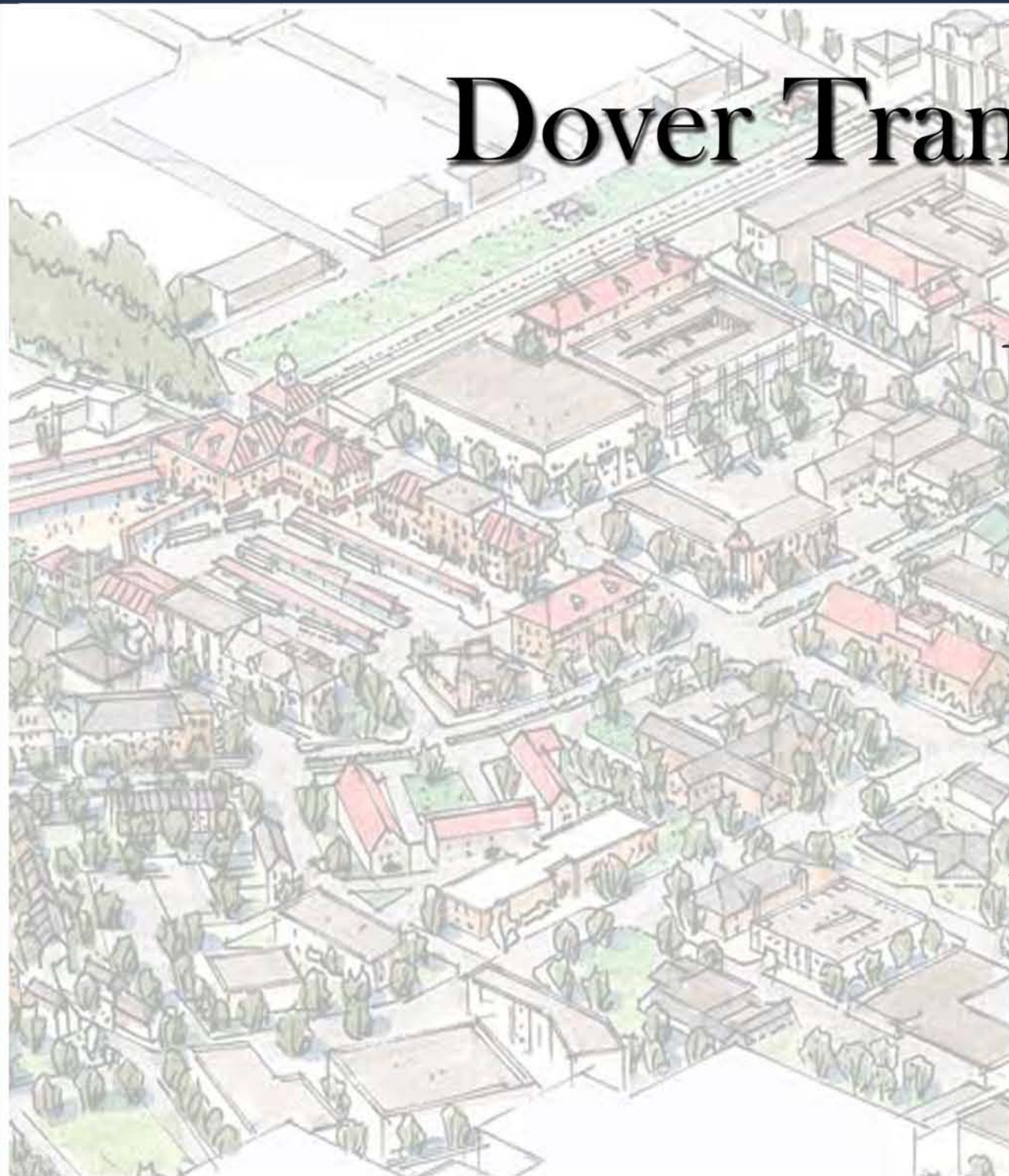


Dover Transit Center Neighborhood Plan and Design Book



RENAISSANCE PLANNING GROUP

January 14, 2011

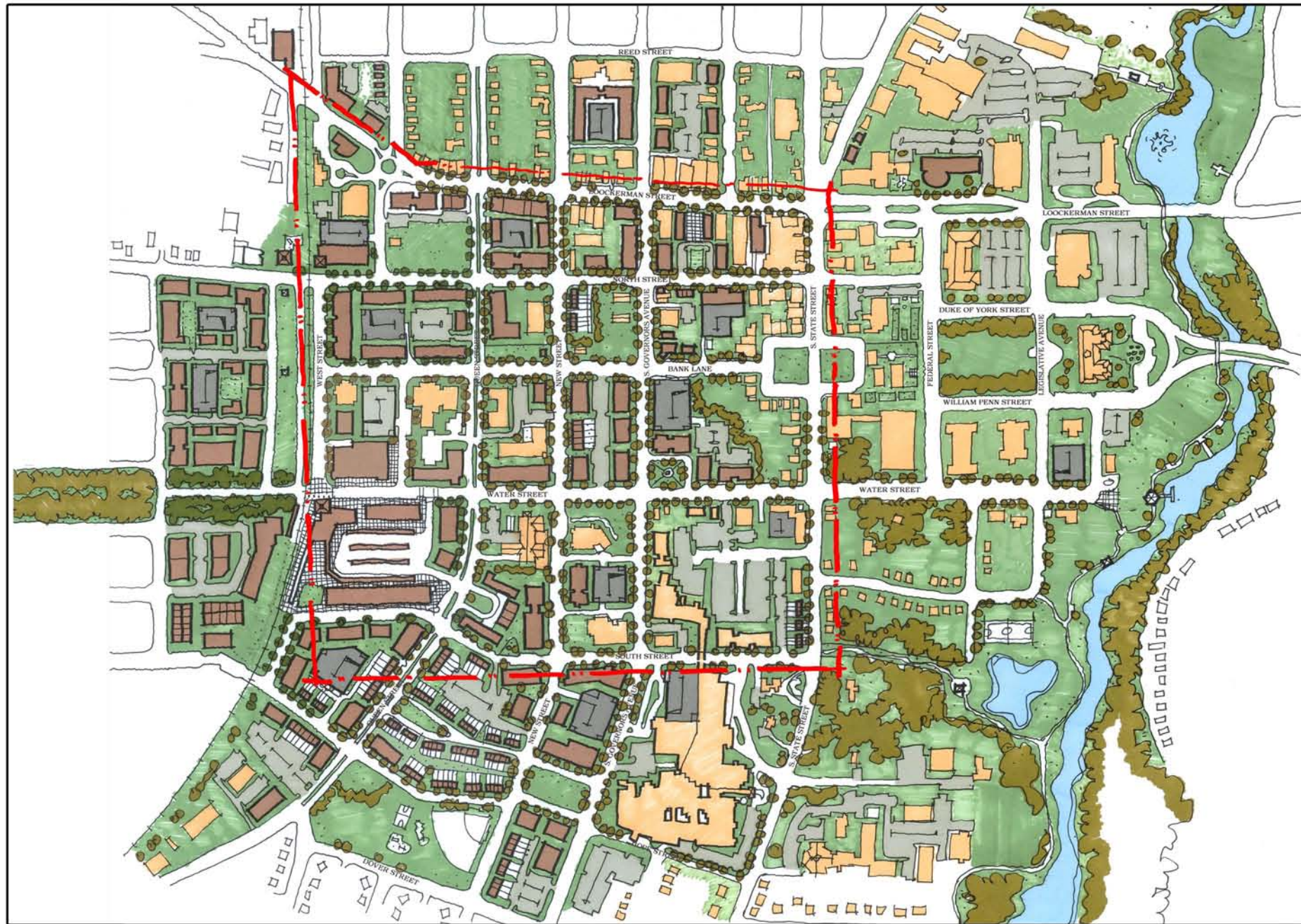
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EXECUTIVE SUMMARY



Dover Transit Center Neighborhood Plan

The purpose of the Dover Transit Center Neighborhood Plan and design guidelines provides the City of Dover with a design and planning strategy to guide development around the new transit center site. The plan also offers strategies to improve all modes of transportation throughout downtown.

The neighborhood plan was conceived, sponsored and implemented by the Dover/Kent County Metropolitan Planning Organization (MPO) in cooperation with the Downtown Dover Partnership (DDP).

The planning effort was conceived as a two part process. The first phase was a five day design charrette that brought together local and national design teams to study the strengths and opportunities available in the study area. The charrette was an open public process during which issues were discussed, ideas identified, and solutions crafted collectively by a variety of public and private stake holders. The second phase was the creation visual design guidelines that graphically depict the charrette design group's findings and recommendations and implementation strategies to make the plan a reality.

The plan study area is generally defined as an area of influence surrounding the new Dover Transit Center. The area is roughly 16 blocks and is bound by Lockerman Street, State Street, South Street and West Street. It includes The Green, the historic downtown retail corridor, the legislative office area, museum square and medical offices.

The plan addresses the physical characteristics of the transit center neighborhood in the context of the historic area, and is organized around the following major themes and strategies:

- Improve the gateway entrances to the downtown area with buildings and improved streetscapes that frame views and provide a sense of arrival
- Improve parking in the downtown area by centralizing parking areas in locations that encourage redevelopment, maintain streetscapes and provide a more centralized, coordinated parking strategy for the entire downtown
- Develop Queen, Water and North Streets as improved corridors for vehicular and pedestrian traffic
- Encourage new development that compliments the existing historical architecture of Dover in scale, character and urban context
- Create a network of civic squares, open spaces and public gathering places within the study area that provides greater connectivity throughout the city
- Use the transit center as an anchor for mixed-use redevelopment, a 24-hour activity area and intermodal forms of transportation, including passenger rail.

The above strategies summarize the plan's intent and should be used as a basic roadmap to guide future studies. The next steps to advance these strategies and implement the plan include:

- Create an implementation plan that identifies and prioritizes projects within the overall framework of the plan
- Identify economic drivers in the downtown area and evaluate where joint public/private development opportunities exist that could facilitate redevelopment and investment in the area
- Simplify, revise and coordinate city zoning codes and regulations so that they support the vision of the plan
- Identify a "champion" of the plan and seek to build public ownership through continued involvement with citizens and businesses.
- Maintain city, county, state and interagency cooperation for plan refinement
- Create a downtown developers forum to get feedback from local developers and property owners.



INTRODUCTION

A.1 - PROJECT GOALS



The purpose of the Dover Transit Center Neighborhood Plan is based on the desire of the Dover/Kent County Metropolitan Planning Organization (MPO), in participation with the Downtown Dover Partnership (DDP) to use the new transit center as an impetus for redevelopment that will transform and energize the surrounding area.

The planning effort offers an opportunity for the community to influence the future of the neighborhood and downtown by exploring simple urban design questions such as the appropriate height of buildings, the pedestrian experience, the character of neighborhood roads and streetscapes, and building setbacks. It is also a goal to have the area develop using transit-oriented design with the new transit center as the focal point driving growth and economic opportunity in the area.

The MPO and DDP are committed to working with the City of Dover and the State to put the necessary tools in place such as reviewing and revising existing codes and ordinances to entice redevelopment, encourage public-private investments, partnerships and forums, and utilize key community stakeholders in generating changes that are needed to help fulfill the project's mission.

This master plan, created through a public charrette process, serves as a vehicle to implement the community's vision through a series of specific strategies:



- Develop a downtown neighborhood plan with community and stakeholder involvement
- Leverage the transit center to encourage downtown revitalization
- Identify context sensitive, adaptive use, and infill development options
- Promote walkability and integrated multimodal transportation solutions
- Improve the gateways and entrance corridors to the downtown area with buildings, coordinated signage and streetscapes that frame views and provide a sense of arrival
- Strengthen key North-South and East-West road connections to area activity centers, such as Wesley College, the St. Jones River, Eden Hill and the Bayhealth Medical Center Campus
- Reinforce the architectural character of downtown Dover through the rehabilitation and redevelopment of key downtown buildings, lots and intersections
- Create a network of parks, civic squares, and public gathering spaces within the Neighborhood Plan area that will enhance the downtown environment and lead to increased public use
- Create an identity for the future that builds on the history of Dover
- Develop an orderly framework for growth (including community design guidelines and standards) that enhance economic development
- Identify the codes and policies that are needed to foster growth and redevelopment consistently with the goals and the overall vision of the master plan.

A.2 - COMMUNITY VISION



Dover, as the capital of Delaware, is growing and evolving to meet the challenges and opportunities that come with serving as the center of the region and the home of the legislature. The City provides a range of regional services, uses and governmental functions, and must provide access to these services to city, county, and state residents and visitors throughout the region.

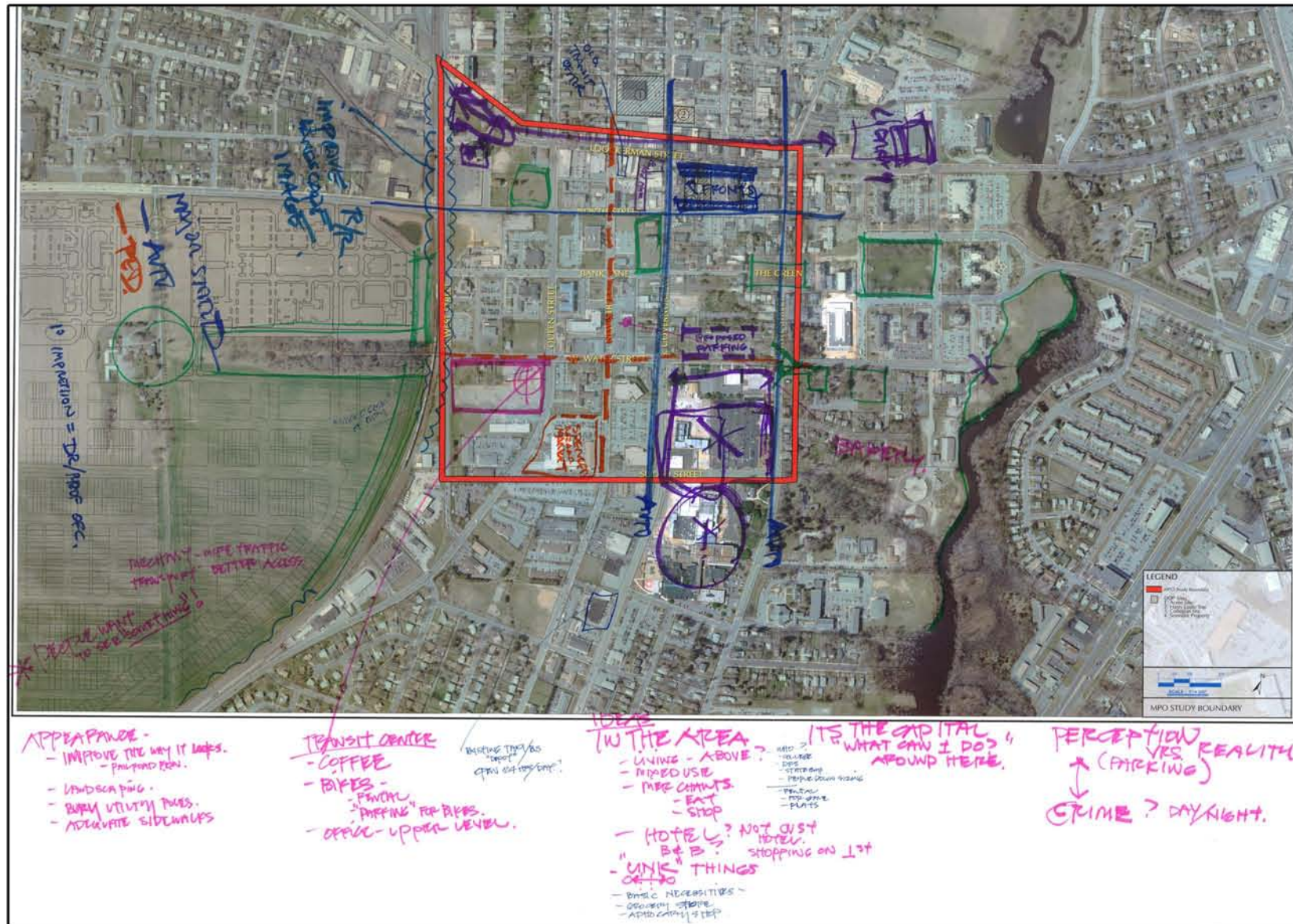
The Dover/Kent County Metropolitan Planning Organization sought community input on what the future of the neighborhood should be, with special focus on the activities that are adjacent to the new transit center site. The Downtown Dover Partnership, whose mission is to promote development and economic growth within the downtown, expressed an interest in the planning process that the MPO was undertaking and served as a co-sponsor to the neighborhood plan study.

The MPO promotes alternative modes of transportation as a function of its program. This neighborhood is the center of transit in Kent County. the newly relocated transit center represents a great opportunity to revitalize downtown and reconnect parts of the city that currently do not function in a cohesive way. There is also a greater opportunity to serve as a transit hub throughout the region.

While there is no single characteristic that represents the community's vision, there are several important themes and goals for Dover that reoccurred during the process that led to the Neighborhood Plan. They represent the most important items to the incorporate in the plan.

- The plan needs to look beyond the next generation
- City residents and business people are anxious to see new development
- The downtown area does not have a cohesive layout
- Underground pollution and brown field sites need to be addressed
- The area around the transit center is not dense enough
- The transit center should be a destination and not just a transfer station
- New construction should complement the scale and context of the historic buildings of downtown Dover
- The area at the edge of the St. Jones River – access, parking, trails and activities should be improved
- Walkability of downtown should be improved through architecture and streetscapes
- Develop the train station building
- Rail right-of-way needs to improved to create a more attractive edge
- People agree parking is a perceived problem, not an actual problem
- Develop shared parking facilities and district wide parking
- Create consistent streetscapes with crosswalks and lighting, consider burying utilities
- Mixed use should include retail on the first floor of buildings and residential on upper floors
- The residential mix needs to include student housing, apartments, townhomes, small single homes, condos, and workforce housing
- North Street needs to have “fronts” of buildings and include office, service, and residential uses
- Create new “rules” for the area. Create incentives for development
- Integrate new green areas to link pedestrian pathways
- Reconnect Water Street to Eden Hill Farm across the railroad tracks.

A.3 - PUBLIC PLANNING PROCESS



The Dover/Kent County Metropolitan Planning Organization (MPO) wanted to solicit community input on what the neighborhood adjacent to the new transit facility could look like. Based on this, the MPO, in coordination with the Downtown Dover Partnership (DDP), decided that the best process for the creation of a comprehensive, usable, and viable neighborhood plan would be to hold a design charrette.

A charrette is a collaborative planning process that harnesses the talents and energies of a design team in an intensive, multi-day community planning and design event. A charrette serves as an open public process where issues are discussed, ideas are identified, and solutions are crafted collectively. The design team for the five-day charrette was composed of local and national planning experts (Becker Morgan Group, Inc. and Renaissance Planning Group, respectively) who worked with various public and private stakeholders identified by the MPO and the DDP. The charrette was set in an on-site temporary studio to provide a short feedback loop and provided the public and stakeholders with maximum accessibility to the design team.



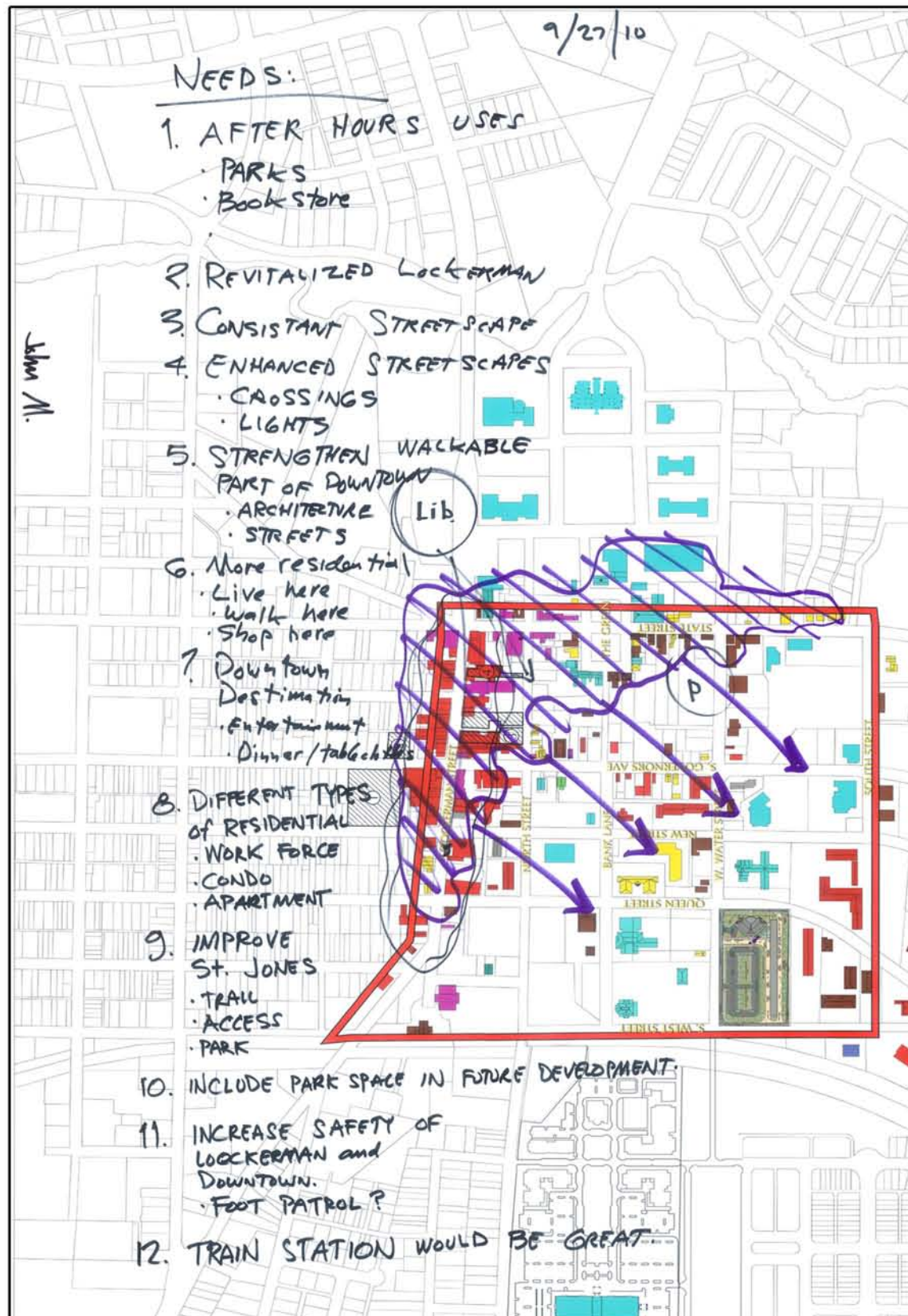
One month prior to the charrette, the design team accumulated base documents of the Neighborhood Plan study area that included the following:

- Existing and Proposed Land Use and Zoning Maps
- Historic District Maps
- Existing Building Inventory Maps
- New Transit Center Plans and Renderings
- Aerial Survey and Base Maps of Neighborhood Plan Study Area
- Study of Existing Circulation and Parking Patterns
- Study of Gateway & Natural Features and Restraints

There was also a detailed review of prior studies, reports, governmental regulations and codes. Existing physical and functional conditions associated with the new transit facility and the adjacent downtown neighborhoods were also analyzed. Most notable were the following:

- Dover Comprehensive Plan 2008
- Downtown Economic Enhancement Strategy 2006 (Hyett Palma Report)
- Design Standards and Guidelines for the City of Dover Historic District Zone

A.3 - PUBLIC PLANNING PROCESS



The charrette occurred during the week of September 27, 2010. In total over 100 participants attended the various meetings including Dover City Council members, city, county and state agency staff, Downtown Dover Partnership representatives, community leaders, developers, business owners, and citizens. The design team accomplished over 450 hours of work at the culmination of the week. The major events that took place as part of the process were as follows:

- An opening presentation was held on September 27, 2010 at the Eden Hill Farm Medical Center conference room. The project's design principles, planning context and overview of the study area's constraints, strengths and challenges were presented through a PowerPoint presentation and numerous large printed displays. To gain feedback and direct citizen input for the project team, participants were engaged in tabletop discussions
- Numerous stakeholder meetings, focus group meetings, and individual and group discussions were held at the Becker Morgan Group offices September 27, 2010 through September 29, 2010
- An open house was held on September 29, 2010, at Becker Morgan Group's office to present the preliminary neighborhood plan and development goals that were being explored by the design team as a result of the feedback from the stakeholder meetings and table top discussions. The work that had taken place in the prior three days was displayed. The event was well attended and the community members provided additional feedback.
- A closing presentation was held on October 1, 2010 at the Eden Hill Farm Medical Center conference room. The neighborhood vision plan, action plan framework, proposed urban design framework, opportunity plans and sites, demographic study, state capital comparison, and plan implementation recommendations were presented through a PowerPoint presentation and numerous large printed displays. A question and answer session was held after the presentation to gain further feedback and input from the public.

The final component of the MPO's planning process will be to create a document that catalogs the work done prior to and during the charrette in a written and visual format. The purpose of this document is to serve as a road map for downtown development and implementation of the vision plan as well as to serve as a marketing tool to showcase the development potential of downtown Dover to private and public stakeholders.



