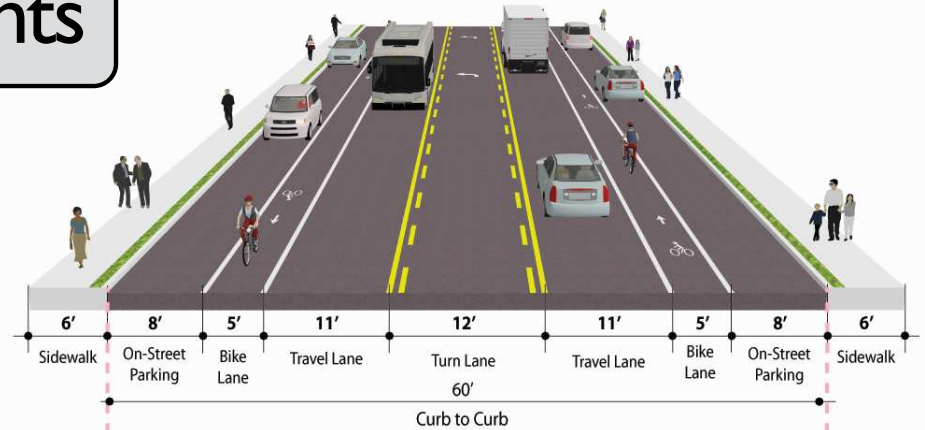
Scenario I: Tactical Improvements



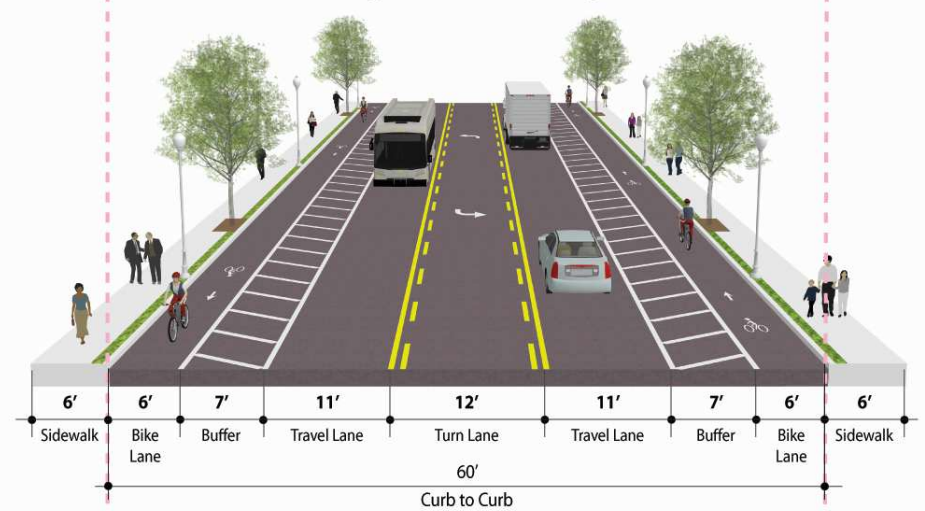
Scenario I: Tactical Improvements











PHILADELPHIA PIKE
 (From Delaware Avenue to Governor Printz Boulevard)
 Existing Typical Section (Looking North)



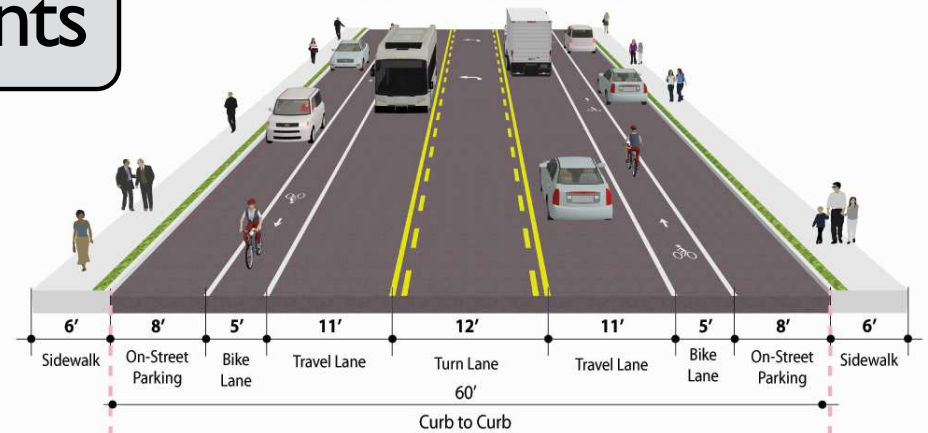
Potential Typical Section (Looking North)



