PARKS, RECREATION, AND COMMUNITY ENHANCEMENT COMMITTEE
AGENDA

OCTOBER 13, 2014 - 3:30 P.M.

CITY HALL COUNCIL CHAMBERS
15 LOOCKERMAN PLAZA
DOVER, DELAWARE

Public comments are welcomed on any item and will be permitted at appropriate times. When possible, please notify the City Clerk (736-7008 or e-mail at CityClerk@dover.de.us) should you wish to be recognized.

AGENDA ADDITIONS/DELETIONS

1. **BENCHMARKS ESTABLISHED FOR THE ECONOMIC DEVELOPMENT OFFICE**
   (Committee action not required)

2. **REVIEW OF DRAFT DOWNTOWN DEVELOPMENT DISTRICT APPLICATION AND PROPOSED RESOLUTION NO. 2014-13 IN SUPPORT OF APPLICATION FOR DESIGNATION AS A DOWNTOWN DEVELOPMENT DISTRICT**
   (Staff recommends endorsement of the Draft Downtown Development District application, acknowledging that staff will continue to refine the application prior to final presentation to City Council, and adoption of Resolution No. 2014-13 as submitted)

3. **UPDATE - RECREATION NEEDS ASSESSMENT**
   (Committee action not required)

4. **ADJOURNMENT BY 4:50 P.M.**

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THE AGENDA ITEMS AS LISTED MAY NOT BE CONSIDERED IN SEQUENCE. THIS AGENDA IS SUBJECT TO CHANGE TO INCLUDE THE ADDITION OR THE DELETION OF ITEMS, INCLUDING EXECUTIVE SESSIONS.

ECONOMIC DEVELOPMENT

DIVISIONAL VISION

Within the Department of Public Services, the Economic Development division has been charged to improve the quality of life in Dover by attracting and retaining quality jobs, supporting a vibrant town center, and creating an atmosphere that encourages and fosters business growth.

MAJOR PROGRAMS

DOWNTOWN DOVER PARTNERSHIP (DDP)

Objective: Provide administrative and other staff support to the Downtown Dover Partnership so that the organization can foster grass roots driven downtown redevelopment.

Measures:

1. Number of events where DDP is either the lead organizer or partner in event.

	2012-2013 Actual	2013-2014 Actual	2014-2015 Projected
Results	≥Ten events held in Downtown where DDP is either the lead organizer or partner. **17 events YTD**	≥Fifteen events held in Downtown where DDP is either the lead organizer or partner. **19 events YTD**	≥Thirty events held in Downtown where DDP is either the lead organizer or partner. **14 events YTD**

2. Set and reach an annual fundraising goal for the DDP.

	2012-2013 Actual	2013-2014 Actual	2014-2015 Projected
Results	Raise ≥$25,000 for DDP activities **$7,100 YTD** **DDP has reactivated Main Street Dover and applied for reinstatement of its 501c3 status**	**DDP received notification from IRS that Main Street Dover, Inc. is an active 501c3 organization**	**Organization Committee is being restructured and will set fundraising goal for FY15**

3. Monitor downtown merchant and business owner satisfaction.

	2012-2013 Actual	2013-2014 Actual	2014-2015 Projected
Results	Increased survey response rate and maintained above average rating.	Survey was not conducted. Merchants Committee established as standing committee of DDP	Increase survey response rate and maintain above average rating

DOWNTOWN DOVER BUSINESS GROWTH

Objective: Promote Downtown Dover as a location for new businesses, and provide support to existing businesses to ensure they survive.

Measures:

1. Monitor number of businesses opened in the Downtown Target Area.

	2012-2013 Actual	2013-2014 Actual	2014-2015 Projected
Results	≥Six new businesses open in Downtown Target Area – **7** ≥Four net new businesses open in Downtown Target Area –5 **Net**	≥Six new businesses open in Downtown Target Area – **15** ≥Four net new businesses open in Downtown Target Area –5 **Net**	≥Six new businesses open in Downtown Target Area - **4** ≥Four net new businesses open in Downtown Target Area – 4

2. Work with property owners and entrepreneurs to fill vacant commercial spaces on Loockerman Street with viable businesses.

	2012-2013 Actual	2013-2014 Actual	2014-2015 Projected
Results	≥Four vacant commercial spaces filled - **Four**	≥Four vacant commercial tenant spaces filled - **Four**	≥Four vacant commercial tenant spaces filled - **Four**

CITY-WIDE ECONOMIC DEVELOPMENT

Objective: Promote Dover as a location for business growth.

Measures:

1. Maintain an unemployment rate for the City of Dover that is lower than national and state averages.

	2012-2013 Actual	2013-2014 Actual	2014-2015 Projected
Results	8.9% unemployment rate in June 2013	8.3% unemployment rate in June 2014	8.6% unemployment rate in August 2014

2. Monitor number of contacts with small businesses and with out-of-town companies interested in locating in Dover.

	2012-2013 Actual	2013-2014 Actual	2014-2015 Projected
Results	≥20 contacts with potential small businesses; **18 Actual** Ten contacts with out-of-town companies interested in locating in Dover **7 Actual**	≥20 contacts with potential small businesses; **23 Actual** ≥Ten contacts with out-of-town companies interested in locating in Dover **13 Actual**	≥20 contacts with potential small businesses – **9 YTD** ≥Ten contacts with out-of-town companies interested in locating in Dover -**3 YTD**

STRATEGIC OBJECTIVES FOR FISCAL YEAR 2014-2015

1. 1. **Complete the infrastructure construction for the Garrison tract.** This objective is a part of the Citywide Economic Development program and advances the critical success factors of Economic Development and Job Growth. **Infrastructure construction 35% complete**

Measures:

a. Secure DEDO's assistance in marketing the Garrison Tract to site selection companies that contact DEDO regarding locations in Delaware. **Discussed site selection process with Jeff Stone from DEDO.**

b. Continue to assist Calpine and Matrix during construction phase. **Ongoing.**

c. Assist Uzin Utz in meeting construction timelines. **Site preparation completed, mixing towers under construction, timeline is on schedule.**

2. **Promote citywide economic development initiatives**. This objective is a part of the Citywide Economic Development program and advances the critical success factors of Economic Development and Job Growth.

Measures:

a. Attract two additional prospects to the Garrison Tract by June 30, 2015. **Ongoing.**

b. Continue to improve working relationship with Kent Economic Partnership by providing quarterly updates to the Partnership and working with the Partnership's Economic Development Committee. This measure is ongoing with no set completion date.

c. Attract prospect to the Aero Park by June 30, 2015.

d. Update the Job Growth Report of the City's twelve largest employers including Dover Air Force Base and State Government and provide to Council. **Report prepared for Council in July 2014.**

e. Meet semi-annually with plant managers/owners of the largest employers in the City of Dover to include the Base Commander of Dover Air Force Base. **Attended Plant Managers Association September Meeting**

f. Partner with Kent Economic Partnership to develop a strategy for Food Innovation District in Dover. **Ongoing monthly meeting with Steering Committee**

g. Develop City of Dover Comprehensive Economic Development Strategy that will be included in the State of Delaware overall comprehensive economic development strategy.

3. **Advance initiatives of the Downtown Dover Partnership**. This objective is a part of the Downtown Dover Partnership program and advances the critical success factors of Economic Development and Job Growth.

Measures:

a. Develop a recruitment strategy to attract new business to downtown with the assistance of the Recruitment Subcommittee of the Economic Development Committee. This is an ongoing project.

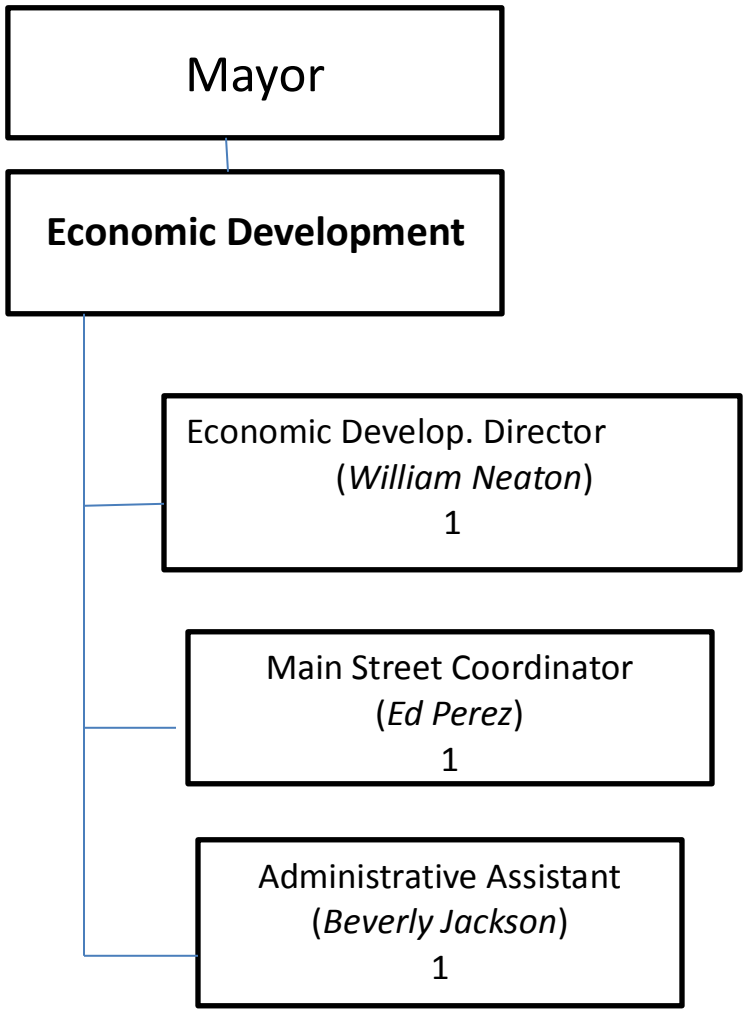
b. Update the marketing brochure which includes a current vacant property list and a map of the downtown district as part of a business recruitment package. Brochure will be provided to commercial realtors and be accessible on the Downtown Dover Partnership website. This is an ongoing project.

c. Assist DDP and local realtors to attract a buyer for the Acme site. **Ongoing**

d. Continue providing information and support to NCALL for the "**Restoring Central Dover"** initiative.

ECONOMIC DEVELOPMENT

ORGANIZATION CHART
FISCAL YEAR 2014



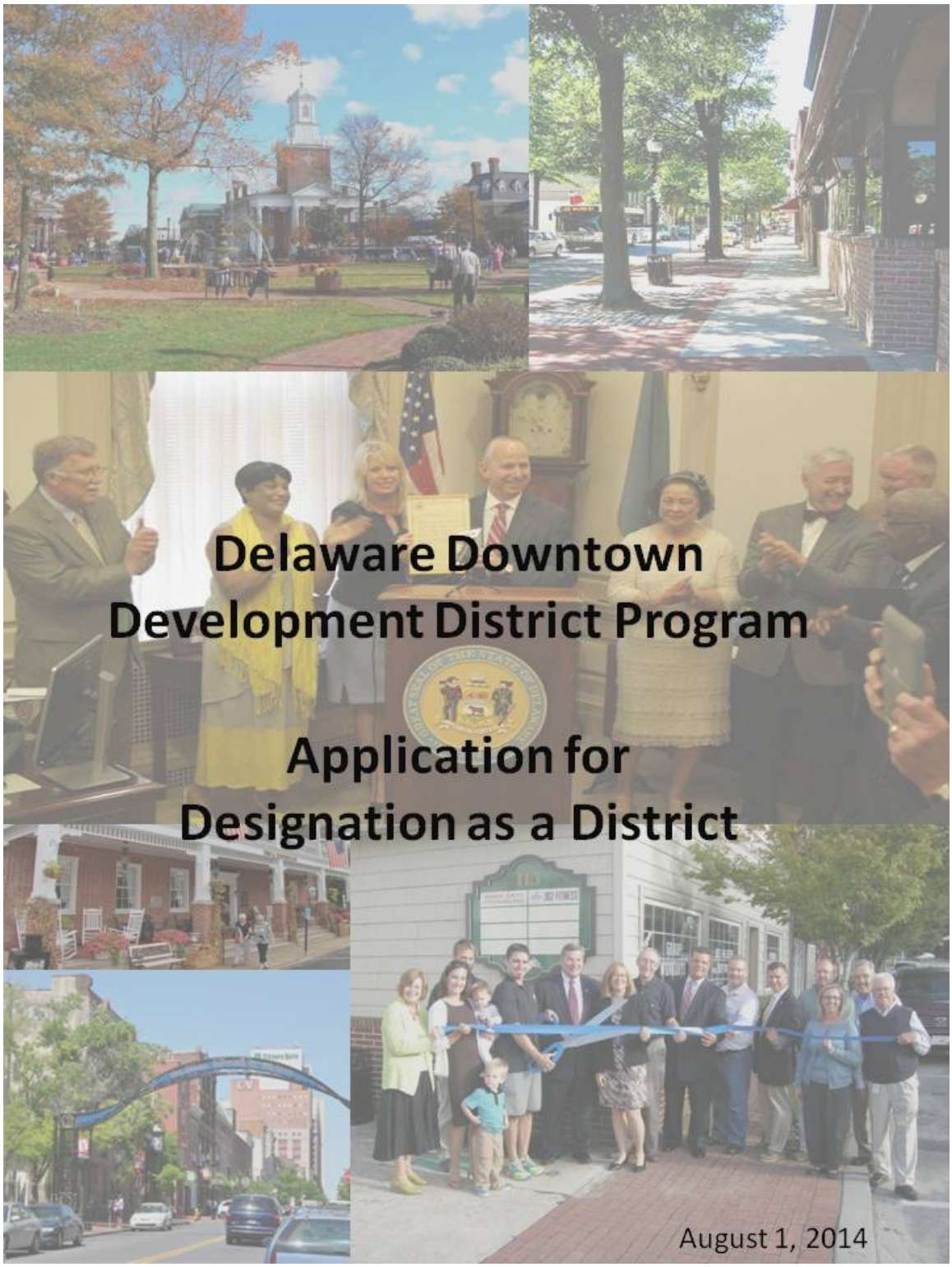
ACTION FORM

PROCEEDING: Parks, Recreation and Community Enhancement Committee
DEPARTMENT OF ORIGIN: Planning & Inspections **DATE SUBMITTED**: October 6, 2014
PREPARED BY: Ann Marie Townshend, AICP, Director of Planning and Community Development
SUBJECT: Review of Draft Downtown Development District Application
REFERENCE: N/A
RELATED PROJECT: N/A
APPROVALS: N/A
EXHIBITS: Draft Resolution #2014-13; Draft Application and District Plan
EXPENDITURE REQUIRED: N/A **AMOUNT BUDGETED**: N/A **FUNDING SOURCE (Dept./Page in CIP & Budget)**: N/A
TIMETABLE: Downtown Development District application is due on November 1, 2014. Approval of a completed application is needed at the City Council meeting on October 27, 2014
RECOMMENDED ACTION: Endorsement of the Draft Downtown Development District application, acknowledging that staff will continue to refine the application prior to final presentation to City Council, and adoption of Resolution #2014-13 as submitted.

BACKGROUND AND ANALYSIS

The Delaware General Assemby enacted the Downtown Development District Act in June 2014. Under this law, the Governor will designate three Downtown Development Districts in the first round of designations, one from each county. Development projects within designated Districts will be eligible for a 20% rebate for project costs over $25,000. Dover is well positioned to submit a successful application for Downtown Development District designation, as we have a number of redevelopment incentives in place. In addition, we have two master plan documents, *The Dover Transit Center Neighborhood Plan and Design Book* and *Restoring Centeral Dover*, that complement each other in support of revitalizing the downtown.

The Parks, Recreation and Community Enhancement Committee has previously reviewed the proposed District boundary and some proposed incentives that would be enacted if the City is designated as a Downtown Development District. The draft application is attached for the Committee's review. Staff will continue to refine the submission prior to submitting it for the City Council packet of October 27, 2014.



Delaware Downtown Development District Program

Application for Designation as a District

August 1, 2014

Downtown Development District Program
How to Use this Application Form

This application is a Microsoft Word document that has been modified. The text in the document is "locked" meaning that you can't edit it. The fields where you are supposed to enter information are "open" allowing you to type or paste information into these fields. The fields that can be edited are in gray.

First, we recommend that you save this document with a unique file name that includes the name of your jurisdiction. An example would be "DDD-Application-Dagsboro." Then you can work on the document without fear of overwriting it, and when you send it to us we will know who it came from (and we won't be in danger of overwriting it).

Some of the fields are informational in nature, such as places to type in the name and address of your jurisdiction. It should be relatively straightforward to type this information in and save it. Some of the fields are check boxes, which are similarly straightforward.