HISTORY, BACKGROUND & ANALYSIS

B.1 - HISTORY OF THE CITY OF DOVER



City of Dover Aerial Rendering - Circa 1885

The first official settlement in the area of Dover was in 1670 when Governor Andros saw need of a county court that would be safer and easier to travel to than the existing court in what is now the town of Lewes. The governor created St. Jones County (now called Kent County) and the first court and county seat were established in the home of a Justice of the Peace, near the mouth of the St. Jones River. In 1683, William Penn was deeded the land grant to what is now Delaware by the Duke of York and authorized "the surveyor to lay out for the Governor a town to be called Dover," somewhere in the middle of the county. Around 1690, the county seat was moved to a tavern at the head of the river, near where Dover was to be established. The land for the town of Dover was purchased in 1694, and in 1697 the original courthouse for the county was built in the location of the existing courthouse.

In 1717, the original town of Dover was laid out, comprising the area that is presently bounded on the north by North Street, on the south by what is now Water Street, on the east by King Street, which used to run in front of the Old State House, and on the west by what is now Governors Avenue. This remained the extent of the settlement in and around Dover for some time. By 1730, there were said to be no more than 40 families in Dover.

In 1777, the British captured Delaware's colonial capital, New Castle. The State Assembly fled south to Dover to begin meeting in the county courthouse. Soon thereafter, Dover was designated the capital of the state and state officials shared the undersized courthouse until 1792 when the Old State House was completed. It served as both the county seat and state capitol until 1873, when the county courthouse was built.

Still, reflective of its setting in the center of a rural, agricultural region, Dover remained more of a market and government town than a city in which to live. By 1838, there were no more than 600 inhabitants within the city limits.

When the railroad extended to Dover in 1855, the city was ideally situated to support industries such as the Richardson and Robbins Cannery which could provide large markets with local agriculture and aqua culture products. Several industries located in Dover around mid-century, requiring a stable labor force and housing, were generating

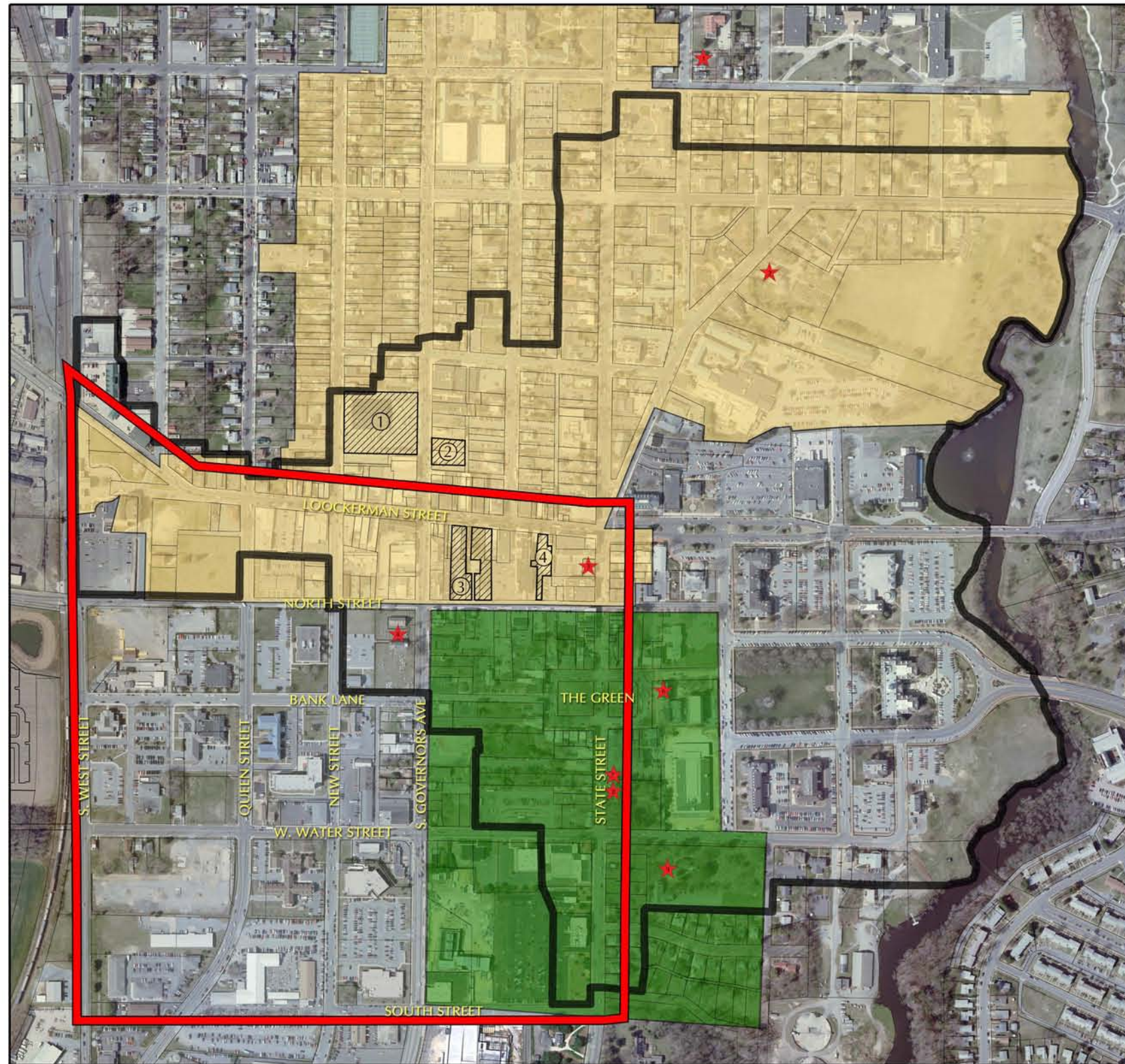
a significant amount of wealth. The Green, which had always been a market square, was gentrified and turned into the park-like setting that remains today. Commercial growth began to occur north of the Green along State Street. When the Civil War ended, Dover flourished.

Several local landowners to the north of the oldest section of the city began to sub-divide their lots and extend the city grid with new streets. Commercial development moved west along Loockerman Street. The City itself expanded in 1868 to annex the new sub-divisions. By 1885, the new section of the City was well on its way to being fully developed. It is obvious from the number and quality of the houses that were built at this time that Dover had become a very prosperous place for many inhabitants.

Dover's growth slowed somewhat around the turn of the century. During the Depression, the Works Projects Administration produced the new Capital Square area. Large industries began to locate around Dover, but beyond what is now the historic area. After World War II, suburbs began to be built and the city continually expanded to annex what had been agricultural land. Earlier developments continued to be infilled with new construction.

Today, there are several strip developments on the outskirts of Dover that have a distinctly 'suburban' character. The historic area of the city is somewhat isolated from this kind of development. While social facts have changed, such as where people do most of their shopping and go for entertainment, the appearance and character of the old section of the city have been largely unaffected by 'modern' development. The center of Dover retains much of its historic character and remains an attractive and appealing place to live.

B.1 - HISTORY OF THE CITY OF DOVER









City of Dover Historic Districts

To date, there are in Dover three historic districts: the National Register Historic Districts and one local Historic District zone, established by the City of Dover Zoning Ordinance.

The two National Register Districts are known as the Dover Green Historic District and the Victorian Dover Historic District. These districts are separate from one another but share a boundary along North Street. The Dover Green Historic District recognizes the significance of the evolution of Dover during the eighteenth and early nineteenth centuries when its population remained below 600 and development was concentrated within the original boundaries of the town. The Victorian Dover Historic District recognizes the significance of Dover's rapid post-Civil War development when the boundaries of the City expanded northward to provide land for rapid residential development that took place during the late-nineteenth century.

The City of Dover Historic District zone is a local historic district that overlaps parts of each of the National Register Districts and includes properties that are in neither of the National Register Historic Districts.

LEGEND

-  MPO Study Boundary
-  DDP Sites
 - 1. Acme Site
 - 2. Harry Louie Site
 - 3. Collegian Site
 - 4. DDP Building
-  National Register of Historic Places
Victorian Dover Historic District
-  National Register of Historic Places
Dover Green Historic District
-  City of Dover Historic District Zone
-  National Register of Historic Places
Listing

There are important distinctions between the National Register Historic Districts and the Dover Historic District zone. When a district is listed on the National Register of Historic Places, it is given official and professional recognition that it is significant to the history of its region and that it has largely retained its historic integrity. Under the Section 106 of the National Historic Preservation Act of 1966, agencies of the federal government must take into consideration the historical significance of listed buildings, objects, or areas when they are undertaking projects that might affect them. However, listing on the National Register places no restrictions on private owners or on what private owners may do with their properties.

Local Historic District zones, in contrast to National Register Districts, are authorized by state statutes and enacted via local ordinances. Local Historic District zones are created to preserve not only individual historic buildings that are considered significant but also to preserve the historic character of the district as a whole. They frequently involve design controls on private property for changes to exterior architectural and landscape features. The design review process, often abetted by design guidelines, are important tools in that process.

The City of Dover Historic District zone was established in 1961. Construction projects within the local historic district have been subject to design review by way of the Architectural Review Certification process since its inception. The Design Guidelines for the City of Dover Historic District zone are intended for use as a general reference by the community and a basic reference for the Historic District Commission and/or the Planning Commission in their deliberations as they review applications for Architectural Review Certificates.

Text excerpted from "Design Standards and Guidelines for the City of Dover Historic District Zone," undated, Section 1, Page 2, 4.

B.2 - TRANSIT CENTER NEIGHBORHOOD PLAN STUDY AREA



Transit Center Neighborhood Plan Study Area

LEGEND

 MPO Study Boundary

 New Transit Center Site



DDP Sites

1. Acme Site

2. Harry Louie Site

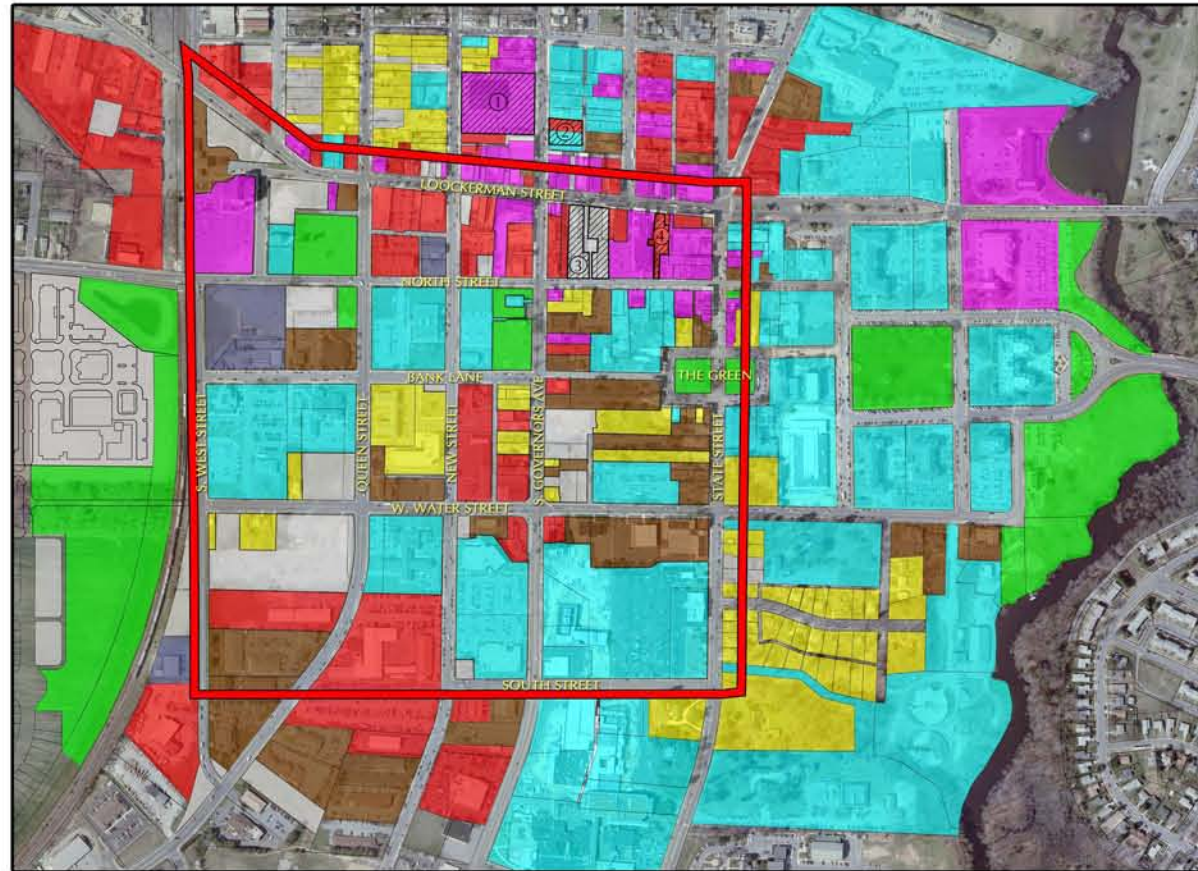
3. Collegian Site

4. DDP Building

The study area is defined by the following geographical boundaries (Lookerman Street, State Street, South Street and West Street) as highlighted by the red border in the aerial overlay on this page. Both sides of the street were included in the study area so the character of the street and streetscape could be better studied and understood. The study area represents roughly 16 blocks and includes a major North-South thoroughfare (S. Governors Avenue) as well as other important streets such as North Street and Water Street. North Street provides one of the main gateways and access points into the City from west of downtown and was identified prior to the charrette as an important access street that could use improvement. Water Street has significance as the historical connection between downtown Dover commerce, Eden Hill Farm and the St. Jones River. Water Street is also important as the access to both the new and old transit center sites and as the northern boundary to the Bayhealth Medical Center Campus and other medical uses to the south.

The streets within the study area form a traditional urban grid that transitions to a more suburban pattern south of Water Street. It should be noted that the urban fabric, with regard to density, street presence of buildings and context, is divided along North Street, S. Governors Avenue and Water Street. The character of the streetscapes and buildings east and north of these streets feels very urban and active while the areas to the south and west are less dense and more suburban in character (especially in regards to how parking and pedestrian access is handled). The new transit center site has an advantageous location on the edge of downtown and Eden Hill Farm, which will be the largest new growth area of the city in the next 10-20 years. The rail line which currently serves as a divider between downtown and Eden Hill Farm is adjacent to the transit center site and represents an opportunity for better connectivity in the future.

B.3 - LAND USE / ZONING



Current Land Use

USE LEGEND

 Mixed Use	 Commercial / Retail
 Institutional	 Residential
 Industrial	 Open Space
 Business / Office	 Vacant
 Study Boundary	
 DDP Sites	
1. Acme Site	
2. Harry Louie Site	
3. Collegian Site	
4. DDP Building	



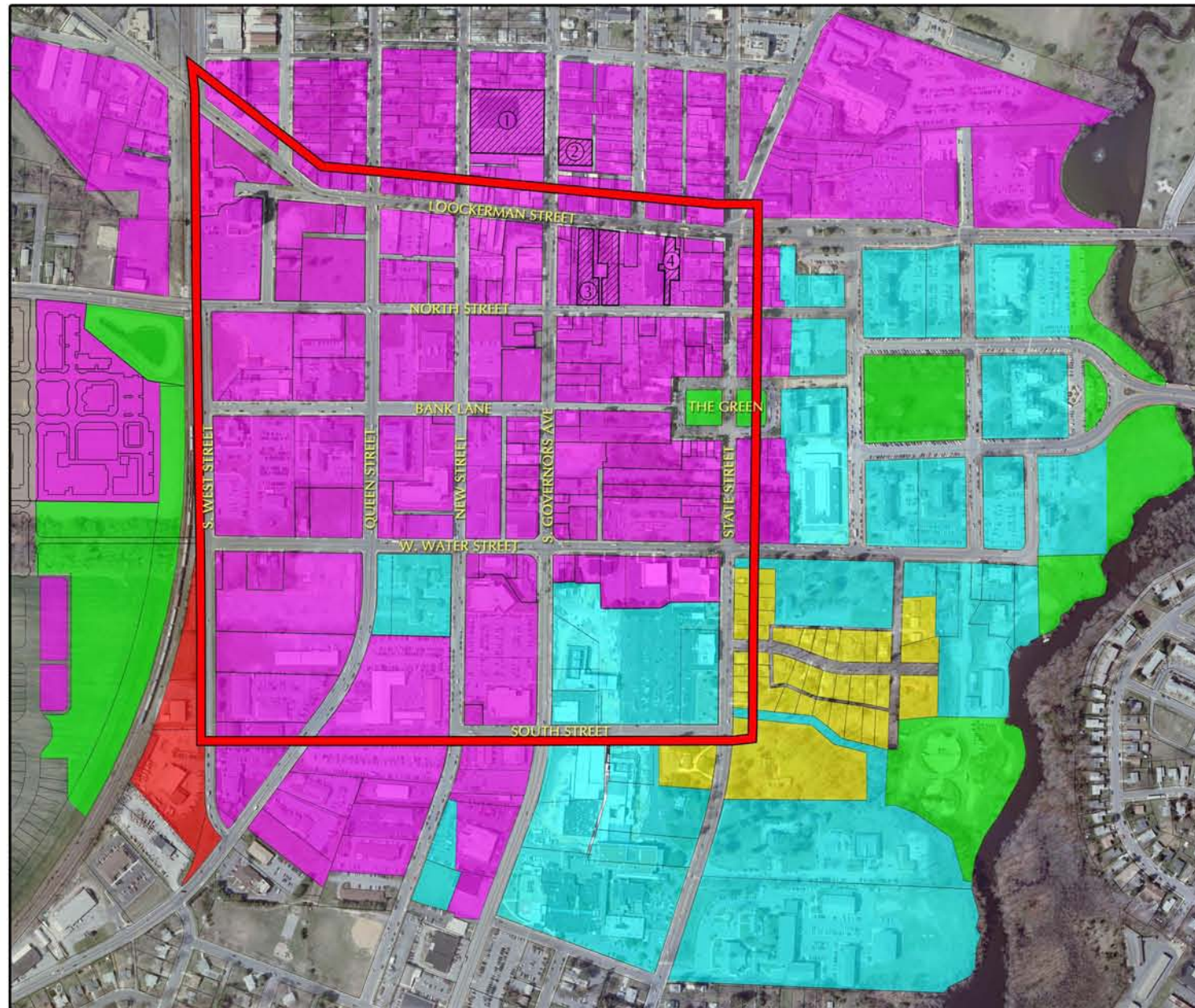
Current Zoning

ZONING LEGEND

 RGO- General Residence and Office	 CPO - Commercial Professional Office
 IO - Institutional and Office	 RG-1 - General Residence
 C-1A - Limited Commercial	 RG-4 - Multi-Story Apartments
 C-2 - Central Commercial	 R-8 - One-Family Residence
 C-2A - Limited Central Commercial	 TND - Traditional Neighborhood Design
 C-3 - Service Commercial	 ROS - Recreational and Open Space

The study area consists of 258 parcels on approximately 89 acres of land with a variety of existing land use categories. The Loockerman Street corridor represents the primary downtown retail district and its primary land uses are mixed use and commercial retail. State Street also has a well established urban fabric and features a variety of uses including institutional, business/office, mixed use and some residential. The rest of the study area is not as well defined in character as these two areas. Institutional uses make up the majority of the land use in regards to the remaining portion of the study area especially to the south and west of State and Loockerman Streets. Large public facilities are prominent such as the City of Dover Police Station, Justice of the Peace Court, Bayhealth Medical Center Campus, and the Frear Building. There are also residential, commercial and business uses though out this area including senior housing along Queen Street and commercial uses along S. Governors Avenue.

B.3 - LAND USE / ZONING



Proposed Land Use

USE LEGEND

■ Mixed Use	■ Commercial / Retail
■ Institutional	■ Residential
■ Industrial	■ Open Space
■ Business / Office	■ Vacant

Proposed land use for the study area as shown in the Dover Comprehensive Plan is intended to support the existing development pattern as well as add flexibility for future development and redevelopment opportunities. Based on this, the majority of the study area is defined as mixed-use with smaller areas reserved for institutional and residential uses. The institutional uses are primarily related to the Bayhealth Medical Campus and the existing governmental and legislative uses to the east of State Street. Single-family residential uses are primarily located to the south-east of the study area in the Elm Terrace neighborhood and Sherwood 2 to the south-west.

B.4 - EXISTING DEVELOPMENT PATTERNS



Existing Activity Centers

For the purposes of developing a neighborhood plan based around the transit center site and the adjacent study area, existing activity centers were analyzed. The major activities that were identified were medical uses to the south and west, a commercial/retail core area along Loockerman Street, governmental and legislative uses to the east of State Street and the Wesley College campus to the north. There are also cultural uses located to the north-east of the study area near State Street and within the study area along North Street including the Biggs Museum of American Art and the Schwartz Center for the Arts.



Existing Density and Street Frontages

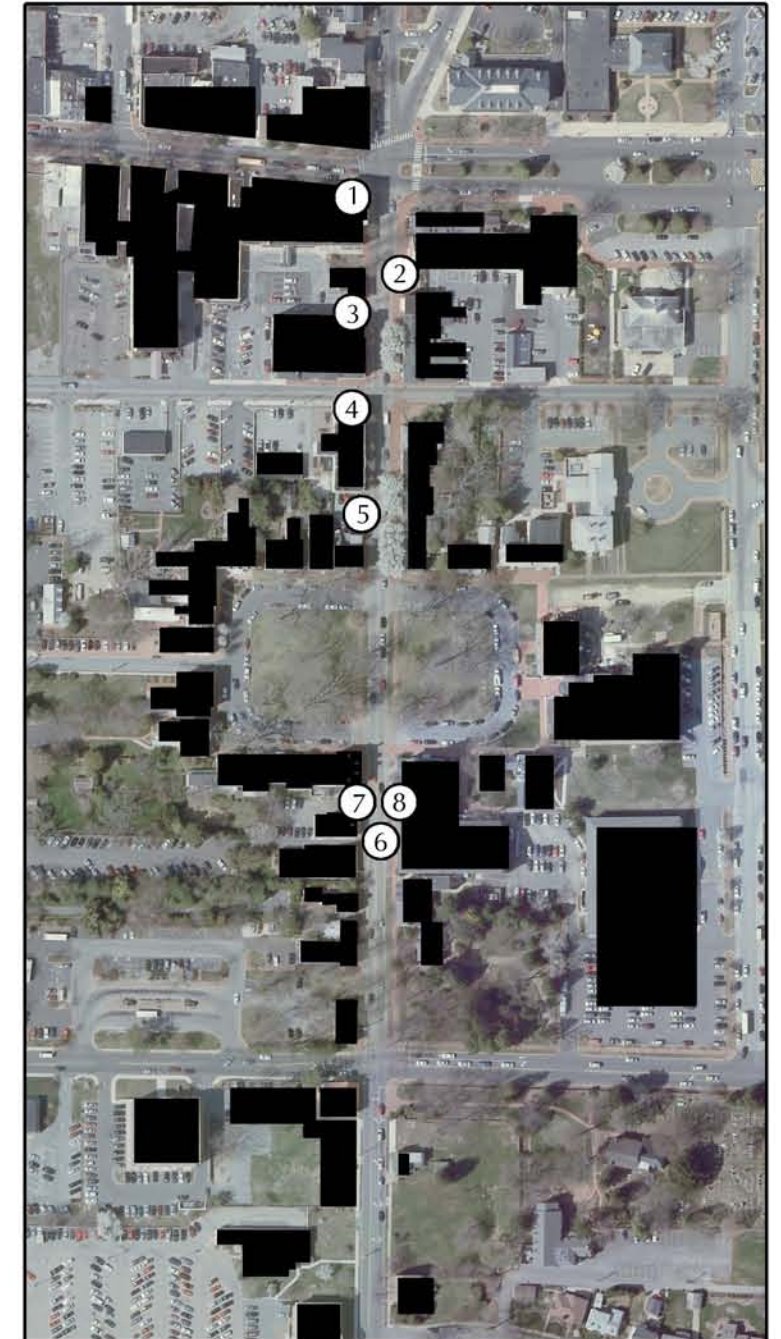
The center of the study area lacks an identifiable character and activity center. The analysis looked at the existing density and street frontages throughout the study area. As the graphic clearly shows the buildings along State Street and Loockerman Street are located close to the street edge and create a strong walkable urban character. The density and street edges diminish outside of these two streets and need improvement to bring create pedestrian character in this area. There are remnants of street edges along portions of Water Street, North Street and Governors Avenue that could be strengthened by infill development. Most of the area has a more suburban character with one to two-story buildings located in the center of the property with surface parking areas along the edges.

B.4 - EXISTING DEVELOPMENT PATTERNS



State Street

State Street is home to many of Dover's most historically significant buildings. The tree lined street features an array of building uses including government buildings and business offices. Some buildings have been maintained as private residences and are on the National Register of Historic Places.