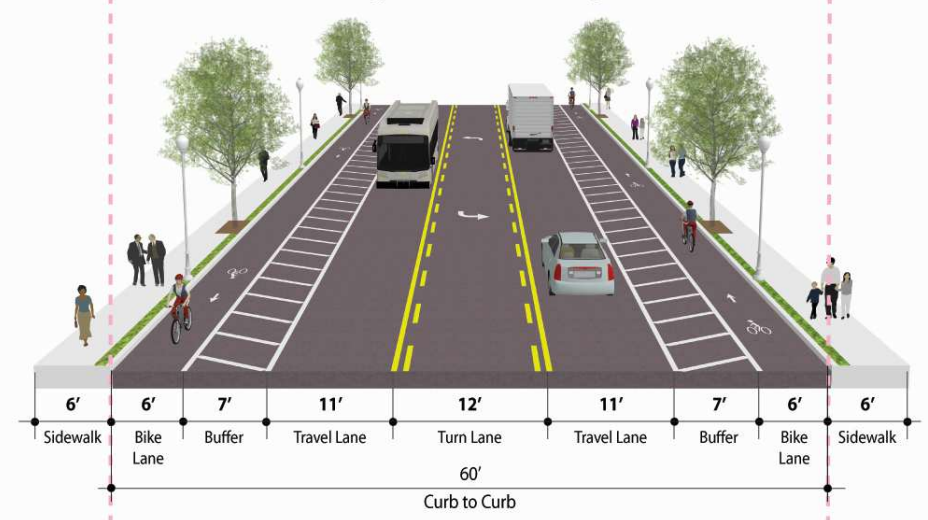
Scenario I: Tactical Improvements

	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	★★★

PHILADELPHIA PIKE
(From Delaware Avenue to Governor Printz Boulevard)
Existing Typical Section (Looking North)

