

DOVER MOBILITY CENTER **GARAGE**

DOVER, KENT COUNTY, DELAWARE

DOWNTOWN DOVER PARTNERSHIP | COLONIAL PARKING + MOSAIC DEVELOPMENT PARTNERS JV

OPEN HOUSE DESIGN PRESENTATION



BERNARDON | 3 JUNE 2024 | OPEN HOUSE PRESENTATION

COLONIAL PARKING + MOSAIC DEVELOPMENT PARTNERS JV



GOALS AND OBJECTIVES

ENHANCING DOWNTOWN DOVER

MOBILITY, PARKING, AND SAFETY INITIATIVES

In line with the Dover Kent MPO's recommendations and the Capital City 2030 master plan, we are excited to propose significant enhancements to Loockerman Street. By removing parking on one side of each block, we can create wider sidewalks that encourage leisurely strolls and vibrant outdoor dining experiences. This initiative aims to transform Loockerman Street into a more engaging and pedestrian-friendly environment, while the introduction of a mobility center will address the need for accessible parking.

ADDRESSING PARKING CHALLENGES

- Feedback from the DDP- need for more parking downtown.
- Provide convenient, safe parking for residents, workers, visitors, and small business customers.
- Address current parking shortages in Loockerman commercial district.

PROMOTING DOWNTOWN SAFETY AND CONVENIENCE

- Managed mobility center with on-site staffing.
- Enhance downtown safety through consistent monitoring.
- "One-stop shopping" location for various transportation modes.
- Reduce the need for multiple vehicles, promote sustainable transit options.

BUILDING COMMUNITIES AROUND PEOPLE

- Cars and parking exist to bring people to communities.
- Recommend structured parking conveniently placed off of Loockerman.
 - Positioned on a main vehicular corridor.
 - Offer nearby parking for convenience.
- Allow Loockerman and Downtown Dover to focus on people and businesses.



GOALS AND OBJECTIVES

ENHANCING DOWNTOWN DOVER

PARKING AS A CATALYST FOR GROWTH

ATTRACTING NEW BUSINESSES DOWNTOWN

- Lack of parking deters new business, especially restaurants.
- Provide additional centrally-located parking.
- Attract and support new restaurants and small businesses.

SUPPORTING RESIDENTIAL EXPANSION

- Master plan recommends nearly a thousand new residential units.
- Safe, convenient parking needed to support residential growth.
- Proposed mobility center to meeting parking needs for both current and new residents, workforce downtown.

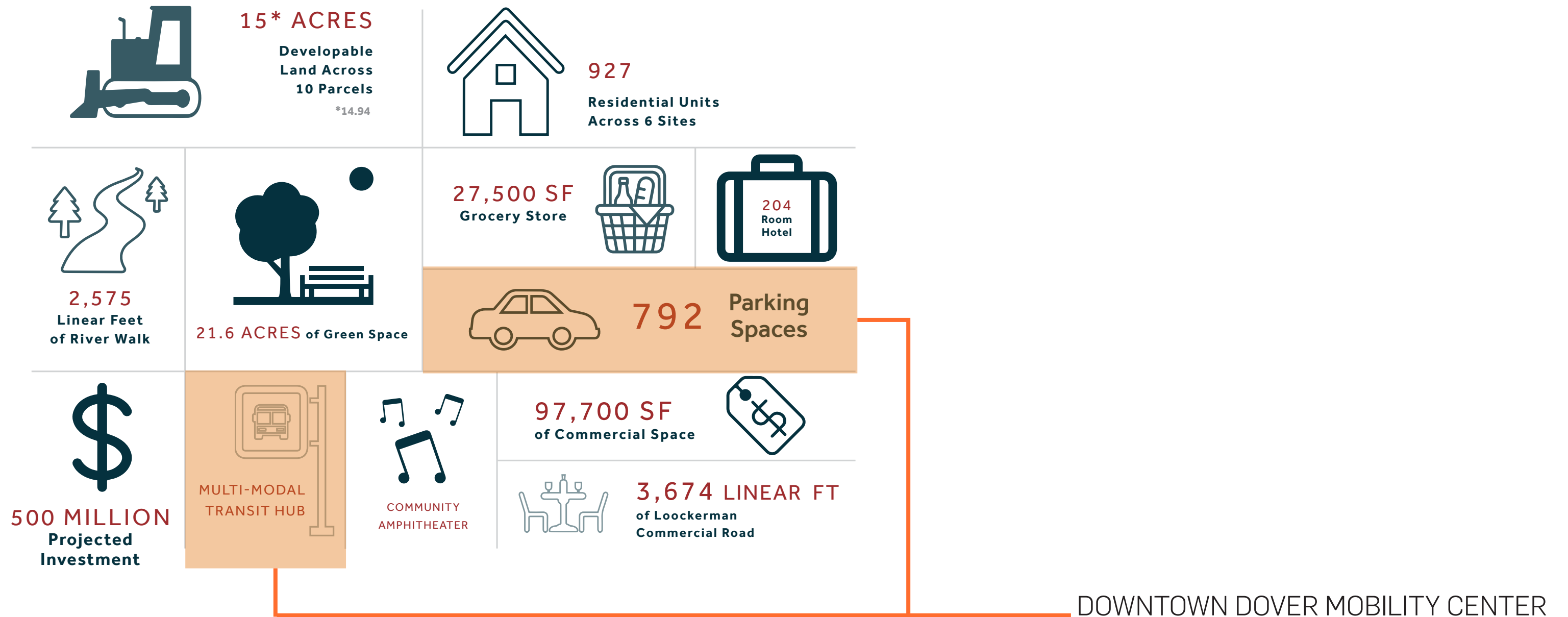
GENERATING REVENUE AND REINVESTING IN THE CITY

