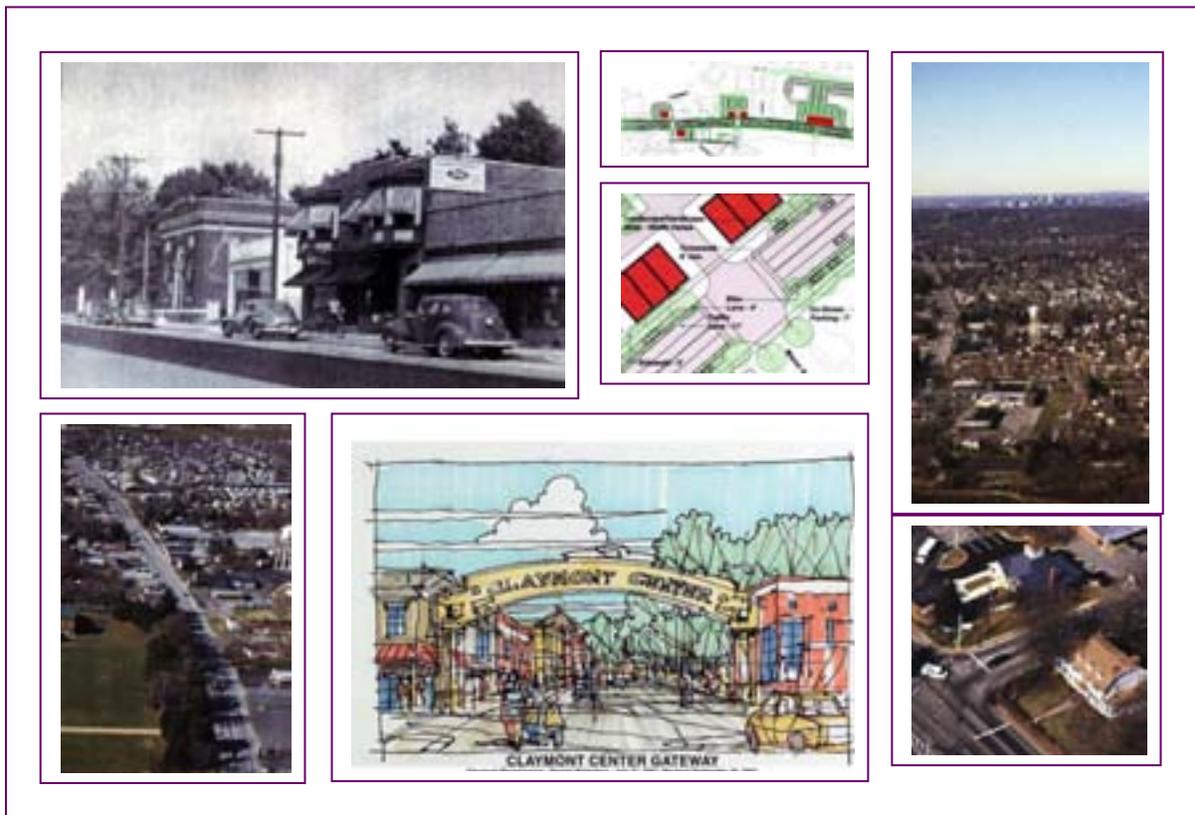


Claymont Community Redevelopment Plan

Manual of Design Guidelines



October 2004

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October 2004

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I. INTRODUCTION



Source: Center for Historic Architecture & Design

1.1 OVERVIEW

New Castle County is comprised of many unique and diverse communities that have previously established themselves apart from the common form of suburban development that characterizes much of the County. In particular, these communities are considered “traditional” and in many cases predate formal zoning regulations and the automobile. They are characterized by compact neighborhoods and a variety of nonresidential uses and sidewalks to travel from place to place. Current land use planning principles now tout this same form of development (“neotraditional” and “new urbanism”) as an alternative to suburban sprawl that has consumed land and stressed infrastructure. The standards within this manual are intended to promote the viability and economic health of these communities as desirable places to live and to facilitate infill and redevelopment by allowing modification of Unified Development Code standards.

This Manual of Design Guidelines provides:

- *A clear definition of urban design objectives of the Claymont Community Redevelopment Plan that informs citizens, applicants of development proposals, and decision-makers;*
- *A tool that designers can use to incorporate specific approaches and techniques in their plans that will achieve the design objectives of the Claymont Community Redevelopment Plan;*
- *A basis for uniform and consistent review of development proposals.*

district (HT) established by New Castle County Council. The communities and neighborhoods included with the boundaries of this district shall be subject to a modification of all standards as set forth herein and by the approved *2004 Claymont Community Redevelopment Plan* or as may be amended. Only projects for which a land use application has been submitted to the New Castle County Department of Land Use shall be subject to these guidelines.

These Standards will be used in reviewing projects for conformity with the overall community design objectives and consistency with the Community Redevelopment Plan. The Standards are to be used in conjunction with the laws, ordinances and development standards of New Castle County. In conducting the design review, each plan will be held against the following criteria. Approval requires that the following criteria have been met or deemed inapplicable to the specific project:

- *The project is compatible with surrounding uses in terms of scale and adherence to the traditional architectural styles and materials of the Claymont Community;*
- *The architecture, project layout, landscaping, and signage contribute to a harmonious and diverse character that has a strong sense of unity with existing properties;*
- *The building(s) are designed to be part of the streetscape or neighborhood;*
- *The combination of architecture, signs, and landscaping creates a sense of place and enhances the overall Claymont Community;*
- *The streetscape and building design reduces the apparent mass of large buildings to provide a human scale;*

****NOTE: The pictures, drawings, and diagrams in this document are intended to illustrate the objectives of the Guidelines. They are not intended to illustrate how to meet requirements.***

II. CLAYMONT HOMETOWN OVERLAY

1.2 APPLICABILITY

The standards contained within this manual shall apply to the Claymont Hometown Overlay zoning



Source: Center for Historic Architecture & Design

2.1 PHILADELPHIA PIKE TRANSECT

Like most “traditional towns” the Claymont Hometown Overlay Zoning District contains a main corridor area or “main street” on which it developed and grew. Providing a transect of the community, the Philadelphia Pike helps to define Claymont’s character zones (i.e. Claymont Center, Neighborhood Transition and Edge) that form the physical setting of place.