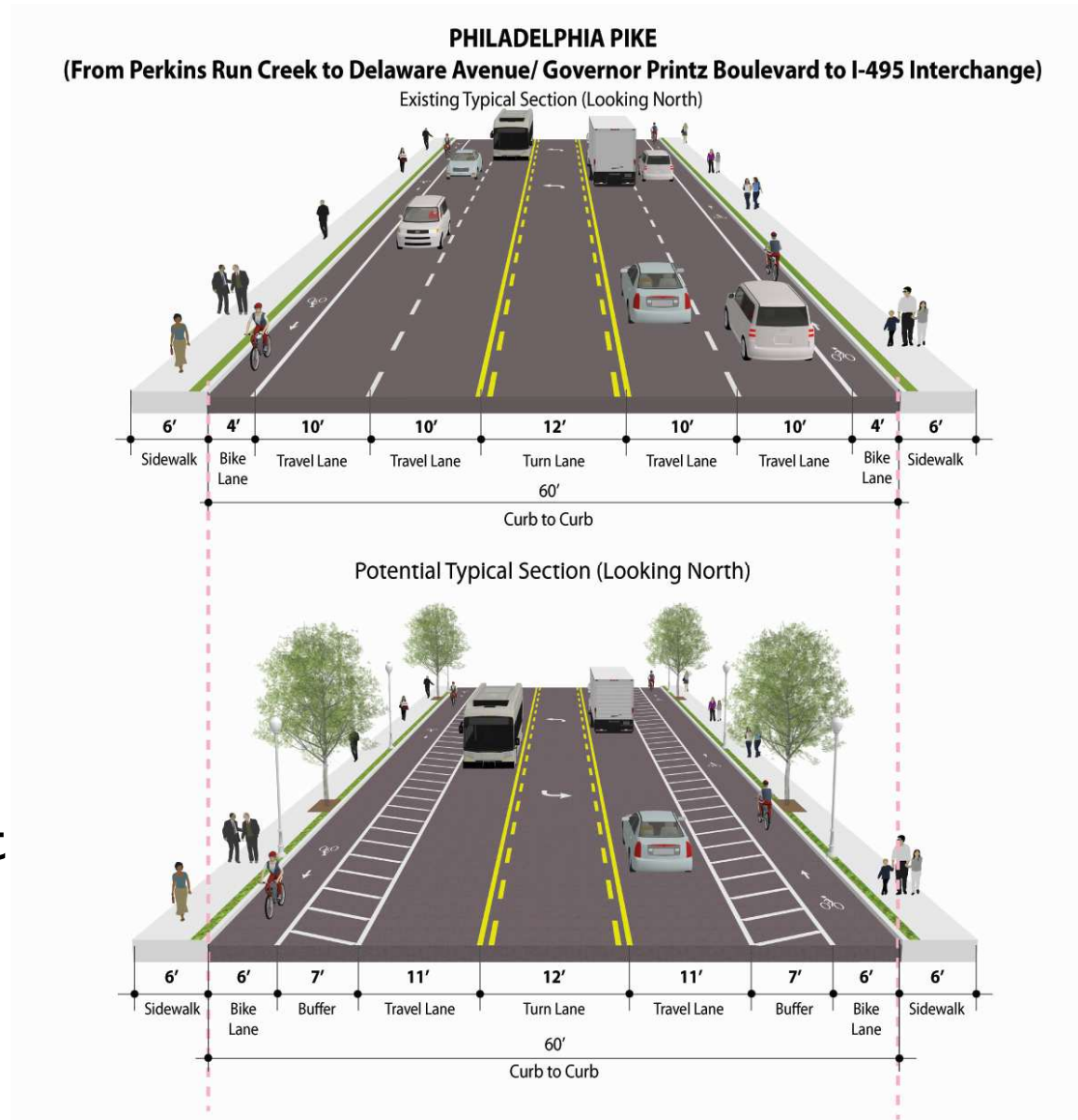


Potential Typical Section (Looking North)



Scenario 2: Extend the Road Diet

- Traffic results indicate that the road diet can be extended to the north and south
- Delays will marginally increase during peak travel times
- A right turn lane is needed on southbound Philadelphia Pike at Darley Road to reduce congestion there at rush hour

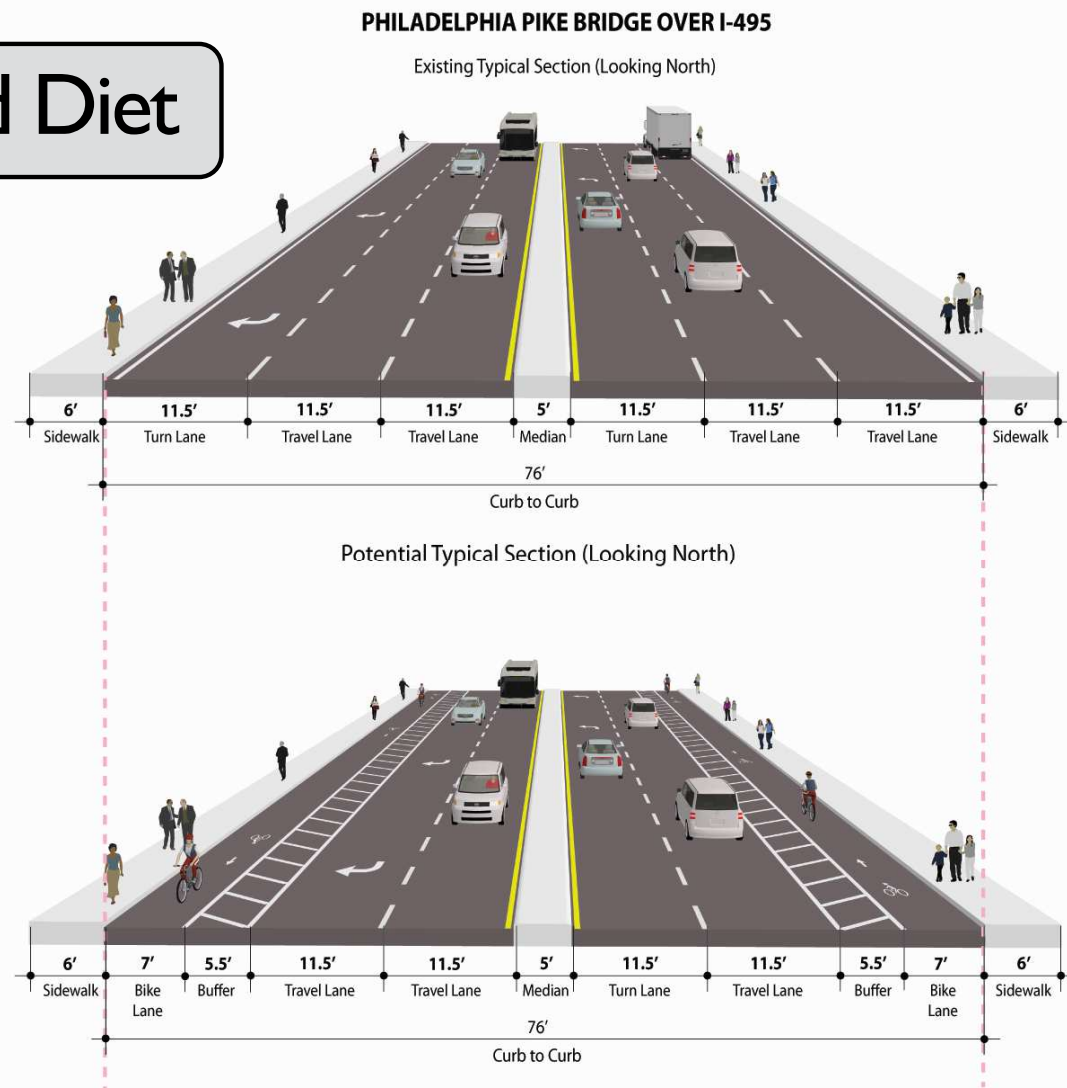


Scenario 2: Extend the Road Diet



Scenario 2: Extend the Road Diet

- Traffic results indicate that a lane can be eliminated in each direction over the I-495 bridge
- Art can be incorporated to transform the bridge into more of a gateway into the community




Scenario 2: Road Diet Extension

Concrete barriers can be incorporated into the buffer for protection of bicyclists and pedestrians.

