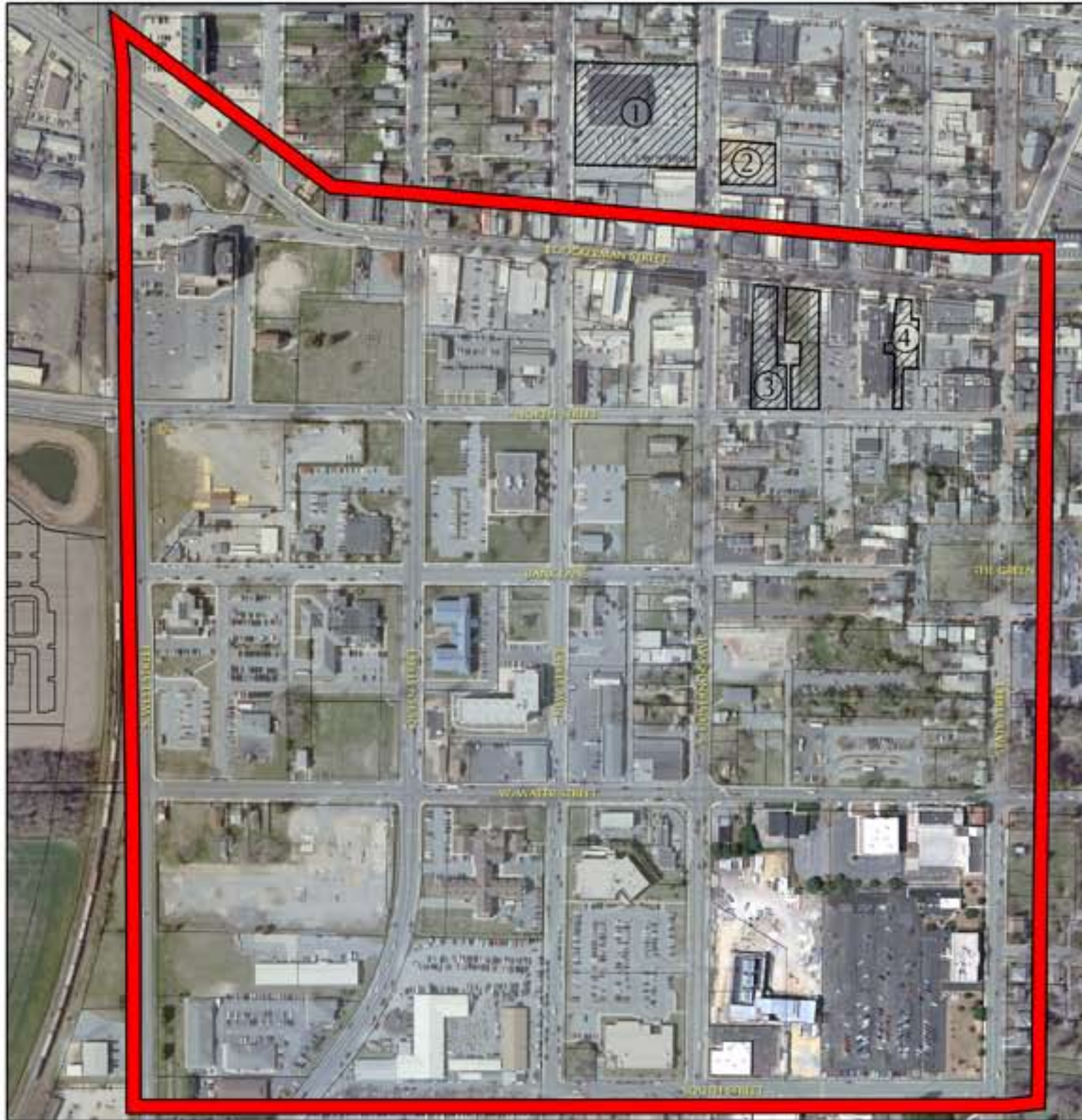




PLAN

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 Loockerman Street, State Street, South Street and West Street. 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 and The Green, which has a tight urban context with numerous historic buildings framing the street.

South Street: 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 prior urban renewal projects diminished.

West Street: 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 and attractive area for business, commercial and residential activities. Mixed-use redevelopment opportunities that take advantage of the new transit center, as well as the other local economic drivers such as Bayhealth Medical Center, Eden Hill Medical Center, Wesley College, and the legislative complex, are encouraged. 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 analysis
 - 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 enhances 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 infill of the urban core with buildings previously removed during urban renewal projects
- Market Economics
 - Compare with other capital cities of similar population
 - Research economic drivers that effect development (past, present and future)
 - Identify uses that are underserved



Water Street, Dover

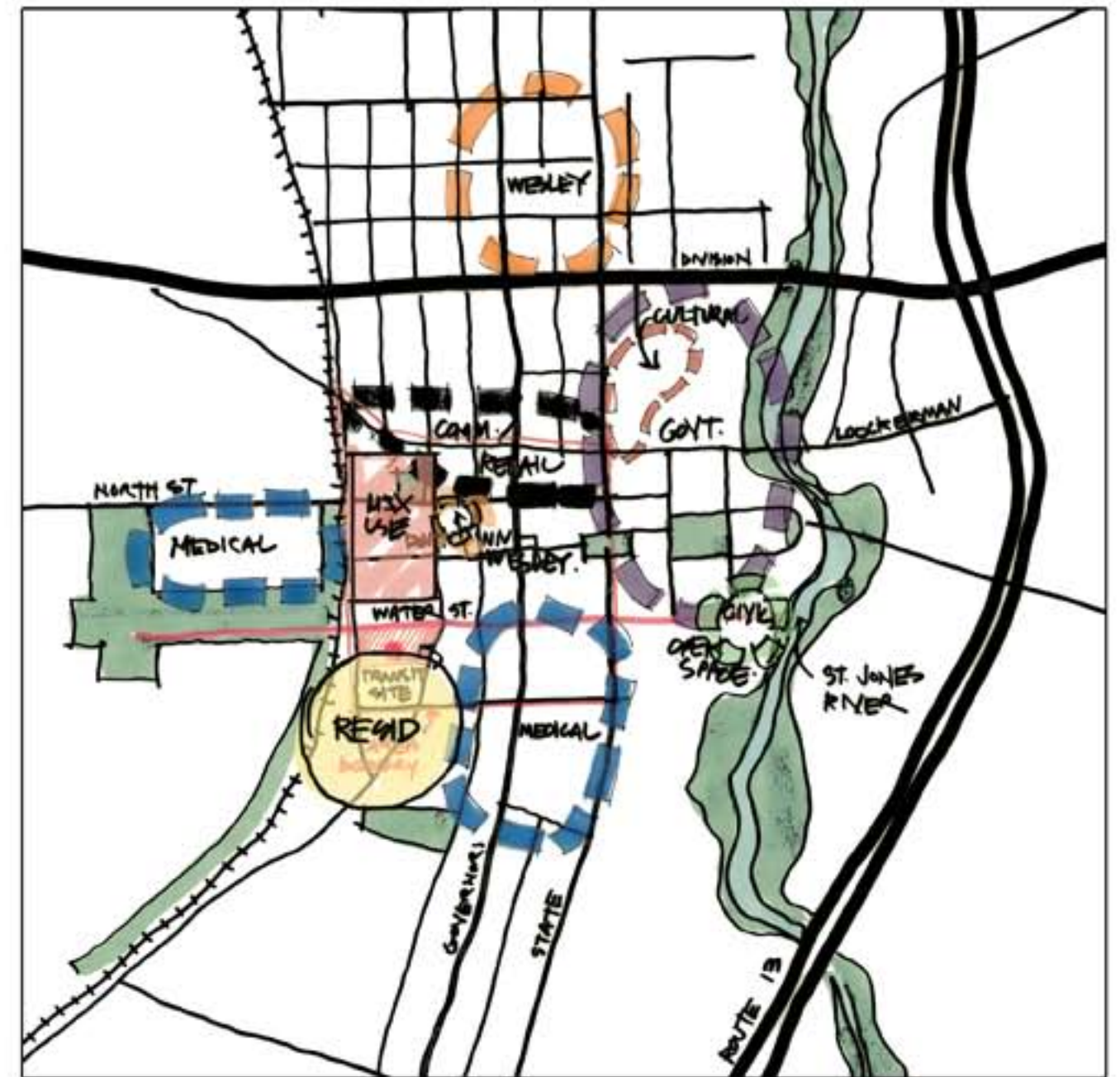
- Transportation Network
 - Analyze existing and proposed DART bus routes
 - Access needs and opportunities provided by increased interstate bus and taxi use at the transit center site
 - Analyze opportunities to provide additional means of transportation utilizing the transit center such as increased bicycle use, and passenger and commuter rail.
 - Identify where improvements to a city-wide network of pedestrian access can be made, such as opportunities for better connectivity of Wesley College, Bayhealth Medical Center, St. Jones River, and Eden Hill Farm with the downtown core.
- Analyze Downtown Dover Strengths
 - Historic architecture
 - Pedestrian-oriented design
 - 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
 - Slow 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 for the core of downtown Dover. What became clear early on in the design process was that the transit center alone could not completely revitalize the downtown area. Two main ideas came out of this process. First, was 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