B.4 - EXISTING DEVELOPMENT PATTERNS

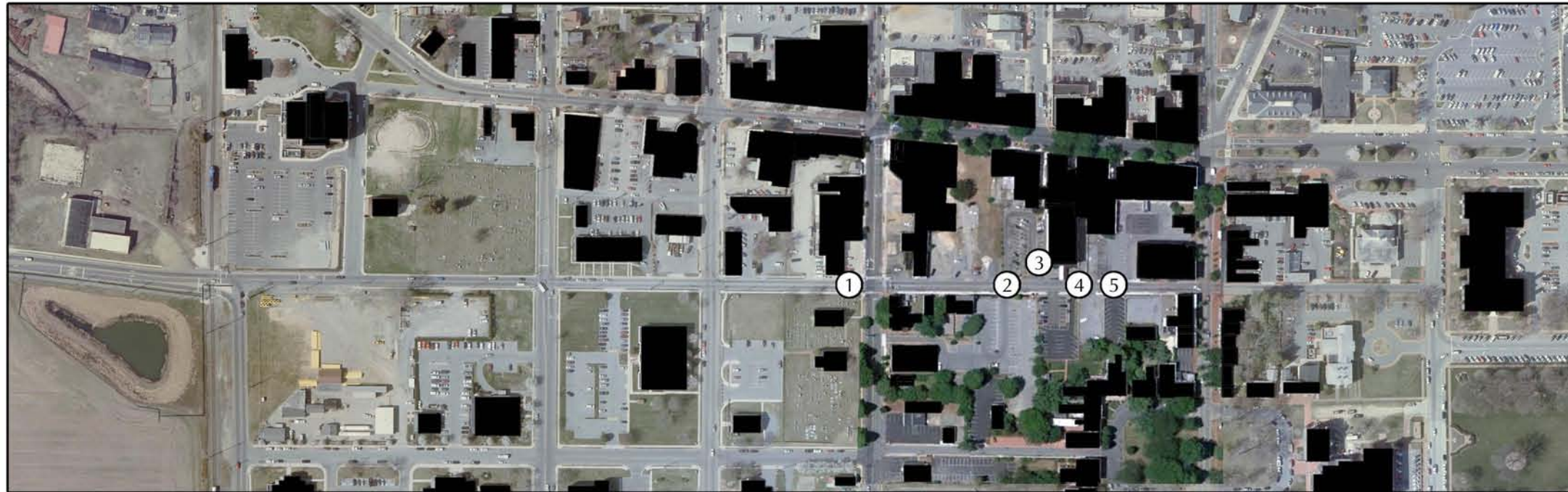


Water Street

Water Street is a mixture of urban uses. The existing DART Transit Hub is located along Water Street while a new facility is being designed just two blocks west of the existing location. There are numerous office buildings, including medical offices that are supported by the Bayhealth Medical Center Campus that is just one block south. A handful of retail shops, multi-family residential, and institutional buildings line the eclectic corridor.



B.4 - EXISTING DEVELOPMENT PATTERNS

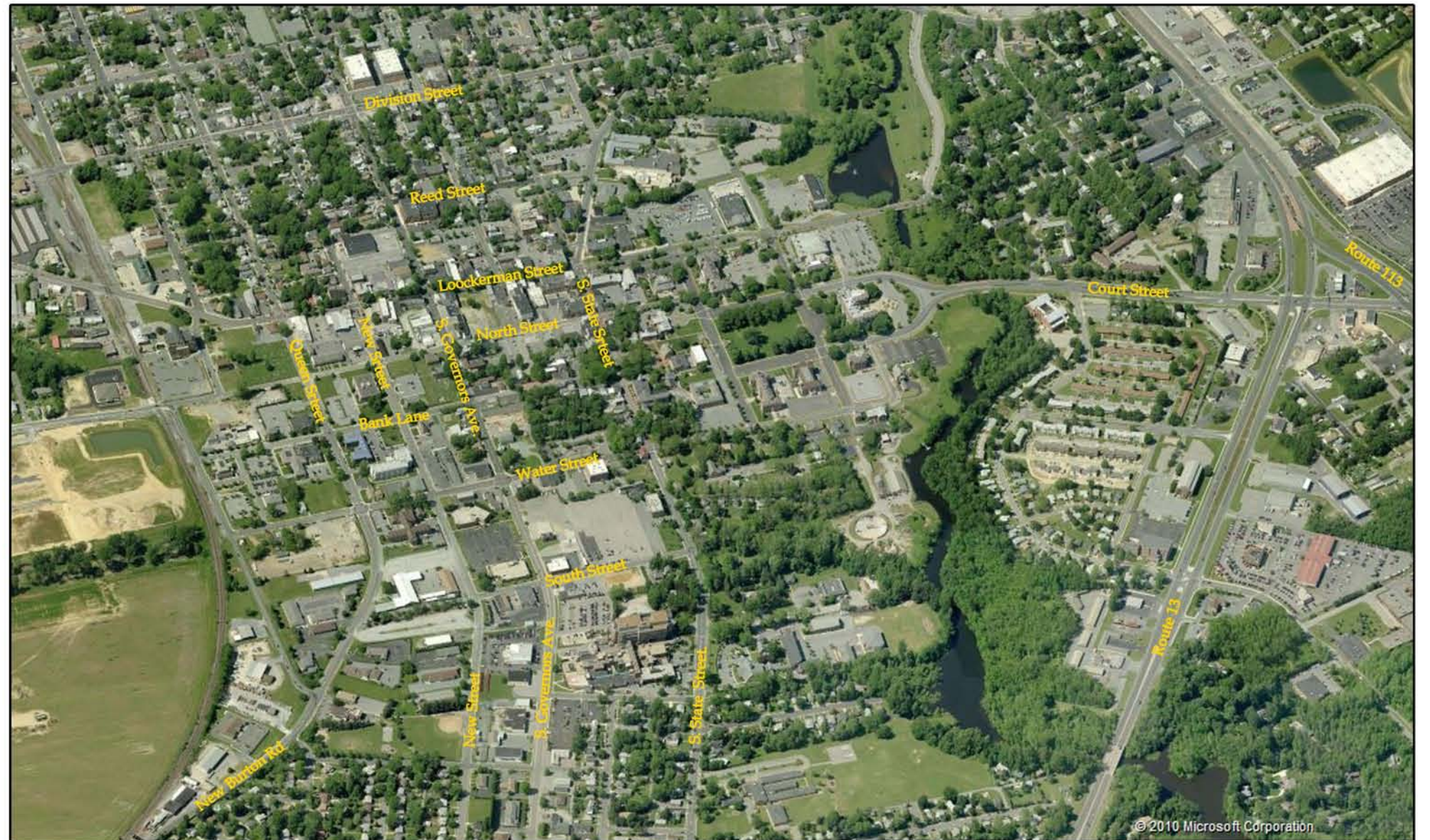
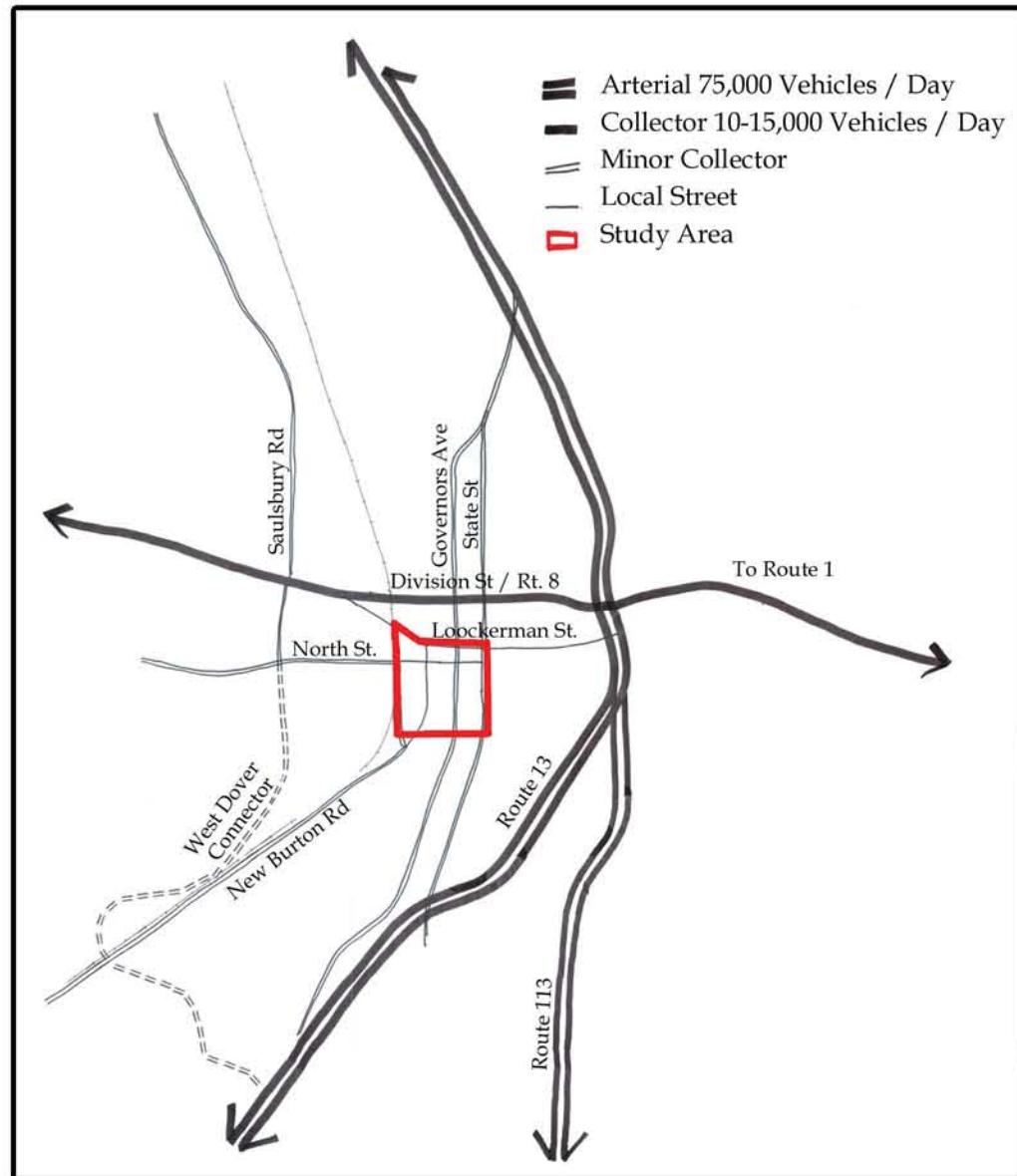


North Street

North Street is utilized as a service alleyway for the buildings that face Loockerman Street but also a moderately traveled access street from the Capital area to the destinations on the west side of the city including many residential subdivisions, shopping and restaurants.



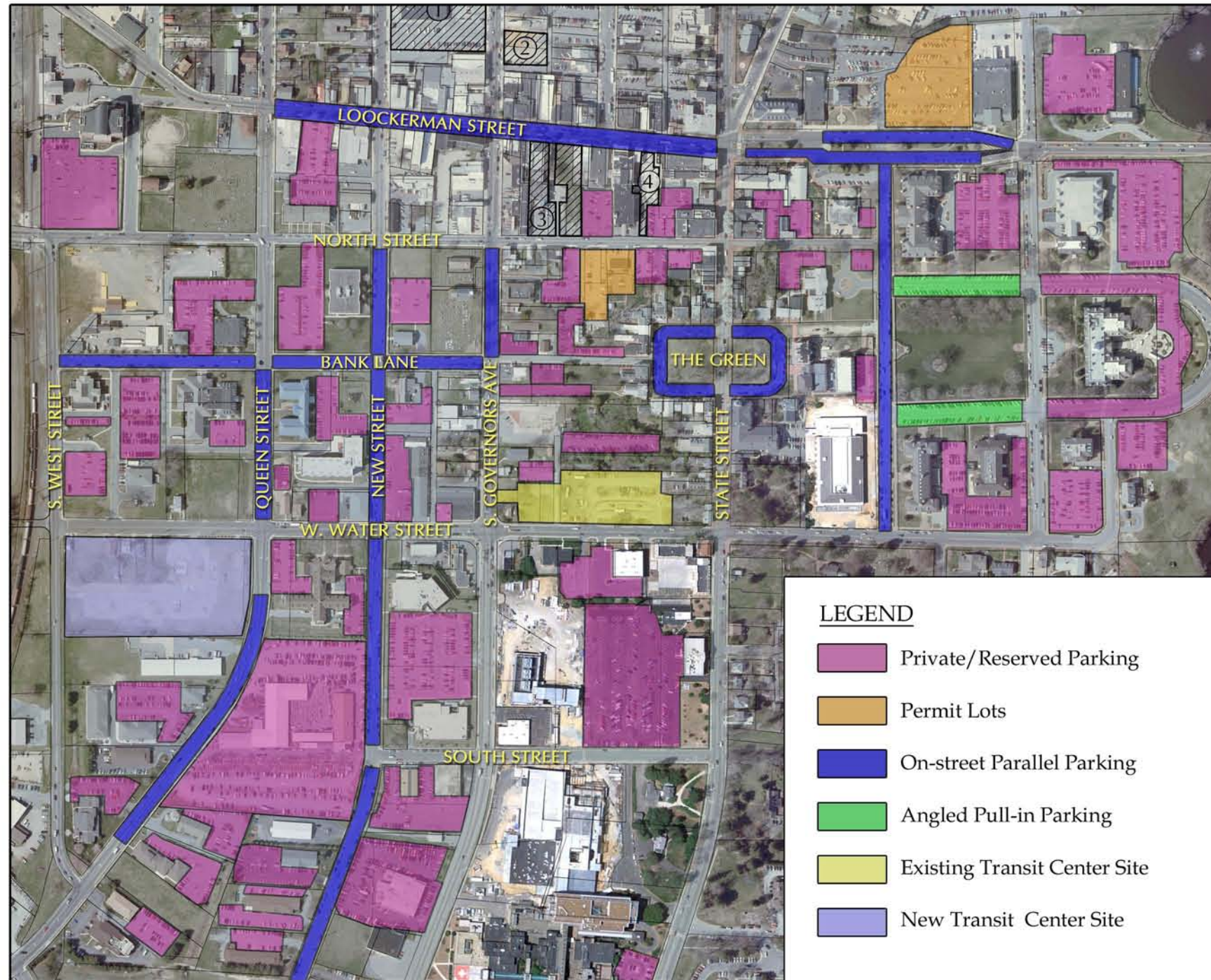
B.5 - STREET NETWORK AND PARKING



Street Hierarchy

The study area and downtown Dover in general is located to the west of the major highways (US Route 13 and DE Route 1) that run north to south. There is also a major bypass (West Dover Connector) that is planned to the west of the metropolitan area. When constructed, this road will greatly alter the existing traffic patterns on North Street and New Burton Road. North Street is currently the main gateway into the downtown area from the west. Division Street, located north of the project area, is the major east-west route running through the downtown area.

B.5 - STREET NETWORK AND PARKING



Parking Diagram

The existing parking patterns in and around the study area consist primarily of grade-level surface parking lots and on-street parking (both parallel and pull in). There is a private structured parking area currently under construction that is associated with the Bayhealth Medical Center Campus located in the south-east area of the study area. The parking analysis studied by the charrette design team noted that there is an opportunity to improve parking throughout the downtown area by implementing an area parking strategy. North Street, shown at the top right, has potential for consolidated surface parking or a multi-level parking structure.



Multiple Surface Lots along North Street

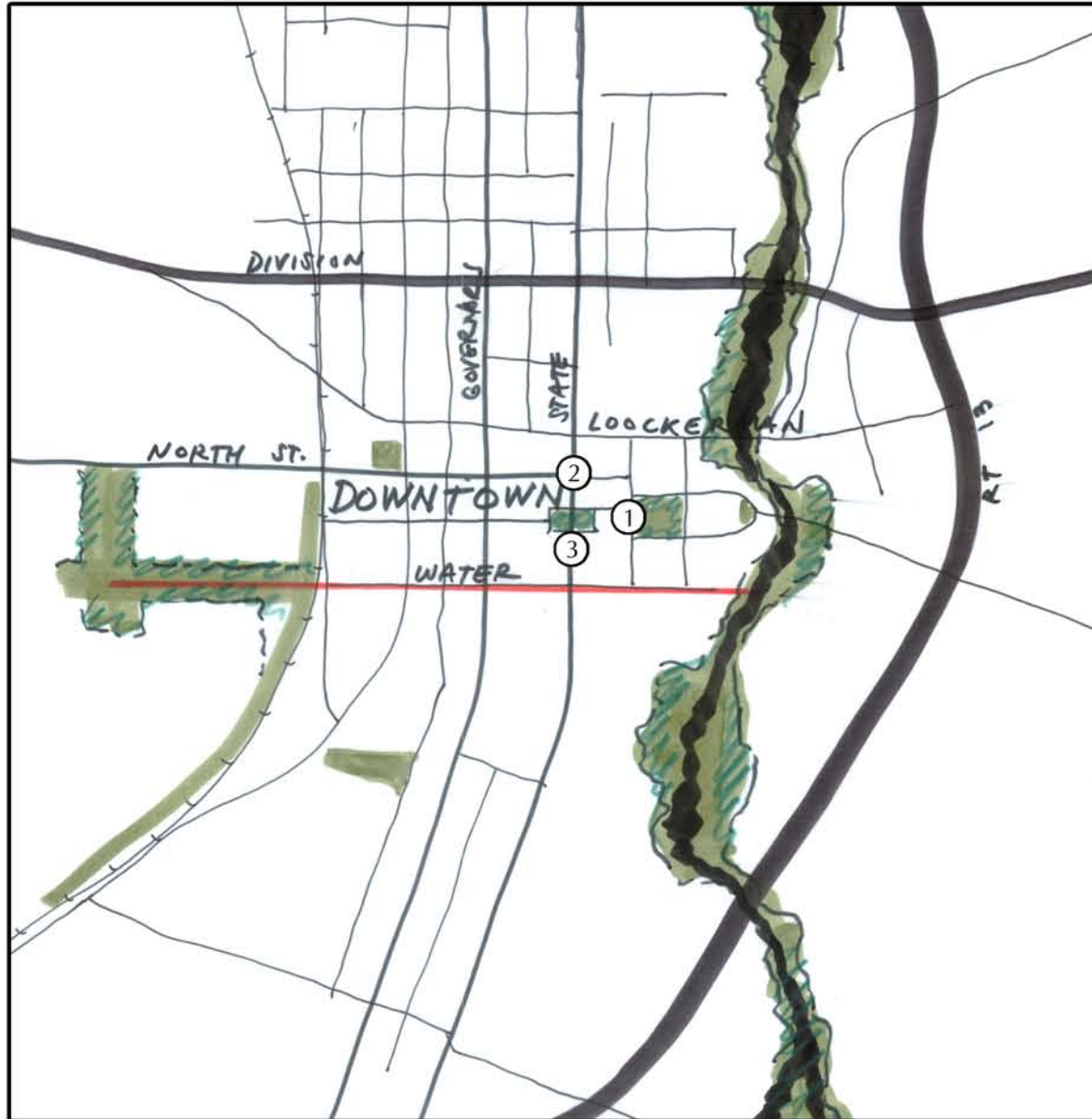


Parallel Parking along Queen Street



Parallel Parking around The Green

B.6 - EXISTING ENVIRONMENT / OPEN SPACE



Existing Open Spaces

The public open spaces within the study area consist primarily of The Green and a small urban pocket park named Bicentennial Park that is located at the corner of North and State Streets. There are also private open spaces within the study area such as the cemeteries along North Street. The major open spaces outside the project area include the St. Jones River to the east, the perimeter open space at Eden Hill Farm and the central allee that is currently the western terminus of Water Street, Legislative Mall, the boulevard section of Lockerman Street and Dover Park in the Sherwood 2 neighborhood with a playground and sports fields just two blocks south of the study area boundary.



Legislative Mall

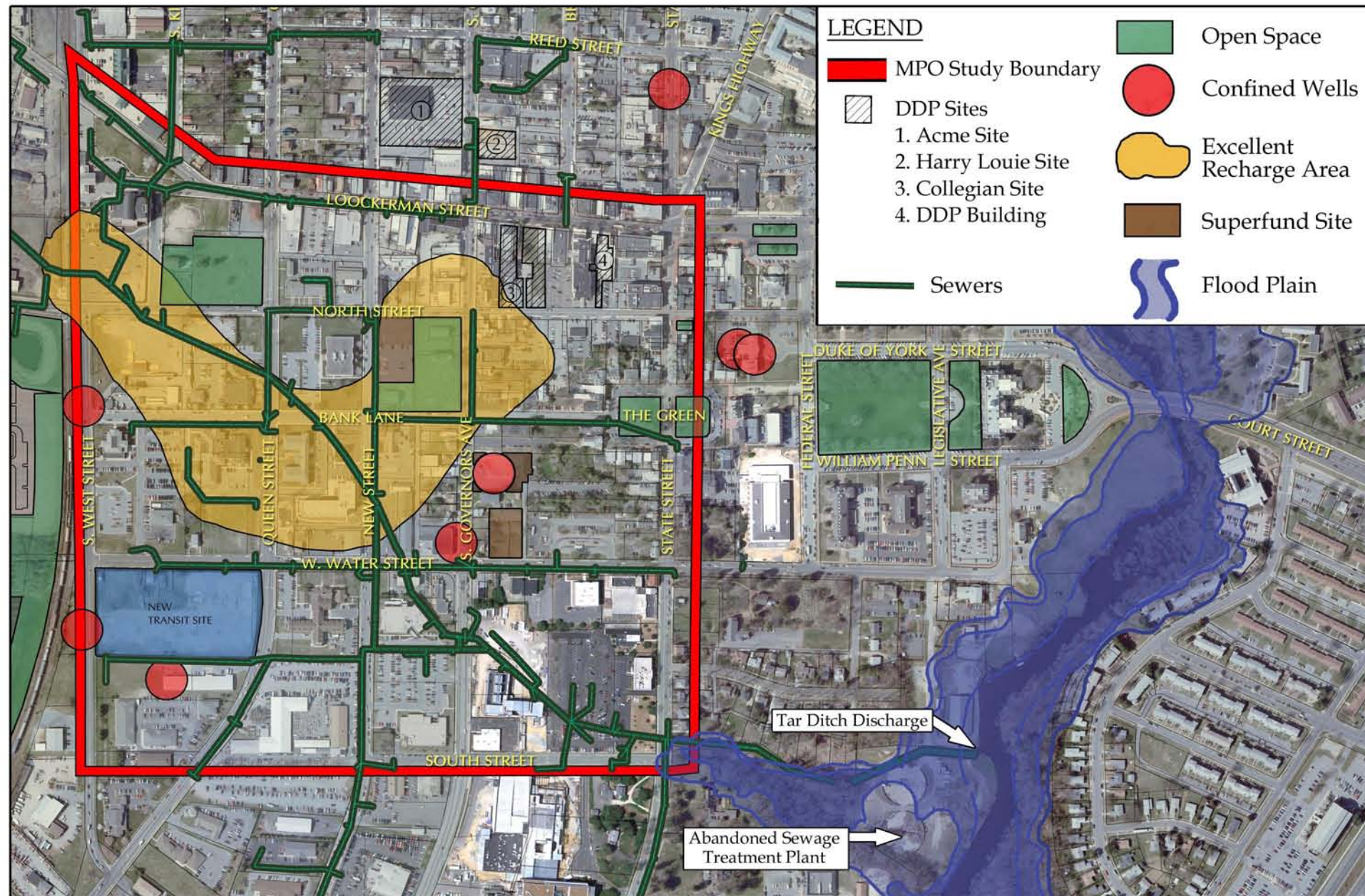


Constitution Park



The Green

B.6 - EXISTING ENVIRONMENT / OPEN SPACE



Cemetery



St. Jones River

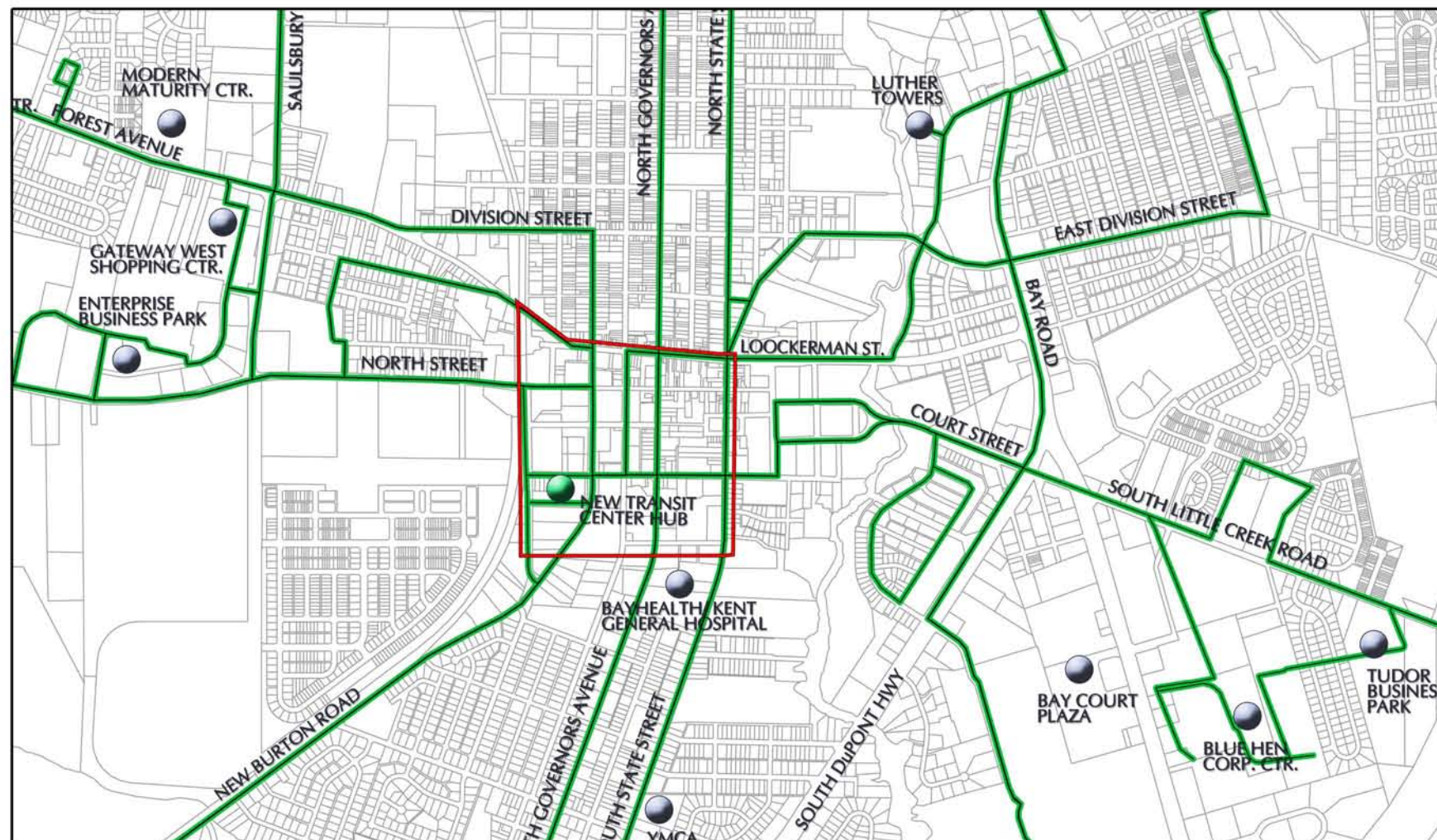
Environmental Conditions

Environmental Constraints

There are some environmental constraints affecting redevelopment in the study area. These constraints include the edge condition formed by the Norfolk-Southern railroad spur that runs adjacent to West Street, three brownfield sites (Braun Property, former Capitol Cleaners Site and Former Dover Gas Light Company Site) and underground contamination from the tar ditch. The tar ditch runs from the north-west corner of the study area and discharged into the St. Jones River south of Water Street. The underground ditch often floods streets due to the deteriorating condition

of the out-dated infrastructure. Project costs, environmental concerns opening the ditch, and locations of major flooding have prohibited remediation. At the south terminus of Legislative Avenue is an abandoned sewer treatment facility, trash incinerator and other city infrastructure. This property sits along the edge of the St. Jones River and presents an opportunity to repurpose and redevelop the area into a Riverwalk Park.

