

Community Feedback – Claymont Area Master Plan

Materials and survey were presented at a public workshop on October 28, 2024 and were available online from October 28 – November 25, 2024.

	Workshop Count	Online Count	Total	Comment
Which LAND USE scenario would you choose?				
Scenario 1: Minor policy changes	1	5	6	
Scenario 2: Stronger Pike	2	4	6	
Scenario 3: Gateways to Claymont	9	6	15	
Other		1	1	None of the above
2. Which land use goals do you think are most important to address? Check up to three.				
Easy access to parks/open space	14	9	23	
Easy access to commercial areas	7	7	14	
Additional development along Philadelphia Pike	5	6	11	
More moderately priced housing	8	7	15	
Helping (or minimizing impact to) under-served neighborhoods	6	6	12	
Less paving/stormwater runoff	7	5	12	
Other	9	2	11	
	x			There is no playground in Darley Green or anywhere other than the elementary school. I live by Auto Zone and have to walk 1 /2 miles to get to Woods Haven Kruse playground. We need to provide more playgrounds that children can go to during school hours. The "green spaces" are visited FREQUENTLY by dogs. I would not let my child play in a dog's bathroom.
	x			No additional apartment buildings needed in Claymont. Houses only.
	x			I believe the traffic circle is a great idea. My only concern is for the fire company and semi's.
	x			More mixed use development along Philadelphia Pike.
	x			Commercial areas are largely designed around people entering via car. Need more design encouraging walking / biking.
	x			Increased higher class retail and professional (medical) businesses.
	x			Establish strong entries in / out of Claymont--nice, welcoming that celebrate Claymont.
	x			Transit frequencies for SEPTA, DART (Route 13) and PHL shuttle service (DART or SEPTA).

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	x			Reconnection to the Delaware River: * Economic, social, and recreational resource, * Address past EJ and other community impacts that disconnect us from the river.
		x		Pedestrian safety and slower speeds
		x		Stop tearing down trees and green space
Which TRANSPORTATION scenario would you choose?				
Scenario 1: Tactical Improvements	1	6	7	
Scenario 2: Extend the Road Diet	5	4	9	
Scenario 3: Roundabout	13	4	17	
Other		2	2	
		x		Why are these mutually exclusive? Can't we do all three? But if I had to pick only one, I'd pick the roundabout.
		x		Fix existing roadways NO ROUNDABOUT
Which transportation goals do you think are most important to address? (check up to three)				
Reduction in fatal and serious injury crashes	10	7	17	
Better compliance with speed limits	17	8	25	
More comfortable pedestrian crossings	16	11	27	
More comfortable bicycle facilities	12	5	17	
Better transit amenities (shelters, benches, etc.)	8	9	17	
Motor vehicle level of service	2	1	3	
Other		2	2	
	x			Transportation should include providing access to and along the Delaware River and connect transportation hubs, parks, and open space along the river
	x			Incentive bike parking with local businesses, full concrete protected bike lanes.
	x			Darley Road is a rack track, general recklessness
	x			The grassy islands and plant more trees are great ideas.
	x			I like the roundabout
	x			Create a sense of place with streetscape.
		x		Frequency of buses increased
		x		Cops need to do their actual jobs and get people for driving poorly or recklessly instead of ignoring it and focusing their efforts on harassing normal people.

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What other comments would you like to offer?				
	x			I would like to see a Transit Oriented Development around the new train station. Commercial, multi-story buildings, residential, office, co-work space, hotel(s), car rental,, bike rental. I think it is critical to Claymont and Delaware to preserve land (purchase land) surrounding the train station for this purpose. We cannot let it all ne turned into warehouses and distribution centers. The train station is too valuable an asset not to protect the land around it for future planned TOD.
	x			Timing of traffic light at Myrtle / Darley / Philadelphia Pike - very little traffic on Myrtle since the train station closure.
	x			Left turn from the Pike to Governor Printz - way too long of a wait, people pass and turn left onto Stockdale Ave which is very narrow.
	x			Whoever though of traffic circle is crazy. Very poor idea from the start. Will cause road closures north and south on the Pike every time the Waterfall Banquet Hall has an event.
	x			No new development needed in area. Too congested as is.
	x			Single lane south of Harvey Rd towards bowling alley is good idea.
	x			No roundabouts.
	x			Red light cameras.
	x			Green Street needs speed bumps. There needs to be some type of intervention on Green Street to stop people from speeding. I worry about our elderly and children on Green Street. It is only a matter of time before someone gets hurt.
	x			I think Scenario 2 for traffic makes the most sense. I'm highly concerned about Scenario 3 (roundabout) because the communities mentioned on the boards are quite different than Claymont and adjacent to highways. I'd hate to see this community remain one that priorities high traffic flow and not foot traffic to serve resident and others nearby.
	x			Sidewalks on Franklin Ave - place them on the "even numbered" side of the street. There is already no parking on that side, the land is flatter, and the yards are larger than the odd numbered side.
	x			Center turn lane - good idea to put something in it to prevent cars from driving in it from Gov. Printz to McDonalds. (I have witnessed this and some shorter runs, myself).