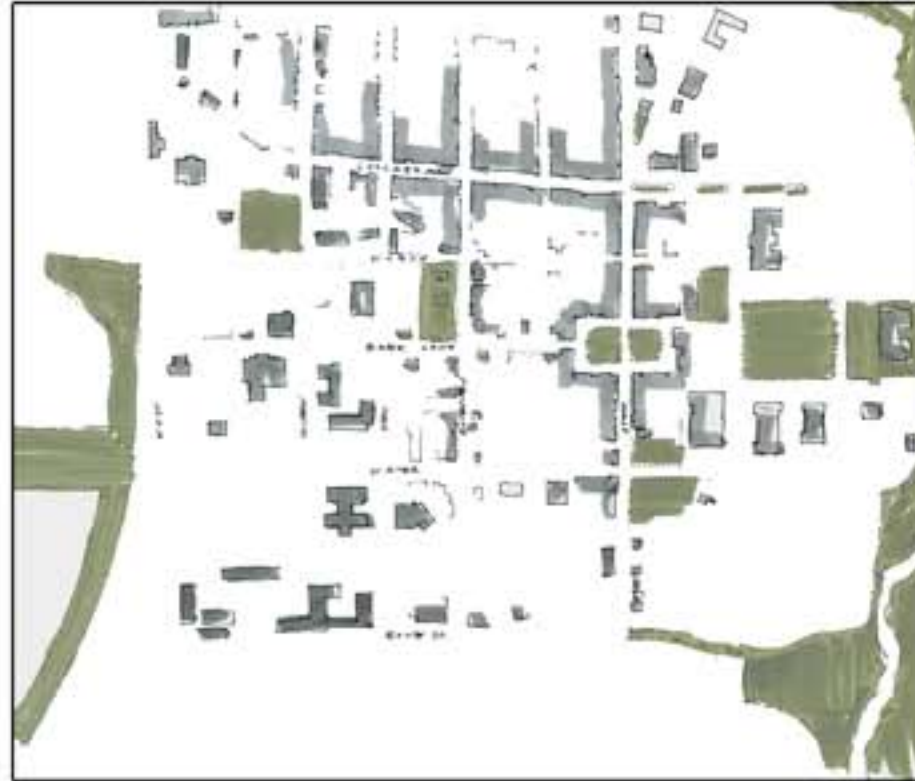
The second concept is shown most clearly in the bubble diagram graphic above which shows additional activities and uses moving into the center of the study area, including residential, university/medical school and mixed-use development. These uses all have the opportunity to be economic drivers in the 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 streets to the south and west of Dover has some historic context in the way the city originally grew. An aerial rendering of Dover, circa 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 built after 1885.



Existing Frontage and Open Space Diagram

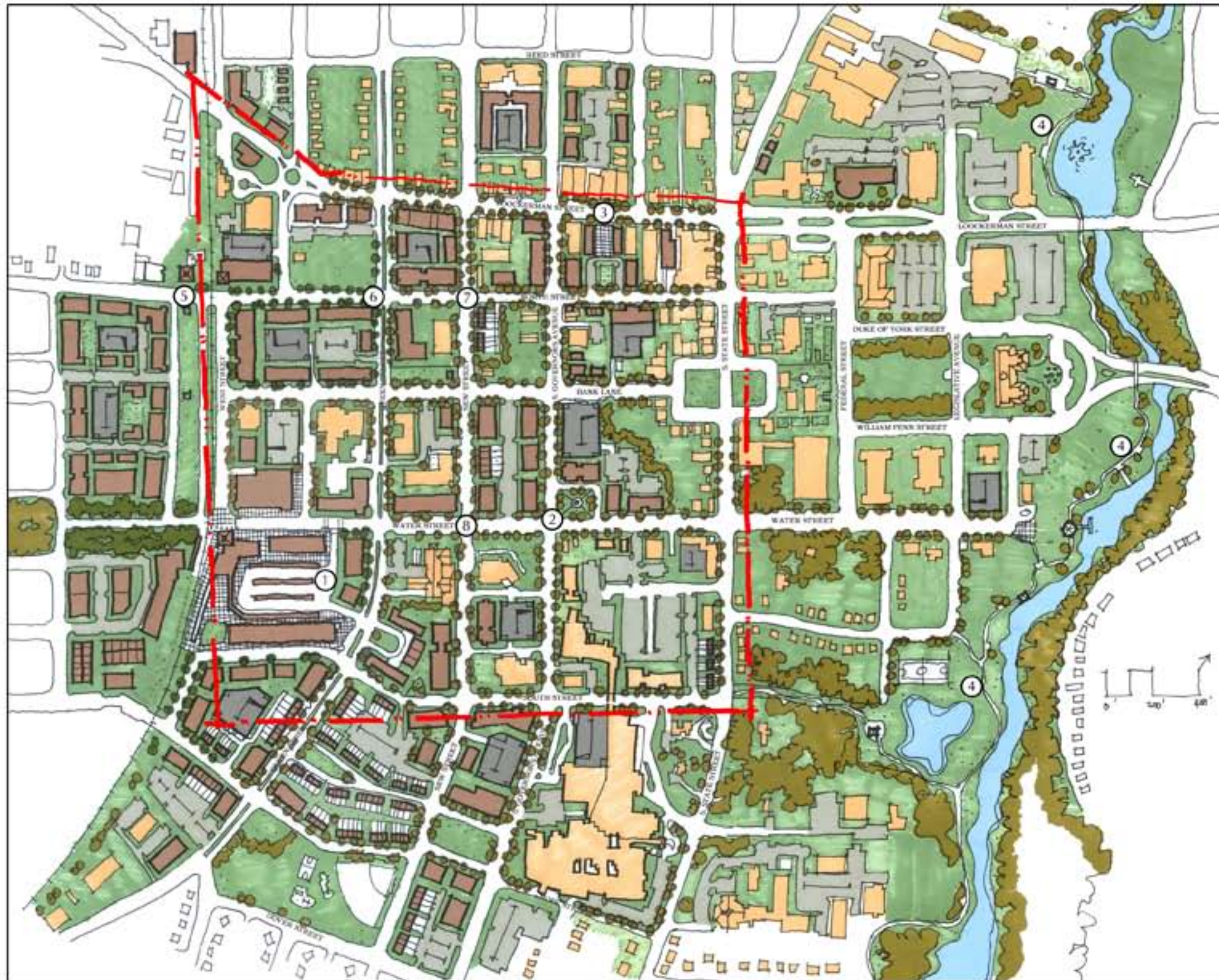
The diagrams above show the existing and proposed building facades and their relationship to street edges. The neighborhood plan recommends introducing the density, scale and urban aesthetic found in the historic areas to the south side of the Meeting House Branch. The plan proposes a variety of ways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