B.7 - TRANSIT



New Bus Routes

LEGEND

Study Area

Bus Route

Destination

New Transit Center Hub

The Delaware Transit Corporation and Delaware Department of Transportation are building a new facility to act as the center of transit services in Dover. It shall serve as a central bus stop and distribution point for the DART system in Dover. It will also house the interstate buses and taxi companies that serve Dover. The facility will include an interior waiting area with vending capacity, restrooms and a retail outlet for bus passes and tickets. There will be tenant space available for other organizations and companies.

The MPO has a responsibility to promote alternative modes of transportation as a function of our program. This neighborhood is the functional center of transit in Kent County. The city of Dover and DelDOT have begun promoting bicycle facilities to serve riders in the City. This neighborhood is walkable with some minor limitations. One outcome from the process is to identify improvements to walkability and to eliminate impediments.

An aerial photograph showing the locations of the 'New Transit Site' (a blue rectangle) and the 'Existing Transit Site' (a grey rectangle) in the downtown area of Dover. Surrounding streets like S. West Street, Queen Street, Bank Lane, New Street, S. Governors Ave, and State Street are visible.

Aerial View of Existing and New Transit Site

A detailed site plan for the proposed transit facility. It shows a large rectangular building with a central courtyard, surrounded by parking lots, landscaped areas with trees, and various service areas like 'Buses Only', 'Bicycle Racks', and 'Future Real-time Info Display'. The plan is oriented with a north arrow in the top right corner.

Proposed Transit Site Plan

A 3D architectural rendering of the new transit bus terminal. It shows a modern, covered structure with large glass windows and doors. A bus is stopped at the platform, and several people are waiting. The design includes benches, bike racks, and clear signage for bus departures.

New Transit Bus Terminal

Dover Transit Center Neighborhood Plan and Design Book

20

B.8 - STATE CAPITAL COMPARISONS / DEMOGRAPHICS



Jefferson City, Missouri



Concord, New Hampshire



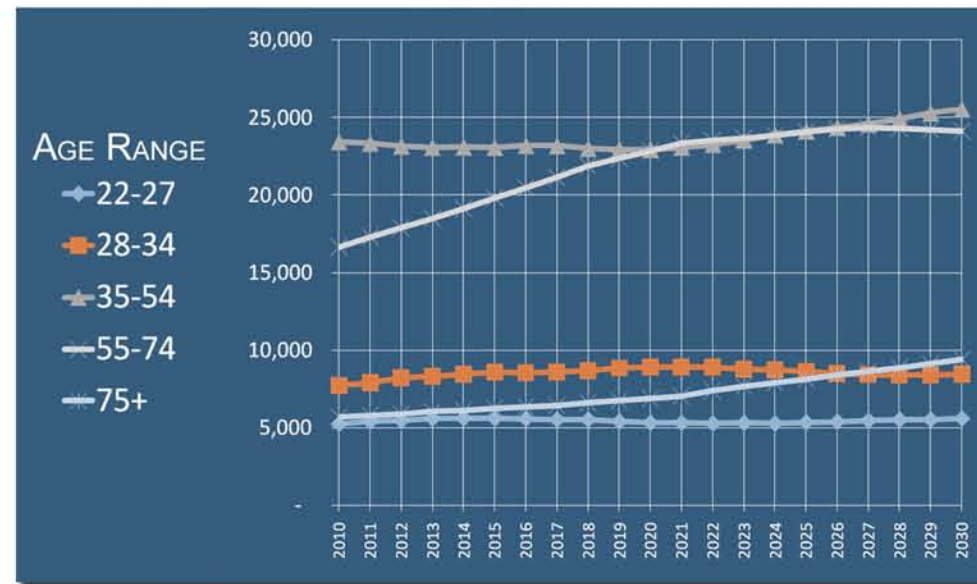
Annapolis, MD

State Capital	Population	Legislature Size	Legislative Staff	Downtown Jobs
Dover, DE	36,560	62	125	9,713
Annapolis, MD	36,879	188	732	5,301
Concord, NH	42,546	424	179	n/a
Frankfort, KY	27,382	138	679	6,330
Helena, MT	29,939	150	237	12,487
Jefferson City, MO	41,297	197	509	12,342
Juneau, AK	30,796	60	460	6,075

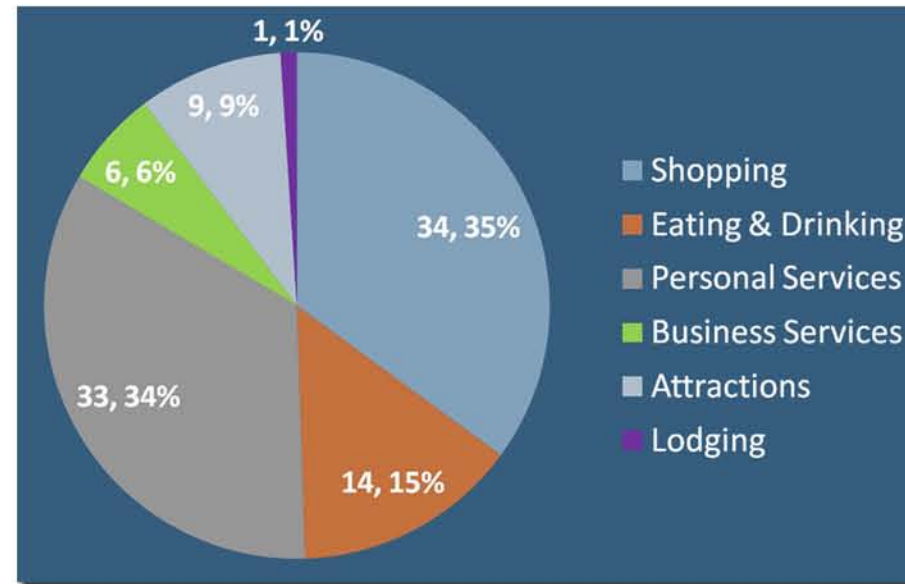
Downtown Dover boasts much economic strength, similar to those of other state capitals of comparable size such as Annapolis, MD; Concord, New Hampshire; and Jefferson City, Missouri. While greater Dover has seen its share of suburban sprawl, it retains its rich historic architecture. Within the downtown and within proximity of the study area there are many major economic anchors including state government, city government, county government and associated professionals, Wesley College and the Bayhealth Medical Center Campus. The City also offers

amenities to its residents and visitors with a new public library currently under construction, many churches are located throughout the city, and numerous museums and galleries. The City is host to a number of organized special events and festivals throughout the year including First Night Dover, Dover Days, and the Dover 4th of July Celebration. With these economic and cultural amenities already present in the City of Dover, a foundation exists to build upon to create the infrastructure of a desirable destination for locals and visitors.

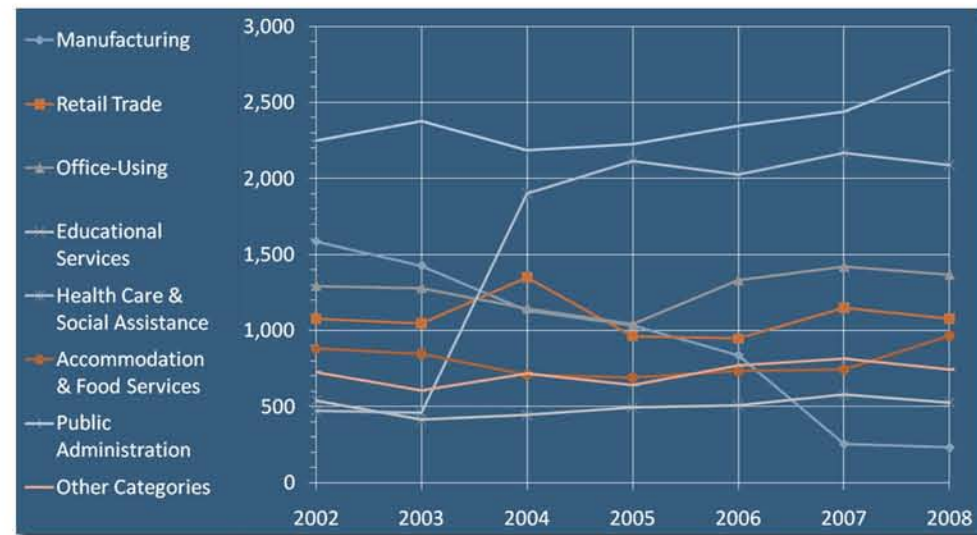
B.9 - DEVELOPMENT MARKETING & PROGRAM BRIEF



Kent County Household Projections Through 2030



Existing Business Mix



Downtown Employment By Sector

PRIMARY RETAIL NEEDS

Coffee Shops	Florist
Sandwich Shops	Optical
Ice Cream	Drugstore
Candy	Toys / Hobbies
Urban Grocery	Cigars
Specialty Food	Restaurants - All Types
Furniture and Decor	Boutique Hotels

Potential Funding Sources

- Funds Raised from Existing Property Owners
- Business Improvement District - ad valorem tax
- Special Development District - ad valorem tax or special assessment
- Parking Authority Benefit District - assessment
- Recurring Downtown Revenues
- Tax Increment Financing District - regular property tax
- Broad-Based Recurring Revenues
- Realty Transfer Tax
- Hotel Tax (collected by State)

Financing Source Issues

- Assessments and new ad valorem taxes burden existing property owners and could discourage investment
- TIF revenue generation is relatively weak due to low rate and assessments, and ability to only capture City share of tax bill
- Realty transfer tax may be committed to the City's general government needs
- Hotel tax would need to be allocated to the City by the State (some sort of agreement)

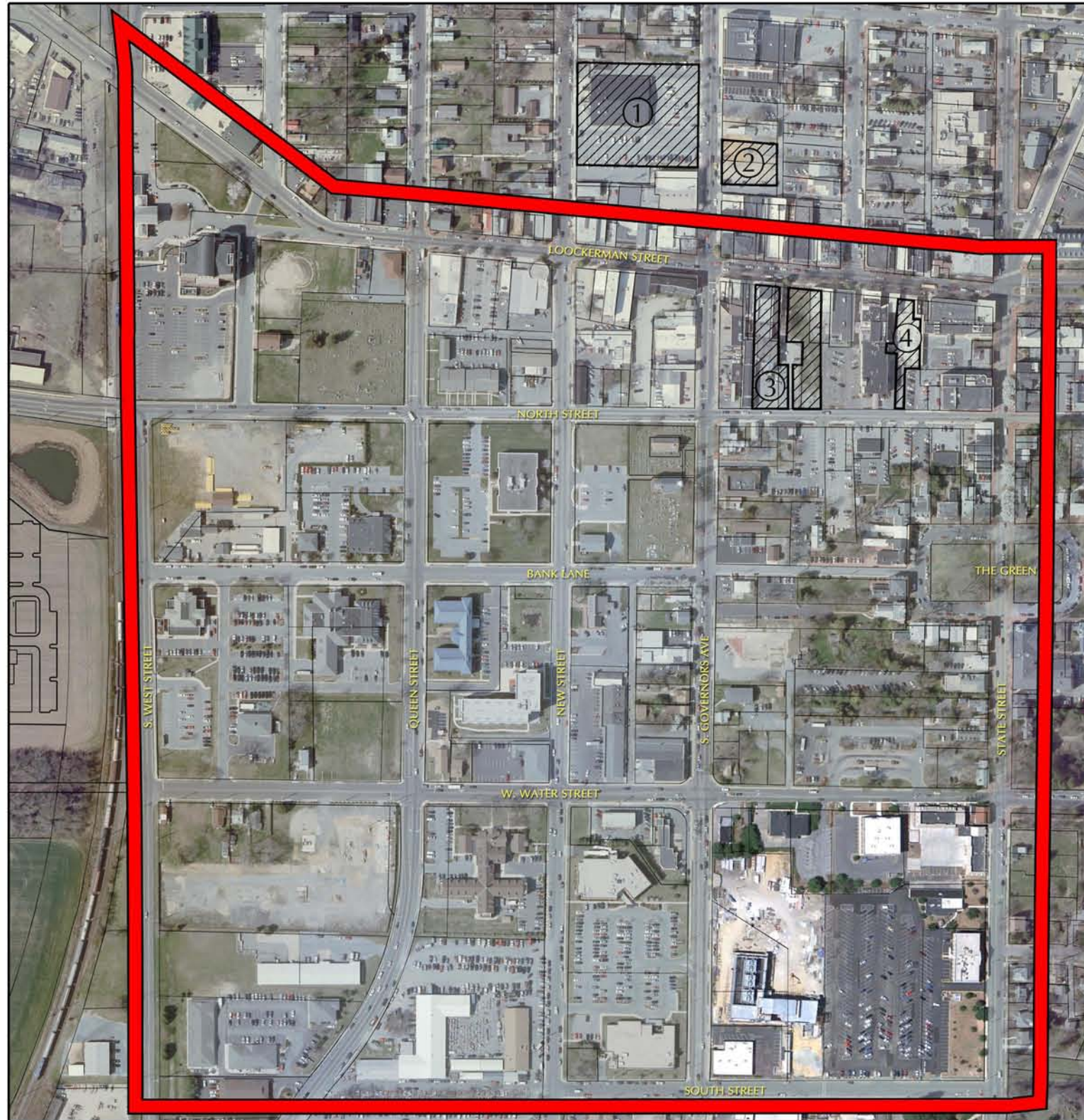
Recurring Revenue Sources

- Finding a recurring revenue source would be ideal
- Adds stability in funding; could be bonded
- Allows for upfront investment in public improvements
- Realty Transfer Tax
- 20 years of pledged revenue could potentially support a bond of up to \$13 million
- Hotel Tax
- 20 years of the State's General Fund share could potentially support a bond of up to \$55 million



PLAN

C.1 - PLAN FRAMEWORK



Neighborhood Plan Study Area



Bank Lane View Towards Eden Hill Farm



Streetscape at Courtney Square

The study area for this plan is identified by the following geographical boundaries (Loockerman Street, State Street, South Street and West Street) and comprises the Neighborhood Plan area. The plan framework is based upon the scale and natural boundaries of existing downtown elements that form separations, destinations and gateways to downtown. The four perimeter streets have the following characteristics:

Loockerman Street: Traditional retail area and downtown main street that serves as a major east-west thoroughfare in the city. It also separates the residential uses to the north from the institutional, industrial and commercial uses to the South. Loockerman Street has a good inventory of historic buildings and an active streetscape.

State Street: A major entry into the downtown area from the south. It separates the downtown from the institutional and legislative uses to the east. State Street bisects the major historical open space, "The Green," which has a tight urban context with numerous historic buildings that frame the street.

South Street: Represents the traditional southern boundary of downtown. The urban block network and scale of downtown drastically changes to a more suburban feel past this point. The area has had a diversity of density and uses which was diminished as part of urban renewal projects.

West Street: Serves as a major boundary and separation to the western edge of the City due to the nature of the road, adjacent rail line and type of development. It provides little to no connectivity with Eden Hill Farm which will serve as a major growth area in the next 20 years. Similar to South Street, this area lacks density, diversity of uses and has a suburban feel compared to the rest of the study area.

C.1 - PLAN FRAMEWORK



State Street at Loockerman, Dover

This plan is intended to make the Neighborhood Plan area a more diverse area that is attractive for business, commercial and residential activities. Mixed use redevelopment opportunities are encouraged that take advantage of the new transit center as well as the other local economic drivers such as the Bayhealth Medical Center Campus, Eden Hill, Wesley College, and the government complex. The design principles and planning context of the plan are listed below:

Design Principles

- Create a sense of place through
 - Diversity and Design
 - Proximity and Accessibility
 - Destination
- Provide an integrated mix of uses
 - Places to Live, Shop, Work, and Interact
- Improve and provide an organizing structure within the study area
 - Buildings and Urban Design
 - Hierarchy of Roads
 - Open Space Network



Loockerman Street, Dover

- Identify locations for infill development, redevelopment and growth
 - Analyze parcels and combinations of parcels that have the highest potential for development and redevelopment
 - Create an opportunities map based on the above
 - Analyze and propose the best strategy to address perceived parking concerns in the downtown area. Work towards a district wide parking solution that benefits long term business growth and strengthen streetscapes and the pedestrian experience
 - Identify gateway areas into the downtown area and improve these locations as needed

Planning Context

- Land Use and Development Patterns
 - Analyze existing codes, zoning and comprehensive plans
 - Analyze future potential development areas based on stakeholder input
 - Analyze methods and opportunities for filling back in the urban core with buildings where they were removed as part of urban renewal projects
- Market Economics
 - Comparison to other capital cities of similar population
 - Research economic drivers that effect development (past, present and future)
 - Identify uses that are underserved



Water Street, Dover

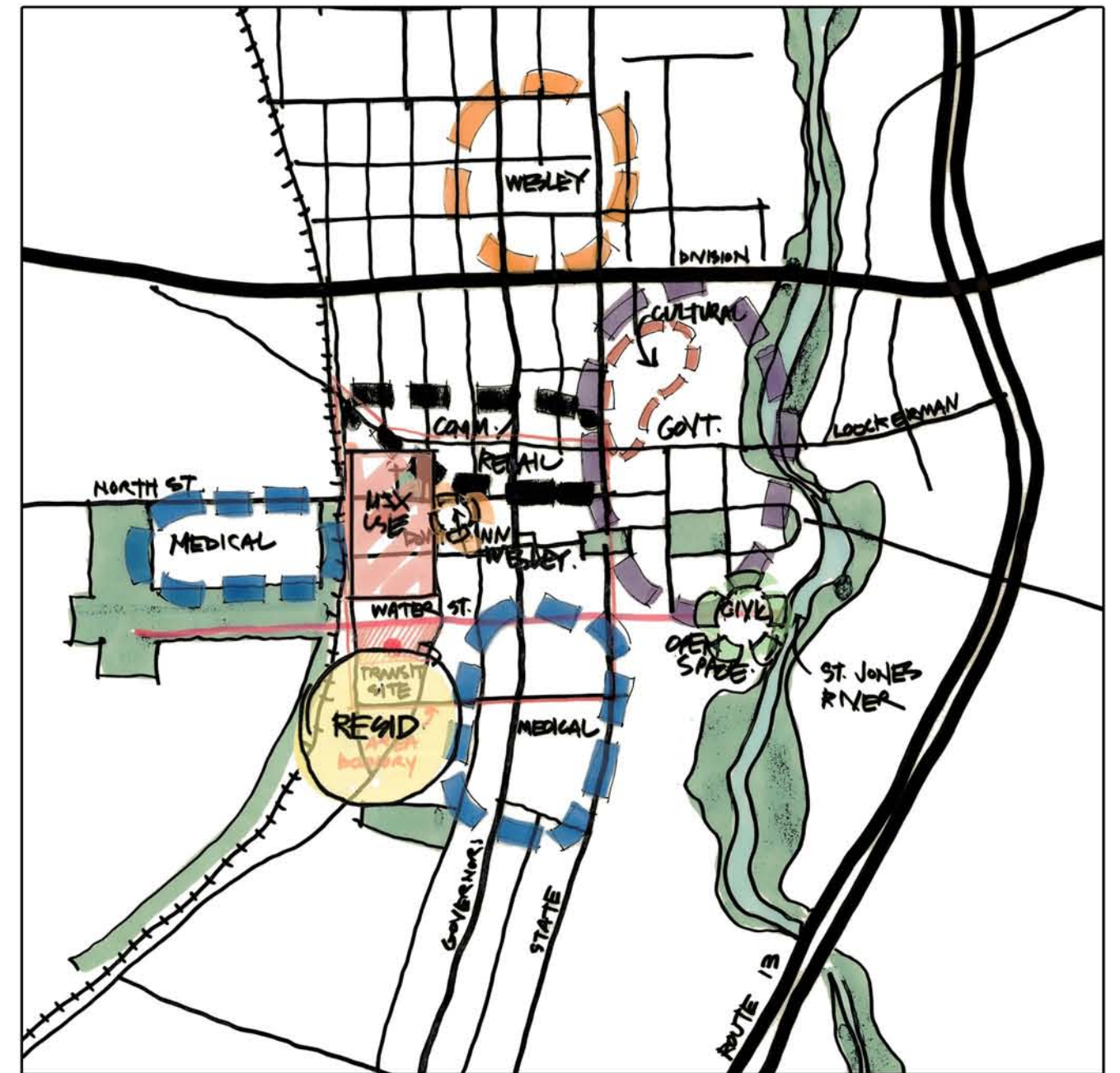
- Transportation Network
 - Analyze existing and proposed DART bus routes
 - Access needs and opportunities provided by increased interstate bus and taxi use at Transit Center site
 - Analyze opportunities to provide additional means of transportation as part of the Transit Center such as increased bicycle use, and passenger and commuter rail.
 - Identify where improvements to city wide network of pedestrian access can be improved. Opportunities exist for better connectivity of Wesley College, Bayhealth, St. Jones River, and Eden Hill Farm with the Downtown core.
- Analyze Downtown Dover Strengths
 - Historic Architecture
 - Pedestrian-oriented
 - Major civic and institutional destinations
 - Civic amenities, attractions and events
- Analyze Downtown Dover Challenges
 - Lack of residential population in study area
 - Perceived Safety
 - Competing with businesses on Route 13
 - Lack of attractions and services
 - Lack of funding sources for improvements
 - Pace of improvements and redevelopment

C.2 - DOWNTOWN NEIGHBORHOOD PLAN



Concept 1

The overall concept for the Neighborhood Plan is to create a downtown that is worthy of the First State's capital. The concept was based on the project mission that the new transit center should serve as an impetus and focal point for redevelopment that can transform and energize the surrounding area in the downtown core of Dover. What became clear early on in the design process was that the transit center alone could not completely revitalize the downtown area. The two main ideas that came out of this process were the need to extend the density and character of historic Dover that is established on Lockerman and State Street into the rest of the study area and secondly to fill in the center of the study area with new activities and uses.



Concept 2

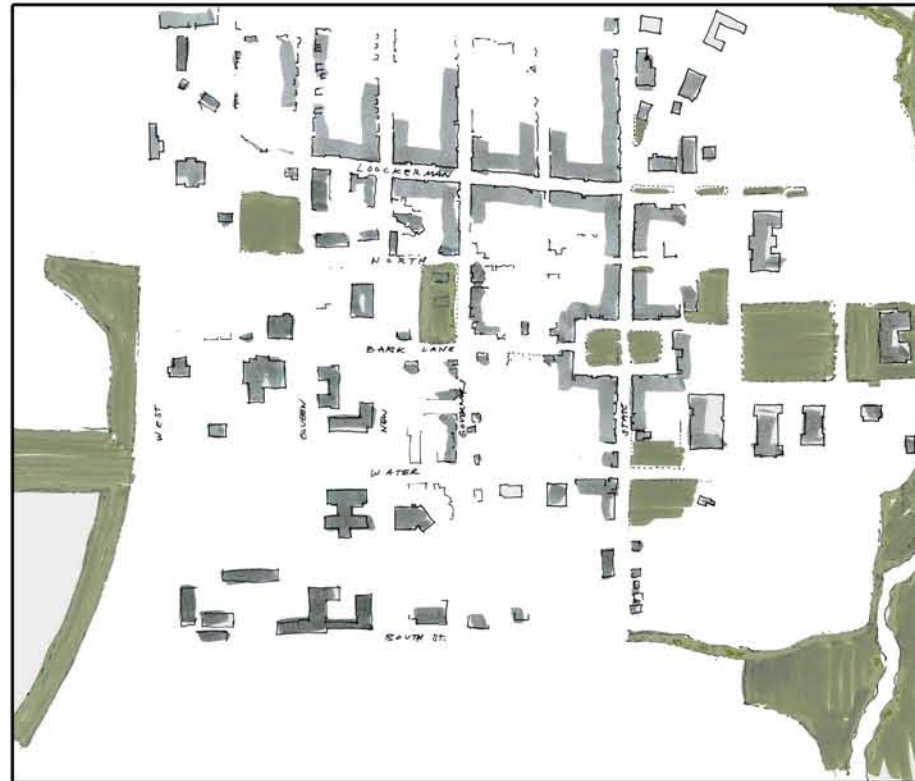
The second concept is shown most clearly in the bubble diagram graphic above which shows additional activities and uses moving into the center of the study area including residential, mixed use and university/medical school. These uses all have the opportunity to be economic drivers in the area in conjunction with the transit center. The lack of activity in the center of the study area is associated with discontinuity between streets and sidewalks creating poor pedestrian connectivity.