1. *Curb cuts shall be minimized and alleys provided to access parking within Claymont Center. All parking along the pike shall be interconnected to promote pedestrian movement along the corridor.*



Source: Thomas Comitta

2. *To facilitate transit usage and circulation, transit stops shall be provided at key nodes identified by the Delaware Transit Corporation (DART) with easy access to the surrounding streets.*



Source: Wilmington News Journal

3. *Street trees shall be planted on both sides of Philadelphia Pike to strengthen the spatial definition of Claymont and shall conform to the established street tree program for Claymont.*



Source: Thomas Comitta

4. *A pole-mounted vertical banner system shall be provided along the frontage of properties on the Philadelphia Pike.*

2.2 CLAYMONT CENTER

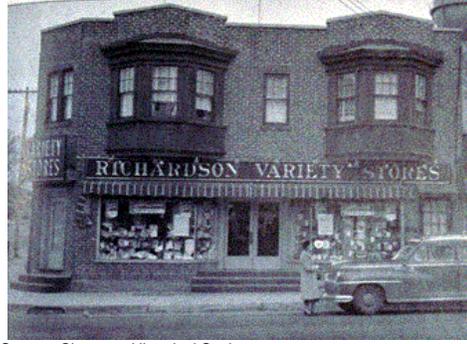
Claymont Center will serve as the core of the Claymont Hometown Overlay District. It is clearly defined and consists of the most intense development in both massing and use. Claymont Center will be initially redeveloped along Philadelphia Pike, between Darley Road and Seminole Avenue and can extend to Govnor Prinz Boulevard, and to Route 495. Claymont Center will serve the center of pedestrian activity for the overlay district and most retail and restaurant uses should be physically concentrated in the Claymont Center to provide a critical mass of shopping and pedestrian activities to identify it as a destination.

1. *The Idealized Build-out Plan for Claymont Center shall be implemented. Variations to the Build-out Plan shall be approved by the Claymont Community, the Design Review Advisory Committee and the New Castle County Department of Land Use.*



Source: Thomas Comitta

2. *New buildings shall be at least two stories in height, but shall not be more than three stories with a footprint of 15,000 square feet or less, in keeping with the historic character of Claymont Center. When larger buildings are proposed, they shall be broken down in scale by means of the articulation of separate volumes and approved by the Claymont Community, the Claymont Design Review Advisory Committee and the New Castle County Department of Land Use.*
3. *The maximum allowable gross floor area ratio for all non-residential properties within Claymont Center may be increased by up to 25% to accommodate the requirement for additional building heights.*
4. *All buildings shall be vertically mixed in use regardless of the site and lot area requirements and provide opportunities for residential and office uses above ground.*



Source: Claymont Historical Society

5. *Retail uses shall be placed at street level, while office and residential uses should be placed in the rear or on the upper stories. Civic and Institutional Uses may also be designed as part of Claymont Center to provide institutional anchors.*



Source: Congress for New Urbanism

6. *Buildings shall be located as shown in the Idealized Build-out Plan for Claymont Center or within one foot of the street yard property line. If outdoor seating is proposed and additional sidewalk space is needed, buildings may be shifted away from the street no more than five feet. In such cases, architectural detailing shall be incorporated into the building's design to help maintain the established street wall.*
7. *New buildings may be developed to the sideyard property line to help maintain a continuous street wall within Claymont Center. When buildings cannot be physically connected, architectural details shall be provided to help create the sense of a continuous street wall.*



Source: Congress for New Urbanism

8. *Buildings located on coners shall be located as shown in the Idealized Build-out Plan for Claymont Center or within one foot of both street yard setbacks to anchor each corner within Claymont Center. Parking, loading or service shall not be located at any intersection within Claymont Center.*
9. *Locate parking as shown in the Idealized Build-out Plan for Claymont Center. All other parking shall be provided to the rear of buildings, on-street, or through adjacent shared parking facilities.*



Source: Thomas Comitta

10. *Parking shall be interconnected with adjacent properties to facilitate movements and provide functional "alleys" to eliminate the need for new curb cuts along the Philadelphia Pike.*
11. *Parking requirements may be reduced up to 50% of those identified in Table 40.03.522 of*

the Unified Development Code when adequate adjacent on-street and/or shared parking can be provided.



Source: Thomas Comitta

12. *Banners and wayfinding signage located within Claymont Center shall be consistent with established signage program or adjacent environmental graphics. Approval shall be received from DeIDOT for any feature within public rights-of-way.*
13. *Street trees shall be provided for all development within Claymont Center and shall conform to the established street tree program for Claymont.*

2.3 NEIGHBORHOOD TRANSITION

The Neighborhood transition area along the Philadelphia Pike, due to its proximity to Claymont Center, is the ideal location for medium to high density (where appropriate) development. The transition area typically provides a gateway to the

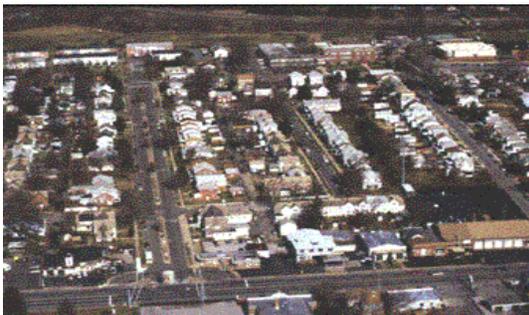
Claymont Center. Development in the transition area will be supported by Claymont Center and vice-versa along a fine network of well-connected, pedestrian-scaled streets.