Many of the fields are questions that ask you to respond in either 100 or 750 words. You might find it helpful to write and edit your responses in a separate Word document and then paste them in to the application once they are complete. The 100 word statement is to be used internally for review and in printed materials where we need a concise description of each proposed District. Almost all other questions are suggested to be no more than 750 words, which is about a page and a half of text (using 12 point font). In these responses it is important to clearly and concisely answer each question. Your District Plan can go into much more detail about each topic, and it is appropriate and expected that you will reference your District Plan in these 750 word responses. There is no penalty for exceeding 750 words, but if you find that you are writing much more than 750 words please consider putting the additional information in your District Plan.

There are numerous attachments mentioned throughout this application. The most obvious one will be the District Plan. The application also asks for various maps, spreadsheets, letters of support, resolutions and data to be attached associated with particular questions. Please compile all of the attachments into one Adobe Acrobat (.pdf) document. It would be wonderful if you could include a table of contents, and organize these attachments in the order of the questions.

It is likely that when you are done with the application form (Word document) and the attachments (.pdf document) the combination of both documents will be larger than 15mb, which is the limit for external email in the State system. In these cases, we will arrange for you to have access to a sftp file transfer site to upload your documents. Email the OMB Application Team at OMB_APP_Team@state.de.us to request an account and a password to upload the file. You must include the following information in your email in order for the OMB Application Team to process your account access: Name, Company, Email Address, and Phone Number.

OSPC will provide technical assistance with Census data and GIS mapping if requested by local governments that can demonstrate the need for the assistance. We will provide assistance to all local governments on the technical aspects of completing this application and transmitting / uploading finished applications. To request assistance or if you have questions about any part of this application or the program in general please contact your Circuit Rider Planner at the Office of State Planning Coordination, (302) 739-3090.

Downtown Development Districts

Application for Designation as a District

Section I
General Guidelines

The Downtown Development Districts Act of 2014 (the Act) was enacted by the General Assembly in order to:

- Spur private capital investment in commercial business districts and other neighborhoods;
- Stimulate job growth and improve the commercial vitality of such districts and neighborhoods;
- Help build a stable community of long term residents by improving housing opportunities; and
- Assist local governments in strengthening neighborhoods while harnessing the attraction that vibrant downtowns hold for talented people, innovative small businesses and residents from all walks of life.

Local governments[1] that wish to take advantage of this program must identify a downtown district in their community and apply for designation. To make an application for designation this form must be completed, supporting materials must be attached, and the entire packet submitted to the Office of State Planning Coordination as detailed herein in order for the request to be considered.

Completed applications will be considered by the Cabinet Committee on State Planning Issues (the Committee). The Committee will make recommendations to the Governor, who will then designate between one and three Downtown Development Districts in the current program year. Additional Districts may be designated in future program years. The number of Districts is limited to 15 at any one time. District designations last for 10 years, and the Committee can consider up to two five year extensions.

Selection as a Downtown Development District will entitle private construction projects within the identified District to receive grants to offset 20% of their capital construction costs. There are a host of other benefits that will be described in more detail in other materials. Grant funds will be administered by the Delaware State Housing Authority (DSHA).

Applications must be addressed to the Office of State Planning Coordination as follows:

Mrs. Constance C. Holland, AICP
Director
Office of State Planning Coordination
122 Martin Luther King Jr. Blvd, S.
Dover, DE 19901

Application Due Date for FY15 Cycle:
November 1, 2014

[1] Municipalities and counties are eligible to apply for Downtown Development District designation. Throughout this document, the terms "local government" and "applicant" refer to either the municipality or county that is presenting the application.

Section II
Specific Requirements

Local governments must identify proposed Downtown Development Districts in accordance with the Act. Districts must include a traditional mixed-use downtown area, commonly known as a Central Business District (CBD)[2]. Districts must be no more than 85 acres in area for jurisdictions with a population under 9,000[3] persons, no more than 170 acres in area for jurisdictions with a population between 9,000 and 30,000 persons, and no more than 225 acres in area for jurisdictions with a population over 30,001 persons. Applicants are encouraged to geographically concentrate the incentives to the greatest extent possible.

The size and shape of the proposed District must make sense from an urban planning and revitalization perspective. The applicant must fully describe the rationale for choosing the boundaries as a part of this application. Guidelines for preparing District boundaries are found elsewhere in this application.

A map of the District is required as a part of this application. Local governments must also supply maps showing the future land use and zoning of the district area, and discuss how the plan and land use regulations support the application for the District.

The Act identifies three components of the application for designation as a District:

- The need and impact of the District designation;
- The quality of the District Plan
- The quality of the local incentives offered

Each of these components will now be described in more detail.

Need and Impact: The applicant must describe the need for the economic incentives that will be available in designated District. The need must be documented through the use of relevant data and other methods. The conditions of the local economy, income, poverty, homeownership rates, prevalence of vacant or abandoned buildings and other metrics may be used to make the case that the proposed District is in need of the incentives.

In addition, the applicant must describe the potential positive impacts that are likely to accrue due to designation as a District. Applicants are encouraged to describe the impacts using both data and other methods.

The **Need and Impact** section will account for 50% of the consideration given to scoring each application.

District Plan – The local government must present a District Plan that will be used to guide development activities and

[2] Central Business District: An area around the downtown portion of the city or town allowing for higher intensity residential uses as well as commercial, office, personal services, governmental, and similar uses intended to serve the community and surrounding areas of the city or town.

[3] Population to be based on the 2010 US Census.

revitalization efforts in the District. The District Plan is to be a detailed description of the overall strategy for the development of a proposed district.

The applicant must demonstrate that the District Plan is consistent with the local government's certified Comprehensive Plan and the *Strategies for State Policies and Spending* and any other local planning documents or studies that are applicable. Additionally, if other governmental, non-governmental and/or quasi governmental organizations are involved with revitalization efforts in the downtown area they must be identified and it must be demonstrated that coordination of all activities will be part of the District Plan.

The District Plan should clearly and concisely describe the key actions and strategies that are in place and / or will be used to guide growth and revitalization efforts in the proposed District. The overall vision of the plan, the clarity of actions to be taken, and proof of the ability and the will of the municipality or county and other partners to implement the plan will be key considerations when evaluating this section of the application.

Changes to the District Plan must be reviewed by the Committee. District designation may be rescinded if the District Plan is not adhered to.

The quality of the **District Plan** will account for 30% of the consideration given to scoring each application.

Local Incentives – The local government must detail a package of local development incentives that will apply within the proposed District. These incentives may include, but are not limited to, a reduction in fees or taxes; regulatory flexibility; permit process and licensing reform; special zoning districts; or exemptions from local ordinances. These incentives may either be currently in place and in use by the municipality or county or they may be proposed for implementation upon designation as a District.

Upon designation as a District the local government is required to implement the incentive package as described and proposed for the duration of the District designation. Grant funds will not be available to projects until the incentive package is adopted by the local government and made available to the project developer. Changes to the incentive package must be approved by the Committee. The District designation may be rescinded by the Committee if these conditions are not adhered to.

The quality of the **Local Incentives** will account for 20% of the consideration given to scoring each application.

Section III
Application Instructions

Check List - self-explanatory.

Information Sheet - The local government must supply the jurisdiction's name, mailing address, and phone numbers. The applicant must provide the date of the last update of the

comprehensive plan and briefly describe the District being proposed.

Map of the Proposed District – The local government must submit a map of the proposed District in sufficient detail to clearly identify the boundaries of the District and calculate its area. Maps should be created with GIS software, and the associated computer files should be made available to aid our review of the proposal. Districts must be contiguous, and be no more than 85 acres in area for local governments with a population under 9,000 persons, no more than 170 acres in area for jurisdictions with a population between 9,000 and 30,000 persons, and no more than 225 acres in area for jurisdictions with a population over 30,001 persons. There are guidelines detailed elsewhere in this application that must be followed when preparing the proposed District boundaries. Applicants must also supply maps showing the future land use and zoning of the district area, and discuss how the plan and land use regulations support the application for the District.

Summary of Need and Impact – The local government must complete this form to summarize the need for District designation and the potential positive impact of the district. Supporting documentation should be attached to this form.

Summary of District Plan – The local government must complete this form to summarize the District Plan for the proposed District. Copies of the District Plan or Plans must be attached to this form, along with any relevant supporting documentation.

Written Documentation from Supporting Organizations – The local government must supply written documentation from other organizations that will be relied upon to implement the District Plan. The documentation must be attached to the "Summary of District Plan" form.

Summary of Local Incentives – The local government must complete this form to summarize the local incentive package to be made available within the District upon designation. The local ordinances (or other regulations or documentation) enabling and governing these incentives must be attached to this form, along with any relevant supporting documentation. In the case of incentives proposed upon designation, the draft ordinances must be attached.

Legislative Body Resolution – The local government must attach an adopted resolution from the jurisdiction's legislative body that indicates the local government's desire to apply for designation as a District, and the local government's willingness to adhere to the District Plan and the Local Incentives for the duration of the District designation.

Application for Designation as a District

Application Cover Sheet and Check List

Jurisdiction Name:
City of Dover

Date of Application October 27, 2014 Date Received ____

Check List for Application Materials

- ☒ **Application Cover Sheet and Check List.**
- ☒ **Information Sheet.**
- ☒ **Map of the Proposed District (GIS files encouraged).**
- ☒ **Map of Future Land Use in Proposed District (GIS files encouraged)**
- ☒ **Map of Zoning in Proposed District (GIS files encouraged)**
- ☐ **Summary of Need and Impact (with attachments).**
- ☒ **Summary of District Plan (with attachments).**
- ☐ **Written Documentation from Supporting Organizations.**
- ☒ **Summary of Local Incentives (with attachments).**
- ☒ **Legislative Body Resolution.**

Downtown Development Districts

Application for Designation as a District

Information Sheet

Municipality / County: City of Dover _____

Contact Person for Application	Proposed District Administrator (if different)
Name: Ann Marie Townshend	Name: _____
Address: PO Box 475, Dover, DE 19903	Address: _____
Phone: 302-736-7196	Phone: _____
Email: atownshend@dover.de.us	Email: _____
Signature Date	Signature Date

Date of certified Comprehensive Plan Adopted February 9, 2009 - Certified April 24, 2009

Population of the municipality or county (as per 2010 US Census) 36,041

Population of proposed District (based on 2010 US Census Block data) 1,989

Area of proposed District in acres 220

Brief description of the proposed Downtown Development District (100 words or less)
Note: this description will be used as a summary for internal review and in printed materials

The proposed Downtown Development District encompasses the heart of Dover's downtown Central Business District and the adjoining residential neighborhoods. The proposed District is prime for redevelopment, but presents significant challenges as well. The proposed District includes the area bounded by Mary Street to the north, Water Street to the south, the railroad tracks to the west, and State Street/Governors Avenue to the east. It also includes the portion of Lincoln Park east of Cherry Street. Lincoln Park is a historically African-American middle class neighborhood immediately west of the railroad tracks. The east side of this neighborhood has experienced a deterioration of the housing stock in recent years due to high concentrations of rental properties.

Application for Designation as a District

Map of the Proposed Downtown Development District

Instructions: Prepare a map of the proposed Downtown Development District. The map must clearly show the boundaries of the District. The area of the proposed District, in acres, must be calculated from the boundaries designated on the map. The following guidelines must be adhered to when preparing the boundaries of the proposed District:

- The maximum size of the District is 85 acres for local governments with populations below 9,000, 170 acres for local governments with a population between 9,000 and 30,000, and 225 acres for local governments with populations over 30,001 (population as per the 2010 US Census).
- Districts must be contiguous.
- Districts must include the streets and right-of-ways within it. These count towards the maximum acreage.
- Enclaves within District boundaries are not acceptable.
- Prioritizing, phasing and /or timing of redevelopment activities in different geographic areas of the District is acceptable, and will be considered favorably when it can be demonstrated that this will concentrate the incentives to achieve specific revitalization goals.
- If any portion of the proposed District is in the floodplain, the FEMA floodplain map must be included as a layer on the map. Contact OSPC for technical assistance if needed.

Attach the map of the proposed Downtown Development District

Attach a map showing the future land use in the proposed District from the municipality's or county's certified Comprehensive Plan. Attach a map showing the zoning or land use regulations that apply to lands within the District. Discuss how the plan and land use regulations support the application for the District.

It is encouraged that the map(s) be created using GIS software. If the municipality or county is able to use this software, please submit digital files to our office to supplement the application and aid us in our review. Please contact OSPC if you need assistance and / or to arrange to electronically transfer the files.

☒ District Boundaries Map Attached

☒ GIS data is available and will be electronically transferred to OSPC

Name of person who created the map: Jeremy Gibb

Phone 302-736-7025 Email jgibb@dover.de.us

Application for Designation as a District

Map of the Proposed Downtown Development District - continued

Describe the rationale for choosing the boundaries of the proposed District (please limit your response to 750 words or less).

The proposed District was chosen based on a number of factors. The City's Downtown Redevelopment Target Area (Target Area) is defined in Dover Code. This Target Area is over 400 acres, so we knew that we needed to shrink the area for our District. In determining how to shrink the area, we focused primarily on Need and Impact. We removed areas where the need is not as great and where the beneficiaries would be institutional users. Areas that are within the City's Target Area defined by code but not within the proposed District boundary include the State of Delaware complex, the east side of The Green, Wesley College, and Bayhealth Medical Center. The proposed District includes the traditional Central Business District along Loockerman Street, the commercial and residential neighorhoods radiating from Loockerman Street, and the eastern portion of the Lincoln Park neighborhood. These areas include old buildings which have deteriorated over time, vacant land, and a variety of socioeconomic challenges.

Attach a map showing the future land use of the District from the local government's certified Comprehensive Plan.

☒ Map Attached

☒ GIS data is available and will be electronically transferred to OSCP

Attach a map showing the zoning or land use regulations that apply to lands within the District

☒ Map Attached

☒ GIS data is available and will be electronically transferred to OSPC

Application for Designation as a District

Map of the Proposed Downtown Development District - continued

Discuss how the plan and land use regulations support the application for the District (Please limit your response to 750 words or less).

The Land Development Plan (Map 12-1 from the 2008 Comprehensive Plan) shows most of the area within the proposed Downtown Development District as a Land Use Classification of "Mixed Use," which would allow for a variety of zoning designations. The eastern portion of the Lincoln Park neighborhood, just west of the railroad tracks, and the northwest residential area of the District are shown as "Residential Medium Density." The far northwest corner, principally the area where Teal Construction is located (West Street, south of Mary Street), is identified as "Industrial and Public Utilities." The Transit Center, located at the corner of Water and South Queen Streets, and properties owned by Wesley College in the northeast portion of the District are identified as "Institutional." All zoning in the District complies with the Land Use Classifications in the Land Development Plan.

The proposed District includes a number of different zoning classifications. The commercial district surrounding Loockerman Street is principally C-2 (Central Commercial Zone), which allows for a mix of commercial and residential uses. There is no parking requirement associated with this zone, and properties can be built with without building setbacks. This zone was developed with the intent of allowing for traditional downtown development and uses.

The residential areas within the District are principally RG-1 (General Residence Zone). This zone allows primarily one-family detached residences. The bulk standards allow for smaller setbacks and greater lot coverage than the One-Family Residence zones. Many of the RG-1 properties within the proposed District are legal, non-conforming with regard to the current bulk standards. There is a provision within the RG-1 Zone that allows for administrative waivers of bulk standards for lots that do not conform with current minimum lot size and dimension requirements. This allows for many of the small lots to be developed without needing to apply to the Board of Adjustment for a variance. Within the RG-1 Zone, many single-family detached homes had previously been converted to roominghouses or apartments. In 2003 and 2006, the City of Dover changed the provisions of the zone to prohibit roominghouses and the conversion of single family homes to apartments. These amendments also to apply restrictions for student housing. There are still many legal-nonconforming apartment houses and student homes. There are also illegal roominghouses that the Department of Planning and Inspections idenfies and addresses through routine housing inspections. The Restoring Central Dover Plan identifies the need to evaluate the RG-1 Zone to allow for a variety of housing types. The Planning Office has begun working on the development of infill standards and the ability to construct different housing styles within the RG-1 Zone; although these amendments are not imminent.

The area along State Street is largely RGO (General Residence and Office), which allows for a variety of residential and office uses. Other zones within the District include C-1A (Limited

Commercial), C-2A (Limited Central Commercial), IO (Institutional and Office), C-3 (Service Commercial), and RG-4 (General Residence Zone for Multi-Story Apartments).

The eastern portion of the District and the central portion of the District are also located within the Historic District Zone. This Zone is subject to the Design Standards and Guidelines for the City of Dover Historic District Zone and also to oversight by the Historic District Commission for exterior improvements to buildings and properties. Within the Historic District Zone, exterior improvements are subject to an Architectural Review Certificate, which is approved by the City Planner, the Historic District Commission, or the Planning Commission, depending on the degree of the proposed improvement. The Standards and Guidelines help to protect the historic character of the downtown; however, the presence of the Historic District Zone also adds a layer of review for new construction that adds additional time to the review of new development. The Planning Office is evaluating options for amending the process to allow for a more streamlined review without sacrificing the integrity of the Historic District.