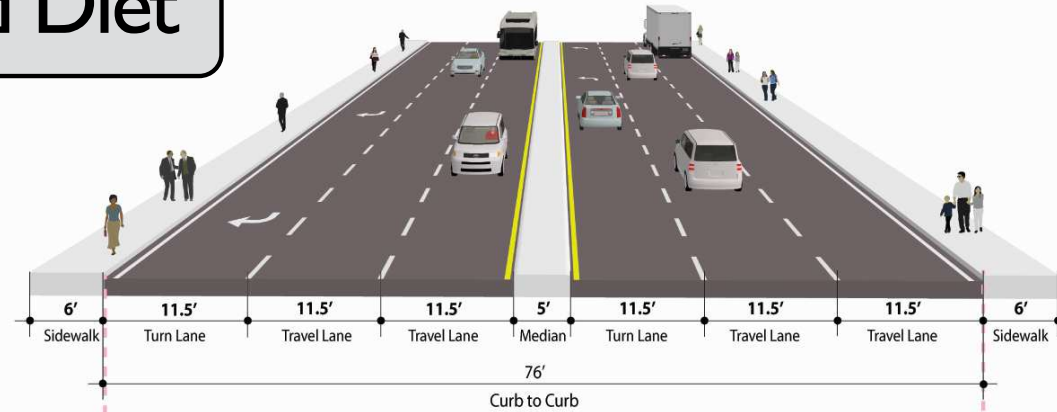


Scenario 2: Extend the Road Diet

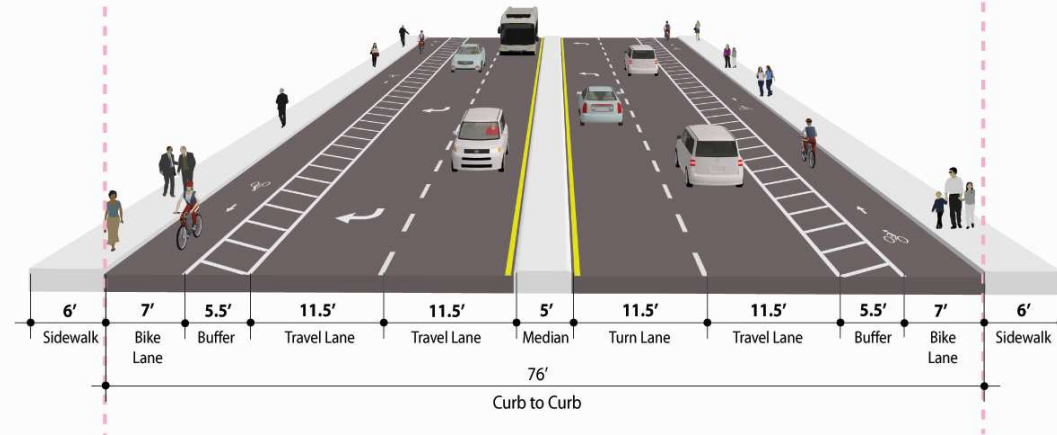
	Reduction in Fatal & Serious Injury Crashes	★ ★
	Reduction in Average Speeds (Speed Limit Compliance)	★ ★ ★
	Motor Vehicle Level of Service (LOS)	★ ★
	Transit Amenities	★ ★
	Pedestrian Crossing Distance	★ ★ ★
	Pedestrian Level of Comfort (PLOC)	★ ★ ★
	Bicycle Level of Traffic Stress (BLTS)	★ ★ ★
	Funding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

PHILADELPHIA PIKE BRIDGE OVER I-495

Existing Typical Section (Looking North)



Potential Typical Section (Looking North)