- Parking garage to generate additional revenue for the city.
- Funds from parking fees to be reinvested into downtown improvements.
- Enhance public services, infrastructure, and community projects.
- Spur investment downtown both public and privately.
- Catalyst to ensure continuous growth and development of downtown Dover.

FOCUS TOWARDS A NEW, VIBRANT FUTURE

BRINGING THE 2030 COMPREHENSIVE PLAN TO REALITY

KEY MASTER PLAN INITIATIVES:



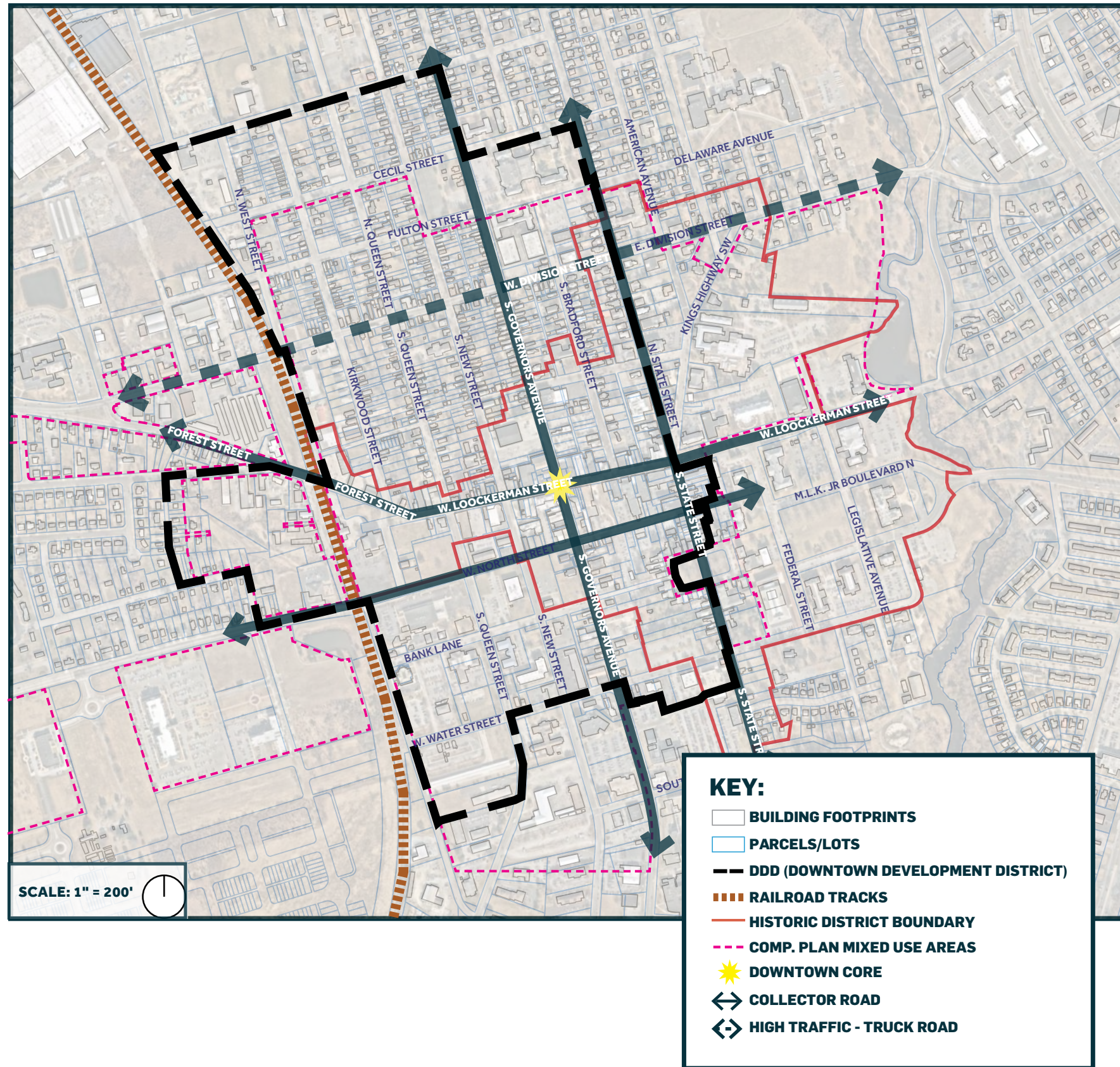
MULTIMODAL OPPORTUNITIES A CONNECTED COMMUNITY