The goals of the 2008 Comprehensive Plan, in several chapters and in the Land Development Plan, support the application for the Downtown Development District. A copy of the 2008 Comprehensive Plan Goals is attached with the related goals highlighted.

Are there other special overlays, districts, or areas that intersect the proposed District? Examples of such special areas include historic districts, BID taxing districts, etc. Please describe any of these special areas and how they will interact with the proposed Downtown Development District. Include maps, if applicable. (Please limit your response to 750 words or less).

There are a number of boundaries that intersect the proposed District. These include: the Downtown Redevelopment Target Area, the Business Improvement District, and the Historic District Zone. Maps are provided for each of these boundaries and how they relate to the proposed district. The Downtown Redevelopment Target Area is the geographic area defined in Dover Code of Ordinances (Appendix C) where the City offers redevelopment incentives. If successful in achieving the Downtown Development District designation, the City will review this boundary to determine how to incorporate the proposed District boundary. The boundary of the Business Improvement District includes three zones, where commercial property owners pay a Business Improvement District Tax that helps to support downtown revitalization efforts. The Business Improvement District Tax supports the operations of the Downtown Dover Partnership, which serves as Dover's Main Street organization. The Historic District Zone is the area of the City where specific guidelines and design standards are applied to ensure that the historic character of the area is preserved. There has been discussion about modifying the boundaries of the Historic District Zone, but even if modified there will always be a portion of the proposed

Application for Designation as a District

District within the Historic District Zone.

The proposed District also includes two Historic Districts on the National Register of Historic Places, as well as sites and buildings individually listed on the National Register. A portion of the First State Heritage Park is also located within the proposed District, including a number of State museum sites.

Application for Designation as a District

Summary of Need and Impact
50%

Instructions: Complete this form to document the need for the District designation and its potential to positively impact your community. Attachments of data and other documentation are required. There is no specific page or word limit on the information that can be attached, ***however*** please be aware that applications that provide clear and concise documentation that is directly related to the need and impact of the District proposal will be scored the highest.

Please describe the **need for** the Downtown Development District designation in your community (please limit your response to 750 words or less).

Dover's downtown was once a thriving hub of activity, including bustling businesses and well-kept residences. Like many downtowns, suburbanization and the prominance of auto oriented strip malls of Route 13 have left the downtown underutilized and deteriorating in some areas. A lot of energy in the last two decades has focused on downtown revitalization. There have been a number of successes along the way, but success has been spotty and often centered east of Governors Avenue. A number of factors have created impediments to achieving real success in downtown revitalzation. Two of the most prevelant include the deterioration of building stock and costs associated with renovation of buildings that have been neglected for decades, and the deterioration of the downtown neighborhoods due to neglected housing stock, low homeownership rates, and crime. True downtown revitalization cannot be realized without addressing the deterioration of the downtown neighborhoods that abut the Central Business District. Failure to address this deterioration not only jeopardizes revitalization of the Central Business District, but it also jeopardizes the stability of other residential neighborhoods just outside of the downtown area.

Because the challenges are so significant, the costs of revitalization are high. Developers, builders, and potential property owners are often deterred from investing in the downtown because the cost of renovating or building on a property often exceeds the value of the property with the improvements. Prospective businesses are undercapitalized to complete building renovations necessary to make their shops code compliant, purchase their equipment and inventory, and pay expenses until they are able to turn a profit. There is a sense that it is easier and less expensive to build new somewhere else. Prospective homeowners are deterred by perceptions of safety and crime, as well as a high residental rental rate, and the deteriorated condition of much of the housing stock. This leaves much of the housing inventory in the downtown area as marginally compliant rental properties, many of which are owned by absentee or unresponsive landlords.

Application for Designation as a District

Since 2008, the City has taken a very strong stance on code enforcement and has demolished many of the deteriorated buildings both in the downtown and citywide.While demolition eliminates the blight and safety issues associated with vacant, deteriorated buildings, it does little to revitalize the neighborhood, as it leaves vacant lots. To achieve success in revitalizing the downtown neighborhood, replacing demolished buildings with new, occupied homes or other structures is necessary.

The Restoring Central Dover Plan identifies strategies to address both the deterioration in the downtown neighborhoods and the economic revitalization of the downtown business district.

Application for Designation as a District

Summary of Need and Impact – continued
50%

Attach relevant data to that demonstrates and documents the **need for** the Downtown Development District designation.

The following table summarizes the **required** data from the US Census. Input the data into the summary spreadsheet provided, and attach any other written documentation that can summarize the data. Contact OSPC for assistance with the Census data, if needed.

Required Data from the US Census

The municipality or county as a whole			
Median Income	Poverty Rate	Age of Structures	% Homeownership
% Rental	Vacancy	Median Home Value	
The Census Tract(s) that contains the proposed District			
Median Income	Poverty Rate	Age of Structures	% Homeownership
% Rental	Vacancy	Median Home Value	% Low / Mod Income
The Census Block(s) that most closely correspond to the proposed District			
Total Population	% Homeownership	% Vacancy	

☒ Summary spreadsheet and other documentation attached

Please provide any other data that support the municipality's application for the District. The following table contains some **suggested** data sources that can serve to supplement the required data. Please attach any that apply, and any other data that is relevant. Cite the source for each dataset.

Suggested Data from a Variety of Sources

Blight	Condemned Properties	Code Violations
Crime Statistics	Economic Analysis	CDBG Program Statistics
Market Studies	Redevelopment Authority Activities	Public Works Projects
Education Data	Infrastructure Condition or Need	Other

☒ Additional data and documentation attached

Application for Designation as a District

Summary of Need and Impact – continued
50%

Describe how the attached data demonstrates the **need for** the Downtown Development District designation in your community (please limit your response to 750 words or less).

The data provided demonstrate the need for the Downtown Development District in Dover, and specifically in the area chosen for the District.

1. Housing - Based on the data from the 2010 Decennial Census (by Census block), 15.3% of housing units in the blocks comprising the District were vacant. Of the occupied housing units, 84.4% were rental, and only 15.5% were owner occupied (with or without a mortgage). By comparison, the American Community Survey for 2008-2012 shows a homeownership rate within the City of 55.1%.
2. Vacant and Dangerous Buildings - The District includes 49 vacant buildings, 7 buildings that have been declared dangerous by staff or City Council, and 25 lots where buildings have been demolished by either the City or the owner since 2008 due to a dangerous building declaration. A disproportionate number of vacant and dangerous buildings and lots where buildings have been demolished are located within the District and areas immediately surrounding the District. The designated dangerous buildings only reflect the worst of Dover's building stock. Many other buildings are in marginal but habitable condition, as demonstrated by the number of active code enforcement cases within the proposed District.
3. Crime - Map #7 shows crime density within the District. Additionally, the Restoring Central Dover Plan shows several crime density maps, broken down by violent crimes, property crimes, and drug crimes. The highest concentrations of these crimes are within the area bounded by Loockerman, Queen, Division, and State Streets.
4. Poverty and Income - Unfortunately, poverty and income data are not available by Census block so it cannot be directly correlated to the District boundary; however, anecdotally and by looking at the housing statistics and condition, the Downtown Development District includes high concentrations of poverty, homelessness, and low income population. In looking at the block groups comprising the District, which is geographically larger than the District, 56.7% of household are low to moderate income. By contrast, the Census block groups which encompass the City of Dover (although a larger area than the incorporated boundary) show that 44.4% of households are low to moderate income.

Describe the potential positive impacts of the proposed Downtown Development District designation in your community. Impacts can include economic, social and / or cultural impacts among others. Attach

supporting documentation if applicable (please limit your response to 750 words or less).

Downtown Development District designation has the potential to transform Downtown Dover. The City has struggled with downtown redevelopment for over two decades, and we have seen a number of successes. Unfortunately success has been hampered by the costs of downtown redevelopment and the challenges that face the residential neighborhoods of Central Dover, adjacent to the Central Business District. Designation as a Downtown Development District has the potential to address both of these challenges.

As it relates to the costs of renovating deteriorated buildings, many of which were built before indoor plumbing and electric, the incentives that would be offered within the District by the State, Kent County, and the City of Dover significantly reduces the costs, allowing projects that would otherwise be infeasible to become feasible. In addition to incentives offered by the State, Kent County, and the City of Dover, the City will work with other partners, such as the Sustainable Energy Utility, NCALL, and the Kent County Association of Realtors to leverage additional resources. The Restoring Central Dover Plan is being developed with the assistance of a grant through the Wells Fargo Foundation. With the completion of the Plan and District designation, additional resources for Plan implementation may be available through the Wells Fargo Foundation. These funds would further leverage the public incentives and private investment. Through leveraging and pooling resources, projects that previously were infeasible may now be possible.

As it relates to the residential neighborhoods that comprise the heart of Central Dover, the Restoring Central Dover Plan offers a variety of implementation measures that would address the physical, social and economic challenges that have contributed to the deterioration of these neighborhoods. By infusing resources with clear strategies to improve the housing stock and increase homeownership, the Downtown Development District Plan and designation provide momentum, strategies, and resources that were previously unavailable to the stakeholders in the area. Through partnerships with NCALL, Habitat for Humanity, the Kent County Association of Realtors, Milford Housing Development Corporation, Dover Housing Authority, and Delaware State Housing Authority, the City will be in a position to improve the housing stock and promote homeownership. In addition, the Restoring Central Dover Plan provides a series of economic and safety recommendations that can be implemented by the City of Dover Police Department and others to improve safety in the District. This comprehensive approach is necessary to achieve success. By providing the resources to implement the Plan strategies, a significant impact is not only possible but probable.

Application for Designation as a District

Summary of District Plan
30%

Instructions: through this application the municipality or county will be presenting the District Plan that will guide future revitalization, growth and development activities in the District. Upon designation, the local government will be required to adhere to the District Plan in order to qualify for grants and other incentives. Attach the District Plan, and summarize the content, goals, and objectives in the space provided.

The District Plan Checklist is provided as a separate document. The proposed District Plan must be prepared in accordance with the Checklist.

Attach the District Plan.

☒ District Plan Attached.

Summarize the content, goals and objectives of the District Plan. (please limit your response to 750 words or less).

There have been a number of planning studies over the years that address redevelopment of Downtown Dover. The two principal and most recent plans include the Dover Transit Center Neighborhood Plan and Design Book and the Restoring Central Dover Plan, which is currently still in draft form. These plans together comprise Dover's Downtown Development District Plan. The Dover Transit Center Neighborhood Plan is driven largely by design and the form of downtown redevelopment. By contrast, the Restoring Central Dover Plan addresses many of the social challenges that have been identified as obstacles to downtown redevelopment. This is the first plan in recent years that focuses on the social and economic issues that confront the downtown area. The following goals and objectives are addressed in both plans, although with slightly different focus.

1) Mixed use development
2) Retail uses within the Central Business District
3) Increase the number/percent of owner-occupied homes
4) Increase the density of development
5) Build on vacant lots
6) Bring buildings close to the street to line the sidewalk
7) Strategic location of open spaces, parks and gateways

Both plans provide more detailed strategies for implementation, many of which require collaboration among the private, public and non-profit sectors.

Application for Designation as a District

Application for Designation as a District

Summary of District Plan – continued
30%

Please summarize how the local government envisions itself in a leadership role to guide the successful implementation of the District Plan (please limit your response to 750 words or less).

The City of Dover envisions itself in a leadership role and as an active partner in full implementation of the District Plan. Specifically, the City will provide leadership in the following three areas:

1) Leadership and Facilitation - As the City works with stakeholders across all sector, the City is well-positioned to provide leadership among the stakeholders and to facilitate the various implementation activities. In this regard, the City will develop outreach materials and help prospective developer's to navigate the development and/or renovation process, including how to obtain the available incentives.

2) Financial Incentives - The financial incentives offered by the City are important to the success of the Downtown Development District Plan in Dover. The cost associated with rehabilitation of deteriorated buildings and redevelopment in the downtown area is large. The combination of the State's rebate, Kent County's rebate, and the City's incentives significantly reduces the cost of downtown redevelopment projects. The City will administer the City's incentives associated with the District.

3) Regulatory Framework - Several of the implementation strategies relate to the City's regulatory framework, whether it is the issue of site lay-out, zoning changes, or streamlining the permitting/development process, modifications to the City's regulatory framework will be necessary for the success of the program. Many changes have been made to the City's Zoning Ordinance to streamline the development process, but there are additional changes specifically referenced within the Restoring Central Dover Plan.

List key implementation strategies for the District Plan. Please also list any known projects or proposals that can be underway within six to twelve months of District designation. Key Priority Projects[4] should be identified, if applicable. See the Checklist for more details (please limit your response to 750 words or less).

[4] Key Priority Projects are specific projects identified in the District Plan that are considered to be potential catalysts for other redevelopment activity and / or contribute to superior urban design or other benefits to the District.

Application for Designation as a District

The planning documents that comprise the City of Dover's District Plan include a series of implementation strategies. The following are some of the key implementation strategies:
- Reinforce key intersections with significant new buildings. (This could also include the renovation and re-use of existing buildings at key intersections.)
- Encourage mixed use development that includes residential uses, as defined in the plan. Encourage flexible design criteria - based on the project's collective merits to the downtown area.
- Phase structured parking replacement on existing or new surface parking lots to accommodate additioinal developmental density.
- Develop overall downtown parking strategy.
- Create expedited permitting process.
- Work to re-establish Dover Police Department foot and bike patrols.
- Expand surveillance camera network.
- Improve lighting in targeted areas.
- Provide additional transitional housing.
- Expand access to housing repair programs and establish rehabilitation revolving loan fund.
- Initiated volunteer based neighborhood housing repair organization.
- Strengthen code enforcement.
- Explore ways to boost homeownership.
- Encourage greater zoning flexibility to enable infill housing development.
- Evaluate ways of providing financial incentives for development in the Central Dover areas.
- Provide assistance in establishing upper-floor apartments along Loockerman Street.
- Build and expand on marketing/branding efforts for the Loockerman Street Corridor and Central Dover.
- Expand small business development programs for new and existing business owners.

There are a number of projects and implementation strategies that can be started, and possibly completed, within six to twelve months of District designation. One of the Strategies is to "reinforce key intersections with significant new buildings." Unfortunately, there are several key intersections where anchor buildings sit vacant. Attracting viable businesses for these vacant buildings at key intersections is at least as important as new construction at key intersections. One building that is prime for a new tenant if the City receives the Downtown Development District designation is the Priscilla Block Building at the northwest corner of State and Loockerman Streets. A strong prospective business has approached the City with interest in the Downtown Development District Program, and has indicated that with the incentives and rebates available under the program, this site is likely to house a new business.

Upper-floor apartments on Loockerman Street are also likely to be a short-term success of Downtown Development District designation. Many of the shops on Loockerman Street have active apartments above them. Others have the potential for apartments, but lack the capital necessary for completing the renovations. The promise of the Downtown Development District designation has created interest in this area as well.

Application for Designation as a District

The addition of new housing units in the Central Dover neighborhoods within the District is also highly likely within six to twelve months of District designation. With partners on-board, including Habitat for Humanity, Kent County Association of Realtors, Dover Housing Authority, and Milford Housing Development Corporation, as well as the availability of land for housing development, there is strong potential for new housing units to be constructed shortly after Downtown Development District designation.

Other items that can be addressed in the short-term are: police foot and bike patrols, expansion of surveillance camera network, improvements to lighting, and amendments to the Zoning Ordinance to allow for greater flexibilty to spur downtown redevelopment.

The Dover Transit Center Neighborhood Plan and Design Book identifies some "key projects" that could be catalysts in spurring additional downtown redevelopment. These include redevelopment of the former "Acme Site", which is currently home to a daycare center and auto parts store. This property was purchased by the Downtown Dover Partnership and has the potential to be a mixed use redevelopment project that could lead to additional redevelopment. The Downtown Dover Partnership has been marketing the project and has completed some land planning for the site. Unfortunately, to date a development partner has not ben identified. The added incentives of the Downtown Development District Program could attract a development partner to the site and facilitate a large-scale mixed use redevelopment project that could spur additional redevelopment in the area.

Another "key project" is the completion of a building at the Transit Center facility. This has been a subject of discussion since the Transit Center property was acquired. Unfortunately, the economic recession has created challenges with attracting a development partner to make this project feasible.

Other "key projects", such as the consolidation of parking lots on North Street and the creation of a plaza at the former Collegian Site on Loockerman Street, have been completed. The construction of the Loockerman Way Plaza provides the opportunity for four building pads along the plaza's hardscape. The designation as a Downtown Development District may create an atmosphere where sale and development of these building pads is possible.