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	x			Governor Printz / Philadelphia Pike roundabout - will result in cars detouring through neighborhoods, which I don't think is what you want.
	x			Rolling Road and Hillside are quite steep to make them ideal for bike / pedestrian routes.
	x			Philadelphia Pike / Gov Printz roundabout - bad idea. One lane north of Gov. Printz will be a problem when events are being held at the Waterfall (mostly Friday, Saturday and Sunday). People pull into the Waterfall and stop to drop off passengers. This prevents cars from Philadelphia Pike from turning in. As people wait to cross southbound lane, there will be gridlock backing up cars on the Pike and the Printz. Also, the Seminole / Wiltshire traffic light will prevent cards from moving. A better solution would be to shorten the light cycle on that intersection. Since there's already a section where no cars are supposed to travel (north of Franklin) make that a safer median for pedestrians crossing the road.
	x			Where is the war memorial being relocated if you proceed with the roundabout??
	x			Bike lanes in the area come and go randomly and are also frequently turn lanes and parking areas for cars. Each time a bike lane becomes a turn lane or a place for delivery drivers to park, it forces bikers onto the lane where cars are, increasing danger to bikers. Pedestrian crossings also are lacking in areas, like around library / Woods Haven Park. That would otherwise be good walking areas.
	x			Get rid of billboards!
	x			More grassy areas, trees and shrubs where there are long stretches of asphalt along the sidewalk such as Yettters and across from the Fire Company
	x			Darley Road at Lenape Way needs speed limit enforcement / encouragement. It's dangerous to cross there and I, and a lot of people, walk there.
	x			Slow down traffic along Darley Rd.
	x			If you do the scenario with the roundabout, please maintain the flags and memorial, could be used as a gateway to Claymont somehow.
	x			Please do not change any neighborhoods off of Philadelphia Pike. I have been in my home since 1973 and never want to leave.
	x			I like the idea of adding art to the area.

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	x			I like the idea to establish a path from Arden to the Library.
	x			People get going so fast. Someone crashes into my tree up a 5 foot embankment.
	x			Slower speed limit on Philadelphia Pike.
	x			Bring all the plans together including Citysteel.
	x			Integrate planning outside of Claymont to include Delaware River corridor and Edgemoor.
	x			Timing of traffic light at Myrtle / Darley / Philadelphia Pike - very little traffic on Myrtle since the train station closure.
	x			Can you share how civic association and other community groups besides the community center and CRDC can be part of the monitoring committee. There are many other groups that are not represented by those groups.
		x		Speed bumps on Green Street
		x		A police station to minimize traffic and crime in the area due to costly housing
		x		Promote transit more as the solution to most of what "ails us [our communities]." Over dependence on the private automobile - CHECK. Reduces the need to expand road infrastructure - CHECK. Reduces CO2 emissions - CHECK. Offers mobility to young and old alike, which would address mental health and greater feelings of independence - CHECK. Cycling is great for some, but Transit is for EVERYONE - CHECK. Helps connect and integrate communities [when done correctly] - CHECK.
		x		We really need to improve the Pike over 495 to make it more accessible for non-drivers. With all the development that is supposed to happen at the steel mill, now is the time to strengthen that connection between the two areas. Scenario 2 is great, and so is Scenario 3! Why can't we do both since they're in separate locations?
		x		Speed of vehicles on Pike and cars not giving pedestrians right-of-way
		x		I like the idea of developing mixed-use development at the Harvey/Philly Pike corner, but if you want the area to thrive, the combo of crime and homelessness at the WaWa across the street has to be addressed. Crime seems to have calmed down a bit. Can we get a homeless shelter somewhere in Claymont?
		x		I am VERY against the inclusion of a roundabout at Gov. Printz/Philly Pike. I live at Rivercroft Apartments and have NEVER had problems at