DRIVING FORCES

Downtown Dover is accessed primarily by a few key roads that run north-south and east-west. S. Governors Avenue and S. State Street serve as the main arteries for entering the downtown area from the north and south.

SITE ANALYSIS

- West Division Street, West North Street, and West Lookerman Street are key east-west routes that provide access to the downtown area.
- West Division Street is a high-traffic thoroughfare primarily used by trucks and vehicles looking to access DE-8 (Forest Street) on the west side of downtown or US-13 to the east.
- West North Street is a low-traffic street primarily used for access across downtown.
- West Lookerman Street serves as the primary commercial hub of downtown and is known as the "activated Main Street" of downtown Dover, featuring mostly retail and restaurant spaces-



Downtown Mobility Hubs

"KIT OF PARTS"



MULTIMODAL OPPORTUNITIES

A MOBILITY HUB FOR DOWNTOWN

CREATING A SAFE AND EASY FACILITATOR TO EXPERIENCE DOVER

DEFINITION AND PURPOSE

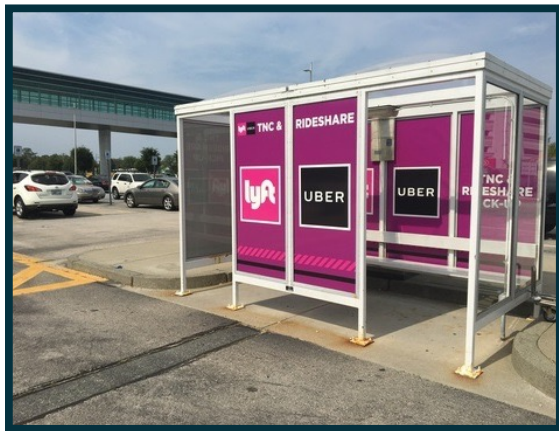
- Places where people can connect to multiple modes of transportation.
- Aim to make trips safe, convenient, and reliable.

ECONOMIC AND RECREATIONAL OPPORTUNITIES

- Create opportunities for economic activity and recreation.
- Provide access to travel information.

PARKING STRATEGY AND BENEFITS

- Co-locate structured parking and commercial activity.
- Include amenities that support transfers from personal vehicle to other modes of transportation.
- Facilitate easy modal transfers, reducing the need for parking.



**RIDEHAIL PICK-UP/
DROP-OFF**



PARKLETS / PLACEMAKING



CARSHARE



BICYCLE PARKING



BIKESHARE



TRAVEL INFORMATION

DEVELOPMENT PARCELS

ADDRESSES AND PARCEL ID:

133 S. Governors Ave
Parcel ID: ED05-077.09-02-10.00

139 S. Governors Ave
Parcel ID: ED05-077.09-02-09.00

145 S. Governors Ave
Parcel ID: ED05-077.09-02-08.00

150 S. Bradford Street
Parcel ID: ED05-077.09-02-27.00

148 S. Bradford Street
Parcel ID: ED05-077.09-02-25.00

136 S. Bradford Street
Parcel ID: ED05-077.09-02-24.00



SOURCE: ESRI COMMUNITY MAPS, CITY OF DOVER

VICTORIAN DOVER HISTORIC DISTRICT

NATIONAL REGISTER OF HISTORIC PLACES, INDUCTED 1979



NEIGHBORHOOD IMAGERY



SITE CONTEXT EXISTING CONDITIONS



A: GOVERNORS AVENUE, SOUTH-EAST VIEW



B: GOVERNORS AVENUE, NORTH-EAST VIEW



C: GOVERNORS AVENUE, NEIGHBORING BUILDING



D: GOVERNORS AVENUE, NEIGHBORING BUILDING



E: BRADFORD STREET, NORTH-WEST VIEW



F: BRADFORD STREET, SOUTH-WEST VIEW

REFERENCING THE URBAN VERNACULAR

RESPECTING THE HISTORIC CHARACTER OF THE DOWNTOWN CORE



BRICK



STONE/ CONCRETE

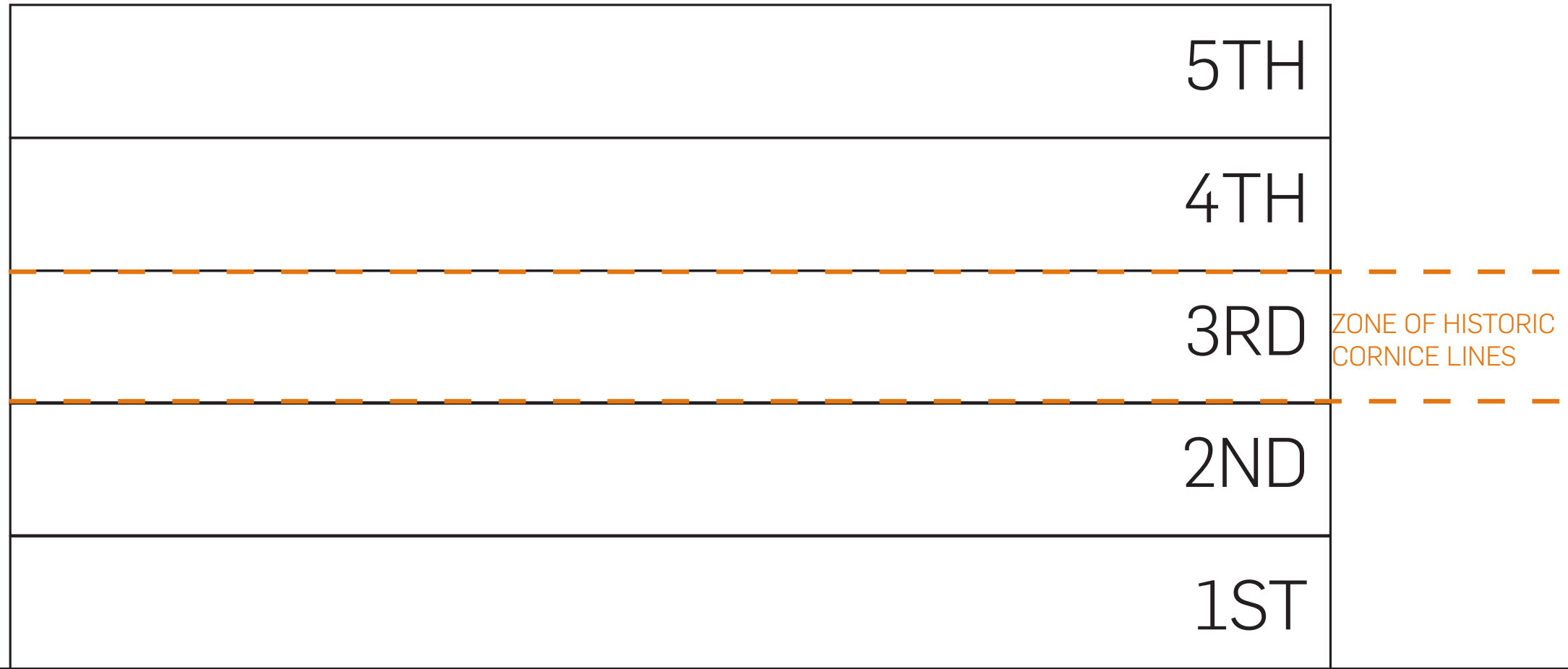


STOREFRONT



PAINT & LIGHT

ZONE OF HISTORIC BUILDING HEIGHTS, CORNICE LINES



DIAGRAMMATIC BUILDING ELEVATION



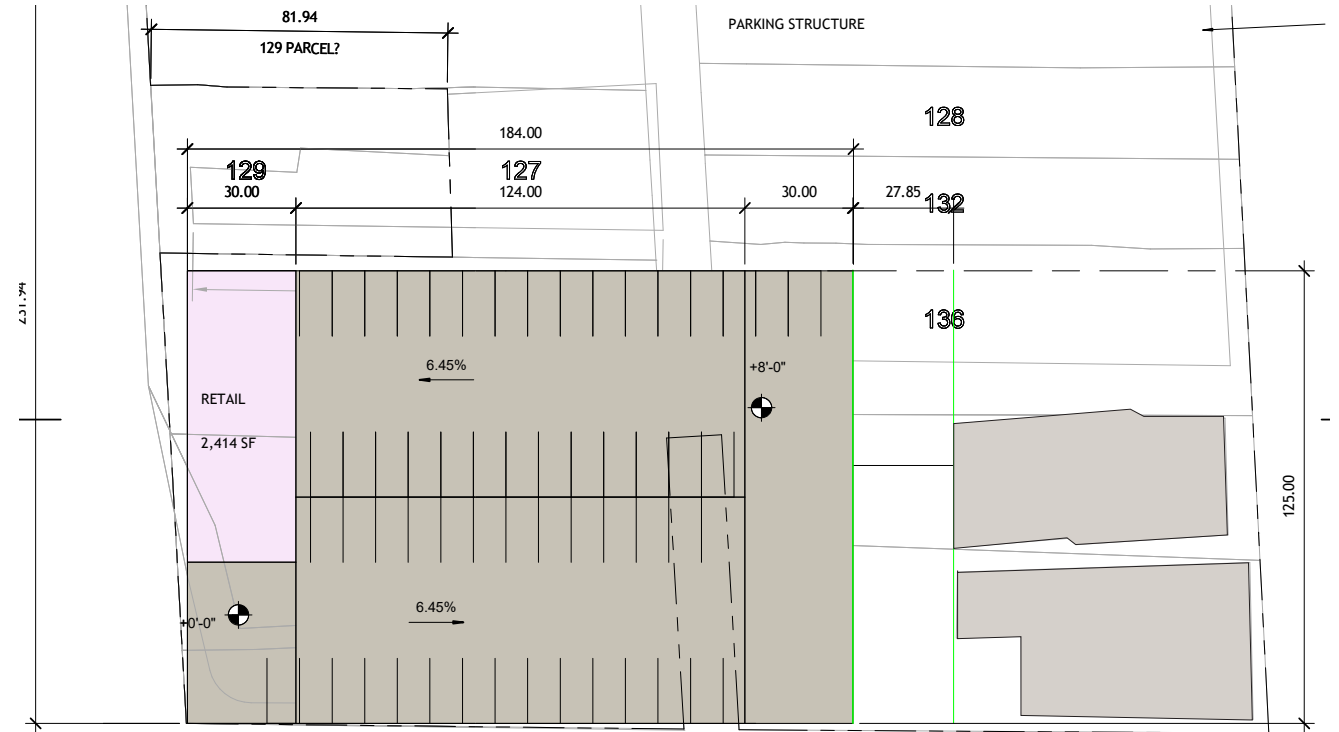
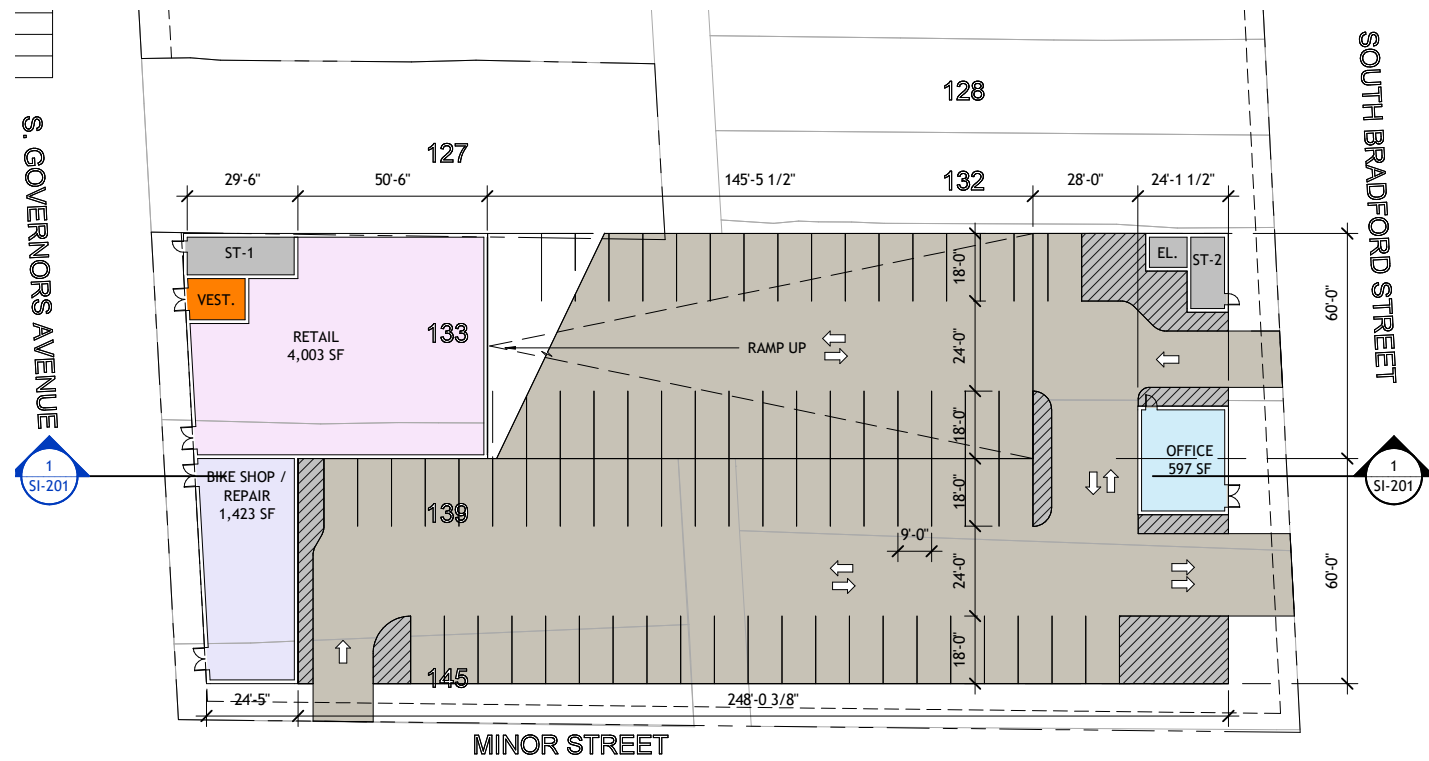
PRISCILLA BLOCK BUILDING