C.2 - DOWNTOWN NEIGHBORHOOD PLAN



Dover - Circa 1885

The concept of expanding the density, character, and urban context of the established areas along Loockerman and State Street to the south and west has some historic context in the way the city originally grew. An aerial rendering of Dover in 1885 shows development density in essentially the same areas as it is today. The Meeting House Branch stream was a divider between the urban downtown area and agrarian uses. This branch is now completely below grade but it still identifies an important divider to two types of development. In this context, the urban core remains where it has always been and more suburban development is on the south side of the branch. The suburban development was largely a result of past urban renewal efforts that removed large swaths of housing from the area that had been built after 1885.



Existing Frontage and Open Space Diagram

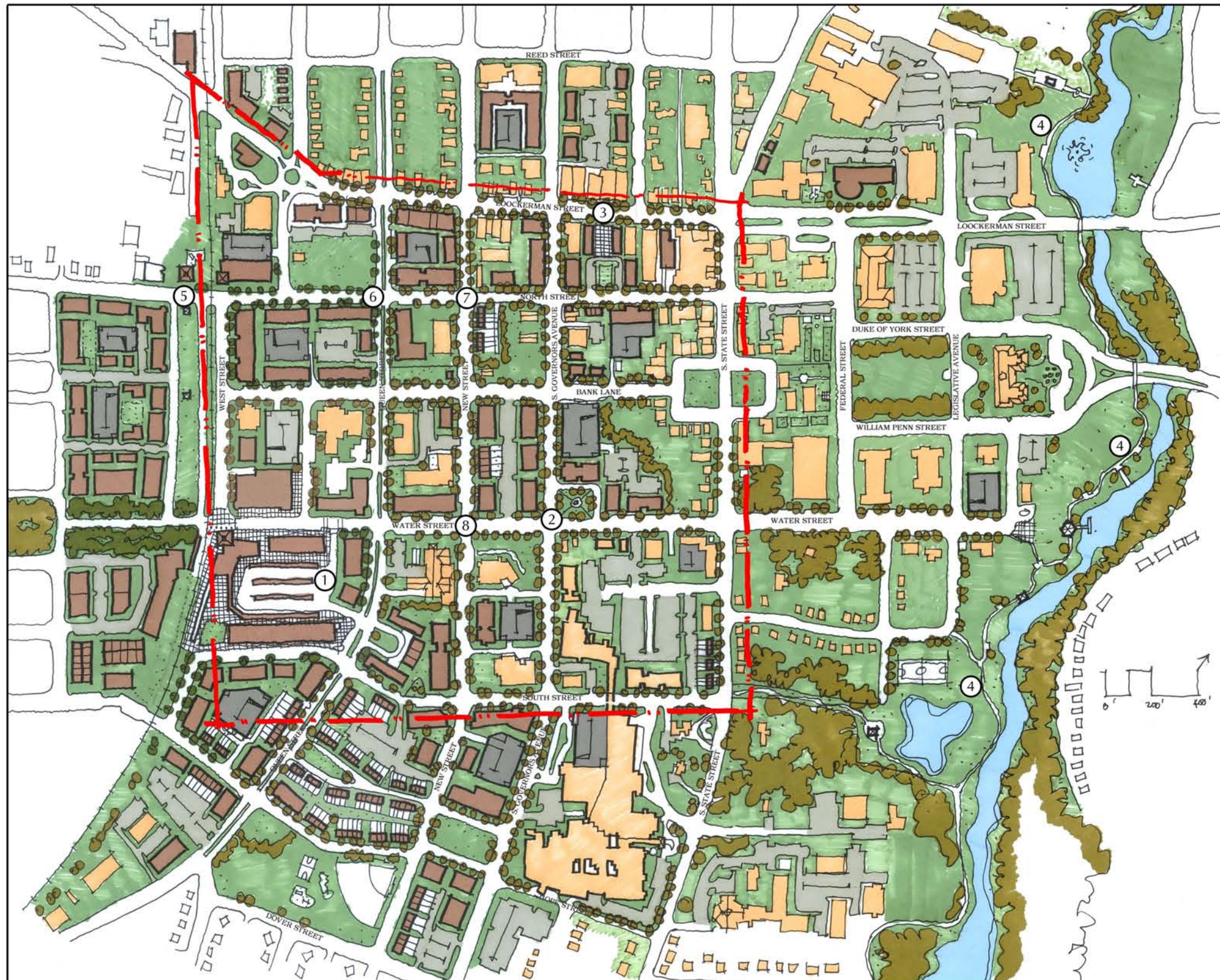
The diagrams above show the existing and proposed building facades and their relationship to street edges. The Neighborhood Plan recommends introducing the density, scale and urban aesthetic found in the historic areas to the south side of the Meeting House Branch. The plan shows this being done in a variety of ways with basic design principles such as:

- creating buildings that engage the street and provide a clear edge
- concentrating parking at the center of blocks and away from the street edges
- building upon the history and character of existing architecture
- creating vibrant and well connected streetscapes
- creating pocket parks and other public open space areas that energize the area



Improved Frontage and Open Space Diagram

C.2 - DOWNTOWN NEIGHBORHOOD PLAN

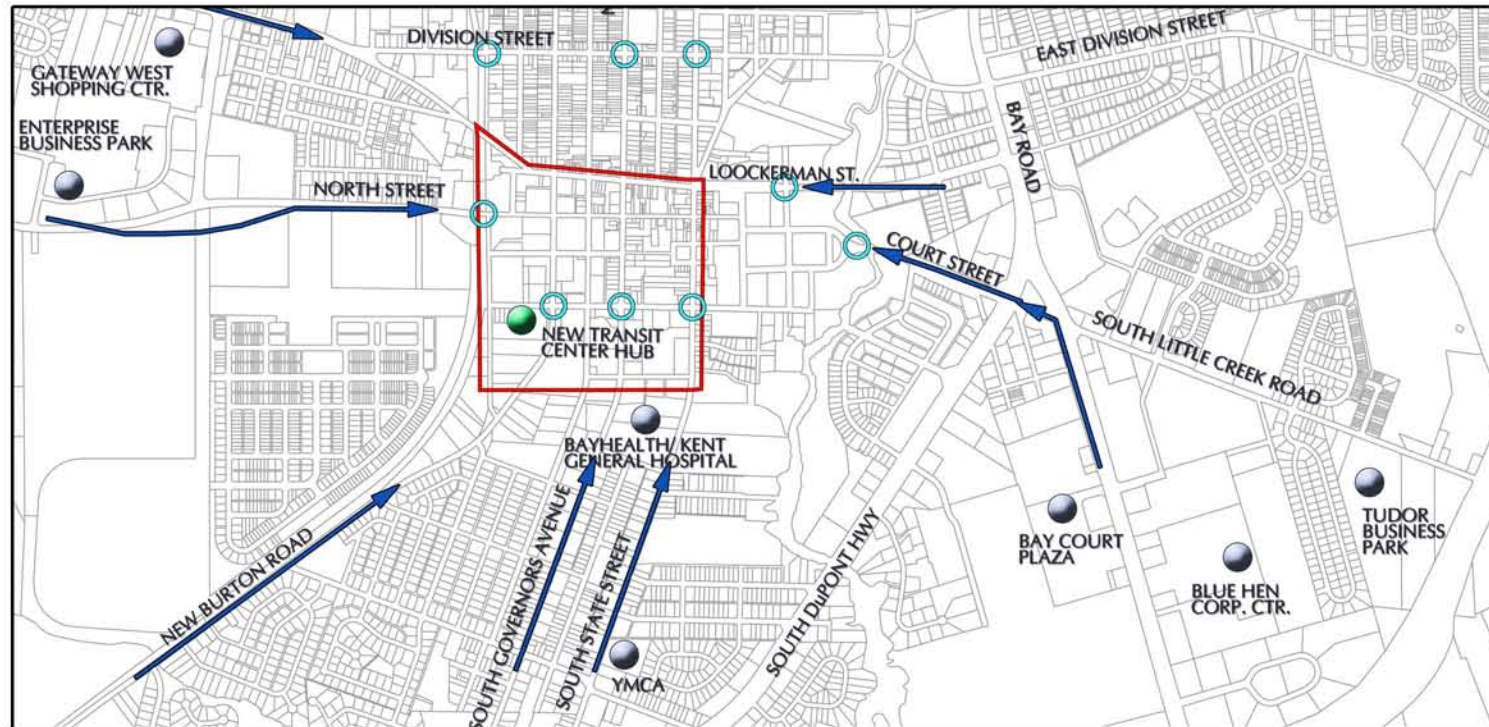


The Downtown Neighborhood Plan illustrates a redevelopment vision based on a twenty-five year build out. The plan includes new construction, infill construction, redevelopment and renovation of existing structures. New development is represented by brown buildings; where as existing buildings are shown as tan. Surface parking is represented by light grey areas and possible locations for structured parking are denoted in dark grey. Other important redevelopment opportunity areas are represented by the numbered keys; These include Lookerman Commons, Governors Square, the multi-modal transit center and the riverwalk. There are also numerous streetscape improvements that are planned throughout the area.

	Existing Buildings		Parking Structures
	New Buildings		Surface Parking

1. Multi-Modal Transit Center
2. Governors Square Green
3. Lookerman Commons
4. River walk
5. North Street Gateway
6. Streetscape Improvements North & Queen
7. Streetscape Improvements North & New
8. Streetscape Improvements Water & New

C.3 - GATEWAYS



Major Gateways to Study Area

Gateways are defined as areas or visual cues that help define a sense of arrival into the downtown area. These gateways are marked by a variety of urban design cues such as important intersections, change of use, change in street character, change in density or a recognizable building, public space or landmark.



Signage Gateway



Architectural Gateway



Monumental Architectural Gateway

C.3 - GATEWAYS



North Street Gateway (View East)

During the analysis phase of the charrette, design team members along with the community stakeholders identified the major gateway areas into the downtown study area. The consensus of areas defined as gateways to downtown Dover are defined by the list below:

- Intersection of North Street and West Street
- Lookerman Street as it crosses St. Jones River Bridge continuing to State Street
- State Street and South Governors Ave. as they intersect with Water Street

While some of the identified gateways provide a clear sense of arrival and a good first impression into downtown, others could be better defined. The Neighborhood Plan looks at all three of these gateways and makes the following design recommendations:



North Street Gateway (View East) - Proposed

Intersection of North Street and West Street:

North Street is a primary corridor into downtown yet it presents a “back of building” appearance. The intersection of North and West Street is an unattractive area that is marked by traffic congestion and a poor visual identity with a lack of a continuous streetscape. It is recommended that North Street be widened so that a better streetscape can be provided with the addition of on-street parallel parking where possible. The existing storm water area at the southwest corner of the intersection should be converted into a park/open space area. Once the new West Dover Connector is constructed, West Street should be closed at Water Street at the new transit center site. The closing of West Street at this point will ease the traffic moving north to the intersection. There is an opportunity for infill development both at the intersection and moving east along North Street. New buildings should be constructed as close to the street as possible to help provide a clearly defined edge and a vibrant streetscape. Streetscape improvements would include a wider and continuous sidewalk, street trees, site furniture, and buried utility lines. Buildings of greater height than the typical two to three stories in the rest of downtown may be appropriate in this location or if lower buildings are planned consideration should be given to providing higher elements at the corners.

C.3 - GATEWAYS



Lookerman Street Gateway from Route 13

Lookerman Street as it crosses the St. Jones River Bridge continuing to State Street:

This Gateway is clearly defined and presents a clear and attractive entry into the city from the east. The boulevard section of Lookerman Street is well kept with established and diverse landscaping. There is an opportunity to further accent this gateway by the creation of the riverwalk as shown in the Neighborhood Plan. Due to the high visibility of the riverwalk from this gateway, activities along the waters edge will be visible to both pedestrian, automotive and transit travelers as they arrive into the downtown area via Lookerman Street. The new library site is located along Lookerman Street and provides an opportunity to further strengthen the street edge and streetscape.



Governors Square Green

Water Street as it intersects with State Street and S. Governors Avenue:

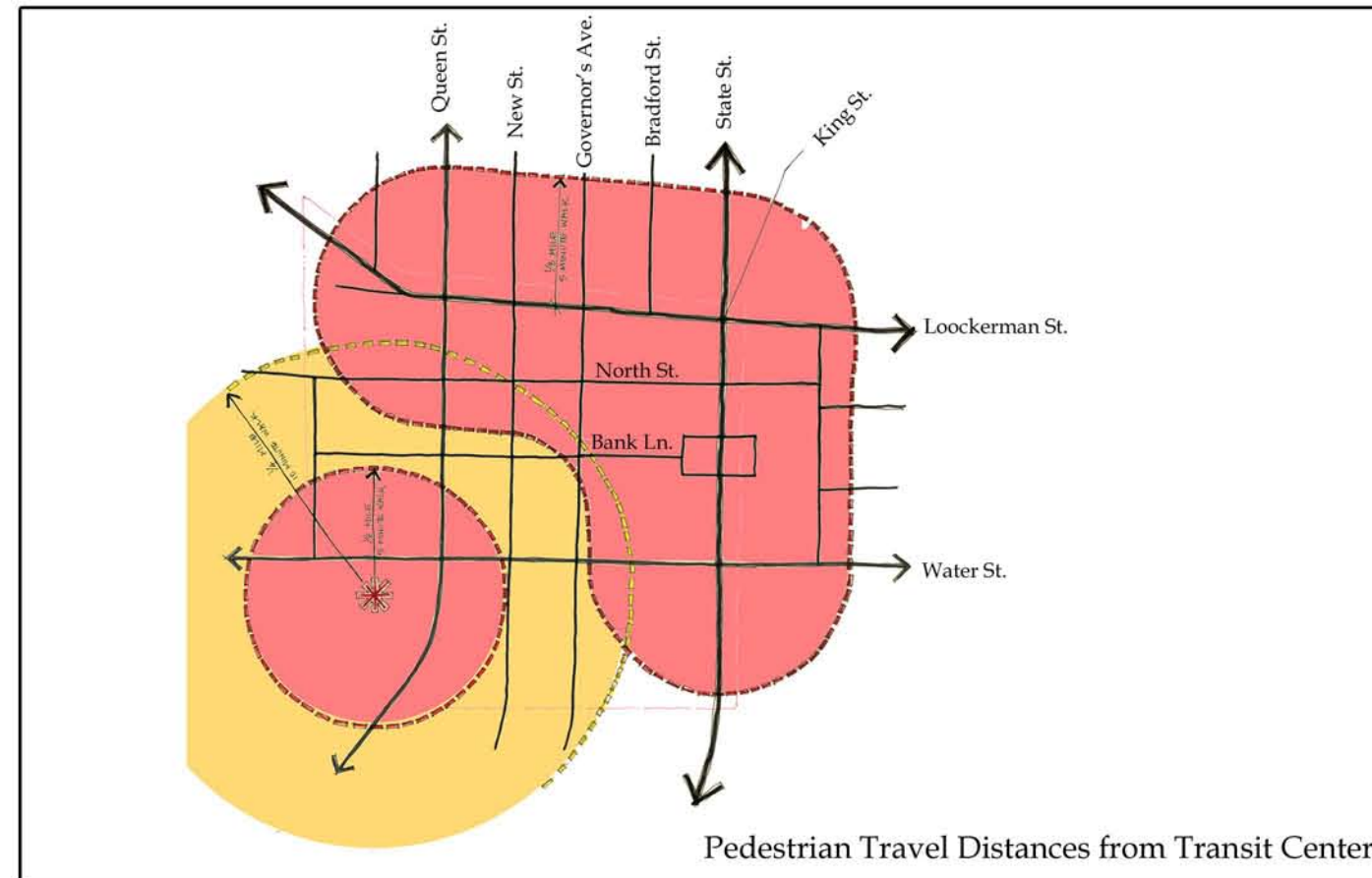
This area represents both a change in density as well as street character as these major north-south connector roads intersect with Water Street. The Bayhealth Medical Center Campus defines the street edge to the south at both of these intersections. The intersection of Water and State presents a connection opportunity for the well established streetscape along Water Street to the east to continue thru to the Transit Center. This would help strengthen Water Street as the major crossroad into the historic core of downtown. This distinction already occurs to some extent as both the street and sidewalk materials change at this intersection. The intersection of S. Governors Avenue and Water Street is currently defined by commercial buildings on three sides that do not engage the corner, reinforce the historic character of downtown Dover or enhance the pedestrian experience. The plan envisions all three of these sites as redevelopment opportunities that could provide a clear identity to this area. The Neighborhood Plan envisions a pocket park, "Governors Square Green," at the north-east corner of this intersection. The open space would provide a point of interest both at the intersection as well as along Water Street.

C.4 - STREETS

"We need to recapture in our modern terms the aesthetic qualities of the ancient street- the quiet, the sense of neighborhood, the fine urban scale." ~ Lawrence Halprin

What makes a good street? There are many design elements that contribute to the making of a good street, for the purpose of this study the following ideas have been identified as important criteria in strengthening the character of downtown Dover's streets:

- Reinforce street edges with active buildings fronting the street
- Provide a variety and scale of new development that contributes to human scale and the pedestrian environment
- Streets with well designed building fronts create memorable experiences
- Develop streetscape improvements that reflect and enhance the character of downtown Dover's heritage and traditions
- Employ landscape treatments, shade trees, site furnishings, lighting and streetscape materials that provide an aesthetically pleasing environment and interesting pedestrian experience
- Foster a pedestrian environment where there is a comfortable relationship between pedestrians, vehicles and public and private space.



The relocation of the transit center creates a new activity center and an opportunity to create desirable destinations within walking distance of the transit center. By enhancing the streetscapes, pedestrians are encouraged to walk from the transit center to destinations within a quarter to half mile radius. Adding a residential component around the transit center will support downtown businesses and give life to the area after business hours. Residents will enjoy the proximity to the transit center making the commute to destinations outside of downtown easily accessible.



Streetscape



Milford, DE Streetscape

Dover, DE

Recommendations for Street Design Standards

- All street improvements associated with existing roads should be designed to reduce vehicle speed and minimize vehicular interaction with pedestrians. Encourage safe bicycle circulation with dedicated lanes.
- Street Trees and landscaping should be provided to enhance the aesthetic quality of the streetscape while limiting the expanse of pavement within the street right-of-way
- Where possible sidewalks should be widened, provided on both sides of the street and designed to facilitate better pedestrian circulation and movement. Pedestrian amenities such as street trees, landscaping, street furnishings, and way finding elements should be provided.
- Sidewalk improvements should ensure the opportunity for complete pedestrian accessibility throughout downtown and between major activity centers. Design criteria based on the Americans with Disabilities Act requirements should be incorporated
- Street furnishings should be consistent with other neighborhood design elements, and provide a variety of functional amenities that contribute to the interest, quality and comfort of the pedestrian. Street furnishings placement should not impede pedestrian circulation
- A uniform sidewalk material or pattern should be used throughout individual downtown neighborhoods and districts to give the area its own character. Material choices should be complimentary of existing architecture, design elements or historic features.

C.4 - STREETS



Density and Street Frontages - Proposed

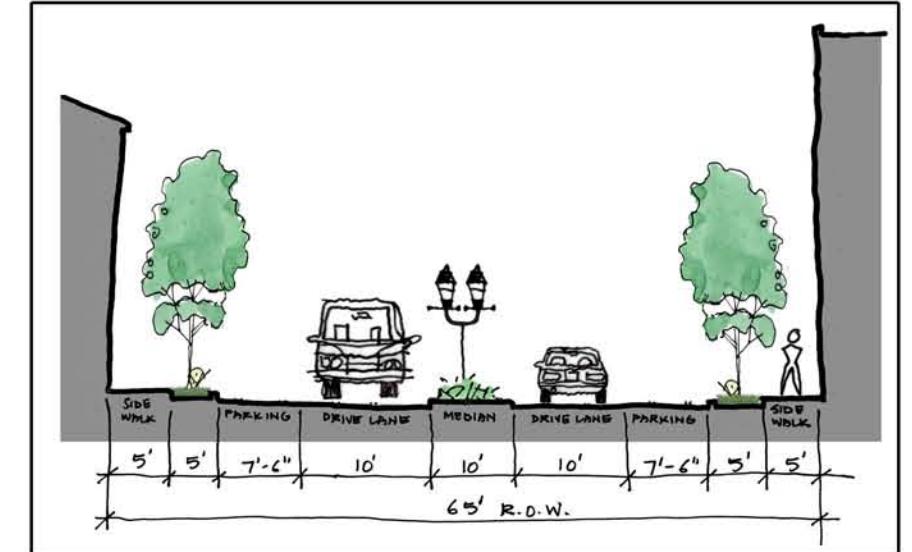
Buildings addressing the sidewalk and street create a walkable pedestrian character. Existing buildings in the study area along Lookerman and State Street illustrate a well defined edge. New buildings should be close to the street edge allowing easy pedestrian access to the services in the buildings. A variety in building types, styles and scale will create a visually diverse streetscape. Street and buildings that are designed to work together create memorable experiences in a downtown setting.



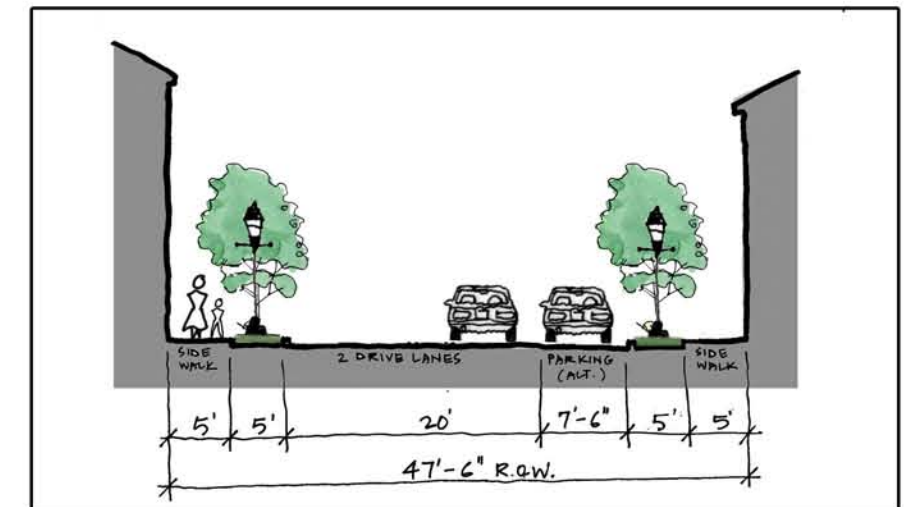
Street Network Improvements

LEGEND

- | | |
|------------------|----------------------------|
| — 'A' Streets | --- Pedestrian 'B' Streets |
| Division Street | Streetscape Treatments |
| Lookerman Street | Lighting |
| Water Street | Street Trees & Furnishings |
| State Street | Streetscape Improvements |
| Governors Street | 10' Wide Drive Lanes |
| | On-Street Parking |
| | Planted Median (Queen St) |
| | Landscape Buffers |
| — 'B' Streets | — Bike Lane |
| Bradford Street | — Multi-Use Trails |
| North Street | |
| Bank Lane | |
| Queen Street | |
| New Street | |



'A' Street Section



'B' Street Section

C.4 - STREETS

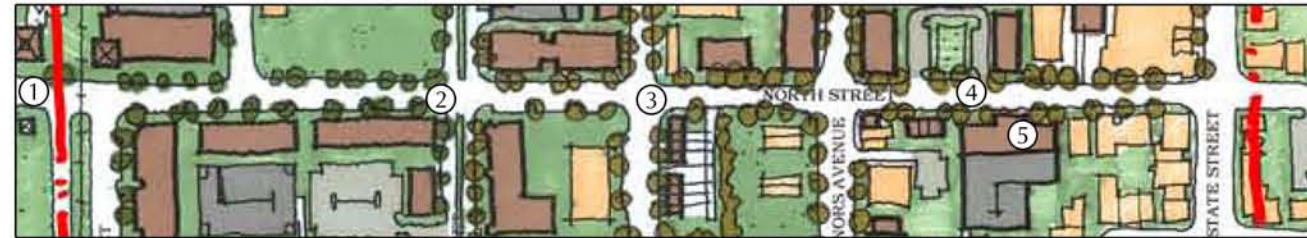
1. North Street Gateway - Provide open space greens along West Street that lead to the south along the rail line. Provide signage and architectural features that mark a sense of arrival to the downtown area. There is an opportunity for new development to the north of the intersection of North and West Streets. This would be a site suitable for a larger scale building as shown in the gateway renderings to highlight the importance of the location and compliment the scale of the adjacent Duncan Center.

2. North at Queen Street - Provide residential and mixed use infill development that supports the new Wesley College nursing school that will be located in the renovated Frear Building.

3. North Street at New Street - There is an opportunity to renovate the existing masonry building at the northeast corner of this intersection and also provide new mixed used infill development that fronts the street. The existing area at the southeast corner of the intersection could either be left open and converted to a public park (view in rendering) or converted to townhouses or mixed use development to support the functions at the Wesley Nursing School.