Application for Designation as a District

Summary of District Plan – continued
30%

List any other governmental, quasi-governmental or non-governmental organizations that will be involved in the creation and / or implementation of the District Plan. A Main Street organization would be an example of such an organization. For each organization, describe how the local government will coordinate their activities to encourage revitalization and economic development in the District.

1) Downtown Dover Partnership

2) NCALL

3) Habitat for Humanity

4) Milford Housing Development Corporation

5) Dover Housing Authority

6) Greater Kent Committee

7) Dover Interfaith Mission for Housing

8) Kent County Association of Realtors

Attach written documentation (in the form of letters of agreement, memorandums of understanding, board resolutions etc) from each of the above listed organizations indicating support for this application to be designated as a Downtown Development District and identifying a willingness to coordinate with the municipal government to implement the District Plan.

☐ Written documentation attached from all other organizations

Application for Designation as a District

Summary of District Plan – continued
30%

Describe any actions your local government has taken to ensure energy efficient and environmentally sensitive development, and to prepare for flooding and sea level rise, if applicable. How will these efforts be implemented in the proposed District? (please limit your response to 750 words or less).

There is very little, if any, area within the proposed District that is affected by floodplains, wetlands, recharge areas, or other natural features. The City of Dover prohibits new construction within the 100-year floodplain, and the City's Zoning Ordinance protects wetlands and buffers around streams. While there is a small area in the Central Business District that is mapped as an excellent recharge area, this area is exempted from Source Water Protection Overlay Zone requirements due to environmental contamination underground from prior land uses.

Specifically within the District, implementation of the District Plan will include clean-up and redevelopment of brownfield sites. We would also look to the Sustainable Energy Utility to provide incentives to include energy efficiency improvements with new development and redevelopment or renovation of existing buildings and sites.

The City's Zoning Ordinance includes provisions to allow solar and wind energy as accessory uses on properties. The proposed District includes a network of sidewalks along streets and a number of transit stops throughout the District. The City has an active program for replacing sidewalks as they deteriorate.

Through implementation of the District Plan, densification of land uses and improvements to bicycle and pedestrian infrastructure will help to reduce vehicle trips and vehicle miles traveled by having jobs and housing centrally located.

Describe how the District Plan is consistent with your certified Comprehensive Plan and the *Strategies for State Policies and Spending* (please limit your response to 750 words or less).

http://stateplanning.delaware.gov/strategies/

The District Plan is consistent with the City of Dover's certified Comprehensive Plan in that it implements a number of goals and objectives related to downtown redevelopment, economic

Application for Designation as a District

development and housing. The Comprehensive Plan specifically calls for creation of a downtown plan that will improve predictability in the process of downtown redevelopment.

The proposed District is entirely within a Level 1 Investment Area as shown in the Strategies for State Policies and Spending. This is the highest priority area for State investment. Therefore, the proposed District and District Plan are consistent with the goals and objectives of the Strategies for State Policies and Spending.

Application for Designation as a District

Summary of Local Incentives
20%

Instructions: The municipality or county must complete this form to summarize the local incentive package to be made available within the District upon designation. The local ordinances (or other regulations or documentation) enabling and governing these incentives must be attached to this form, along with any relevant supporting documentation. In the case of incentives proposed upon designation, the draft ordinances must be attached.

Attach the Local Incentives. The following table includes **suggested** local incentives. Please attach any that are relevant, and others that have not been listed.

Suggested Local Incentives

Fee or Tax Reductions	Regulatory Flexibility	Permit or Licensing Reform
Special Zoning Districts	Exemptions from Local Ordinances	Streamlined Permitting
Other		

☐ Written documentation attached for all Local Incentives

List the Local Incentives that are already in place. Please detail the geographic extent of each incentive (i.e. is the incentive available throughout the entire jurisdiction, or only in certain geographic areas?)

Local Incentive	In effect since (approx.)	Geographic area covered
City Impact Fee Waivers	2000/2008	Downtown Redevelopment Target Area
Building Permit Fee Waivers	2000	Downtown Redevelopment Target Area
Tax Abatement on Value of Improvements	2000	Downtown Redevelopment Target Area
First Time Homebuyer Transfer Tax Exemption	1996	Citywide
First Time Homebuyer Transfer Tax Exemption for Seller	2000	Mary Street to Loockerman Street & Governors Avenue to West Street
Homeowner Property Tax Abatement for Owner Occupied	2000	Mary Street to Loockerman Street & Governors Avenue to

Application for Designation as a District

		West Street
Historic Preservation Tax Credit	1998/2000	Historic District Zone

Application for Designation as a District

Summary of Local Incentives - continued
20%

List any of the existing Local Incentives that will be modified to have specific benefits to properties in the proposed District.

Local Incentive	How modified?	Geographic area covered
Transfer Tax Abatement for Seller of House to First-Time Homebuyer/owner occupied in area bounded by Mary Street, Governors Avenue, Loockerman Street & West Street	Modify boundary to match District boundary	DDD Only
Waiver of City Impact Fees (Water & Sewer)	Expand beyond multi-story, mixed use	DDD Only
Tax Abatement for owner occupied housing in area bound by Mary Street, Governors Avenue, Loockerman Street & West Street	Modify boundary to match District boundary	DDD Only
		DDD Only
		DDD Only
		DDD Only
		DDD Only
		DDD Only
		DDD Only
		DDD Only
		DDD Only

List the Local Incentives that are new and will be available only in the proposed District.

Local Incentive	Date enacted (or proposed date of adoption)	Geographic area covered
Waiver of Business License fee for new businesses for three years	Spring 2015	DDD Only
Rebate of 50% of transfer tax for qualifying project upon issuance of Certificate of Occupancy	Spring 2015	DDD Only

Architectural services support up to $5,000 for renovation for new business or business expansion	Immediately upon designation	DDD Only
		DDD Only
		DDD Only
		DDD Only
		DDD Only
		DDD Only
		DDD Only
		DDD Only
		DDD Only

Summary of Local Incentives - continued
20%

Please describe how each local incentive will be funded. If the incentive involves a reduction or waiver of taxes or fees, or in-kind services (for example, expedited permitting utilizing existing staff resources) please note that here.

Local Incentive	Funding Source
Tax abatement and fee waivers	All waived income that the City does not receive due to incentives are a "cost" to the revenue into the General Fund, except the Impact Fee waivers, which are a "cost" to the Water/Wastewater Fund revenues.
Architectural Services Support	This will be funded through the Downtown Dover Partnership budget. In future fiscal years this may result in a transfer from the City's General Fund to the Downtown Dover Partnership in accordance with the City's approved budget.

Application for Designation as a District

For each Local Incentive to be provided, please describe the specifics of how the incentive works (details are needed), and how the incentive encourages economic development and revitalization in your community.

For the Building Permit and Impact Fee waivers and the abatement of taxes on the value of the improvements, the Dover Code prescribes an application process. Applications are submitted to the Economic Development Office, who reviews the applications in accordance with criteria prescribed in the Dover Code and makes a recommendation to the City Manager. The City Manager issues a letter informing the applicant of the incentives for which they have been approved. The letter is copied to the Department of Planning and Inspections and the Tax Office so that the incentives can be appropriately implemented. For these incentives, the applicant pays 10 percent of the value of the incentive to the Downtown Dover Partnership.

For the First Time Homebuyer tax incentives, there are forms that are signed by the buyer and seller at settlement and turned in to the Tax Office.

The process for the Historic Preservation Tax Credit is specified in Dover Code. Application is made to the Planning Office prior to the proposed rennovation and the credit is reviewed and approved by the Historic District Commission as a part of the approval of the Architectural Review Certificate.

Application for Designation as a District

Summary of Local Incentives - continued
20%

Summarize the package of Local Incentives, and describe how these incentives will work in concert with the Downtown Development District benefits to encourage revitalization and economic development in your proposed District (please limit your response to 750 words or less).

If the City of Dover is selected for the Downtown Development District designation, the City will create a package of information about the various incentives available, including those at the City, County and State level. We will work with our partners in the housing and development community (such as the Kent County Association of Realtors and NCALL) to promote the incentives and inform the public. The Downtown Dover Partnership (DDP) will work to recruit new businesses, using the incentives as a selling point.

As an example of how this could work in Dover, if a prospective business owner had interest in opening in Dover, typically that person would contact the DDP. The DDP staff or volunteers would provide them with the packet of information describing the incentives available and would answer any questions the prospective business owner might have. If there is a tenant space chosen, the DDP staff would let the prospective business owner know of the architectural services available through the DDP. DDP staff would also refer the owner to the Department of Planning and Inspections for an intitial meeting with the Planning Staff, Building Inspector and Fire Marshal. Once the process was deteremined, the applicant would begin the process of applying for a Building Permit and would complete the incentive paperwork at that time. The combination of Building Permit fee waiver, Impact fee waiver, tax abatement on the value of the improvements, and waiver of Business License fees would be cost savings as the project goes through the process. Upon completion of the project, the applicant would submit the proper paperwork to receive the rebate from the State and Kent County, and if applicable the Transfer Tax rebate.

While application for State and Kent County incentives would be completed directly with the appropriate State and County departments, City staff would provide technical assistance to applicants to assist in navigating the application and rebate processes. City staff will also track the value of the incentives available on each project.City staff would work with developers to help them leverage the various resources and incentives available to make their project feasible.

Application for Designation as a District

Application for Designation as a District

Legislative Body Resolution

Instructions: Attach a resolution that has been adopted by the legislative body of your municipality or county. The resolution must affirmatively indicate that the legislative body supports the application for designation as a Downtown Development District and is willing to adhere to the District Plan and the Local Incentives for the duration of the District designation.

Date of Resolution October 27, 2014

Resolution Number #2014-13

☒ Resolution Attached.

City of Dover, Delaware
Downtown Development District Application
Index of Attachments

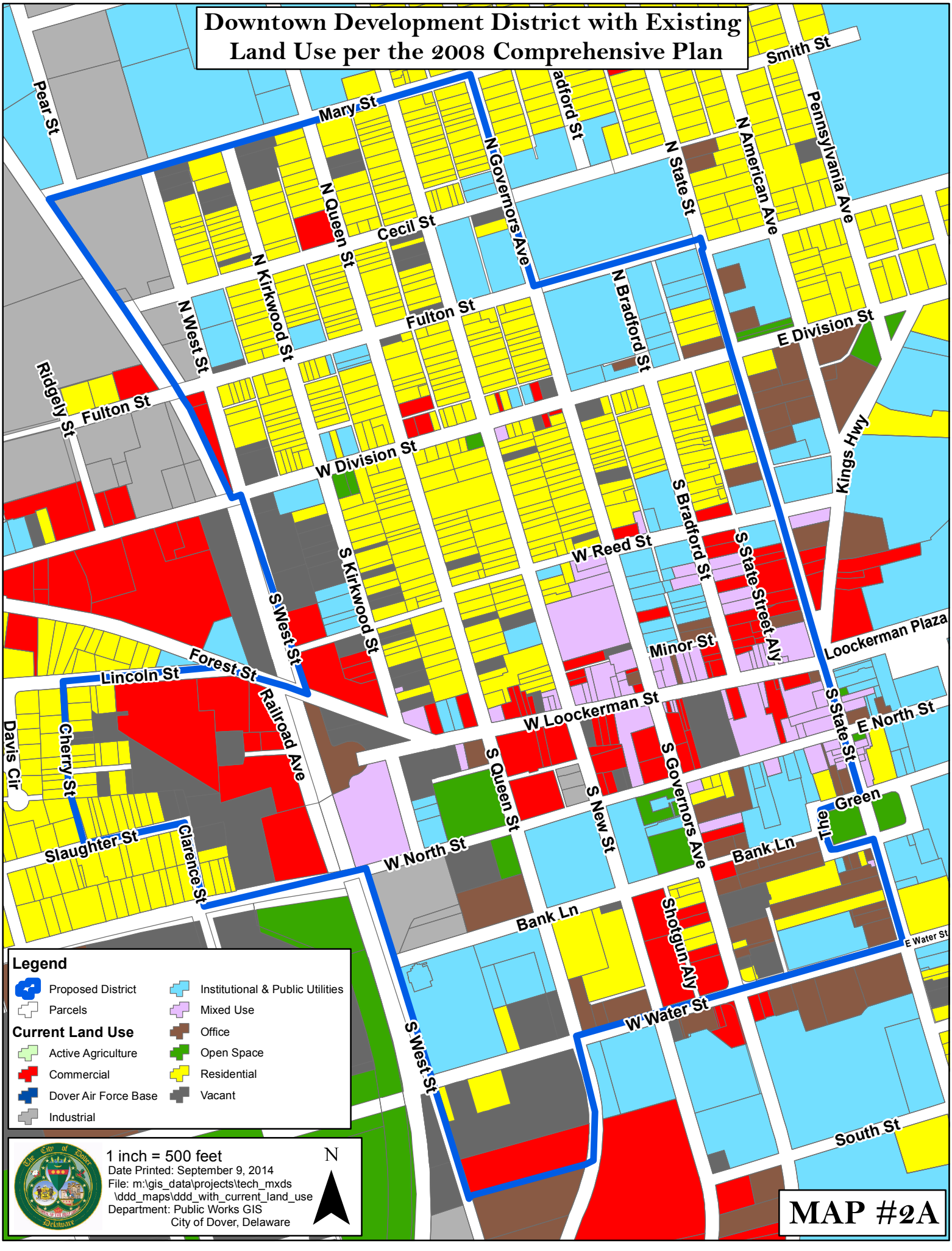
Map Number	Title
Map #1	Downtown Development District Boundary
Map #2A	Downtown Development District with Existing Land Use per the *2008 Comprehensive Plan*
Map #2B	Downtown Development District with the Land Development Plan per the *2008 Comprehensive Plan*
Map #3	Downtown Development District with Current Zoning
Map #4	Downtown Development District with Dangerous Buildings
Map #5	Downtown Development District with Vacant Buildings
Map #6	Downtown Development District: Properties with Active Code Enforcement
Map #7	Downtown Development District with Crime Density
Map #8	Downtown Development District with CDBG Locations
Map #9	Downtown Development District with Dover Transit Center Neighborhood Plan Boundary
Map #10	Downtown Development District with Central Dover Study Area
Map #11	Downtown Development District with Downtown Redevelopment Target Area

Attachment Number	Title
Attachment #1	*2008 Comprehensive Plan* Goals
Attachment #2	Documentation of Need and Impact – Photographs
Attachment #3	Demographic Summary
Attachment #4	Existing Incentives
Attachment #5	Letters of Support
Attachment #6	Resolution #2014-13
Attachment #7	Downtown Development District Plan

Downtown Development District Boundary

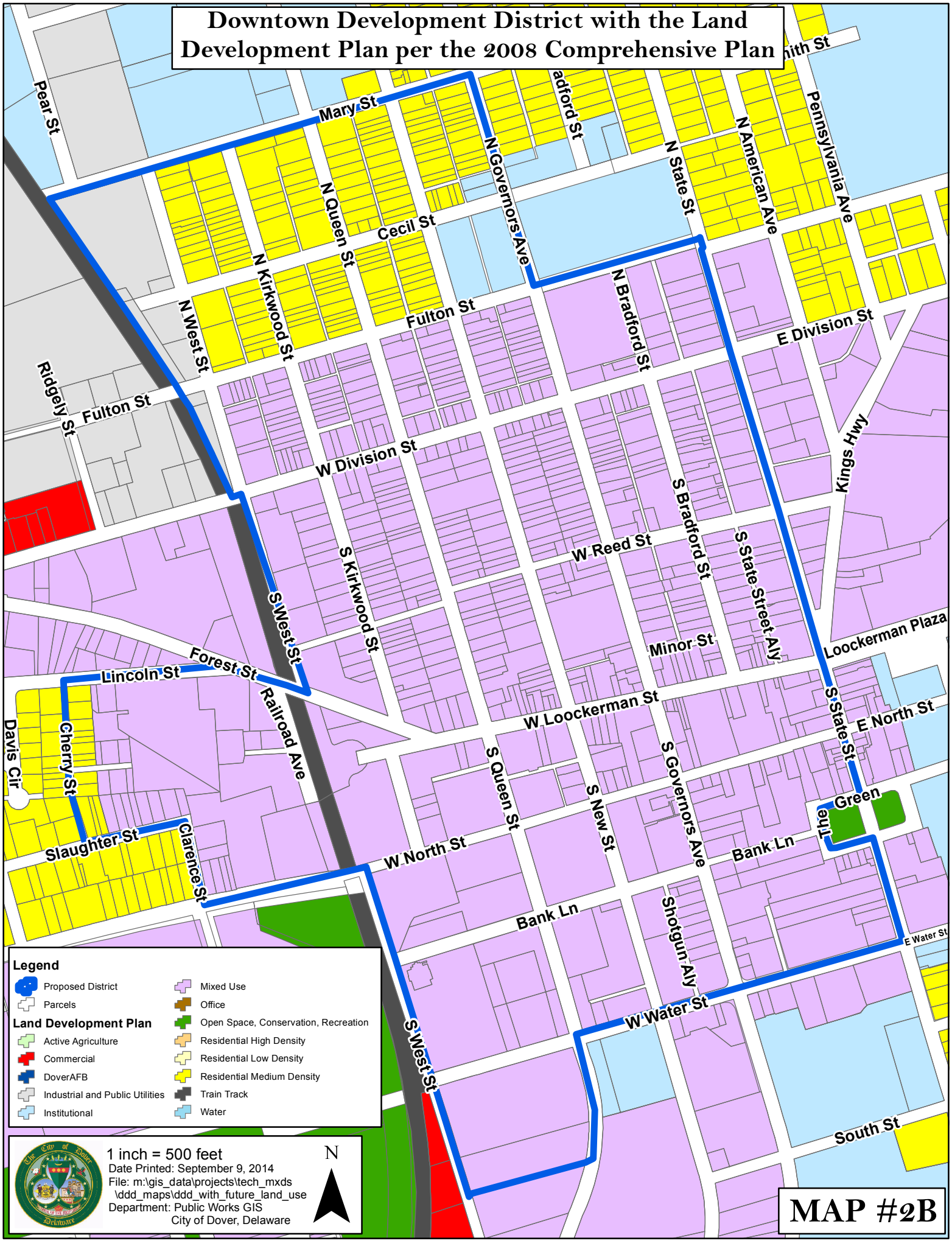


Downtown Development District with Existing Land Use per the 2008 Comprehensive Plan