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				<p>this intersection, nor do I notice people speeding or being reckless. To me this is a very, very unnecessary waste of money that can be better used in any of the other scenario suggestions instead. If this change is not discarded I will begin a petition against this 'improvement' and visit the various local businesses and residents along the Pike that may be impacted by this change. I don't mean to be an obnoxious citizen, but I truly love Claymont and don't want to see money wasted on a project that is NOT needed.</p> <p>* Also, have businesses been considered in this decision? There is already a long line to get into Dunkin' during peak hours. If there is only one lane, people WILL block traffic to get their morning coffee, whether it's legal or not. The middle lane is very important to be able to get into the drive-through. ALSO, there is already an issue with The Waterfall on the Pike, as ANY TIME there is an event there, traffic gets significantly backed up in the right lane. Without two lanes, this can get messy quick.</p>
		x		My concern is the roundabouts you want to put in are very dangerous you will have more accidents in the roundabouts
		x		Yes, biggest issue for pedestrian safety has always been visibility and yet still dark along the pike near BK and such.
		x		Preserving the monument and flags at Gov. Printz and Philly Pike. I do not want excessive development. The shops by Darley Green are nicely done. I do not think Gov Printz should be 1 lane. I do not want to see Philly Pike as one lane.
After reviewing the materials, what did you like?				
				I actually really like the roundabout idea. Even though Michael Senisch was sooooo opposed. He doesn't speak for all of us.
				The time frame of the project and how the architect and developer are willing to take opinions from the public to improve the design and flow of traffic.
				I like the idea of redeveloping the Goodwill and having a town center feel with higher density nodes and short setbacks. The feel of the Pike has improved between Seminole and Darley road because the parking is hidden behind the development. Let's keep that going for any new development/redevelopment. I'm ok with a roundabout at Gov. Printz and Phil. Pike, although I know that will be triggering for some

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				folks. It is a bit of a nightmare for cyclists heading east along the Pike but those are few and far between right now.
				I like the pedestrian improvements in the road diet.
				The proposals to separate the bike lanes from the car lanes are good, but I'd like to see it taken a step further with 1. coloring the bike lane a different color (like the green bike lanes in Newark) and 2. Separating them from the road with a small median, as also seen in Newark. For a busy road like Philly pike, it's needed to increase safety.
				The roundabout and bike lanes.
				I very much like the idea of developing buildings, but NOT at the cost of reducing our travel options on the road. For example, the minimal changes to traffic in Scenario 1 are preferred, but there is no reason why we cannot also further develop the Town & Country Shopping Center in this scenario. The parking lot around the buildings in that center is very large and hardly ever used above 20/30%, so people will have to just park behind the Goodwill instead of directly out front if more businesses create more traffic.
				Nothing
				Honestly, nothing. Never listened to us on previous changes that made everything worse and now going to do the same. Did you information gathering included driving these daily?!
				I like the idea of having respite space on Philly Pike. I like the idea of local art having space. I like the idea of including points north of 495 that are Claymont. I think I like the idea of building some at the shopping center Harvey and Philly Pike.
If a roundabout is recommended, what would you like to see in the center to represent Claymont?				
				"Welcome to Claymont, don't disturb the Claymonsters" JK
		x		HONESTLY, the VFW memorial.
		x		No where
		x		The solar-powered monument aims to enhance visual appeal and provide nighttime lighting for art enjoyment.
		x		Caboose? Old Fish bowl GM Transit Bus? Better yet, a Restored - vintage Silverside Greyhound Bus with bronzed statues of passengers boarding and the operator welcoming them at the door? Claymont was once a respite for Philadelphians to escape tuberculosis and other health outbreaks? Greyhound Service to/from Philadelphia


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				would have traveled up and down Philadelphia Pike. The Past can also be the way to a better Future?
		x		Low-maintenance landscaping, like perennials. Maybe some public art in the very center. What I wouldn't want to see is a flagpole, grass that would need to be mowed, seating, or a gravestone-looking Semper Fi installation.
		x		Do not want roundabout, Too dangerous for pedestrians!!!!!!
		x		Literally this cannot happen.
		x		A christmas weed! Or some sort of artwork of some kind. A big ole' giant C for Claymont would be cool, or perhaps a contest for designing a Claymont "logo" of some sort that gets commissioned for a sculpture
		x		Another sculpture by Ray King or a Delaware based artist; I love the Phoenix!
		x		Please NO roundabout, see #6.
		x		Nothing
		x		DO NOT DO THIS!!
		x		Prefer no roundabout at all, the previous change only made intersection worse with drivers in turn lane cutting people off and driving straight into turn lane past Governor Printz turn. To cut off a lane on bridge is absolutely ridiculous over 495.
		x		I do not prefer the roundabout. If forced to have it something very representative of our town . Not sure if the monument would be ok there or not. But it has to be saved and is best right where it is. I am trying to consider the roundabout but I really dislike circles everywhere that I have encountered them for years.

Land use board comments:


Commercial Multifamily Housing Townhomes

Existing space.