1. *The Idealized Build-out Plan for the Philadelphia Pike shall be implemented. Variations to the Build-out Plan shall be approved by the Claymont Community, the Design Review Advisory Committee and the New Castle County Department of Land Use.*
2. *Well-designed, pedestrian-friendly buildings shall emulate, not replicate, the historical character of Claymont, so that a consistent streetscape is created and maintained and add to the fabric of the Community.*



Source: Thomas Comitta

3. *The maximum allowable gross floor area ratio for all non-residential properties within the Neighborhood Transition Area shall be increased by 10% to accommodate the requirement for additional building heights.*
4. *In order to maintain a consistent scale of the Neighborhood Transition Area. Building footprints shall not be greater than 20,000 SF. Buildings shall not be greater than two-stories in height).*



Source: Thomas Comitta

5. *Redevelopment or new development within existing residential neighborhood areas shall be consistent with the established land use patterns of those communities. New residential development (dwellings & detached structures) shall conform to the established setbacks of each block or street to maintain a harmonious development pattern.*



Source: Thomas Comitta

6. *All parking shall be provided to the rear of buildings, on-street, or through adjacent shared parking facilities. Parking shall be interconnected with adjacent properties to facilitate movements when possible to provide a functional "alley system" to eliminate the need for new curb cuts along the Philadelphia Pike.*
7. *Parking requirements may be reduced up to 25% of those identified in Table 40.03.522 of the Unified Development Code when adequate on-street and adjacent parking can be provided.*
8. *Banners and wayfinding signage located within the Neighborhood Transition Area shall be consistent with established signage program or adjacent environmental graphics. Approval shall be received from DeIDOT for any feature within public rights-of-way.*



Source: Congress for New Urbanism

9. *Street trees shall be provide for all development and shall conform to the established street tree program for Claymont.*

2.4 EDGE

The Claymont Hometown Overlay Zoning District Edge Area is comprised of predominately low to medium density development. It is connected to Claymont Center via the transition area by vehicular transportation systems. The progression from Claymont Center to the Edge is accomplished through the proper design of the

public realm of the street as well through appropriate massing, scale, and architectural design of the buildings.

1. *The Idealized Build-out Plan for the Philadelphia Pike shall be implemented. Variations to the Build-out Plan shall be approved by the Claymont Community, the Design Review Advisory Committee and the New Castle County Department of Land Use.*
2. *Development of the Edge Area shall be medium to low density in commercial areas and traditional suburban development in residential areas.*



Source: Center for Historic Architecture & Design



Source: Center for Historic Architecture & Design

3. *Redevelopment and development shall be in accordance with all standards established within the New Castle County Unified Development Code.*
4. *Banners and wayfinding signage located within the Edge Area shall be consistent with established signage program or adjacent environmental graphics. Approval shall be received from DeIDOT for any feature within public rights-of-way.*
5. *Street trees shall be provided for all development within Claymont Center and shall conform to the established street tree program for Claymont.*

III. SITE DESIGN



Source: Congress for New Urbanism

3.1 BUILDING PLACEMENT

The placement of buildings is one of the most important components of the physical definition of streets and public spaces as places of shared use.

Streets lined by buildings rather than parking lots are more interesting to move along and provide a safer pedestrian environment.

1. *Locate buildings close to the pedestrian street along the Philadelphia Pike. Off street parking shall be located behind and/or beside buildings.*



Source: Congress for New Urbanism

2. *If the building is located at a street intersection, place the main building, or part of the building, at the corner. Parking, loading or service shall not be located at any intersection along the Philadelphia Pike in Claymont Center or the Neighborhood Transition Area.*



Source: Congress for New Urbanism

3. *To maximize the street frontage of buildings and minimize the street frontage of parking lots, buildings should be articulated so that the long side fronts on the street.*
4. *Pedestrian circulation should be an integral part of any site layout. Site designs shall organize buildings to frame and reinforce pedestrian circulation. Buildings shall create view corridors between pedestrian destinations within and adjacent to the site including building entrances, transit stops,*

open space, and nearby public amenities including parks and greenways.

5. *Create rear access to buildings and parking.*



Source: Congress for New Urbanism

6. *Whenever existing buildings are already set back, walls at a height of 36" to 42" shall be created to reinforce the street wall line.*



Source: Thomas Comitta

7. *The location of new filling stations is strongly discouraged within Claymont Center. When a filling station is proposed within Claymont Center or any Neighborhood Transition area along the Philadelphia Pike, all gasoline pumps shall be located to the rear or the side of the building. If the rear or side yard area is bordered by a residential use, gasoline pumps may be located along the street frontage provided that any proposed canopy*

shall not exceed 13' 8" in height and the design of such canopy shall be compatible with the scale of surrounding buildings. A 36" to 42" high wall shall also be placed in front of the proposed pumps directly adjacent to the sidewalk.



Source: American Planning Association

3.2 INTERFACE WITH ADJACENT PROPERTIES

A positive and active interface will be created with adjacent properties.