4. Loockerman Plaza - The North Street side of Loockerman Plaza is designed to provide both parking and vehicular access to the plaza. There is also a green open space. For community events, the area could be closed off to traffic, combining the green and the plaza.

5. North Street Mixed Use (structured parking) - The Neighborhood Plan envisions future development in this location with a mixed use building that fronts and engages the street with a structured parking component behind the building. Structured parking in this area would help to create a regional approach to parking along North and Loockerman Streets. This would free up developers to use more of their property for building area and fostering more pedestrian movement from North Street to Loockerman.



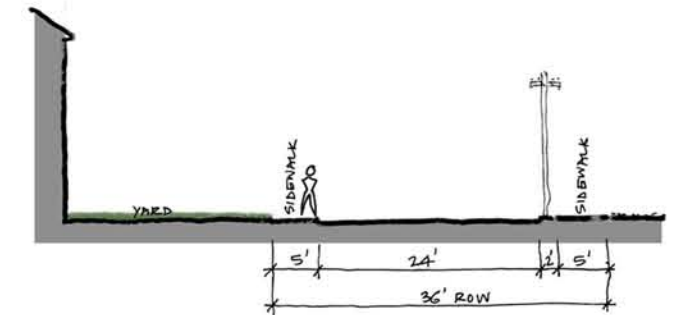
North Street at New Street (View East) - Existing



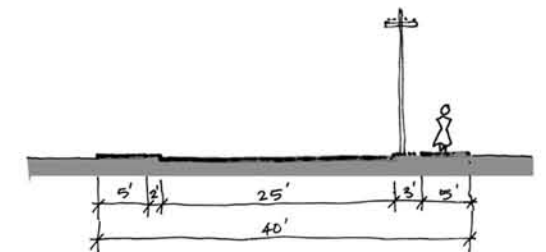
North Street at New Street (View East) - Proposed

North Street Development Concepts/Opportunities:

Overview: North Street is an important entry street to the downtown area from the west but currently is not perceived well due to its narrow right-of-way, poor aesthetics and lack of a pedestrian scale (disconnected sidewalks, lack of street furniture and appropriate lighting, landscaping). North Street currently appears as an alley and service area that supports the retail and mixed uses along Loockerman Street. However, it also functions as a moderately traveled thoroughfare from the legislative areas to destinations to the west of the city. The Plan envisions a new identity for North Street that is more in line with its location and traffic use volume.



Existing Street Section North Street Between New & Queen



Existing Street Section North Street Between Governor's & New

- Provide new buildings and infill development that front North Street and provide an active facade that engages the street.
- New buildings to be constructed of materials that are consistent with downtown Dover design standards.
- Improve the pedestrian experience by improving sidewalks (both sides of street where possible), providing landscape buffering and or removing existing surface parking lots, and adding pedestrian scale street lighting to improve comfort and safety.
- Provide street trees, benches and other site furniture and ground level landscaping.

C.4 - STREETS



Queen Street Development Concepts/Opportunities:

Overview: Queen Street is an underutilized street that is more suburban than urban in character. There are several large buildings set back from the street and do not engage the sidewalk. There are also a number of surface parking lots along Queen Street that serve buildings that front New and Water Street. This makes the street feel more like an alley and a back door than an urban street. Due to the large right of way, the Neighborhood Plan envisions an opportunity for the creation of a more dynamic and active boulevard that becomes an important transportation corridor between the uses to the north and south of the new transit center.

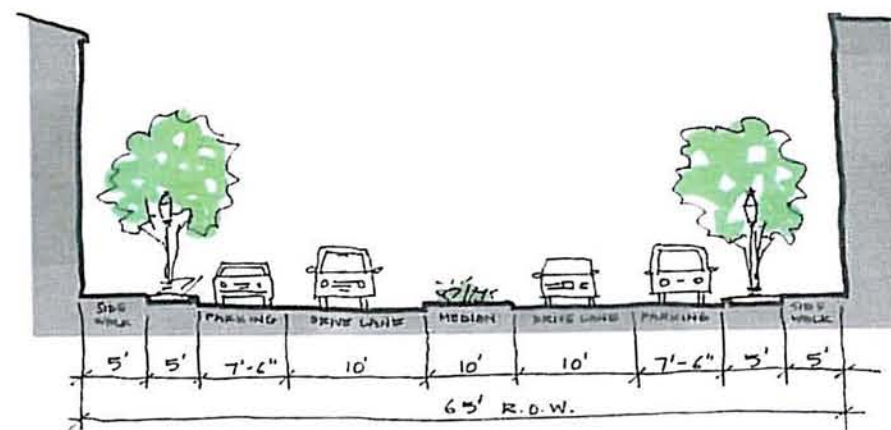
1. Queen St. at Loockerman Street - new infill construction engages the corner and provides mixed use development that helps extend Loockerman Street's density and pedestrian character westward. Utilizes the model-block concept of providing parking in the middle and interior of the block.

2. Queen Street (East Side) at North Street - Provide residential and mixed use infill development that supports the new Wesley College nursing school that will be located in the renovated Frear building.

3. Queen Street (West Side) at North Street - Provide residential development that supports the new Wesley College nursing school across the street. Parking is provided at the interior of block. Future structured parking could serve both uses on block as well as overflow for Frear building uses.

4. Queen Street at South Street - Provide a block of mixed use development that engages and supports the activity across the street at the transit center. Site could serve as a location for a relocated and expanded Spence's Market. A public green that fronts Queen Street serves as an open space for both the market and transit center.

5. Queen Street Residential - Townhomes and mixed use development establishes a residential edge along Queen Street. The irregular shaped block allows for structured or surface parking at interior/mid-block and alley way access to townhouses.



Street Section at Queen Street - Proposed



Queen Street at North Street (View South) - Existing



Queen Street at North Street (View South) - Proposed

Queen Street Design Principles:

- New buildings and infill development creates a mixed use corridor that connects Eden Hill Farm and riverwalk
- New buildings oriented towards the street and at a scale consistent with downtown Dover design standards
- New buildings to be constructed of materials that are consistent with downtown Dover design standards
- Improve the pedestrian experience by widening and improving sidewalks (both sides of street), providing landscape buffering to existing surface parking lots, and adding pedestrian scale street lighting to improve comfort and safety. Provide 10' wide planted median at center of Queen Street from Reed Street to Dover Street. The median strip will utilize Queen Street's existing large right-of-way and create a boulevard that becomes an important transportation corridor between the uses to the north and south of the transit center.
- Provide street trees, benches and other site furniture and ground level landscaping.

C.4 - STREETS



Water Street Development Concepts/Opportunities:

Overview: Water Street is the historic connection between agrarian and commerce uses and the St. Jones river. The master plan envisions this connection being strengthened and the street regaining it's preminence as a major east west urban connector.

1. Water at New Street - new infill construction engages the corner and provides mixed use development that feeds off of the synergy created by the transit center. Second floor residential uses for university students and medical employees. Retail service opportunities on first floor.
2. Governors Square - An urban plaza with surrounding mixed used development creates a new gateway to the downtown urban core.
3. Transit Center - 24 hour multi modal transportation center. Includes bus, public and charter/greyhound, taxi stand, commuter rail line. Surrounding development as shown on plan includes an urban grocer, senior housing and market rate residential units.
4. Eden Hill Farm Connection - Water Street extended through to Eden Hill Farm. Connects visually as well as physically to the historic farm house, allee of trees and medical uses on the Eden Hill campus. Provides improved connection to downtown from new residential areas in Eden Hill Farm (largest residential growth area in the city).
5. St. Jones River Connection - Water Street terminates at riverwalk with park and open air gazebo/band stand that engages the river. Future structured or surface parking lot as shown on Neighborhood Plan to accommodate overflow downtown parking for river festivals/special events.

Water Street design principles:

- New buildings and infill development creates a mixed use corridor that connects Eden Hill Farm and riverwalk
- New buildings oriented towards the street and at a scale consistent with downtown Dover design standards
- New buildings to be constructed of materials that are consistent with downtown Dover design standards
- Improve the pedestrian experience by widening and improving sidewalks (both sides of street), providing landscape buffering to existing surface lots, and adding pedestrian scale street lighting to improve comfort and safety
- Provide street trees, benches and other site furniture and ground level landscaping.
- Create dedicated bike lane that connects from riverwalk to Eden Hill Farm

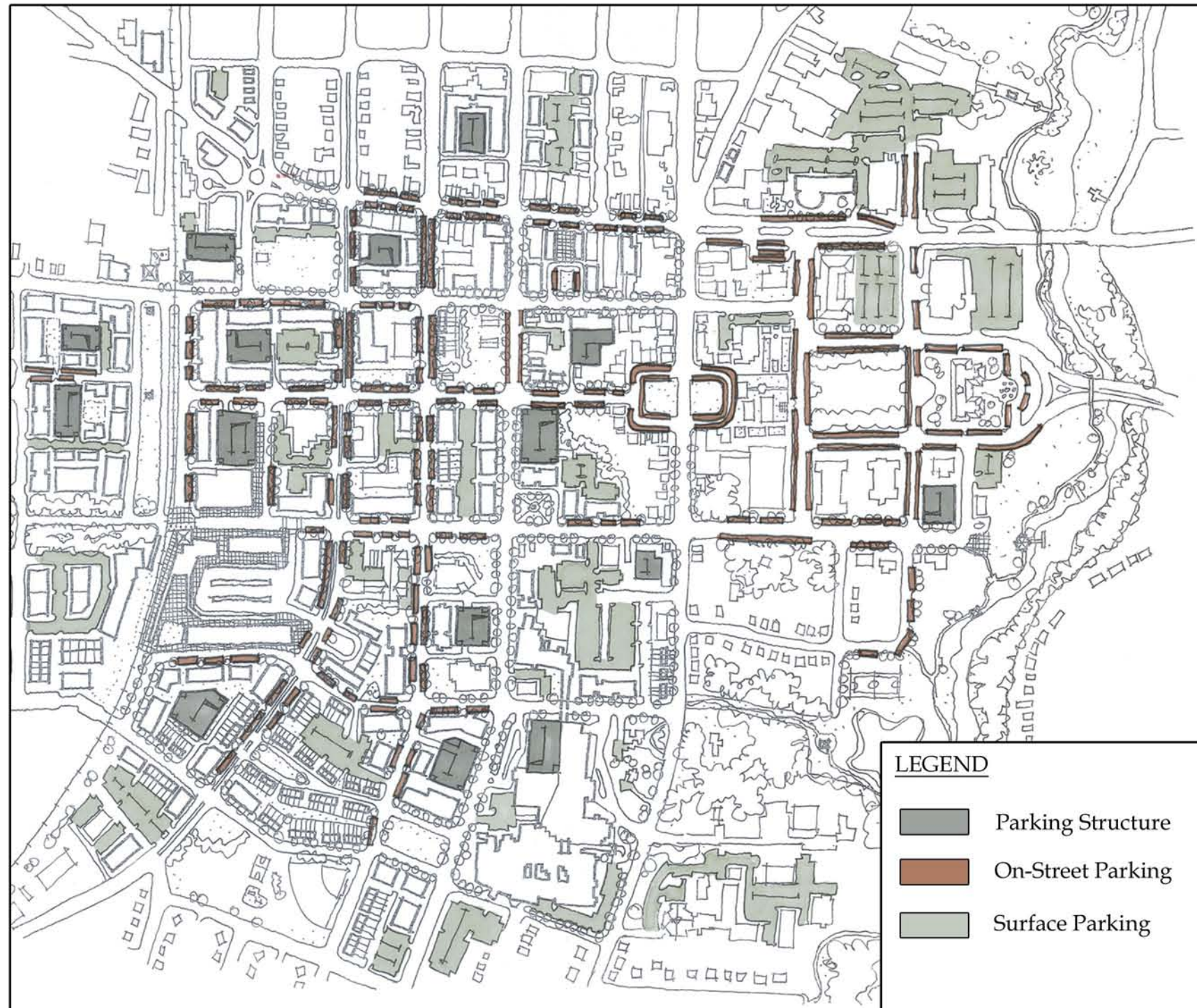


Water Street at New Street (View West) - Proposed



Water Street at New Street (View West) - Existing

C.5 - PARKING



Parking Diagram - Proposed

The challenge of locating parking is to provide convenient vehicle storage without compromising or detracting from the pedestrian character of downtown Dover. Although a strong public transit system is in place, adequate parking essential to maintain economic viability for retail, office and residential uses.

A district wide approach is recommended with a combination of parking types provided: on street parking (parallel and pull in), surface lots and structured parking. Surface parking and structured parking areas should be designed to blend into the urban fabric of the area.



On Street Parking - Pull In - Loockerman Plaza

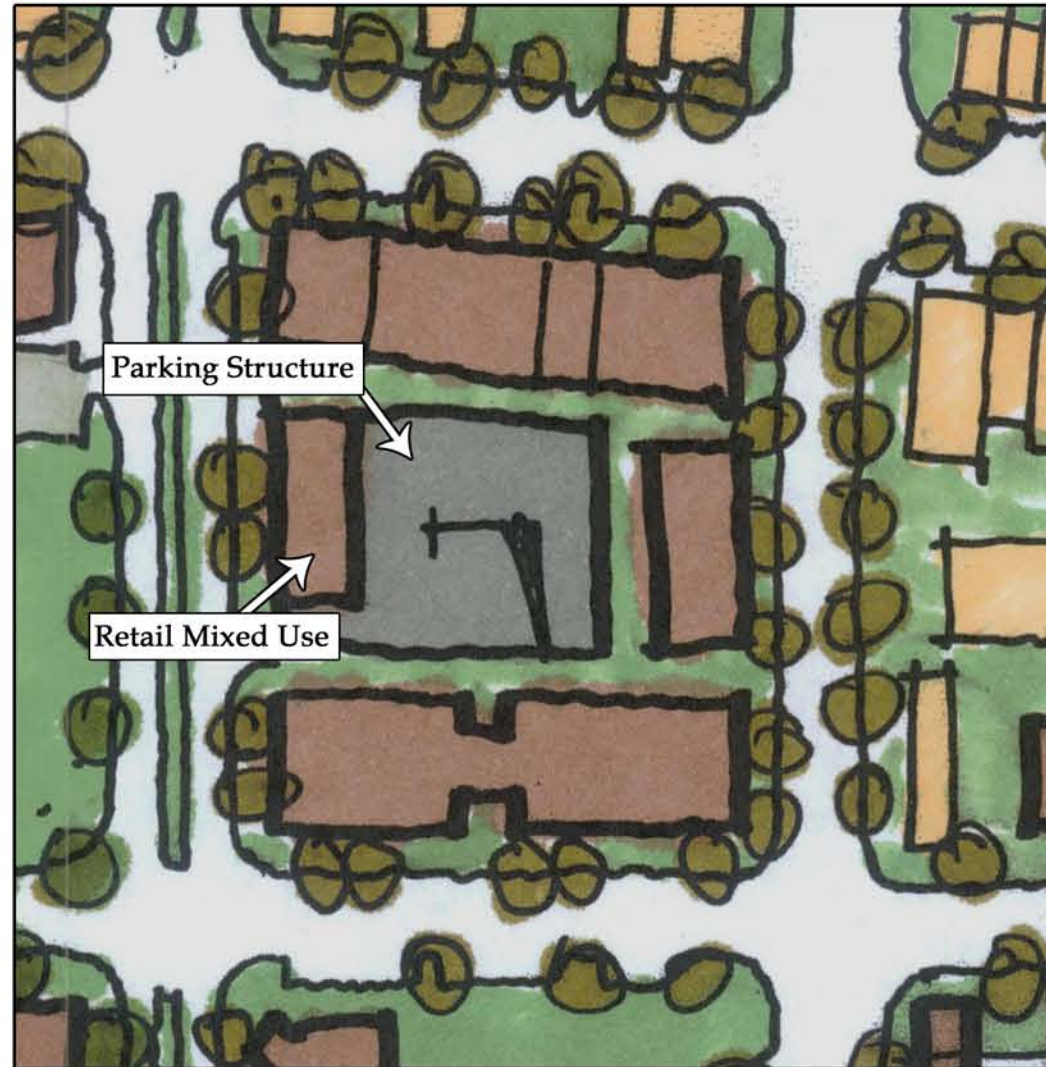


On Street Parallel Parking - Loockerman St.



On Street Parallel Parking
State St. and Kings Hwy

C.5 - PARKING



Parking Structure - Center Block Location

Neighborhood Plan

Parking design principles:

- Provide district wide parking solutions, change perception of parking shortage for individual uses
- Locate parking near activity centers. Parking should be flexible to serve combined demand of uses/events
- Locate surface lots in areas and with design dimensions that lend themselves to future upgrade to structured parking
- Encourage development that builds out to the street edge with parking behind or on street
- Promote parking that improves walkability between activity centers and does not interfere with pedestrian movement



Surface Lot Screening - Fencing and Landscape - Boston, MA



Mixed Use - Parking / Retail - Boulder, CO



Mixed Use - Parking / Retail - Belmar, CO

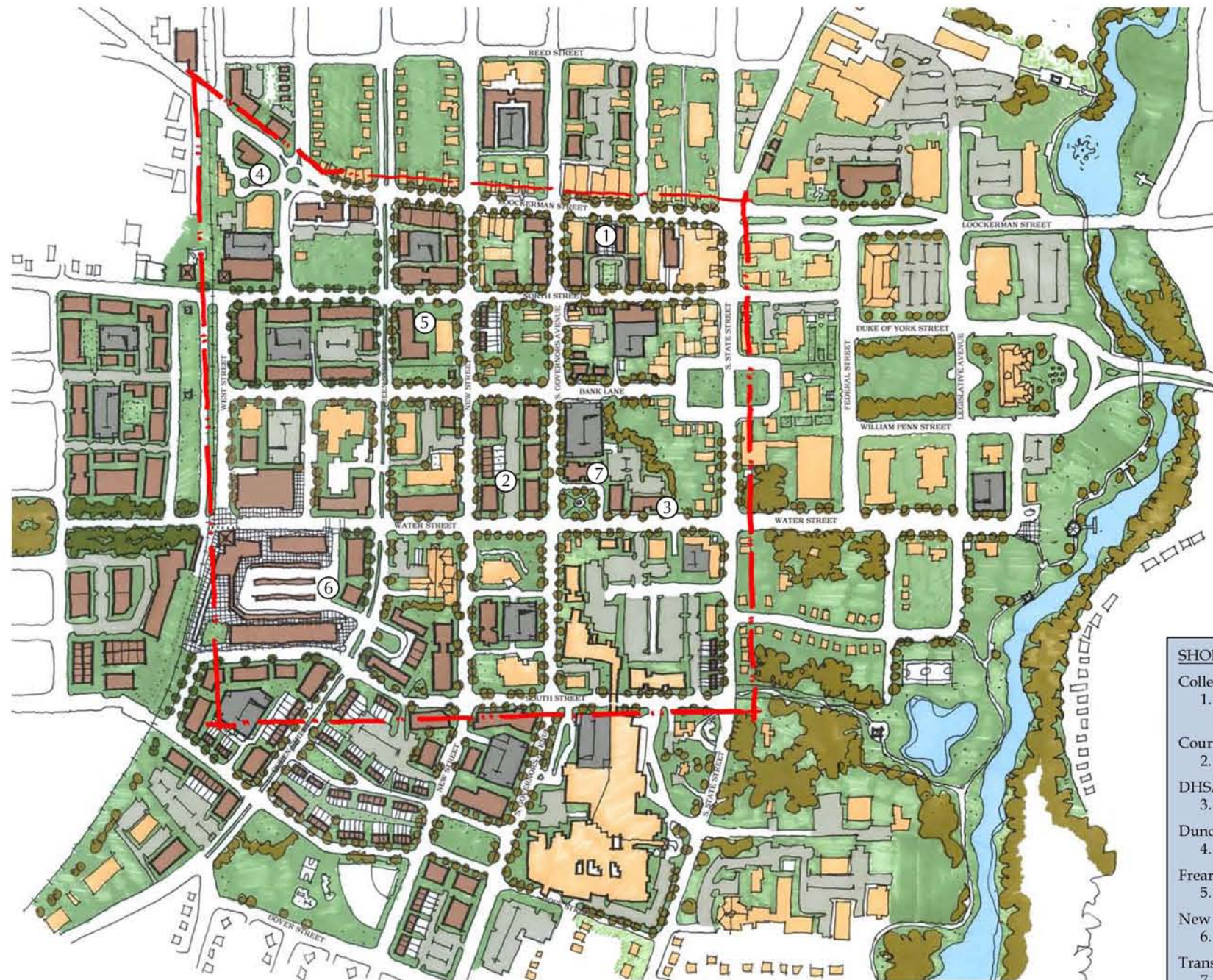
Recommendations for parking design standards:

- Access to parking lots should be off minor streets and alleyways if possible, and located mid block.
- Access to parking areas should minimize curb cuts and interruption to sidewalks, streetscapes and pedestrian movement
- Parking structures should incorporate retail and/or mixed uses along the first floor street frontage.
- Parking structures should be designed with massing, articulation, architectural detailing and materials that are similar and/or complementary to existing buildings.
- Parking lots and structured parking should provide pedestrian scale features and enhancements as well as clearly defined pathways for pedestrian and vehicular traffic
- Surface parking should be located in the rear of the building or within the building footprint where possible
- Surface parking lots should be screened from the public right of way by landscaping, fencing or architectural detailing.
- Lighting for parking should be compatible with the character of downtown. Scale and style of light fixture should be compatible with street lighting and architectural character of the neighborhood



Parking Structure - Center Block Location - Neighborhood Plan

C.6 - BUILDING TYPES



SHORT TERM PROJECT OPPORTUNITIES

- Collegian Site
 - 1. Lookerman Commons and Mixed Use Adjacent to Museum Square
- Courtney Square
 - 2. Residential, Retail, Mixed Use
- DHSA/Parking Area
 - 3. Consolidated Parking and Mixed Use
- Duncan Center
 - 4. Office, Mixed Use and Parking
- Frear Building
 - 5. Wesley Nursing, Housing and Park
- New Transit Center
 - 6. Transit and Mixed Use
- Transit Center/Old Capitol Cleaners
 - 7. Boutique Hotel and Parking



The City of Dover benefits from a significant amount of eighteenth, nineteenth and early twentieth century buildings that are generally well preserved and provide an excellent aesthetic for new buildings to emulate. Within the Neighborhood Plan study area, noteworthy buildings are largely concentrated around Lookerman Street, State Street, Water Street and The Green. There is an opportunity for new and infill development to occur throughout the study area that builds

upon the strength of Dover's existing traditional architecture. New development should be sensitive to the existing context, scale, massing and materials of existing buildings and seek to create a harmonious mixture between old and new. Building types that help to create vibrant neighborhoods are strongly encouraged as well as uses that contribute to a downtown area that expands upon existing opportunities for employment, entertainment and housing.

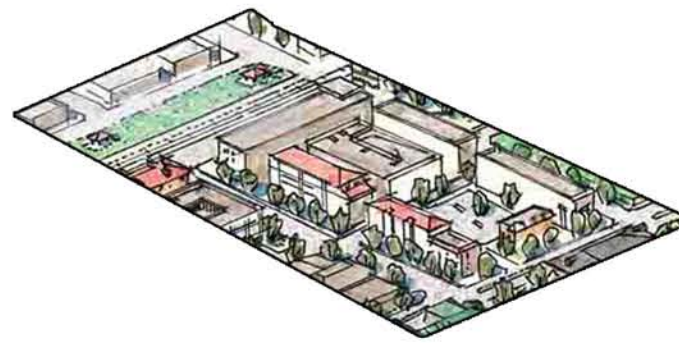
C.6 - BUILDING TYPES



Water Street at New Street (Courtney Square)



Infill Development between West Street and New Street



Aerial View of Infill Development between West Street and New Street



Existing Building Context State and North Street

Building Design Principles:

New and infill development should be undertaken with the following goals in mind:

- Buildings should be oriented to the street, human scaled and encourage pedestrian activity.
- Create attractive buildings based on traditional urban architecture. Ensure buildings work together to reinforce the character of downtown as a vital and lively place with an abundant diversity of commercial, retail and residential uses
- Enrich the quality of the pedestrian experience at street level of buildings by the use of lighting, signage and storefront design.
- Buildings should be adaptable to future uses and have an architectural variety in form
- Buildings should have a mass that is articulated by varying building volume, roof height and roof types
- Size, bulk and scale of new buildings should be generally compatible with adjacent structures and the architectural character of the surrounding neighborhood. However some variety is encouraged as long as it does not overwhelm existing buildings
- Mixed use buildings are strongly encouraged
- Building design character should be consistent over the entire building.
- Encourage adaptive re-use of underutilized historic buildings



New Infill Development Oriented to Street, State and Water St.