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



Okay with ↑ paved surfaces as long as landscape solutions are prioritized


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

Commercial Uses
Residential Uses

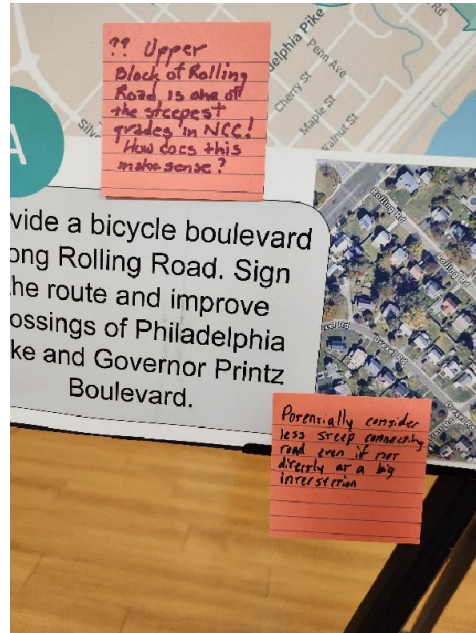
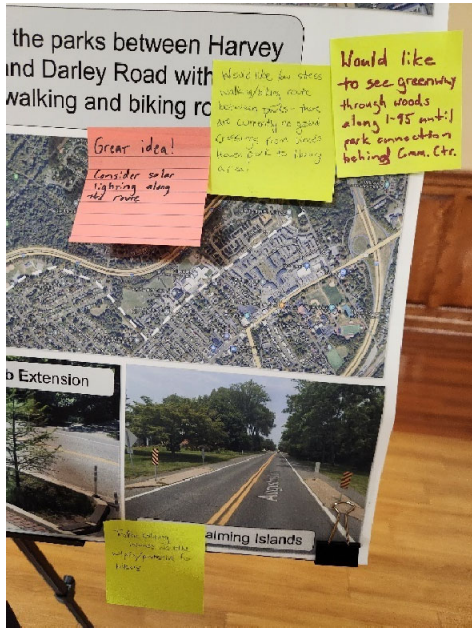


Examples of the kind of buildings possible in the **Claymont Gateway** district

Emphasize aesthetic design



Transportation board comments:



Roundabout art comments:

Like this idea
for safety,
get-away/pace-
making, and
continuous movement
through intersection

Art or
Artistic sign
that signifies
Claymont

A garden or tree-
dominant layout
Small animal
Sculptures positioned
throughout
★

These communities
are very different
than claymont, &
lead to highway.
How does a circle
reinforce a sense
of community?
No to roundabout.

Low artist / artist
Do not want to
lose the memorial
with flags -
How to show
welcome to claymont
Incorporate this?

Tall sculpture
that doesn't
impair visibility
much
-like AZ
example

ART AS FURNITURE
Light Philadelphia
Axe.



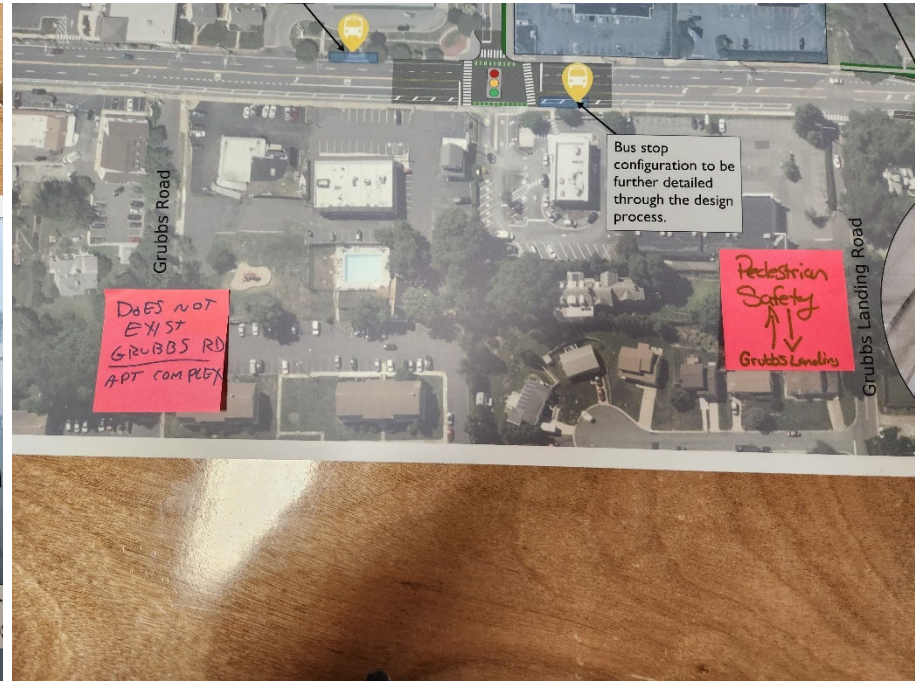
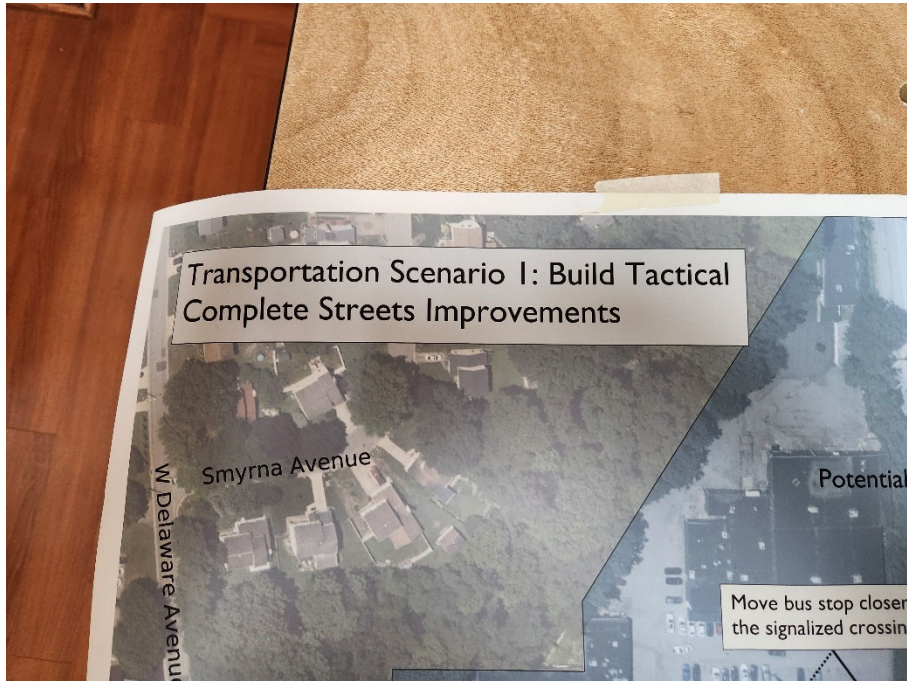
Roundabout Art in Sedona, AZ