- 1. The placement of walls or fences, that act as barriers to adjacent properties shall be avoided to the maximum extent possible. At a minimum, if a wall or fence must be constructed for privacy, security, or mitigation between incompatible uses breaks shall be created for vehicle and pedestrian cross-access.*



Source: Thomas Comitta

2. *The difference between the grade of abutting properties shall be minimized. If a significant grade difference is unavoidable, an attractive transition, using creative grading and landscaping or a decorative retaining wall shall be created and vehicular and pedestrian cross-access provided.*



Source: Thomas Comitta



Source: Congress for New Urbanism

3. *Pedestrian and bicycle links shall always be provided to adjacent non-residential properties (in addition to the public sidewalk). They shall be highly visible and conveniently located. Avoid steps; provide curb ramps to accommodate wheelchairs, bicyclists, and baby strollers. If no immediate benefit can be derived from the pedestrian link, maintain the potential at-grade link and provide a cross access easement to the adjoining property.*

3.3 HISTORIC RESOURCES

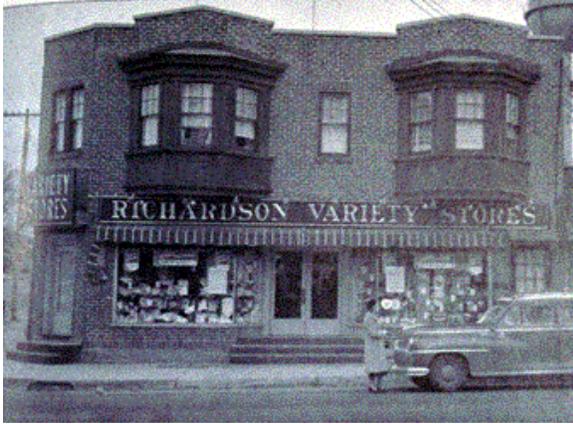
Historic resources should be protected and adaptively reused to maintain the heritage of the Claymont community.

1. *Historic buildings, walls, and related architectural features shall be preserved, protected and maintained.*



Source: Wilmington News Journal

2. *Historic buildings shall be adaptively used and every alternative to demolition investigated.*



Source: Claymont Historical Society

3. *All new buildings shall be positioned in general alignment with adjacent historic buildings.*



Source: Claymont Historical Society

4. *Historic markers should be provided for any structures listed upon the National Register of Historic Places or any State or County historic resource survey/inventory.*



Source: Center of Historic Architecture & Design

3.4 OPEN SPACE

The design and location of open space on a site is perhaps the most important determinant in a successful pedestrian environment. When possible, all mixed-use development should provide useable open space. Examples of useable open space include: outdoor café or restaurant seating, a plaza with seating, a tot lot, a picnic area, or arcades along store fronts. The type and character of the open space should be influenced by the surrounding uses (e.g. retail, office) character zones.

1. *Open space shall be located where it is highly visible and easily accessible from public areas (building entrances, sidewalks).*



Source: Congress for New Urbanism

2. *The required landscape surface ratio shall be reduced to 10% for all non-residential properties within Claymont Center and the*

Neighborhood Transition Area. All required bufferyards adjacent to any Residential Use shall be maintained as established in the Unified Development Code.

3. *New open spaces shall contain direct access from adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visible from the sidewalk, allowing passersby to see directly into the space.*



Source: Congress for New Urbanism

4. *Open space shall be well-buffered from moving vehicles so that users can enjoy and relax in the space. Open space may be partially enclosed with building walls, freestanding walls, landscaping, raised planters, or on-street parking to help buffer it and create a comfortable “outdoor room”.*



Source: Center for Historic Architecture & Design

5. *Street corners shall not be used for urban open space in Claymont Center. Street corners in the Neighborhood Transition and Edge Areas may be acceptable locations for useable open space when design within the context of each area.*
6. *The perimeter of open space shall consist of active uses that provide pedestrian traffic and uses for the space including retail, cafes and restaurants and higher-density residential development.*

7. *Public art may be located within any open space.*

3.5 PUBLIC SEATING

To encourage the use of public space, comfortable and attractive street furniture should be provided in public spaces. Publicly accessible places to sit are important not only as basic amenities, but for social interaction. Seating can be both formal and informal, including both park benches on the tops of walls or stairs at the entrances to buildings. Street furniture may include seating and tables, drinking fountains, trash receptacles, information kiosks, and directories.

1. *New public spaces shall provide as many seating opportunities as possible.*



Source: Thomas Comitta

2. *Benches shall be provided along the sidewalks or dedicated funding provided for installation along the Philadelphia Pike.*
3. *Install, anchor, and maintain benches or sitting walls in Claymont Center.*



4. *Planters and walls may be used as seating. When proposed all planters and walls shall be set at a maximum height of 2½ feet.*
5. *Restaurants should provide outdoor dining to the maximum extent possible.*

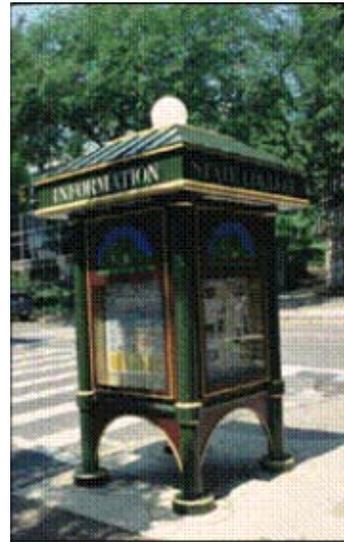


Source: Thomas Comitta

3.6 PUBLIC ART

Public art can contribute to and improve the visual quality of communities. Developers of new projects are strongly encouraged to incorporate artists into the design team from the inception of planning in order to integrate works of art into the project.

1. *Property owners are encouraged to provide outdoor public art on their property to enrich the pedestrian experience and create a stronger sense of place.*



Source: Thomas Comitta

2. *When provided, public art shall be sized and positioned to complement pedestrian activity.*



Source: PublicArt.com

3. *When proposed in a public right-of-way, approval from DeIDOT shall be obtained.*



Source: PublicArt.com

Decorative lighting should be provided as a means of providing a safe and visible pedestrian realm. The use of decorative light fixtures along with a coordinated signage and banner program create a lively pedestrian environment.