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

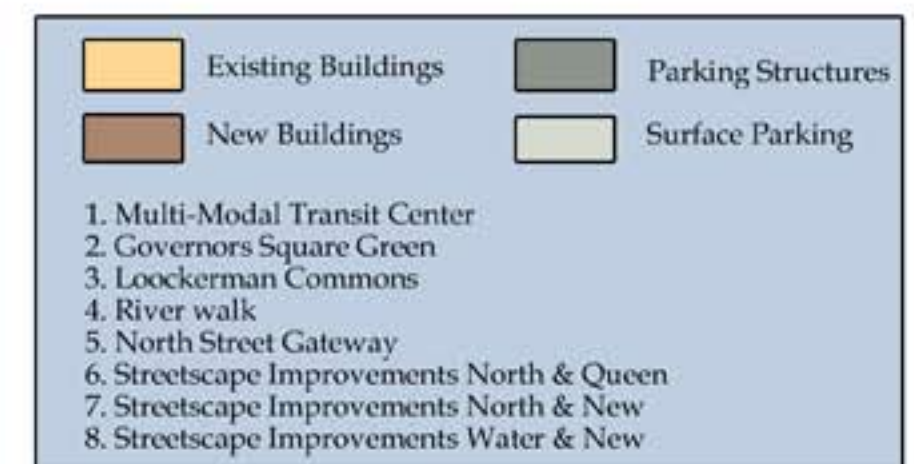


Improved Frontage and Open Space Diagram

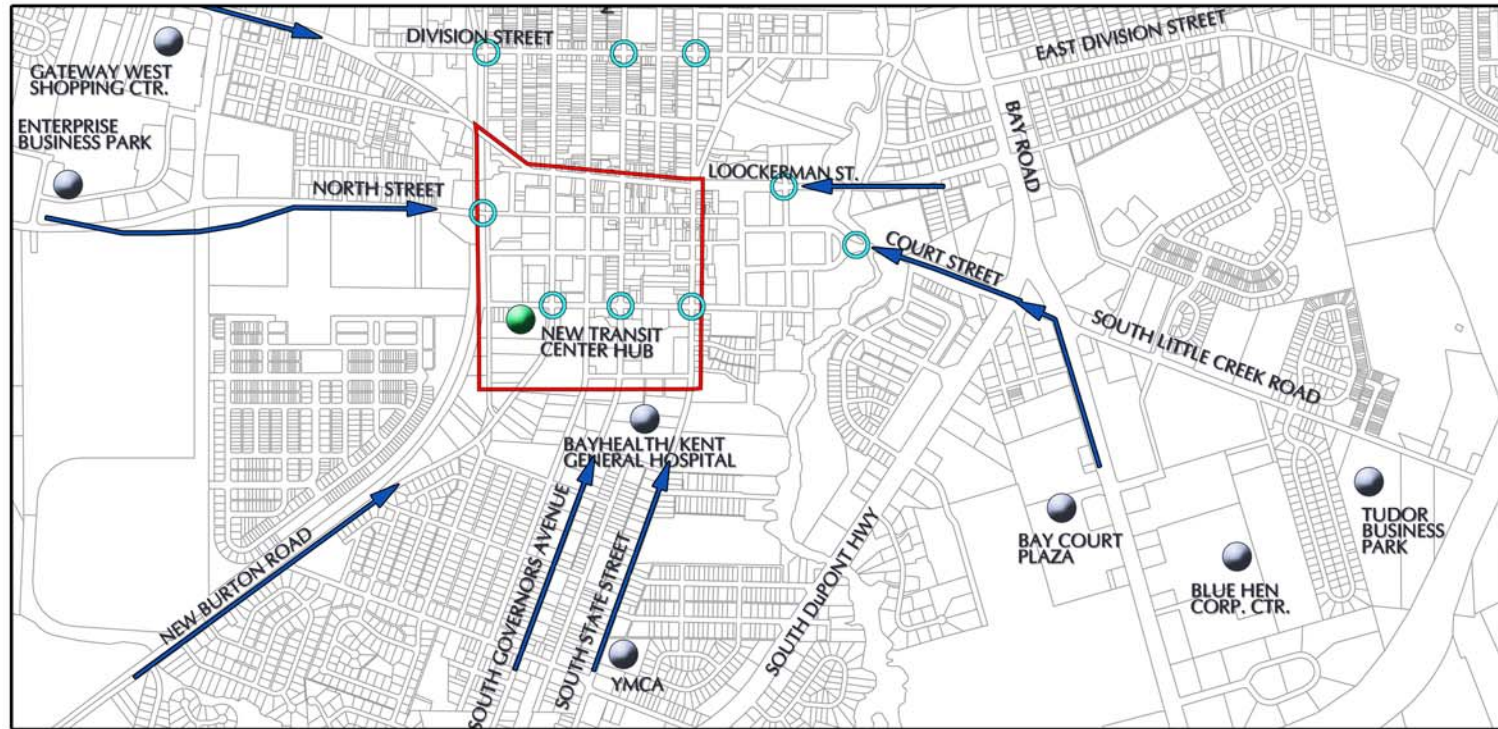
C.2 - DOWNTOWN NEIGHBORHOOD PLAN



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 as brown buildings. Existing buildings are shown as tan. Surface parking is represented as 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 numerous streetscape improvements that are planned throughout the area.



C.3 - GATEWAYS



Major Gateways to Study Area

Gateways are defined as areas or visual cues that help define a sense of arrival into a designated 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.



Sign Gateway



Architectural Gateway



Monumental Architectural Gateway

C.3 - GATEWAYS



North Street Gateway (View East)

During the analysis phase of the charrette, design team members and community stakeholders identified the major gateway areas into the downtown study area. Group members defined these areas as gateways to downtown Dover:

- The intersection of North Street and West Street
- Lookerman Street as it crosses the St. Jones River Bridge, continuing to State Street
- State Street and South Governors Avenue as they intersect with Water Street

While some of the identified gateways provide a clear sense of arrival and a good first impression of downtown Dover, 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 streets is unattractive, marked by traffic congestion and a poor visual identity and 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 built, 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, trees, site furniture, and buried utility lines. Buildings taller than the two-to-three stories in the downtown area might be appropriate. Consideration should be given for shorter buildings by providing higher elements at 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 distinct and attractive entry into the city from the east. The boulevard section of Lookerman Street is well kept with established and diverse streetscaping. There is an opportunity to further accent this gateway through the creation of a riverwalk as shown in the neighborhood plan. Due to the high visibility of the riverwalk from this gateway, activities along the water's edge will be visible to pedestrian, automotive and transit travelers as they arrive downtown via Lookerman Street. The new library 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:

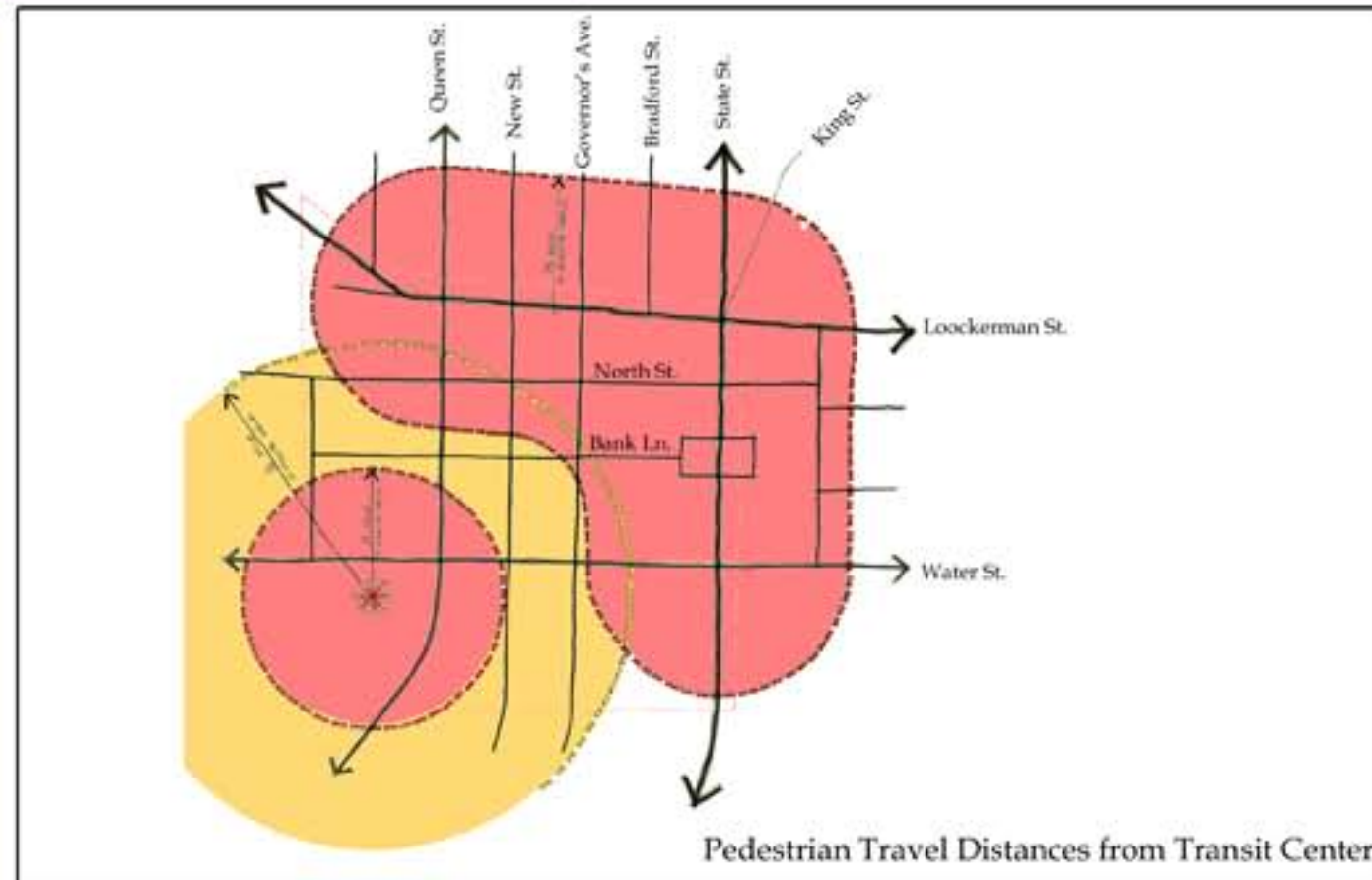
This area represents both a change in density as well as street character as these major north-south connector roads intersect with Water Street. The Bayhealth Medical Center campus defines the street edge to the south at both of these intersections. The intersection of Water and State streets presents a connection opportunity for the well established streetscape along Water Street to the east, continuing through to the transit center. This would help identify 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 northeast corner of this intersection. The open space would provide a point of interest at the intersection and 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. 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 walking environment where there is a comfortable relationship between pedestrians, vehicles, and public and private space.



The relocation of the transit center introduces 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 outside of downtown easily accessible.



Milford Streetscape



Dover Streetscape

Recommendations for Street Design Standards

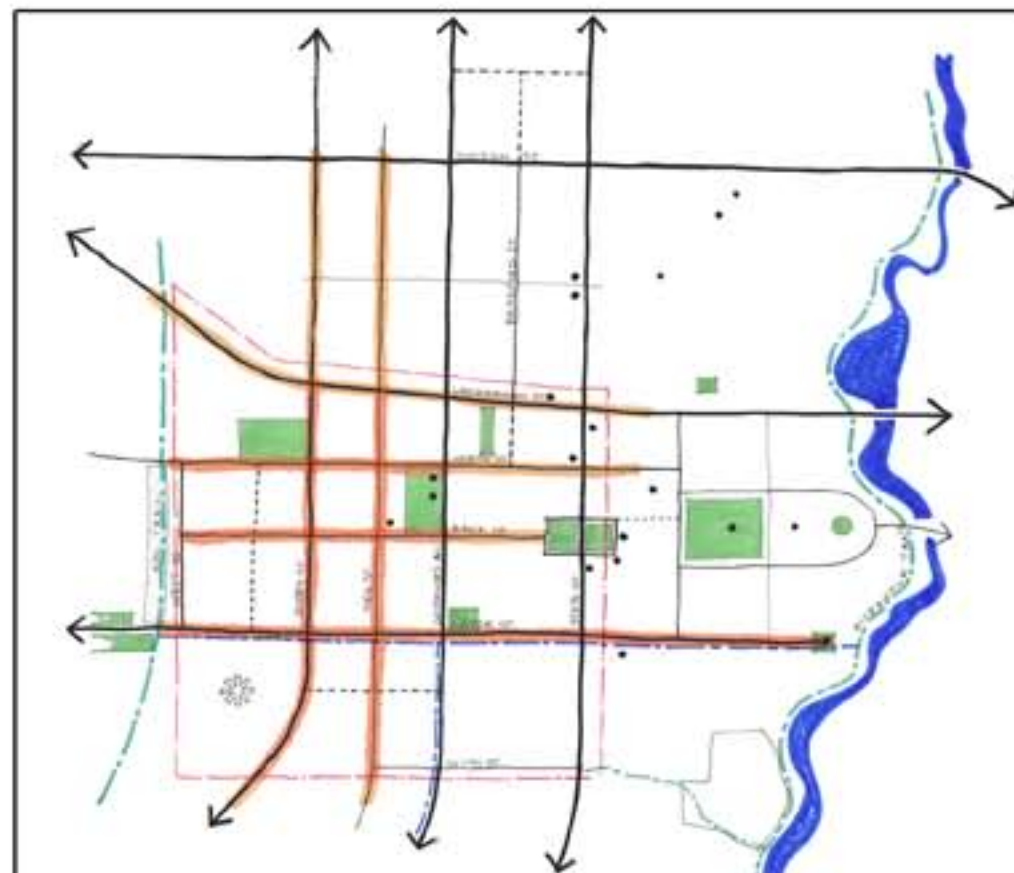
- All street improvements associated with existing roads should be designed to reduce vehicle speed, minimize vehicular interaction with pedestrians, and encourage safe bicycle circulation with dedicated lanes
- Trees and landscaping should be provided to enhance the aesthetics of the streetscape while 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 trees, landscaping, street furnishings, and way-finding elements should be provided.
- Sidewalk improvements should ensure 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 should not impede pedestrian traffic
- 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 complement existing architecture, design elements and historic features.