Discourage
Park / Stop
on Street
Roundabout
Don't Exting
Lot

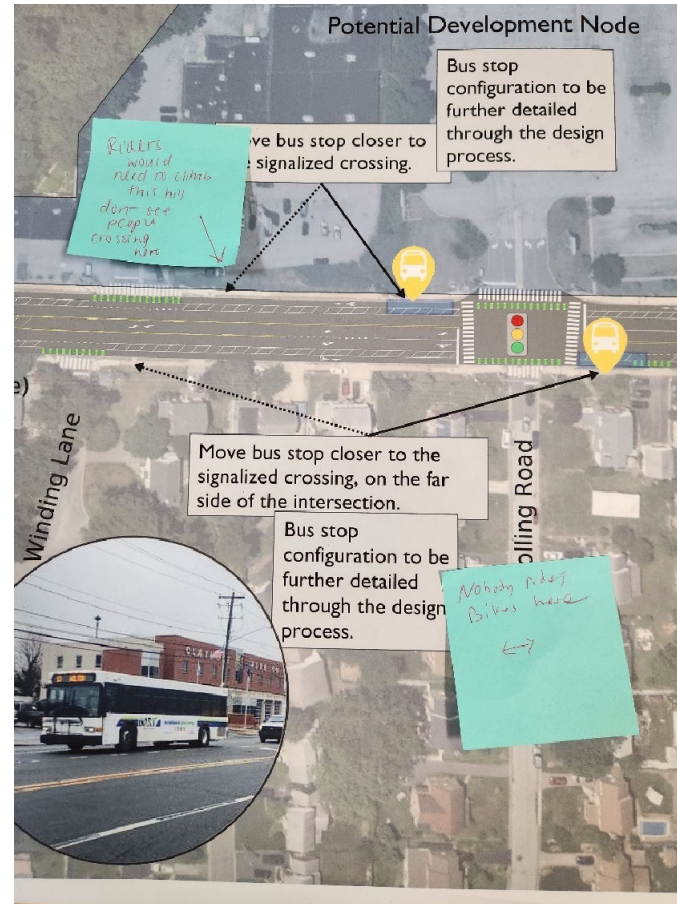
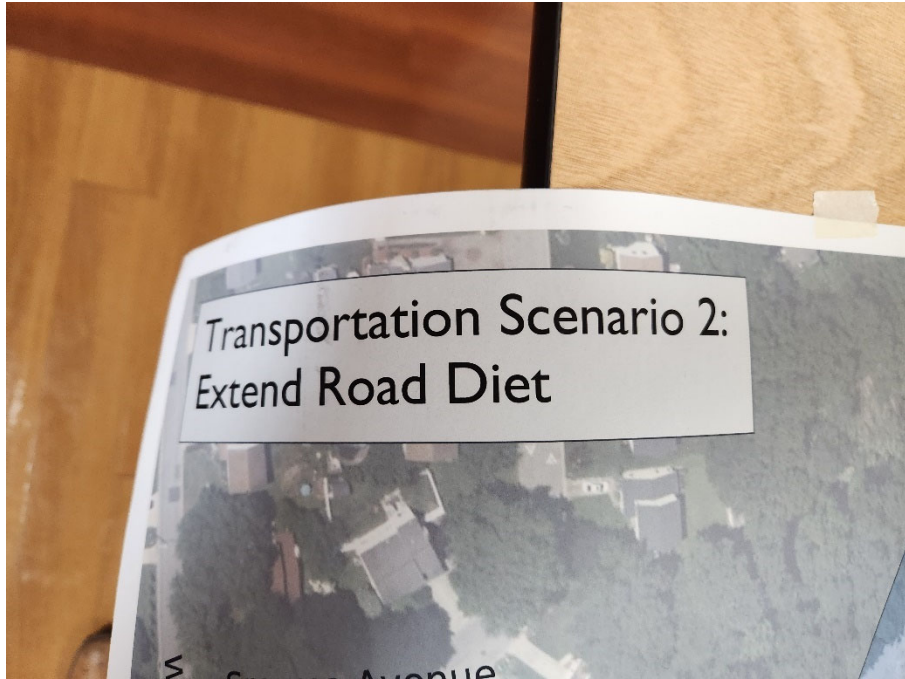