1. *All site lighting shall be required to meet Division 40.22.700 of the New Castle County Unified Development Code to reduce glare and light trespass.*
2. *Decorative bases, posts, luminaries, and bollards shall be used in lieu of standard poles within Claymont Center and along the Philadelphia Pike.*



Source: Thomas Comitta

3. *All lighting shall provide for the illumination of sidewalks and other multiuse pathways via low intensity fixtures that provide an even distribution of light while avoiding areas of intense shadows.*



Source: Thomas Comitta

3.7 OUTDOOR LIGHTING

4. *All fixtures placed within the right-of-way shall be co-located with other streetscape*

elements on single poles (i.e. street lighting, pedestrian lighting, and banners)



Source: Congress for New Urbanism

5. Street lights shall not be greater than 18 feet in height in Claymont Center and shall be spaced to provide an even distribution of light.
6. Pedestrian lighting shall be provided from storefronts using either indirect illumination from within the building or direct illumination under canopies or awnings.



Source: Congress for New Urbanism

3.8 SITE LANDSCAPING

The appropriate use of existing and supplemental landscaping fosters unity of design for new development and blends new development with the natural landscape. Existing landscaping should be retained where possible, especially mature street trees.

1. All proposed landscaping and hardscaping treatments shall complement existing and proposed architectural space of each site.



Source: Congress for New Urbanism

2. Street Trees shall line both sides of Philadelphia Pike from Perkins Run to the Pennsylvania line. Within Claymont Center, street trees shall form the primary landscape treatment along all street frontages. Street Trees shall be planted at a rate of one every 40 feet in the Claymont Hometown Overlay District.
3. The corners of street intersections, particularly gateways in Neighborhood Transition Areas, shall be distinguished by special landscape treatments: flower displays, specimen trees and shrubs, low walls, signage, decorative lighting, sculptures, architectural elements, and/or special paving.



Source: Congress for New Urbanism

4. Fences are recommended only where they are of complimentary design, materials and construction. Fences should supplement the existing and/or required plantings. Chain-link fences shall not be considered an appropriate material when visible from any public street.
5. Drought tolerant plants that require minimum maintenance may be used to help minimize the need for maintenance and increase the probability for survival.



Source: Wilmington News Journal

2. *Pedestrian routes shall be direct and minimize potential conflicts with vehicles. When pathways cross internal drives and curb cuts, a highly-visible crosswalk shall be provided. Crosswalks shall be made of a material that provides strong contrast with the vehicular surface (e.g. concrete, hot stamped asphalt, or unit pavers in concrete).*

3.9 PEDESTRIAN AND BICYCLE AMENITIES

A network of pedestrian and bicycle facilities that interconnect building entrances, parking, transit stops, adjacent properties, adjoining off-street paths, and other key destinations on or adjacent to the site shall be provided to enhance alternative transportation choices.

1. *Pedestrian pathways shall be provided from the street to parking areas, as necessary to ensure safe, direct, and convenient access to building entrances and off-street parking. The following elements shall be incorporated along paths:*

- *Landscaping, such as rows of trees and shrubs, flower beds, and planters;*
- *Pedestrian scaled lighting;*
- *Vertical architectural elements, such as markers or arches;*
- *Seating and resting spots; and*
- *Special paving.*



Source: Congress for New Urbanism

3. *Sidewalks shall not be less than 5 feet in width. Multi-use paths (bicycle and pedestrian) should not be less than 10 feet in paved width. Whenever any parking abuts a walkway (head-in, diagonal or parallel), add 1.5 feet to the walkway width to accommodate car overhang or opening car doors, as an alternative, install wheel stops to prevent car overhang.*
4. *Bike racks shall be located and anchored close to the main building entrance(s) so they are highly visible and convenient.*



Source: Thomas Comitta

streets and/or adjacent, private drives, to form a system of functional alleys that serves as an integral part of the surrounding, transportation network.



Source: Thomas Comitta

3.10 VEHICULAR CIRCULATION

The vehicular circulation network should maximize both on-street and off-street opportunities for the local transportation system so that some local trips are not forced onto the thoroughfares.

1. *Vehicular access shall be provided in the rear of buildings to enhance uninterrupted pedestrian movement along sidewalks in the front of the buildings*



Source: Thomas Comitta

2. *Curb cuts shall be minimized along the Philadelphia Pike within Claymont Center.*
3. *Through streets, alleys, and service drives shall be provided to maximize vehicular circulation movement. Internal access drives shall be interconnected to existing public*

2. *Parking shall be accessed through the use of alleys or interconnected cross-access drives in Claymont Center.*



Source: Congress for New Urbanism

3.11 PARKING

Parking lots should not dominate the frontage of pedestrian oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.

1. *All parking lots shall be located behind or to the side of buildings or in the interior of a block in both Claymont Center and Neighborhood Transition Areas. Parking shall never be located at the corner of any street intersection along the Philadelphia Pike.*

3. *When proposed, large surface parking shall be visually and functionally segmented into several smaller lots. Landscaping and walls shall be used to enhance this segmentation and visually break-up large expanses of asphalt.*



Source: Thomas Comitta



Source: Congress for New Urbanism

4. *Parking that must be located in front of a building shall be screened from all adjacent streets and sidewalks by walls, fences and landscaping. A minimum 36" to 42" high wall at the street yard property line shall be provided to screen or buffer parking lots in addition to supplemental evergreen landscaping.*



Source: Thomas Comitta

5. *On-street parking shall be provided to maximum extent possible in both Claymont Center and Neighborhood Transition areas.*



Source: Thomas Comitta

3. *Pedestrian entries shall be clearly visible. The vertical circulation should not be located in the center of the structure so that it is difficult or circuitous to locate.*

3.12 PARKING STRUCTURES

Parking structures may be an important and necessary element of the overall redevelopment efforts in the Claymont Hometown Overlay District but, can have serious negative visual effects located and design improperly. Parking structures shall merit the same level of materials and finishes as of a principal building.