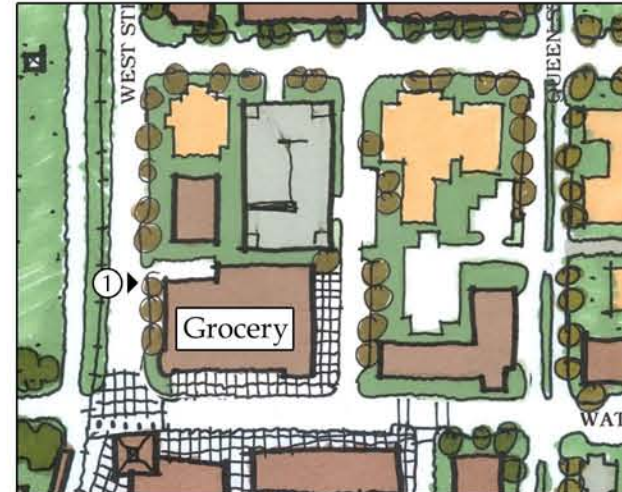


Building Context Lookerman Street Storefronts

C.6 - BUILDING TYPES



Mixed Use Residential near Transit, Hospital and Parks.
Townhouse Units with Alley Access



Proposed Urban Grocery Adjacent to
Transit on Water Street

Recommendations for Building Design Standards:

- Corner buildings should be distinctive with consideration given to rounded or angled corners to facilitate pedestrian flow and add visual interest.
- Outdoor spaces such as courtyards, plazas and patios should be encouraged.
- Fences and landscape walls should be considered as an attractive way to separate public and private space. Fence materials should be consistent with the buildings architecture and relate to the streetscape.
- Roofs should be simple in mass and form. Infill buildings should respect the alignment of neighboring building cornices, rooflines and other horizontal elements.
- Architectural roof enhancements (porches, dormers, gables, decorative trim) should be encouraged.
- Roof-mounted mechanical equipment should be screened from view by roof forms that are designed as an integral part of the building's architecture.
- Decks and stairs should relate to the mass, scale, placement and detailing of a building and should be consistent with traditional architecture.
- Windows and doors are encouraged to be of a generally traditional type and material and should relate to the rhythm of the individual street. For retail and commercial buildings open storefronts and unique bays that add visual interest to the streetscape are encouraged.
- Service entries should be designed with simple detailing to blend into the surrounding building façade. Trash and storage areas that are located near service entries should be enclosed and screened by design elements that are consistent with the style of the building.
- Materials and textures on infill building facades should be consistent with traditional Dover architecture and consistent and complimentary to the architectural character of the neighborhood.



1. Example of Service Side Screening, Urban Grocery
Gaithersburg, MD



Townhouse Units w/ Alley Access
Gaithersburg, MD

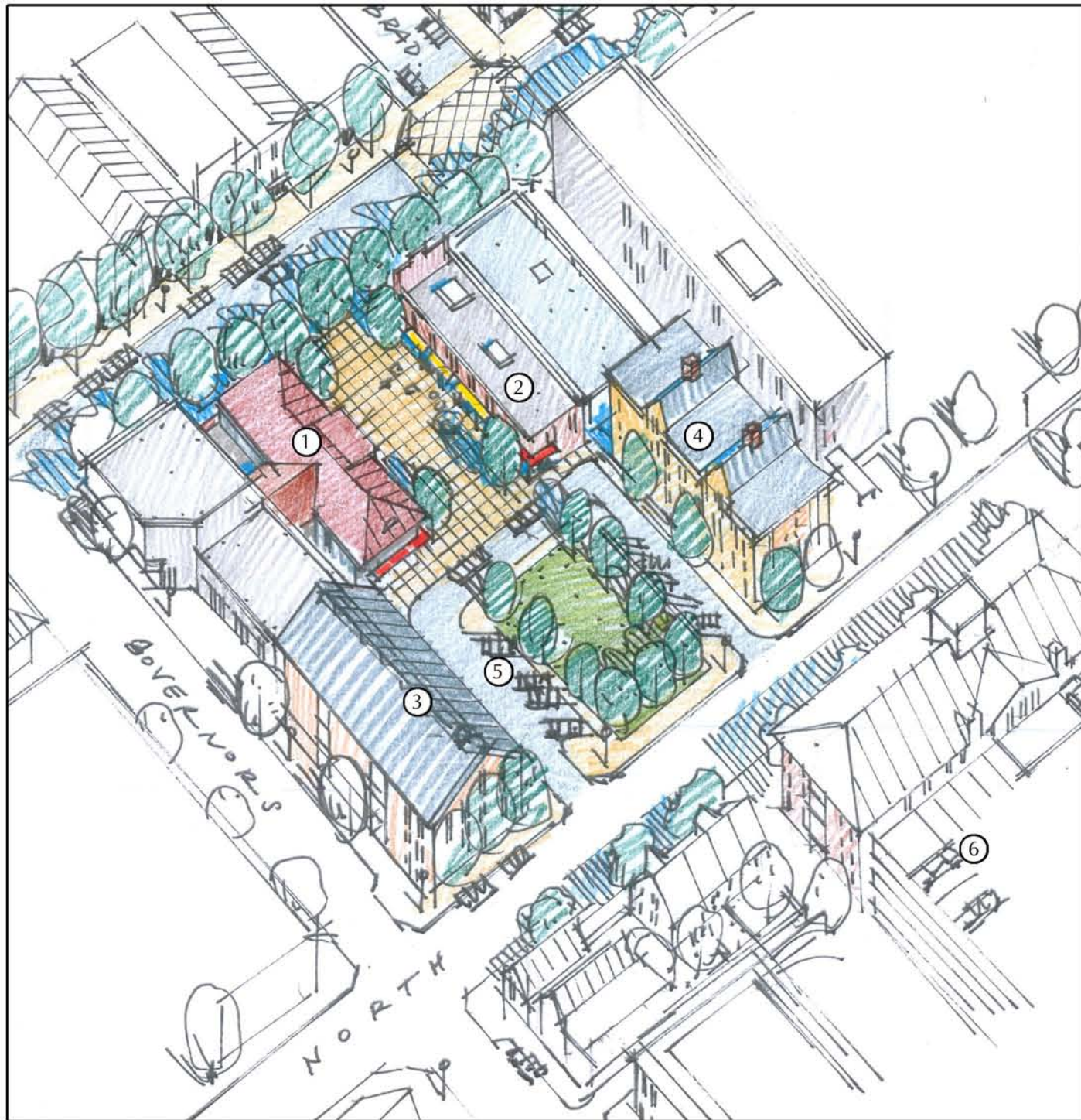


Mixed Use - Gaithersburg, MD



Townhouse Units with Alley Access - Kentlands, MD

C.7 - CIVIC PLAZA, OPEN SPACE AND PARKS



Civic Plaza at Collegian Site

A civic plaza proposed in a vacant lot between Loockerman Street and North Street can provide the much needed link between the two highly traveled streets for both pedestrians and motorists. The plaza could serve as a town commons for civic events and festivals. Two new buildings will provide additional retail and mixed use occupancy on the desirable plaza setting.

Parking near the plaza would be accessible from North Street, providing an alternative to parallel parking on Loockerman Street. In addition to the surface parking provided adjacent to the plaza, a multi-story parking structure could be erected by consolidating the multiple surface parking lots along the south edge of North Street. There is also an opportunity for an additional multi-story mixed use building to address the North Street.

LEGEND

1. Mixed-use infill building
2. Mixed-use infill building
3. Building addressing corner of S. Governors Avenue and North Street
4. Building addressing North Street and green area
5. Additional parking to serve North Street and Loockerman Street area destinations
6. Multi-level parking structure with mixed-use building addressing North Street

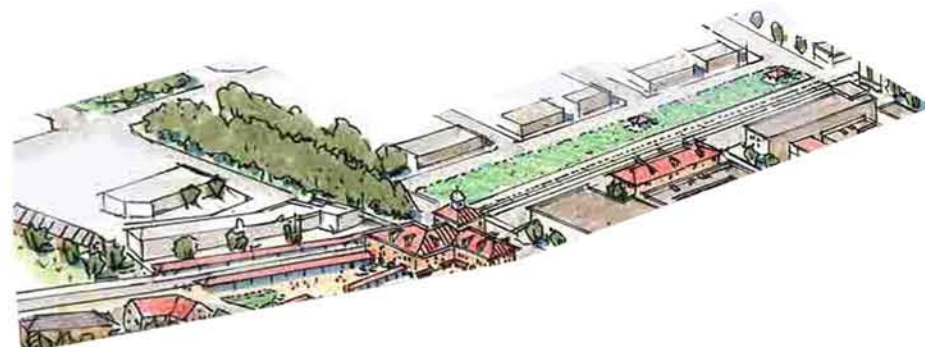
C.7 - CIVIC PLAZA, OPEN SPACE AND PARKS



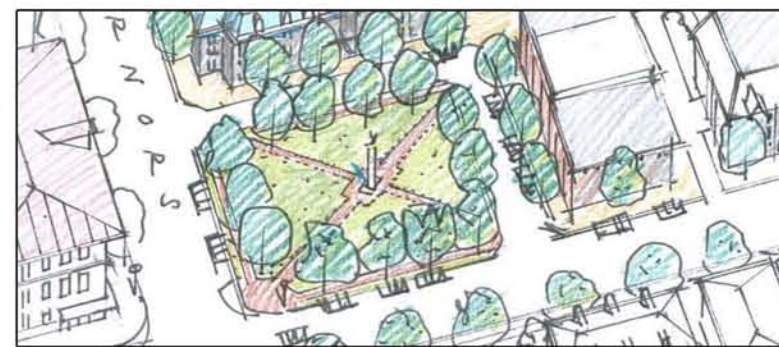
Circulation and Linkages

The transit center's site presents an opportunity to strengthen the circulation and linkages between existing activity centers. The graphic above highlights the following connections.

- Strengthen the pedestrian link to Wesley College using Bradford Street
- Provide a direct connection between Eden Hill Farm/Rail Trail and St. Jones Riverwalk along Water St. w/streetscape and bike paths
- Improve aesthetics and walkability with a planted median along Queen St.
- Extend streetscape and pedestrian lighting along Lookerman St. to West St.



1. Open Space at Eden Hill Farm adjacent to Rail/Trail



2. Governors Square Green



3. Pocket Park



4. Water Street



Open Space

The Neighborhood Plan's overall open space/parks strategy is graphically depicted in the above diagram. The basic design principles are as follows:

- Create Urban Greens and pocket parks that expand the city's original Penn plan
- Create parks and opens space located at major civic and cultural buildings
- Create a River walk with active and passive recreation spaces along the St. Jones River
- Utilize the Water Street corridor as a connector between Eden Hill Farm, The Transit Center and the St. Jones River.
- Utilize green spaces, parks, plazas, improved streetscapes and landscaping to improve Pedestrian movement and strengthen connectivity between activity centers in the downtown core.

C.7 - CIVIC PLAZA, OPEN SPACE AND PARKS



Riverwalk Site Plan



Riverwalk - Wilmington, DE

1. Proposed riverwalk connection point to existing trails along the St. Jones River
2. Water Street Plaza - Open space/ gathering area at eastern terminus of Water Street. Connection point for bike and pedestrian access that links to the west to the Transit Center and Eden Hill Farm
3. Riverwalk connection to existing residential neighborhood
4. Regional Storm water management pond. Also serves as recreational and aesthetic feature to the Riverwalk Park
5. Proposed location for sports courts, playground, and activity areas. No such facilities currently exist in the core area of downtown
6. Proposed walking trail connection to the Bayhealth Medical Center Campus
7. Open air bandstand & riverfront pavilion. Opportunity for canoe/boat launch storage and rental.



Riverwalk - Wilmington, DE



Riverwalk Bandstand - Sunapee, NH



Riverwalk Pavilion - Wilmington, DE



Boat/Canoe Rental Dock - Columbia, MD



IMPLEMENTATION (NEXT STEPS)

D.1 - IMPLEMENTATION STRATEGIES SUMMARY

The Neighborhood Plan contains projects consisting of public, private and joint public/private efforts that may take twenty years or more to complete. The following chart sets forth general recommendations concerning proposed projects within the study area. It is important that the redevelopment program is flexible to take advantage of unforeseen opportunities such as private sector development initiatives or newly created government programs and funding sources which may provide additional benefits for financing.

Improvements in the study area will strengthen the vitality of the overall downtown. Action items are recommended in the chart below. A priority project completion timeframe is provided. These priorities may shift and grow through time; however the immediate action items will provide a critical conduit to revitalization.

Establish a business development and retention strategy to promote and enhance overall business and economic vitality in the study area and downtown.		Project Completion	Responsible Agency
<i>Item 1.</i>	Create an expedited permitting process.	Immediate Jan. 2011	City of Dover
<i>Item 2.</i>	Pursue a public/private development or redevelopment opportunity as a major project in the study area to build interest, increase revenues, and create additional business activity.	Short Term 1-5 years	City of Dover DDP
<i>Item 3.</i>	Create/update business retention and recruitment strategies for the Lookerman Street retail corridor identified by location and with key implementation steps.	Immediate Jan. 2011	City of Dover DDP
<i>Item 4.</i>	Maintain a list and map of properties that are available and/or vacant for development and redevelopment.	Immediate Jan. 2011	DDP
<i>Item 5.</i>	Create a developer's forum to gain further input into development options on these properties.	Immediate Jan. 2011	City of Dover
<i>Item 6.</i>	Prepare and distribute a quarterly "Downtown Redevelopment Report" to provide information about development activities, reinvestment opportunities, financial statistics, and/or legislative changes.	Immediate Jan. 2011	MPO
<i>Item 7.</i>	Develop a tourism or visitation strategy to include further evaluation of hospitality demand in the area.	Short Term 1-5 years	DDP

Improve the gateways and entrance corridors to the study area with buildings, coordinated signage and streetscapes that frame views, and provide a sense of arrival.		Project Completion	Responsible Agency
<i>Item 1.</i>	Coordinate with DelDOT the appropriate landscape/streetscape treatments are feasible as defined in the Plan and discuss potential funding.	Short Term 1 year	City of Dover
<i>Item 2.</i>	Provide streetscape and signage improvements at key gateway entrances as defined in the Plan.	Short Term 1-3 years	City of Dover DDP
<i>Item 3.</i>	Develop a "Downtown Beautiful" program with best practices guide to demonstrate and encourage improved aesthetics, community pride, and plantings (consider a contest for plantings or other improvements).	Immediate Mar. 2011	City of Dover DDP

Strengthen key North-South and East-West road connections to area activity centers, such as Wesley College, St. Jones River, Eden Hill Farm and Bayhealth Medical Center Campus.		Project Completion	Responsible Agency
<i>Item 1.</i>	Implement an area wide traffic study and make recommendations for changes to streets and intersections. Have the City Council adopt and enforce this plan.	Short Term 1-5 years	City of Dover DelDOT
<i>Item 2.</i>	Coordinate and focus road improvements on major North-South roads such as Queen Street and Governors Avenue and major East-West roads such as Bank Lane, Water Street, and North Street.	Short Term 1-5 years	DelDOT
<i>Item 3.</i>	Work with the City of Dover and DelDOT to improve crossings and to provide pedestrian-activated crosswalks at important intersections in the study area.	Short Term 1-3 years	City of Dover DelDOT
<i>Item 4.</i>	Reinforce key intersections with significant new buildings.	Short Term 1-5 years	City of Dover DDP
<i>Item 5.</i>	Reconnect Water Street across West Street at Eden Hill Farm.	Long Term	City of Dover DelDOT
<i>Item 6.</i>	Close West Street at transit center site once new West Dover Connector (North-South by-pass) is complete.	Long Term	City of Dover City of Dover

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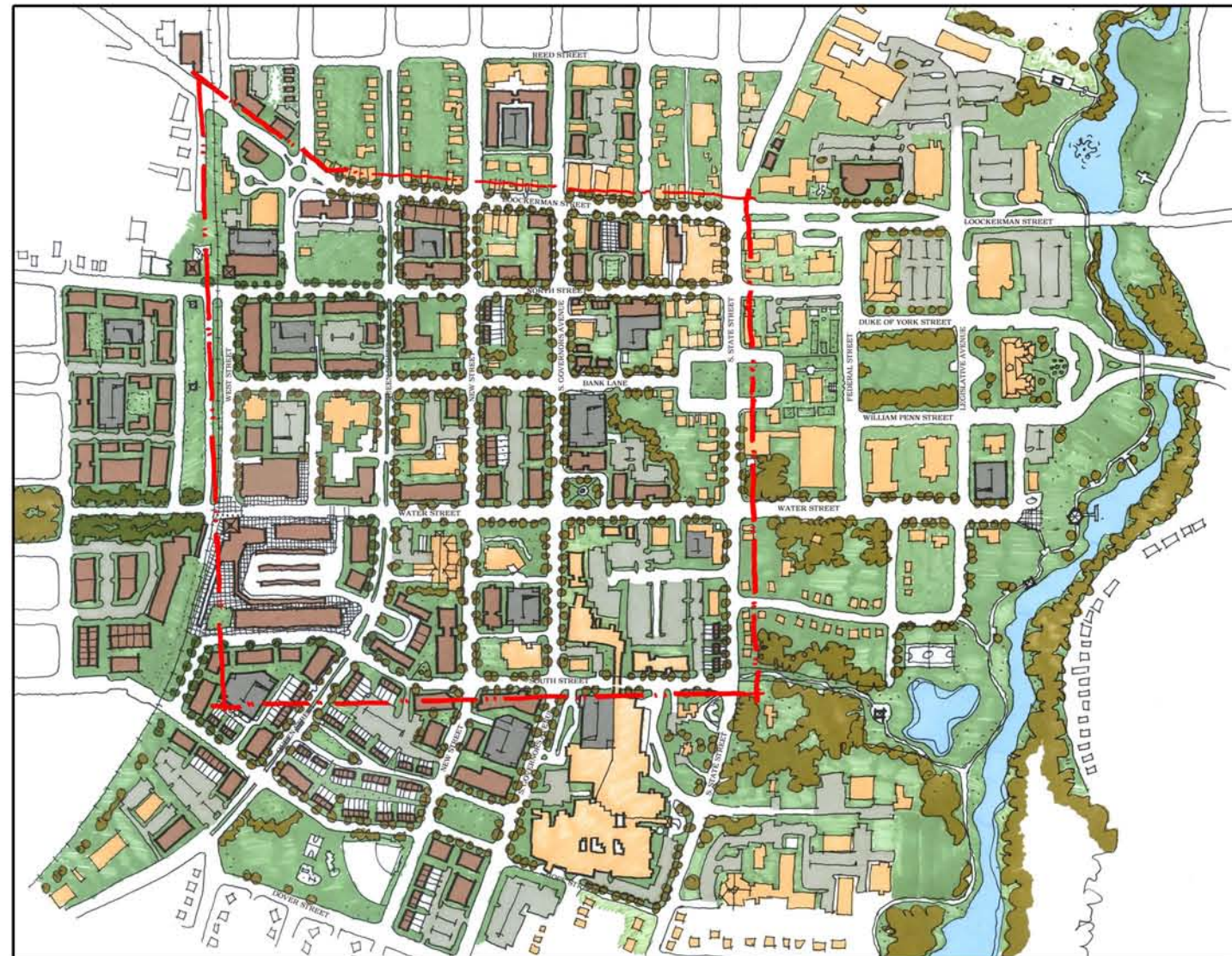
D.1 - IMPLEMENTATION STRATEGIES SUMMARY

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Item 6.	Close West Street at transit center site once new West Dover Connector (North-South by-pass) is complete.	Long Term	City of Dover City of Dover

Coordinate streetscape and road improvements to provide a better connection between Wesley College and the southern part of the study area.		Project Completion	Responsible Agency
Item 1.	Establish a program to promote paving, maintaining, and striping parking in downtown alleys for commercial or residential use.	Short Term 1-5 years	City of Dover
Item 2.	Designate a bicycle lane on Water Street connecting Eden Hill Farm and the St. Jones River.	Short Term 1-5 years	City of Dover DelDOT
Item 3.	Coordinate with State of Delaware on future transit service options including passenger rail that can utilize the new transit center site.	Long Term	City of Dover DelDOT
Item 4.	Develop an overall downtown parking strategy.	Short Term 1-5 years	City of Dover DDP
Item 5.	Phase structured parking replacement on existing or new surface parking lots to accommodate additional developmental density.	Long Term	City of Dover DDP
Item 6.	Identify an area for a North-South bicycle lane that connects Wesley College to the Downtown Retail District, Transit Center, and Bayhealth Campus	Short Term 1-5 years	City of Dover

Reinforce the study area land use with additional mixed use, housing, retail and cultural/civic uses.		Project Completion	Responsible Agency
Item 1.	Encourage mixed-use developments that include residential uses, as defined in the Plan. Encourage flexible site design criteria-based on the projects collective merits to downtown area.	Immediate Mar. 2011	City of Dover
Item 2.	Petition City Council to adopt a district parking strategy where individual parking requirements are not tied to project size.	Short Term 1-3 years	City of Dover DDP
Item 3.	Encourage a diversity of urban housing alternatives, including multifamily, live-work, senior, loft, townhouse, for-sale condominium, and rental to serve a range of needs and family sizes in downtown.	Short Term 1-5 years	City of Dover

Establish a coordinated signage and streetscape program to capture and present a consistent image in the Downtown area.		Project Completion	Responsible Agency
Item 1.	Develop and implement a wayfinding plan consistent with adopted design guidelines to create signage that will direct the public to specific City destinations.	Short Term 1-5 years	City of Dover
Item 2.	Design and construct streetscape enhancements concurrently with infrastructure repair and replacement within the Plan area with initial emphasis placed on the North Street and Water Street.	Short Term 1-5 years	City of Dover DelDOT
Item 3.	Establish a program for purchase of dedicatory and memorial benches, light poles, and other street furniture with pre-selected locations for the furniture.	Short Term 1-5 years	
Item 4.	Develop a plan to bury utility lines along important roads and corridors in the study area. Prioritize North and Water Streets.	Long Term	





ACKNOWLEDGEMENTS

E.1 - Acknowledgements

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City Cab

City of Dover City Council

City of Dover Parks and Recreation

City of Dover Planning Department

Delaware Office of State

Planning Coordination

Delaware State Housing Authority

Delaware State University

Delaware Transit Corporation

Department of Transportation

Division of Facilities Management

Division of Public Health

Dover Library

Wesley College

State Historic Preservation Office

Schwartz Center for the Arts



APPENDIX

F.1 - DDP PROPERTIES



DDP Properties

The Downtown Dover Partnership (DDP) owns a number of properties within proximity to the Dover Transit Center Neighborhood Plan's study area. The final presentation of the charrette findings was presented to the DDP Board of Directors and committees. The DDP held a one-day charrette on October 7, 2010 to solicit input for development opportunities for properties owned by the DDP. The properties studied in conjunction with the Dover Transit Center Neighborhood Plan include:

1. The former Acme Grocery building and site
2. Harry Louie Dry Cleaners and adjacent parking facility;
3. Vacant lots stretching the block from Loockerman Street to North Street known as the Collegian Site; and
4. The DDP Property which currently has a one-story vacant building fronting on Loockerman Street with access from North Street.



Former Acme Site



Harry Louie Site and Adjacent Parking



DDP Property - Loockerman Street

The DDP recently completed a parking improvement project at the Harry Louie Site and decided not to explore any other redevelopment opportunities for this site at this time. A fifth project opportunity was identified periphery to the study that looked at consolidation of the individual parking lots along the south side of North Street between State Street and S. Governors Avenue. The resulting concepts for each property were presented to each of the DDP committees.

F.2 - ACME SITE



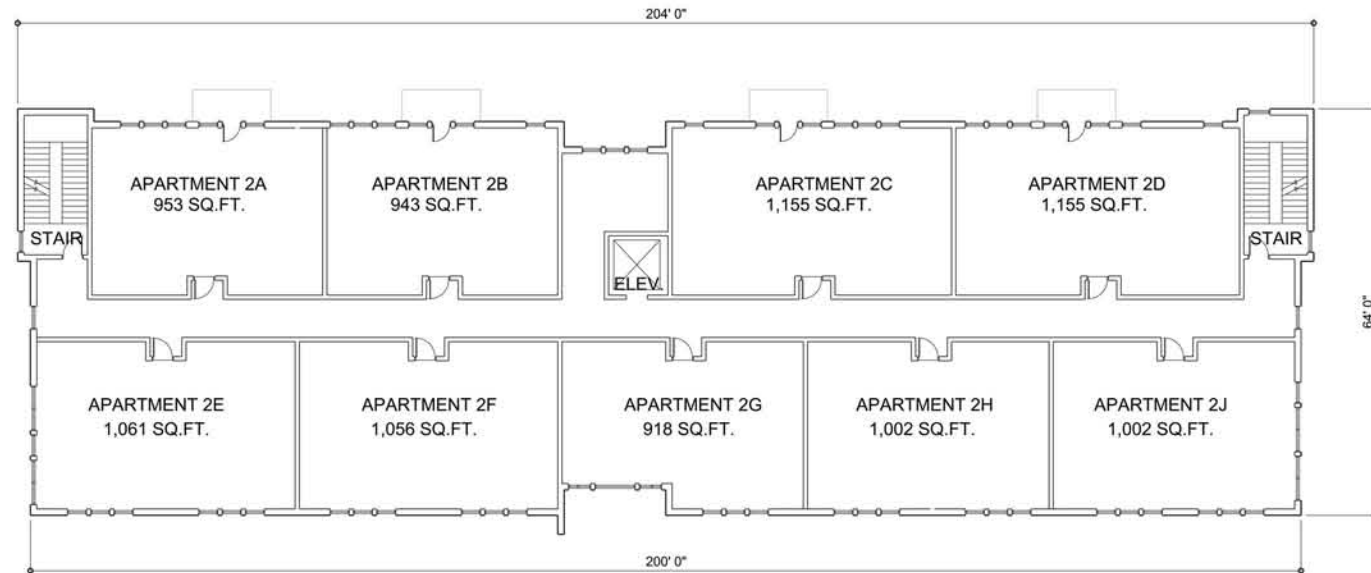
Acme Site Plan

Based on recommendations of the Dover Transit Center Neighborhood Plan, there is a need for mixed-use buildings in the City of Dover; specifically, buildings with retail and services on the first floor with residential above. In keeping with this identified goal, the DDP developed an idea for the Acme site that includes a four-story mixed-use building fronting S. Governors Avenue and single-family residential units (townhomes) that front New Street. Parking for residents and retail patrons is nestled in the center of the block and screened from view. This reinforces the urban character with buildings of multiple heights addressing the streets creating a pedestrian oriented streetscape.