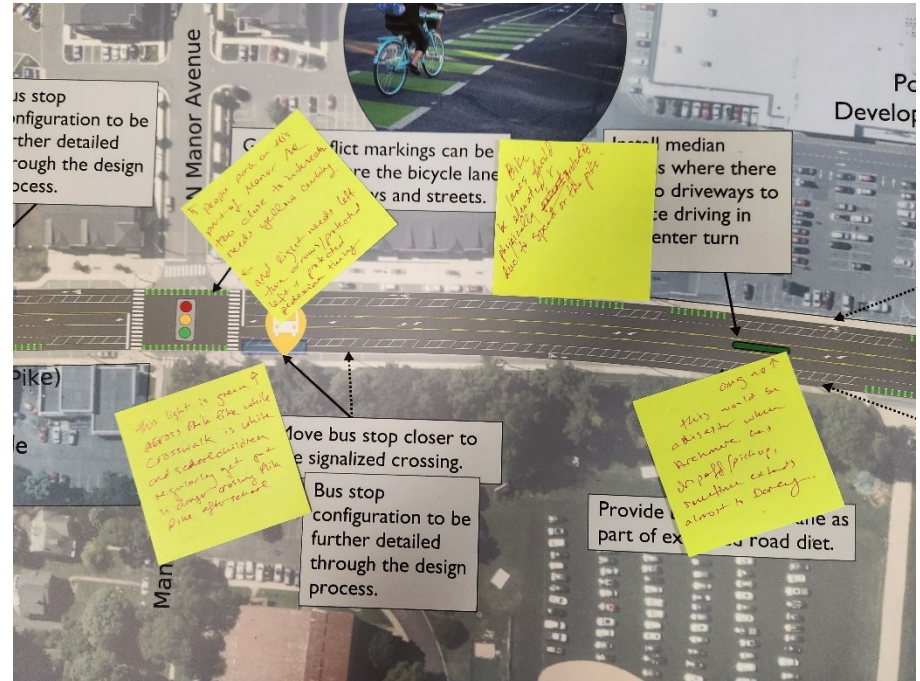
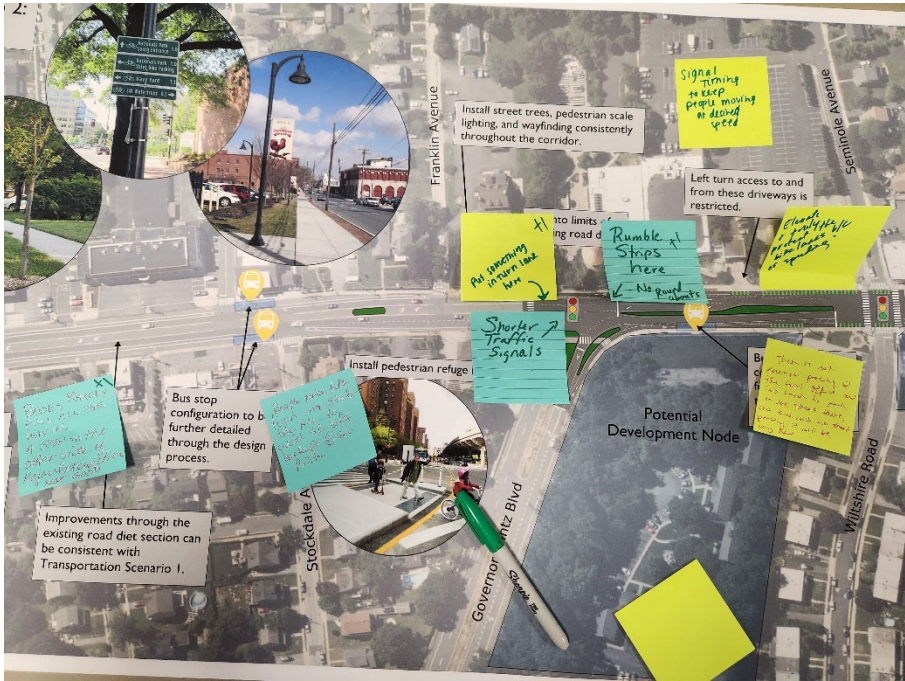
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