1. *The ground-level of all parking structures, located on a public street, shall be wrapped by retail, office or some other use at for least the primary façade.*



Source: Thomas Comitta



Source: Thomas Comitta

4. *Off-street bicycle parking and storage lockers shall be provided inside of all proposed parking structures.*

2. *Facades shall be treated with high quality materials and given vertical articulation and emphasis compatible to the principal structure. The façade should be designed to visually screen cars.*



Source: Thomas Comitta

3.13 TRANSIT STOPS

Transit stops should be integrated functionally and architecturally into the Claymont Hometown Overlay Zoning District as approved by the Delaware Transit Corporation.

1. *Bus shelters shall be provided along sidewalks in well illuminated locations and at regular intervals along Philadelphia Pike.*



Source: Thomas Comitta

2. *Direct pedestrian access shall be provided to all transit stops.*
3. *Bus shelters shall be covered and with seating. Colors, textures and materials used around transit stops shall be compatible with the adjacent development and consistent throughout the Claymont Hometown Overlay District.*

IV. STREETScape DESIGN



Source: Center for Historic Architecture & Design

4.1 GENERAL STREETSCAPE DESIGN ELEMENTS

It is the intent of these guidelines to create streetscapes that are integral components of community design. Streetscapes should be designed as the main public space of the entire Claymont Hometown Overlay Zoning District and should be scaled to the pedestrian.

1. Sidewalks shall be a minimum of 5 feet wide and located on both sides of the street. Sidewalks in commercial areas may be 12-16 feet wide to accommodate sidewalk uses such as vendors, merchandising, and outdoor seating. When right-of-way widths prohibit, buildings may be setback, for the increased width, up to five feet.



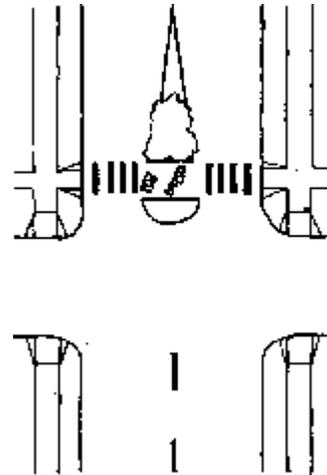
Source: Congress for New Urbanism

2. All on-street parking provided within Claymont Center shall be parallel. Curb or angle parking shall only be permitted within Neighborhood Transition areas located off of the Philadelphia Pike.



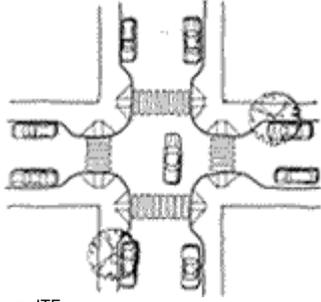
Source: Thomas Comitta

3. Streets shall be designed so pedestrians have convenient and safe means to cross streets. Allowable treatments may include but not be limited to raised pedestrian crosswalks, multi-way stops, "bulb-outs", "neck-downs", alternative pavement treatments, and signalization at crosswalks.



Source: ITE

4. Streetscape designs shall include a coordinated system of pedestrian wayfinding signs, kiosks and other environmental graphics to supply directions to the pedestrian.
5. Crosswalks shall be provided at all street intersections or mid-block crossings and shall be made of pattern concrete, or unit pavers in concrete, such as brick



Source: ITE

6. *Crosswalks provided over the Philadelphia Pike shall be at least nine (9) feet in width. Crosswalks over other streets shall be at least six (6) feet in width.*

7. *Landscaping and pedestrian features such as "bulb-outs" and tree planters shall be placed at the end of the block and at mid-block-crossings.*



Source: Thomas Comitta



Source: Congress for New Urbanism

8. *Dedicated bicycle lanes shall be provide on both sides of the Philadelphia Pike and shall be at least 4 feet in width.*



Source: Congress for New Urbanism

2. *A street wall shall be established where buildings shall be spaced no more than 75 to 90 feet across from one another on the Philadelphia Pike, and at 60 to 85 feet across other narrow streets in Claymont Center and Neighborhood Transition Areas.*



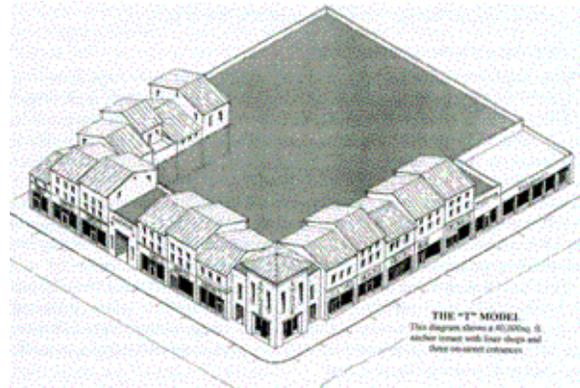
Source: Congress for New Urbanism

4.2 SPATIAL DEFINITION

Buildings serve to spatially define streetscapes. Proper spatial definition is achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges. The condition of alignment occurs when the facades of buildings cooperate to delineate the public space, as walls form an outdoor room. Building articulation shall take place primarily in the vertical plane or façade. Appendages such as porches, balconies, and bay windows are encouraged to promote the visual transition.