129 S GOVERNORS AVENUE



404 S STATE STREET

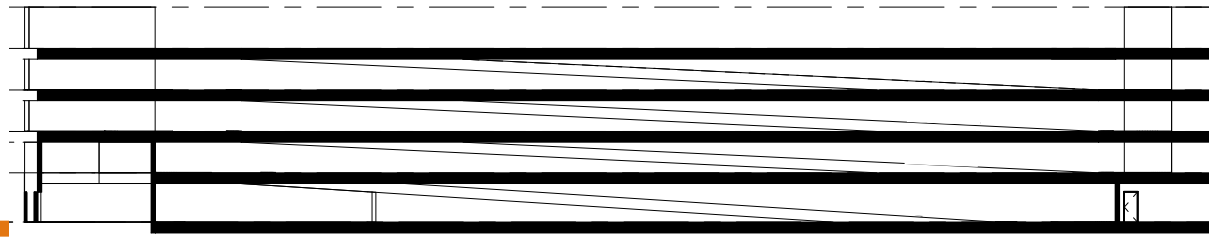


Parking Schedule	
Level	Count
L01	82
L02	92
L03	104
L04	104
L05	54
Grand total: 436	

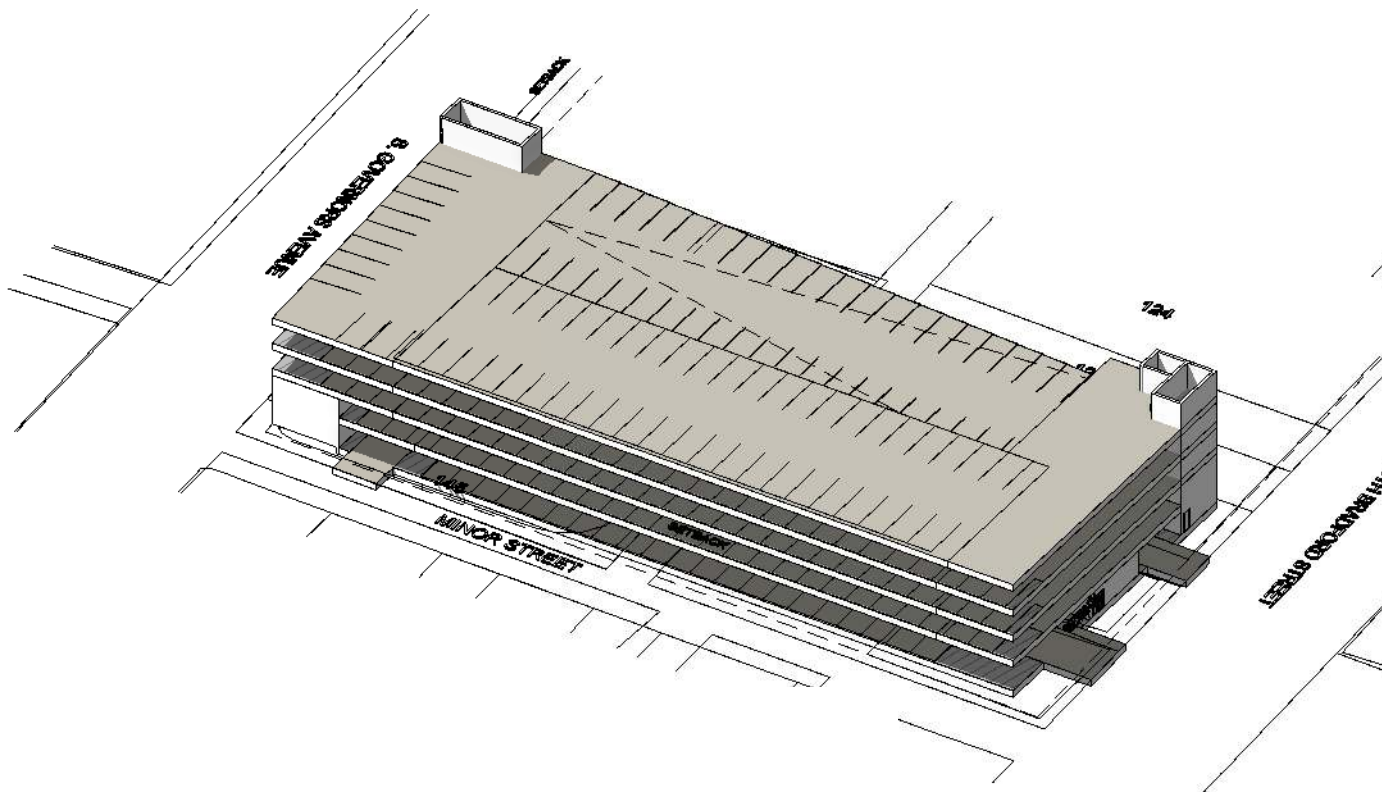
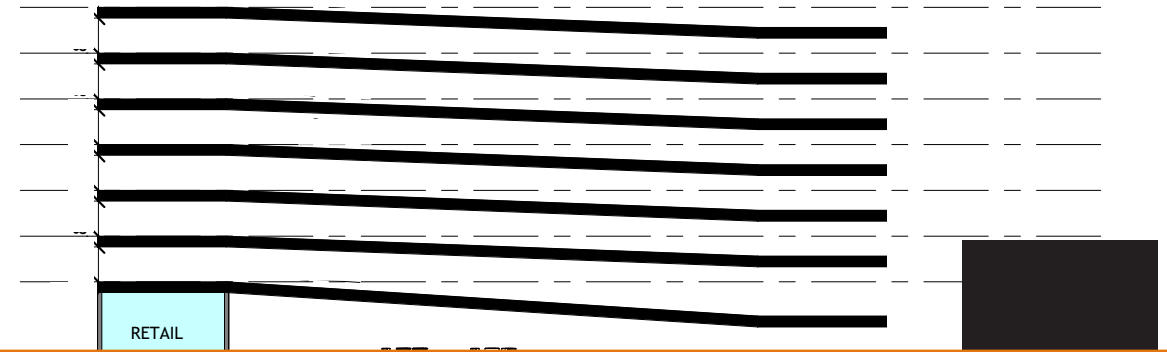
SCHEME A
SCHEME B

Parking Schedule	
Level	Count
L01	60
L02	65
L03	65
L04	65
L05	65
L06	65
L07	71
456	