MAP #2A

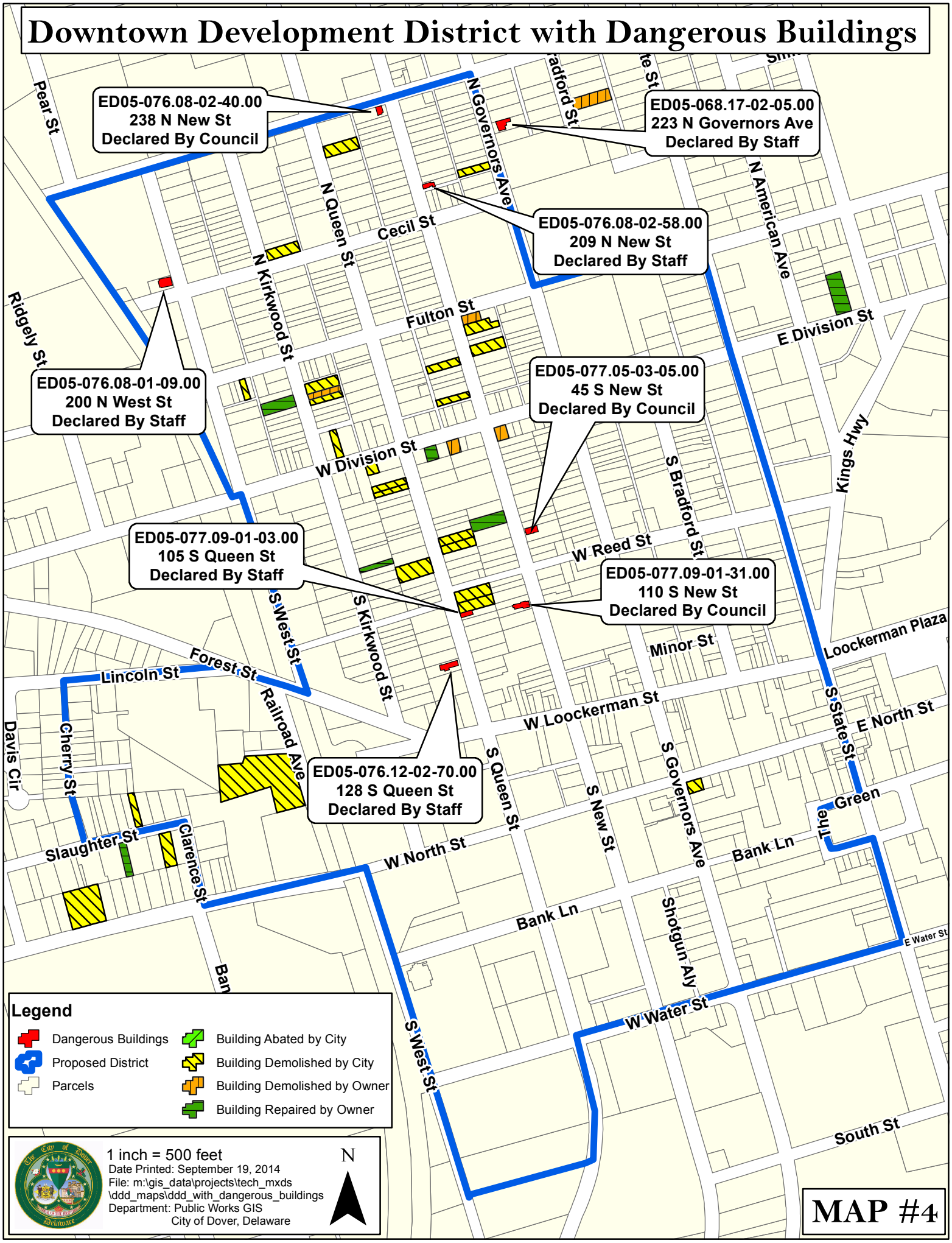
Downtown Development District with the Land Development Plan per the 2008 Comprehensive Plan



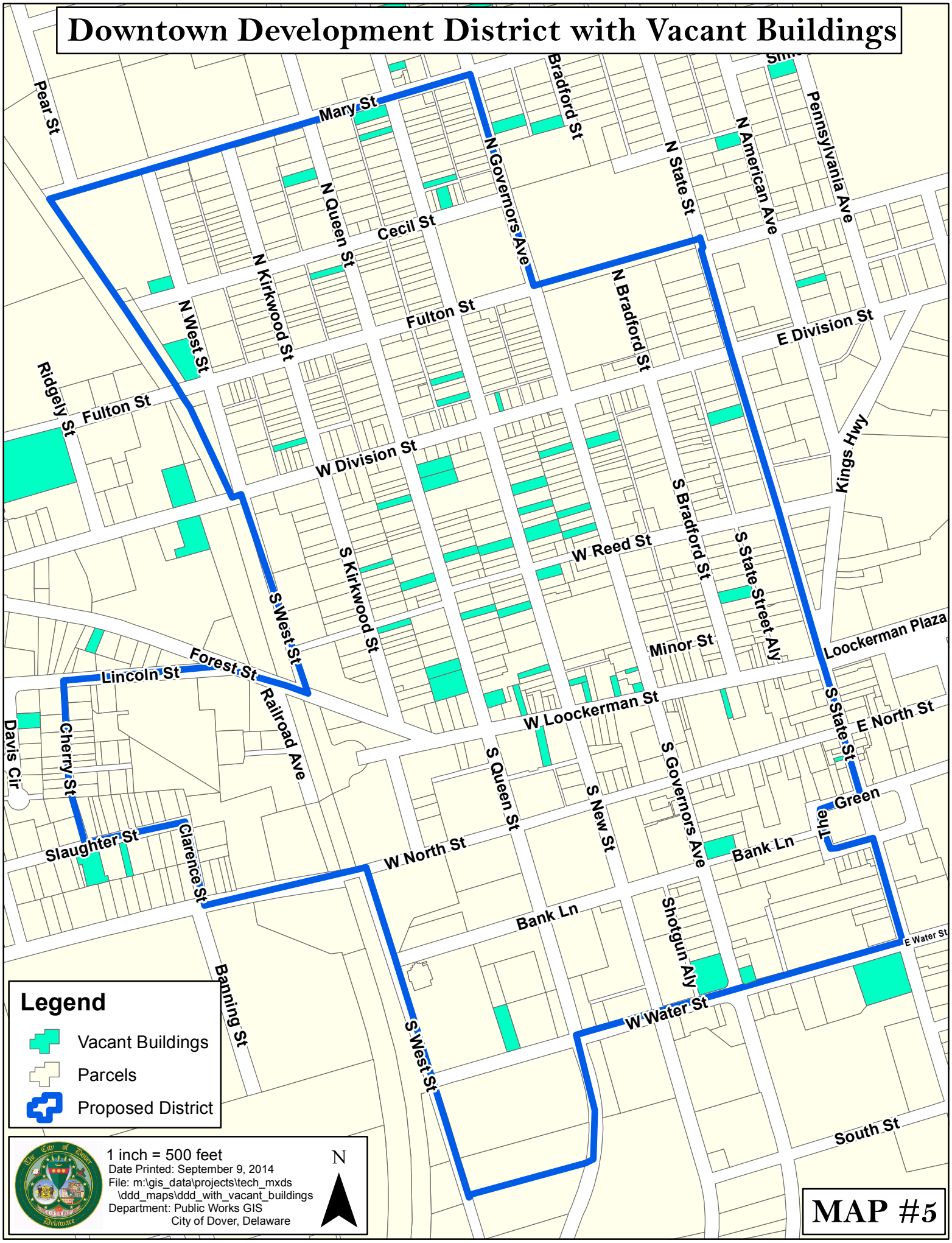
Downtown Development District with Current Zoning



Downtown Development District with Dangerous Buildings



Downtown Development District with Vacant Buildings



Legend

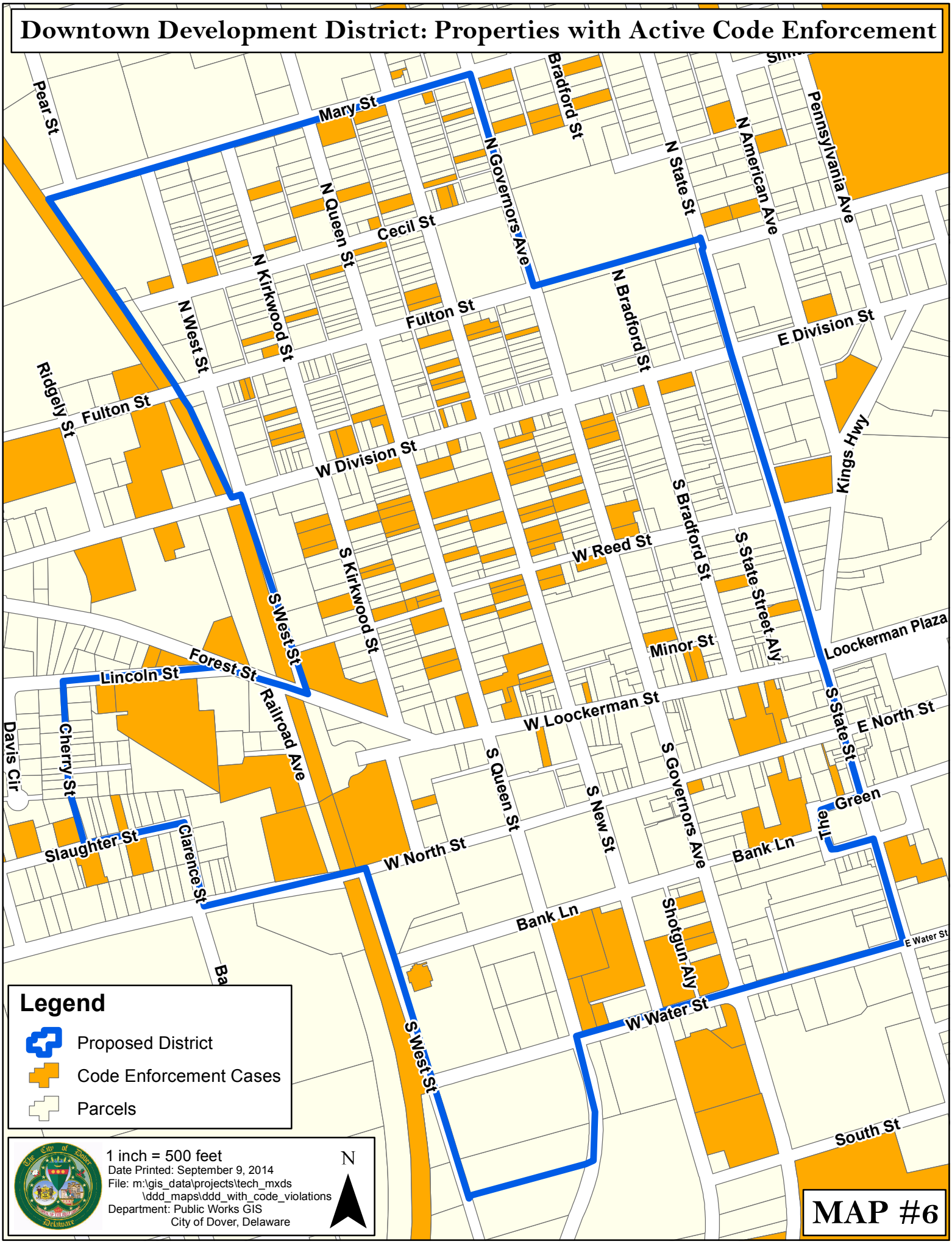
- Vacant Buildings
- Parcels
- Proposed District

1 inch = 500 feet
Date Printed: September 9, 2014
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Department: Public Works GIS
City of Dover, Delaware

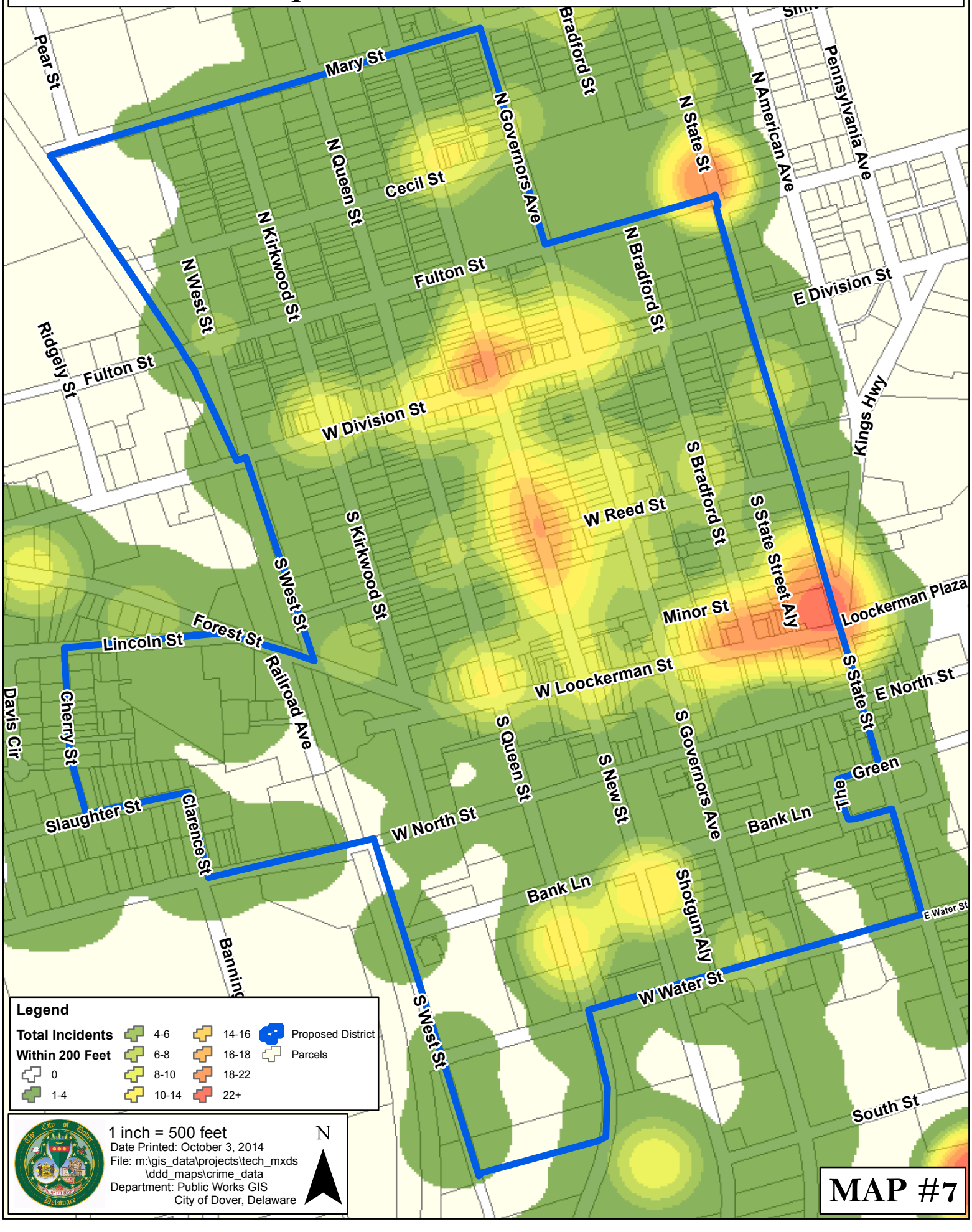
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MAP #5