1. *All buildings shall be located directly adjacent to sidewalks and/or within one foot of the street yard property line to create spatial definition. Buildings shall be at least two-stories high within Claymont Center but no more the three stories.*

3. *Buildings shall be sized appropriate to existing adjacent development. Individual building footprints shall not exceed 15,000 SF in Claymont Center and 20,000 SF in the Neighborhood Transition Area. When larger building footprints are proposed, façade treatment shall be used to create the perception of compatible building size.*



Source: Thomas Comitta

4. *When buildings cannot be placed next to the sidewalk to help define and continue the street wall, fences, hedges and walls shall be used to provide a graceful edge to properties.*
5. *Street trees shall be provided along both sides of the street to spatially define each character zone as defined by the established street tree program.*



Source: Congress for New Urbanism

Source: Wilmington News Journal

2. *Street Trees shall be installed and maintained on both sides of all streets. Street trees shall be planted in manner appropriate to the Claymont street tree program and the New Castle County Unified Development Code.*
3. *Commercial streets shall have trees which compliment the face of the buildings and that shade the sidewalk.*



Source: Congress for New Urbanism

4.3 STREET TREE PROGRAM

Street Trees will add charm, beauty and shade to the streets of Claymont and provide a compliment to the alignment of buildings in the community, especially along Philadelphia Pike. Shade trees also exert a cooling effect on adjacent sidewalks and streets, providing a more appropriate pedestrian environment and provide a multitude of benefits.

1. *Street trees shall be provide for all development within the Claymont Hometown Overlay District and shall conform to the established street tree program for Claymont.*



4. *Street trees in residential areas shall provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home.*
5. *Street trees along the Philadelphia Pike shall be planted in tree wells with grates not less then 36" square over the top to protect the roots. Irrigation shall be provided.*



Source: Congress for New Urbanism

6. *Street trees shall be planted at forty (40) foot intervals along both sides of all streets where there are no existing street trees. Such trees shall be balled and burlapped, single-stemmed trunks, branched no lower than seven (7) feet above ground, and no*

less than three and one-half (3 ½) inches in diameter as measured six (6) inches above the established ground level. All plants and planting methods shall be in accordance with the Standard for Nursery Stock (ANSI Z60.1-1996).

7. *Acceptable species for street trees and shade trees in the Claymont Hometown Overlay District shall include:*
- *Japanese Zelkova - Zelkova serrata*
 - *London Plane Tree - Platanus x acerifolia - 'Bloodgood'*
 - *Green Ash – Fraxinus pennsylvanica - 'Marshall's Seedless'*
 - *Red Maple - Acer rubrum*
 - *Scarlet Oak - Quercus coccinea*
 - *Shingle Oak - Quercus imbricaria*
 - *Willow Oak – Quercus macrocarpa*

V. BUILDING DESIGN



Source: Center for Historic Architecture & Design



Source: Thomas Comitta

5.1 GENERAL BUILDING DESIGN

The design of buildings in relation to the surrounding area is an important element of creating the community identity articulated within the *Claymont Community Redevelopment Plan*. Building design should respect surrounding buildings, sidewalks, and the orientation of surrounding streets, it should not look to replicate or recreate a perfect copy of any particular architectural vernacular, but be seamlessly linked to their surroundings.

1. *New buildings shall strive for a contextual approach to design that is sensitive to the surrounding urban, historical built environment.*



Source: Claymont Historical Society

2. *Within Claymont Center, each building shall be designed to form part of the larger composition of the area in which it is located, by limiting spaces proposed in between facades and through the use of compatible historic building materials.*

3. *Proposed development shall relate in similarity of scale, height, and configuration to adjacent buildings.*

4. *Buildings in Claymont Center shall be at least two-stories and no greater than three stories. Building Heights shall be measured from the average grade at the base to the mid-point of the roof.*



Source: Congress for New Urbanism

5. *Building foot prints shall be no greater than 15,000 SF within Claymont Center and 20,000 SF within the Neighborhood Transition Area. When larger buildings are proposed, they segmented by means of the articulation of building mass.*
6. *All buildings that are listed on the National Register of Historic Places or any State or County Historic Resources survey shall be adaptively reused whenever possible.*



Source: Claymont Historical Society

7. *All two-story commercial buildings located in Claymont Center shall feature first-floor retail, with additional retail, office or residential space on the second floor.*

5.2 ELEMENTS OF ARCHITECTURAL COMPATIBILITY

There many architectural design elements that when combined create urban space. Building compatibility is attained through the incorporation of a combination of these elements within neighboring buildings. Any specific project may not need to incorporate all elements to maintain compatibility. These guidelines are not intended dictate any specific architectural styling or to exclude other architectural styles that otherwise fulfill the design intent and vision of good urban design.

1. *Building Silhouette shall be designed to incorporate indigenous architectural styles (i.e. Colonial, Victorian, bungalow, etc)*



Source: Congress for New Urbanism

2. *Pitched roofs shall be provided, to promote a sense of continuity and coherence with the existing context. The minimum pitch of a pitched roof shall be 7/12. Where flat roofs cannot be avoided, a minimum parapet height of 12 inches shall be provided. The parapet height should be adequate to screen utility (electrical and mechanical) structures from the view of people on the street.*



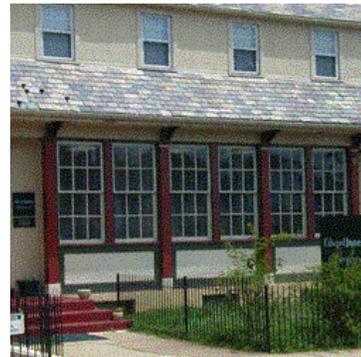
Source: Thomas Comitta

3. *Spacing between building facades shall be minimized. However, setbacks or notches between primary façade may be used to frame a structure. When spaces are provided between buildings architectural features such as archways shall be used to continue the established street wall.*