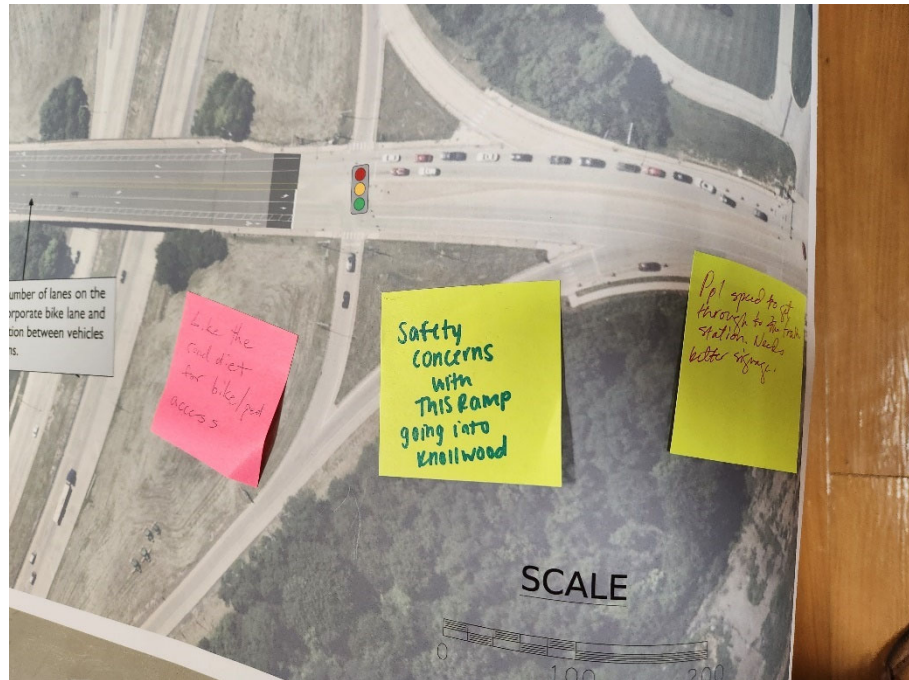
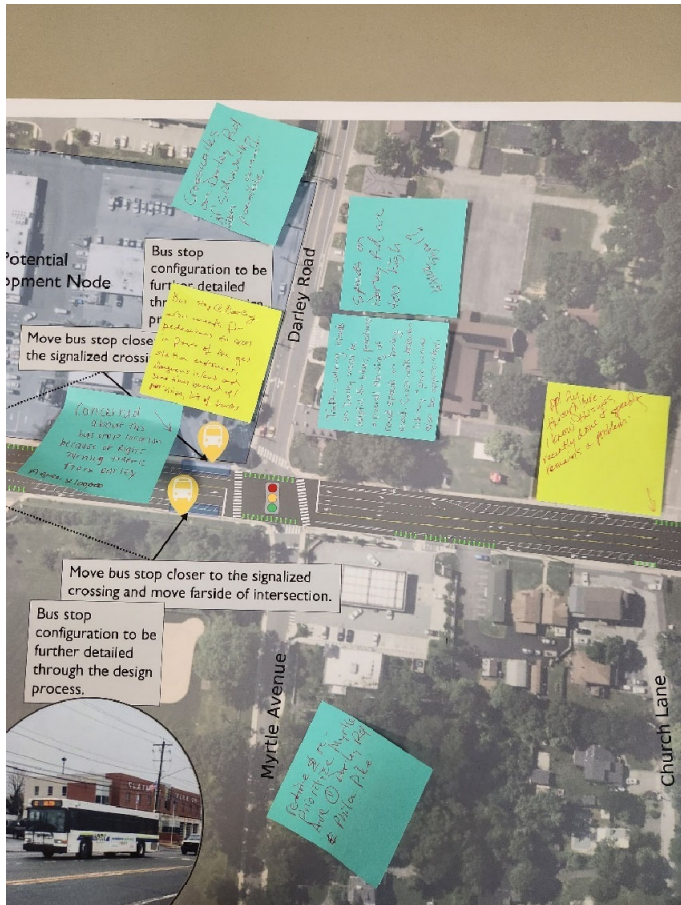
Transportation Scenario 1:



Transportation Scenario 2:

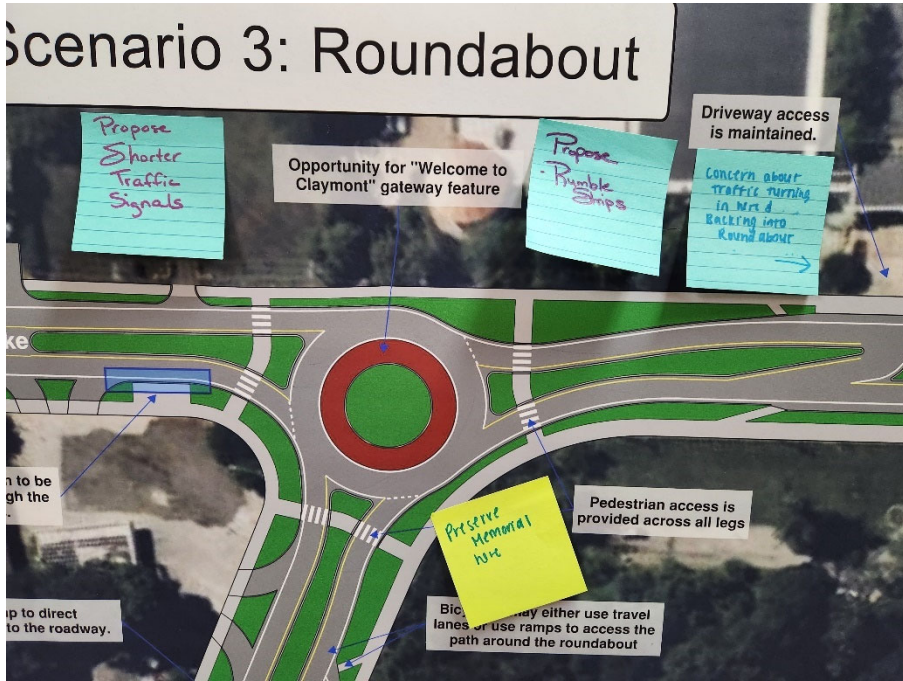




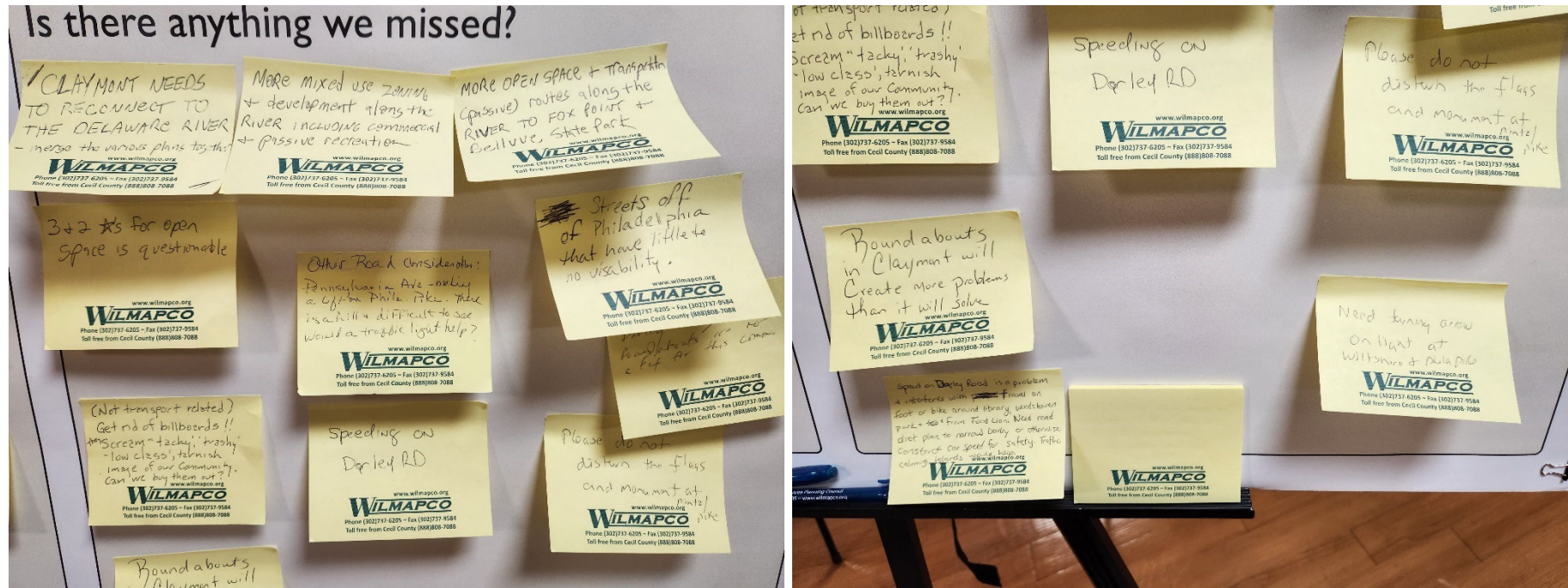


Transportation scenario 3:

Scenario 3: Roundabout



What did we miss:



What did you like:

