

Loockerman Street Design Charrette Agenda

Event Details:

From Monday, May 13, 2024, through Wednesday, May 15, 2024, we will be hosting a series of collaborative meetings, activities, and discussions between residents, business owners, and others in the community to identify needs and brainstorm ideas for improving Loockerman Street.

Activities will be held at the Hive on Loockerman at 28 W Loockerman Street.

Legend:

Key Stakeholder Event
Key Public Event
Businesses Meeting
Community & Neighborhood Organizations Meeting
Agency Meeting

Note that drop-ins are welcome during Team Worksession times. Anyone can stop by to chat with the project team and interact with project materials.

DAY 1: Understanding the Corridor		
MONDAY, MAY 13, 2024		
Time	Activity	Venue
9:30 AM	Event Orientation	The Hive
10:00 AM		
10:30 AM	Corridor Walk	Loockerman Street
11:00 AM		
11:30 AM		
12:00 PM		
12:30 PM	Lunch / Break	The Hive
1:00 PM		
1:30 PM	Team Worksession	The Hive
2:00 PM		
2:30 PM		
3:00 PM		
3:30 PM		
4:00 PM	Break / No Activities	The Hive
4:30 PM		

5:00 PM	Public Open House & Presentation (5:30 pm)	The Hive
5:30 PM		
6:00 PM		
6:30 PM		

DAY 2: Reimagining the Corridor		
TUESDAY, MAY 14, 2024		
Time	Activity	Venue
9:00 AM	Topic Discussion - Businesses	The Hive
9:30 AM		
10:00 AM		
10:30 AM	Break / Transition Time	The Hive
11:00 AM	Topic Discussion - Neighborhoods	The Hive
11:30 AM		
12:00 PM		
12:30 PM	Lunch / Break	The Hive
1:00 PM		
1:30 PM	Topic Discussion - DeIDOT & DART	The Hive
2:00 PM		
2:30 PM	Break / Transition Time	
3:00 PM	Topic Discussion - City of Dover	
3:30 PM		
4:00 PM	Team Worksession	The Hive
4:30 PM		
5:00 PM		
5:30 PM		
6:00 PM		
6:30 PM		

DAY 3: Bringing Corridor Ideas to Life		
WEDNESDAY, MAY 15, 2024		
Time	Activity	Venue
9:30 AM	Team Worksession	The Hive
10:00 AM		
10:30 AM		
11:00 AM		
11:30 AM	Lunchtime Open House	The Hive / Loockerman Street
12:00 PM		
12:30 PM		
1:00 PM		
1:30 PM		
2:00 PM	Break / No Activities	N/A
2:30 PM		
3:00 PM		
3:30 PM		
4:00 PM		
4:30 PM		
5:00 PM	Dinnertime Open House & Presentation (5:30 pm)	The Hive
5:30 PM		
6:00 PM		
6:30 PM		

Loockerman Street

Design Charrette

Monday, May 13 –

Wednesday, May 15, 2024

DAY 1:

Understanding the Corridor



Introductions & Ice Breaker



Introductions

Loockerman
Street

Name, affiliation (if any), & something that brings you to Loockerman Street (now or in the future!)

Charrette Orientation



What is a Design Charrette?

A series of collaborative meetings, activities, and discussions between residents, business owners, and others in the community to identify needs and brainstorm ideas for improving the street.

Loockerman Street Charrette Purpose

Loockerman
Street



Understand existing corridor conditions



Identify key issues and needs



Brainstorm alternatives for improvement



Assess potential impacts and opportunities



Test ideas to develop a preferred concept

**Key Charrette
Outcome:**
Conceptual
design for
Loockerman
Street

Charrette Agenda

Loockerman
Street

DAY 1:
Understanding
the Corridor



DAY 2:
Reimagining
the Corridor



DAY 3:
Bringing the
Corridor to Life



Charrette Agenda

Loockerman
Street

DAY 1: Understanding the Corridor



- 9:30 am Orientation
- 10:30 am Corridor Walk
- 12:30 pm Lunch
- 1:30 pm Team Worksession
- 5:00 pm Open House & Presentation

Public
Event!

Charrette Agenda

Loockerman
Street

DAY 2: Reimagining the Corridor



- 9:00 am Businesses
- 11:00 am Neighborhoods
- 12:30 pm Lunch
- 1:30 pm DeIDOT & DART
- 3:00 pm City of Dover
- 4:00 pm Team Worksession

Charrette Agenda

Loockerman
Street

DAY 3:
Bringing the
Corridor to Life



- 9:30 am Team Worksession
- 11:30 am Lunch & Open House
- 5:00 pm Open House & Presentation

Public Events!

Tell Us About Loockerman Street



slido



**Join at slido.com
#1692670**

ⓘ Start presenting to display the joining instructions on this slide.

slido



**What types of activities do you use
Loockerman Street for today? [check all
that apply]**

ⓘ Start presenting to display the poll results on this slide.

slido



Why might you or others avoid Loockerman Street today? [check all that apply]

ⓘ Start presenting to display the poll results on this slide.

slido



What is one key change you would make to Loockerman Street?

ⓘ Start presenting to display the poll results on this slide.

Overview



Why change Loockerman Street?

Loockerman
Street

- The Transforming Downtown Dover Plan established a vision for redeveloping Loockerman Street
- A planned utility project provides an opportunity to redesign the street

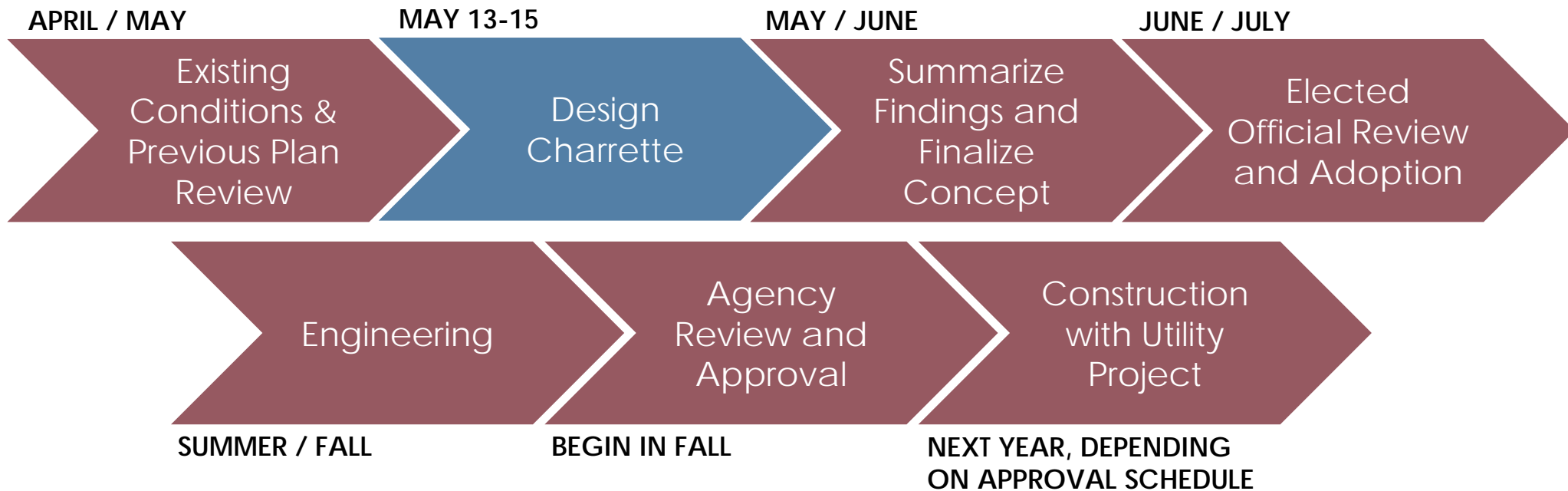


Street design changes can:

- Support existing local businesses
- Spur new development
- Tie together existing and planned land uses
- Address safety, comfort, and access

Study Schedule & Project Delivery

Loockerman
Street



Existing Conditions





Loockerman Today

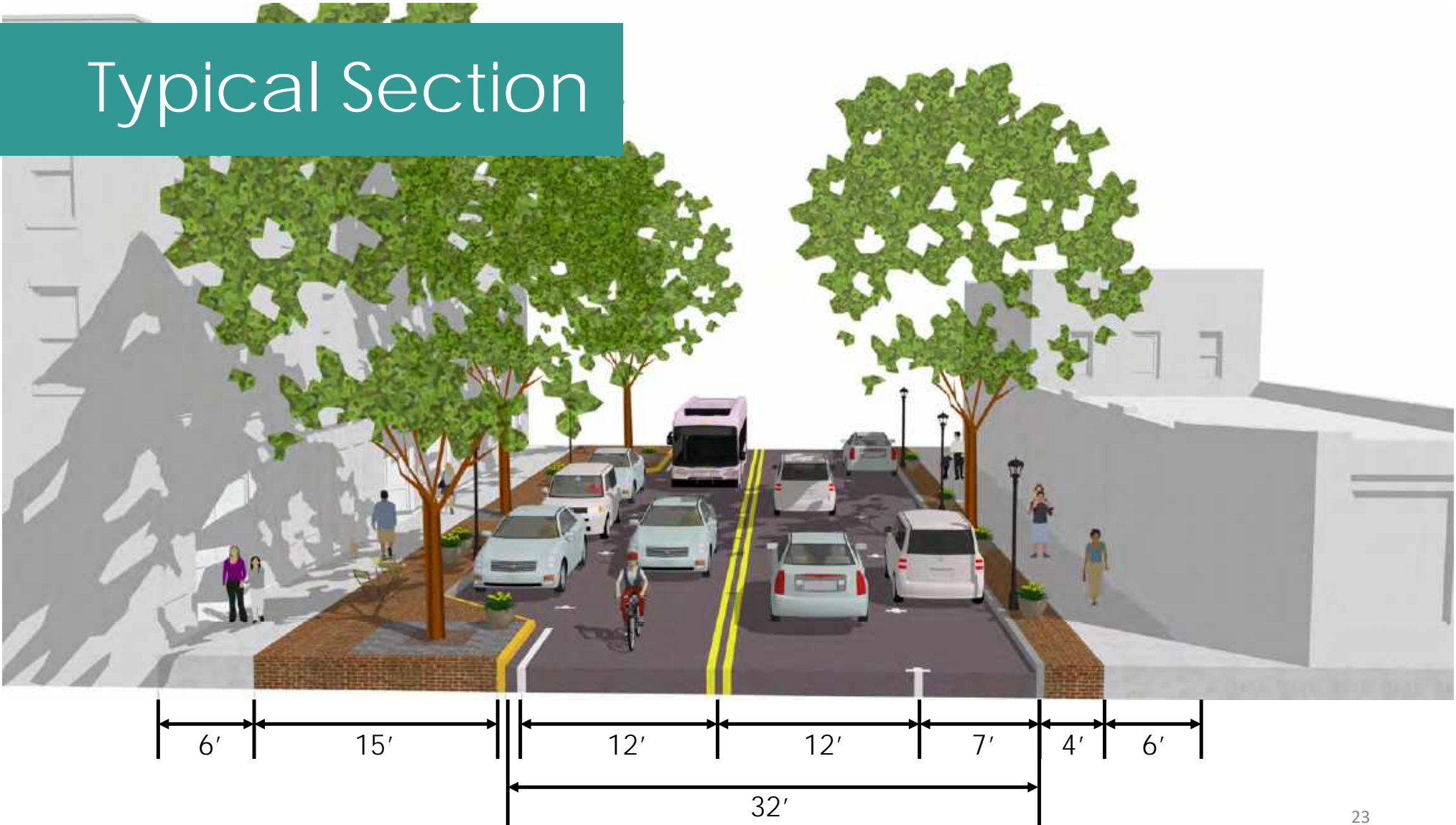


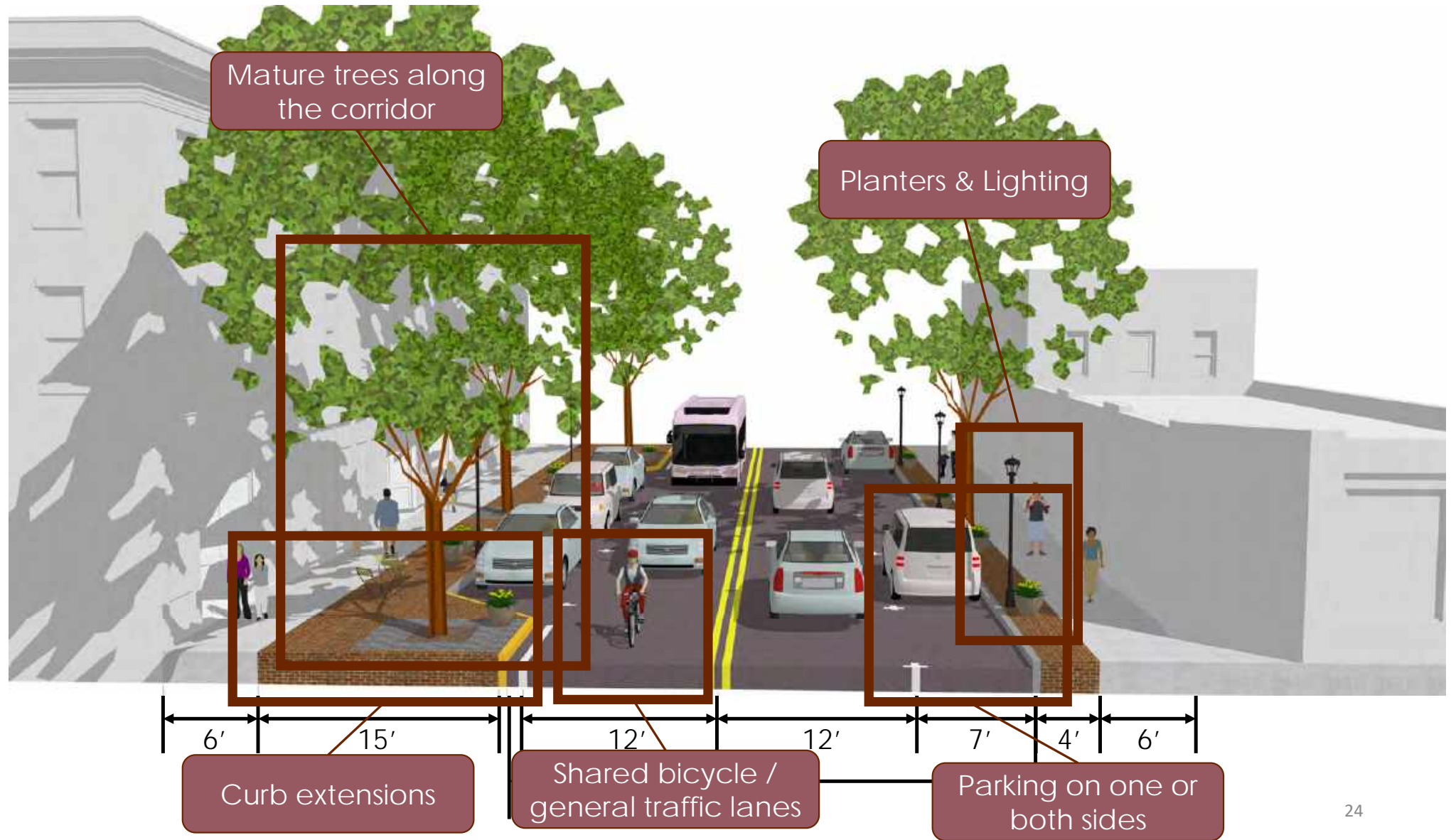
Loockerman Today



Loockerman Today

Typical Section





Zoning

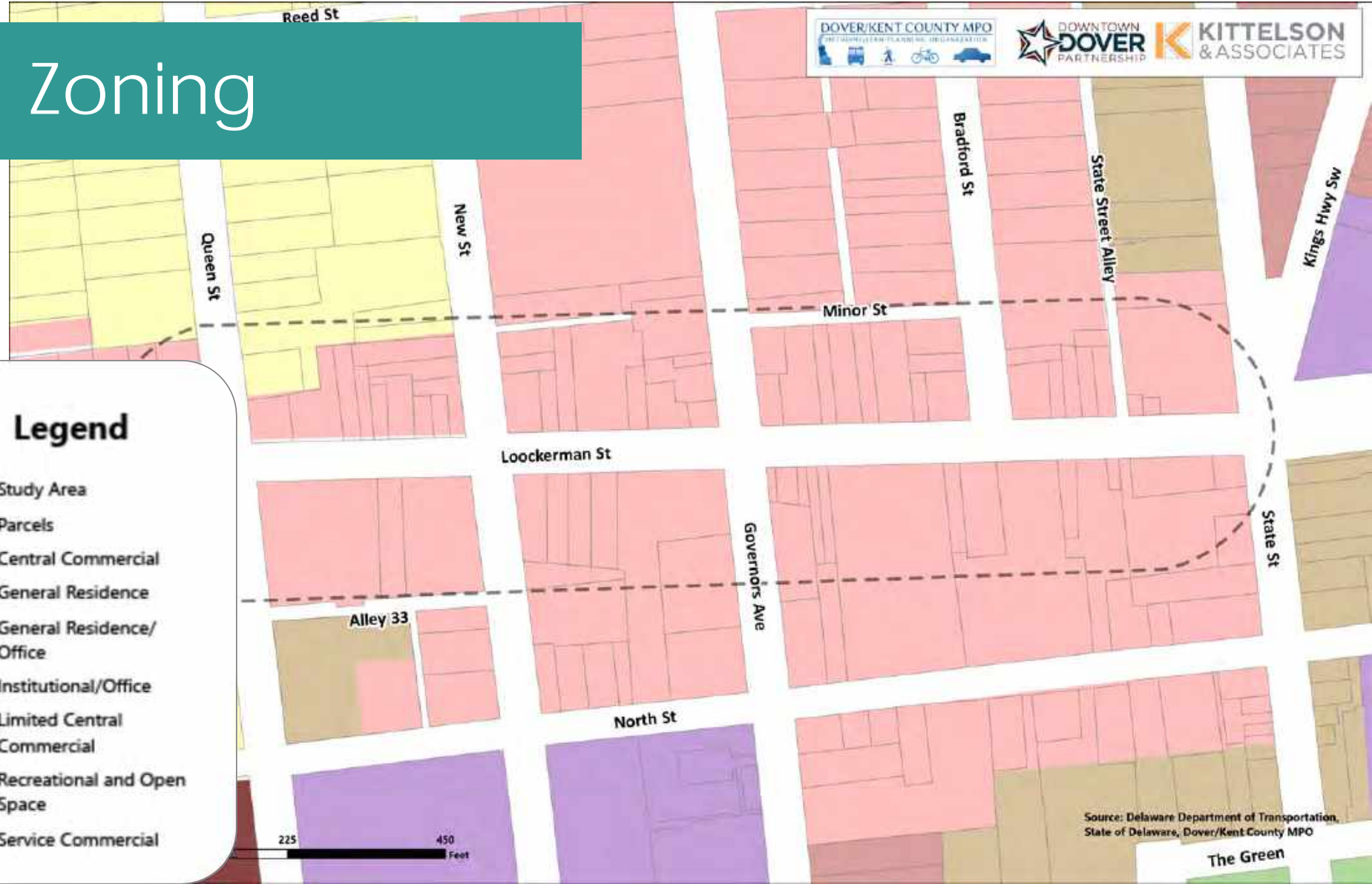


Legend

- Study Area
- Parcels
- Central Commercial
- General Residence
- General Residence/Office
- Institutional/Office
- Limited Central Commercial
- Recreational and Open Space
- Service Commercial



Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO





Central Commercial (C-2)

- **Allowable uses:** Retail, restaurants, hotels, galleries, banks, personal service, businesses offices, multifamily housing
- **Parking:** No off-street parking requirements
- **Setback:** No minimum
- **Stories allowed:** 10 stories
- **Max. height:** 125-feet
- **Floor area ratio:** 5.0

+ Historic Overlay

- Architectural review required
- New construction to scale of adjacent buildings
- Larger-scale structures are discouraged along Lookerman Street

Redevelopment Sites



Legend

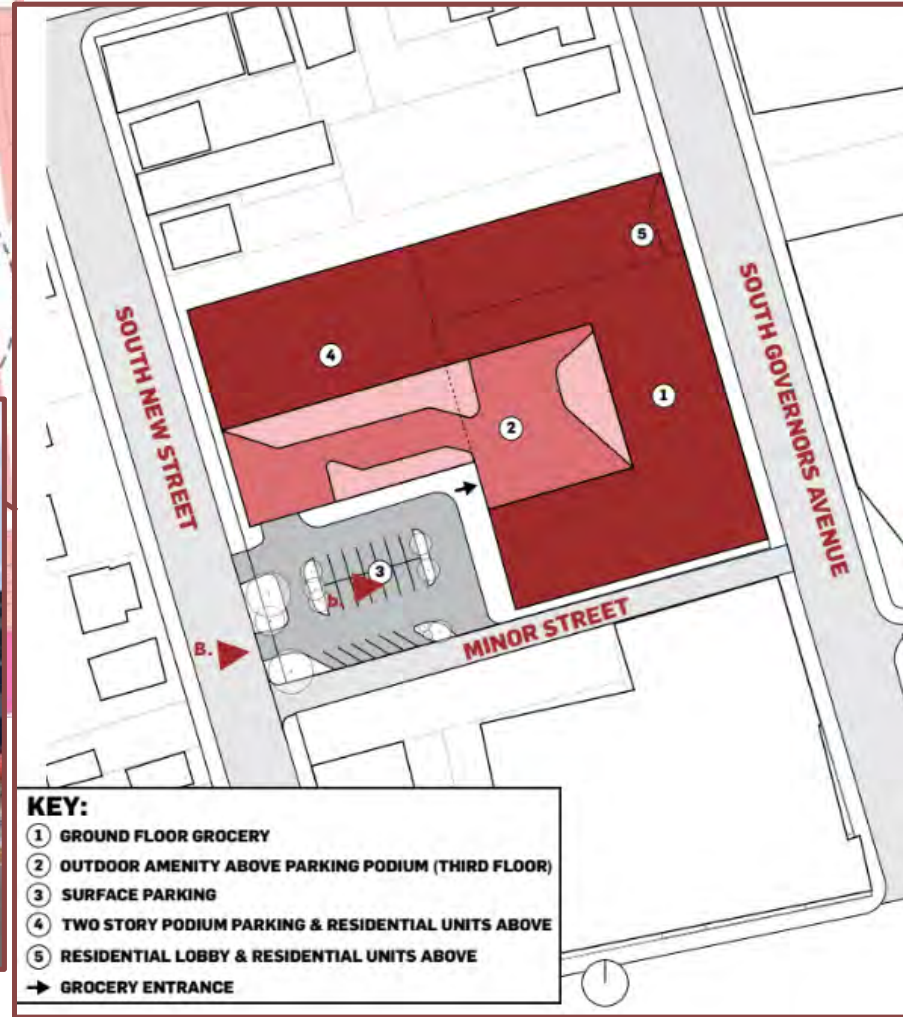
- Study Area
- Potential Developments
- Commercial
- Institutional/Governmental
- Mixed Use
- Recreational
- Residential
- Transportation/Utilities
- Parcels



Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO

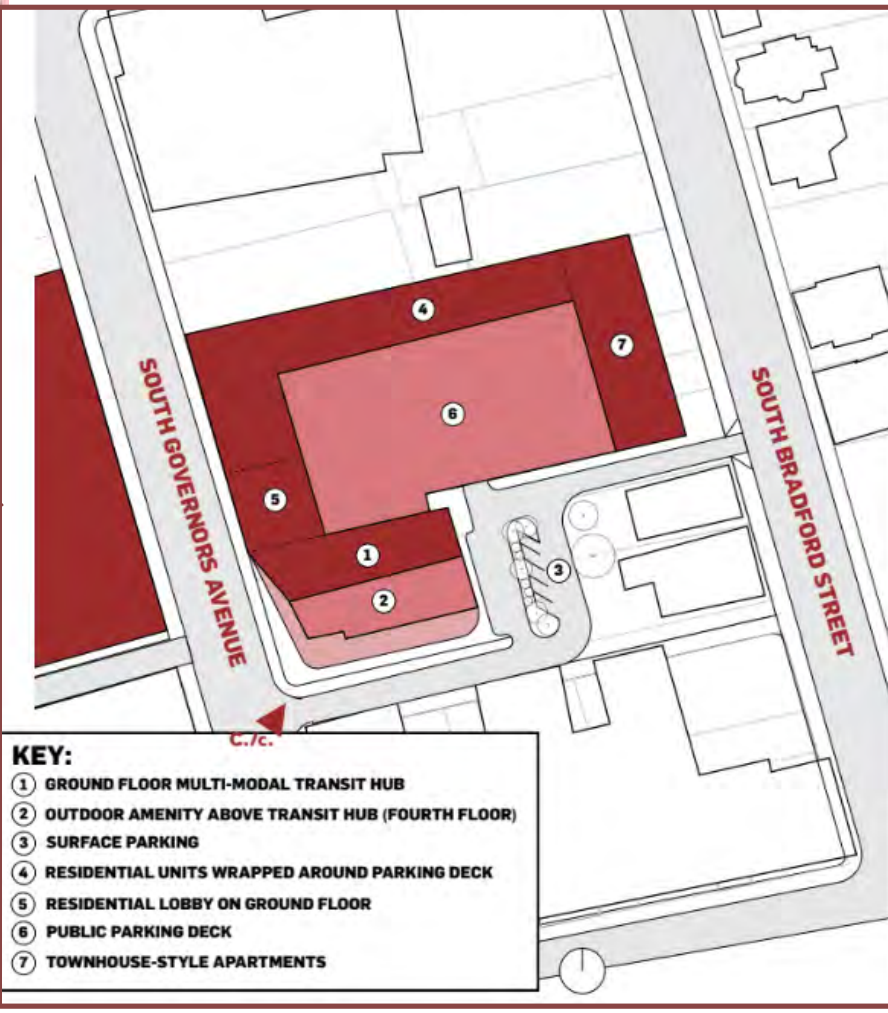
Lockerman Street Design Charrette

Existing Land Use

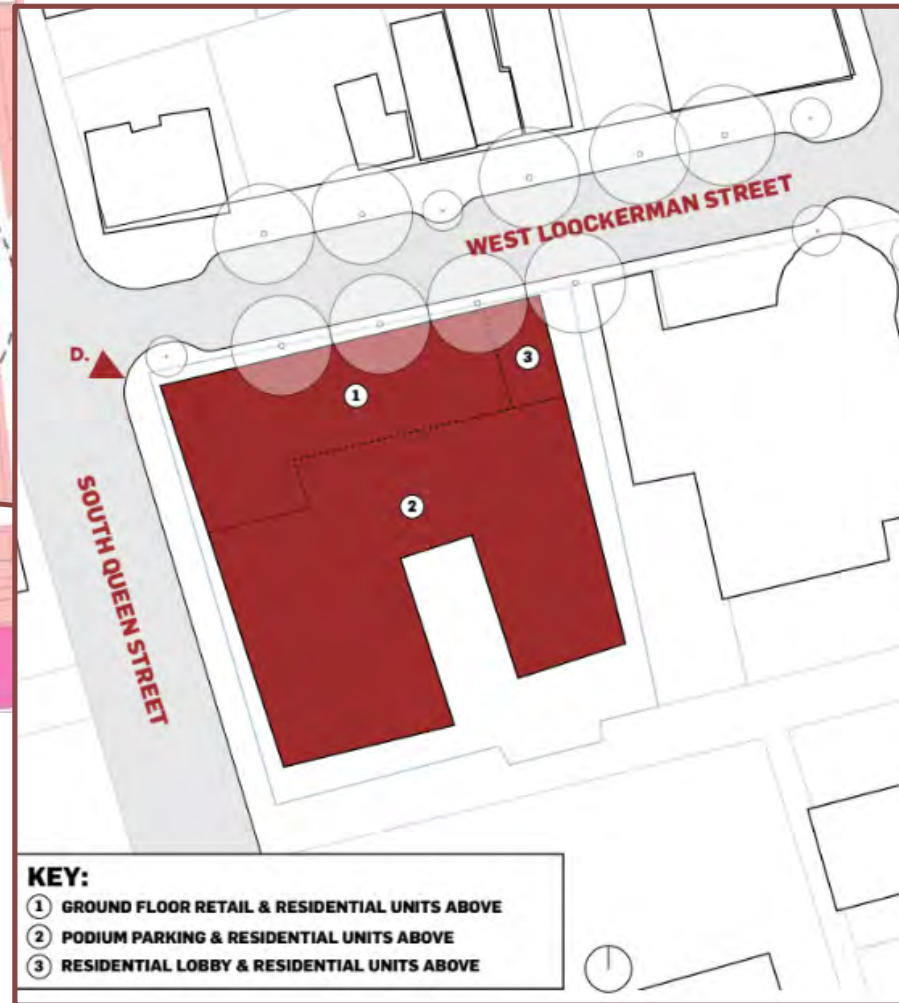


Lockerman Street Design Charrette

Existing Land Use



- KEY:**
- ① GROUND FLOOR MULTI-MODAL TRANSIT HUB
 - ② OUTDOOR AMENITY ABOVE TRANSIT HUB (FOURTH FLOOR)
 - ③ SURFACE PARKING
 - ④ RESIDENTIAL UNITS WRAPPED AROUND PARKING DECK
 - ⑤ RESIDENTIAL LOBBY ON GROUND FLOOR
 - ⑥ PUBLIC PARKING DECK
 - ⑦ TOWNHOUSE-STYLE APARTMENTS

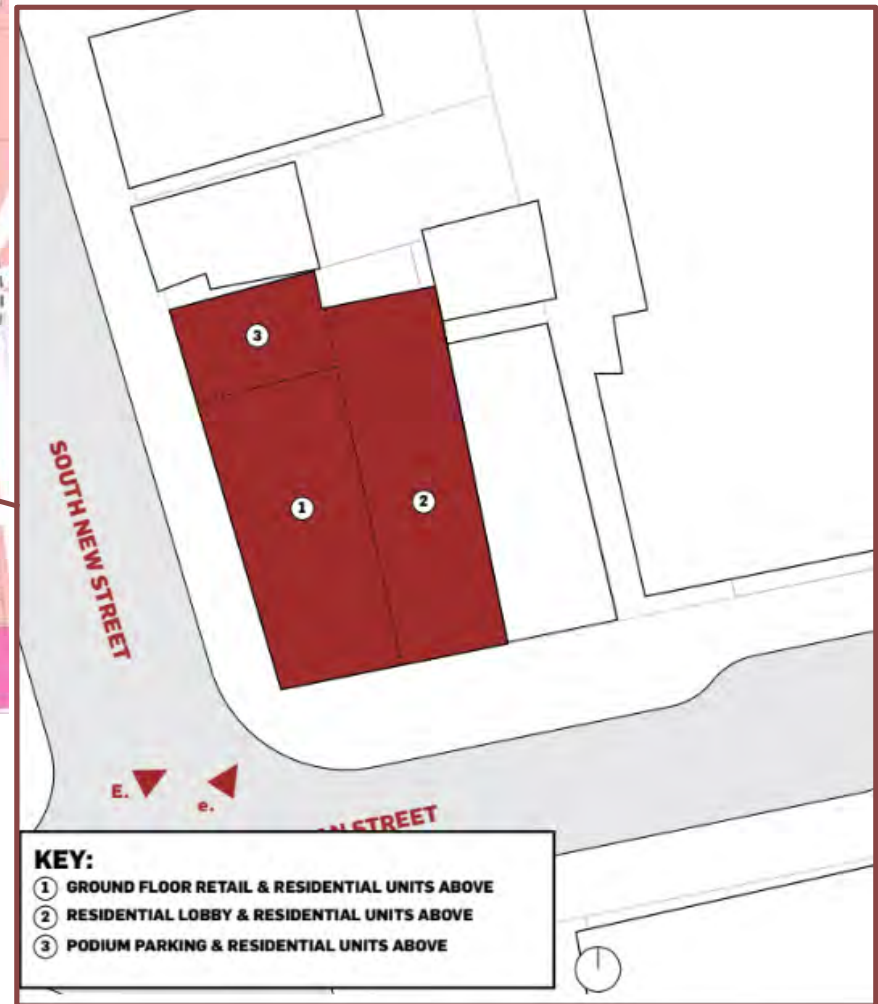


Lockerman Street Design Charrette

Existing Land Use



Legend
Study Area

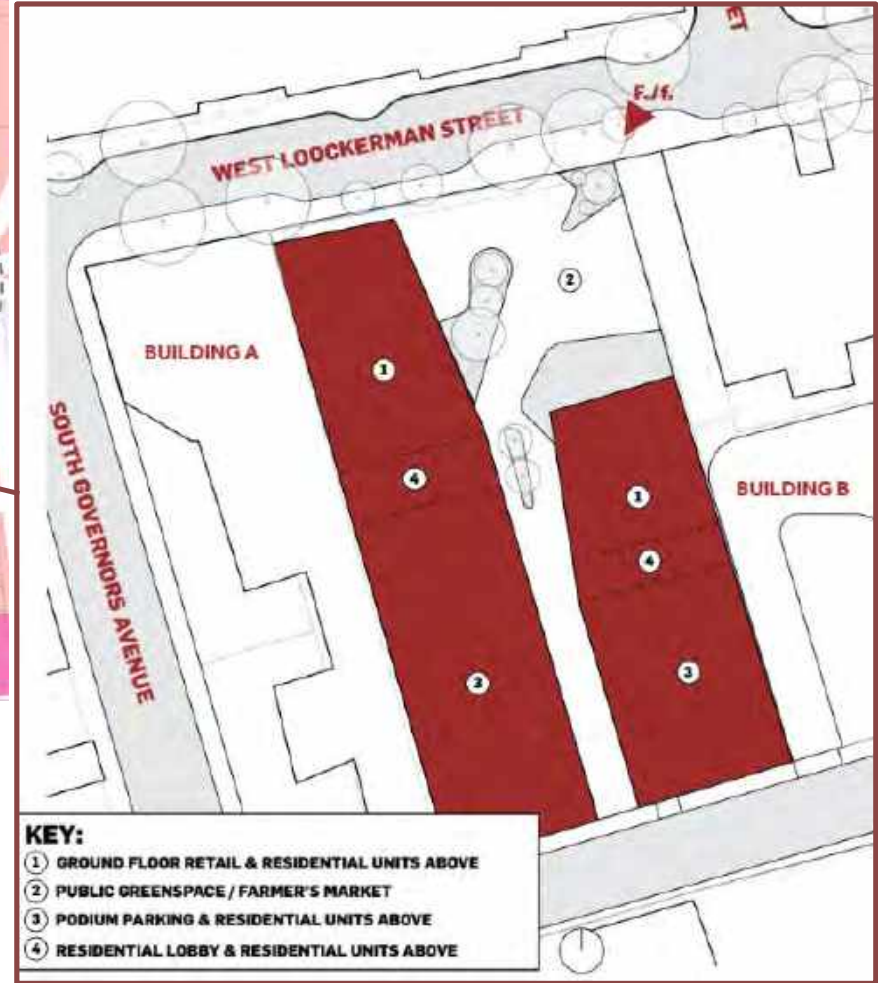


KEY:

- ① GROUND FLOOR RETAIL & RESIDENTIAL UNITS ABOVE
- ② RESIDENTIAL LOBBY & RESIDENTIAL UNITS ABOVE
- ③ PODIUM PARKING & RESIDENTIAL UNITS ABOVE

Lockerman Street Design Charrette

Existing Land Use



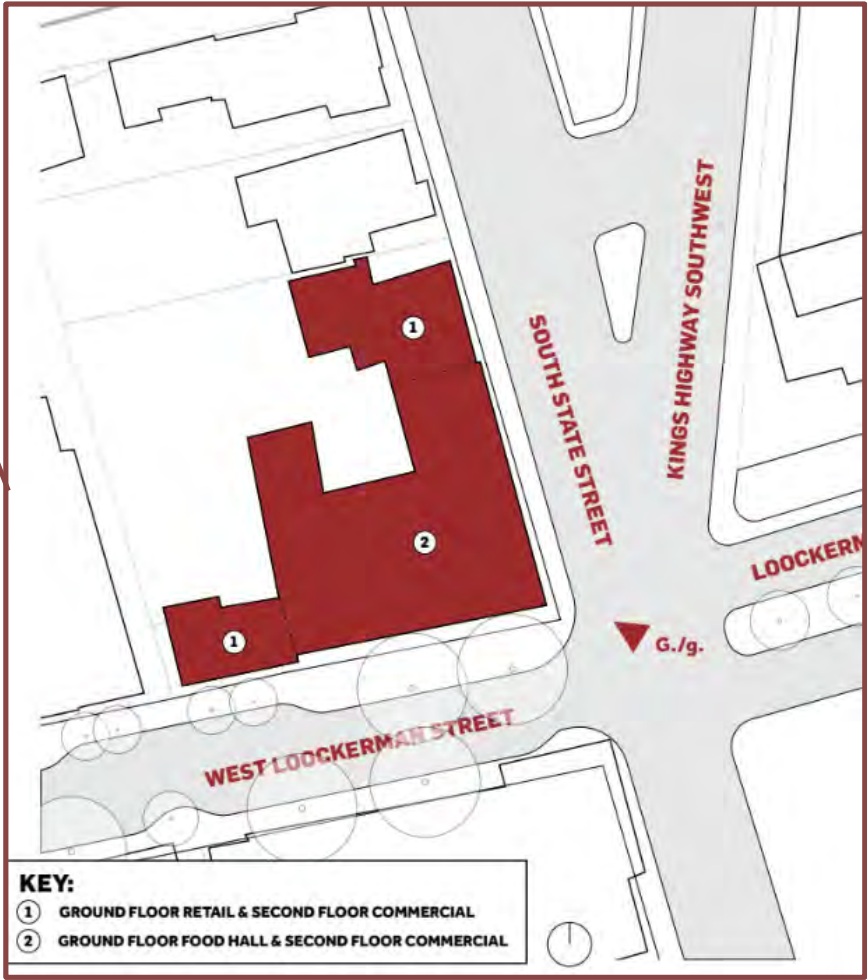
Lockerman Street Design Charrette

Existing Land Use

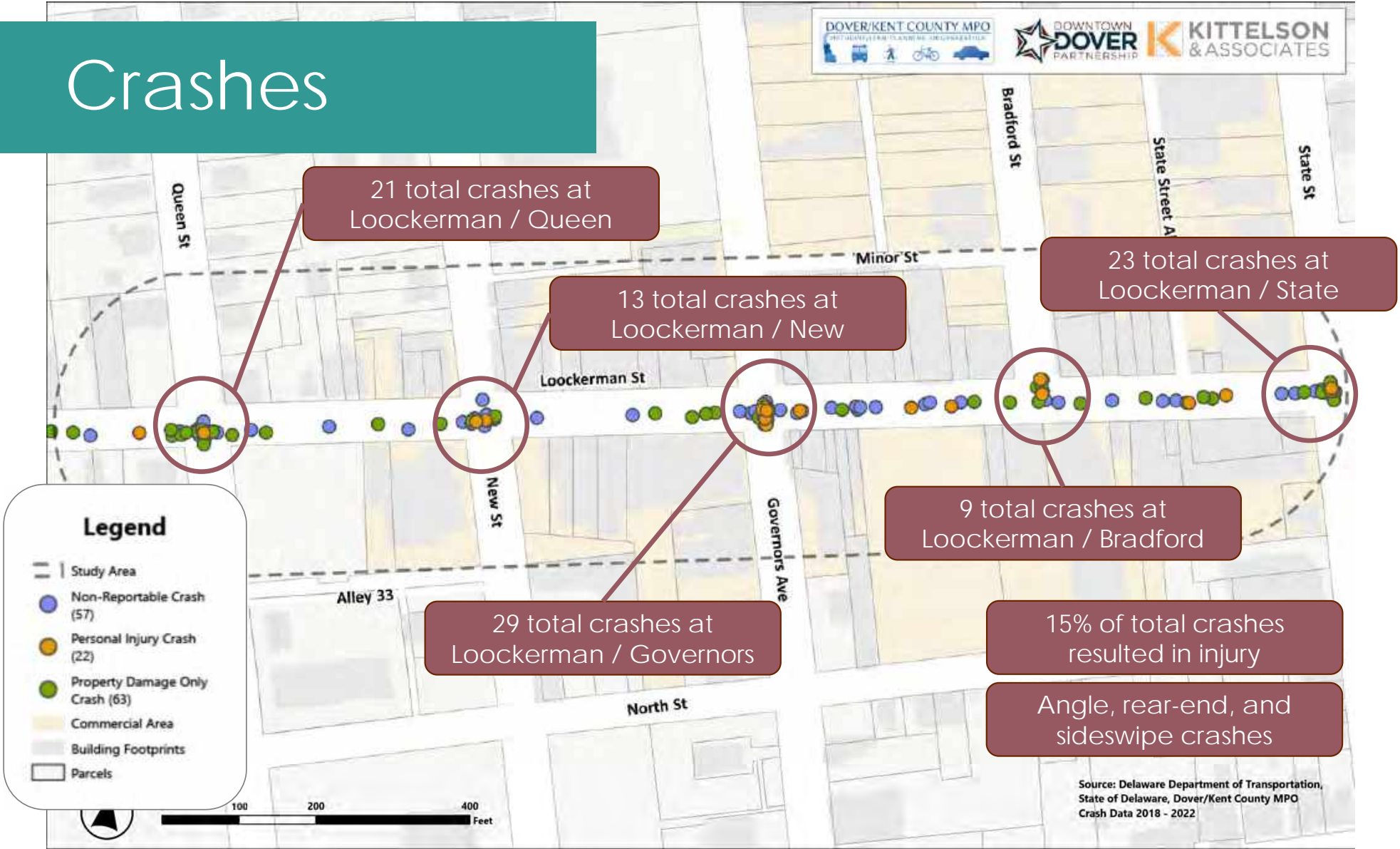


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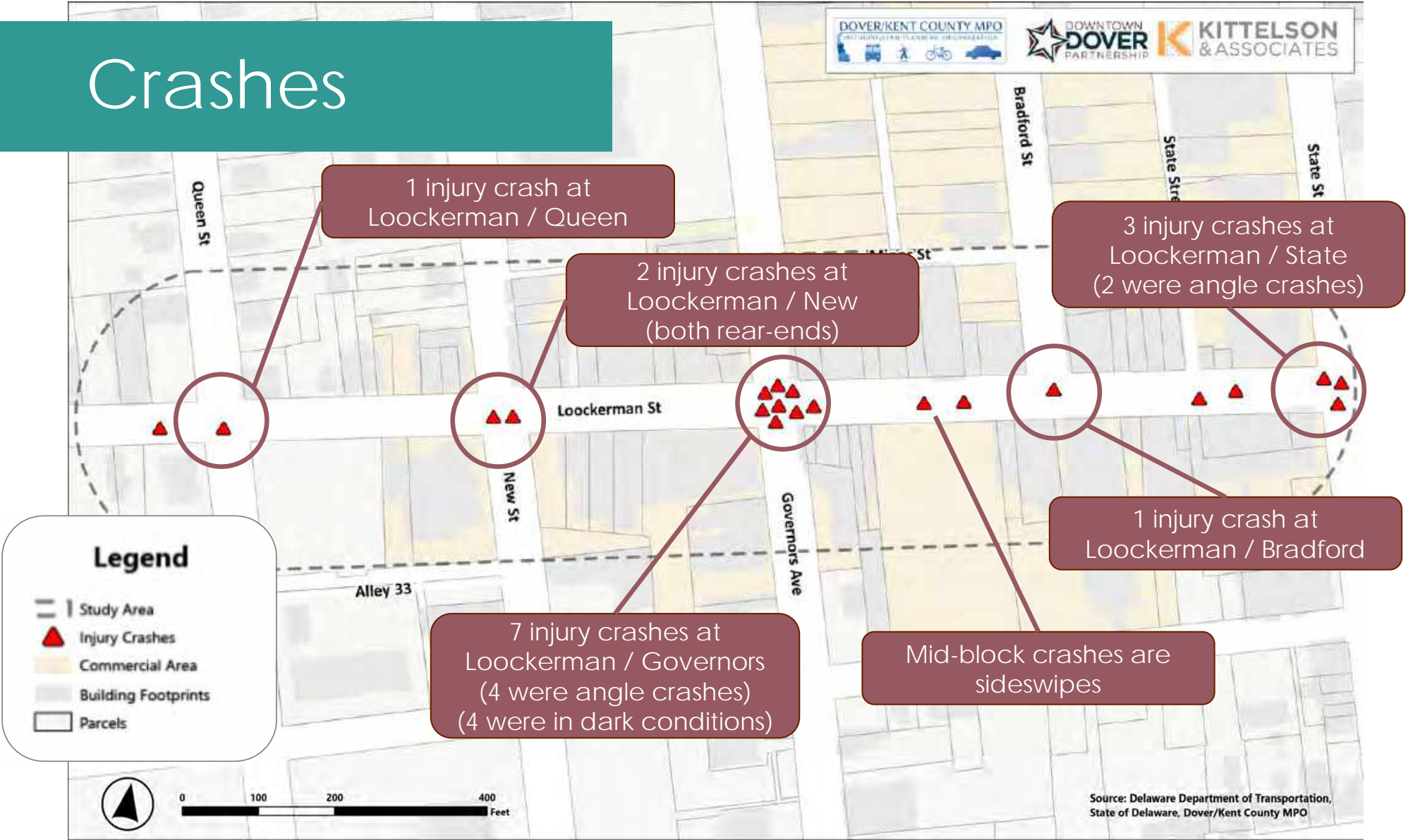
- Study Area
- Potential Developments
- Commercial
- Residential
- Public Space



Crashes



Crashes



1 injury crash at Lookerman / Queen

2 injury crashes at Lookerman / New (both rear-ends)

3 injury crashes at Lookerman / State (2 were angle crashes)

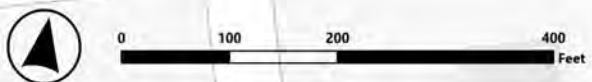
1 injury crash at Lookerman / Bradford

7 injury crashes at Lookerman / Governors (4 were angle crashes) (4 were in dark conditions)

Mid-block crashes are sideswipes

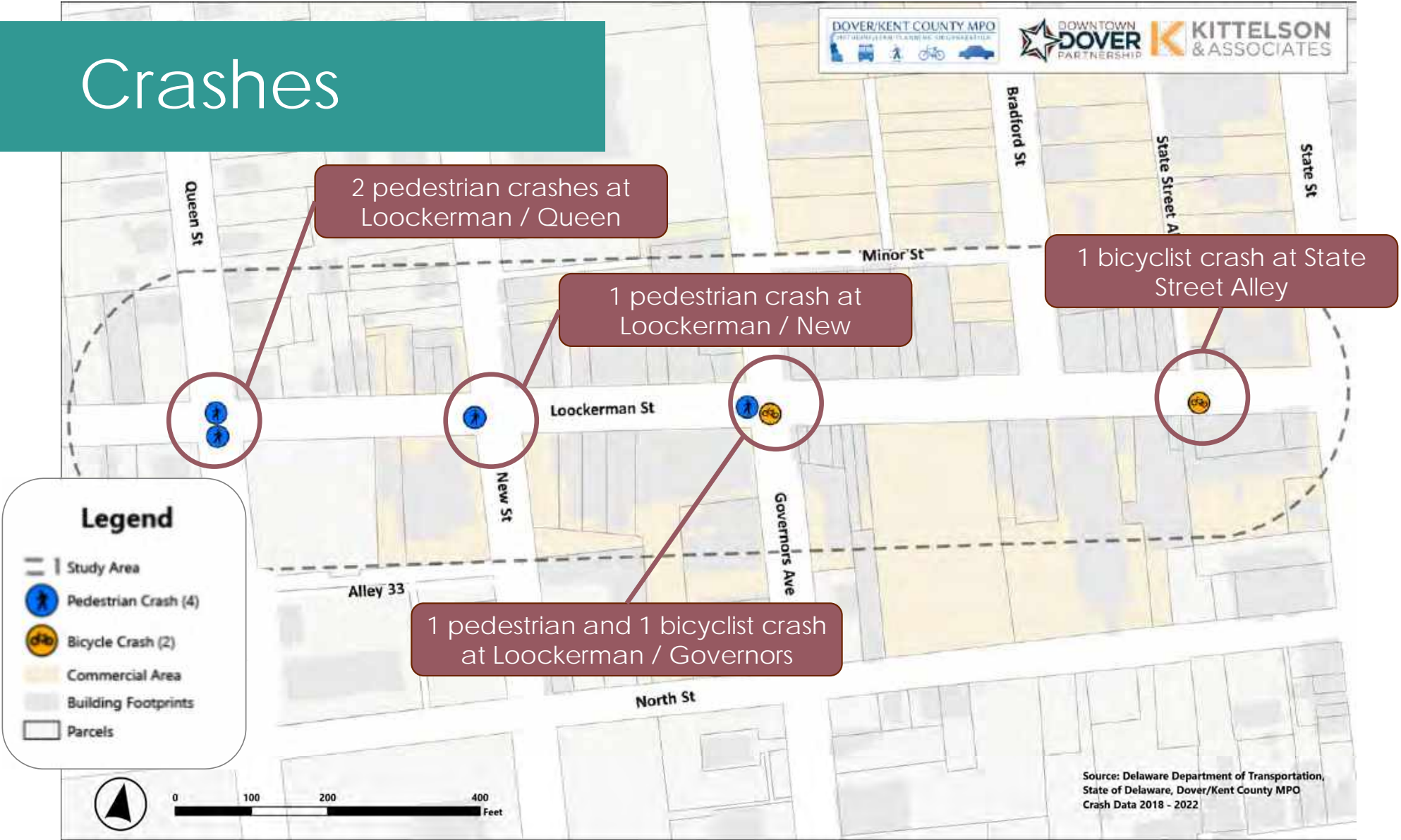
Legend

- Study Area
- Injury Crashes
- Commercial Area
- Building Footprints
- Parcels



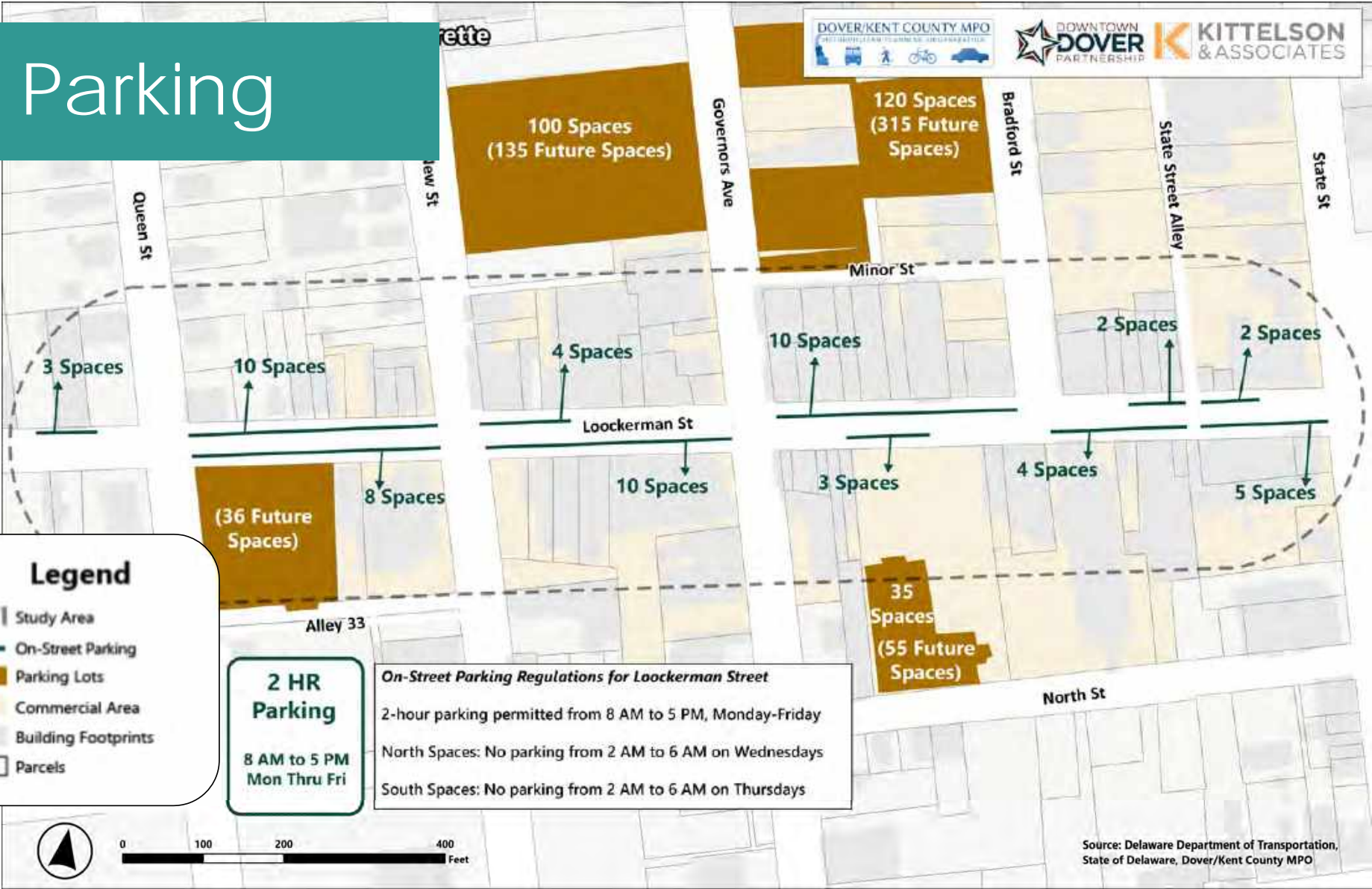
Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO

Crashes



Source: Delaware Department of Transportation,
State of Delaware, Dover/Kent County MPO
Crash Data 2018 - 2022

Parking

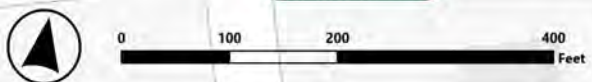


Legend

- Study Area
- On-Street Parking
- Parking Lots
- Commercial Area
- Building Footprints
- Parcels

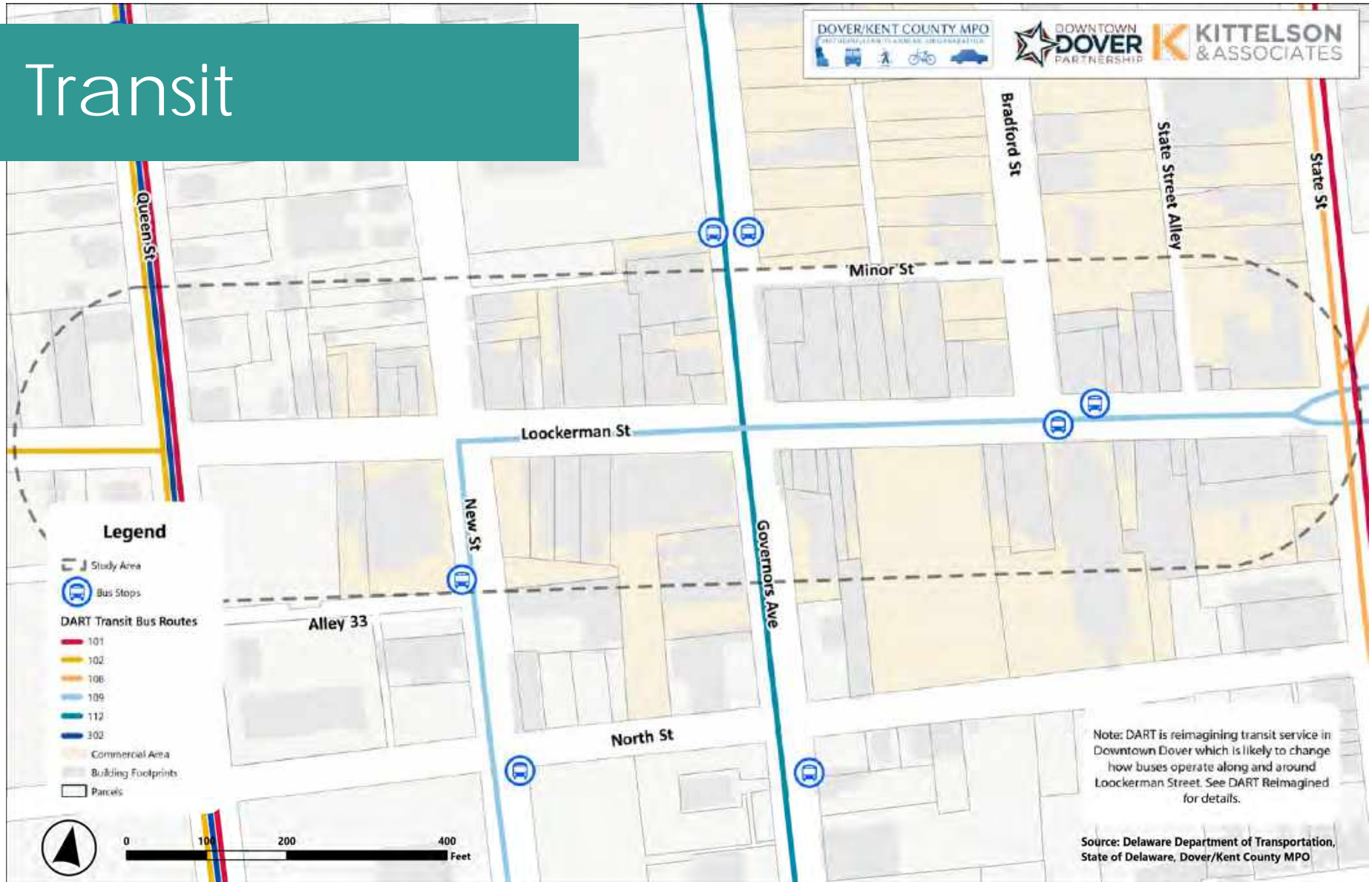
**2 HR
Parking**
8 AM to 5 PM
Mon Thru Fri

On-Street Parking Regulations for Lookerman Street
2-hour parking permitted from 8 AM to 5 PM, Monday-Friday
North Spaces: No parking from 2 AM to 6 AM on Wednesdays
South Spaces: No parking from 2 AM to 6 AM on Thursdays



Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO

Transit



Bradford St

State Street Alley

State St



The cover of the report features a dark blue background at the top with the title 'DART REIMAGINED' in white and green. Below the title is a stylized graphic of a mountain or hills in shades of blue, purple, and green. The main title is repeated in a larger font, and the subtitle 'Reshaping Transit Services to Meet the Needs of Today and Beyond' is written in a bold, sans-serif font. At the bottom, it says 'Final Report - 03.12.2024'. The cover is overlaid on a map of downtown Dover.

Reshaping Transit Services to Meet the Needs of Today and Beyond

Final Report - 03.12.2024

Note: DART is reimagining transit service in Downtown Dover which is likely to change how buses operate along and around Lockerman Street. See DART Reimagined for details.

Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO

Traffic Control



“Transforming Downtown Dover” Recommendations

January 2023



Master Plan Recommendations

A Pedestrian-Centered Business District

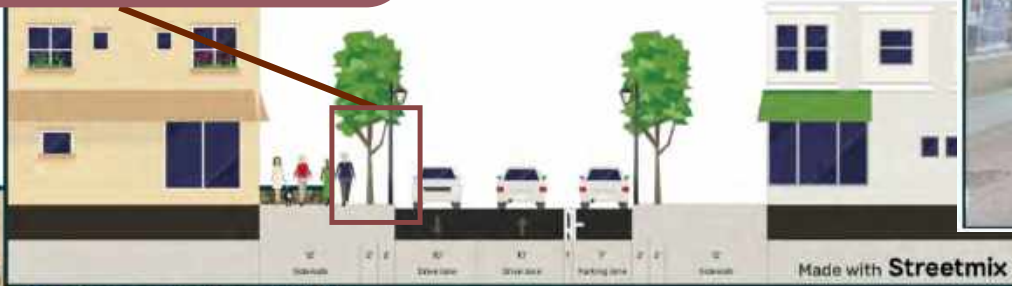
- Calm traffic
- Expand pedestrian realm
- Phase implementation
- Promote art
- Connect open space
- Preserve mature trees
- Increase pedestrian safety



Master Plan Recommendations

A Pedestrian-Centered Business District

Considered removing a parking lane



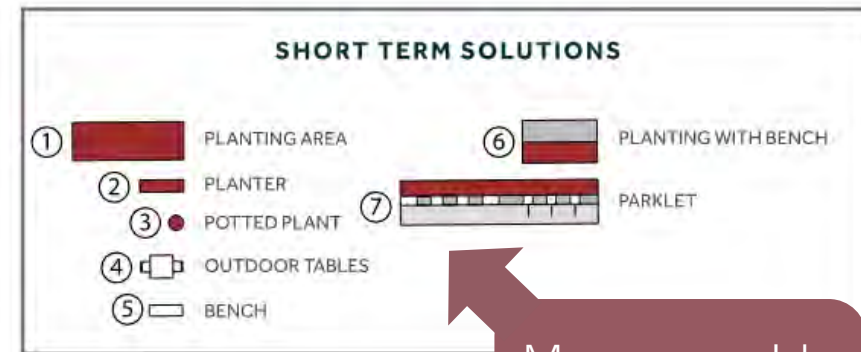
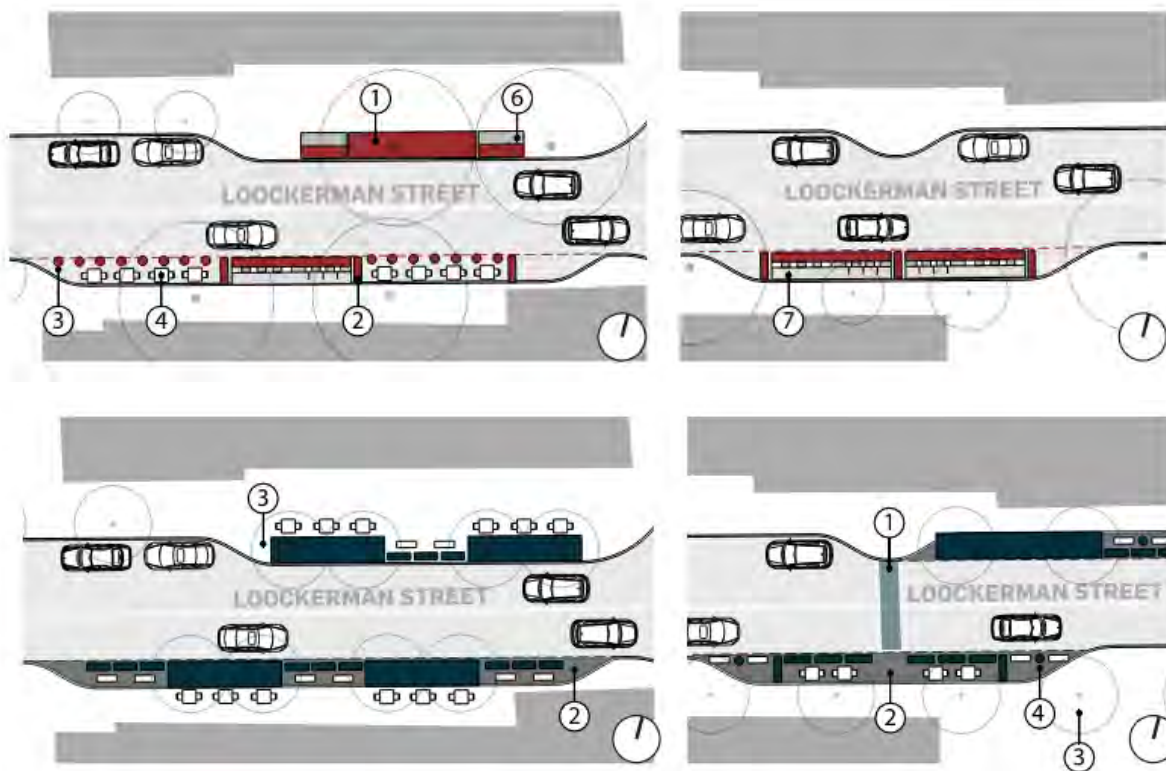
LOOCKERMAN TOMORROW

By removing one lane of parking and sharing travel lanes by 2 feet, Loockerman can have 12-foot sidewalks on both sides of the street and narrower travel lanes that encourage slower and safer vehicle travel through the pedestrian environment. In Capital City 2030, only 45 percent of public space is devoted to cars.

The wider sidewalk can be shared by pedestrians, wheelchair users, scooters, bikes and support recreation, shopping, dining, and tourism.

Master Plan Recommendations

A Pedestrian-Centered Business District



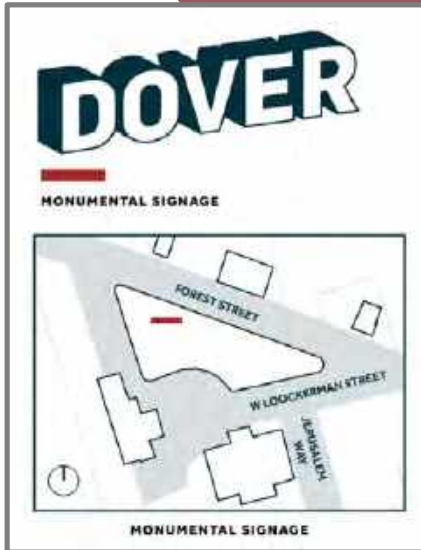
More movable / adaptable elements

More permanent curb elements

Master Plan Recommendations

A Pedestrian-Centered Business District

Downtown "gateway" at the beginning of Lookerman Street.



Wayfinding posts along Lookerman Street.

Summary



Key Takeaways & Potential Opportunities

- Street design changes can support local businesses and encourage redevelopment on Loockerman Street
- Zoning allows for redevelopment that will increase pedestrian activity
- Intersection improvements can address safety for all modes
- Future off-street parking spaces may allow for curbside parking to be repurposed
- The utility project creates opportunity for construction efficiencies

Please tell us more about...

Loockerman
Street

- Where are people coming and going from?
- What street elements make you feel uncomfortable?
- What street elements would draw you to Loockerman Street?
- Where should there be better visibility or better crossings?
- What street elements do you most value?

Field Walk



Lookerman Street Design Charrette



Stop at Forest Street fork

Stop at Governors Avenue

Stop at Bradford Street

Stop at State Street

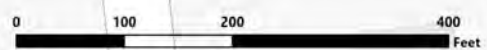
Start / end at The Hive

Stop at Lookerman Way Plaza

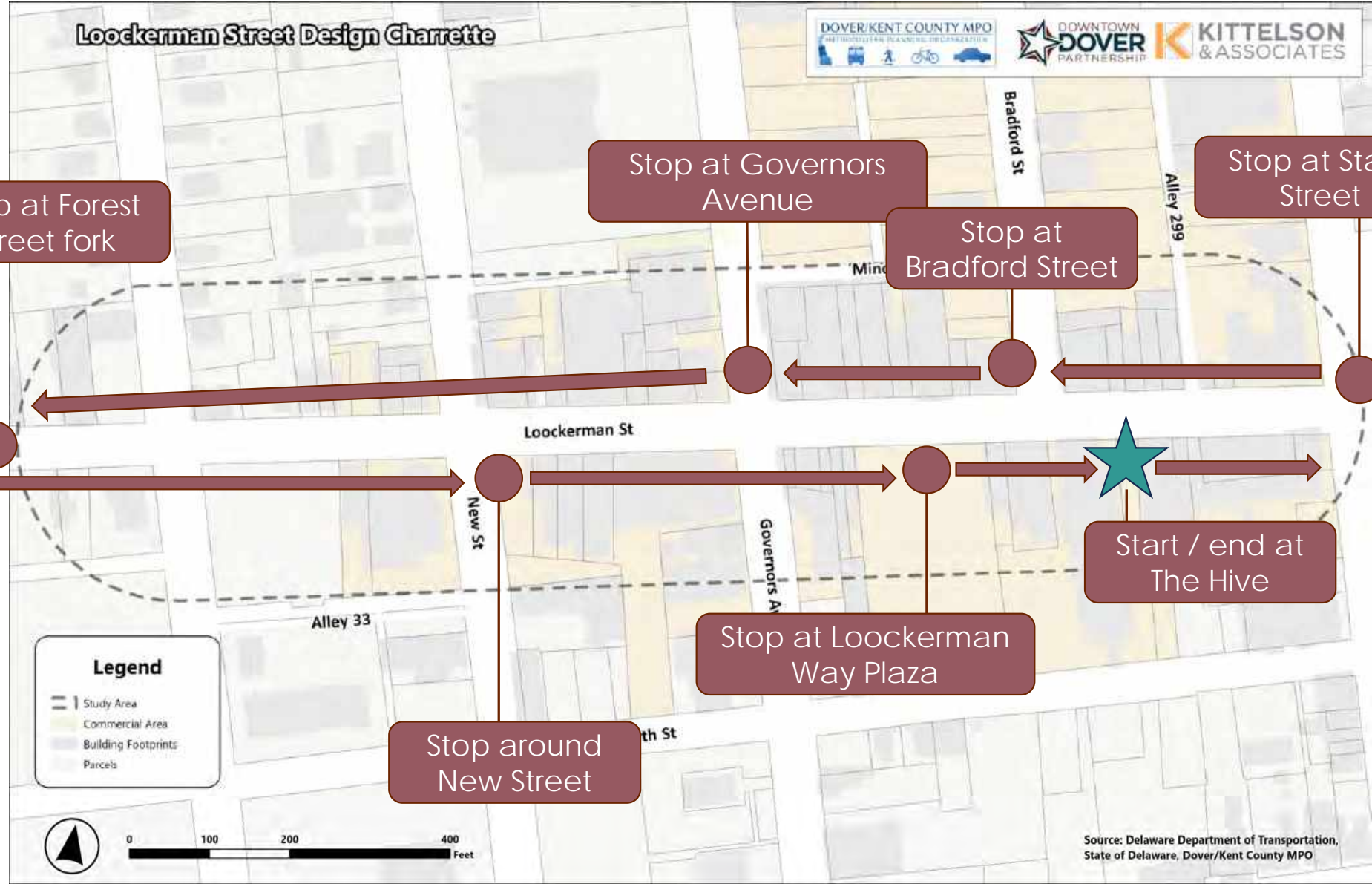
Stop around New Street

Legend

- Study Area
- Commercial Area
- Building Footprints
- Parcels



Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO



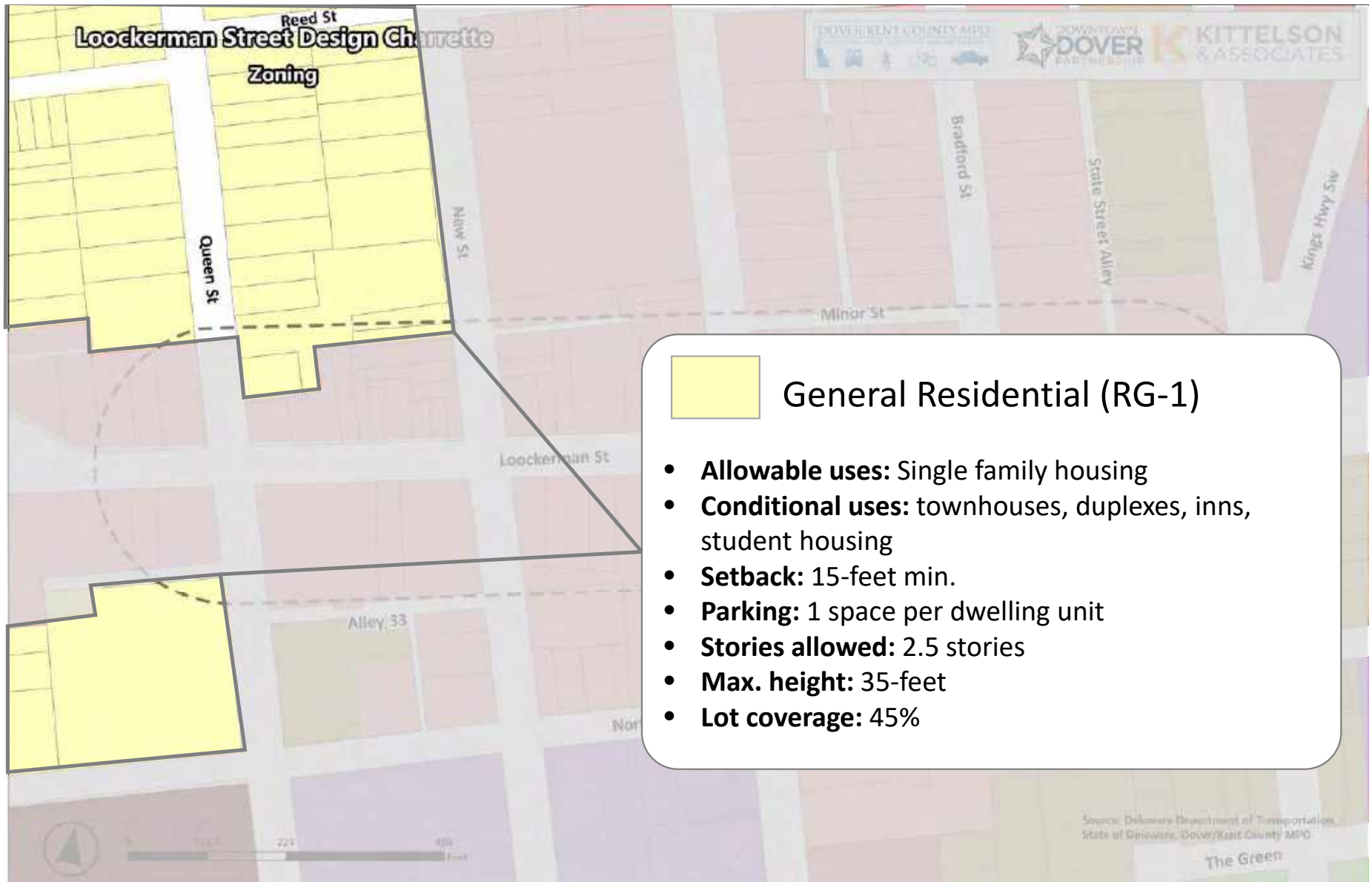
Contact Info



Tara Hofferth
(thofferth@kittelison.com)



Malcolm Jacob
(Malcolm.Jacob@doverkentmpo.org)



General Residential (RG-1)

- **Allowable uses:** Single family housing
- **Conditional uses:** townhouses, duplexes, inns, student housing
- **Setback:** 15-foot min.
- **Parking:** 1 space per dwelling unit
- **Stories allowed:** 2.5 stories
- **Max. height:** 35-feet
- **Lot coverage:** 45%

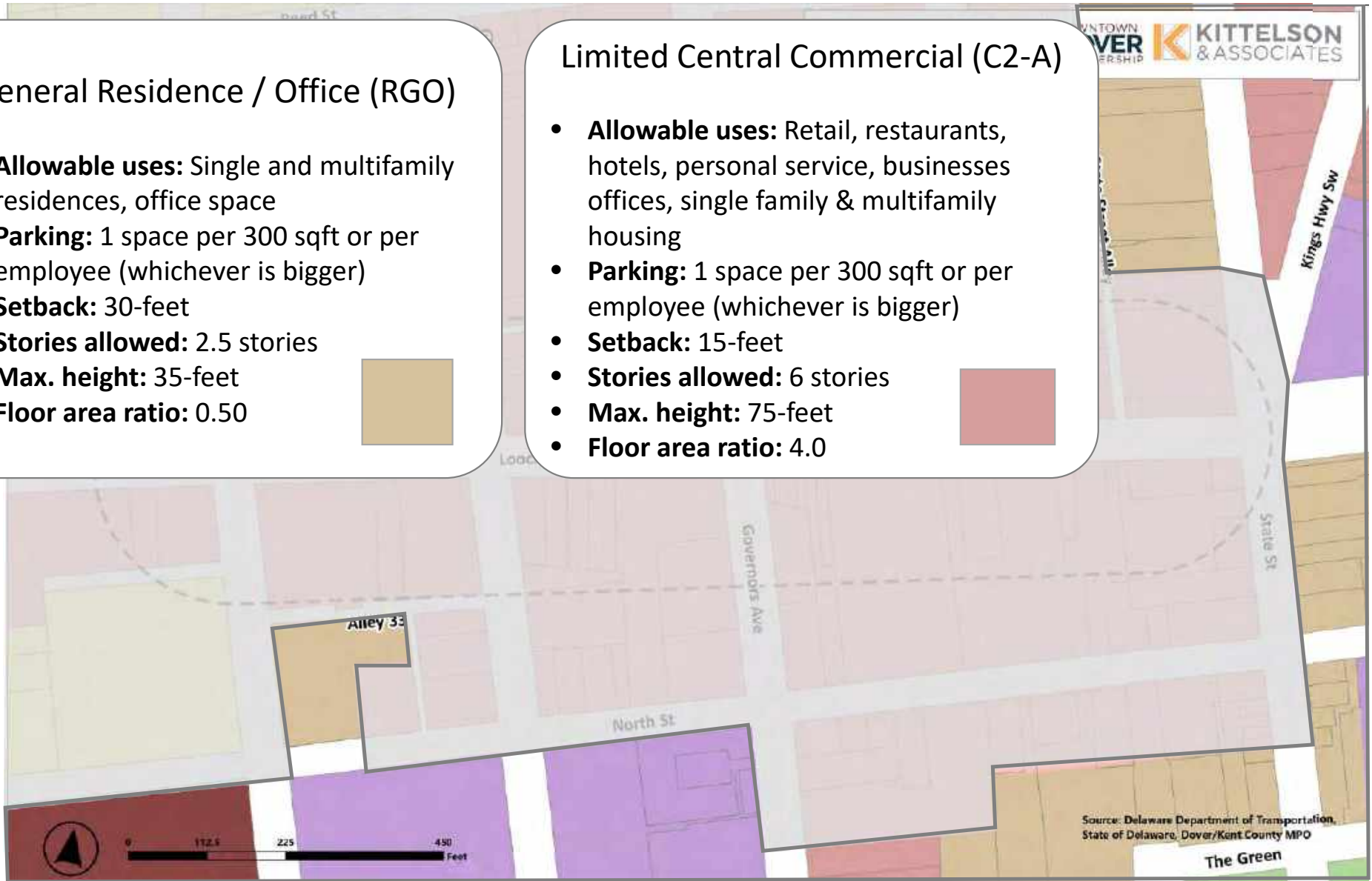
General Residence / Office (RGO)

- **Allowable uses:** Single and multifamily residences, office space
- **Parking:** 1 space per 300 sqft or per employee (whichever is bigger)
- **Setback:** 30-feet
- **Stories allowed:** 2.5 stories
- **Max. height:** 35-feet
- **Floor area ratio:** 0.50



Limited Central Commercial (C2-A)

- **Allowable uses:** Retail, restaurants, hotels, personal service, businesses offices, single family & multifamily housing
- **Parking:** 1 space per 300 sqft or per employee (whichever is bigger)
- **Setback:** 15-feet
- **Stories allowed:** 6 stories
- **Max. height:** 75-feet
- **Floor area ratio:** 4.0



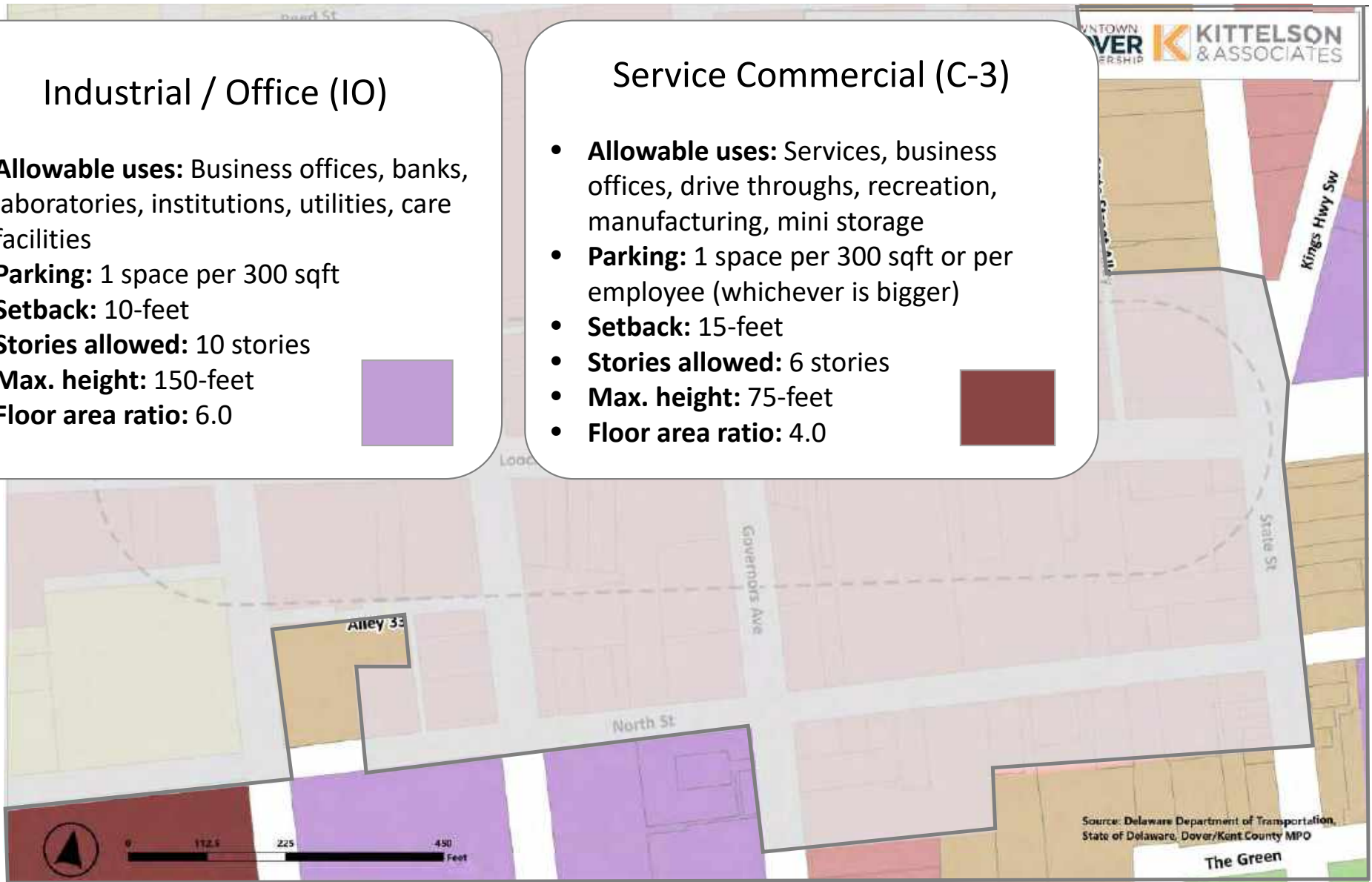
Industrial / Office (IO)

- **Allowable uses:** Business offices, banks, laboratories, institutions, utilities, care facilities
- **Parking:** 1 space per 300 sqft
- **Setback:** 10-feet
- **Stories allowed:** 10 stories
- **Max. height:** 150-feet
- **Floor area ratio:** 6.0



Service Commercial (C-3)

- **Allowable uses:** Services, business offices, drive throughs, recreation, manufacturing, mini storage
- **Parking:** 1 space per 300 sqft or per employee (whichever is bigger)
- **Setback:** 15-feet
- **Stories allowed:** 6 stories
- **Max. height:** 75-feet
- **Floor area ratio:** 4.0



Loockerman Street

Design Charrette

Monday, May 13 –

Wednesday, May 15, 2024

DAY 2:

Reimagining the Corridor



Introductions

Loockerman
Street

Name, affiliation (if any), & something that brings you to Loockerman Street (now or in the future!)

Charrette Orientation



What is a Design Charrette?

A series of collaborative meetings, activities, and discussions between residents, business owners, and others in the community to identify needs and brainstorm ideas for improving the street.

Loockerman Street Charrette Purpose

Loockerman
Street



Understand existing corridor conditions



Identify key issues and needs



Brainstorm alternatives for improvement



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Test ideas to develop a preferred concept

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Charrette Agenda

Loockerman
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Public
Event!

Charrette Agenda

Loockerman
Street

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Charrette Agenda

Loockerman
Street

DAY 3:
Bringing the
Corridor to Life



- 9:30 am Team Worksession
- 11:30 am Lunch & Open House
- 5:00 pm Open House & Presentation

Public Events!

Why change Loockerman Street?

Loockerman
Street

- The Transforming Downtown Dover Plan established a vision for redeveloping Loockerman Street
- A planned utility project provides an opportunity to redesign the street

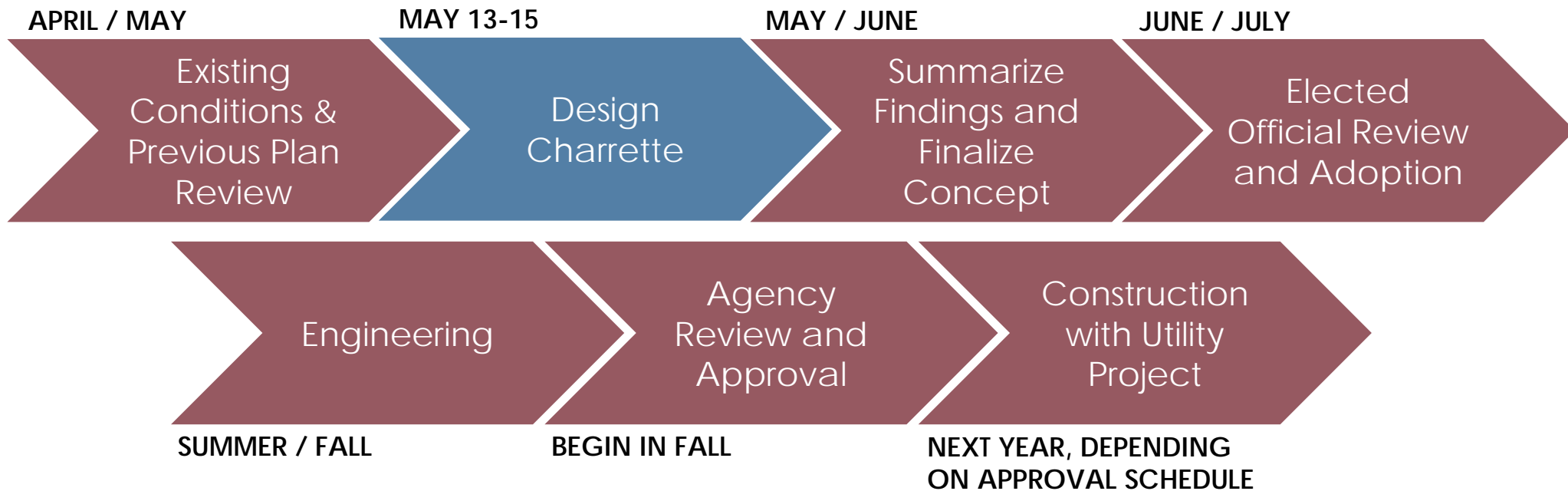


Street design changes can:

- Support existing local businesses
- Spur new development
- Tie together existing and planned land uses
- Address safety, comfort, and access

Study Schedule & Project Delivery

Loockerman
Street



Please tell us more about...

Loockerman
Street

- How are your patrons and employees currently getting to your business?
- How is the sidewalk and curbside space outside your business currently used?
- Does the street design pose any challenges in conducting business along Loockerman Street?

Please tell us more about...

Loockerman
Street

- How are people living and working in Downtown neighborhoods interacting with Loockerman Street?
- How is Loockerman Street viewed by the surrounding communities?
- How are trees, lighting, and art contributing to the sense of place along Loockerman?

Contact Info



Tara Hofferth
(thofferth@kittelison.com)



Malcolm Jacob
(Malcolm.Jacob@doverkentmpo.org)

Existing Conditions





Loockerman Today

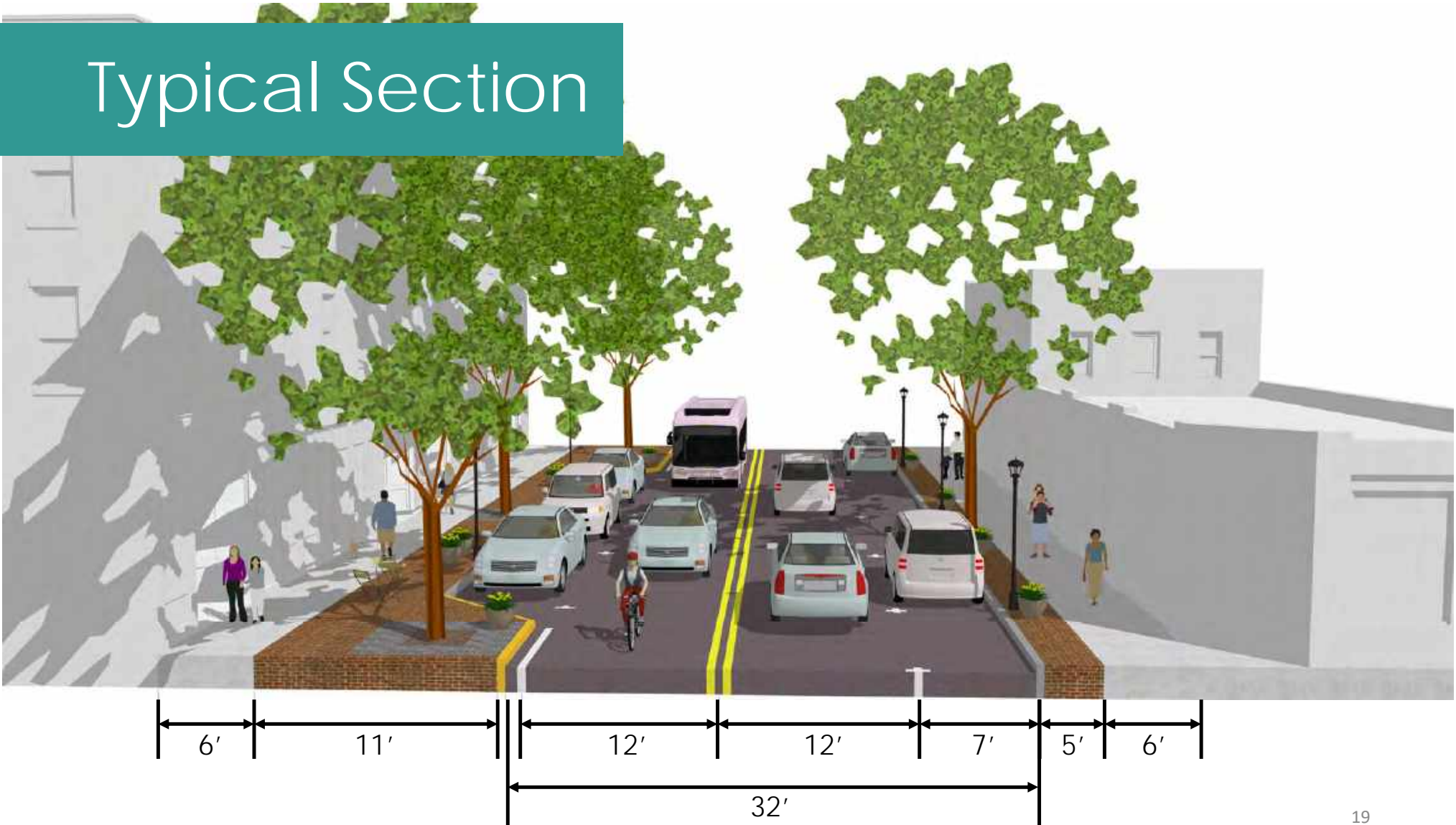


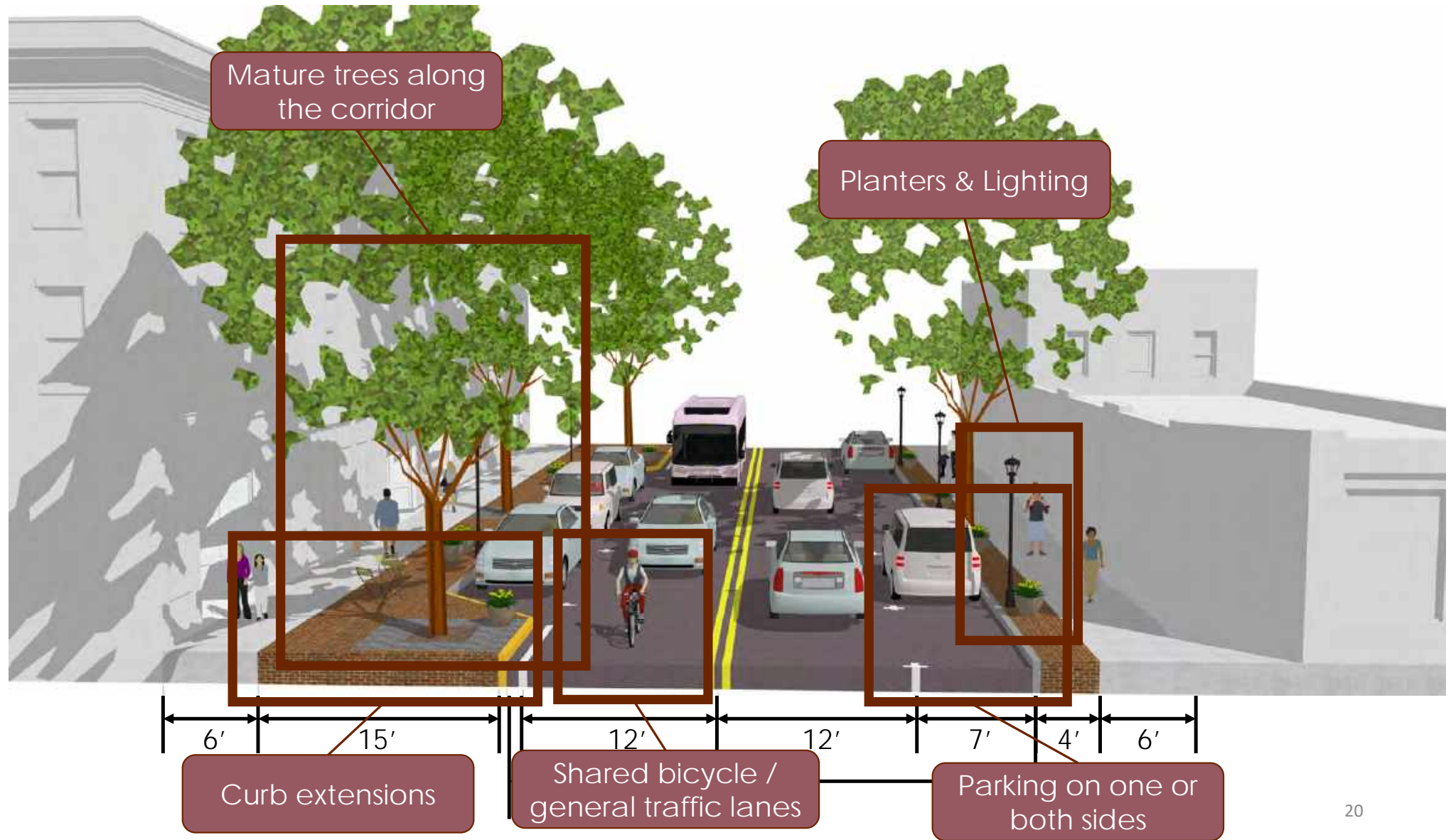
Loockerman Today



Loockerman Today

Typical Section





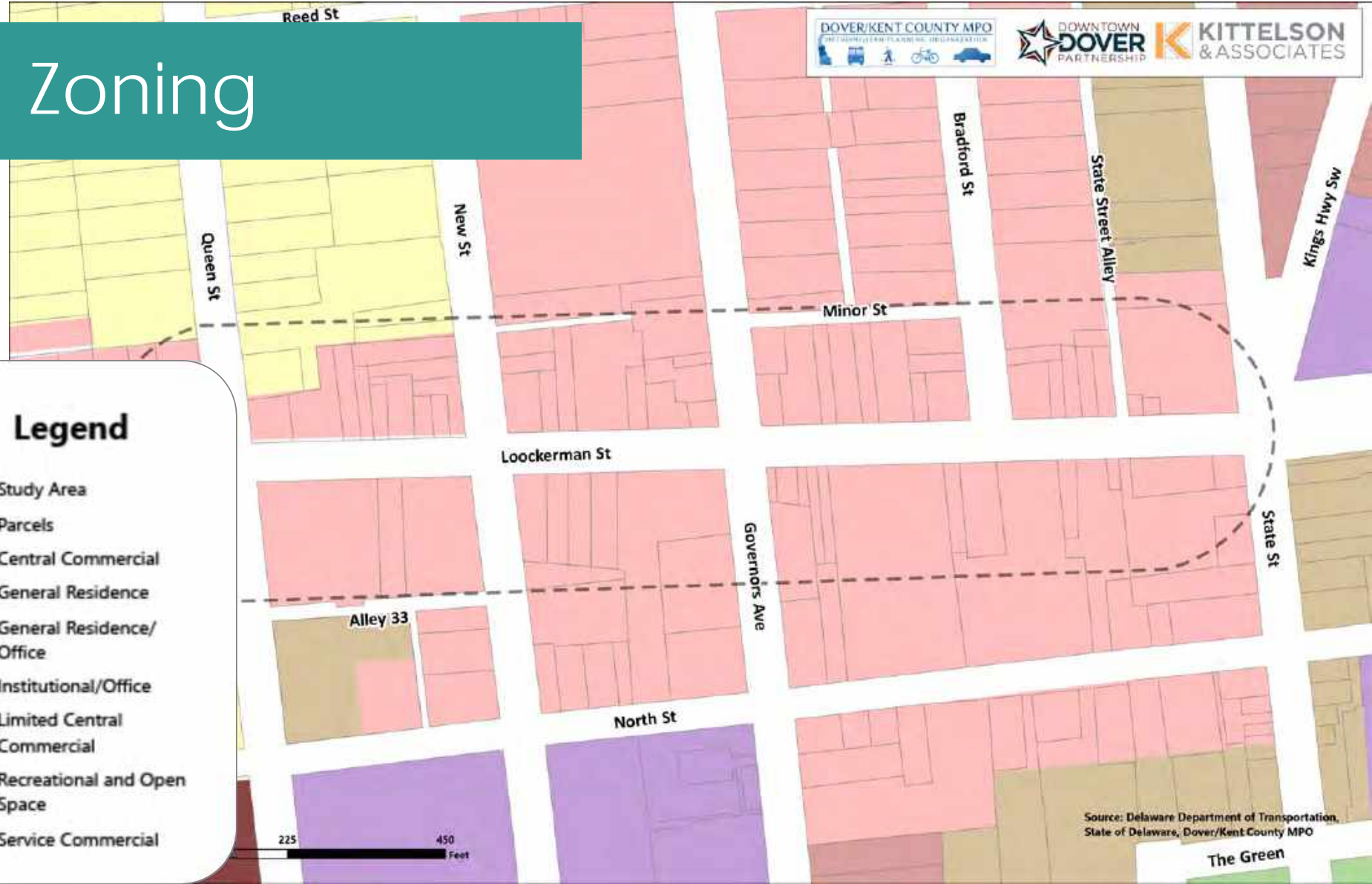
Zoning



- ### Legend
- Study Area
 - Parcels
 - Central Commercial
 - General Residence
 - General Residence/Office
 - Institutional/Office
 - Limited Central Commercial
 - Recreational and Open Space
 - Service Commercial

225 450 Feet

Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO



Redevelopment Sites



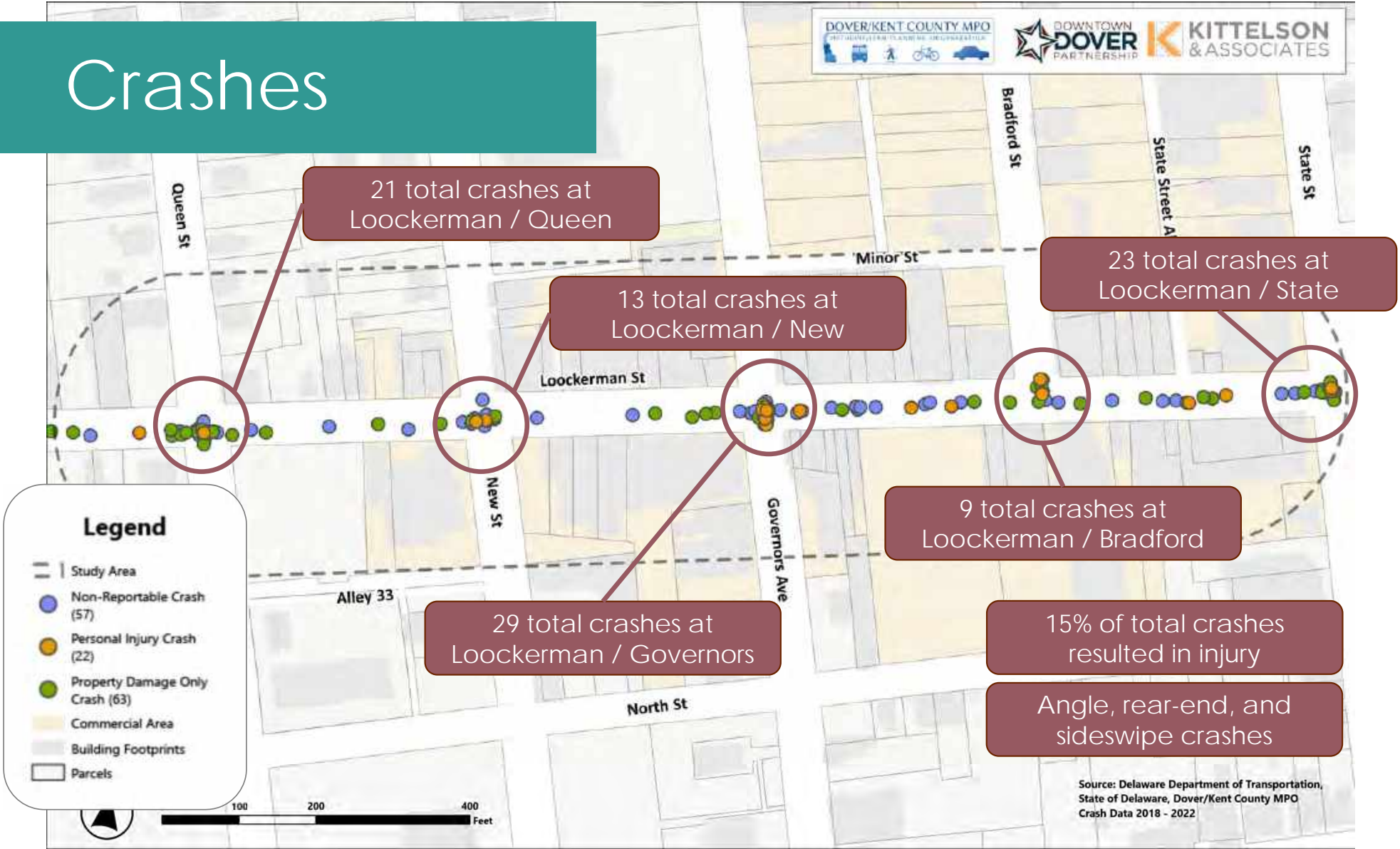
Legend

- Study Area
- Potential Developments
- Commercial
- Institutional/Governmental
- Mixed Use
- Recreational
- Residential
- Transportation/Utilities
- Parcels



Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO

Crashes



21 total crashes at Lookerman / Queen

13 total crashes at Lookerman / New

23 total crashes at Lookerman / State

9 total crashes at Lookerman / Bradford

29 total crashes at Lookerman / Governors

15% of total crashes resulted in injury

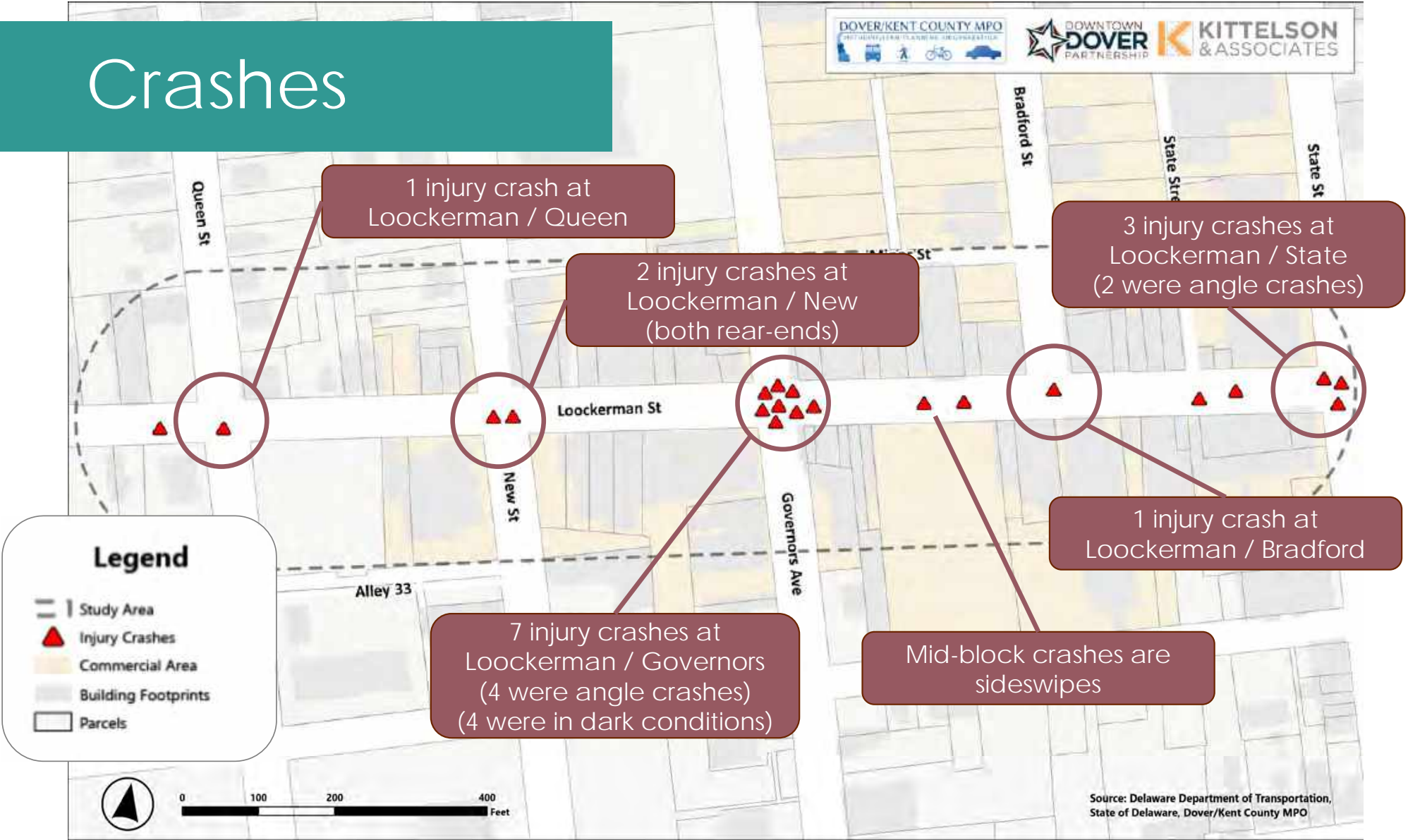
Angle, rear-end, and sideswipe crashes

Legend

- Study Area
- Non-Reportable Crash (57)
- Personal Injury Crash (22)
- Property Damage Only Crash (63)
- Commercial Area
- Building Footprints
- Parcels

Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO
 Crash Data 2018 - 2022

Crashes



1 injury crash at Lookerman / Queen

2 injury crashes at Lookerman / New (both rear-ends)

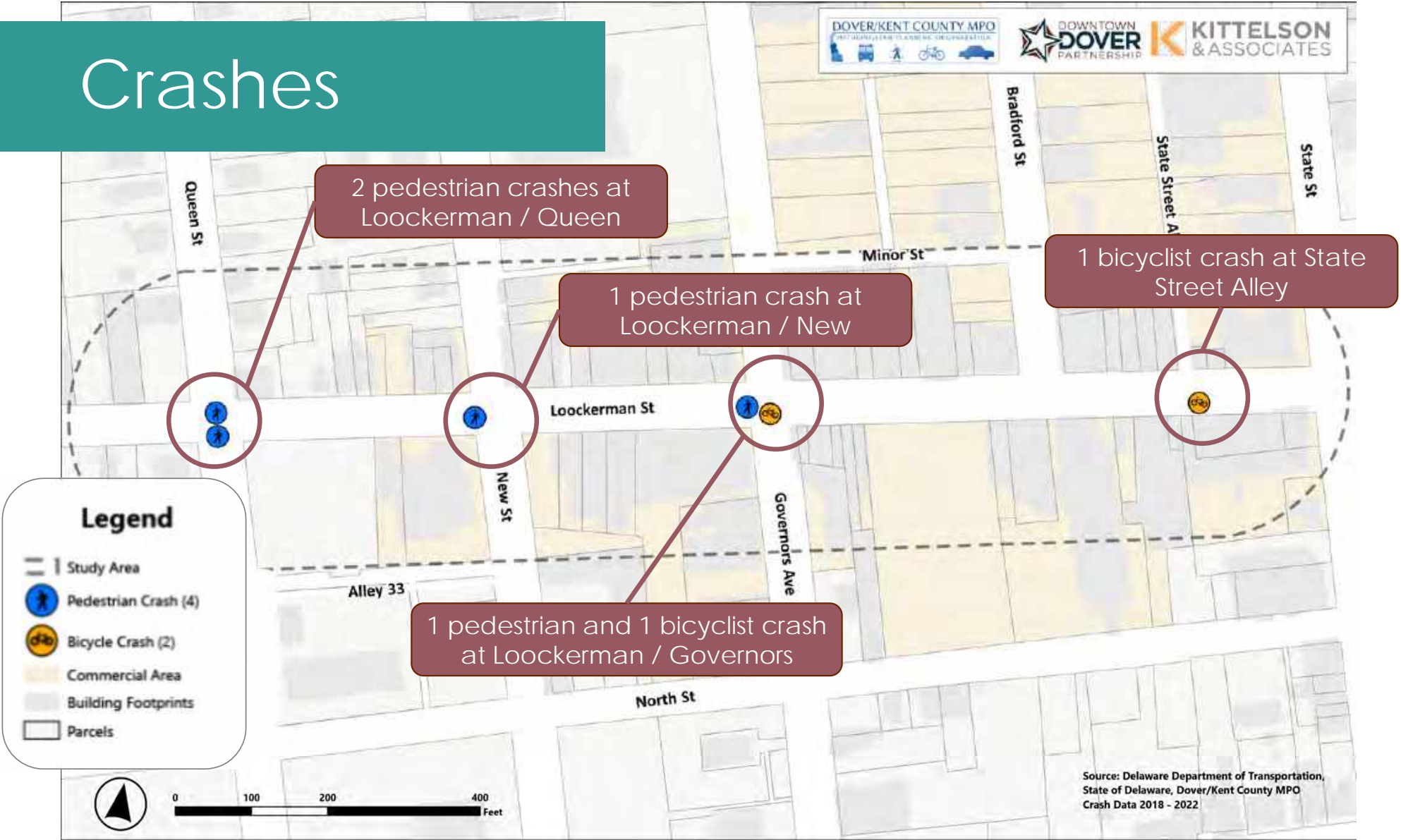
3 injury crashes at Lookerman / State (2 were angle crashes)

1 injury crash at Lookerman / Bradford

7 injury crashes at Lookerman / Governors (4 were angle crashes) (4 were in dark conditions)

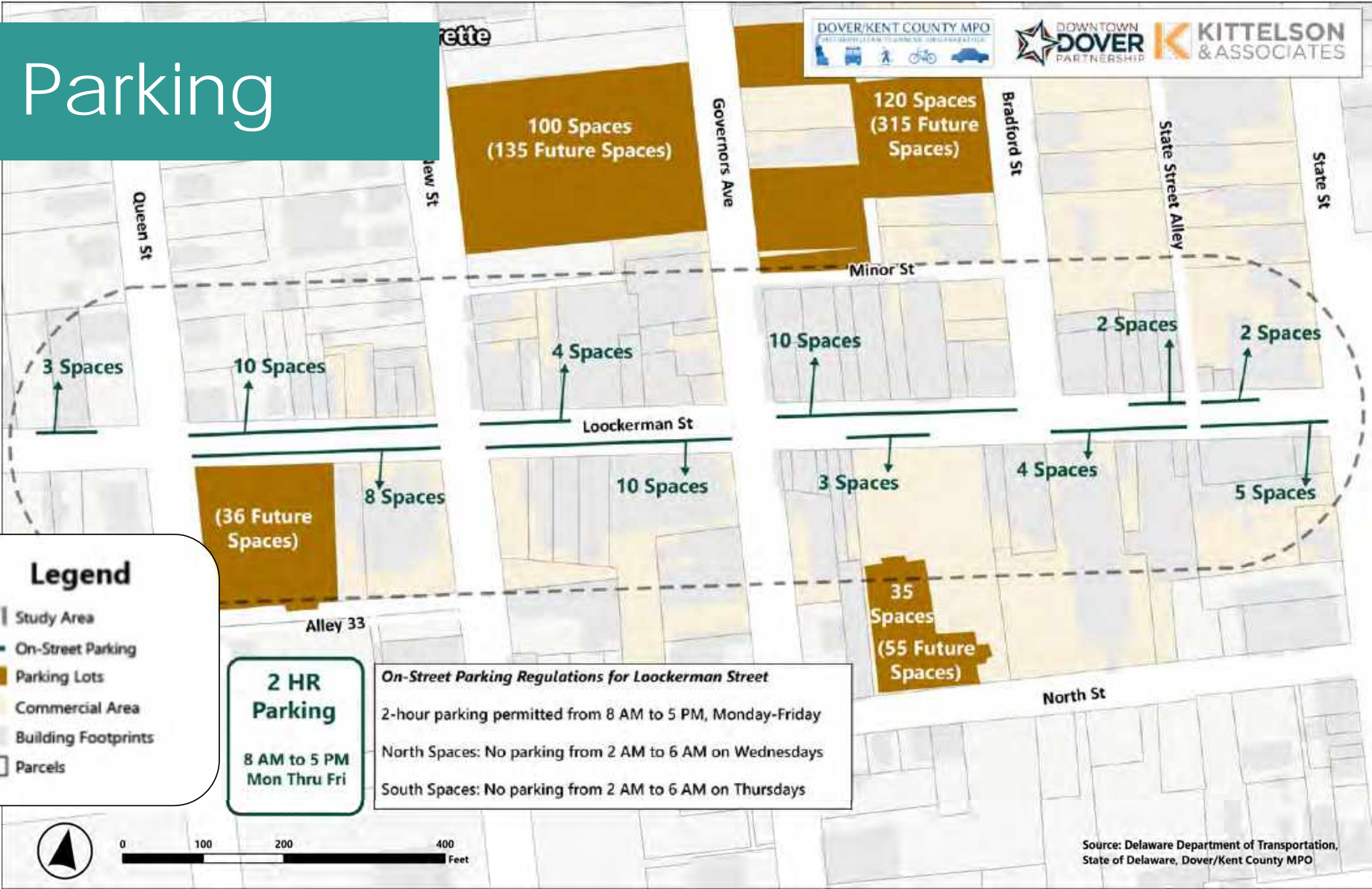
Mid-block crashes are sideswipes

Crashes



Source: Delaware Department of Transportation,
State of Delaware, Dover/Kent County MPO
Crash Data 2018 - 2022

Parking

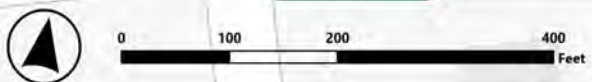


Legend

- Study Area
- On-Street Parking
- Parking Lots
- Commercial Area
- Building Footprints
- Parcels

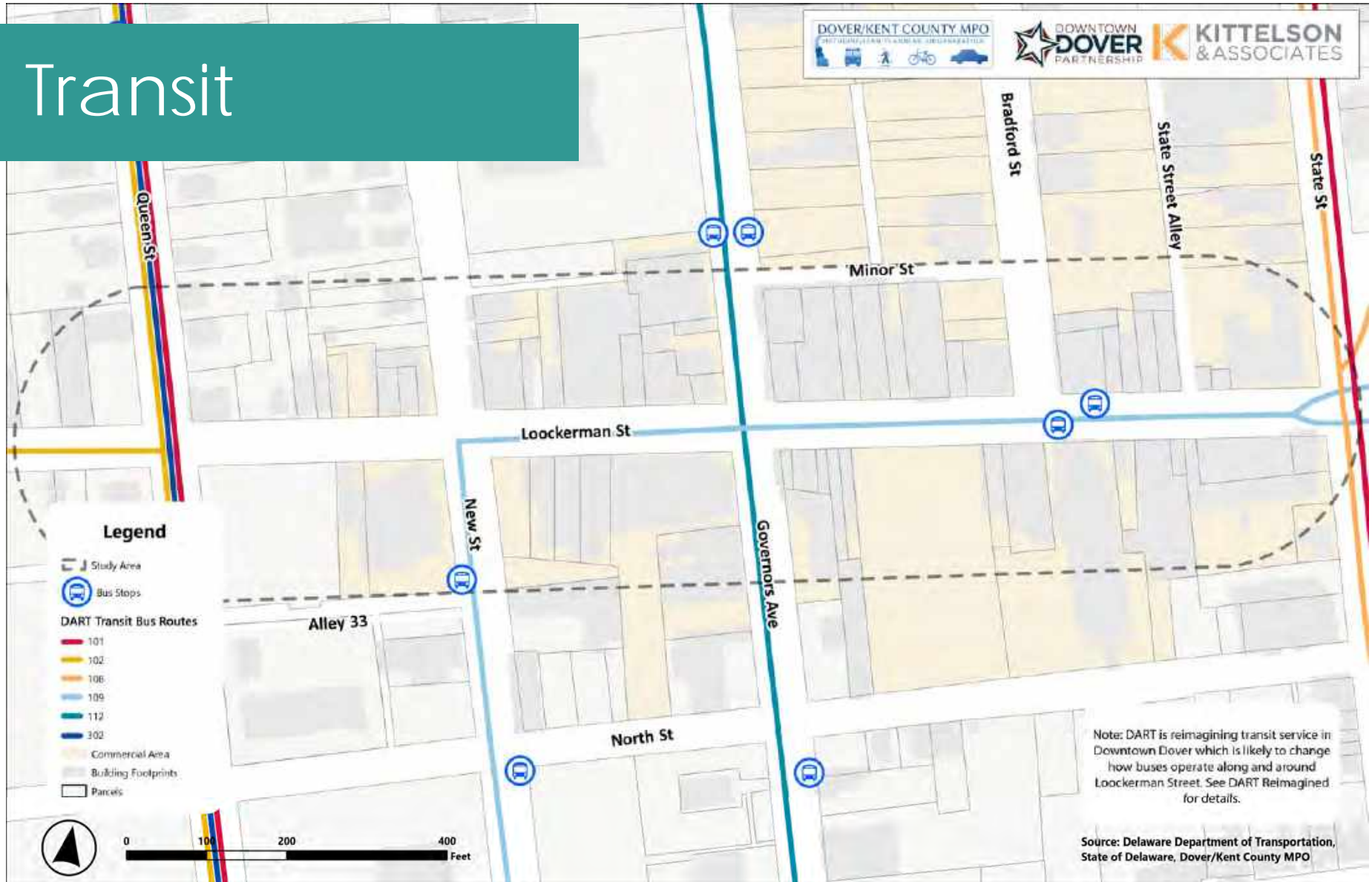
2 HR Parking
8 AM to 5 PM
Mon Thru Fri

On-Street Parking Regulations for Lookerman Street
2-hour parking permitted from 8 AM to 5 PM, Monday-Friday
North Spaces: No parking from 2 AM to 6 AM on Wednesdays
South Spaces: No parking from 2 AM to 6 AM on Thursdays



Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO

Transit



Bradford St

State Street Alley

State St

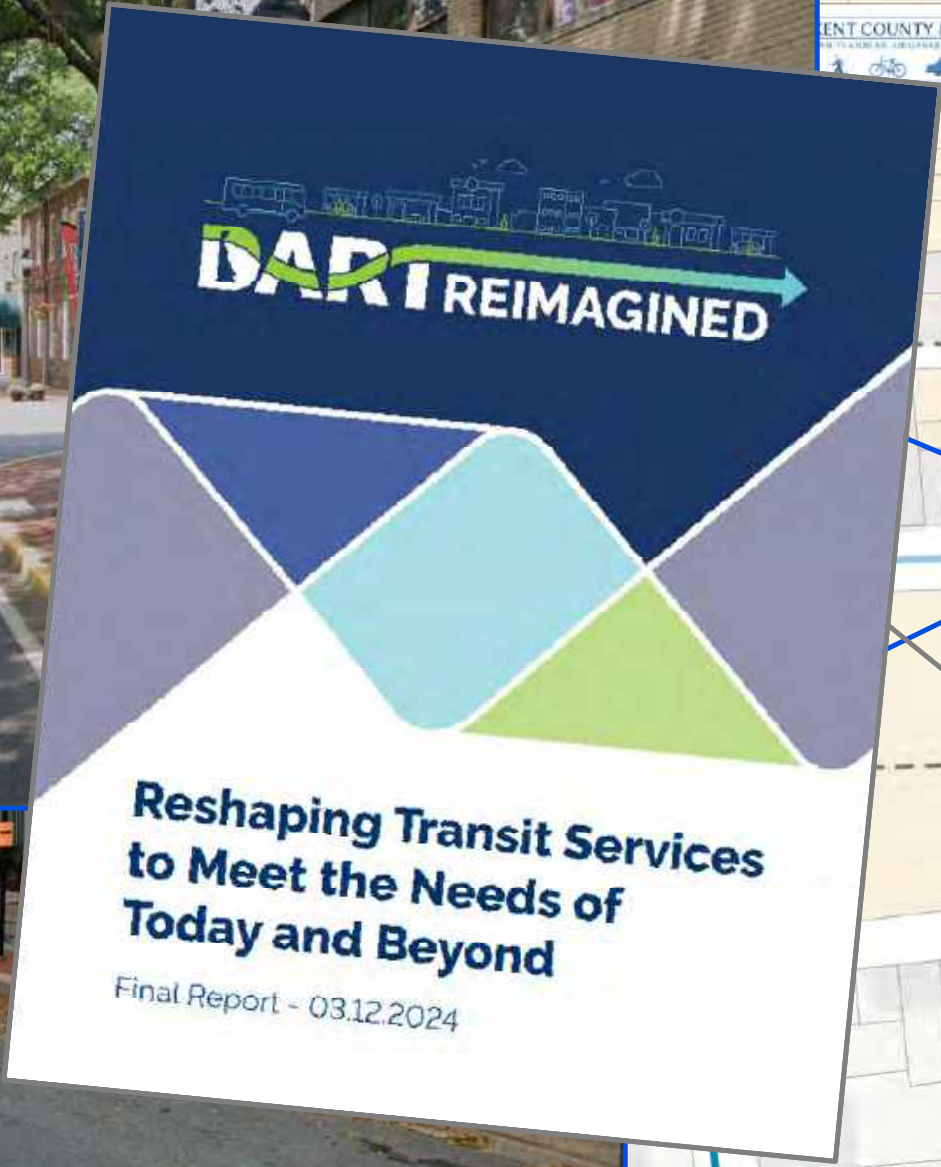
DART REIMAGINED

Reshaping Transit Services to Meet the Needs of Today and Beyond

Final Report - 03.12.2024

Note: DART is reimagining transit service in Downtown Dover which is likely to change how buses operate along and around Lockerman Street. See DART Reimagined for details.

Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO



Traffic Control



“Transforming Downtown Dover” Recommendations

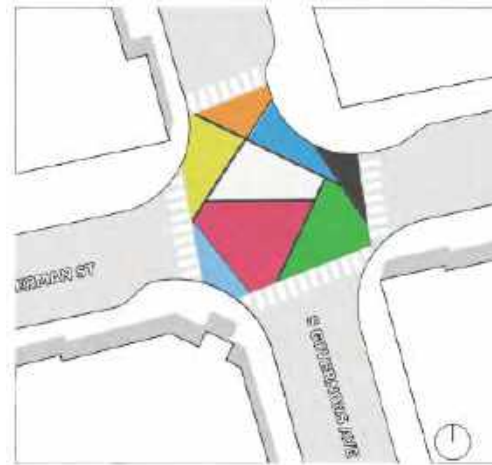
January 2023



Master Plan Recommendations

A Pedestrian-Centered Business District

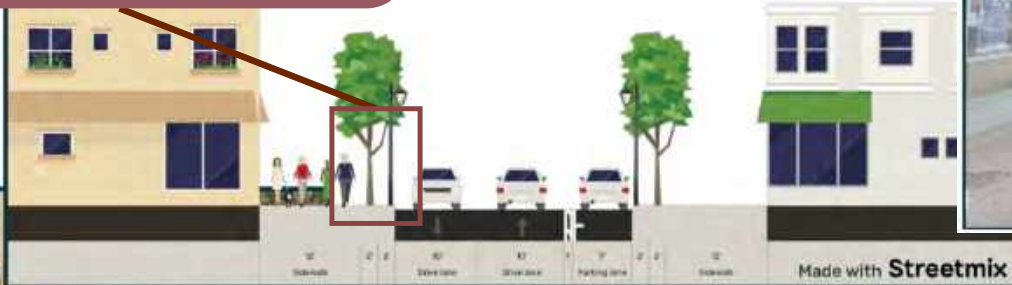
- Calm traffic
- Expand pedestrian realm
- Phase implementation
- Promote art
- Connect open space
- Preserve mature trees
- Increase pedestrian safety



Master Plan Recommendations

A Pedestrian-Centered Business District

Considered removing a parking lane



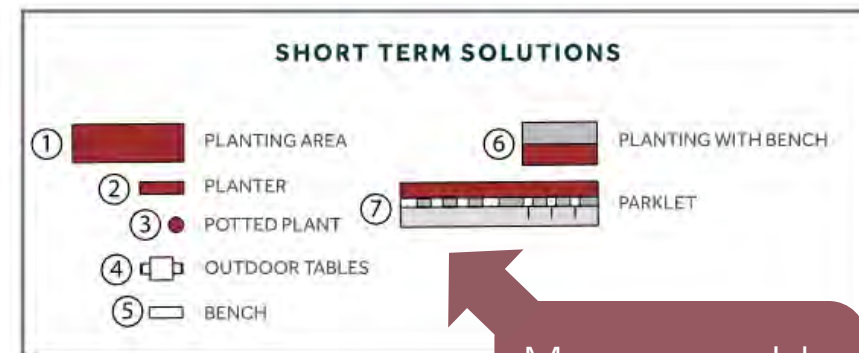
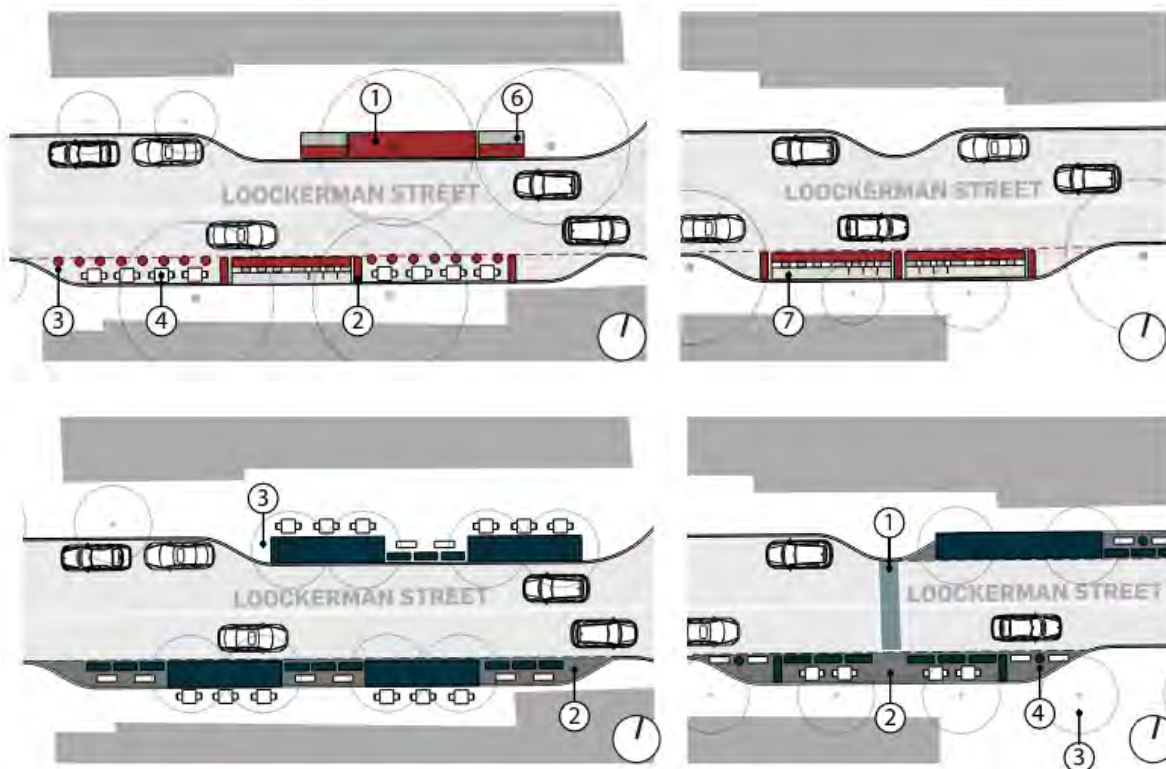
LOOCKERMAN TOMORROW

By removing one lane of parking and sharing travel lanes by 2 feet, Loockerman can have 12-foot sidewalks on both sides of the street and narrower travel lanes that encourage slower and safer vehicle travel through the pedestrian environment. In Capital City 2030, only 45 percent of public space is devoted to cars.

The wider sidewalk can be shared by pedestrians, wheelchair users, scooters, bikes and support recreation, shopping, dining, and tourism.

Master Plan Recommendations

A Pedestrian-Centered Business District



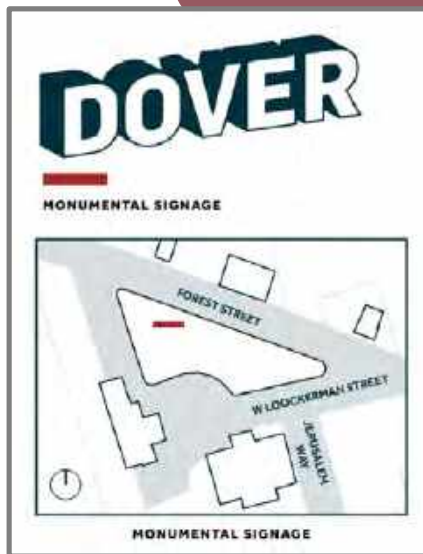
More movable / adaptable elements

More permanent curb elements

Master Plan Recommendations

A Pedestrian-Centered Business District

Downtown "gateway" at the beginning of Lookerman Street.



Wayfinding posts along Lookerman Street.

Summary





Field Walk



Field Walk



Field Walk



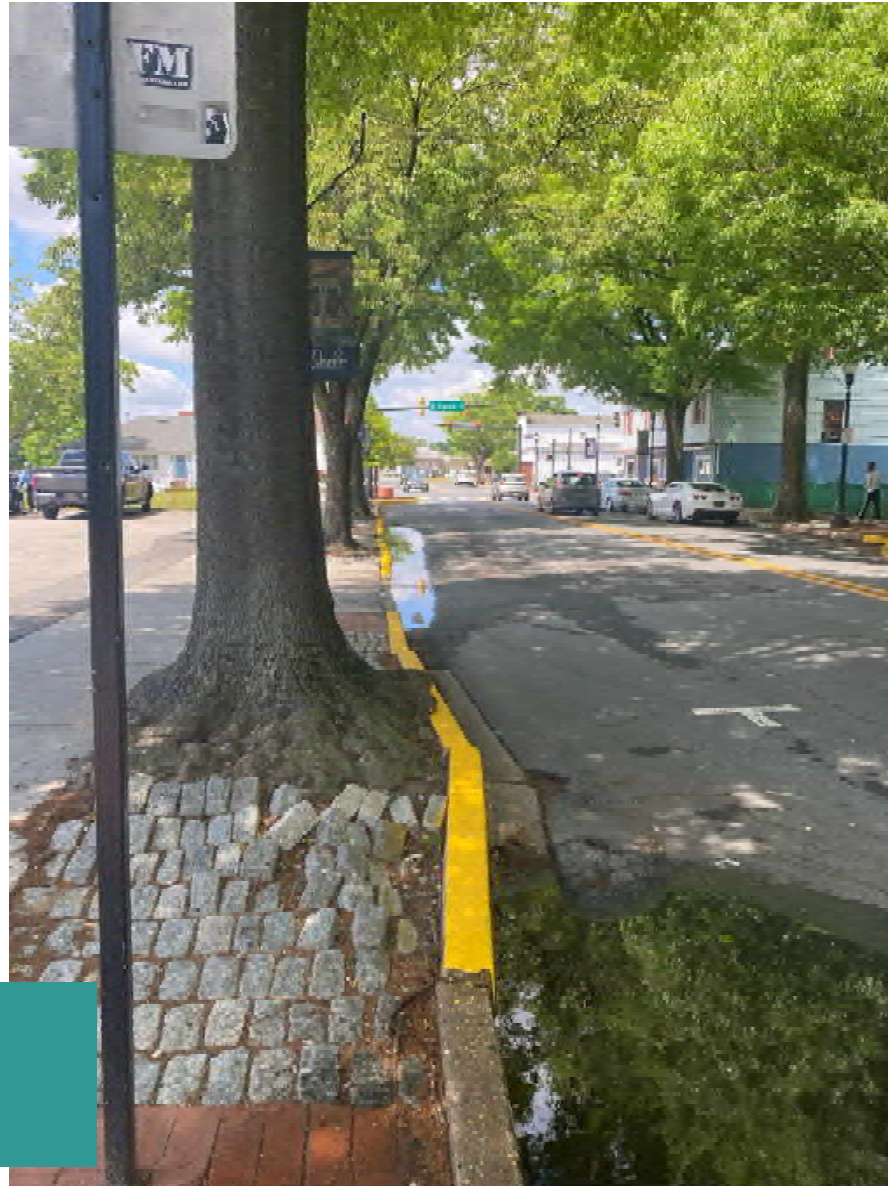
Field Walk



Field Walk



Field Walk



Field Walk



Field Walk



Field Walk



Field Walk



Field Walk

Key Takeaways & Potential Opportunities

Loockerman
Street

- Street design changes can support local businesses and encourage redevelopment on Loockerman Street
- Zoning allows for redevelopment that will increase pedestrian activity
- Intersection improvements can address safety for all modes
- Future off-street parking spaces may allow for curbside parking to be repurposed

Key Takeaways & Potential Opportunities

Loockerman
Street

- Sidewalk width
- Pedestrian crossings
- Tree health
- Parking
- Lighting
- Resilient street furniture

Please tell us more about...

Loockerman
Street

- Where are people coming and going from?
- What street elements make you feel uncomfortable?
- What street elements would draw you to Loockerman Street?
- Where should there be better visibility or better crossings?
- What street elements do you most value?

Please tell us more about...

- Are the sidewalks currently wide enough?
 - For walking?
 - For dining and shopping?
- Would sidewalks be wide enough with twice as many people walking downtown?
- Thinking about the limited space and history / charm of the corridor, how do you value widening sidewalks vs. preserving trees?





Central Commercial (C-2)

- **Allowable uses:** Retail, restaurants, hotels, galleries, banks, personal service, businesses offices, multifamily housing
- **Parking:** No off-street parking requirements
- **Setback:** No minimum
- **Stories allowed:** 10 stories
- **Max. height:** 125-feet
- **Floor area ratio:** 5.0

+ Historic Overlay

- Architectural review required
- New construction to scale of adjacent buildings
- Larger-scale structures are discouraged along Lookerman Street

Bradford St

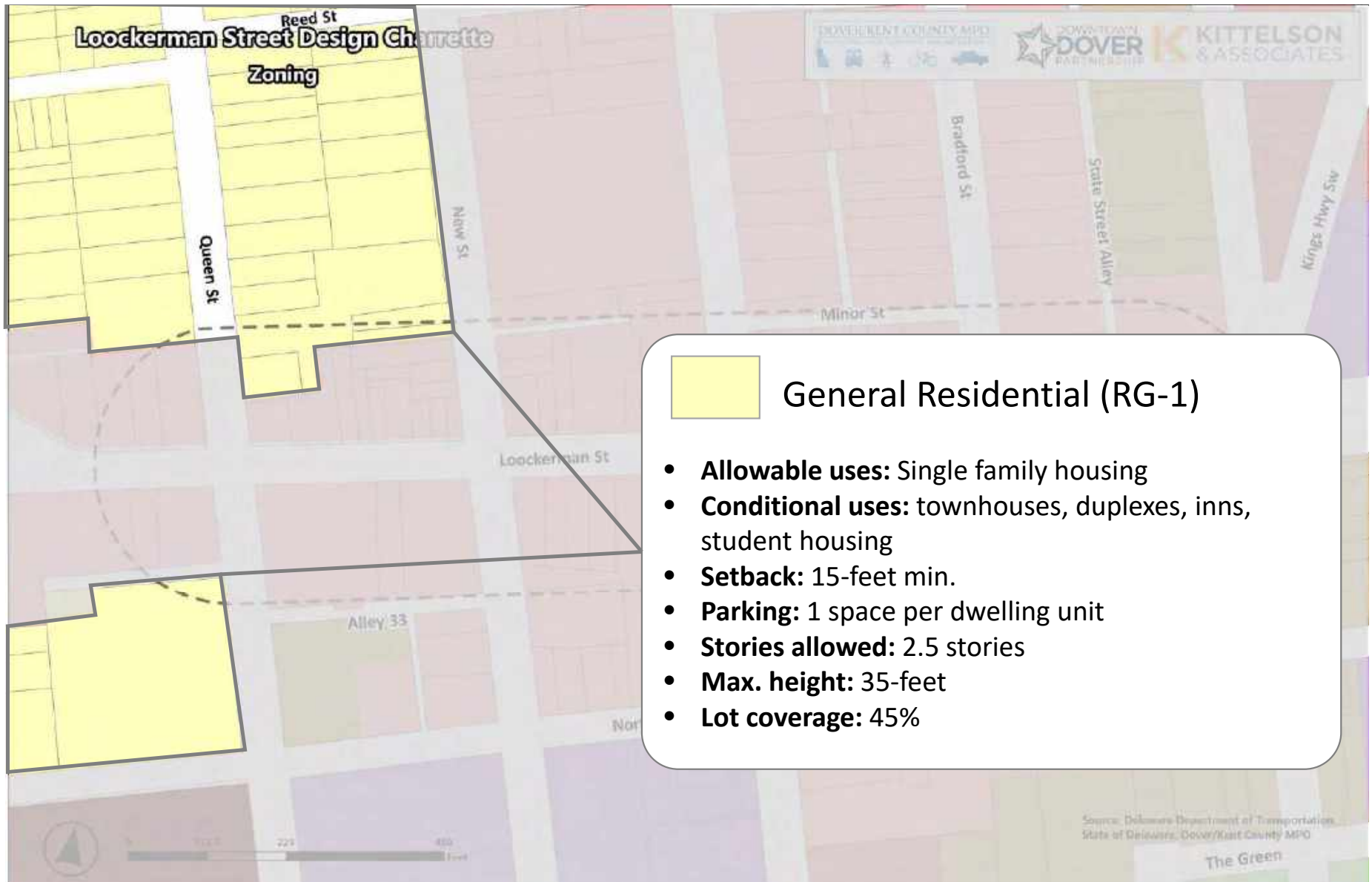
Minor St

Lookerman St

Governor

State St

Kings Hwy S.W.



General Residential (RG-1)

- **Allowable uses:** Single family housing
- **Conditional uses:** townhouses, duplexes, inns, student housing
- **Setback:** 15-foot min.
- **Parking:** 1 space per dwelling unit
- **Stories allowed:** 2.5 stories
- **Max. height:** 35-feet
- **Lot coverage:** 45%

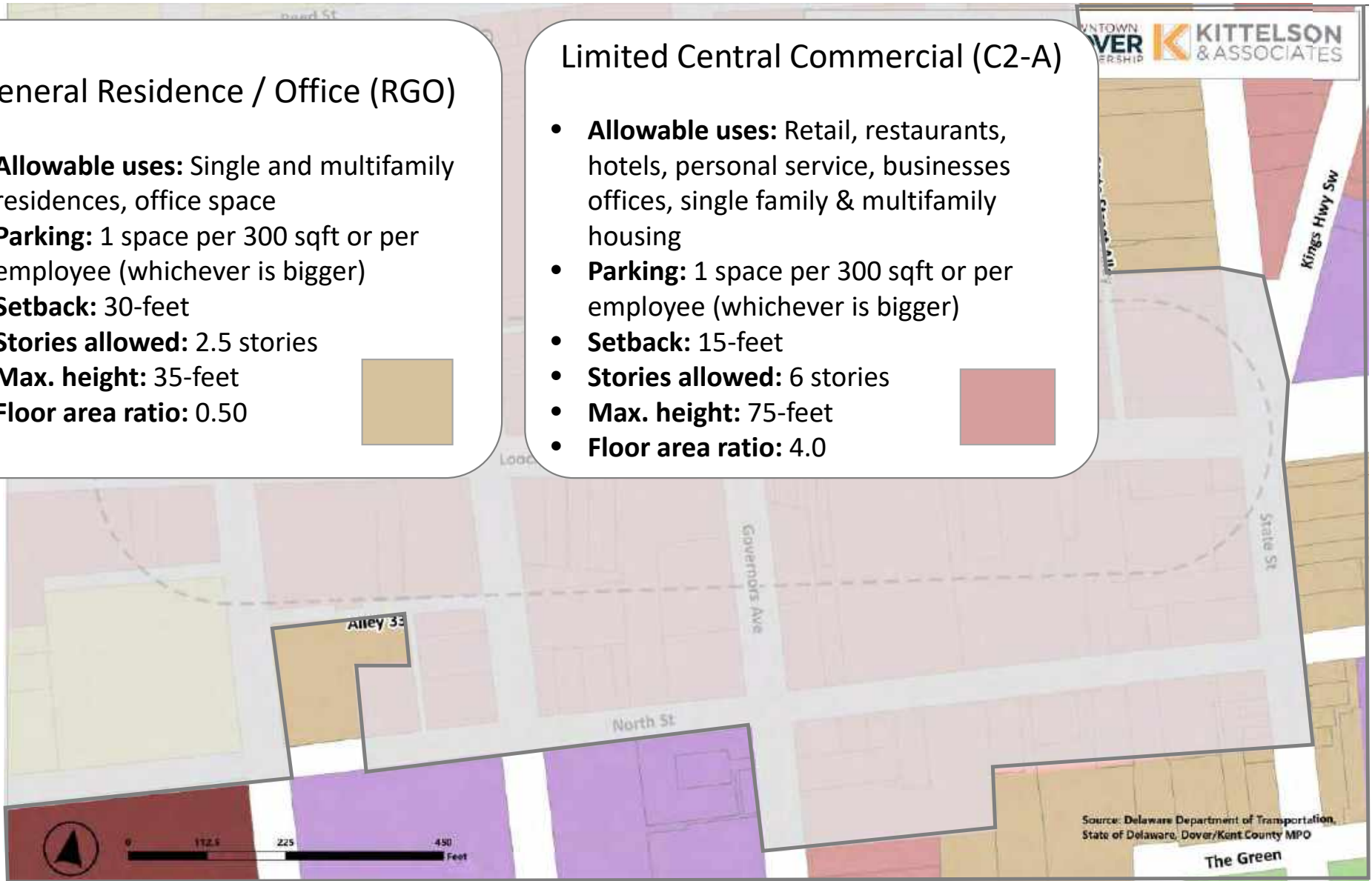
General Residence / Office (RGO)

- **Allowable uses:** Single and multifamily residences, office space
- **Parking:** 1 space per 300 sqft or per employee (whichever is bigger)
- **Setback:** 30-feet
- **Stories allowed:** 2.5 stories
- **Max. height:** 35-feet
- **Floor area ratio:** 0.50



Limited Central Commercial (C2-A)

- **Allowable uses:** Retail, restaurants, hotels, personal service, businesses offices, single family & multifamily housing
- **Parking:** 1 space per 300 sqft or per employee (whichever is bigger)
- **Setback:** 15-feet
- **Stories allowed:** 6 stories
- **Max. height:** 75-feet
- **Floor area ratio:** 4.0



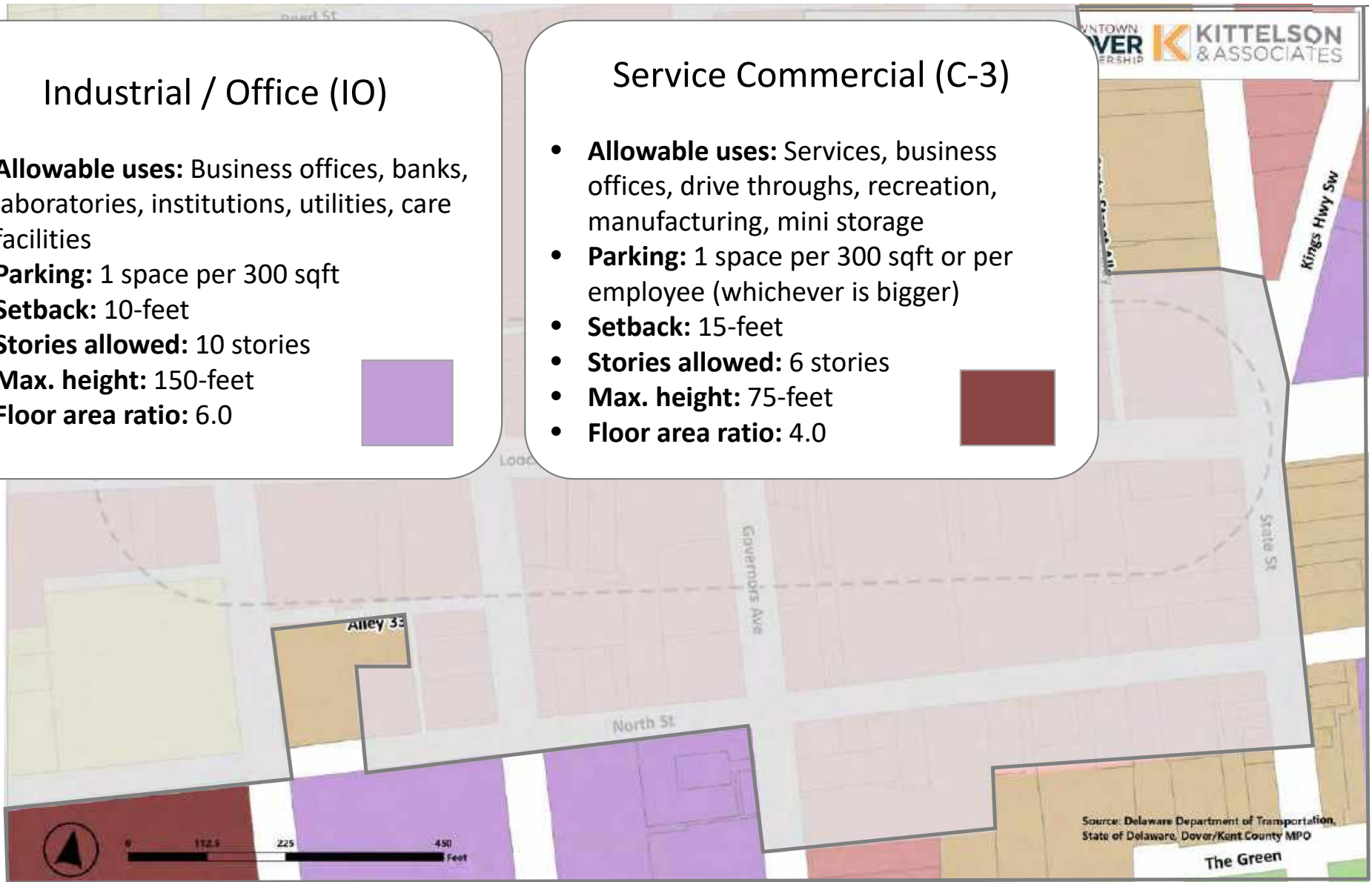
Industrial / Office (IO)

- **Allowable uses:** Business offices, banks, laboratories, institutions, utilities, care facilities
- **Parking:** 1 space per 300 sqft
- **Setback:** 10-feet
- **Stories allowed:** 10 stories
- **Max. height:** 150-feet
- **Floor area ratio:** 6.0



Service Commercial (C-3)

- **Allowable uses:** Services, business offices, drive throughs, recreation, manufacturing, mini storage
- **Parking:** 1 space per 300 sqft or per employee (whichever is bigger)
- **Setback:** 15-feet
- **Stories allowed:** 6 stories
- **Max. height:** 75-feet
- **Floor area ratio:** 4.0



Field Walk



Lookerman Street Design Charrette



Stop at Forest Street fork

Stop at Governors Avenue

Stop at Bradford Street

Stop at State Street

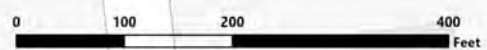
Start / end at The Hive

Stop at Lookerman Way Plaza

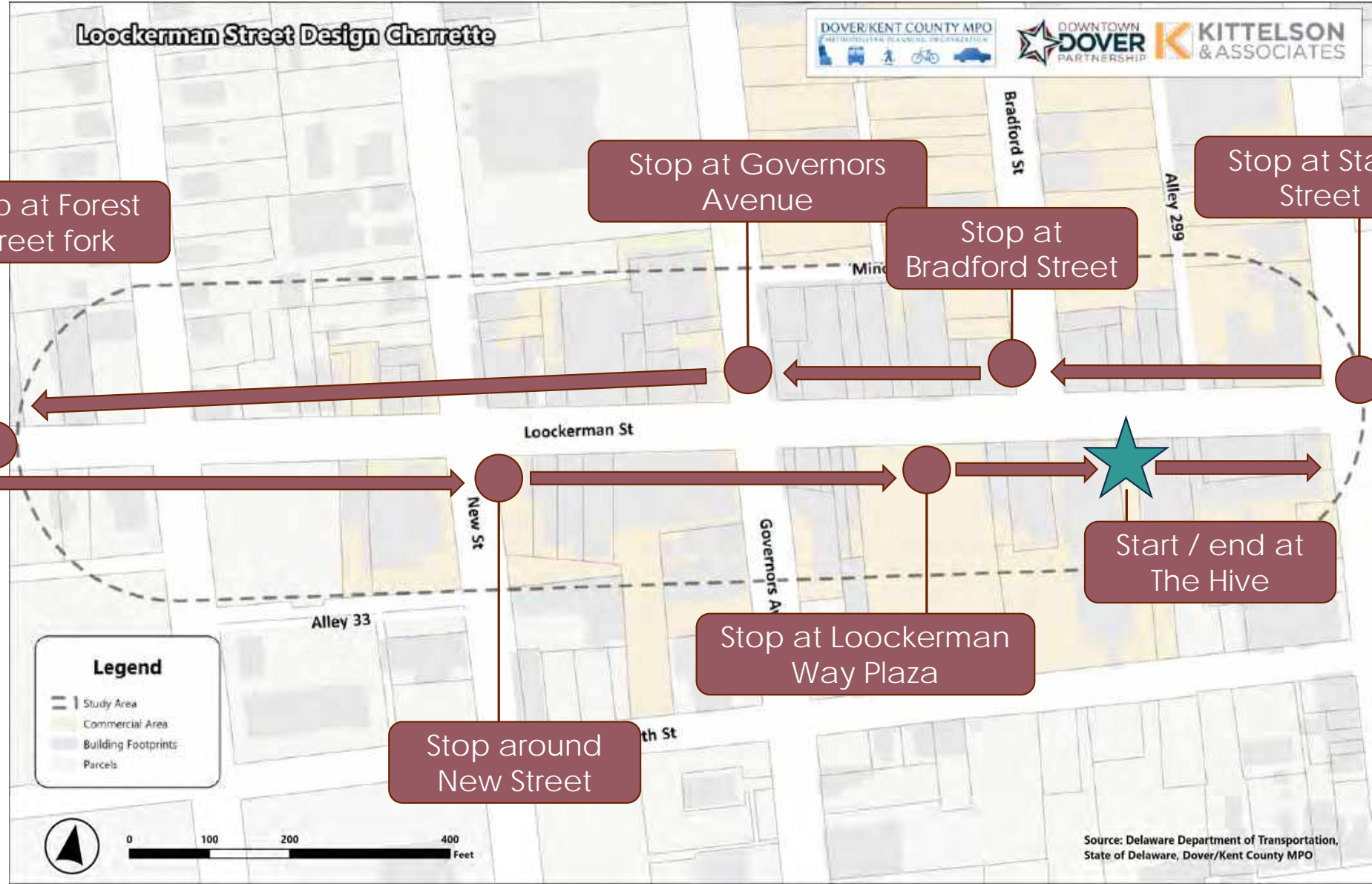
Stop around New Street

Legend

- Study Area
- Commercial Area
- Building Footprints
- Parcels



Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO

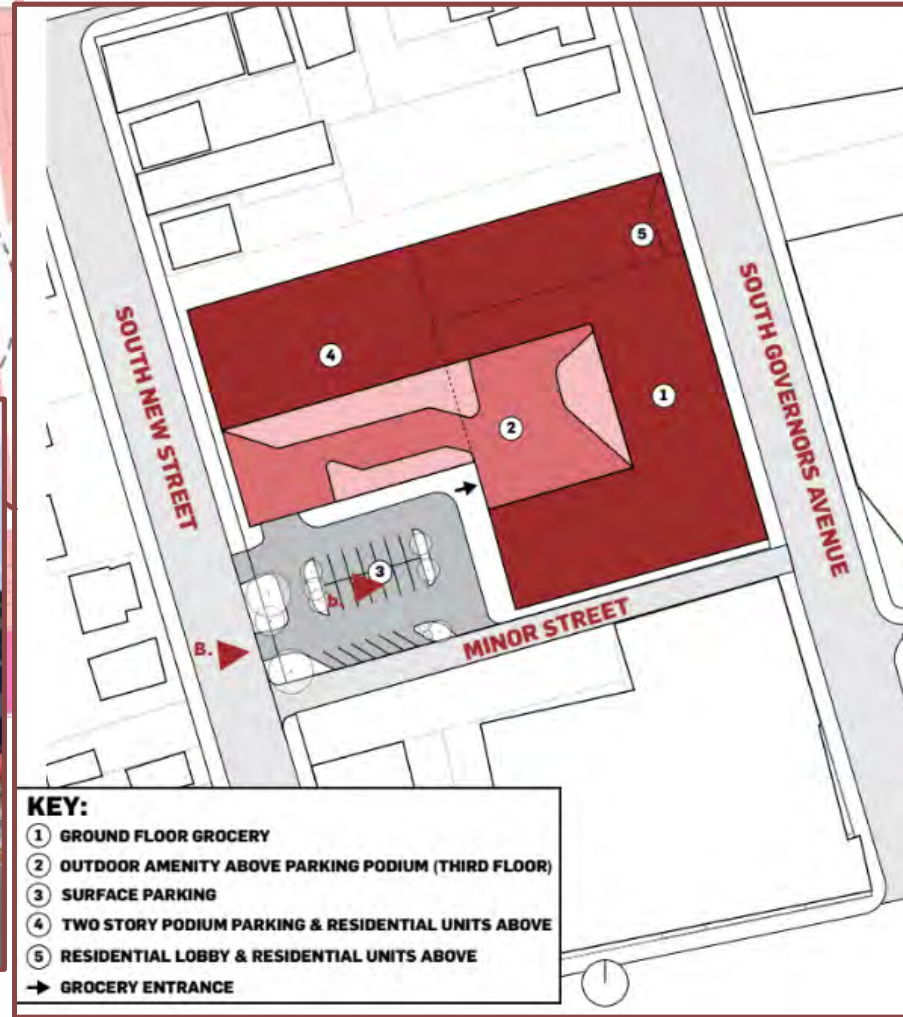


Introductions & Ice Breaker



Lockerman Street Design Charrette

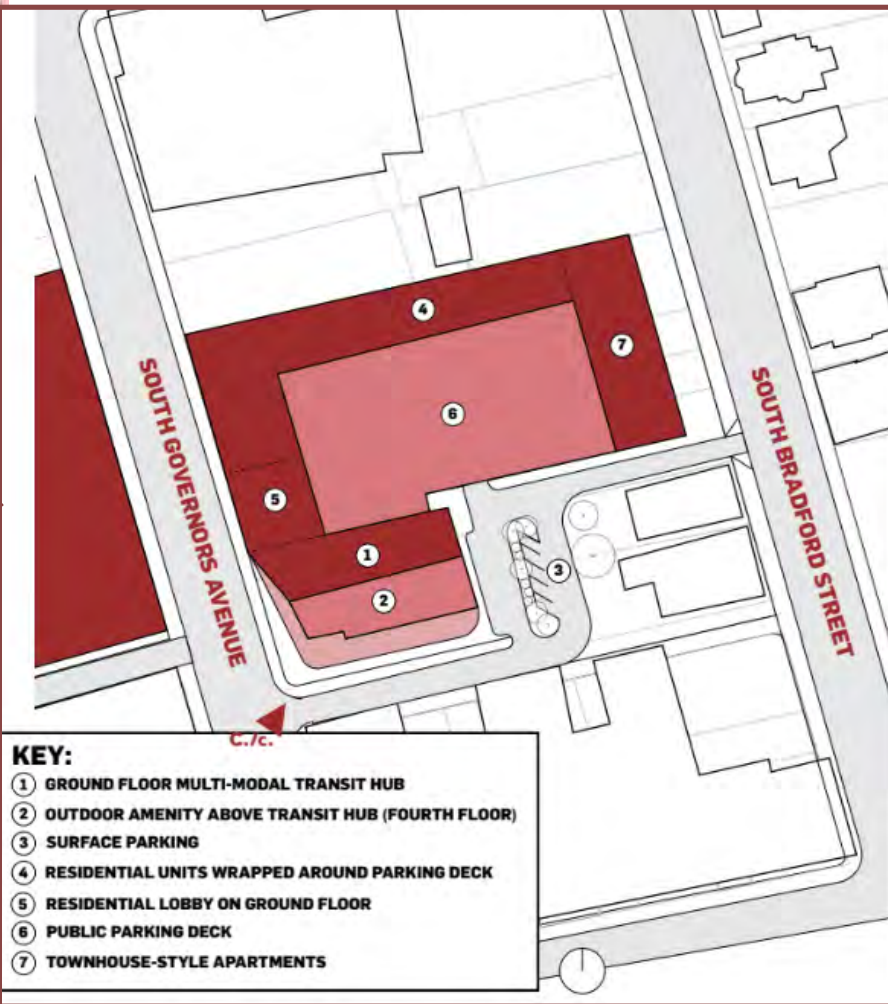
Existing Land Use



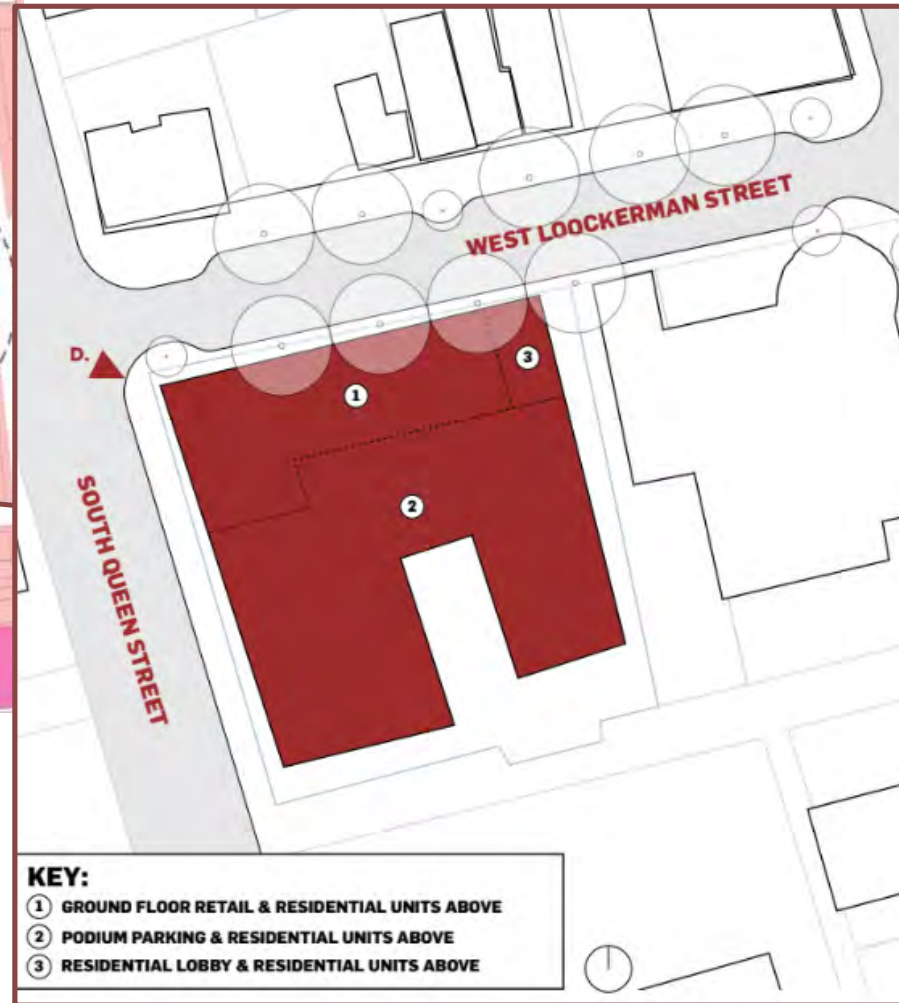
- KEY:**
- ① GROUND FLOOR GROCERY
 - ② OUTDOOR AMENITY ABOVE PARKING PODIUM (THIRD FLOOR)
 - ③ SURFACE PARKING
 - ④ TWO STORY PODIUM PARKING & RESIDENTIAL UNITS ABOVE
 - ⑤ RESIDENTIAL LOBBY & RESIDENTIAL UNITS ABOVE
 - ➔ GROCERY ENTRANCE

Lockerman Street Design Charrette

Existing Land Use

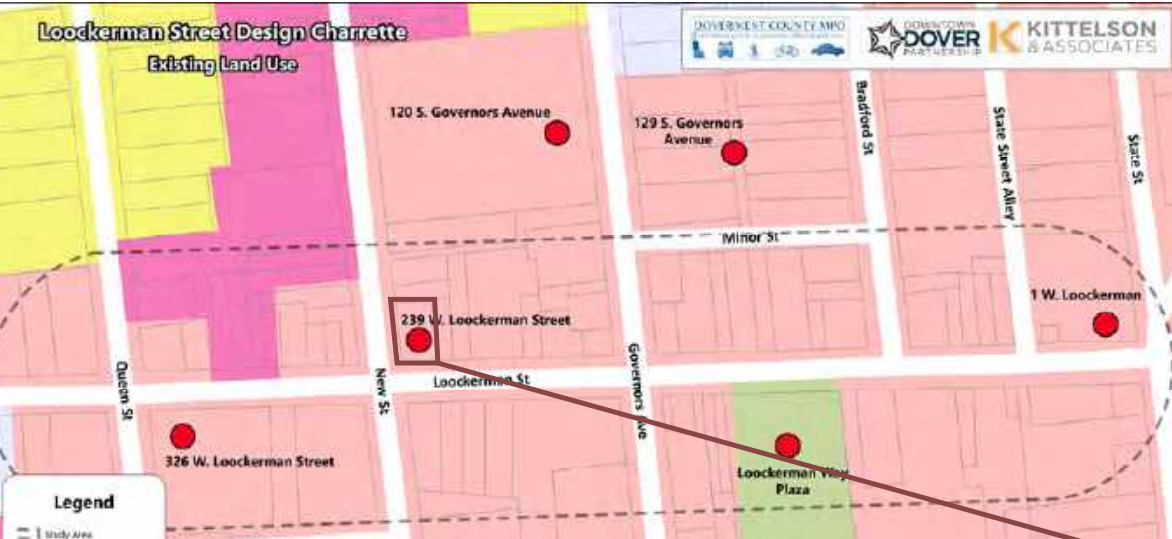


- KEY:**
- ① GROUND FLOOR MULTI-MODAL TRANSIT HUB
 - ② OUTDOOR AMENITY ABOVE TRANSIT HUB (FOURTH FLOOR)
 - ③ SURFACE PARKING
 - ④ RESIDENTIAL UNITS WRAPPED AROUND PARKING DECK
 - ⑤ RESIDENTIAL LOBBY ON GROUND FLOOR
 - ⑥ PUBLIC PARKING DECK
 - ⑦ TOWNHOUSE-STYLE APARTMENTS

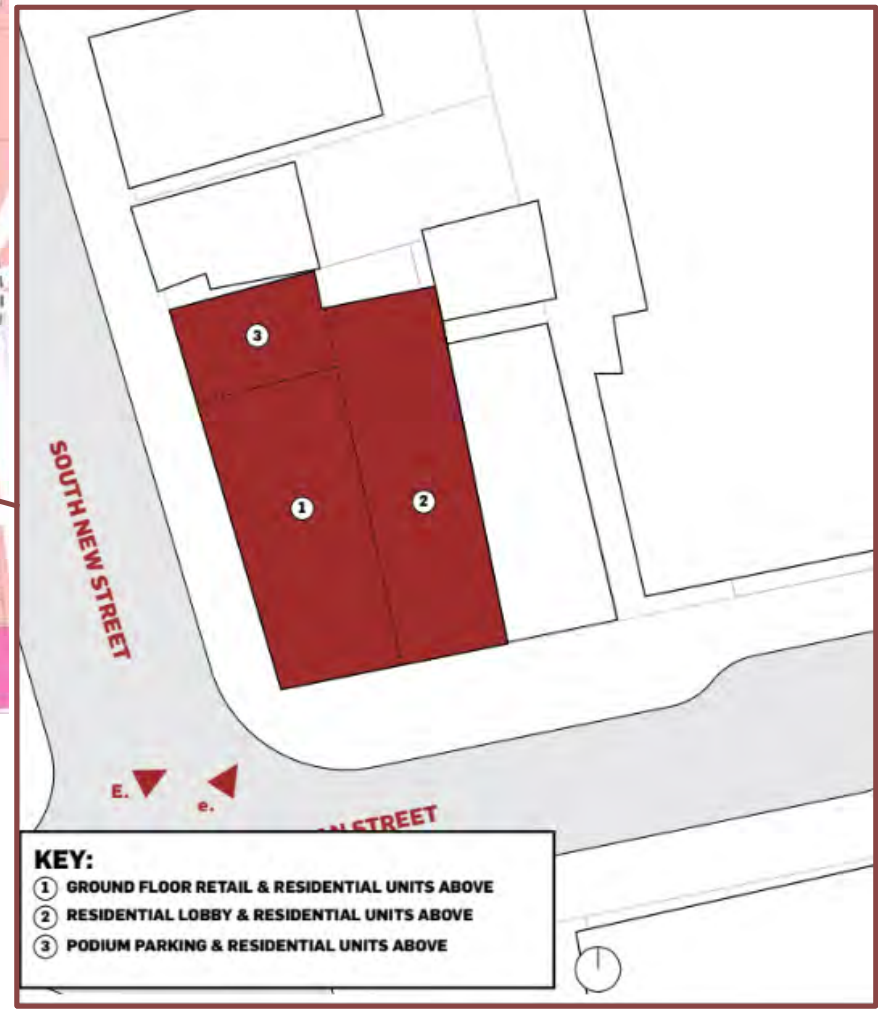


Lockerman Street Design Charrette

Existing Land Use



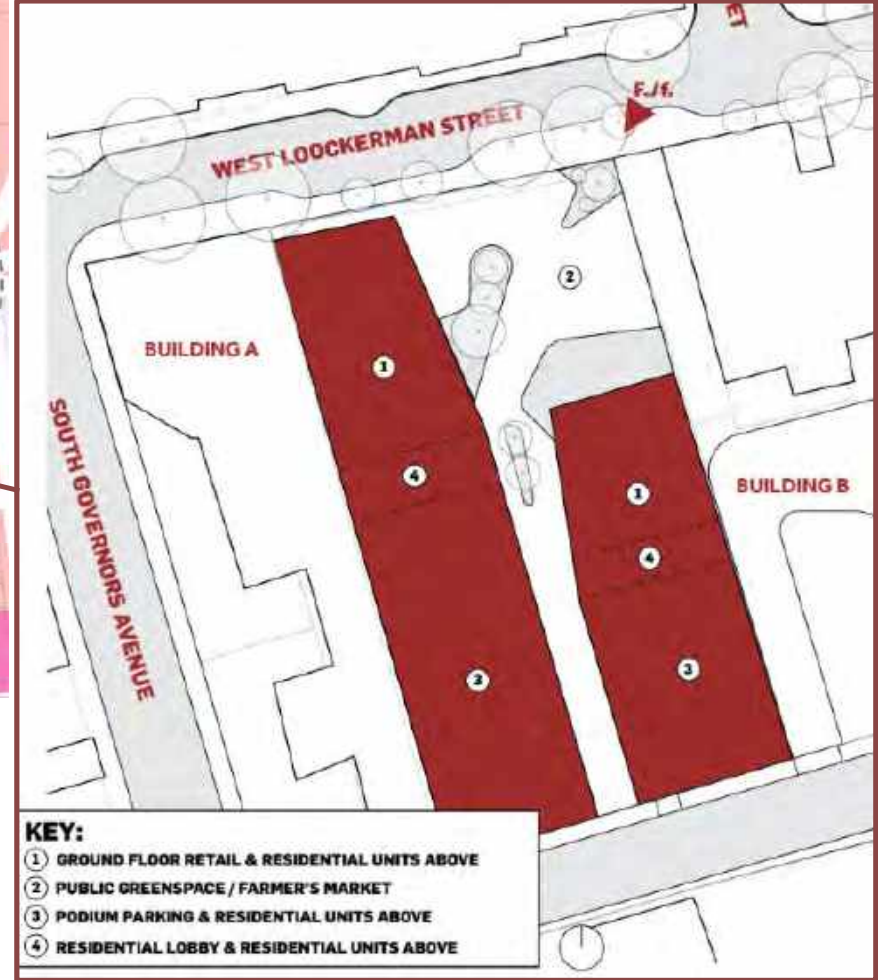
Legend
Study Area



- KEY:**
- ① GROUND FLOOR RETAIL & RESIDENTIAL UNITS ABOVE
 - ② RESIDENTIAL LOBBY & RESIDENTIAL UNITS ABOVE
 - ③ PODIUM PARKING & RESIDENTIAL UNITS ABOVE

Lockerman Street Design Charrette

Existing Land Use



- KEY:**
- ① GROUND FLOOR RETAIL & RESIDENTIAL UNITS ABOVE
 - ② PUBLIC GREENSPACE / FARMER'S MARKET
 - ③ PODIUM PARKING & RESIDENTIAL UNITS ABOVE
 - ④ RESIDENTIAL LOBBY & RESIDENTIAL UNITS ABOVE



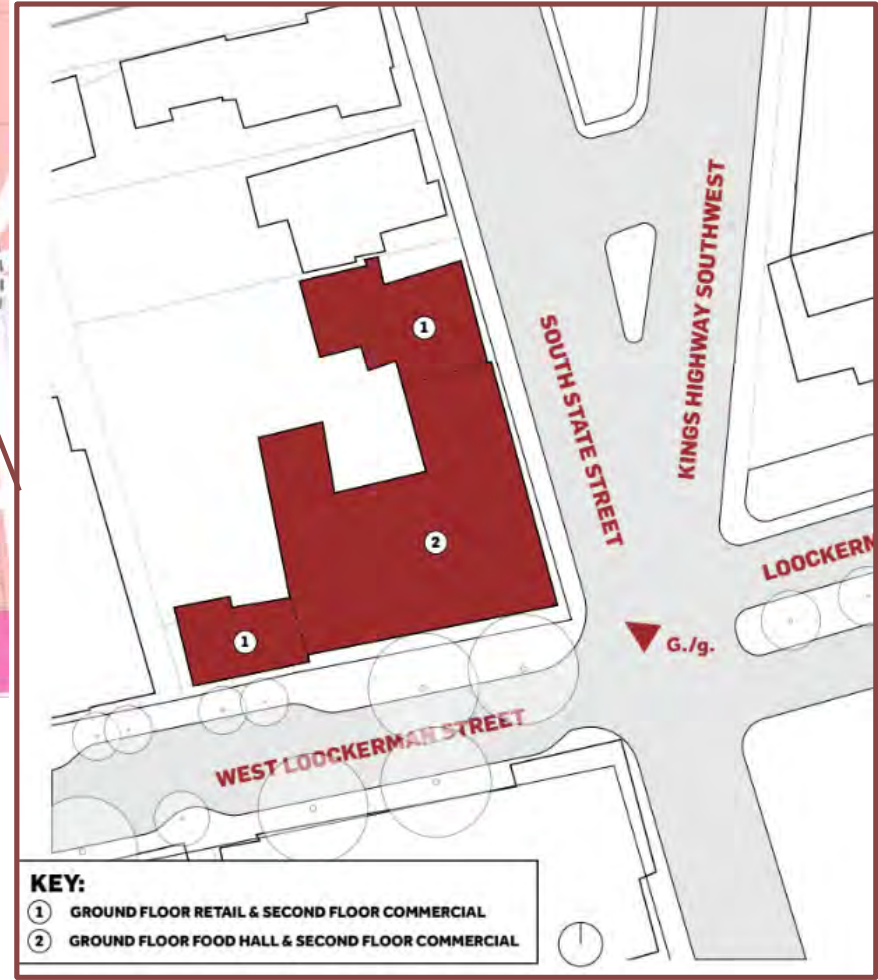
Lockerman Street Design Charrette

Existing Land Use



Legend

- Study Area
- Potential Developments
- Commercial



KEY:

- ① GROUND FLOOR RETAIL & SECOND FLOOR COMMERCIAL
- ② GROUND FLOOR FOOD HALL & SECOND FLOOR COMMERCIAL

Loockerman Street

Design Charrette

Monday, May 13 –

Wednesday, May 15, 2024

DAY 3:

Bringing Corridor Ideas to Life



Why change Loockerman Street?

Loockerman
Street

- The Transforming Downtown Dover Plan established a vision for redeveloping Loockerman Street
- A planned utility project provides an opportunity to redesign the street



Street design changes can:

- Support existing local businesses
- Spur new development
- Tie together existing and planned land uses
- Address safety, comfort, and access

What is a Design Charrette?

Loockerman
Street

A series of collaborative meetings, activities, and discussions between residents, business owners, and others in the community to identify needs and brainstorm ideas for improving the street.

Key Charrette Outcome:
Conceptual design for Loockerman Street

What We Did

- Reviewed existing data



What We Did

- Reviewed existing data
- Corridor walk



What We Did

- Reviewed existing data
- Corridor walk
- Public Open House



What We Did

- Reviewed existing data
- Corridor walk
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- Met with business owners, residents, community organizations



What We Did

- Reviewed existing data
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- Met with business owners, residents, community organizations
- Met with DeIDOT, DART, City of Dover



What We Did

- Reviewed existing data
- Corridor walk
- Public Open House
- Met with business owners, residents, community organizations
- Met with DeIDOT, DART, City of Dover
- Developed concept drawings and graphics



What We Heard



What We Heard

- Uneven, narrow sidewalks



What We Heard

- Uneven, narrow sidewalks
- Desire for tree canopy & concerns about tree roots



What We Heard

- Uneven, narrow sidewalks
- Desire for tree canopy & concerns about tree roots
- Pedestrian crossing safety concerns



What We Heard

- Uneven, narrow sidewalks
- Desire for tree canopy & concerns about tree roots
- Pedestrian crossing safety concerns
- Mixed feedback on on-street parking needs



What We Heard

- Need for wayfinding signs



What We Heard

- Need for wayfinding signs
- Concerns with public safety and security



What We Heard

- Need for wayfinding signs
- Concerns with public safety and security
- Upgrade lighting, street furniture, bicycle parking



Ideas

Balanced approach to meeting the needs
along Loockerman Street:

Maximize
clear walking
areas for all
ages and
abilities



Provide on-
street parking
and loading
for businesses



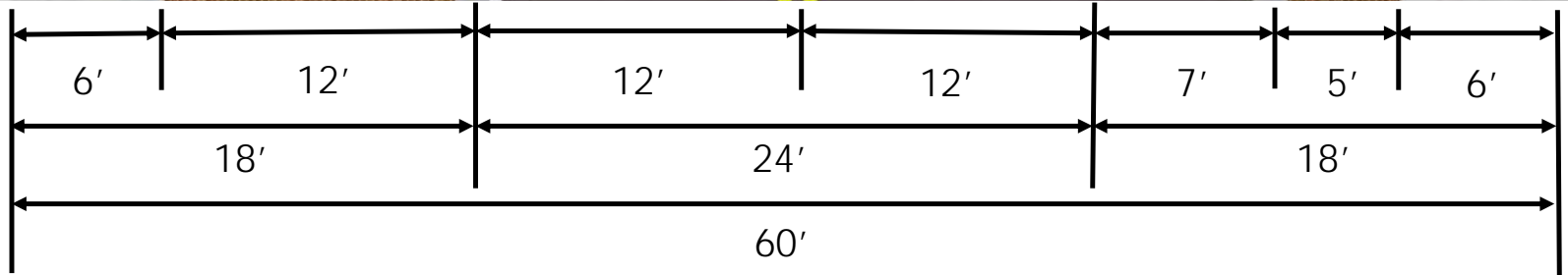
Ensure long-
term,
sustainable
tree canopy



Improve
pedestrian
safety



Loockerman Today



Loockerman Tomorrow

Shift centerline to maximize sidewalk near on-street parking

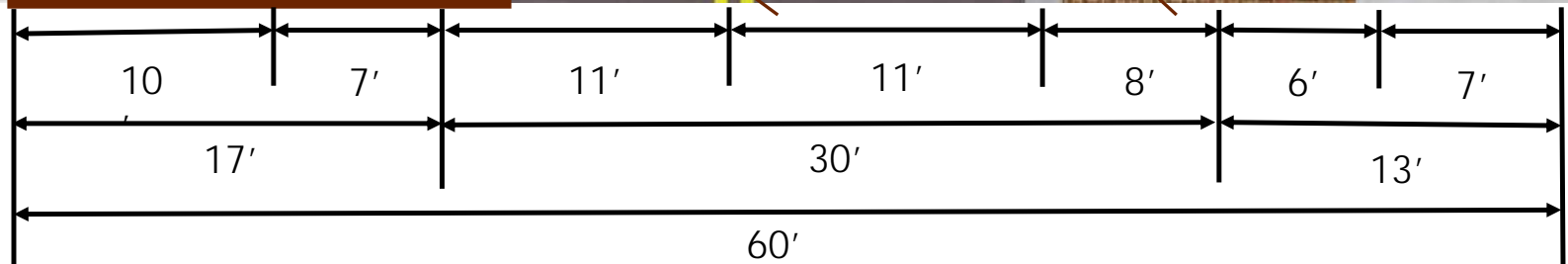
Create sidewalk zones with consistent materials

Maximize walking and dining space

Reduce travel lane widths

Balance relocation and preservation of trees

Provide on-street parking on alternating blocks

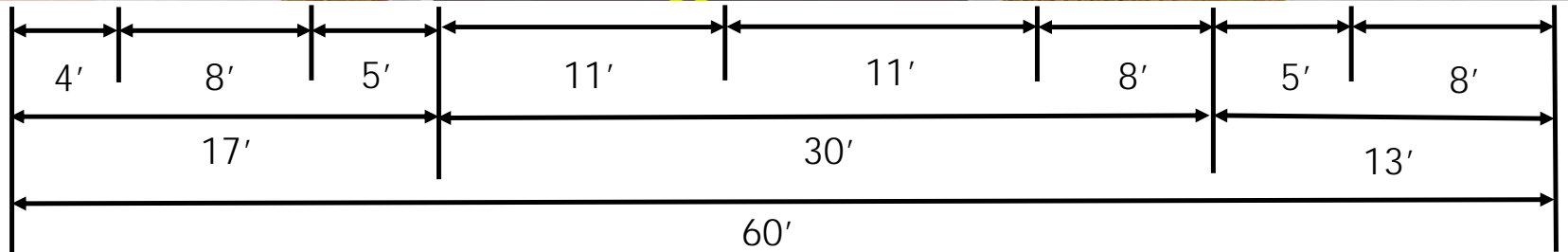


Loockerman Tomorrow

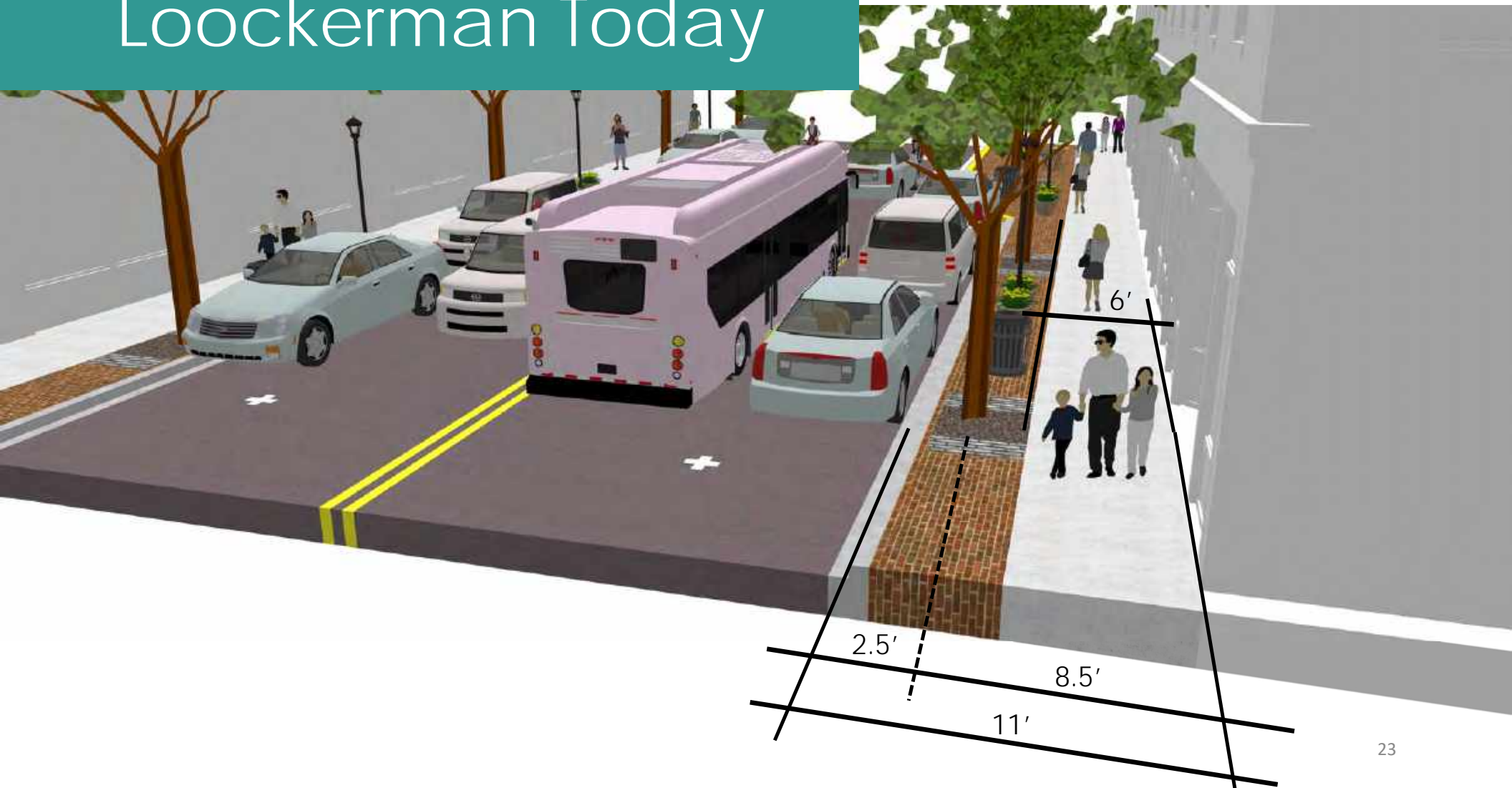


Loockerman Tomorrow – Long Term

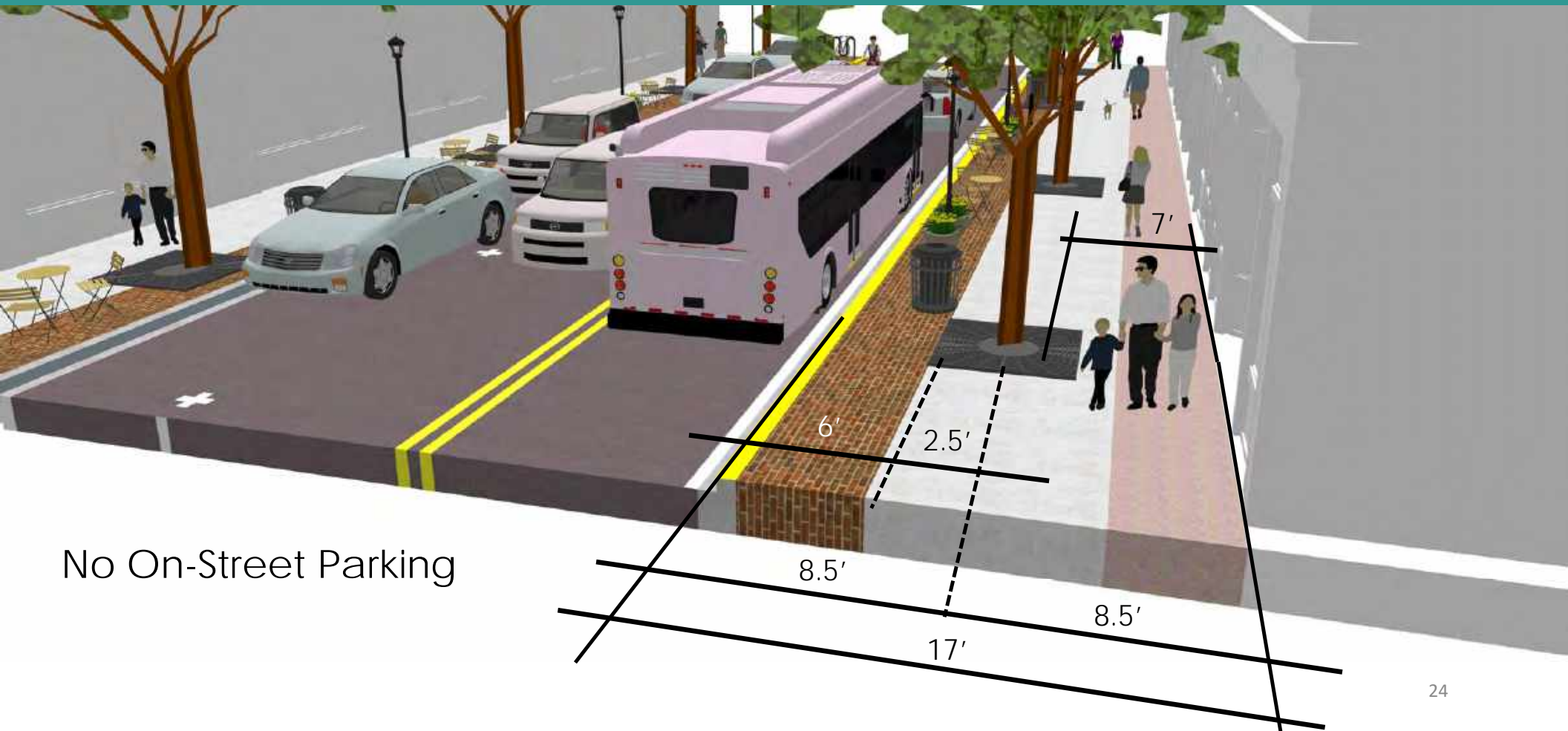
Relocate trees over time



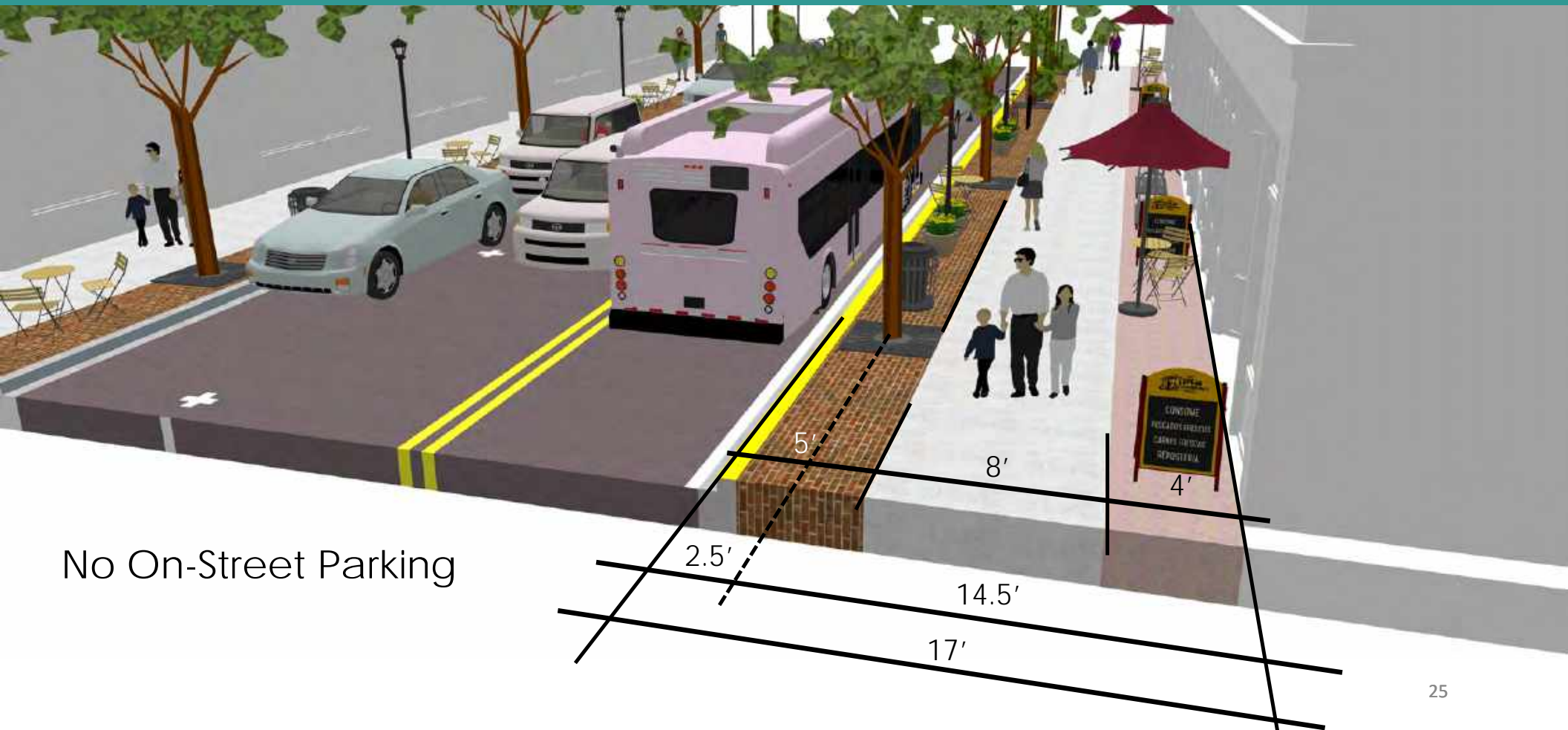
Loockerman Today



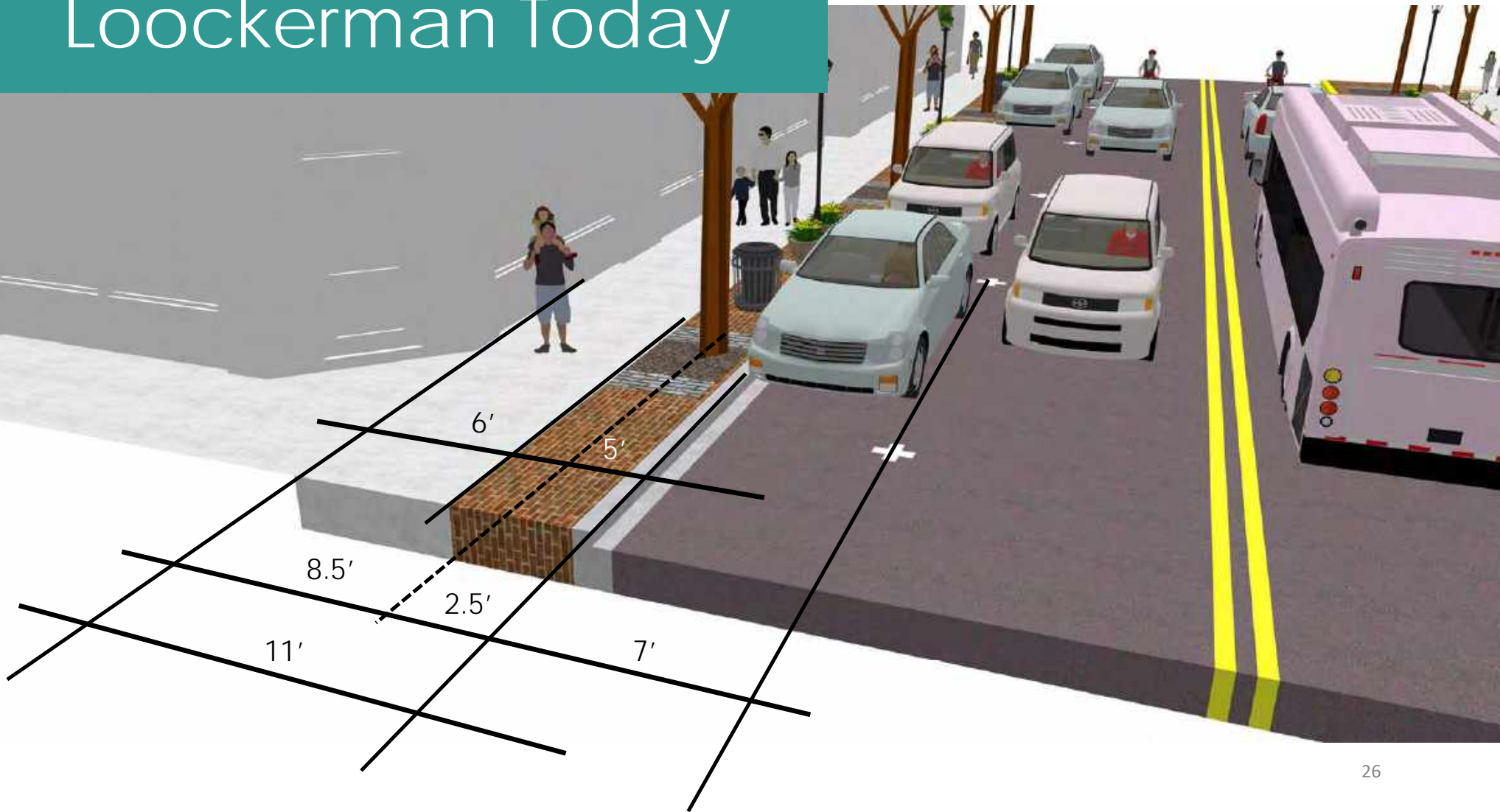
Loockerman Tomorrow – Existing Trees



Loockerman Tomorrow – New Trees

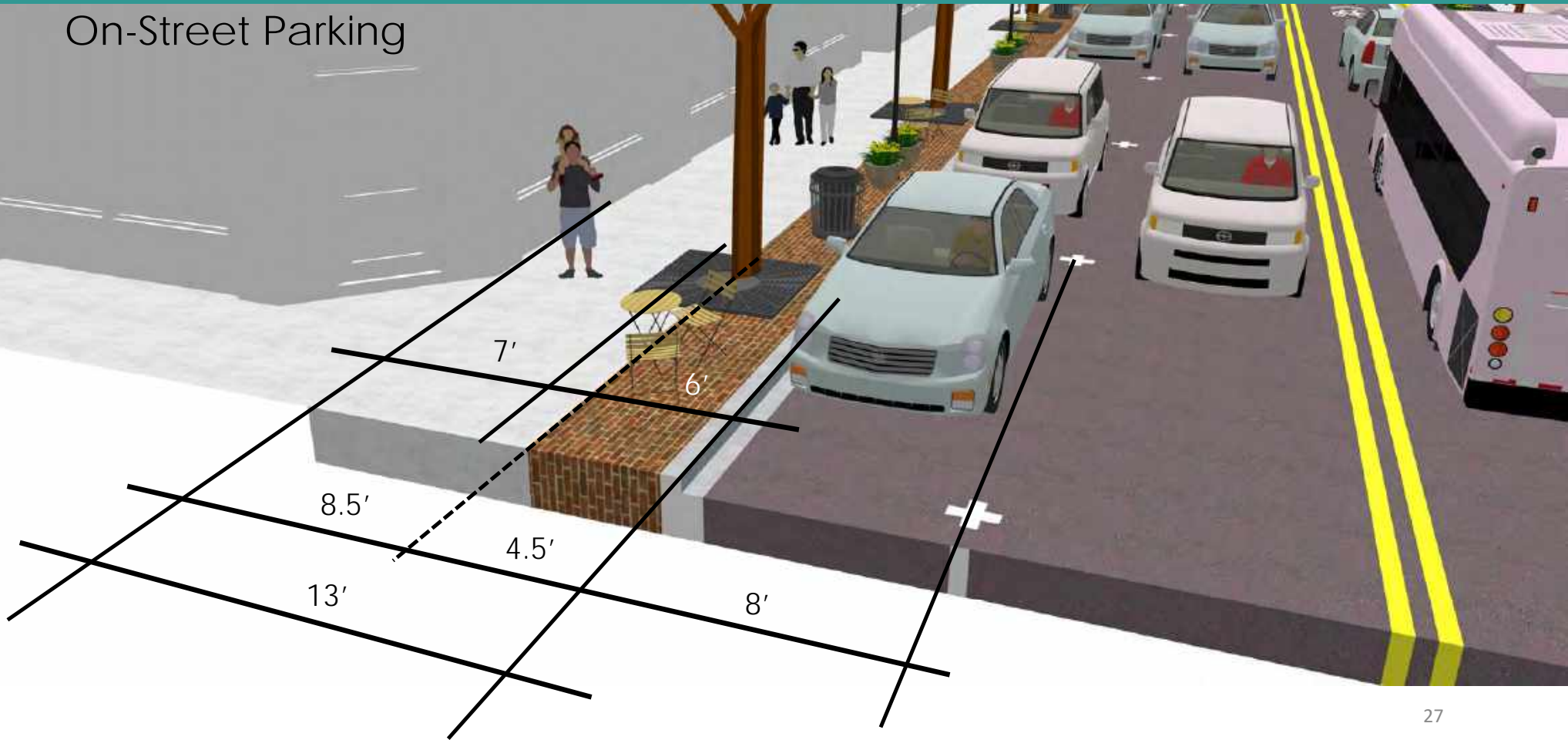


Loockerman Today



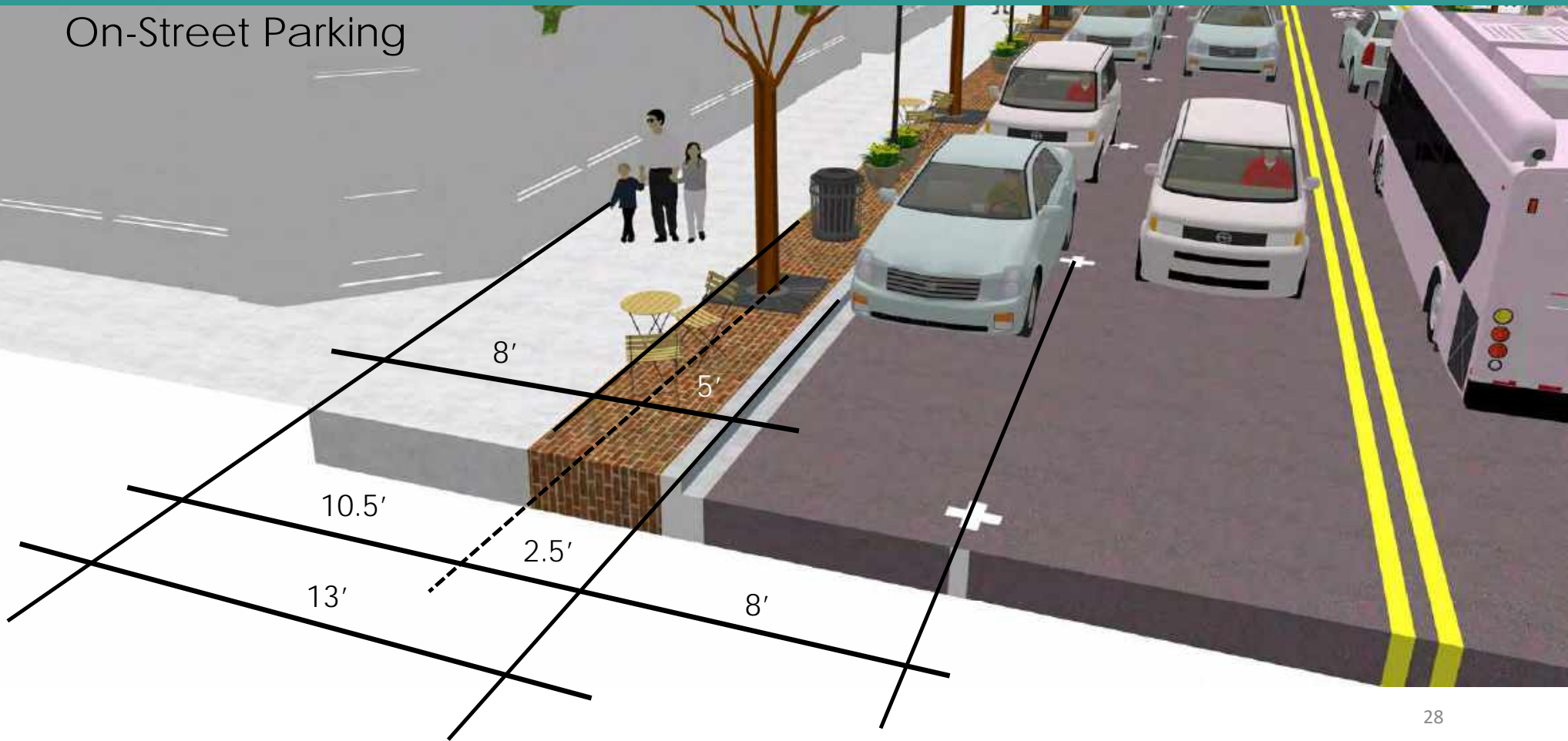
Loockerman Tomorrow – Existing Trees

On-Street Parking



Loockerman Tomorrow – New Trees

On-Street Parking



Loockerman Tomorrow – Long Term

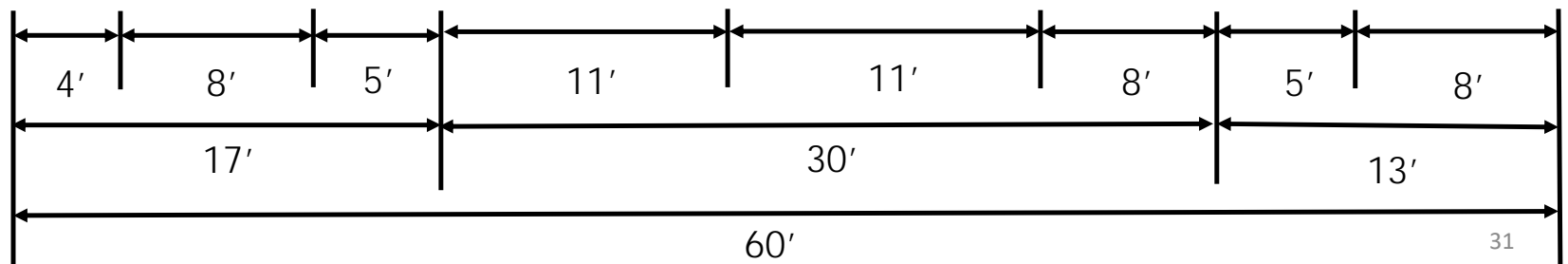


Idea: Festival Street



These ideas are from a project in a different community.

Idea: Festival Street



Idea: Festival Street



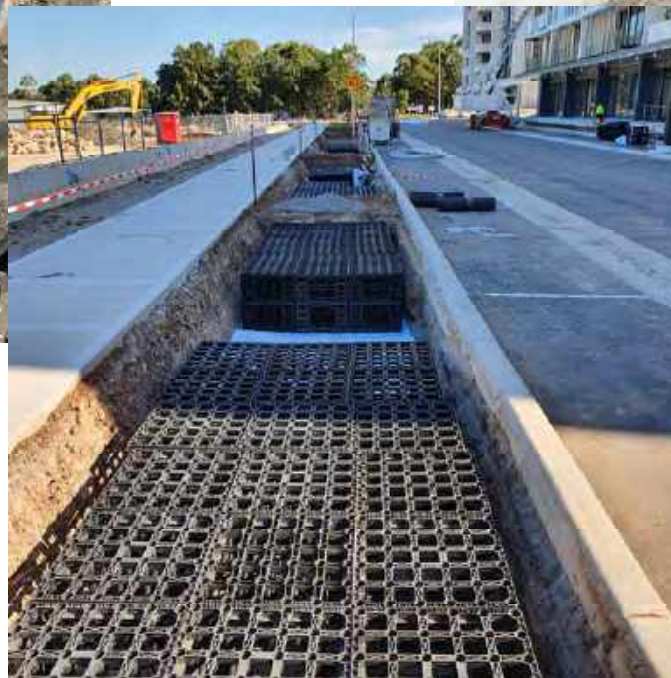
Idea: Pedestrian Safety



Idea: Tree Canopy

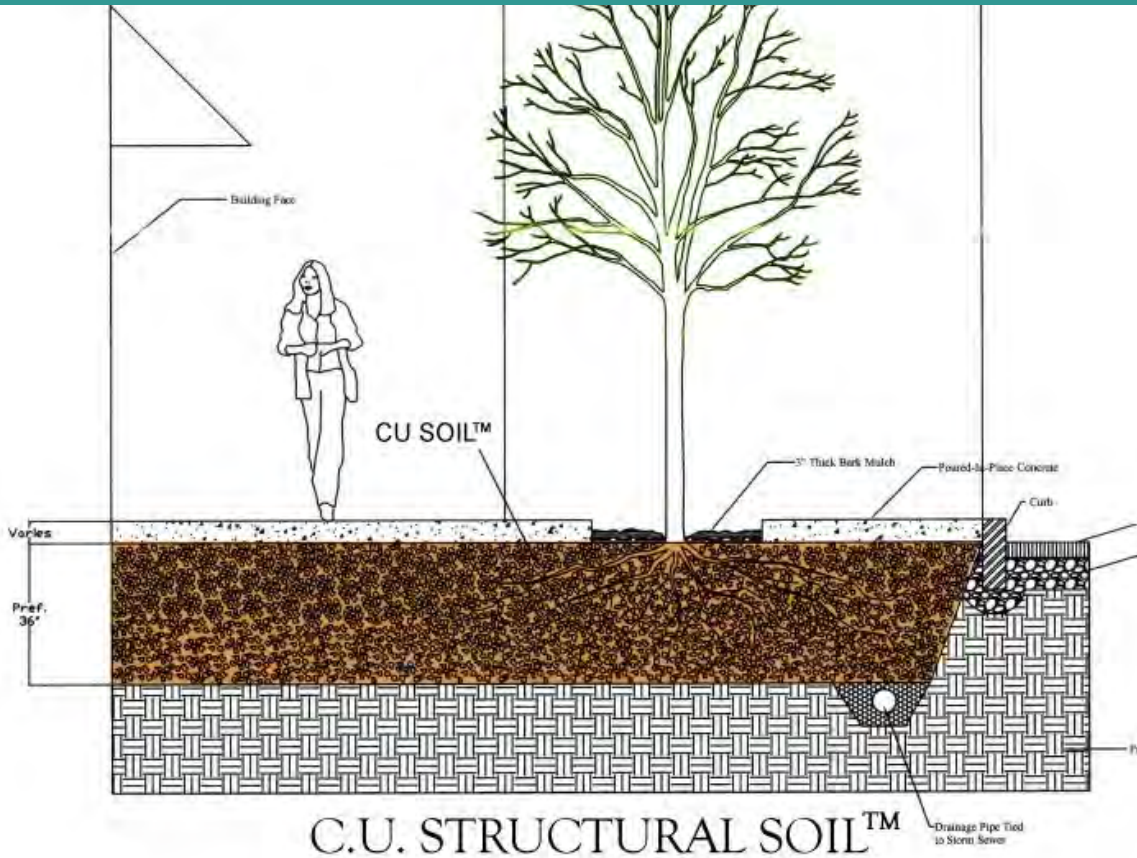


Silva Cell



Structural Soil

Idea: Tree Canopy



Structural Soil – Full Detail

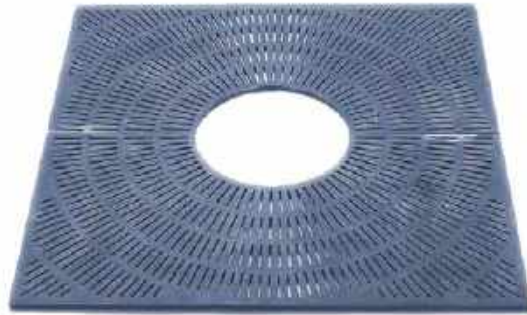


Root Barrier

Idea: Wayfinding



Idea: Street Furniture



Idea: Western Gateway



Idea: Eastern Gateway



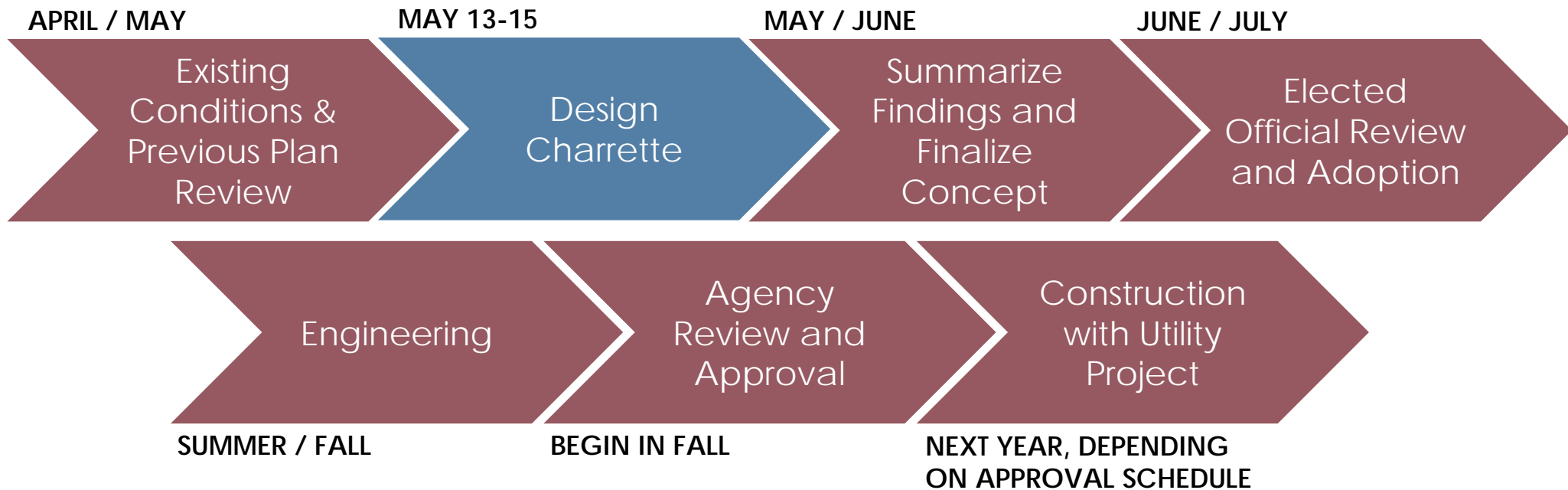
Idea: Gateway Example



This idea is from a project in a different community.

Study Schedule & Project Delivery

Loockerman
Street



Contact Info



Tara Hofferth
(thofferth@kittelison.com)



Malcolm Jacob
(Malcolm.Jacob@doverkentmpo.org)

Existing Conditions





Loockerman Today



Loockerman Today



Loockerman Today

Zoning



- ### Legend
- Study Area
 - Parcels
 - Central Commercial
 - General Residence
 - General Residence/Office
 - Institutional/Office
 - Limited Central Commercial
 - Recreational and Open Space
 - Service Commercial

225 450 Feet

Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO



Redevelopment Sites



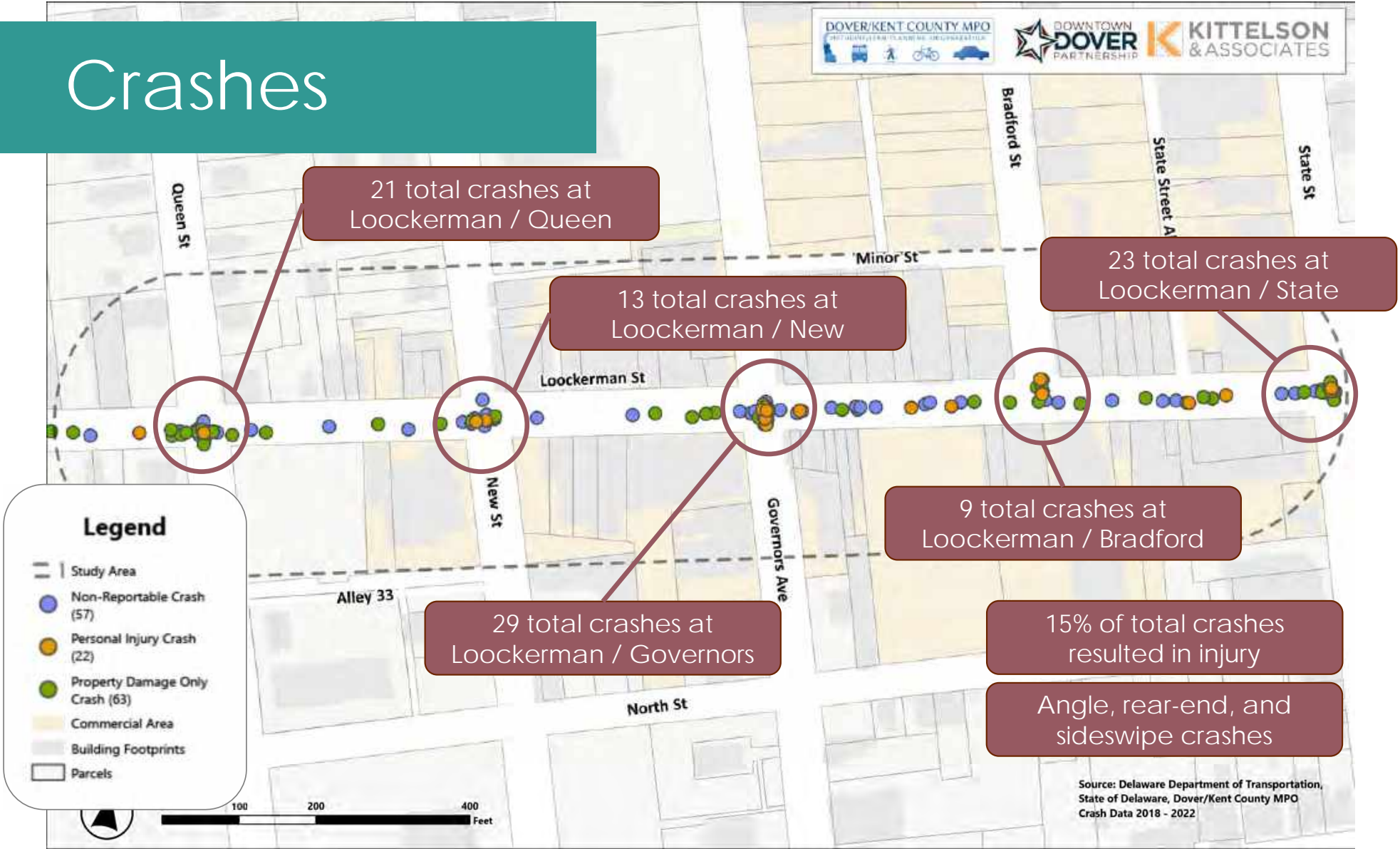
Legend

- Study Area
- Potential Developments
- Commercial
- Institutional/Governmental
- Mixed Use
- Recreational
- Residential
- Transportation/Utilities
- Parcels



Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO

Crashes



21 total crashes at Lookerman / Queen

13 total crashes at Lookerman / New

23 total crashes at Lookerman / State

9 total crashes at Lookerman / Bradford

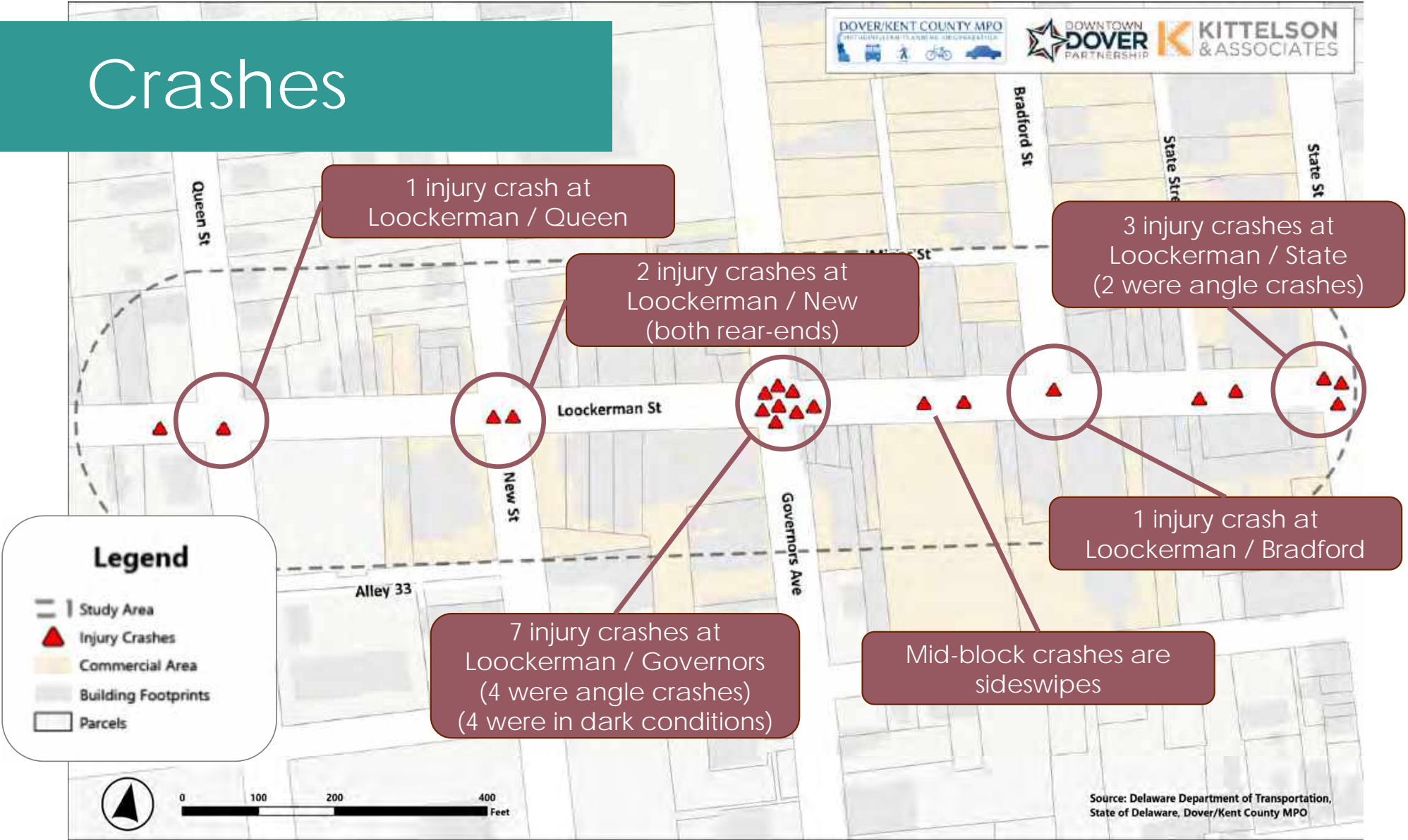
29 total crashes at Lookerman / Governors

15% of total crashes resulted in injury

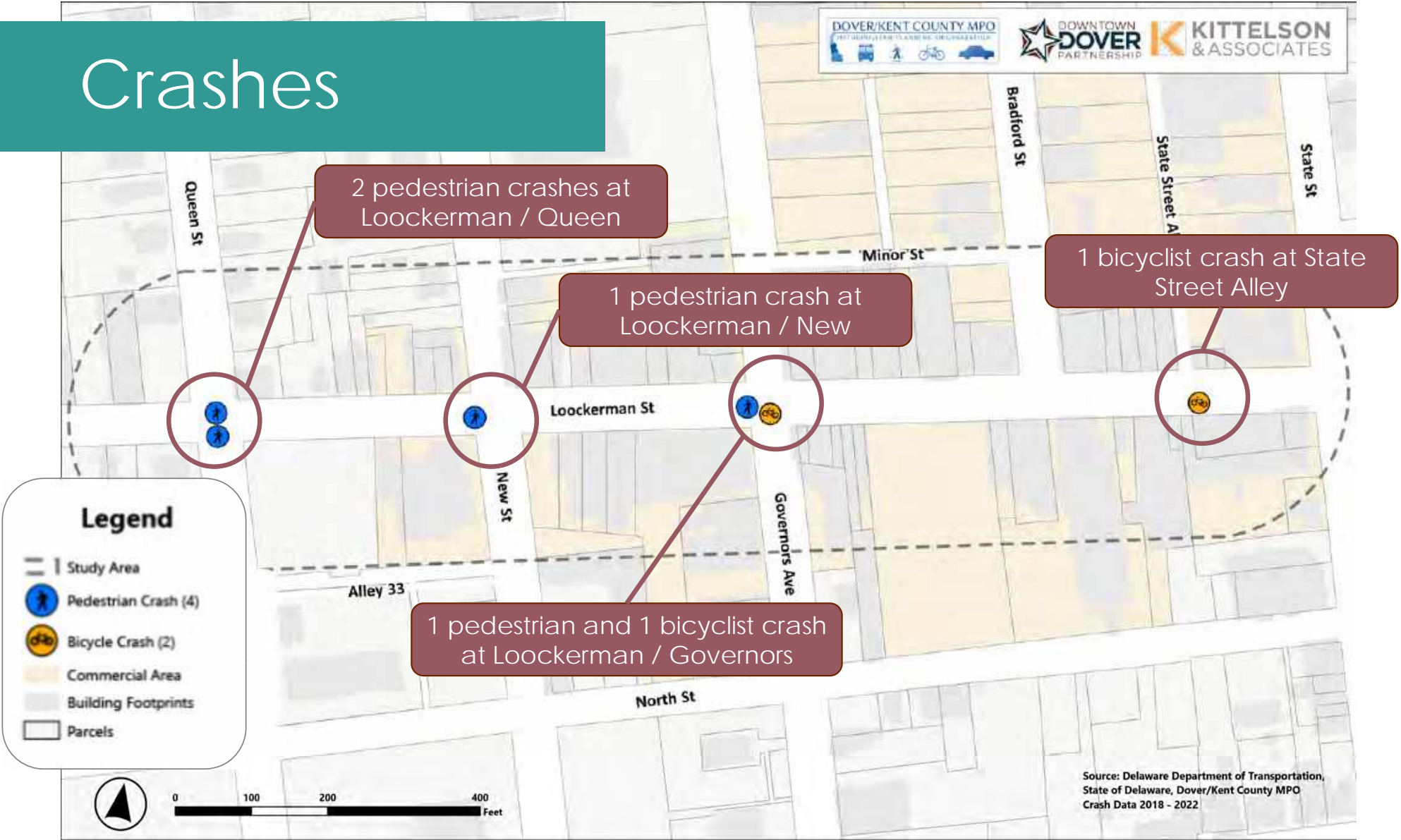
Angle, rear-end, and sideswipe crashes

Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO
 Crash Data 2018 - 2022

Crashes

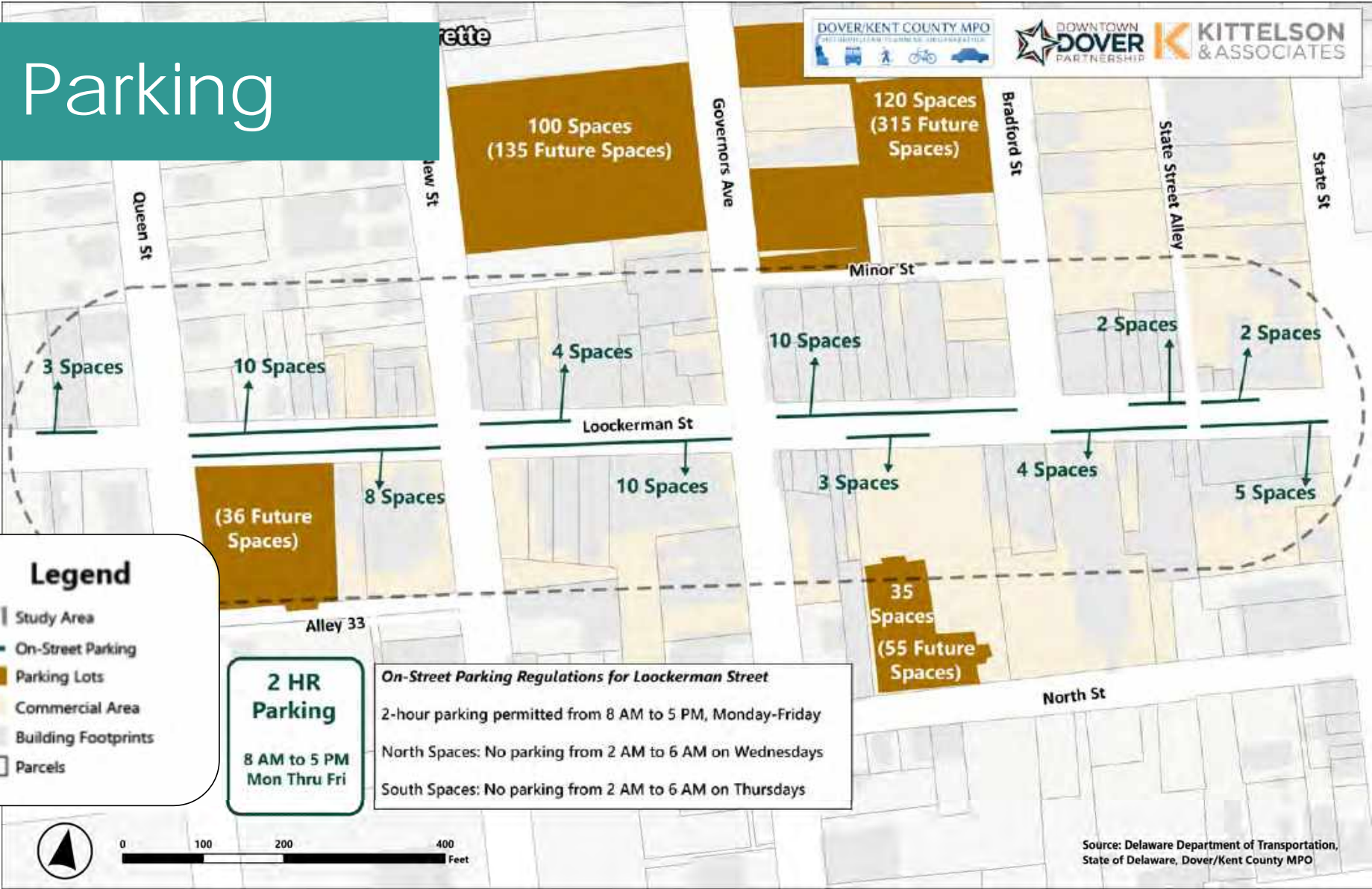


Crashes



Source: Delaware Department of Transportation,
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Crash Data 2018 - 2022

Parking

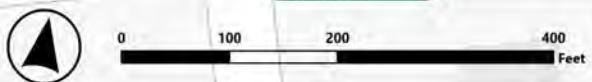


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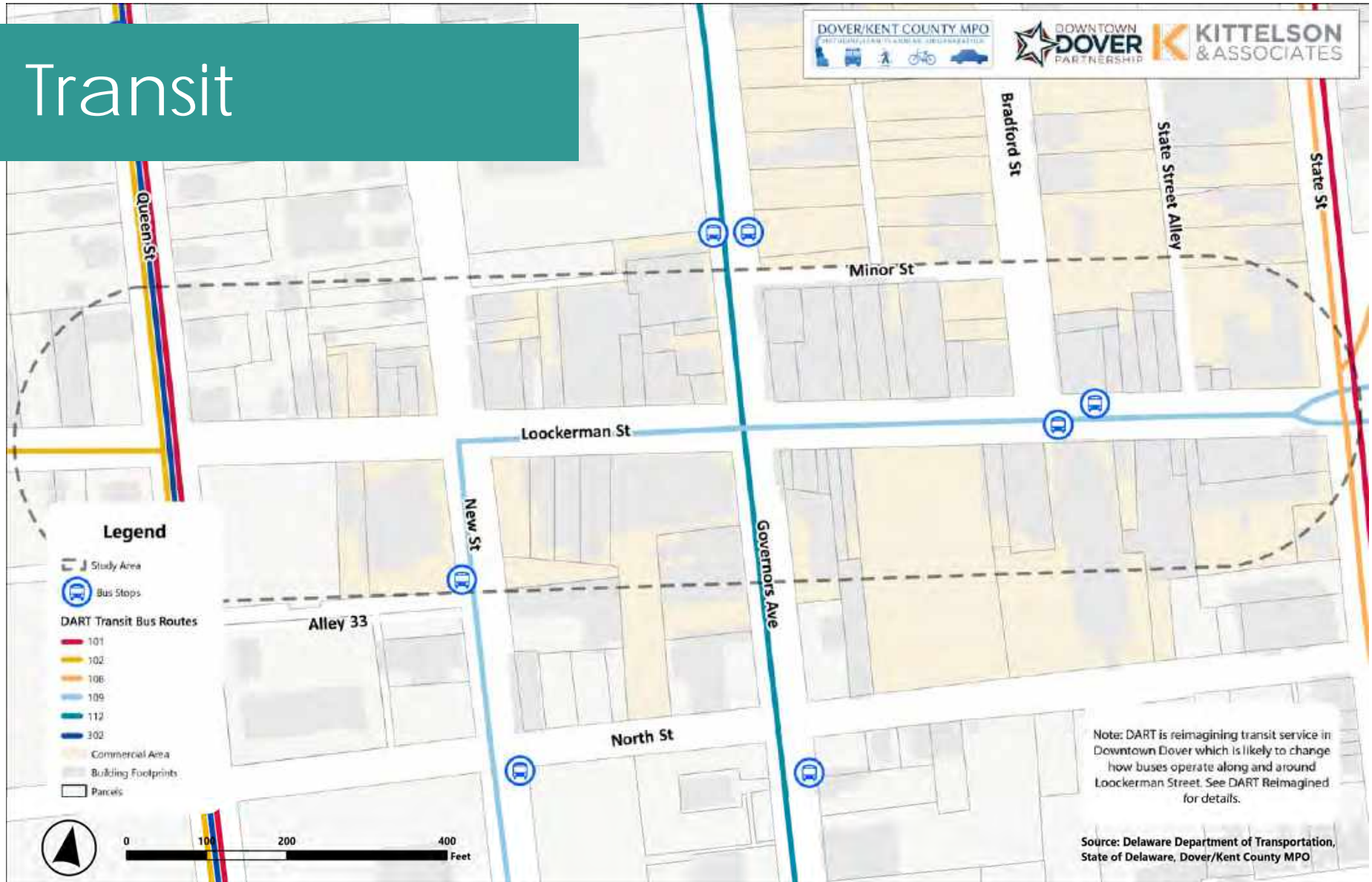
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North Spaces: No parking from 2 AM to 6 AM on Wednesdays
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Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO

Transit





DART REIMAGINED

**Reshaping Transit Services
to Meet the Needs of
Today and Beyond**

Final Report - 03.12.2024



Traffic Control



“Transforming Downtown Dover” Recommendations

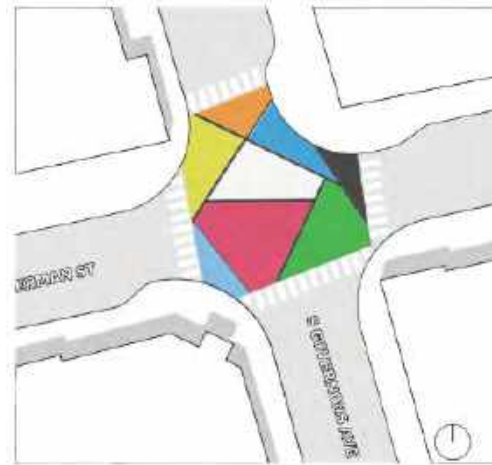
January 2023



Master Plan Recommendations

A Pedestrian-Centered Business District

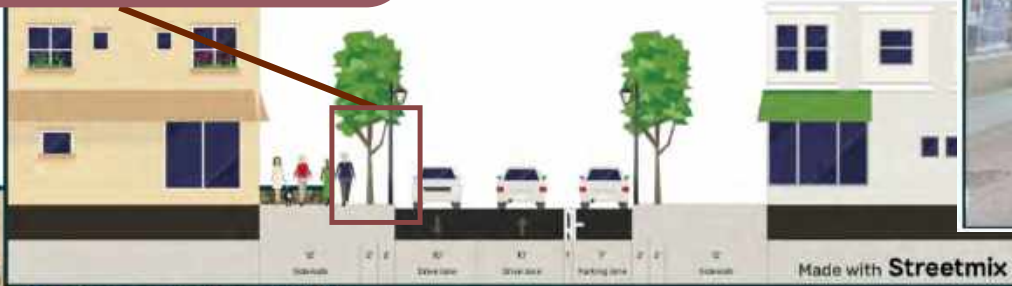
- Calm traffic
- Expand pedestrian realm
- Phase implementation
- Promote art
- Connect open space
- Preserve mature trees
- Increase pedestrian safety



Master Plan Recommendations

A Pedestrian-Centered Business District

Considered removing a parking lane



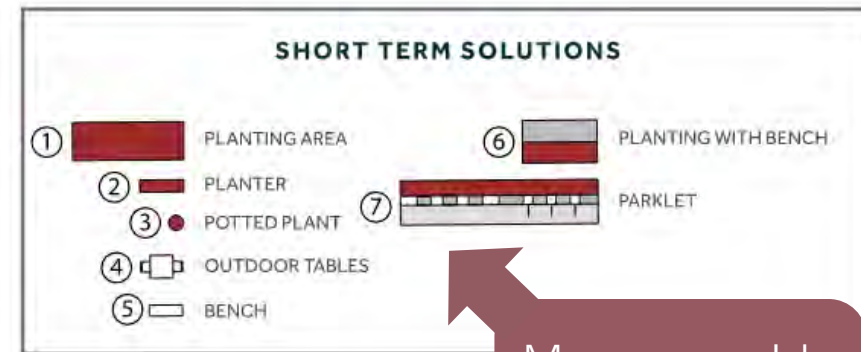
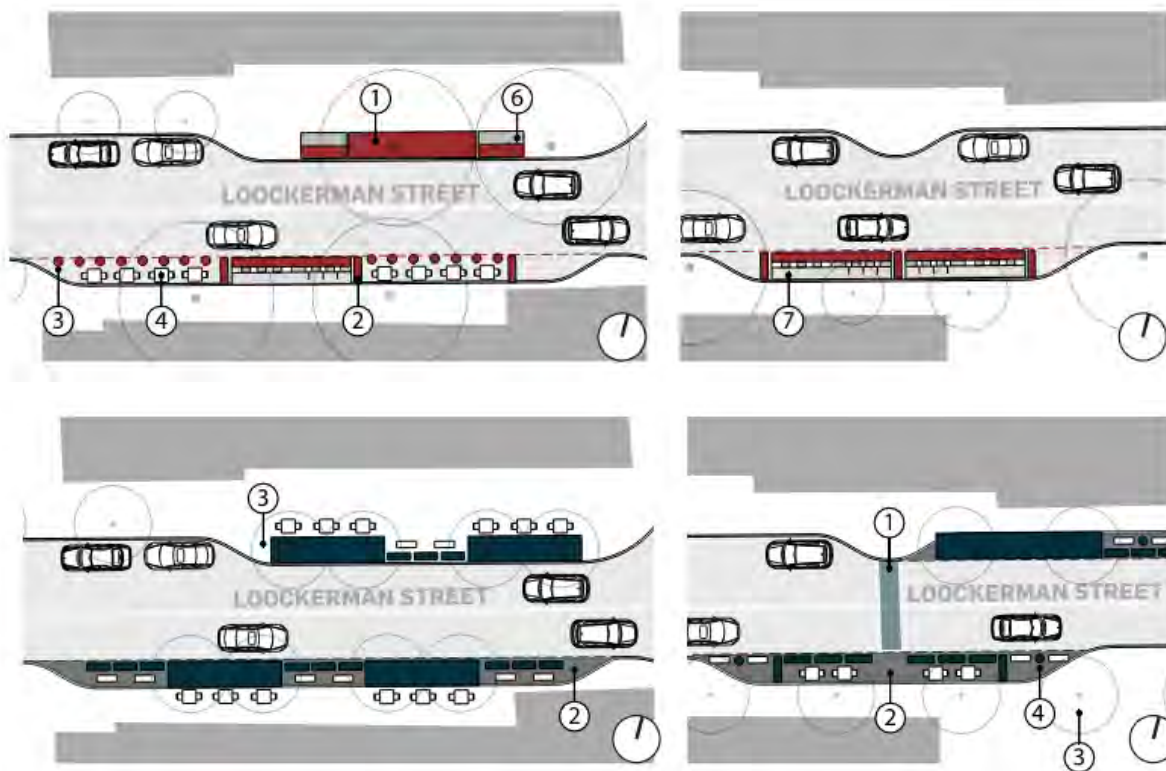
LOOCKERMAN TOMORROW

By removing one lane of parking and sharing travel lanes by 2 feet, Loockerman can have 12-foot sidewalks on both sides of the street and narrower travel lanes that encourage slower and safer vehicle travel through the pedestrian environment. In Capital City 2030, only 45 percent of public space is devoted to cars.

The wider sidewalk can be shared by pedestrians, wheelchair users, scooters, bikes and support recreation, shopping, dining, and tourism.

Master Plan Recommendations

A Pedestrian-Centered Business District



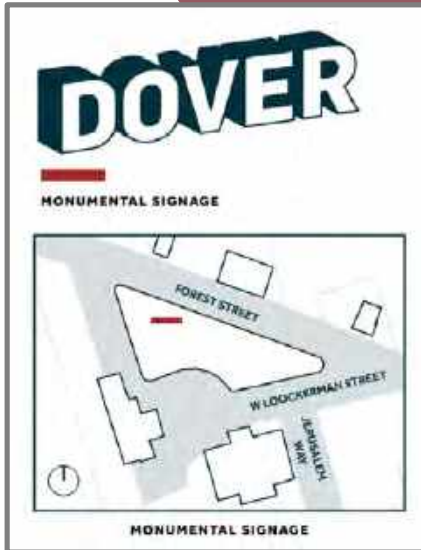
More movable / adaptable elements

More permanent curb elements

Master Plan Recommendations

A Pedestrian-Centered Business District

Downtown "gateway" at the beginning of Lookerman Street.



Wayfinding posts along Lookerman Street.

Summary





Field Walk



Field Walk



Field Walk



Field Walk



Field Walk



Field Walk



Field Walk



Field Walk



Field Walk



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Field Walk

Key Takeaways & Potential Opportunities

Loockerman
Street

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Key Takeaways & Potential Opportunities

Loockerman
Street

- Sidewalk width
- Pedestrian crossings
- Tree health
- Parking
- Lighting
- Resilient street furniture

Please tell us more about...

Loockerman
Street

- Where are people coming and going from?
- What street elements make you feel uncomfortable?
- What street elements would draw you to Loockerman Street?
- Where should there be better visibility or better crossings?
- What street elements do you most value?

Please tell us more about...

- Are the sidewalks currently wide enough?
 - For walking?
 - For dining and shopping?
- Would sidewalks be wide enough with twice as many people walking downtown?
- Thinking about the limited space and history / charm of the corridor, how do you value widening sidewalks vs. preserving trees?





Central Commercial (C-2)

- **Allowable uses:** Retail, restaurants, hotels, galleries, banks, personal service, businesses offices, multifamily housing
- **Parking:** No off-street parking requirements
- **Setback:** No minimum
- **Stories allowed:** 10 stories
- **Max. height:** 125-feet
- **Floor area ratio:** 5.0

+ Historic Overlay

- Architectural review required
- New construction to scale of adjacent buildings
- Larger-scale structures are discouraged along Lookerman Street



DOVER
PARTNERSHIP

KITTELSON
& ASSOCIATES

Bradford St

Minor St

Lookerman St

Governor

State St

Kings Hwy S.W.

Source: Delaware Department of Transportation,
State of Delaware, Dover/Kent County MPO

The Green



General Residential (RG-1)

- **Allowable uses:** Single family housing
- **Conditional uses:** townhouses, duplexes, inns, student housing
- **Setback:** 15-foot min.
- **Parking:** 1 space per dwelling unit
- **Stories allowed:** 2.5 stories
- **Max. height:** 35-feet
- **Lot coverage:** 45%

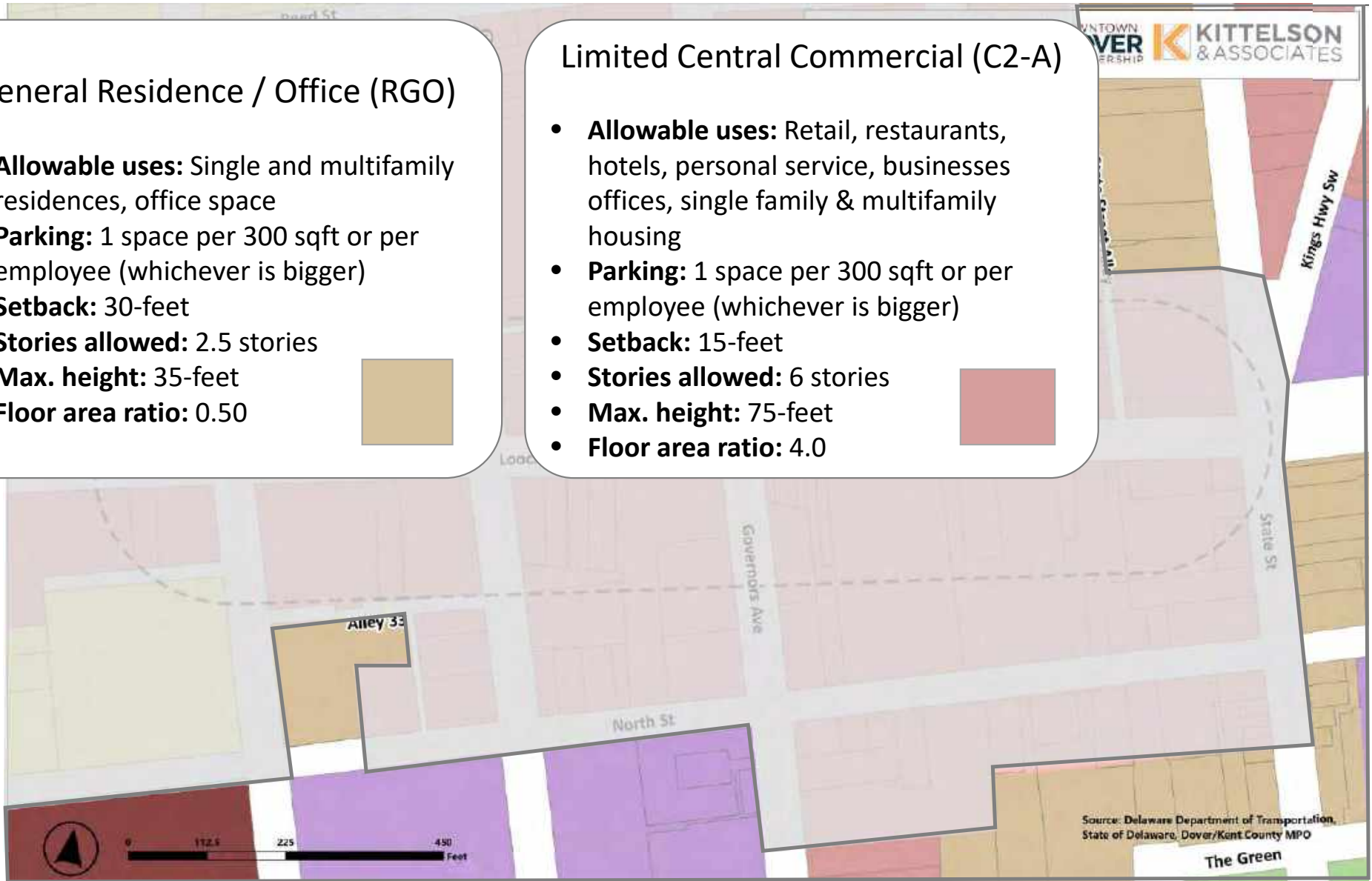
General Residence / Office (RGO)

- **Allowable uses:** Single and multifamily residences, office space
- **Parking:** 1 space per 300 sqft or per employee (whichever is bigger)
- **Setback:** 30-feet
- **Stories allowed:** 2.5 stories
- **Max. height:** 35-feet
- **Floor area ratio:** 0.50



Limited Central Commercial (C2-A)

- **Allowable uses:** Retail, restaurants, hotels, personal service, businesses offices, single family & multifamily housing
- **Parking:** 1 space per 300 sqft or per employee (whichever is bigger)
- **Setback:** 15-feet
- **Stories allowed:** 6 stories
- **Max. height:** 75-feet
- **Floor area ratio:** 4.0



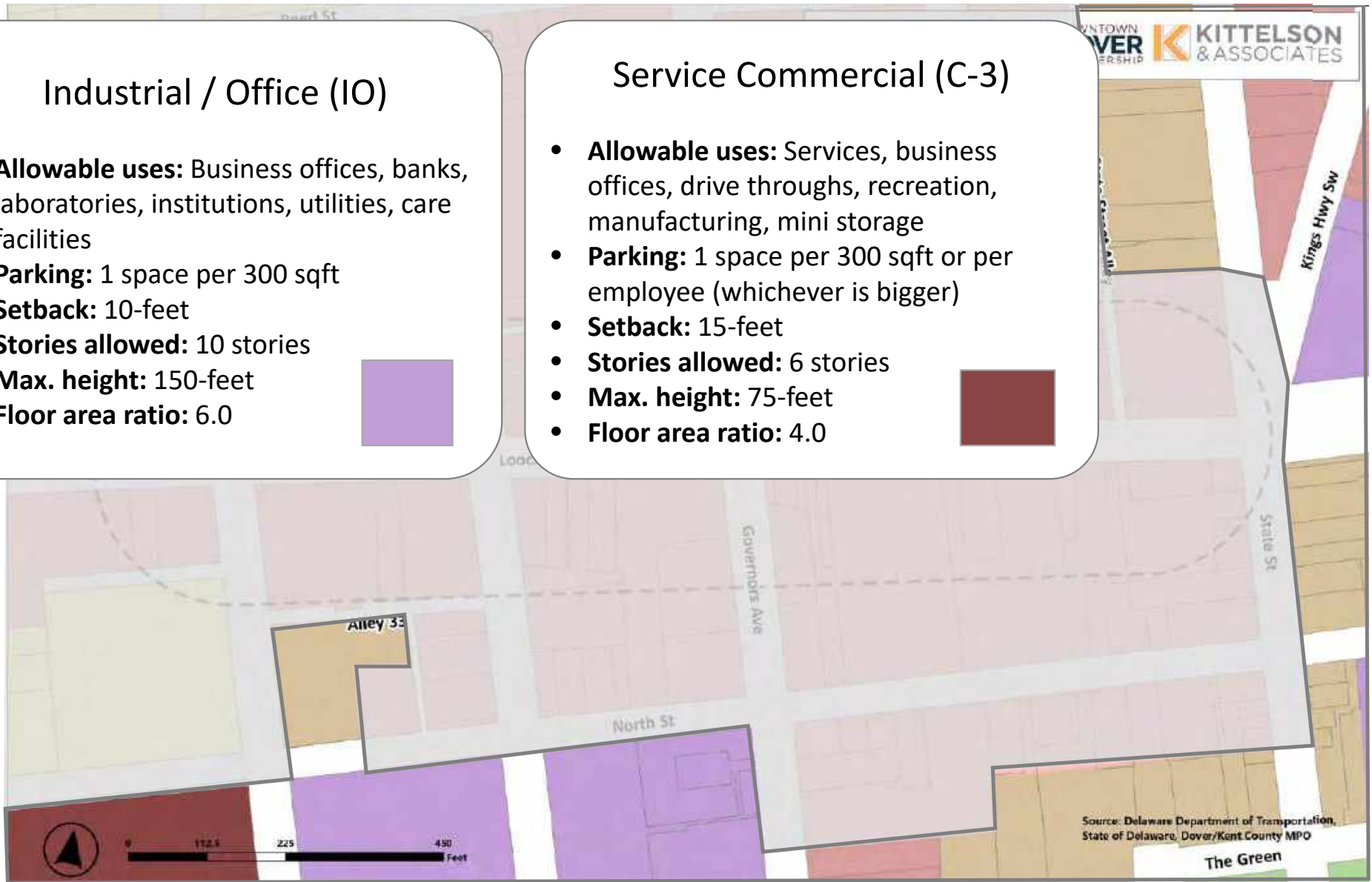
Industrial / Office (IO)

- **Allowable uses:** Business offices, banks, laboratories, institutions, utilities, care facilities
- **Parking:** 1 space per 300 sqft
- **Setback:** 10-feet
- **Stories allowed:** 10 stories
- **Max. height:** 150-feet
- **Floor area ratio:** 6.0



Service Commercial (C-3)

- **Allowable uses:** Services, business offices, drive throughs, recreation, manufacturing, mini storage
- **Parking:** 1 space per 300 sqft or per employee (whichever is bigger)
- **Setback:** 15-feet
- **Stories allowed:** 6 stories
- **Max. height:** 75-feet
- **Floor area ratio:** 4.0



Field Walk



Lookerman Street Design Charrette



Stop at Forest Street fork

Stop at Governors Avenue

Stop at Bradford Street

Stop at State Street

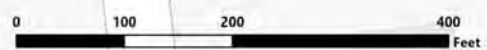
Start / end at The Hive

Stop at Lookerman Way Plaza

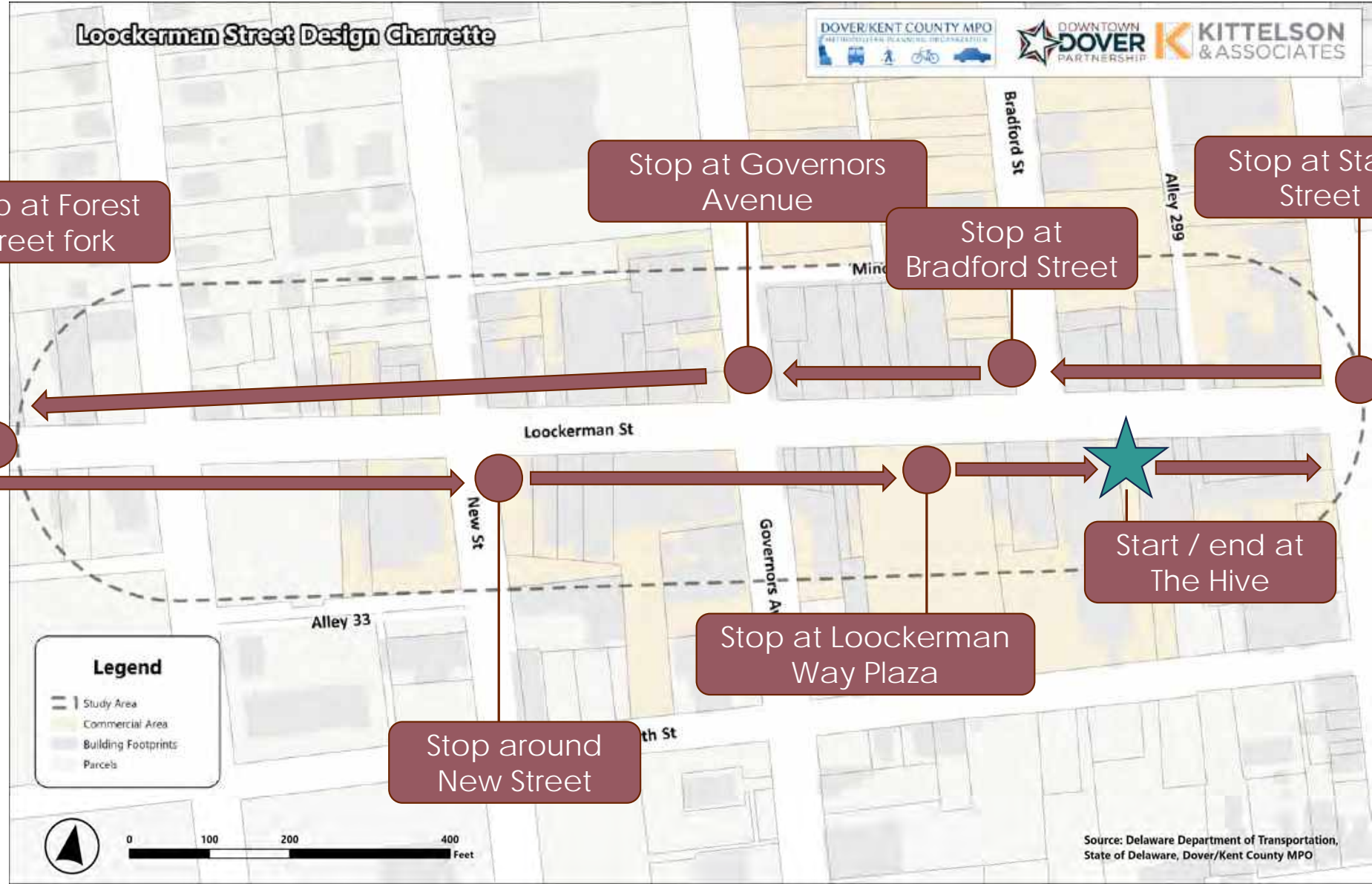
Stop around New Street

Legend

- Study Area
- Commercial Area
- Building Footprints
- Parcels



Source: Delaware Department of Transportation, State of Delaware, Dover/Kent County MPO

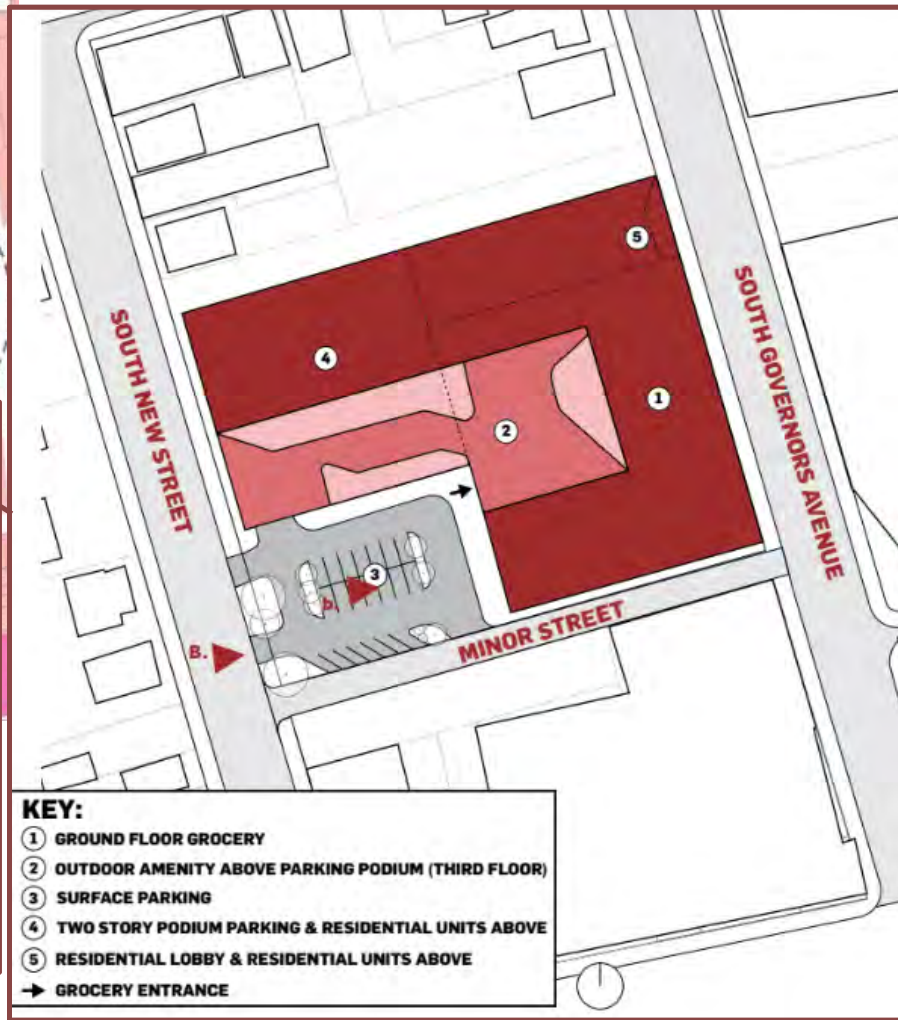


Introductions & Ice Breaker



Lockerman Street Design Charrette

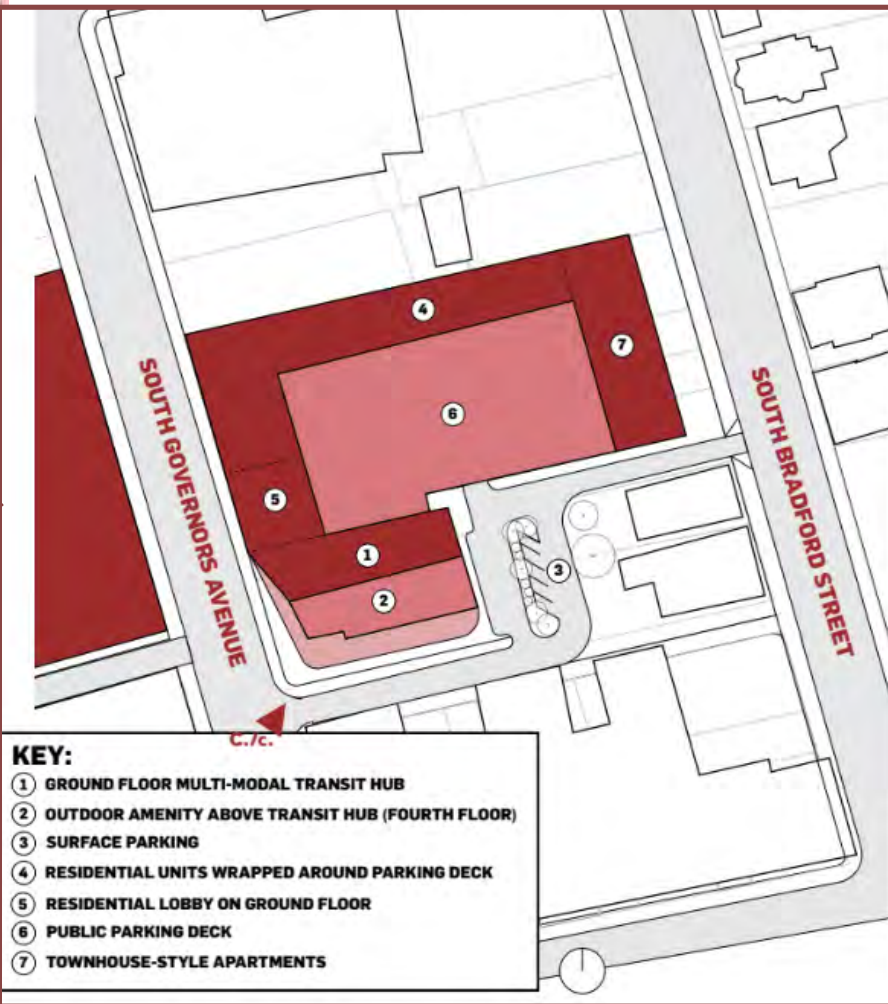
Existing Land Use



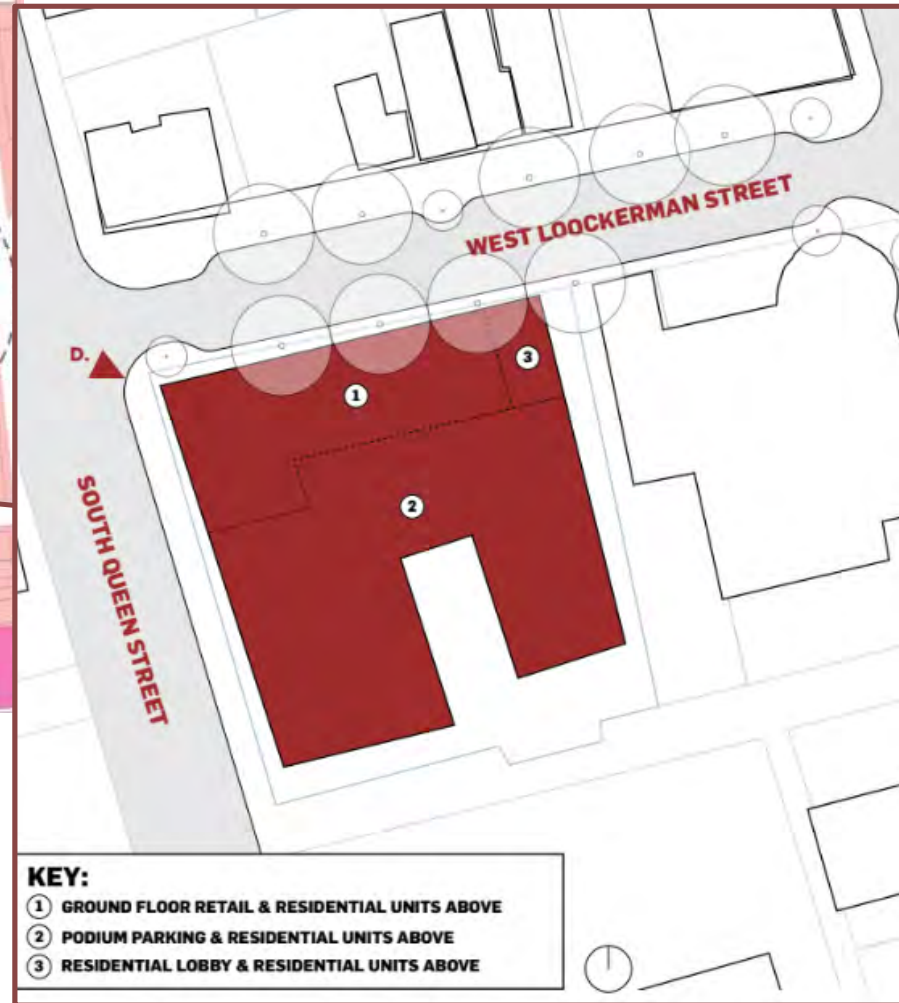
- KEY:**
- ① GROUND FLOOR GROCERY
 - ② OUTDOOR AMENITY ABOVE PARKING PODIUM (THIRD FLOOR)
 - ③ SURFACE PARKING
 - ④ TWO STORY PODIUM PARKING & RESIDENTIAL UNITS ABOVE
 - ⑤ RESIDENTIAL LOBBY & RESIDENTIAL UNITS ABOVE
 - ➔ GROCERY ENTRANCE

Lockerman Street Design Charrette

Existing Land Use



- KEY:**
- ① GROUND FLOOR MULTI-MODAL TRANSIT HUB
 - ② OUTDOOR AMENITY ABOVE TRANSIT HUB (FOURTH FLOOR)
 - ③ SURFACE PARKING
 - ④ RESIDENTIAL UNITS WRAPPED AROUND PARKING DECK
 - ⑤ RESIDENTIAL LOBBY ON GROUND FLOOR
 - ⑥ PUBLIC PARKING DECK
 - ⑦ TOWNHOUSE-STYLE APARTMENTS

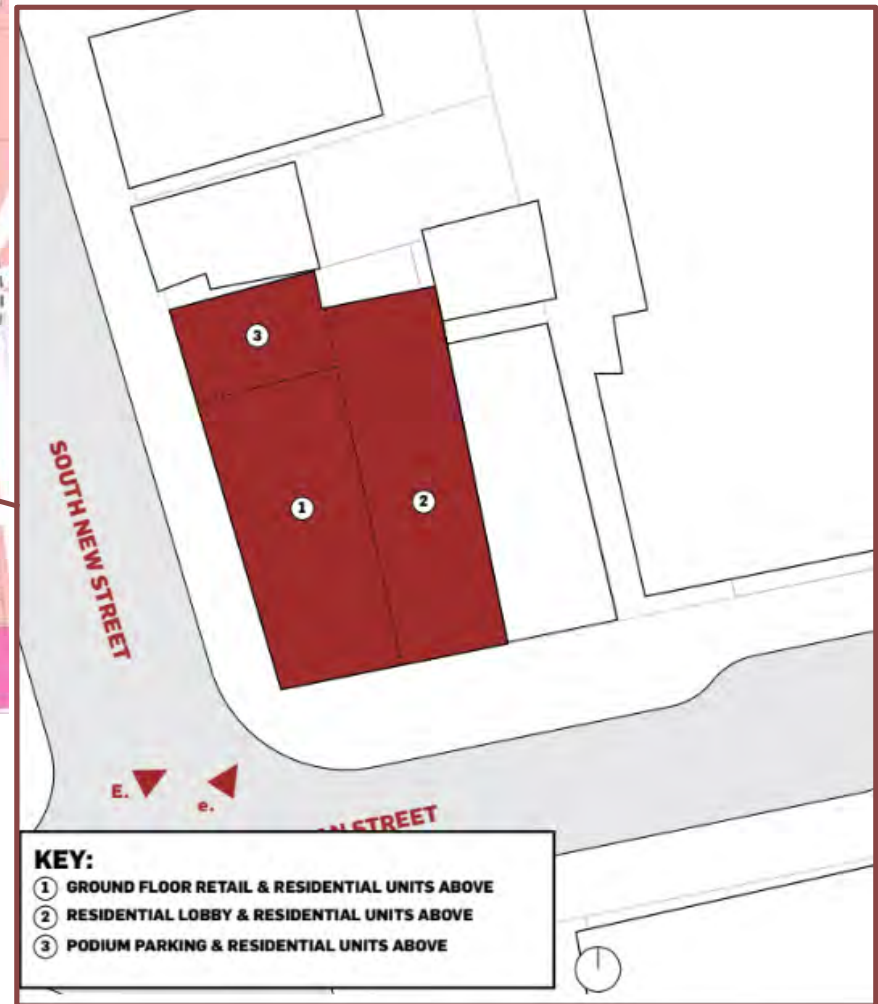


Lockerman Street Design Charrette

Existing Land Use



Legend
Study Area



- KEY:**
- ① GROUND FLOOR RETAIL & RESIDENTIAL UNITS ABOVE
 - ② RESIDENTIAL LOBBY & RESIDENTIAL UNITS ABOVE
 - ③ PODIUM PARKING & RESIDENTIAL UNITS ABOVE

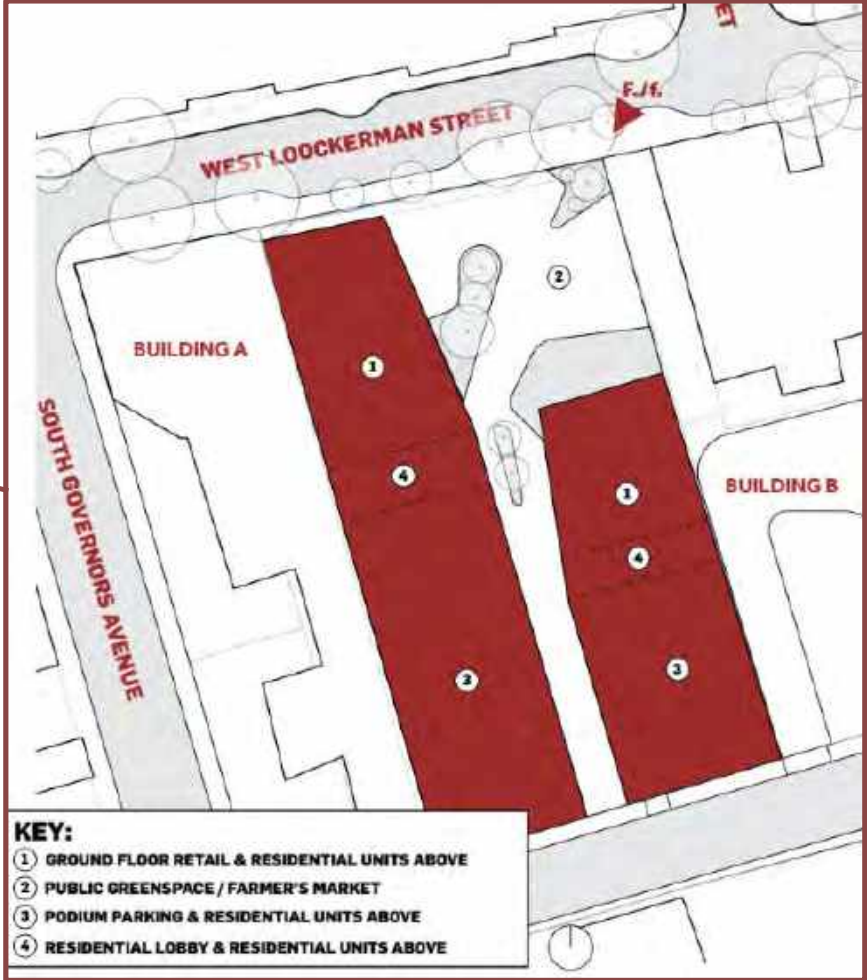
Lockerman Street Design Charrette

Existing Land Use



Legend

- Study Area
- Potential Developments
- Commercial
- Institutional/Governmental



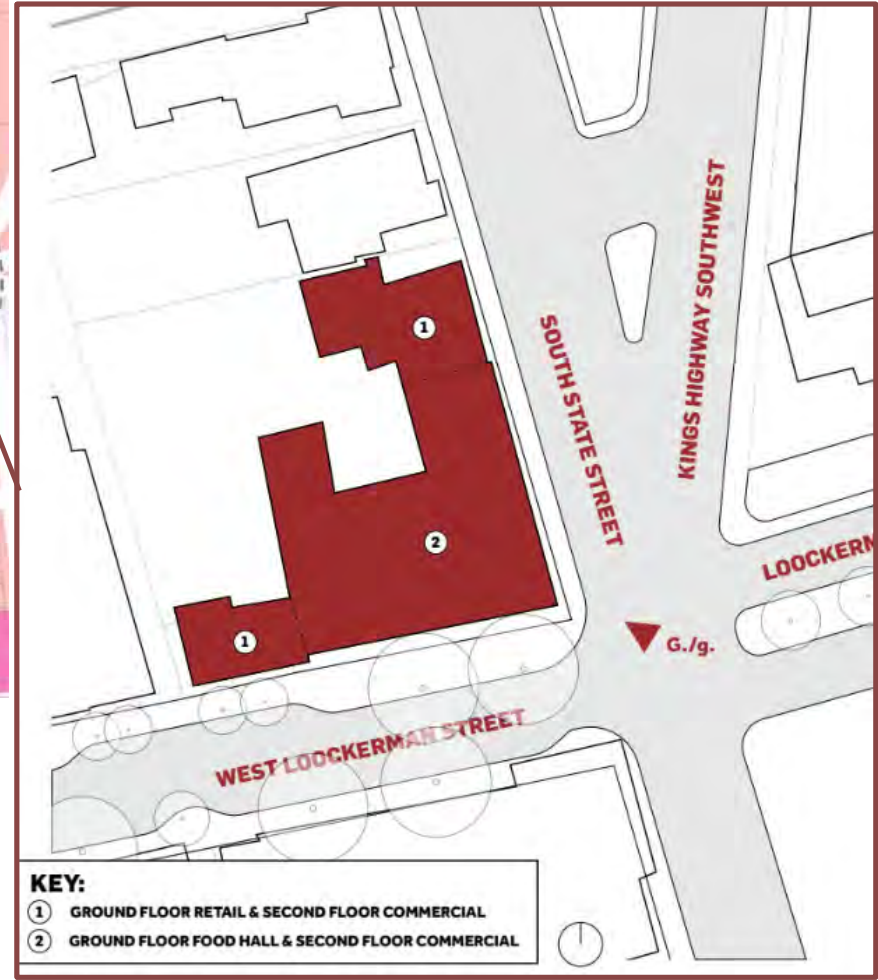
Lockerman Street Design Charrette

Existing Land Use



Legend

- Study Area
- Potential Developments
- Commercial



KEY:

- ① GROUND FLOOR RETAIL & SECOND FLOOR COMMERCIAL
- ② GROUND FLOOR FOOD HALL & SECOND FLOOR COMMERCIAL

Loockerman Street Charrette Purpose

Loockerman
Street



Understand existing corridor conditions



Identify key issues and needs



Brainstorm alternatives for improvement



Assess potential impacts and opportunities



Test ideas to develop a preferred concept

**Key Charrette
Outcome:**
Conceptual
design for
Loockerman
Street

Charrette Agenda

Loockerman
Street

DAY 1:
Understanding
the Corridor



DAY 2:
Reimagining
the Corridor



DAY 3:
Bringing the
Corridor to Life



Charrette Agenda

Loockerman
Street

DAY 1: Understanding the Corridor



- 9:30 am Orientation
- 10:30 am Corridor Walk
- 12:30 pm Lunch
- 1:30 pm Team Worksession
- 5:00 pm Open House & Presentation

Public
Event!

Charrette Agenda

Loockerman
Street

DAY 2: Reimagining the Corridor



- 9:00 am Businesses
- 11:00 am Neighborhoods
- 12:30 pm Lunch
- 1:30 pm DeIDOT & DART
- 3:00 pm City of Dover
- 4:00 pm Team Worksession

Charrette Agenda

Loockerman
Street

DAY 3:
Bringing the
Corridor to Life



- 9:30 am Team Worksession
- 11:30 am Lunch & Open House
- 5:00 pm Open House & Presentation

Public Events!

WELCOME!




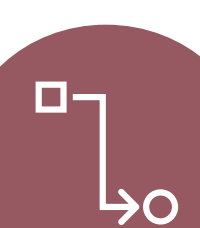

What is a Design Charrette?

A series of collaborative meetings, activities, and discussions between residents, business owners, and others in the community to identify needs and brainstorm ideas for improving the street.

Why are we talking about Lookerman Street?

The Transforming Downtown Dover Plan imagined development along Lookerman Street. We will identify street design changes that support local businesses and tie together existing and planned land uses.

Charrette Purpose & Goals

-  Understand existing corridor conditions
-  Identify key issues and needs
-  Brainstorm alternatives for improvement
-  Assess potential impacts and opportunities
-  Test ideas to develop a preferred concept

The outcome of this charrette will be a concept design for Lookerman Street!

Charrette Schedule

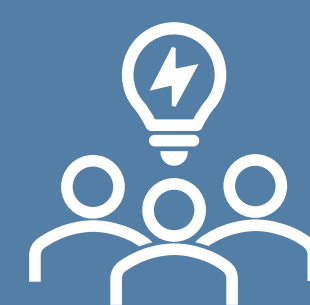
DAY 1
MAY 13



9:30 am
Orientation &
Field Walk

5:00 pm Public
Open House &
Presentation

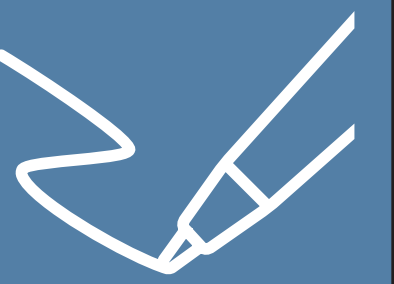
DAY 2
MAY 14



Topic Discussions:
9:00 am Businesses

11:00 am
Neighborhoods
1:30 pm Agencies

DAY 3
MAY 15



11:30 am Public
Open House

5:00 pm Public
Open House &
Presentation

WHAT IS YOUR VISION FOR LOCKERMAN STREET?

*Write one goal or idea on each sticky
note and attach to this board below!*

WHAT DID THE DOWNTOWN DOVER PLAN ENVISION?

The Transforming Downtown Dover Plan envisioned Loockerman Street as:

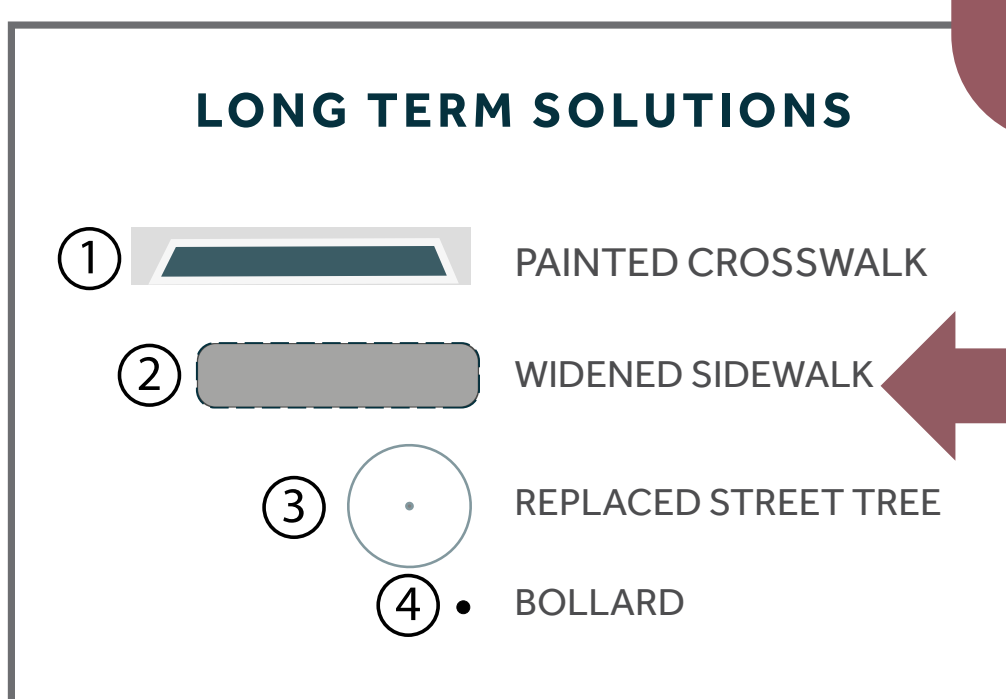
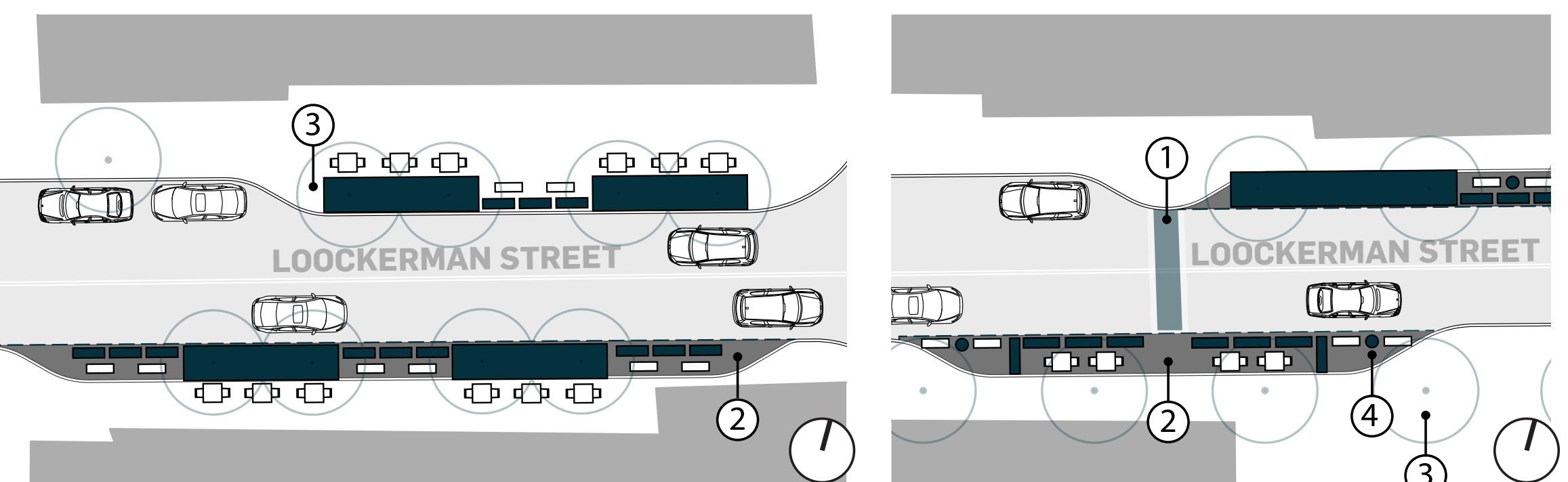
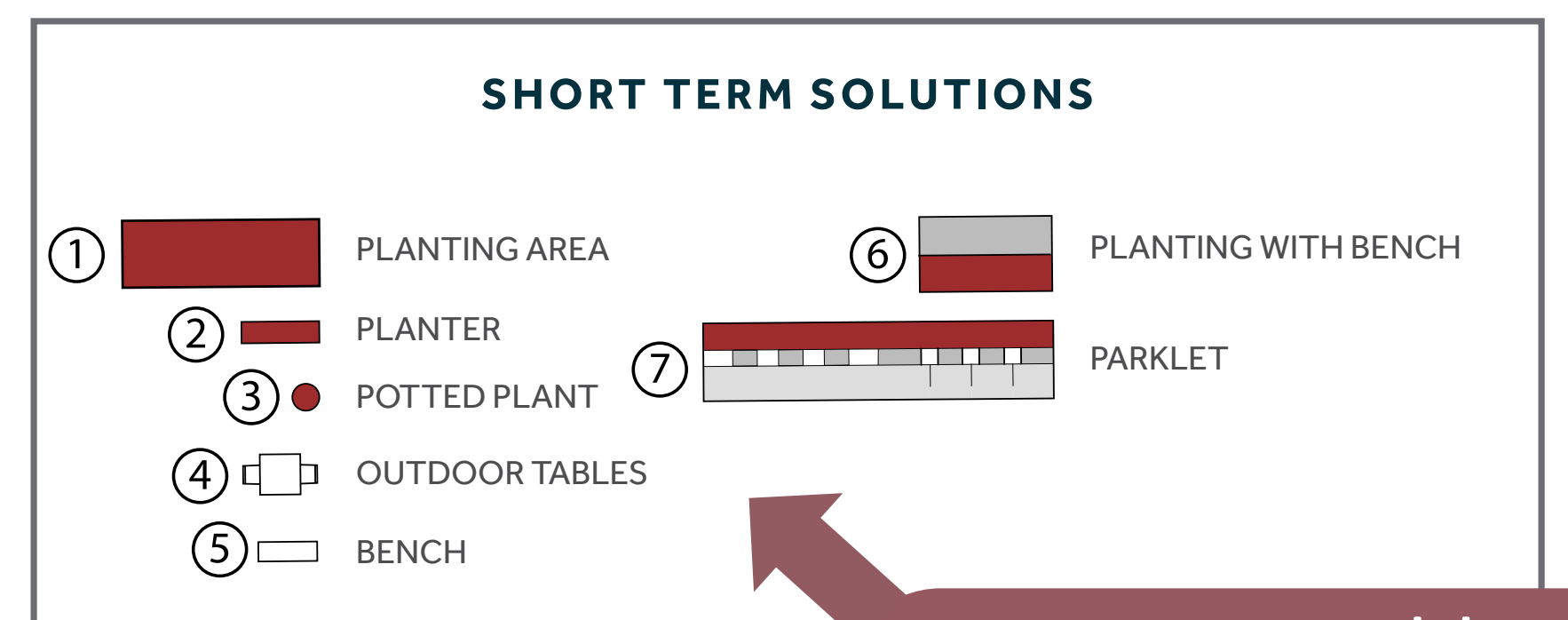
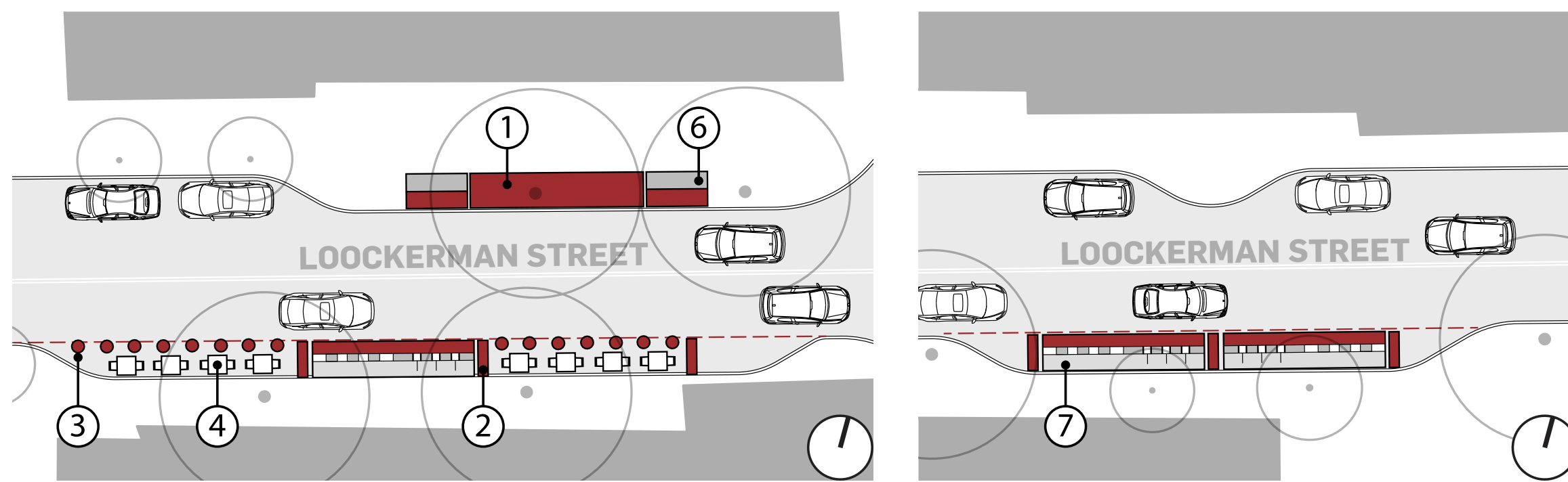
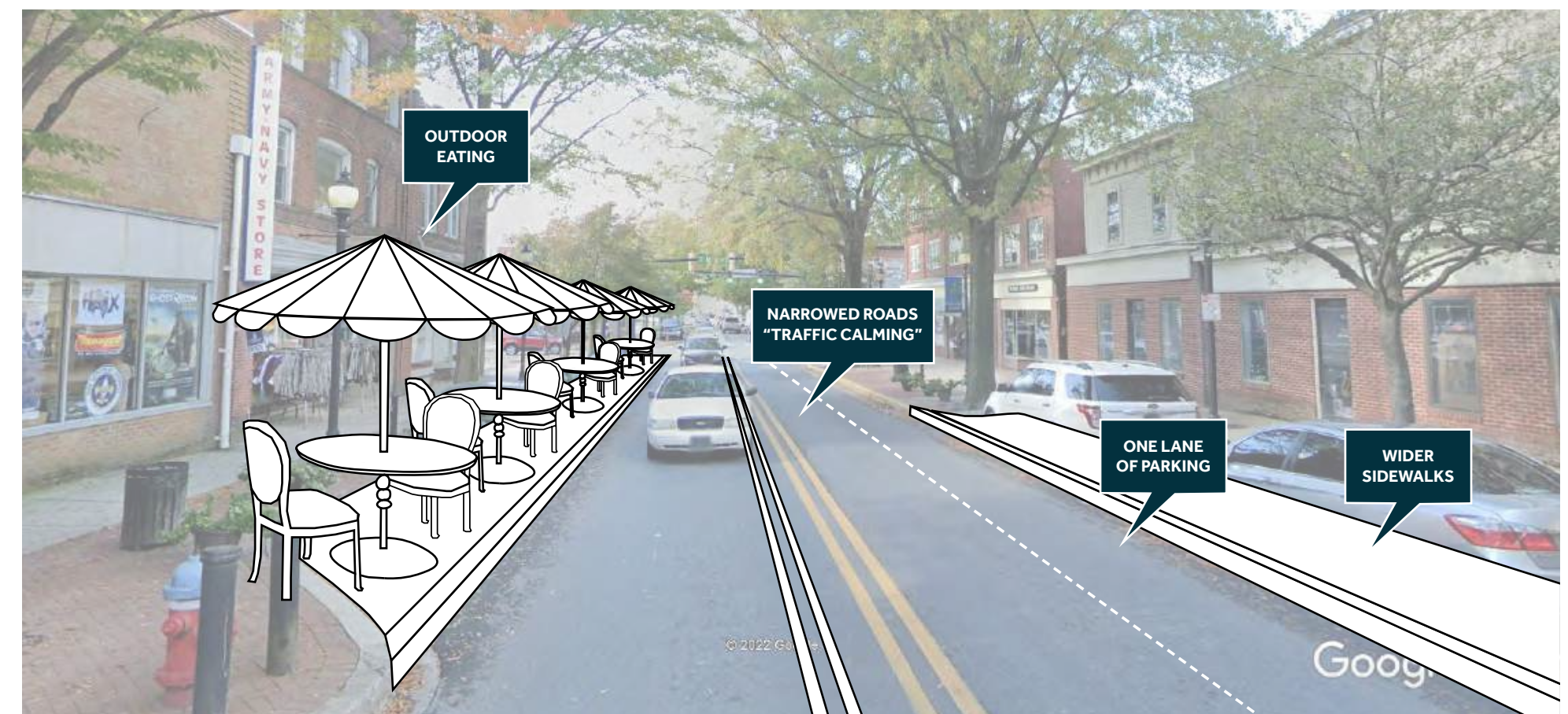
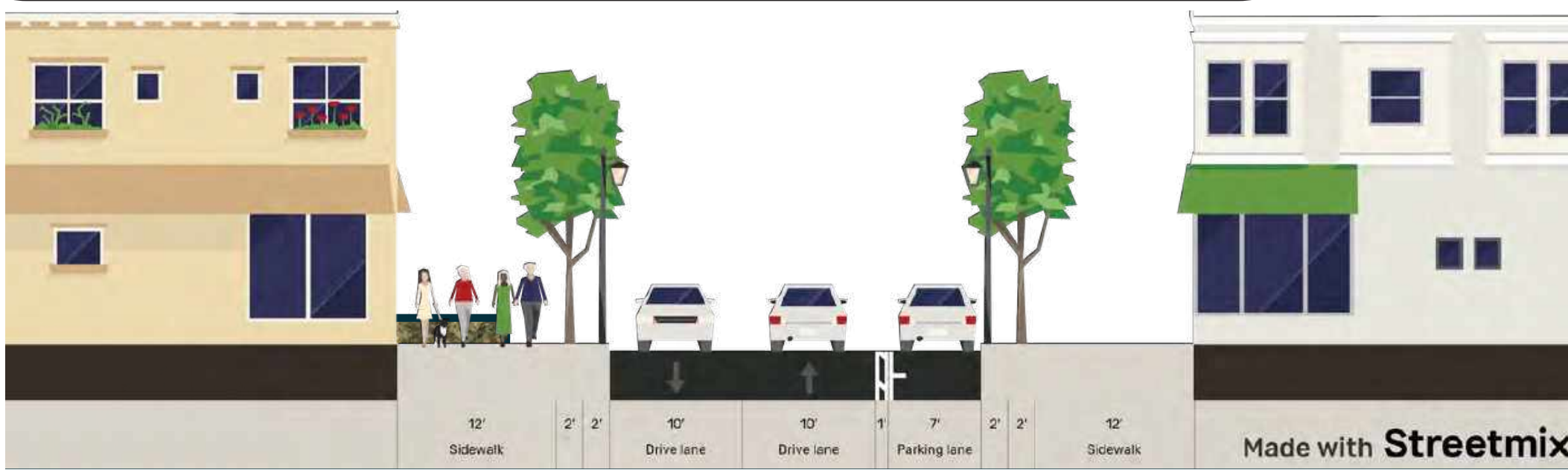
- A Central Spine for Redevelopment, and
- A Pedestrian-Centered Business District



Loockerman Street Today



Loockerman Street Vision

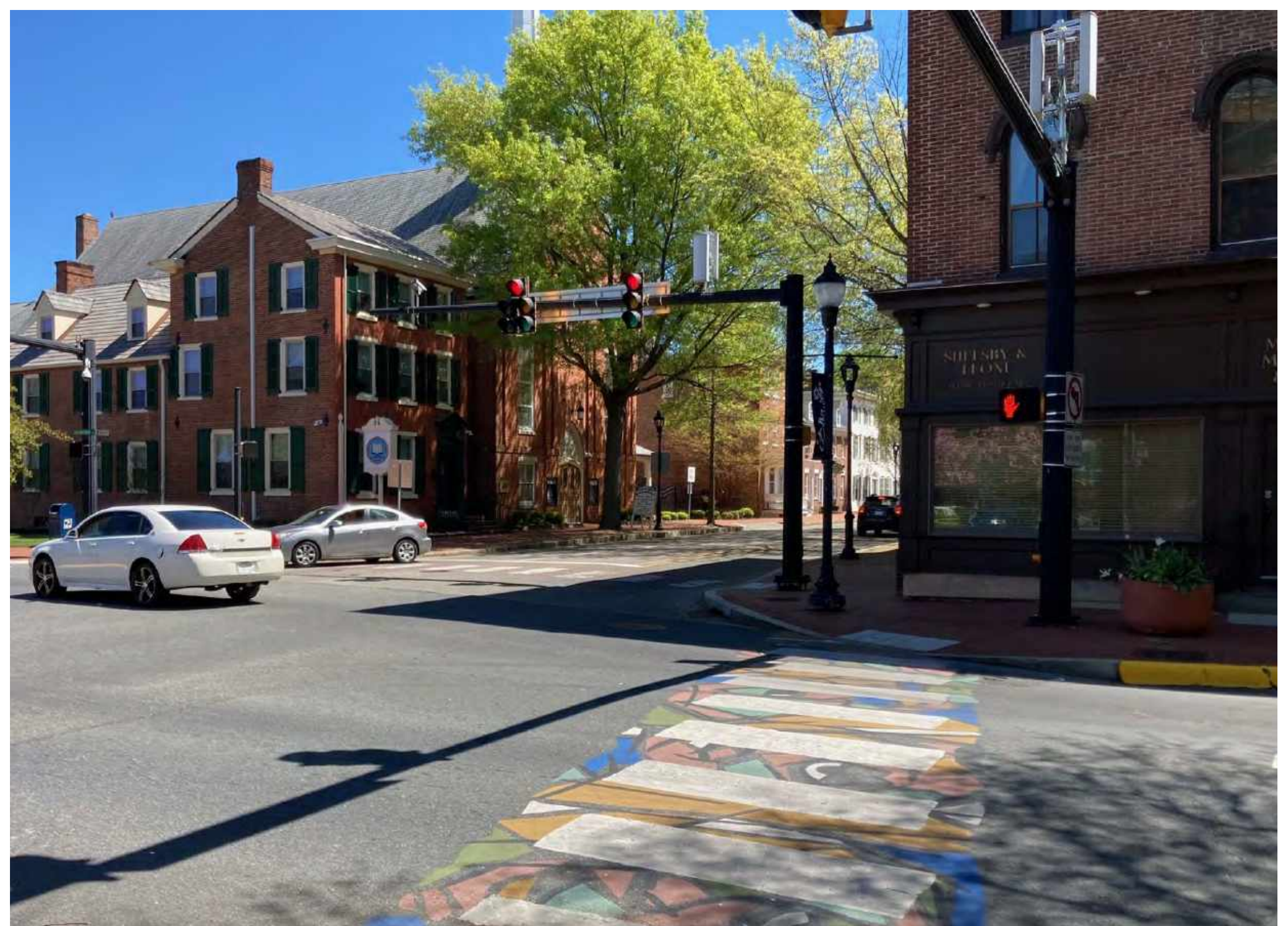
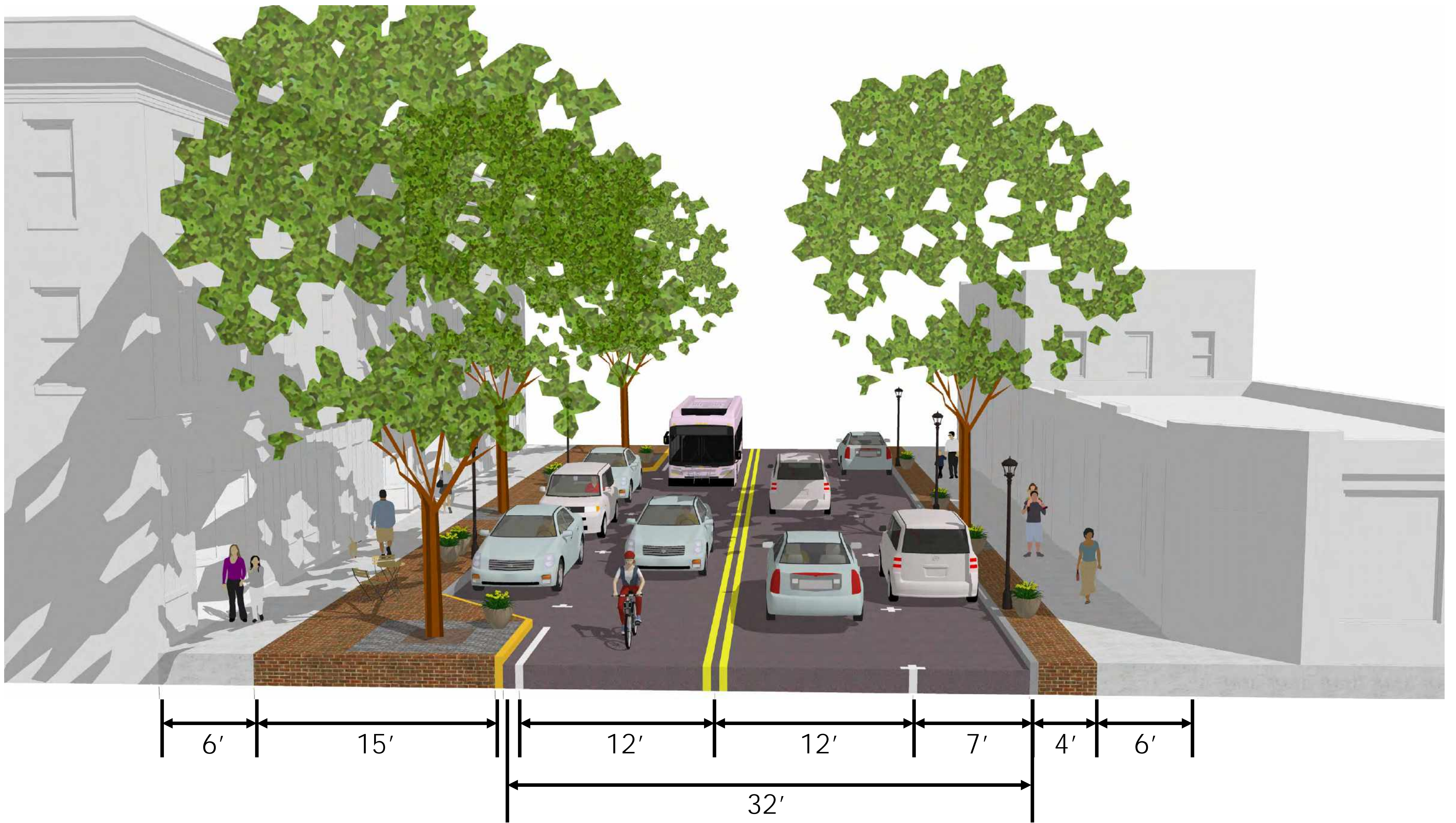


More movable / adaptable elements

More permanent curb elements



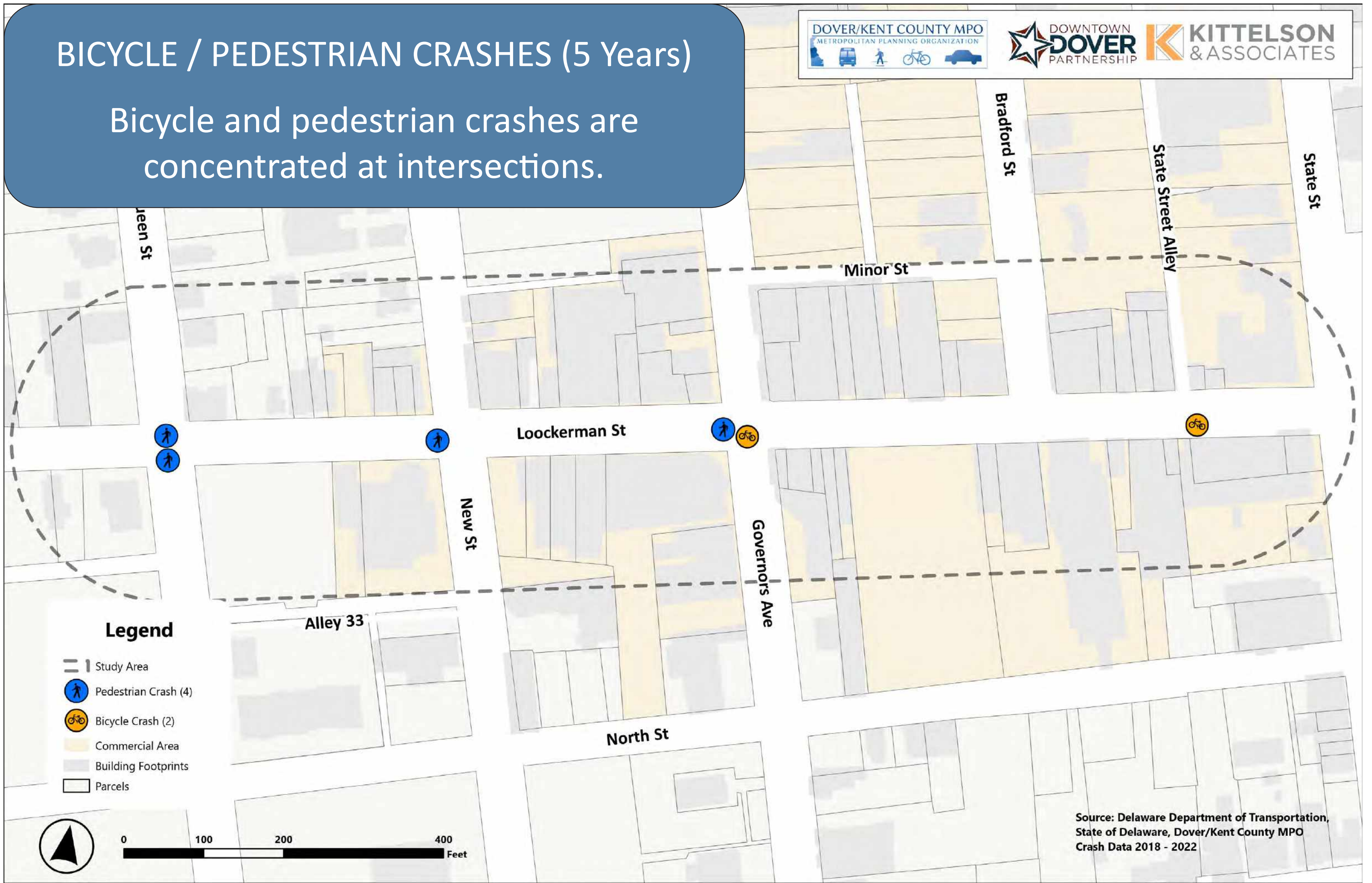
LOCKERMAN STREET TODAY



CRASHES ALONG LOCKERMAN STREET

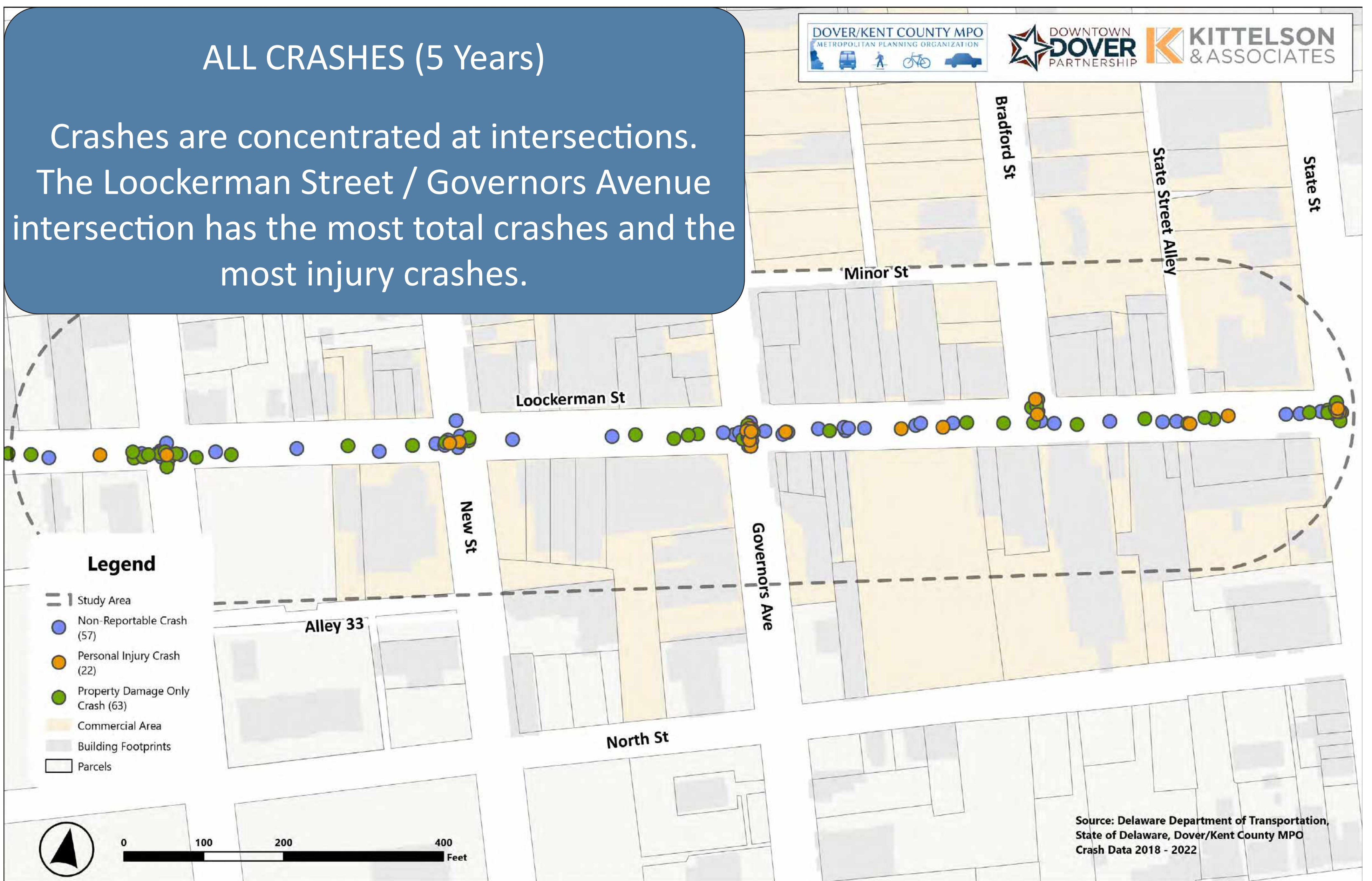
BICYCLE / PEDESTRIAN CRASHES (5 Years)

Bicycle and pedestrian crashes are concentrated at intersections.



ALL CRASHES (5 Years)

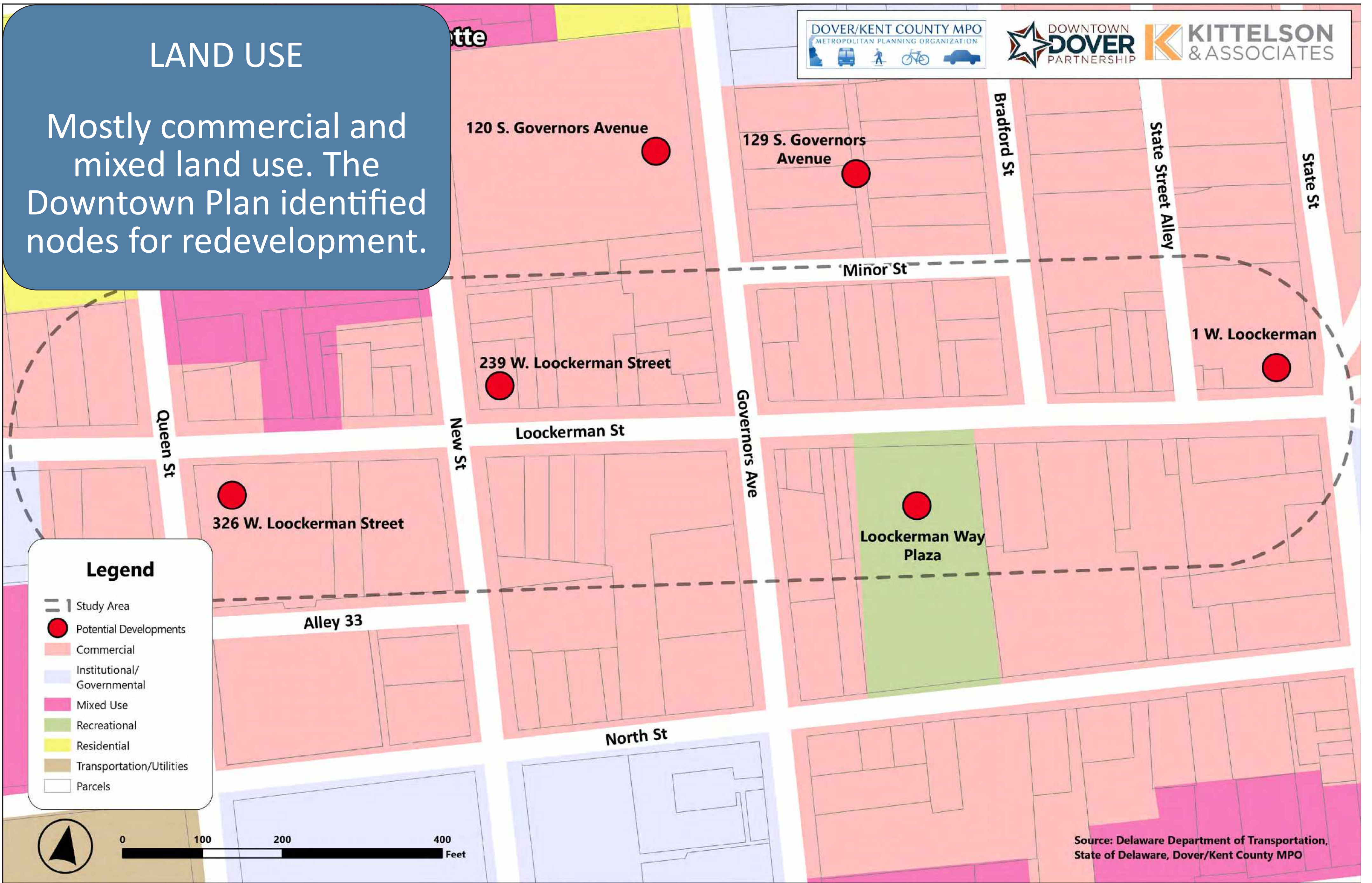
Crashes are concentrated at intersections. The Lockerman Street / Governors Avenue intersection has the most total crashes and the most injury crashes.



LAND USE & ZONING ALONG LOCKERMAN STREET

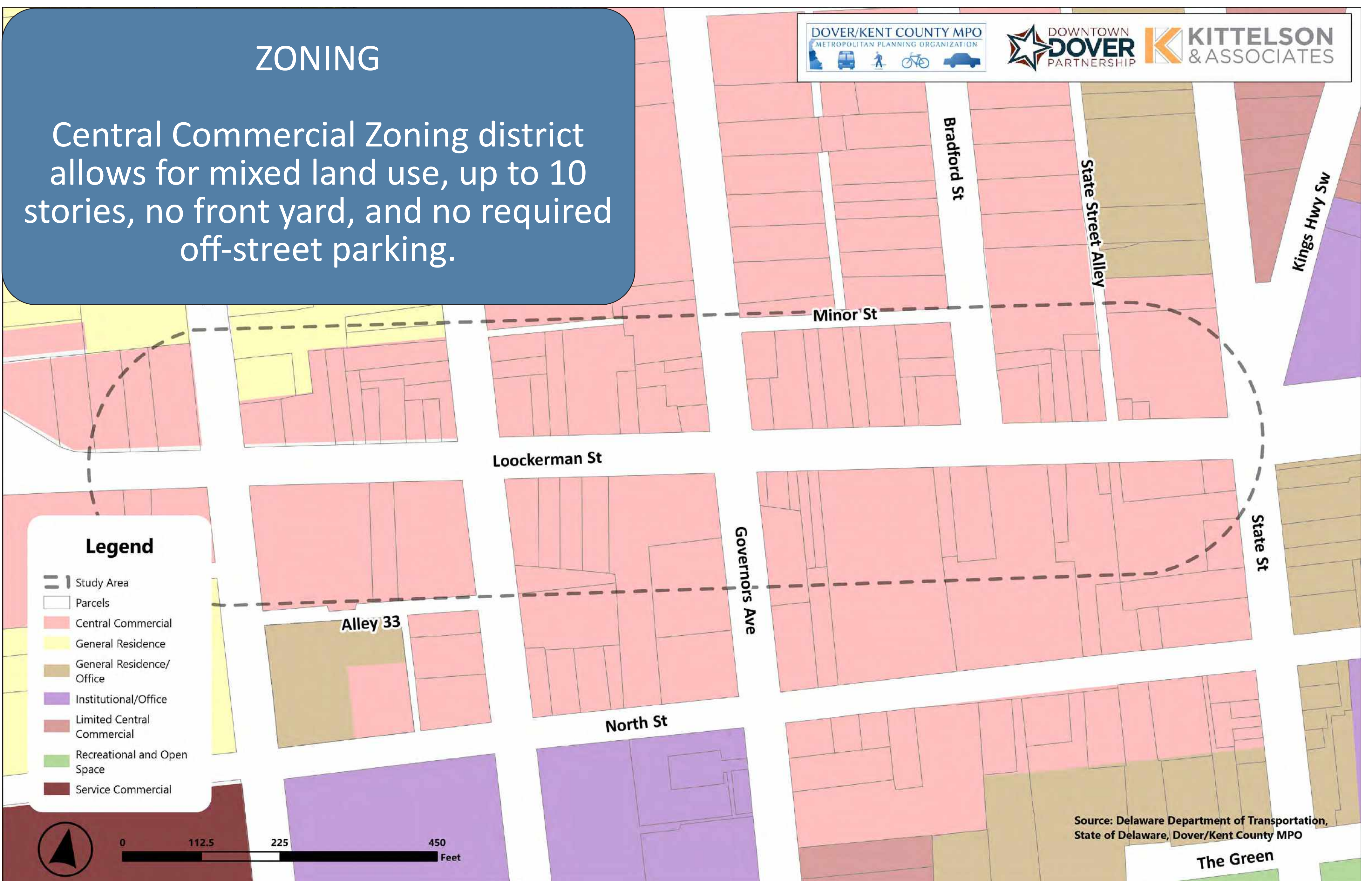
LAND USE

Mostly commercial and mixed land use. The Downtown Plan identified nodes for redevelopment.



ZONING

Central Commercial Zoning district allows for mixed land use, up to 10 stories, no front yard, and no required off-street parking.



TRANSIT & PARKING ALONG LOCKERMAN STREET

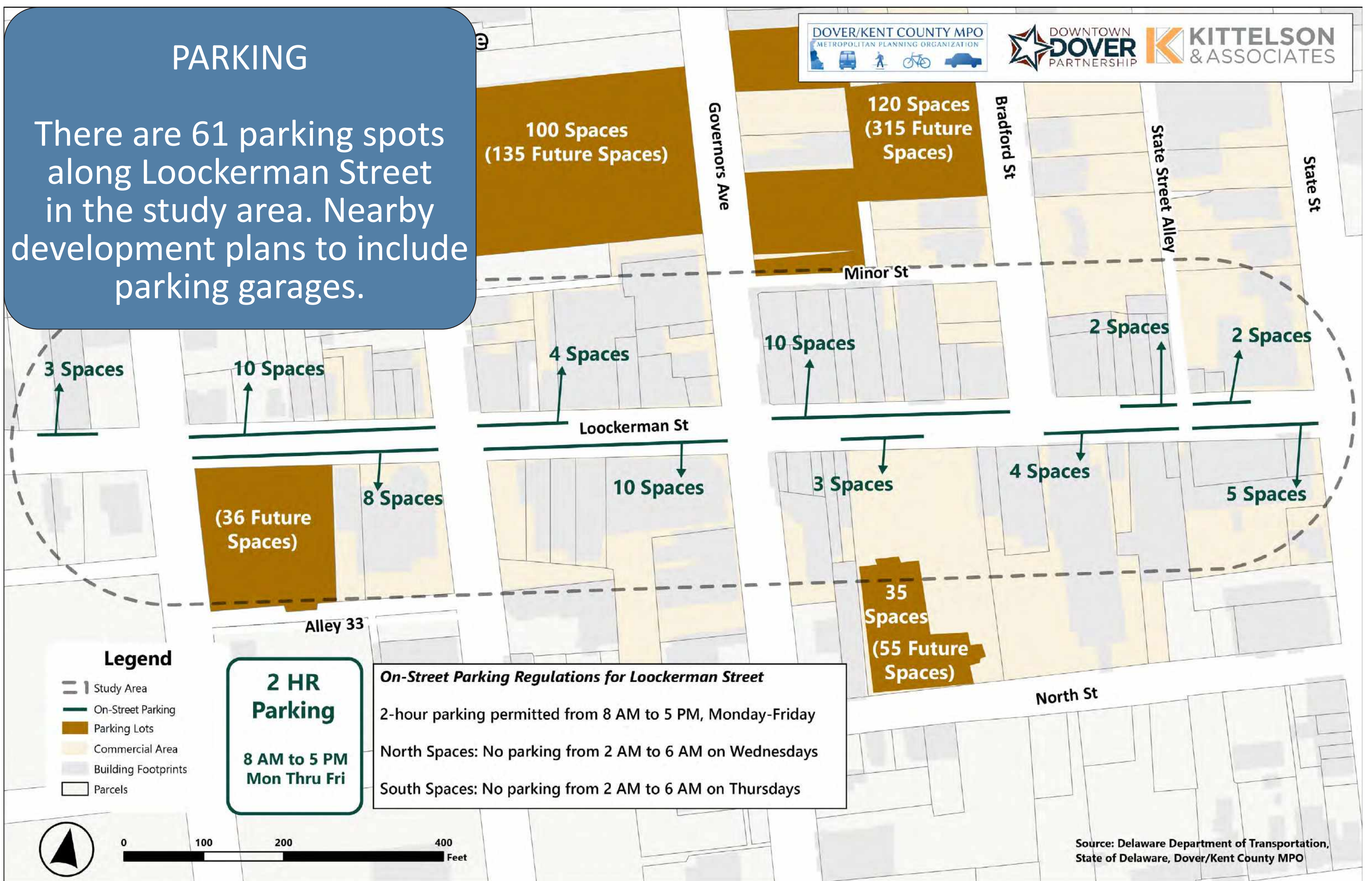
EXISTING TRANSIT

There are two existing bus stops along Lookerman Street without transit shelters. DART is reimagining bus service.



PARKING

There are 61 parking spots along Lookerman Street in the study area. Nearby development plans to include parking garages.



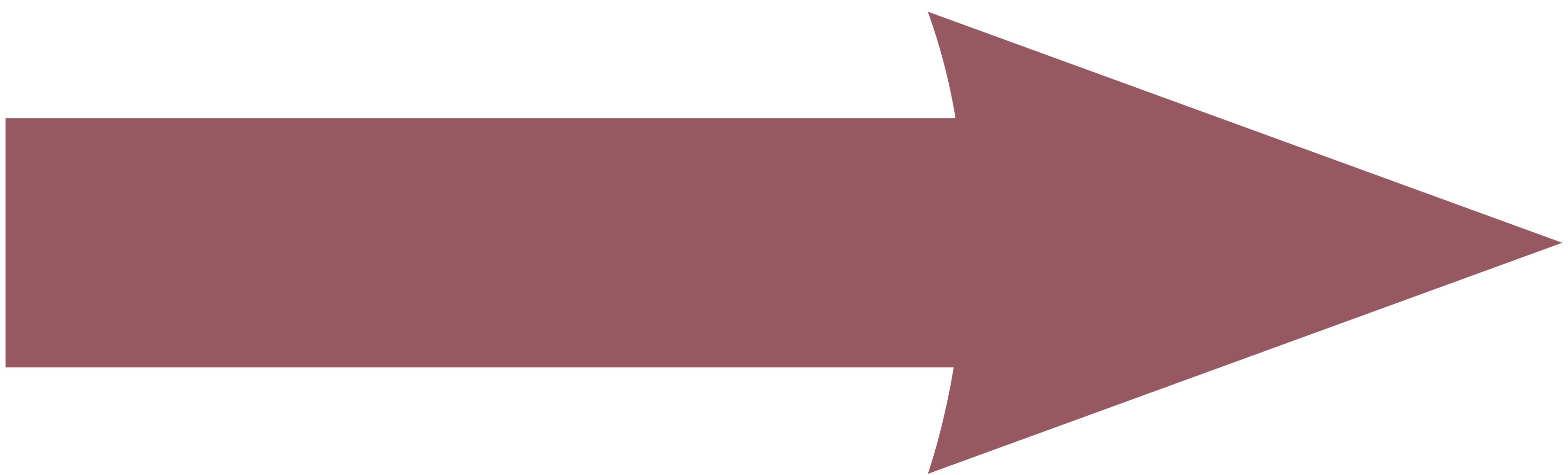
KEY CROSSINGS ALONG LOCKERMAN STREET

TRAFFIC CONTROL & CROSSWALKS

The crossing of Lockerman Street at Bradford Street is uncontrolled. There are no mid-block crossings.

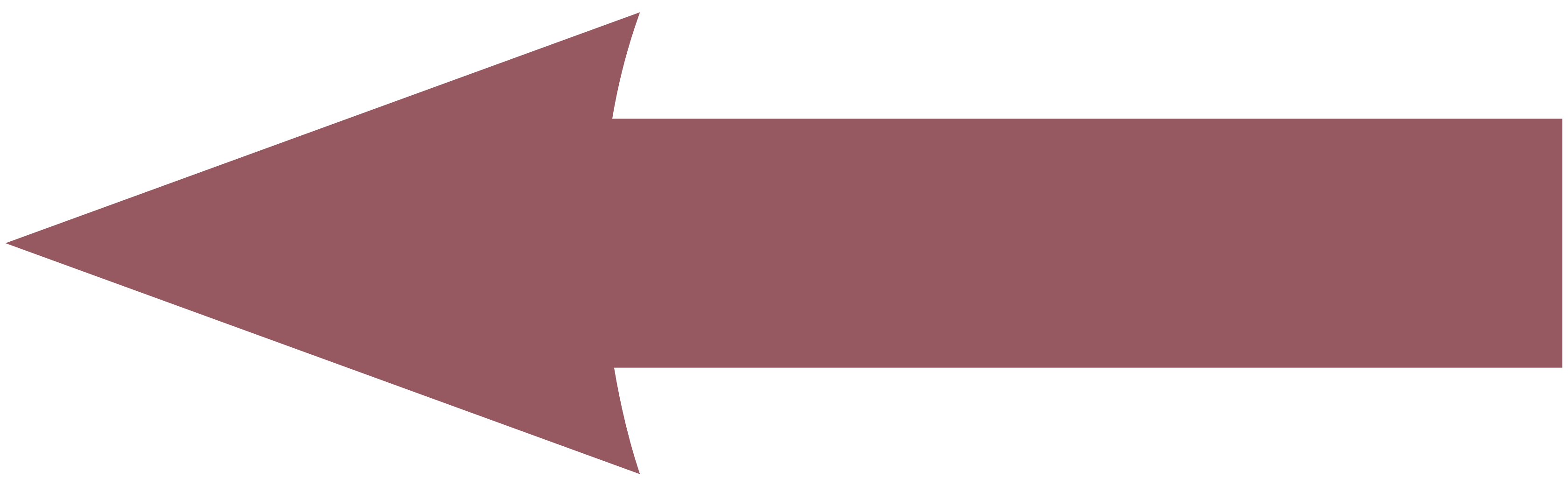


LOOCKERMAN STREET DESIGN CHARRETTE THIS WAY!



*Stop by to tell us about your
vision for Loockerman Street!*

LOOCKERMAN
STREET DESIGN
CHARRETTE THIS
WAY!



*Stop by to tell us about your
vision for Loockerman Street!*