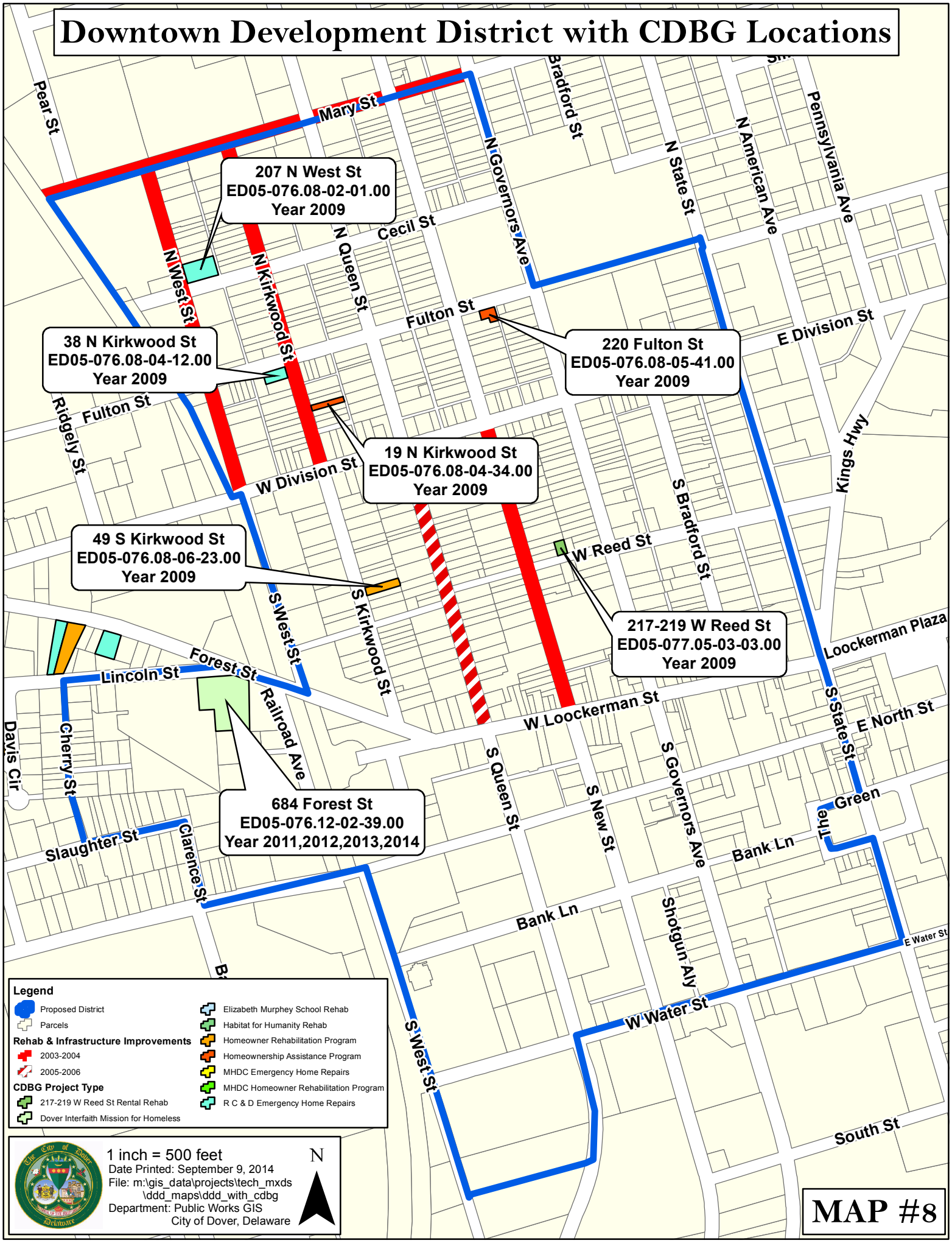
Downtown Development District: Properties with Active Code Enforcement



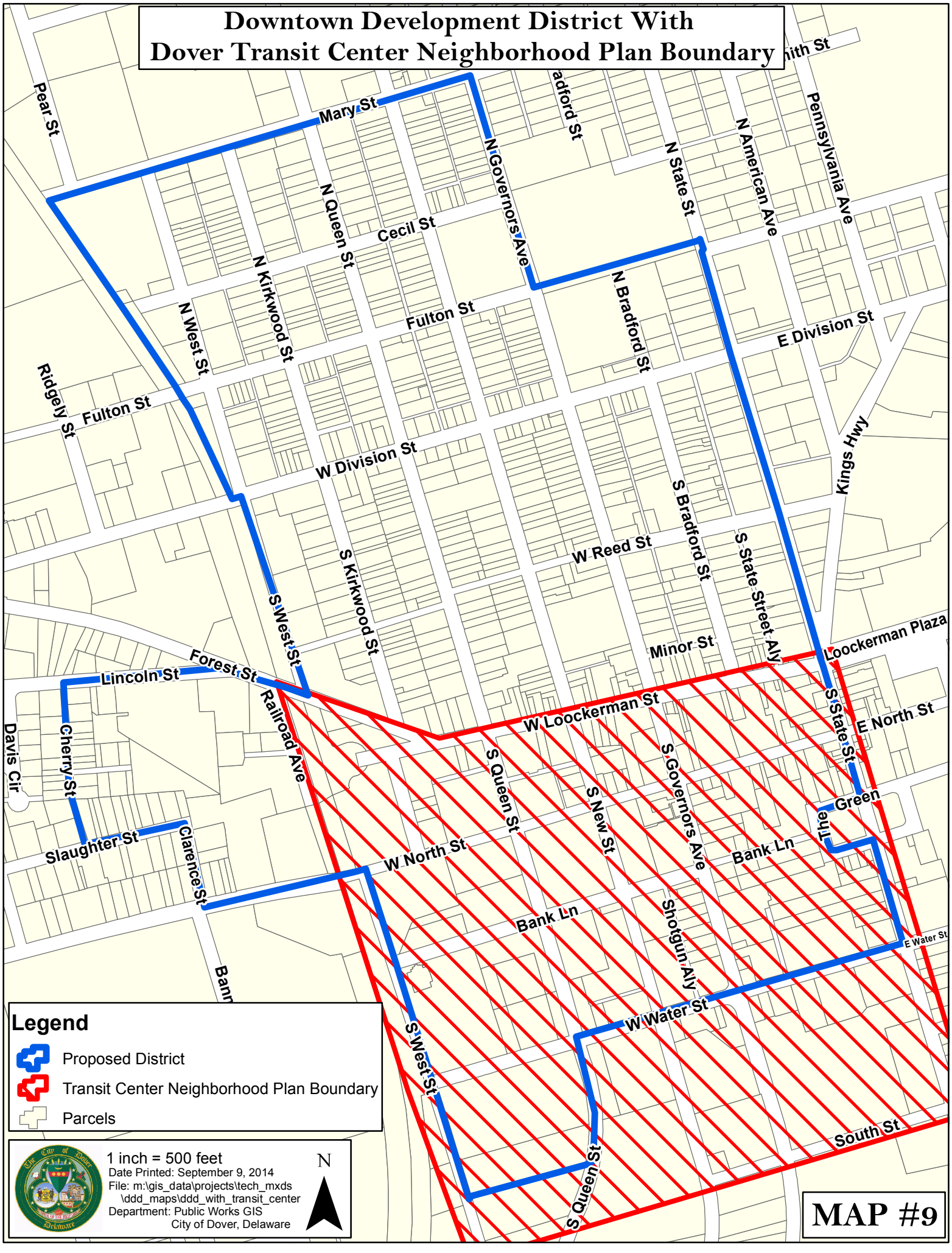
Downtown Development District with Crime Data: 2010-2014



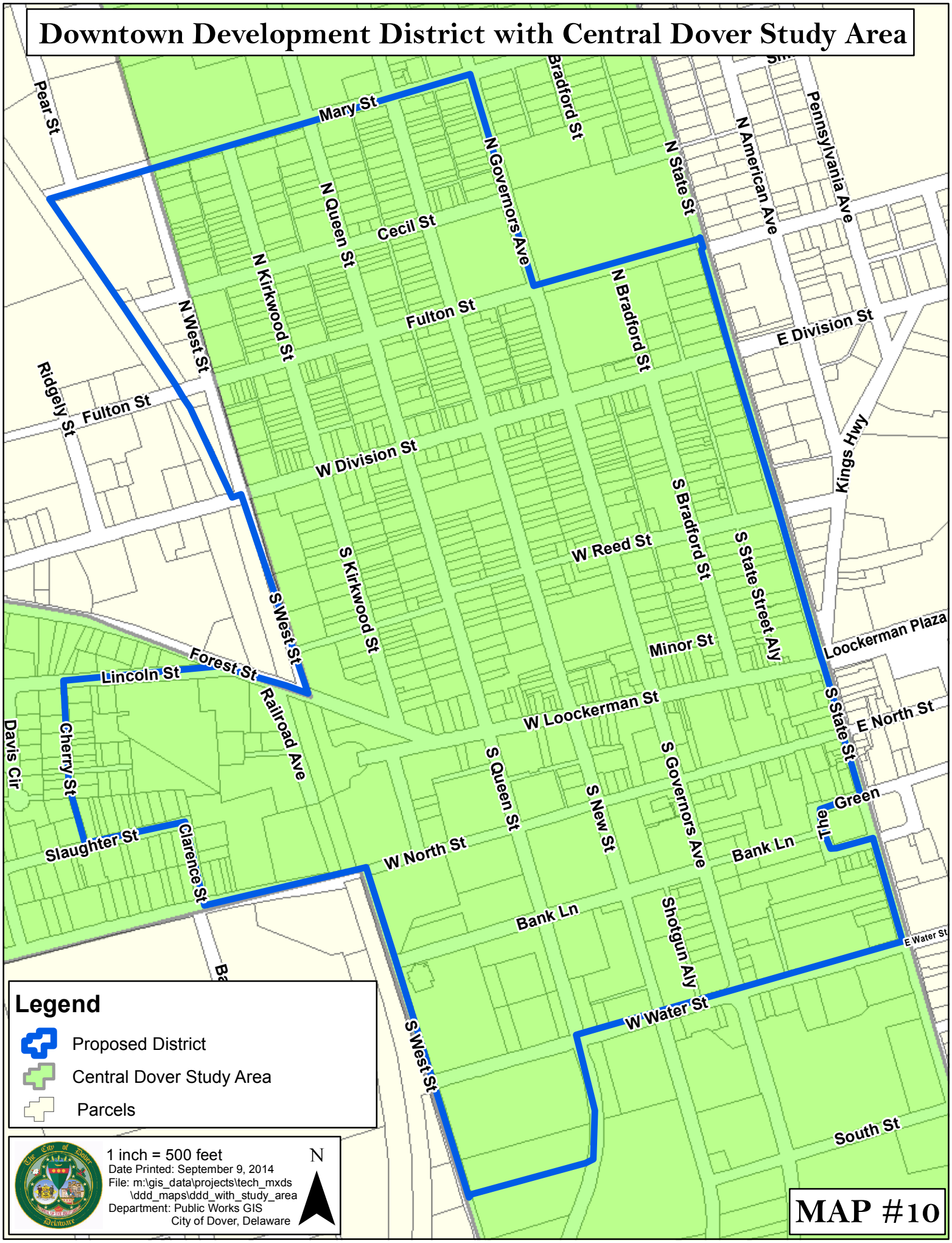
Downtown Development District with CDBG Locations



Downtown Development District With Dover Transit Center Neighborhood Plan Boundary



Downtown Development District with Central Dover Study Area



Downtown Development District with Downtown Redevelopment Target Area



Attachment #1 –
2008 Comprehensive Plan Goals

Table 1-1: Plan Chapter Goals:

Natural Resources and Environmental Protection	**Goal 1:** Protect the Natural Environment **Goal 2:** Improve Watershed Quality **Goal 3:** Encourage Green Development and Sustainable Energy Practices
Historic Preservation	**Goal 1:** Preserve and Protect Historic Resources **Goal 2:** Provide and Promote Incentives for Preservation Activities **Goal 3:** Increase Public Information on Historic Resources **Goal 4:** Collaborate with Diverse Groups and Governments
Public Utilities and Community Infrastructure	**Goal 1:** Proactively Maintain Existing Infrastructure and Expand Infrastructure When Beneficial **Goal 2:** Enhance Infrastructure to Meet Community Needs **Goal 3:** Meet or exceed the State and Federal requirements of the NPDES permit and Stormwater Management Plan
Community Services and Facilities	**Goal 1:** Provide a System of Interconnected Open Space Areas and Recreational Opportunities **Goal 2:** The City must be prepared to face and quickly address potential disasters both natural and man-made. **Goal 3:** The City should provide and Maintain high quality police, fire, and ambulance services to all residents, properties, and visitors within Dover. **Goal 4:** The City should work to ensure the protection and preservation of its own resources ranging from natural, historic, and cultural including the physical facilities containing these resources. **Goal 5:** Protect and Preserve the City Owned Resources
Transportation	**Goal 1:** Preserve and Maintain the Existing Transportation System **Goal 2:** Increase Coordination with Agencies **Goal 3:** Develop and Expand Alternate Modes of Transportation **Goal 4:** Create Recommendations and Policies for Roadways and Development **Goal 5:** Air Quality: The Ozone Challenge
Economic Development	**Goal 1:** Attract and Retain High-Paying Quality Jobs by Targeting Large Firms and Businesses to Major Growth Areas in the City **Goal 2:** Revitalize Downtown Dover as a Vibrant Town Center Integrating the Hospital, the Colleges & Universities, the State and City Governments with Business (Retail and Professional), Housing and Tourism **Goal 3:** Ensure that Zoning Requirements Encourage the Uses Desired and Do Not Create Impediments to Desired Business Growth **Goal 4:** Create an Environment for Long Term Economic Investment in Dover Focusing on Green Technology and Entrepreneurial Businesses **Goal 5:** Actively Market Garrison Oak

Housing & Community Development	**Goal 1:** Encourage Balanced Housing Opportunities for All Income Levels and Phases in Life **Goal 2:** Preserve Existing Housing Stock **Goal 3:** Provide Safe Livable Neighborhoods **Goal 4:** Provide Homeownership Opportunities for Low/Moderate Income

Source: The 2008 Dover Comprehensive Plan

Table 1-2: Land Development Plan Goals

Residential Land Uses	To develop and maintain an adequate supply of housing of varying type, size, and densities that are aesthetically pleasing and located within neighborhoods designed or redesigned to promote convenience, conservation, and access to the greater community, but which are properly buffered through distance and landscaping from incompatible land uses.
Downtown Dover	Enhance the role of Downtown Dover as a major employment, residential and commercial center as well as the symbolic and cultural heart of the community, and recognize its unique heritage and historic resources. Provide for mixed use development allowing greatest variation of uses.
Mixed Use	• Continue to facilitate project development processes for construction in accordance with approved Master Plan Pattern Book and TND concept. • Support efforts to implement the road and walking trail connections linking Eden Hill Farm TND to the existing circulation network. • Encourage quality architecture within the development in accordance with the Pattern Book and intent of the TND Ordinance. • Participate in the planning for the project's open space areas including the area of the historic farm complex, alleys, and southern portion of the project near Puncheon Run.
Commercial Land Uses	Maintain and improve the City's position as a regional commercial center, while providing its citizens convenient access to needed goods and services through well designed and spaced community and neighborhood commercial centers.
Government and Institutional Land Uses	Maintain and improve the City's position as a center of government, education, and medicine through support of existing institutions and encouraging well designed campuses that are integrated into the community and have room to expand.
Employment Centers	Create a more vibrant, growing economy with a broader range of job opportunities through an increase in office and industrial development in appropriate and designated areas.
Dover Air Force Base	Create a favorable and compatible environment for Dover Air Force Base through a resolute commitment to provide all reasonable planning

Attachment #2 – Documentation of Need and Impact (Photographs)

Attachment #3 – Demographic Summary

City of Dover

Summary Demographic Data & Geographic Comparison

	City of Dover	Kent County	Delaware	Tract 409	Tract 413	Tract 414	Tract 433	DDD (1)
Total Population	36,259	162,785	900,131	2,540	2,077	3,283	6,060	1,989
Median Household Income	$48,117	$55,786	$60,119	$25,774	$33,500	$35,083	$46,719	
Poverty Rate, All People	16.9%	12.4%	11.5%	16.5%	41.9%	26.2%	15.3%	
% Housing Built 1949 or earlier	10.3%	9.5%	14.4%	40.5%	33.9%	8.5%	15.0%	
Total Units Built 1949 or earlier	1,476	6,203	58,479	451	344	137	256	
Total Units Built	14,338	65,394	405,883	1,113	1,014	1,620	1,709	873
% Homeownership	55.1%	72.9%	72.7%	39.3%	36.1%	38.6%	46.5%	13.2%
% Rental	44.9%	27.1%	27.3%	60.7%	63.9%	61.4%	53.5%	71.5%
% Vacant Housing Units	13.0%	11.6%	17.7%	20.3%	12.6%	22.5%	16.6%	15.3%
Median Home Value	$187,500	$205,100	$241,100	$223,400	$162,500	$186,400	$180,100	

Source: ACS-2012 5-Year Data

(1) Downtown Development District, sum of 2010 Decennial Census data, by Census block

City of Dover
Housing and Population

	DDD Total of Blocks	Percentage
POPULATION		
Total	1,989	
HOUSING UNITS		
Total	873	
Occupied	*739*	84.7%
Vacant	*134*	15.3%
OCCUPIED HOUSING UNITS, BY TENURE		
Total Occupied Housing Units	739	
Owner-Occupied w/ Mortgage or Loan	*75*	10.1%
Owner-Occupied, free & clear	*40*	5.4%
Renter-Occupied	*624*	84.4%

Source: 2010 Decennial Census, SF-1, total of all Census blocks in proposed DDD.