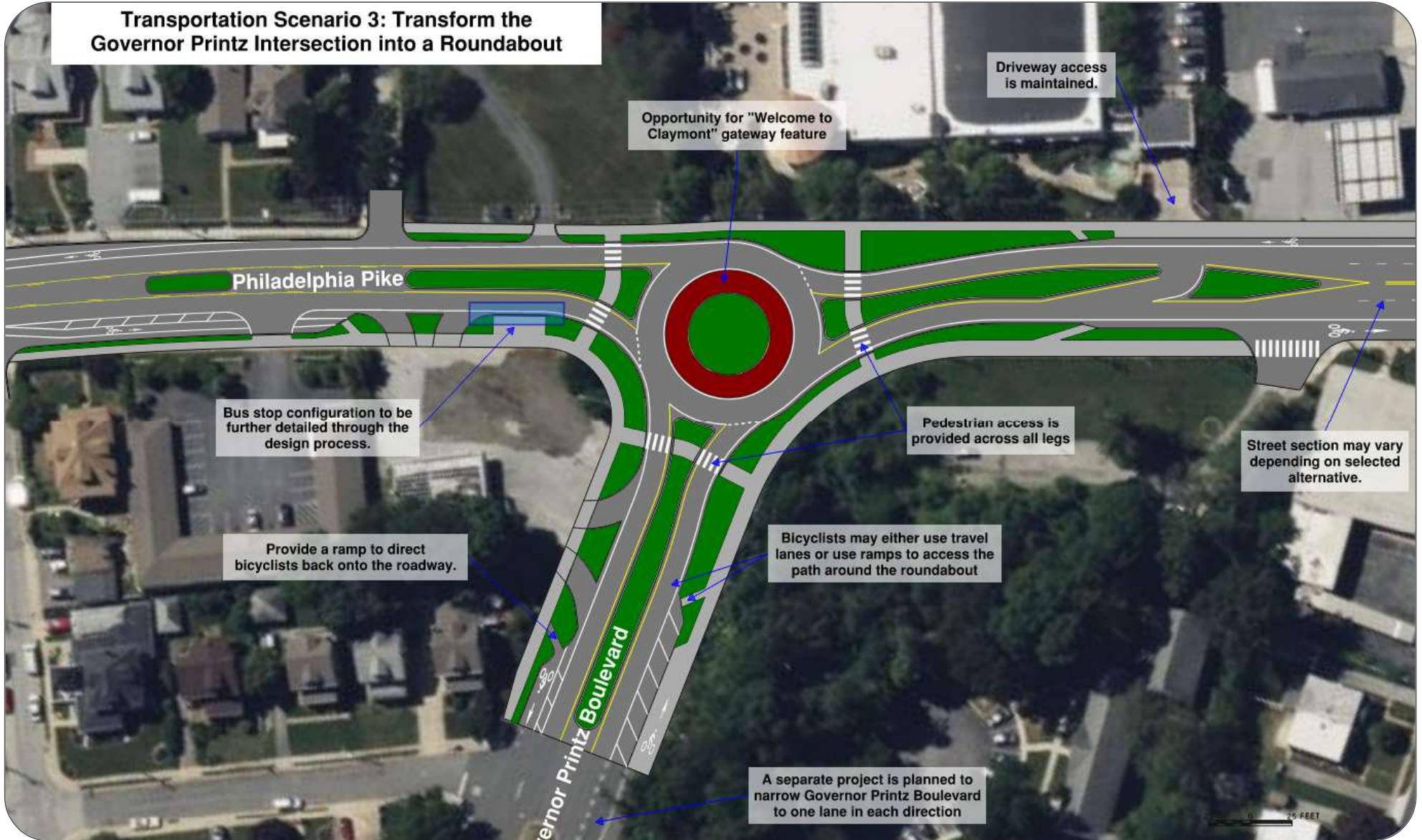


Scenario 3: Roundabout

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










Transportation Scenario 3: Transform the Governor Printz Intersection into a Roundabout



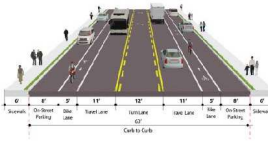
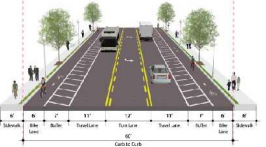