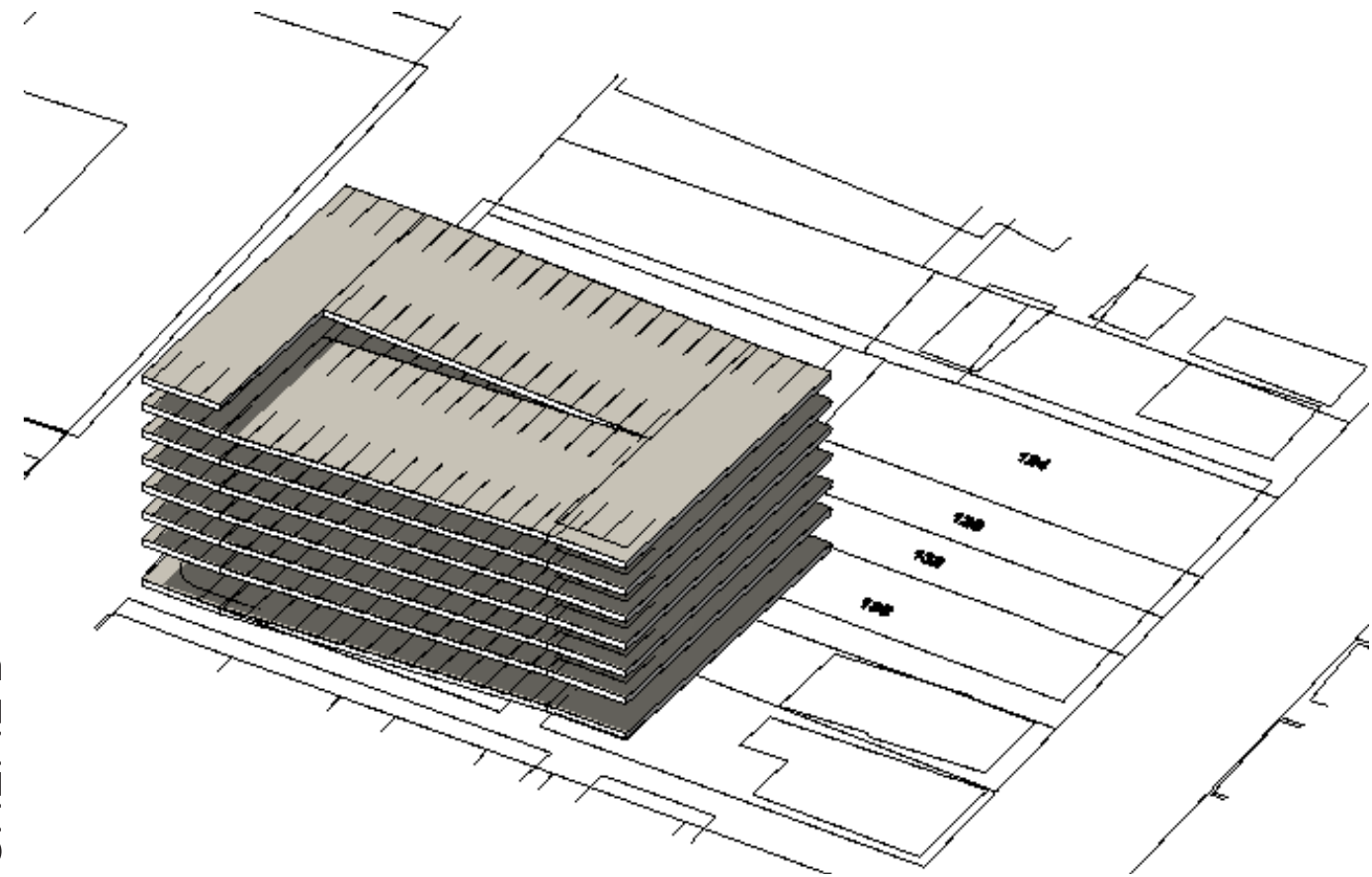
GARAGE TYPOLOGY
DUELING GARAGE SCHEMES
SAME YIELD, DIFFERENT FOOTPRINTS



SECTION



AXONOMETRIC



SCHEME A
SCHEME B

DEVELOPMENT OPTIONS

OPTION 1 RELOCATION



- PROS:**
- Preserves existing buildings through relocation
 - Allows target density
 - Full-block connection: S Governors to S Bradford
 - Large retail and mobility center
- CONS:**
- Logistical costs

OPTION 2 DEMOLITION



- PROS:**
- Allows target density
 - full-block connection: S Governors to S Bradford
 - Large retail and mobility center
- CONS:**
- Demolishes existing buildings

OPTION 3 COHABITATION



- PROS:**
- Retains existing buildings in-situ
 - Allows target density
- CONS:**
- Tall structure height
 - S Governors Avenue connection only
 - Smaller retail/ mobility components

SCHEME A

SCHEME B

THANK YOU