Source: Congress for New Urbanism

4. *Window treatments may call upon existing historical treatment to help provide compatibility. Vertical or horizontal elements may also be used in bands across façade lengths.*



Source: Thomas Comitta

5. *Proportion of primary façade street level façade shall be sized to a pedestrian scale and match those existing historical facades located within Claymont.*



Source: Thomas Comitta



Source: Thomas Comitta

6. *Location and treatment of entryways shall be design so that each building contains ingress and egress onto a public street. Entryways may also be designed to provide a visual commonality between structures.*



Source: Thomas Comitta

8. *Facades shall be textured using materials, projections from window bays, belt courses and cornice lines to create shadow patterns and decorative features.*



Source: Congress for New Urbanism

7. *Exterior materials shall be traditional materials used in Claymont such as brick, stone, or stucco. Stucco should be used instead of concrete as an exterior finish. When entire buildings cannot be constructed using such materials the primary facades, adjacent to a public street, shall be constructed using these materials at least to the cornice lines to provide compatibility of buildings. Synthetic materials such as Vinyl Siding may be used on a secondary façade.*

9. *The permeability of building façades shall be similar to the ratio of windows and doors to solid walls of adjacent structure.*



Source: Congress for New Urbanism

5.3 FACADE TREATMENT

Building facades should be varied and articulated to provide visual interest to pedestrians. Streets with monotonous and unarticulated facades are hostile to pedestrian activity.

1. *The principal façade of commercial and mixed-use buildings shall be divided into a base, middle, and top. Taller buildings are created by adding height in the middle tier. Build and maintain at least two-story facades in Claymont Center.*



Source: Claymont Historical Society

2. *Street level windows and numerous building entries shall be provided in Claymont Center to enhance the pedestrian environment. In no event shall a 1st floor street wall façade have less than 40% permeability of windows and entryways within Claymont Center.*



Source: Thomas Comitta

3. *The primary entrance shall be both architecturally and functionally designed on the front façade of the building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting façade. The minimum clear width of a single leaf entrance door shall be no*

less than 31.5 inches, with 36.5 inches preferred. In the case of double doors, at least one leaf of the door should provide the clear width described above. Entryways and front doors shall have an accentuating element, like a portico, awning or pent eave, which can also serve as weather protection.



Source: Thomas Comitta

4. *Buildings at street corners shall be designed to address the corner - that is, to engage the interest of drivers, pedestrians and bicyclists at the intersection. A building's entry, additional building mass and distinctive architectural elements may be provided at the corner to address this issue.*
5. *Building massing, special architectural features, and changes in the roof line shall be used to emphasize building entrances.*
6. *The ground level of the building must offer pedestrian interest along sidewalks and paths. This includes windows, entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.*



Source: Congress for New Urbanism

7. *Storefront windows shall be transparent. Mirrored glass, faux or display casements shall not be used along street wall facades.*
8. *Exterior materials shall be traditional materials present in Claymont such as brick, stone, or stucco. When entire buildings cannot be constructed using such materials*

the primary facades, adjacent to a public street, shall be constructed using these materials at least to the cornice lines to provide compatibility of buildings.



Source: Center of Historic Architecture & Design

9. *Windows, bays, and door openings shall be proportioned so that verticals dominate horizontals except for street-level storefront windows, which may be square. Large openings, such as large areas of glass or porches, should be made up of smaller vertically proportioned elements grouped together to create the desired width.*



Source: Congress for New Urbanism

10. *Canopies and awnings may be permitted to encroach over a sidewalk, street yard setback or property line.*

5.4 STREET LEVEL ACTIVITY

The sidewalks remain the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary of that function.

1. *The ground floors of buildings in Claymont Center shall provide public or semi-public uses such as retail or entertainment uses with direct entry from the street.*



Source: Congress for New Urbanism

2. *Retail activities within buildings shall be oriented towards the street and have direct*

access from sidewalks through storefront entries.



Source: Congress for New Urbanism

3. *The streetscape shall be enhanced by providing street level activity in the form of public seating, first floor/ground level retail uses, and pedestrian passageways. Take the "indoors" outdoors by spilling interior space (e.g. dining areas, small merchandise displays) onto walkways and plazas and bring the "outdoors" into the building by opening interior spaces (e.g. atriums) to views and sunshine.*



Source: Thomas Comitta

5.5. SERVICE AND UTILITIES

Utilities and services, while essential to urban development should be screened or otherwise hidden from the view of the pedestrian.

1. *All trash storage, loading, and truck parking shall be located to the rear or side of all buildings and visibility from the street/sidewalk and building entrances minimized.*



Source: Thomas Comitta

2. *All exterior trash receptacles shall be screened from public view on three sides; and, on the fourth side, by a gate that also screens the receptacles from view. The enclosure shall be made of materials and colors compatible to that of the principal*

structure(s). Similar adjacent uses may share appropriately sized trash receptacles.

6. All rooftop equipment shall be screened from public view.



Source: Thomas Comitta

3. Screen loading docks and truck parking from public view using building mass, freestanding walls, fencing, and/or landscaping.



Source: Thomas Comitta

4. All proposed development shall consult with utility companies about the location of utility boxes and meters. Ensure that all utility equipment is located, sized, and designed to be as inconspicuous as possible. All utilities, both new and existing, shall be placed underground in conduits and vaults when possible. All utility services shall be underground.

5. All HVAC shall be located to the rear or side of all buildings and screened with evergreen landscaping. In addition, all building-mounted, non-street utility meters and service equipment shall also be located to the side or rear of the building.