C.4 - STREETS



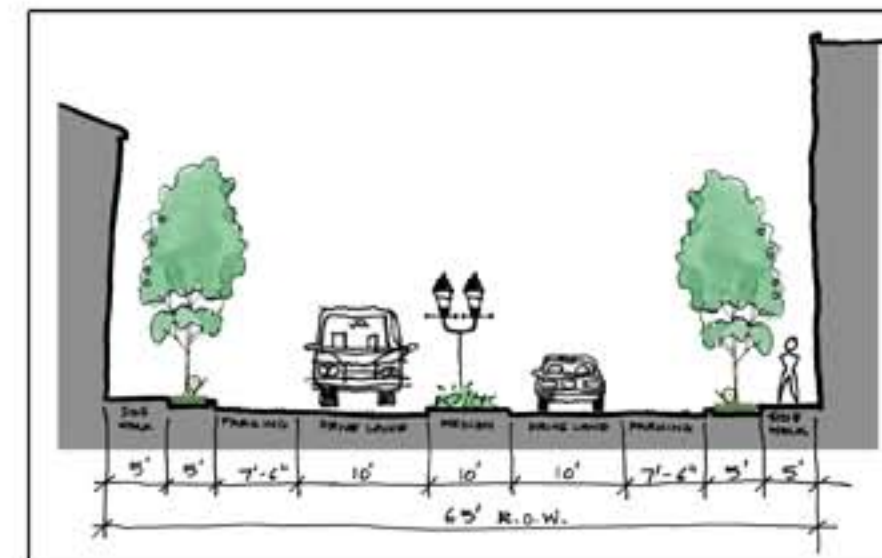
Density and Street Frontages - Proposed

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

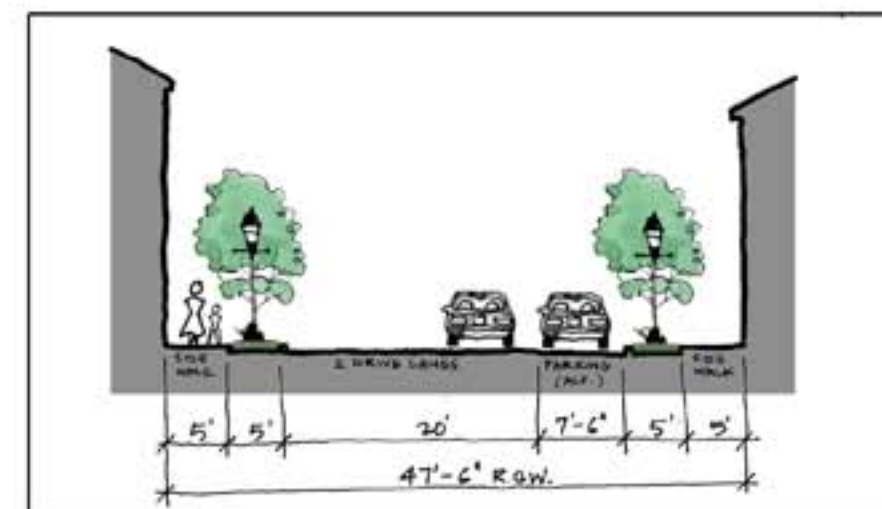


Street Network Improvements

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



'A' Street Section



'B' Street Section

C.4 - STREETS

1. North Street Gateway - Provide open space greens along West Street that lead south along the rail line. Provide signage and architectural features that indicate a sense of arrival to downtown. There is an opportunity for new development north of the intersection of North and West streets. This would be a suitable site for a larger scale building, as shown in the gateway renderings that highlight the importance of the location, and complement 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 masonry of a building at the northeast corner of this intersection and 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 that could be used for community events. The area could be closed to traffic, combining The Green and the plaza.

5. North Street Mixed-Use (structured parking) - The neighborhood plan envisions 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 developers to use more of their property for building area and encourage walking from North Street to Loockerman Street.



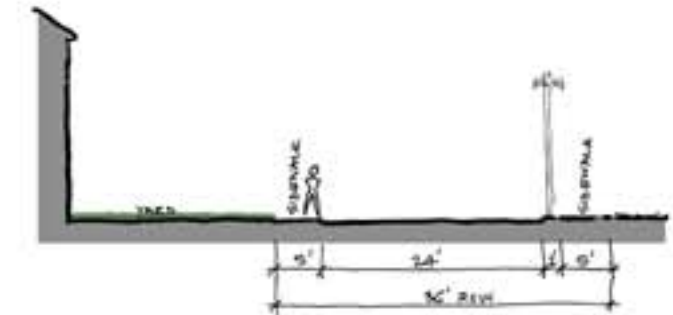
North Street at New Street (View East) - Existing



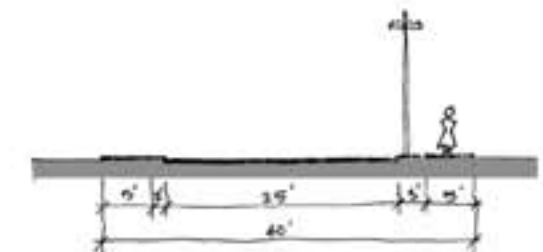
North Street at New Street (View East) - Proposed

North Street Development Concepts/Opportunities:

North Street is important to downtown, but 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, appropriate lighting, and landscaping). North Street 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 west of the city. The plan envisions a new identity for North Street that is more in line with its location and traffic volume.



Existing Street Section: North Street between New and Queen streets



Existing Street Section: North Street between Governors Avenue and New Street

- Provide new buildings and infill development that front North Street and provide active facades that engage the street
- New buildings should be made from materials that are consistent with downtown Dover design standards
- Enhance 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 lights to improve comfort and safety
- Provide trees, benches and other site furniture, and ground level landscaping

C.4 - STREETS



Queen Street Development Concepts/Opportunities:

Queen Street is an underutilized street that is more suburban than urban in character. There are several large buildings set back from the street that 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 streets. 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 a more dynamic and active boulevard which would become an important transportation corridor to the new transit center.