Scenario 3: Roundabout

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

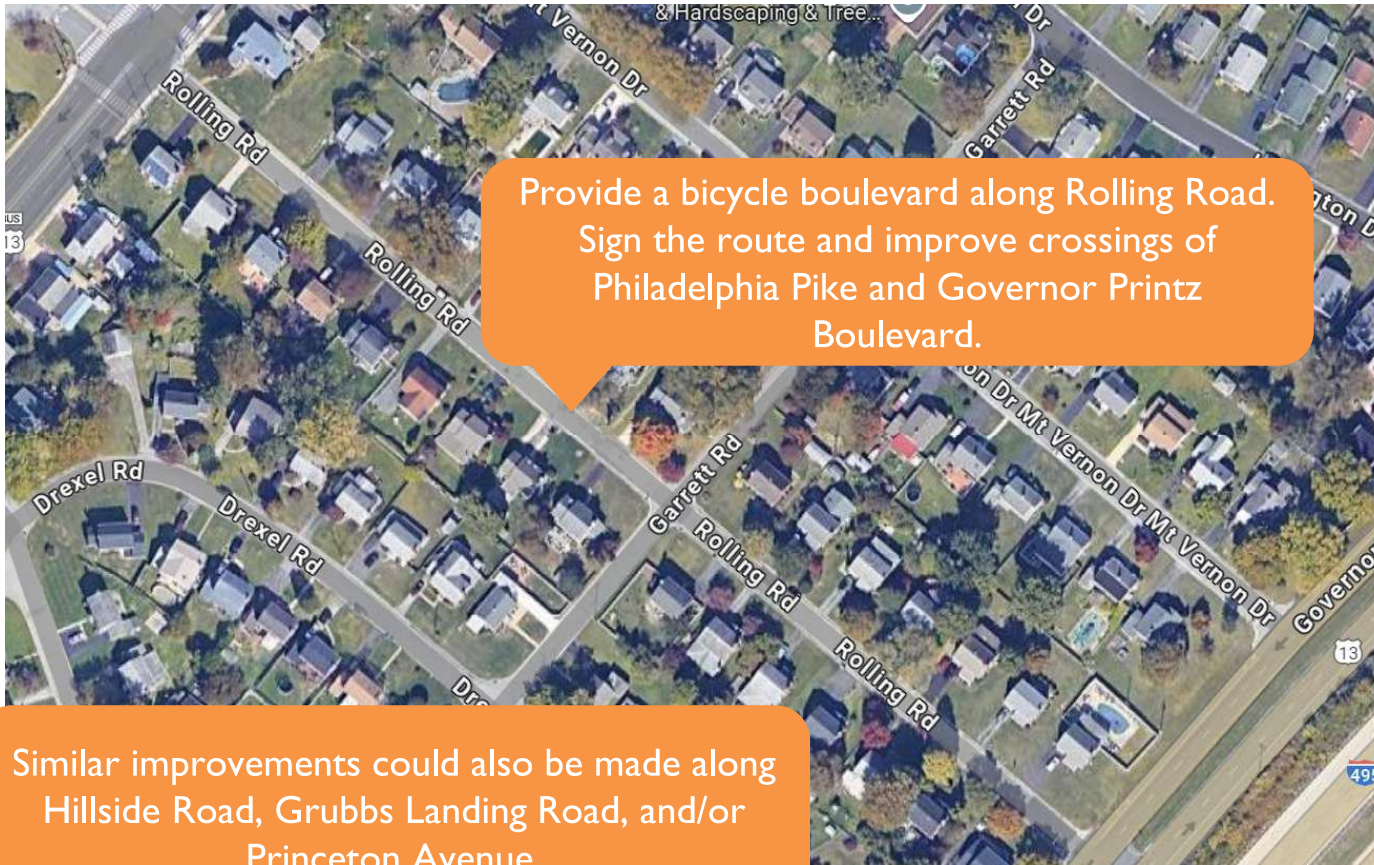
 Reduction in Fatal & Serious Injury Crashes	★ ★ ★
 Reduction in Average Speeds (Speed Limit Compliance)	★ ★ ★
 Motor Vehicle Level of Service (LOS)	★ ★ ★
 Transit Amenities	★ ★
 Pedestrian Crossing Distance	★ ★ ★
 Pedestrian Level of Comfort (PLOC)	★ ★ ★
 Bicycle Level of Traffic Stress (BLTS)	★ ★ ★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