City of Dover

Population Below Low/Moderate Income Threshold (FY2014)

Census Geography		Population		
Tract	Block Group	% <Low/Mod	# <Low/Mod	Total
5-BLOCK GROUP AREA				
409	1	52.3%	910	1,739
413	1	56.5%	1,080	1,911
414	1	41.2%	775	1,881
414	2	82.6%	1,115	1,349
433	3	57.9%	825	1,424
Total Area		56.7%	4,705	8,304
20-BLOCK GROUP AREA				
405	1	49.0%	1,155	2,357
405	2	75.5%	2,125	2,814
405	2	39.4%	475	1,205
407	1	12.3%	255	2,073
407	2	65.1%	940	1,443
407	3	33.3%	475	1,426
409	1	52.3%	910	1,739
410	1	41.8%	875	2,093
410	2	40.3%	1,400	3,473
411	2	53.9%	345	640
412	1	30.1%	620	2,059
413	1	56.5%	1,080	1,911
414	1	41.2%	775	1,881
414	2	82.6%	1,115	1,349
415	1	33.3%	785	2,357
418	3	22.1%	835	3,778
418	1	37.2%	1,160	3,118
433	1	52.3%	675	1,290
433	2	57.6%	965	1,675
433	3	57.9%	825	1,424
Total Area		44.4%	17,790	40,105

Source: PolicyMap and HUD, 2014 HUD FY CDBG income limit data using 2010 Census geographies

Attachment #4 – Existing Incentives

A. Dover Code of Ordinances, Appendix C – Downtown Redevelopment
B. Dover Code of Ordinances, Chapter 102 – Taxation, Article III – Realty Transfer Tax (excerpts)
C. Dover Code of Ordinances, Chapter 102 – Taxation, Article IV – Abatement of Real Estate Taxes (excerpts)
D. Dover Code of Ordinances, Chapter 102 – Taxation, Article V – Tax Credits for Historic Properties

A. Dover Code of Ordinances,

Appendix C : Downtown Redevelopment

ARTICLE I. INTENT

The city council has deemed it to be in the best interests of the residents of the city and in furtherance of their health, safety and welfare to promote the redevelopment of downtown Dover. In order to promote the redevelopment, [the] council has determined that incentives in the forms of tax abatements, impact fee waivers and building permit caps should be offered.

ARTICLE III. ELIGIBILITY

Section 1. Development incentive eligibility.
Section 2. Development incentive ineligibility.
Section 3. Revocation of eligibility.

Section 1. Development incentive eligibility.

In order to be eligible for development incentives, the owner of an eligible project must agree to contribute ten percent of the total value of the incentives received to the Downtown Dover Partnership for reinvestment in downtown Dover.

(Ord. of 4-28-2003(3); Ord. No. 2014-01, 2-10-2014)

Section 2. Development incentive ineligibility.

An otherwise eligible project shall be ineligible for development incentives if:

(a) An application for a building permit for the project was filed prior to the effective date of this ordinance; or

(b) Construction or renovation commenced prior to the effective date of this ordinance; or

(c) Issuance of the certificate of occupancy and/or the completion and finalization of the building permit occurs before the application for development incentives is received; or

(d) The subject property is exempt from City of Dover real estate taxes; or

(e) The beneficiary of the incentives is delinquent on any of the obligations listed in section 1-13(b).

(Ord. of 1-11-1999; Ord. No. 2014-01, 2-10-2014)

Section 3. Revocation of eligibility.

The beneficiary of the incentives provided by this Appendix must remain current on all obligations due the city. If, at any time after the incentives have been granted, the beneficiary of the incentives becomes delinquent on any of the obligations listed in section 1-13(b), the city manager shall revoke the eligibility for any portion of the incentives not yet received by the beneficiary. Notice shall be given to such beneficiary in writing.

(Ord. No. 2014-01, 2-10-2014)

ARTICLE IV. DEVELOPMENT INCENTIVES

Section 1. [Waiver of permit fees.]
Section 2. [Waiver of impact fee.]
Section 3. [Period of tax waiver.]

Section 1. [Waiver of permit fees.]

Fees for building, plumbing, mechanical, and fire protection permits shall be waived for eligible projects.

(Ord. of 1-10-2000)

Section 2. [Waiver of impact fee.]

Eligible projects that have received conditional approval from the planning commission after January 31, 2008, that involve multiple story new construction or renovation of an existing building, and have a combination of residential, office, retail, or commercial service uses so that at least two of these uses are established shall qualify for city impact fee waiver of the cost of such fees. Eligible projects that have received conditional approval from the planning commission on or before January 31, 2008, and that are multiple-story new construction on one lot, and have a combination of residential, office, retail, or commercial service uses so that at least two of these uses are established shall qualify for city impact fee waiver of one half the cost of such fees.

(Ord. of 1-10-2000; Ord. of 1-28-2008(1))

Section 3. [Period of tax waiver.]

Eligible projects shall receive property tax waivers for a period not to exceed ten years so that improvements to the properties made in accordance with the intent of this ordinance will not be taxed for a period of time not to exceed ten years from the date of the making of the improvements. The said ten-year period will commence with the date of issuance of a building permit.

ARTICLE V. ADMINISTRATION

The city manager and his staff shall develop the administrative procedures necessary to implement this ordinance. The city manager and his staff shall promulgate reasonable standards to be used in determining whether an eligible project shall receive development incentives and, if so, which incentives shall be granted. Administrative staff shall review applications for development incentives and grant incentives to eligible projects. Applicants shall be notified of the action taken on their applications by mail.

ARTICLE VII. SEVERABILITY AND EFFECTIVE DATE

Section 1. [Severability.]
Section 2. [Effective date.]

Section 1. [Severability.]

Should any section or provision of this ordinance be declared to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the ordinance as a whole or any part thereof other than the parts so declared to be unconstitutional or invalid.

Section 2. [Effective date.]

This ordinance shall be effective as of January 1, 1991.

Who we Are...

The Downtown Dover Partnership is a nonprofit organization dedicated to revitalizing our Historic Downtown Business District. The DDP works hand in hand with the National Trust for Historic Preservation's National Main Street Center and the Downtown Delaware Main Street Initiative to create a variety of programs that serve to improve our district.

DDP EVENTS

- ⇒ First Fridays
- ⇒ Second Saturdays
- ⇒ Capital Holiday Celebration
- ⇒ Home for the Holidays
- ⇒ St Patrick's Day Parade
- ⇒ Loockerman Way Farmers Market



101 W Loockerman St, Suite 1A
Dover, DE 19904

www.downtowndoverpartnership.com

William E. Neaton, Interim Executive Director
Phone: 302-678-2940
Fax: 302-678-2132
E-mail: wneaton@dover.de.us

Downtown Dover Development Incentives

DOWNTOWN DOVER PARTNERSHIP

Tel 302-678-2940

Downtown Dover Development Incentives

WHAT PROJECTS ARE ELIGIBLE?

- New construction or renovation projects
- Located within the target area
- Fair market value of the materials to be used and the labor to be performed on the project exceeds the sum of $15,000
- Is for commercial, office or a residential use

WHAT IS THE TARGET AREA?

- The geographic boundaries of the downtown redevelopment area are defined in the Dover Code and include the Business Improvement District.
- The Dover Code can be accessed at **http:// www.cityofdover.com** Select Quick Links—Municipal Code

A map of the target area is provided on rear panel of this brochure.

WHAT ARE THE INCENTIVES?

Waiver of Permit Fees

- Building, plumbing, mechanical & fire protection

Impact Fee Waiver

- Requires multiple story new construction or renovation on one lot
- Combination of retail, office, residential or commercial services (at least two)
- Waiver of City sewer and water impact fees

Property Tax Waiver

- 10-year waiver of property tax on improvements
- 10-year period begins with building permit issuance

Contribution to Downtown Dover Partnership

- 10 % of the value of incentives must be contributed to the DDP

A detailed description of these incentives and the redevelopment target area can be found in the Dover Code, Appendix C

DDP INCENTIVES

Facade Improvement Grant

- Matching grants from $250 to $2500

These grants are subject to the review and approval of the DDP Design Committee and the availability of funds.
www.downtowndoverpartnership.com

DDP PROGRAMS

- A variety of financial incentives
- Small Business Development Workshops
- Small Business Loans in conjunction with the US SBA
- Express Technical Assistance Program
- Facade Grants to downtown property owners for exterior improvements to their buildings
- Special events and activities to engage the community at large

CITY OF DOVER PO BOX 475 DOVER DE 19903	DOWNTOWN DOVER PARTNERSHIP APPLICATION FOR DEVELOPMENT INCENTIVES
PLEASE TYPE OR PRINT	
I. APPLICANT(S) INFORMATION	**II. INFORMATION ABOUT YOUR BUSINESS:**
Name:	**Name of Business:**
Address:	**Address:**
Phone No.:	
Soc. Sec. No.:	**Phone No.:**
	Type of Business:
	Date Established:
	# of Empls: FT_____PT_____
	Empl. Tax ID No.:

III. SUBJECT PROPERTY DATA:

Location/Address: _____

Street/P.O. Box **City** **State** **Zip**

Current Usage: _____

_____

Current Zoning: _____

_____

Owner's Name: _____

Owner's Address: _____

Street/P.O. Box **City** **State** **Zip**

IV. PROJECT DESCRIPTION (Use additional sheet if necessary):

Provide a description of the proposed project, including its physical features; any land and/or building acquisition and development; the status and timing of land control, zoning and permits; and the estimated cost and timing of construction and captial improvements.

V. ASSURANCES:

All information in the application is complete and true to the best of my/our knowledge. I/We also have read and understand the Development Incentive Ordinance and agree to contribute ten percent (10%) of the total value of the incentives received to the Downtown Dover Partnership for investment in downtown Dover. I/We further understand that if I/we do not comply with the provisions of the development incentives program, the City may terminate the incentives.

_____ _____

Date Signature of Applicant

VI. STAFF ACTION

	Approved	Denied
Building Permit		

_____
Date

	Approved	Denied
Tax Waiver		

_____
Date

	Approved	Denied
City Impact Fees		

_____
Date

_____
Signature of City Manager

B. Dover Code of Ordinances

Chapter 102, Article III: Realty Transfer Tax

Sec. 102-71. Definitions.

(a) The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

(1) *Document* means any deed, instrument or writing whereby any real estate within the corporate limits of the city, or any interest therein, shall be quitclaimed, granted, bargained, sold or otherwise conveyed to the grantee, but shall not include the following:

a. Any will;

b. Any lease other than those described or defined in subsection (a)(2) of this section;

c. Any mortgage;

d. Any conveyance between corporations operating housing projects pursuant to 31 Del. C. § 4501 et seq., and the shareholders thereof;

e. Any conveyance between nonprofit industrial development agencies and industrial corporations purchasing from them;

f. Any conveyance to nonprofit industrial development agencies;

g. Any conveyance between a husband and wife;

h. Any conveyance between persons who were previously husband and wife, but who have since been divorced, provided that such conveyance is made after the granting of the final decree in divorce and the real estate or interest therein subject to such conveyance was acquired by the husband and wife, or husband or wife prior to the granting of the final decree in divorce;

i. Any conveyance between parent and child or the spouse of such a child;

j. Any conveyance:

1. To a trustee, nominee or straw party for the grantor as beneficial owner;

2. For the beneficial ownership of a person, other than the grantor, where, if such person were the grantee, no tax would be imposed upon the conveyance pursuant to this chapter; or

3. From a trustee, nominee or straw party to the beneficial owner;

k. Any conveyance between a parent corporation and a wholly owned subsidiary corporation, provided that such conveyance is without actual consideration;

l. Correctional deeds without actual consideration;

m. Any conveyance to or from the United States, this state or to any of their instrumentalities, agencies or political subdivisions and the University of Delaware;

n. Any conveyance to or from a corporation, or a partnership, where the grantor or grantee owns stock of the corporation or an interest in the partnership in the same proportion as his interest in, or ownership of, the real estate being conveyed; provided, however, that this subsection shall not apply to any distribution in liquidation or other conveyance resulting from the partial or complete liquidation of a corporation, unless the stock of the corporation being liquidated has been held by the grantor or grantee for more than three years;

provided, further, this subsection shall not apply to any conveyance from a partnership to its partners, unless the partners' interest in the partnership has been held for more than three years;

o. Any conveyance by the owner or previously occupied residential premises to a builder of new residential premises when such previously occupied residential premises are taken in trade by such builder as a part of the consideration from the purchaser of new, previously unoccupied premises;

p. Any conveyance to the lender holding a bona fide mortgage, which is genuinely in default, either by a sheriff conducting a foreclosure sale, or by the mortgagor in lieu of foreclosure;

q. Any conveyance to a religious organization or other body or person holding title to real estate for a religious organization, if such real estate will not be used following such transfer by the grantee, or by any privy of the grantee, for any commercial purpose; provided, however, that only that portion of the tax which is attributable and payable by the religious organization or other body or person holding title to real estate for a religious organization under 30 Del. C. § 5402 shall be exempt;

r. Any conveyance to or from a volunteer fire company organized under the laws of this state; provided, however, that only that portion of the tax which is attributable to and payable by the volunteer fire company by this article shall be exempt;

s. Any conveyance of a "mobile home," as defined in 25 Del. C. § 7003;

t. Any conveyance without consideration to an organization exempt from tax under section 501(c)(3) of the federal Internal Revenue Code (26 USC 501(c)(3));

u. Any conveyance to a nonprofit conservation organization, when the property is purchased for open space preservation purposes;

v. Any conveyance to or from a nonprofit corporation or organization of real estate acquired for the purpose of rehabilitation and resale without profit.

(2) *Document* includes the following:

a. Any writing purporting to transfer a title interest or possessory interest for a term of more than five years in a condominium unit or any unit properties subject to the Unit Property Act pursuant to 25 Del. C. § 2201 et seq.

b. Any writing purporting to transfer a title interest or possessory interest of any lessee or other person in possession of real estate owned by the state or other political subdivision thereof.

c. Any writing purporting to assign or transfer a leasehold interest or possessory interest in residential property under a lease for a term of more than five years. For this purpose, the term "residential property" means any structure or part of a structure which is intended for residential use, and excluding any commercial unit subject to tax under 30 Del. C. § 2301(a)(88) relating to commercial lessors.

(3) *First-time homebuyer* means a natural person who has at no time held an interest in residential real estate, wherever located, and which has been occupied as their principal residence, and who intends to occupy the property being conveyed as his principal residence, within 90 days following recordation of the deed. The first-time homebuyer must file an affidavit certifying to his qualifications before the exemption can be granted. In order to alleviate claims for rebate of the transfer tax paid, no

rebate shall be made once the deed for the transaction has been recorded. First-time homebuyers submitting a false affidavit in any respect, which would entitle them to the exemption, shall be subject to payment of the unpaid transfer tax, plus interest at the rate of one and one-half percent per month and, upon direction by the council, referral to the attorney general of the state for criminal prosecution. This subsection shall apply to all real estate settlements held on or after January 2, 2000. First-time homebuyers are exempt from the transfer tax as provided herein. The first-time homebuyer exemption shall apply to the seller of property that qualifies for the first-time buyer exemption but only for property situated in the area from Mary Street to Loockerman Street and Governors Avenue to West Street. Council shall have the right to deny this exemption to any property owner where the sale and purchase appears to be done fraudulently to take advantage of the realty transfer tax exemption ordinance.

(4) *Transaction* means the making, executing, delivering, accepting or presenting for recording of a document.