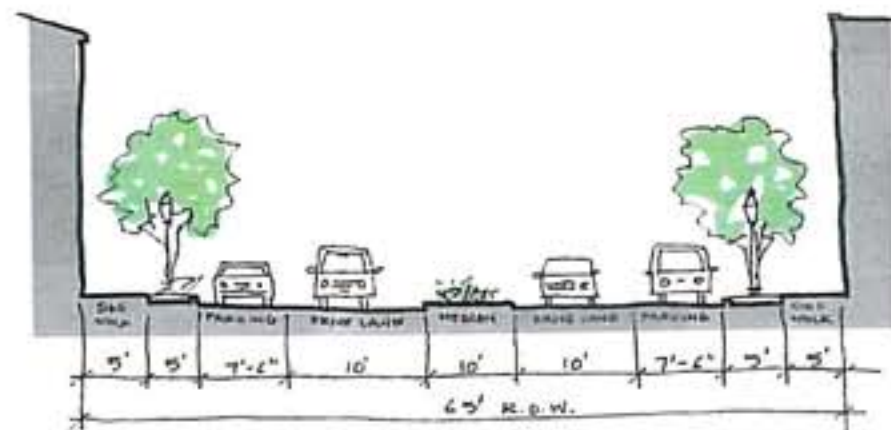
1. Queen Street at Loockerman Street - new infill construction engages the corner and provides mixed-use development that helps extend Loockerman Street's density and pedestrian character westward. Utilizes the model-block concept of providing parking in the middle and interior of the block.

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 the 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. Spence's Market could be relocated to this site and expanded. 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 irregularly shaped block allows for structured or surface parking at interior/mid-block and alley-way access to the 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 the 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.
- Enhance 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 a 10-foot-wide planted median at the center of Queen Street from Reed Street to Dover Street. The median strip would 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 trees, benches and other site furniture and ground level landscaping.

C.4 - STREETS



Water Street Development Concepts/Opportunities:

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

1. Water Street at New Street - new infill construction engages the corner and provides mixed use development that feeds off of the synergy that the transit center creates. Second floor residential use is available for students and medical employees. Retail service opportunities are on the 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 - A 24-hour multi modal transportation hub includes bus, public and charter/Greyhound, taxi and, commuter rail line. Surrounding development as shown in the plan includes an urban grocer, senior housing and market-rate residential units.
4. Eden Hill Farm connection - Water Street extends 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 the riverwalk with a park and open air gazebo/bandstand that engages the river. Future structured or surface parking lots, as shown in the neighborhood plan accommodate overflow downtown parking for river festivals and other special events.

Water Street design principles:

- New buildings and infill development creates a mixed-use corridor that connects Eden Hill Farm and the riverwalk
- New buildings are oriented towards the street at a scale consistent with downtown Dover design standards
- New buildings are made from materials that are consistent with downtown Dover design standards
- Enhancee 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 trees, benches, and other site furniture, and ground level landscaping.
- Create a dedicated bike lane that connects from the riverwalk to Eden Hill Farm

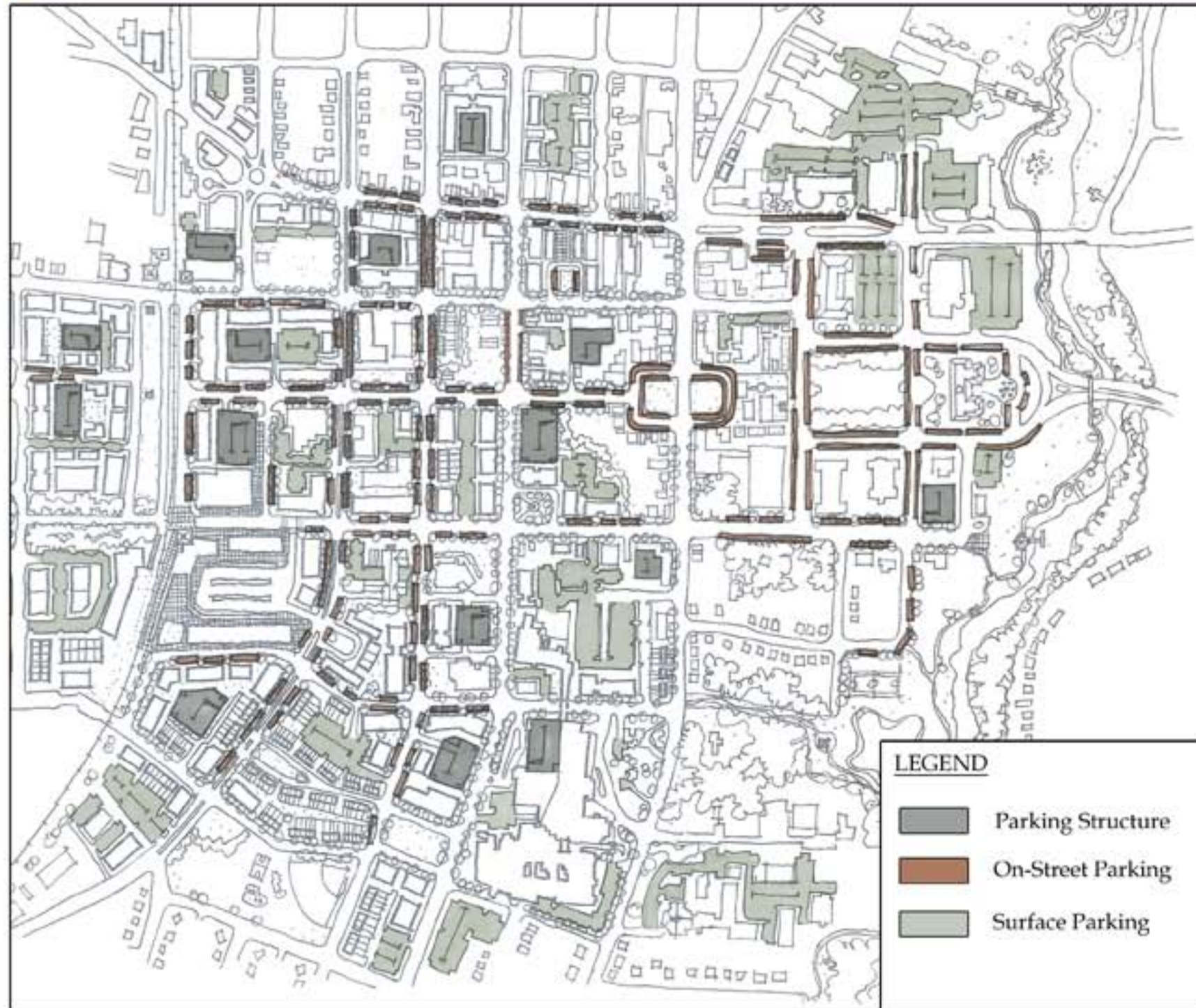


Water Street at New Street (View West) - Proposed



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 is 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 Street



On Street Parallel Parking - State Street and Kings Highway

C.5 - PARKING



Parking Structure - Center Block Location

Neighborhood Plan

Parking design principles:

- Provide district-wide parking solutions and change the perception of a parking shortage
- Locate parking near activity centers that is flexible to serve combined uses
- Design surface lots with dimensions that prepare themselves for upgrades to structured parking
- Encourage development that builds out to the street edge with parking behind, or on, the street
- Promote parking that improves walkability between activity centers and does not interfere with pedestrian traffic



Surface Lot Screening - Fencing and Landscape - Boston, Mass.



Mixed Use - Parking / Retail - Boulder, Colo.



Mixed Use - Parking / Retail - Belmar, Colo.

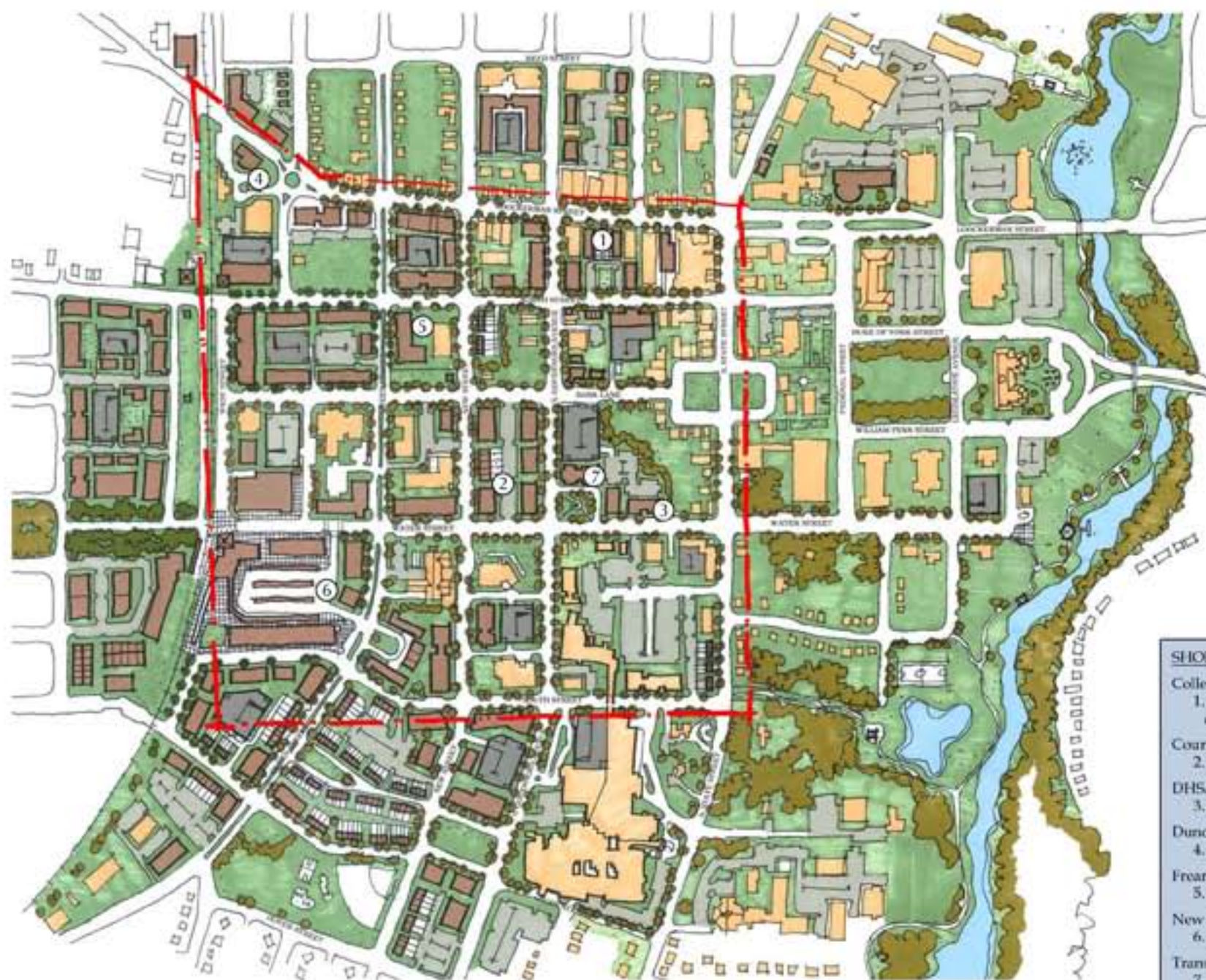
Recommendations for parking design standards:

- Access to parking lots should be from 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 fixtures should be compatible with university/medical school street lighting and the 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-uses adjacent to Museum Square
 - Courtney Square
 - 2. Residential, retail, mixed-use
 - DHSA/Parking Area
 - 3. Consolidated parking and mixed-uses
 - Duncan Center
 - 4. Office, mixed-uses and parking
 - Frear Building
 - 5. Wesley nursing school, housing, and a park
 - New Transit Center
 - 6. Transit and mixed-uses
 - 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 and expand 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.
- 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. 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 streets



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 building's architecture and relate to the streetscape
- Roofs should be simple in mass and form. Infill buildings should respect the alignment of neighboring building cornices, roof lines 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. Retail and commercial buildings should have open storefronts and unique bays that add interest to the streetscape.
- 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, via 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 complement the neighborhood's architectural character



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



Townhouse Units with Alley Access
Gaithersburg, Md.