Transportation Scenario Comparison Matrix

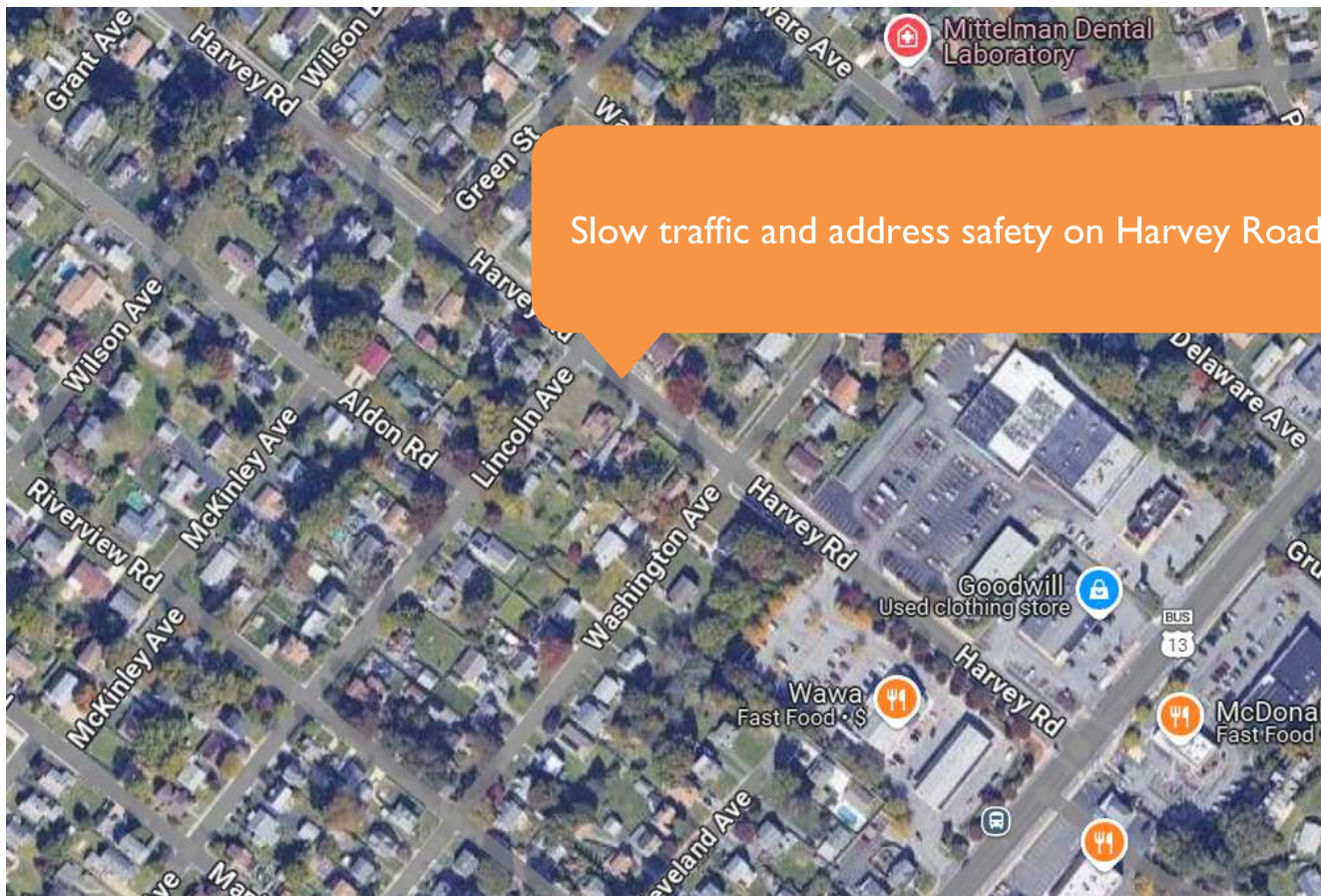
<p>Legend</p> <p>0 stars - does not meet the goal</p> <p>★ - partially meets the goal</p> <p>★★ - mostly meets the goal</p> <p>★★★ - fully meets the goal</p>	<p>No Changes</p> 	<p>Scenario 1: Tactical Improvements</p> 	<p>Scenario 2: Extend Road Diet</p> 	<p>Scenario 3: Governor Printz Roundabout</p> 
 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	★★★★	★★★★	★★★★










Other Transportation Recommendations



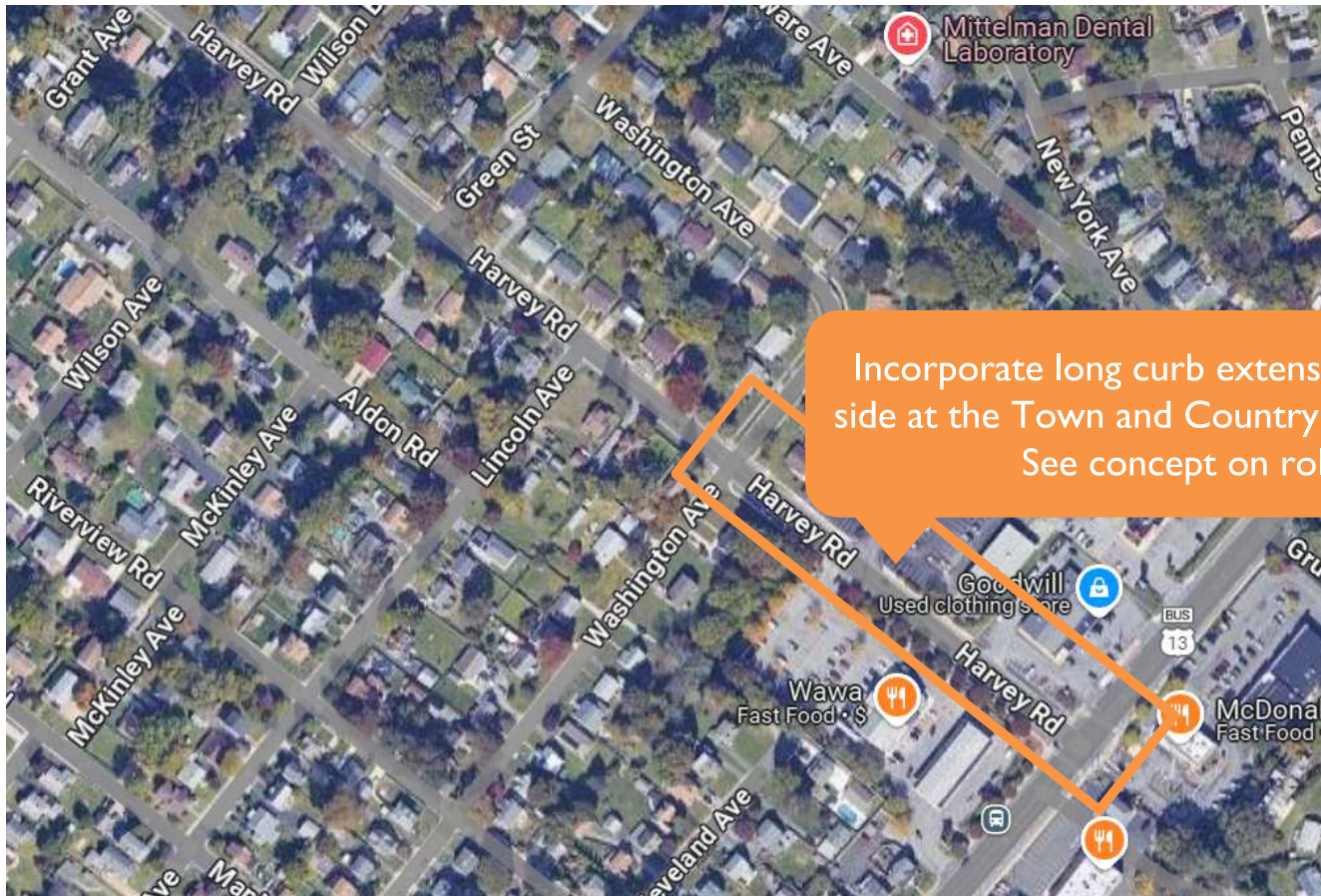
- 
Reduction in Fatal & Serious Injury Crashes
- 
Reduction in Average Speeds (Speed Limit Compliance)
- 
Motor Vehicle Level of Service (LOS)
- 
Funding Eligibility & Implementation Feasibility ★
- 
Pedestrian Crossing Distance
- 
Pedestrian Level of Comfort (PLOC)
- 
Bicycle Level of Traffic Stress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