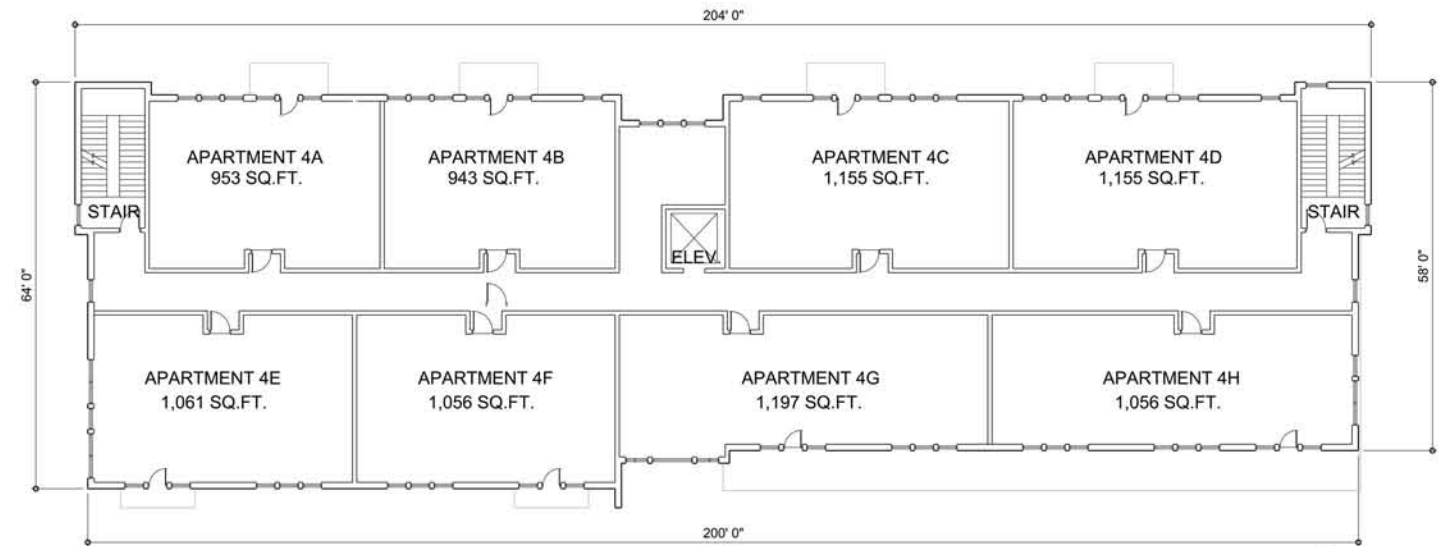


Rendering of Mixed-use Retail / Residential Building, Parking and Townhomes Beyond

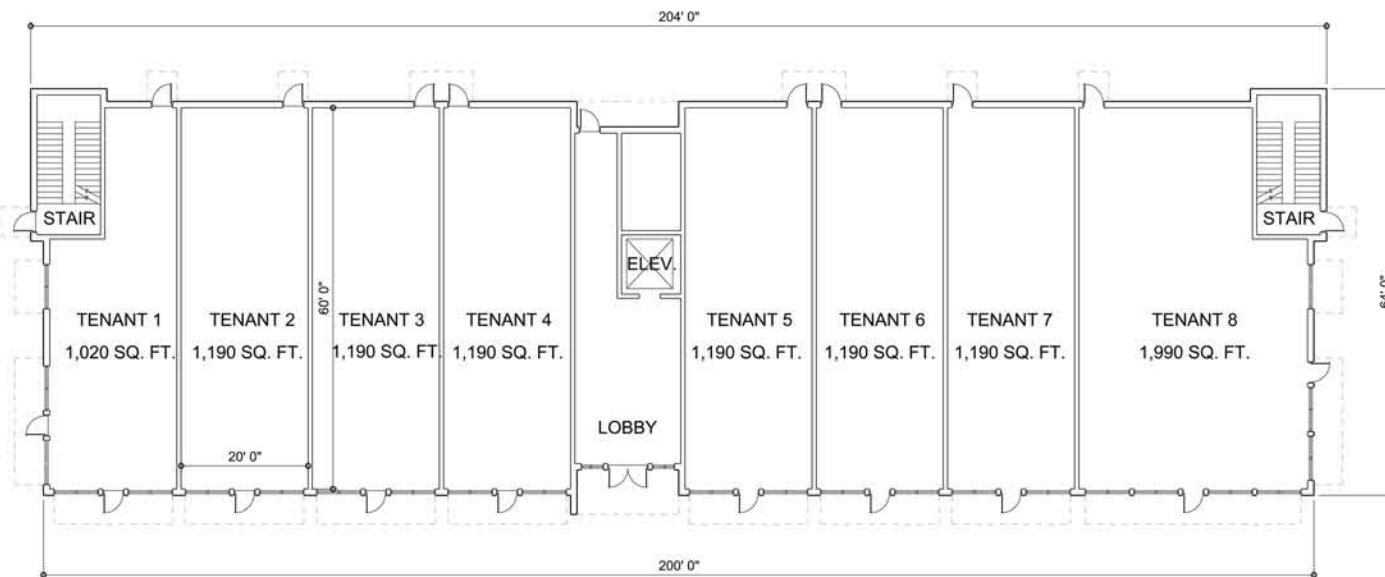
F.2 - ACME SITE



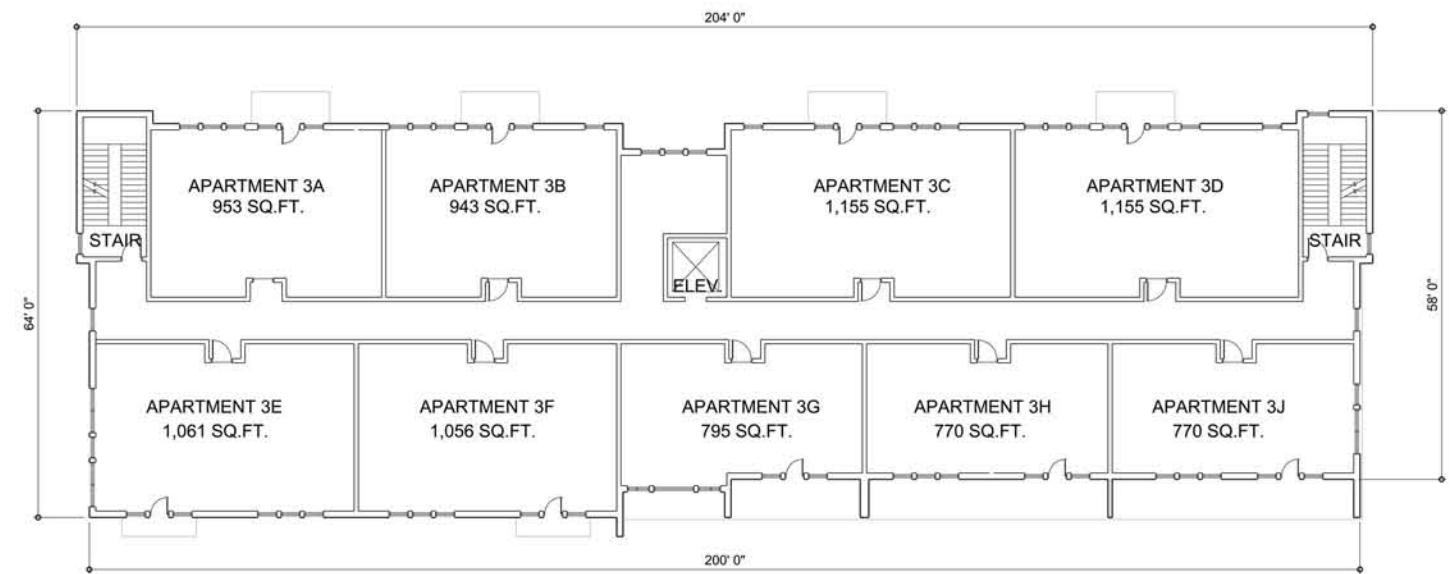
Second Floor Plan - Residential Units
N.T.S.



Fourth Floor Plan - Residential Units
N.T.S.



First Floor Plan - Retail Spaces
N.T.S.



Third Floor Plan - Residential Units
N.T.S.

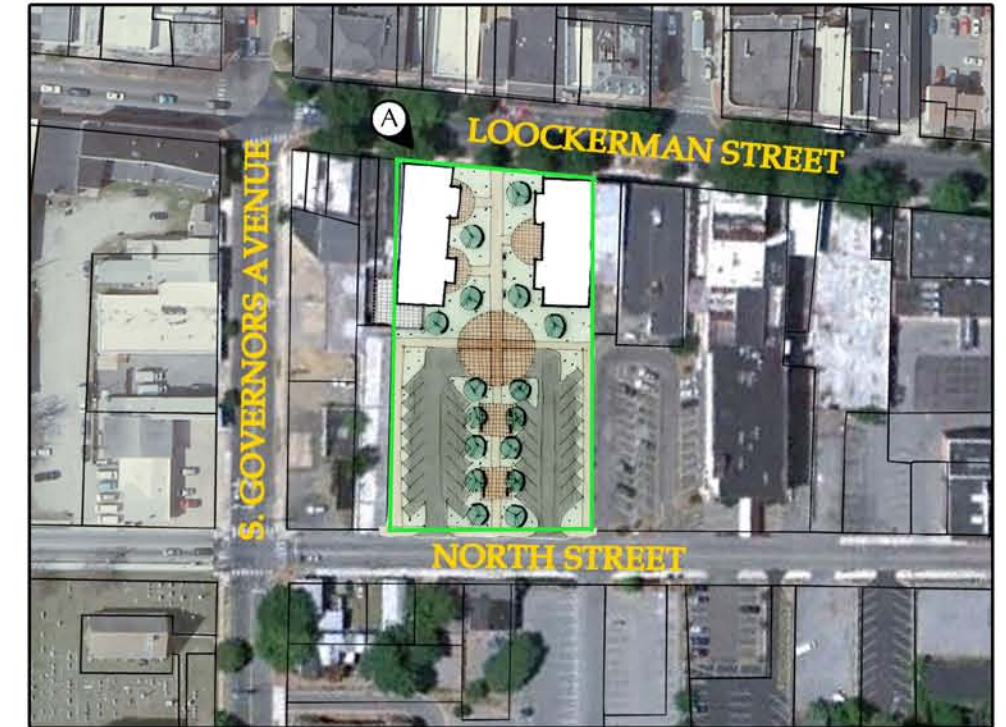
F.3 - LOOCKERMAN PLAZA



Loockerman Plaza - Site Plan Concept 1



Loockerman Plaza - Site Plan Concept 2



Loockerman Plaza - Site Plan Concept 3



Rendering of Loockerman Plaza

Often referred to as the Collegian site, the vacant lot that connects Loockerman Street to North Street in the heart of the historic retail area of Dover is an ideal location to connect these two thoroughfares for pedestrian traffic. The DDP developed three concepts for improvements on this land that creates a landscaped plaza for community events, additional mixed-use buildings, and off-street parking.

Concept 1:

18 parking spaces added as an alternative to parallel parking on Loockerman Street
Plaza area features hardscape and plantings for an attractive pedestrian route
Plaza can be a venue for events

Concept 2:

36 parking spaces added as an alternative to parallel parking on Loockerman Street
Plaza area features hardscape and plantings for an attractive pedestrian route
Plaza can be a venue for many events

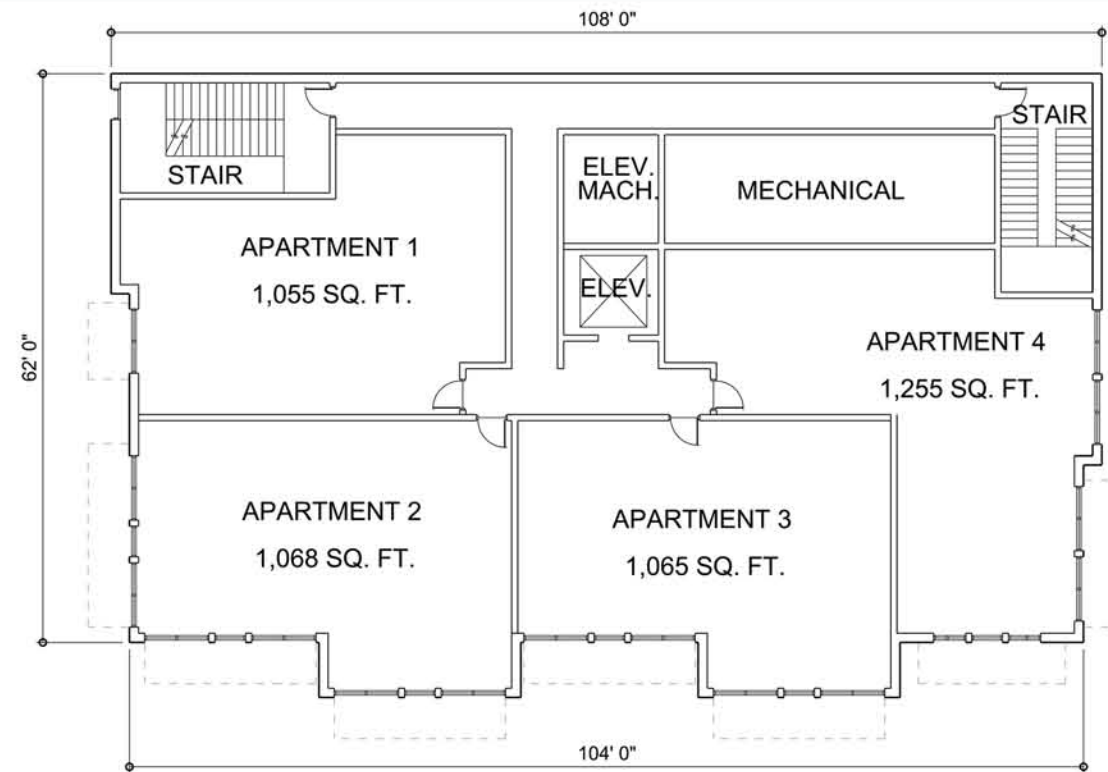
Concept 3:

36 parking spaces added as an alternative to parallel parking on Loockerman Street
Plaza area features hardscape and plantings for an attractive pedestrian route
New mixed-use buildings can be constructed on either side of the plaza to enhance the pedestrian experience through the plaza and give the plaza a lot of energy around the business that will occupy the buildings.

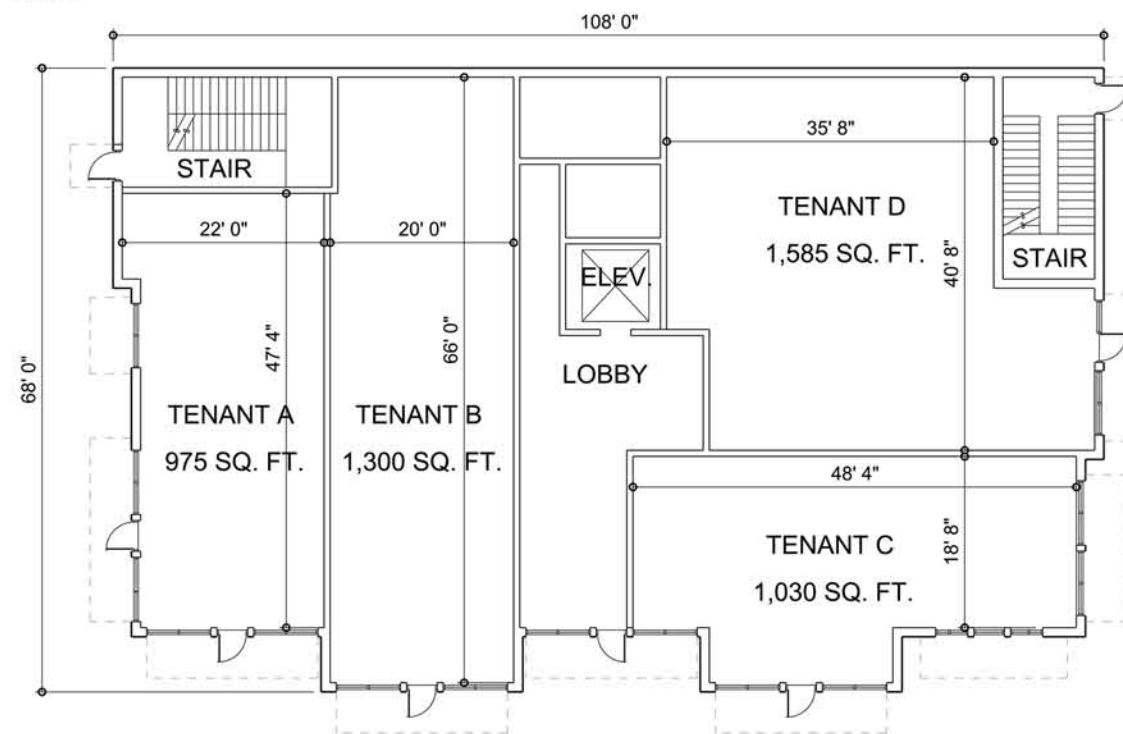
F.3 - LOOCKERMAN PLAZA



Rendering of Loockerman Plaza with Mixed-Use Buildings



Second Floor Plan - Residential Units
N.T.S.



First Floor Plan - Retail Spaces
N.T.S.

Note: Building footprint and plan may be mirrored on each side of the Plaza

F.4 - DDP PROPERTY



Loockerman Street Facade



North Street Access/Service Area

The DDP Property is a building located at 22-24 W. Loockerman Street. It is formerly known as C Moore's Restaurant. The building has two entrances on Loockerman Street. The property has rear access off of North Street; however, the North Street access is not appealing. The DDP determined this building would be enhanced by renovating the facade to create a modern appearance and by adding a formal entrance from North Street. Adding a porte cochere from the edge of North Street to the back of the existing building, screening the utilities of the neighboring property, and adding windows and signage to the North Street face of the building will not only increase the attractiveness of the building, but also improve the pedestrian experience along North Street.



Rendering of Loockerman Street Facade Improvements

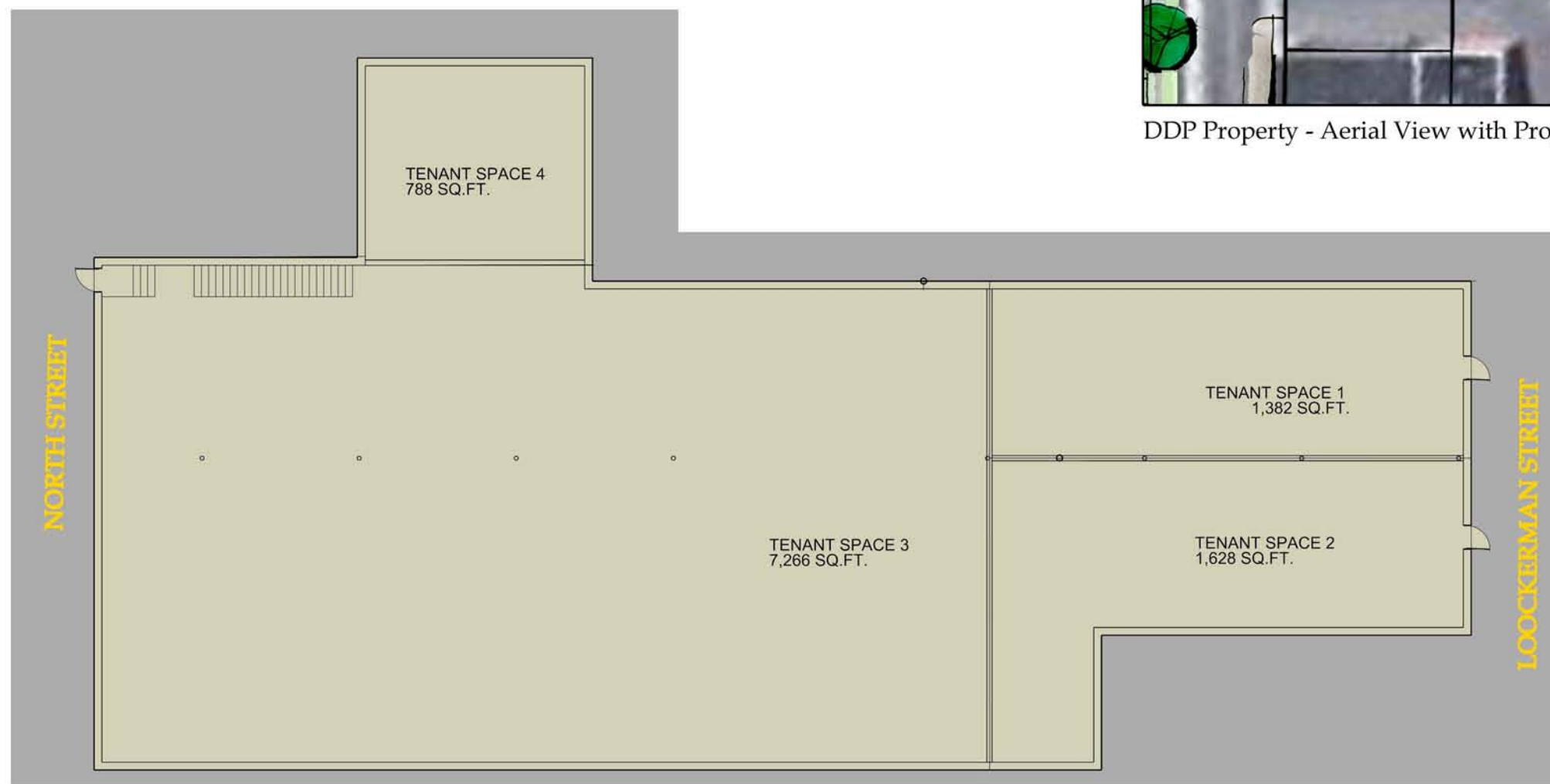


Rendering of North Street Facade Improvements

F.4 - DDP PROPERTY

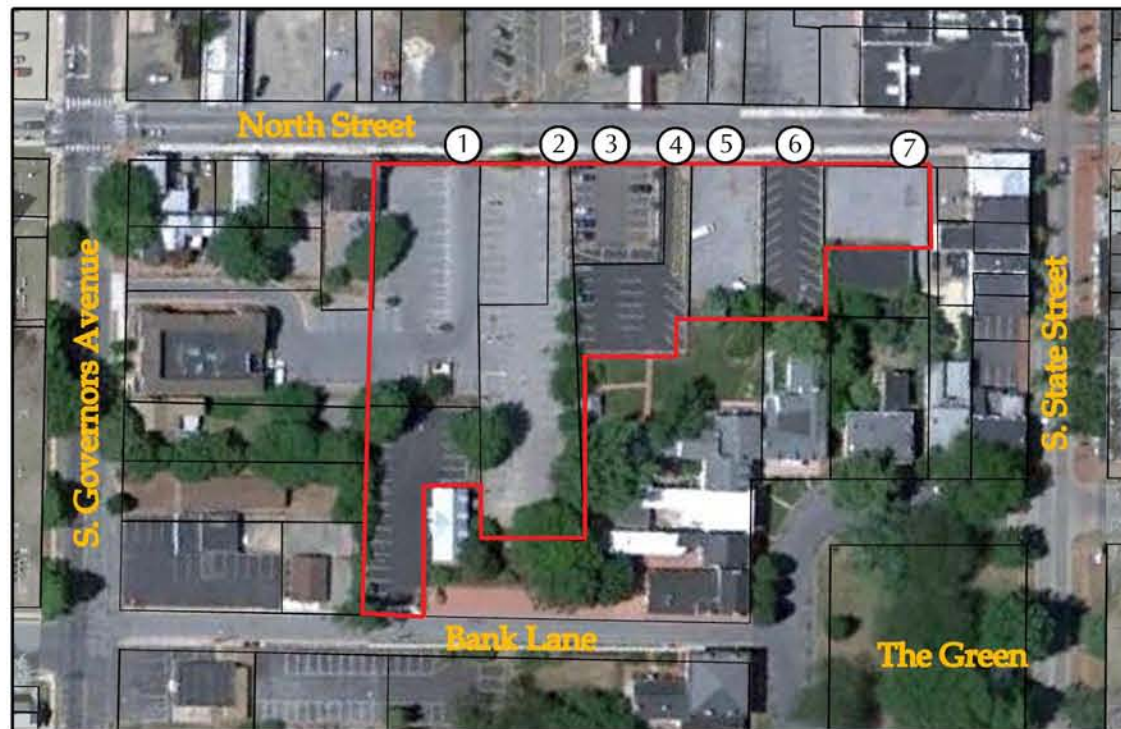


DDP Property - Aerial View with Proposed Porte Cochere



DDP Property - Proposed Tenant Space Plan

F.5 - NORTH STREET PARKING LOTS



Existing Parking Lots on North Street
Existing Parking Provided - 172 Spaces

On North Street, between S. State Street and S. Governors Avenue, there are seven individual parking lot entrances on the south side of the street, not counting private drive ways. This creates congestion on the moderately traveled street as motorists enter and exit the lots. Concepts were developed to consolidate the lots and expunge existing lot lines to minimize the number of entrances off of North Street and create a more efficient parking lot. This site is also an ideal location for a multi-level parking structure to serve visitors and employees traveling to Loockerman Street, government buildings and state agencies at The Green and Legislative Mall. A detailed study of this area was not done.



Conceptual Surface Parking Consolidation
Proposed Parking Provided - 206 Spaces



Conceptual Multi-Level Parking Structure and Mixed-Use Building
Proposed Parking Provided - 55 Surface Spaces & 65+/- Spaces per parking structure level