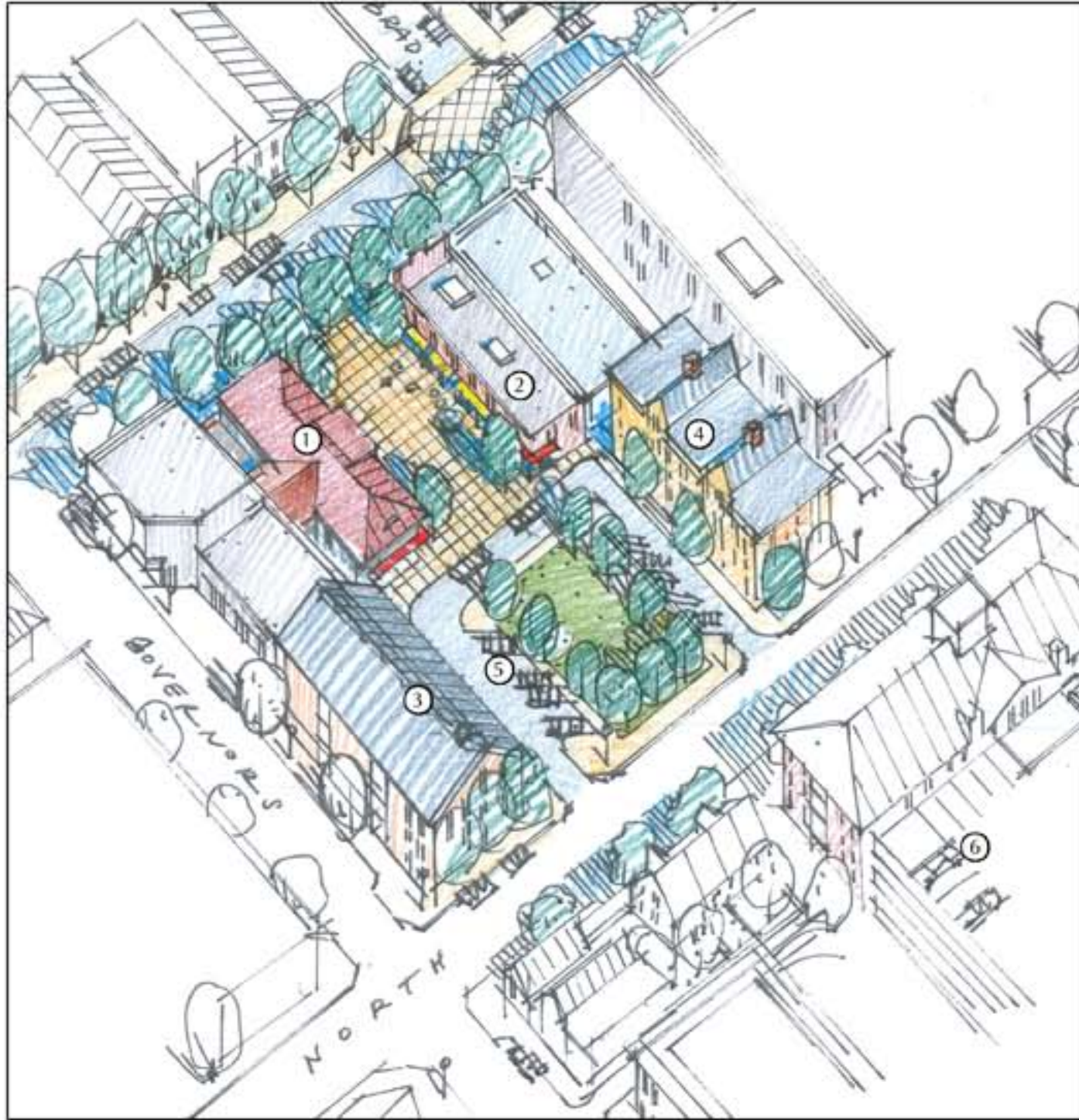


Mixed Use - Gaithersburg, Md.



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 and North streets can provide the much needed link for 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, a multi-story parking garage could be built to consolidate the multiple parking lots along the south edge of North Street. There is an opportunity for another multi-story, mixed-use building on North Street.

LEGEND

1. Mixed-use infill building
2. Mixed-use infill building
3. Building at the corner of S. Governors Avenue and North Street
4. Building addressing North Street and The Green area
5. Additional parking to serve North Street and Loockerman Street area destinations
6. Multi-level parking garage with a mixed-use building on 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 links between activity centers. The graphic above highlights the following connections:

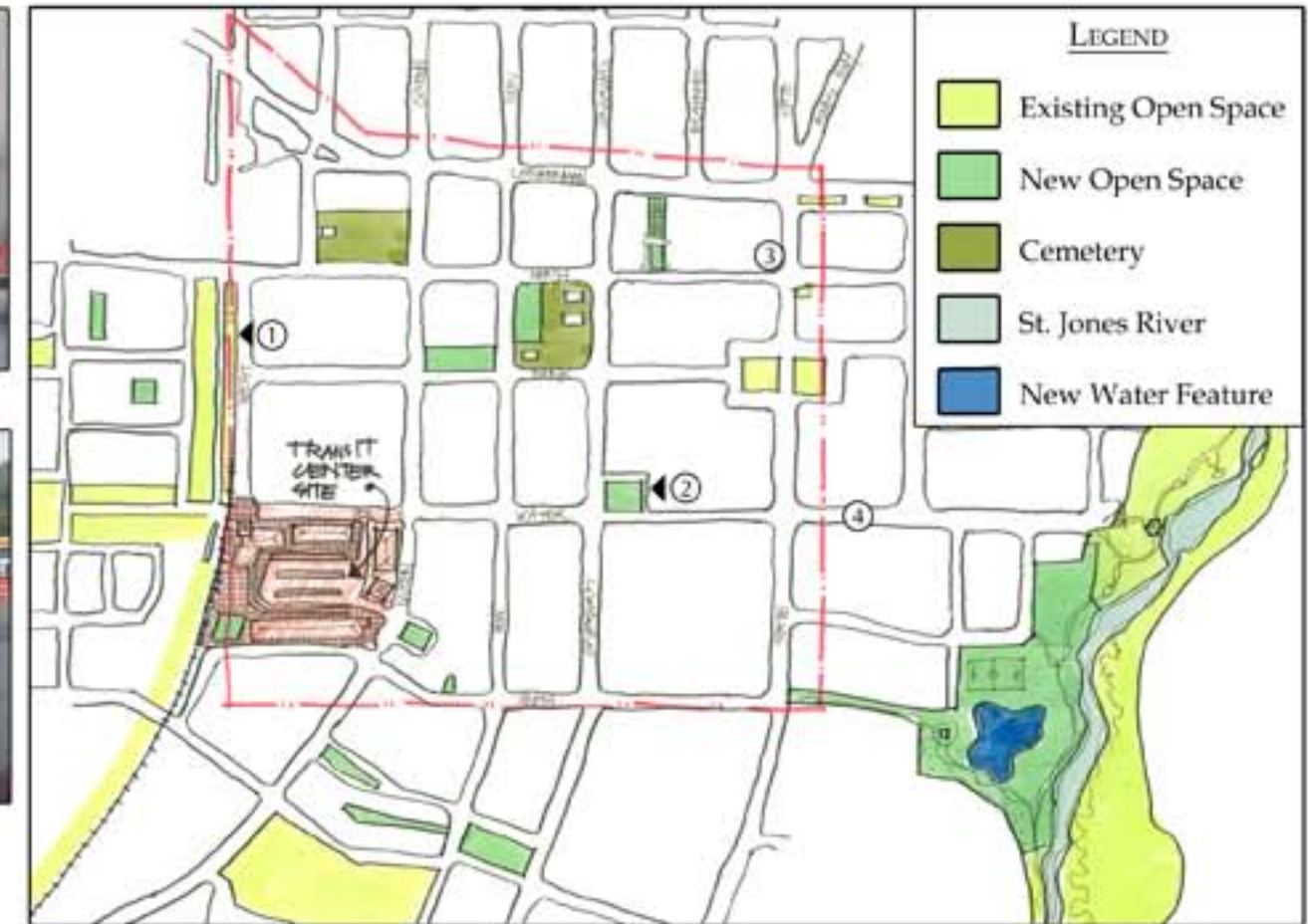
- Strengthen the pedestrian link to Wesley College using Bradford Street
- Provide a direct connection between Eden Hill Farm/Rail Trail and the St. Jones Riverwalk along Water Street with streetscape and bike paths
- Improve aesthetics and walkability with a planted median along Queen Street
- Extend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



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 open space 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.



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



2. Governors Square Green

C.7 - CIVIC PLAZA, OPEN SPACE AND PARKS



Riverwalk Site Plan



Riverwalk - Wilmington, Del.

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 the Transit Center and Eden Hill Farm to the west.
3. Riverwalk connections to existing residential neighborhoods
4. Regional storm water management pond. Also serves as recreational and aesthetic feature to the riverwalk Park area
5. Proposed location for sports courts, a playground, and activity areas. No such facilities exist in the downtown core
6. Proposed walking trail connection to the Bayhealth Medical Center campus
7. Open air bandstand and riverfront pavilion. Opportunity for canoe/boat launch storage and rental (located at #2 -- Water Street).



Riverwalk - Wilmington, Del.



Riverwalk Bandstand - Sunapee, N.H.



Riverwalk Pavilion - Wilmington, Del.



Boat/Canoe Rental Dock - Columbia, Md.