Other Transportation Recommendations



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

Other Transportation Recommendations



Incorporate long curb extension on the north side at the Town and Country Shopping Center. See concept on roll plot!

Other Transportation Recommendations



Identify locations in the residential area between I-95 and Washington Avenue where islands can be provided like this example photograph on Augustine Cutoff in Wilmington.

Other Transportation Recommendations



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

Other Transportation Recommendations

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



Reduction in Fatal & Serious Injury Crashes



Reduction in Average Speeds (Speed Limit Compliance)



Motor Vehicle Level of Service (LOS)



Funding Eligibility & Implementation Feasibility



Pedestrian Crossing Distance



Pedestrian Level of Comfort (PLOC)



Bicycle Level of Traffic Stress (BLTS)



Transit Amenities



Parks and Open Space

We can grow use of existing spaces and create new ones

Hosting events on existing
civic greens

Create new gathering space and
plaza in the center of town



Community Center Front Lawn



Darley Green Lawns



Former Cumberland Farms

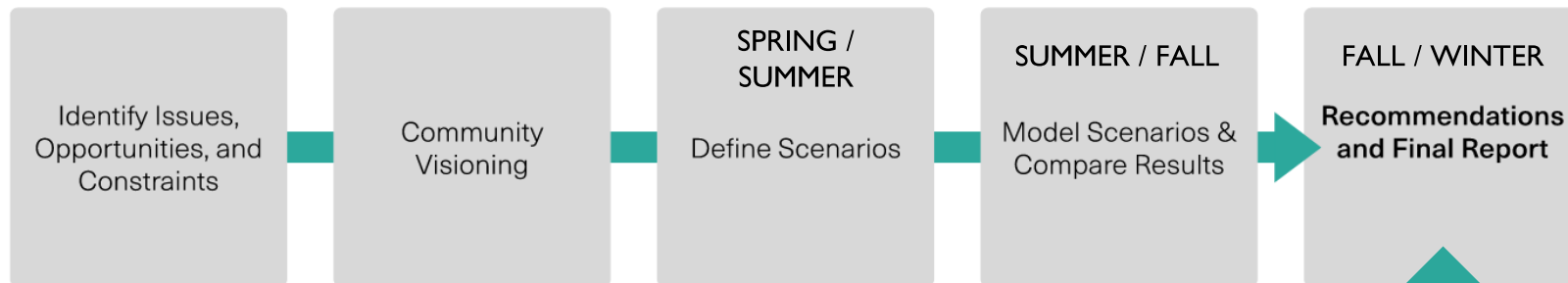


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NEXT STEPS

Next Steps



- Your input tonight will give the project team guidance about which improvements to recommend.
- The report will be drafted and finalized by the end of the year.



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THANK YOU!