(5) *Value* means, in the case of any document granting, bargaining, selling or otherwise conveying any real estate or interest or leasehold interest therein, the amount of the actual consideration therefor, including liens or other encumbrances thereon, and ground rents which encumber the interest in real estate and any other interest in real estate conveyed, provided, that, in the case of a transfer for an amount less than the highest appraised full value of said property for local real property tax purposes, the term "value" shall mean the highest such appraised value, unless the parties or one of them can demonstrate that fair market value is less than the highest appraised value, in which case, the term "value" shall mean fair market value, or actual consideration, whichever is greater. A demonstration that the transaction was at arm's length between unrelated parties shall be sufficient to demonstrate that the transaction was at fair market value.

(b) In determining the term of a lease, it shall be presumed for the purpose of computing the lease term, that any rights or options to renew or extend will be exercised.

(c) For the purpose of subsection (a)(5) of this section, in the case of a document described in subsection (a)(2) of this section under which the consideration is based, in whole or in part, on a percentage of the income or receipts to be received in the future, actual consideration shall include the amounts actually received under such percentage of income or receipts provision; provided, however, and notwithstanding any other provisions of this article, that the tax imposed by this article shall be due and payable to the controller/treasurer within 30 days after the date such amounts become due and payable under the agreement.

(d) Transfers through conveyance of interest.

(1) Except as provided in subsections (d)(2) and (3) of this section, where beneficial ownership in real estate is transferred through a conveyance or series of conveyances of intangible interests in a corporation, partnership or trust, such conveyance shall be taxable under this article as if such property were conveyed through a duly recorded "document" as defined in subsection (a)(1) of this section, and subject to the exemptions contained therein, except those exemptions contained in subsections (a)(1)j. and (a)(1)n. of this section.

(2) No bona fide pledge of stock or partnership interests as loan collateral, nor any transfer of publicly traded stock or publicly traded partnership interest shall be deemed subject to taxation under this subsection (d).

(3)

Where the beneficial owners of real property, prior to the conveyance or series of conveyances referred to in this subsection (d), own 80 percent or more of the beneficial interest in the real estate following said conveyance or series of conveyances, such transfers shall not be subject to tax under this subsection (d). Where the beneficial owners of real property, prior to the conveyance or series of conveyances referred to in this subsection (d), own less than 80 percent of the beneficial interest in the real estate following said conveyance or series of conveyances, such transfers shall not be subject to tax under this subsection (d), unless under regulations promulgated by the city assessor, such transfer or transfers are properly characterized as a sale of real property. Such characterization shall take into account the timing of the transaction, beneficial ownership prior to and subsequent to the conveyance or conveyances, the business purpose of the corporation, partnership or trust, and such other factors as may be relevant.

(Code 1981, § 19.5-19; Ord. of 6-27-1988; Ord. of 4-22-1996; Ord. of 8-10-1998; Ord. of 12-13-1999; Ord. of 8-8-2005(1); Ord. No. 2009-23, 10-26-2009; Ord. No. 2011-17, 8-8-2011)

CITY OF DOVER
RESIDENTIAL FIRST-TIME HOME BUYER

AFFIDAVIT OF EXEMPTION
BUYER/SELLER

This form must be accompanied by the State of Delaware Realty Transfer Tax Return and Affidavit of Gain and Value form 5402. Only properties classified as residential on form 5402, Part C are eligible for exemption consideration.

NAMES OF ALL BUYERS

_____ _____

_____ _____

ADDRESS OF PROPERTY BEING PURCHASED *

_____

I/We swear/affirm under penalty of law, that the following statements are true and correct.

I/We, either jointly or individually, have **NEVER** had an ownership interest in any real estate, wherever located, which has been occupied as my/our principal residence.

The above purchased property is my current principal residence or i/we intend to make it my/our principal residence within 90 days following recordation.

_____ _____

_____ _____

Buyer's Signature Buyer's Signature

*Property must be situated in the area from Mary St. to Loockerman St. and Governors Ave. to West St. to be eligible. (Full ordinance may be viewed at www.cityofdover.com Sec102-71(a)(3))

C. Dover Code of Ordinances

Chapter 102, Article IV: Abatement of Real Estate Taxes

Sec. 102-111. Purpose.

In the opinion of city council, the abatement of city real estate taxes for certain qualifying industries and businesses defined herein best promotes the public welfare by providing incentives for them to expand or locate in the city, thereby creating new employment opportunities for the citizens of the city and ultimately strengthening the city's tax base.

In the opinion of council of the City of Dover, the abatement of city real estate taxes for certain qualifying homeowners in certain designated areas of the city thus promotes the public welfare by providing incentives for these homeowners to purchase residences and locate in these areas in the city.

(Code 1981, § 19.5-31; Ord. of 12-11-2000; Ord. of 8-8-2005(2); Ord. No. 2014-01, 2-10-2014)

Sec. 102-112. Authority.

Article VIII, section 1 of the constitution of the state provides that real property located within the boundaries of any incorporated municipality may be exempted from municipal property tax by the municipality when, in the opinion of the municipality, it will best promote the public welfare.

(Code 1981, § 19.5-32; Ord. of 12-11-2000)

Sec. 102-113. Qualifications.

(a) *Definitions.* The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Control with respect to a corporation means ownership, directly or indirectly, of stock possessing 50 percent or more of the total combined voting power of all classes of the stock of such corporation entitled to vote and 50 percent or more of the shares of such corporation entitled to vote and 50 percent or more of the total number of shares of all other classes of such corporation's stock.

Control with respect to a trust means ownership, directly or indirectly, of 50 percent or more of the beneficial interest in the principal or income of such trust. The ownership of stock in a corporation, of a capital of profits interest in a partnership or association, or of a beneficial interest in a trust shall be determined in accordance with the rules for constructive ownership of stock provided in section 267(c) of the Internal Revenue Code (26 USC 267(c)).

Expanded facility means any qualified property that is modified with an improvement or addition (other than a replacement resulting from the acquisition, construction, reconstruction, installation, or erection of improvements or additions resulting from repairing, refurbishing, retooling, recycling, or other similar process or procedure that merely preserves or restores the value of an existing facility and not including any improvement or addition that, in the determination of the council, does not constitute an integral part of a qualified activity), if such improvements or additions are placed in service by the taxpayer after January 1, 2001. Abatement will only be to the extent of the taxpayer's qualified investment in such improvements or additions.

Large vacant commercial facility means a building of 20,000 square feet or larger and vacant continuously for 18 months or more.

New facility means any qualified facility (other than an expanded facility or a replacement facility) constructed by the taxpayer after January 1, 2001. For the purposes of this article, the term "constructed" means the issuance of a building permit for $1,000,000.00 or more with regards to subsection (b)(1) of this section, and the issuance of a building permit for $3,000,000.00 or more with regards to subsection (b)(2) of this section.

Placed in service and *original use* have the meanings ascribed to such terms under section 167 of the Internal Revenue Code (26 USC 167) and regulations promulgated thereunder.

Qualified activity means any activity constituting manufacturing (other than any repair, refurbishing, retooling, recycling or other similar process or procedure that merely preserves or restores the value of a product or that does not change the inherent nature of a product or material). Such term includes any activity engaging in business as a wholesaler; the CCBA and any subsequent legislation as enacted by the state; any home offices and operating units of insurance companies; and any combination of activities described herein.

Qualified employee means any person employed within the city/county on a regular and full-time basis.

Qualified facility means any qualified property located in the city that constitutes a new or an expanded facility, located within the industrial park manufacturing district, industrial park manufacturing 2 district, or manufacturing district, and that is used by a taxpayer in or in connection with a qualified activity.

Qualified investment for any taxable year is based on the value of a qualified facility as of the last business day of such taxable year.

Qualified property means any building and its structural components, and any other improvement to real property. Such term includes the land on which such building or other improvements are located, if ownership of said land and structural improvements is identical. If any property is owned or leased by the taxpayer in common with any other person or persons, such property may constitute "qualified property" only to the extent of the taxpayer's proportionate interest.

Related person means a corporation, partnership, association, or trust controlled by the taxpayer; or an individual, corporation, partnership, association, or trust that is in control of the taxpayer; or a corporation, partnership, association, or trust controlled by an individual, corporation, partnership, association, or trust that is in control of the taxpayer.

(b) *Established.* Industries/businesses may qualify for property tax abatement either by meeting the industry function qualifications detailed in the following subsection (b)(1) or the investment qualifications detailed in the following subsection (b)(2) or the occupancy qualifications detailed in the following subsection (b)(3):

(1) *Qualifying industries/businesses by function.*

a. Manufacturers and financial institutions as defined by the FCDA, CCBAA, and subsequent legislation and home offices and operating units of insurance companies shall be qualifying industries, including, but not be limited to,

distributors, transportation (air, rail, barge, truck), printing and publishing, and food processing.

b. *Investment and employees.* The qualifying industry must invest at least $1,000,000.00 in a qualifying new or expanded facility in the city and hire at least 20 qualified employees (including owners/operators), 75 percent of whom shall be city/county residents not employed by the qualifying industry/activity at the time of its relocation/expansion within the city. The council may, at the time of application, reduce the 75 percent requirement to a lesser percentage, but not less than 50 percent. The qualifying industry agrees to supply information verifying compliance with this section in whatever legally acceptable manner the council shall so request.

(2) *Qualifying industry/businesses by investment.* Industries/businesses that do not meet the qualifications as specified in subsection (b)(1) of this section can nevertheless qualify for property tax abatement by investing a minimum of $3,000,000.00 in a new or expanded facility in the city located within the industrial park manufacturing district, industrial park manufacturing 2 district, or the manufacturing district, and hire at least 15 qualified employees (including owners/operators), 75 percent of whom shall be city/county residents not employed by the qualifying industry/activity at the time of its relocation/expansion within the city. The council may, at the time of application, reduce the 75 percent requirement to a lesser percentage, but not to less than 50 percent. The qualifying industry agrees to supply information verifying compliance with this section in whatever legally acceptable manner the council shall so request.

(3) *Qualifying industry/business by occupying a large vacant commercial facility.* Entities that do not qualify for property tax abatement under subsection (b)(1) or (b)(2) can qualify for property tax abatement by (a) purchasing a large vacant commercial facility if the purchase of the large vacant commercial facility will result in the employment of 15 or more full-time employees; or (b) leasing a large vacant commercial facility if the initial lease term is at least ten years, the lease of the large vacant commercial facility will result in the employment of 15 or more full-time employees, and the occupying tenant submits a letter of intent to lease and requests the abatement for either their own benefit when the tax burden is the responsibility of the tenant, or on behalf of the owner when the tax burden is the responsibility of the owner. The demolition of a large vacant building and the construction of a new replacement 20,000 square feet or greater that meets the conditions of [subsection] (b)(3) of section 102-113, Qualifications, shall qualify for abatement.

(c) *Benefits.*

(1) The council may abate city real estate taxes on a ten-year sliding scale as follows, or upon any other scale or method deemed most advantageous by the council for the public welfare:

Fiscal Year Construction Ended	100 percent reduction of taxes
First year of operation	90 percent reduction of taxes
Second year of operation	80 percent reduction of taxes
Third year of operation	70 percent reduction of taxes
Fourth year of operation	60 percent reduction of taxes
Fifth year of operation	50 percent reduction of taxes
Sixth year of operation	40 percent reduction of taxes
Seventh year of operation	30 percent reduction of taxes
Eighth year of operation	20 percent reduction of taxes

Ninth year of operation	10 percent reduction of taxes
Tenth year of operation	0 percent reduction of taxes

(2) Unless otherwise directed by the council, year one of the abatement period will commence with the first property tax billing following the completion of the qualifying new or expanded facility and the meeting of all requirements as detailed in subsections (b)(1) and (b)(2) of this section. Abatement for expanded facilities will be limited to expansion value only.

(3) All quarterly property taxes for new construction, as defined in section 49A of the city Charter, will likewise be abated for qualifying new or expanded facilities.

(4) The property tax abatement program will have no effect on both citywide revaluations of property values for taxation purposes and the institution of those new values.

(d) Any persons purchasing residential real property in which they will reside within the area defined as Mary Street to Loockerman Street and Governors Avenue to West Street shall be given tax relief from the payment of real estate taxes in the following manner: first year of ownership, total tax abatement; second year of ownership, 75 percent tax abatement; third year of ownership, 50 percent tax abatement; fourth year of ownership, 25 percent tax abatement; fifth year of ownership, no tax abatement. Provided however that the homeowner is required to occupy the home as their principal place of residence during the entire time that the taxes are abated and if the property ceases to be their principal place of residence at any time during the four-year period of abatement, then they shall lose their right of abatement and shall be required to pay immediately all taxes abated up to the time that the home ceases to be their principal residence. In order to obtain the tax abatement, the homeowner must make application by affidavit submitted to the city clerk showing qualification for the abatement and each year thereafter, submit a similar affidavit showing their continued right to the abatement. If qualification for the abatement ceases within the four-year period of abatement the homeowner is required to notify the city clerk of the lack of qualification for the abatement and within 90 days from the date the qualification ceases, pay all taxes abated in the past.

First year of owner occupancy	100 percent reduction of taxes
Second year of owner occupancy	75 percent reduction of taxes
Third year of owner occupancy	50 percent reduction of taxes
Fourth year of owner occupancy	25 percent reduction of taxes
Fifth year of owner occupancy	0 percent reduction of taxes

(Code 1981, § 19.5-33; Ord. of 12-11-2000; Ord. of 8-8-2005(3); Ord. No. 2011-11, 7-11-2011; Ord. No. 2011-17, 8-8-2011)

Sec. 102-116. Affordable apartment housing complexes.

(a) A multifamily apartment complex which meets all of the following criteria shall be entitled to a five-year phase-in of real property taxes:

(1) It must consist of no less than 30 units.

(2) It must be required by a deed restriction or other legal document to lease not less than 80 percent of the residential units located therein to persons whose annual income is

60 percent or less of area median income adjusted by household size as defined by the Federal Department of Housing and Urban Development (HUD) for Kent County, Delaware.

(3) It must have been approved by the Delaware State Housing Authority (DSHA) for financing of new construction, or DSHA-defined substantial rehabilitation of existing housing; and, acquisition if DSHA-defined substantial rehabilitation is being done.

(b) The phase-in of real property taxes shall be in accordance with the following table:

Year of Operation	Reduction of Taxes (Percent)
1	100
2	75
3	50
4	25
5	0

(c) Unless otherwise directed by the council, year one of the abatement period begins in the tax year after the completion of the new construction or rehabilitation of existing housing.

(d) All quarterly property taxes for new construction, as defined in section 49A of the City Charter, will likewise be abated for apartment complexes that meet the aforementioned criteria..

(e) This property tax abatement program will have no effect on both citywide revaluations of property values for taxation purposes and the institution of those new values.

(f) Any person who purchases a property for which an application for the abatement was made, or for which the abatement was approved, will have the rights and benefits of the application or approved abatement.

(g) The approval of all abatements under this program shall be by the city assessor. Notice of action taken in determining entitlement to the abatement shall be given to the property owner. The property owner shall have rights of appeal as outlined in section 47 of the Dover City Charter.

(Ord. of 7-10-2006)

Message from the City of Dover

Congratulations on the purchase of your first home!

We are proud to offer this Incentive Program to our first time homeowners in the City of Dover.

If you have any questions do not hesitate to contact one of our Tax Assessor's Office employees who are more than willing to aid you in the process and to answer any questions you may have.

CITY OF DOVER

Tax Assessor's Office
PO Box 7100
Dover, DE 19903

Phone:
302-736-7022

Transfer Tax

City of Dover First Time Homeowner Exemption



Requirements

Persons who have never owned property, anywhere, have the right to benefit from an exemption with the City of Dover Realty Transfer Tax.

The person(s) must live in the dwelling within ninety (90) days of their settlement day and must use this property as their principal dwelling.

Requirements

This exemption shall apply to the Seller of the property that qualifies for the first time buyer exemption, but only for property situated in the area from Mary Street to Loockerman Street and Governor's Avenue to West Street.

Information

To receive this First Time Home Buyer Exemption, a First Time Home Buyer form must be filled out and submitted to the tax office at the time of payment of the Realty Transfer Tax to the City of Dover.

Pursuant to City of Dover [Ordinance]; no refunds for a First Time Home Buyer Exemption can be given after the recording of the deed has been made.

If, however, the attorney or the buyer realizes that the exemption was not given, and the deed has ***not*** been recorded than a refund can be given for the excess transfer tax paid to the City of Dover.

We apologize, however no other exceptions can be made.

D. Dover Code of Ordinances

Chapter 102, Article V: Tax Credits for Historic Properties

ARTICLE V. TAX CREDITS FOR HISTORIC PROPERTIES

Sec. 102-151. Voluntary tax credits for preservation, restoration, and/or rehabilitation.
Sec. 102-152. Application requirements.
Sec. 102-153. Application review and approval.
Secs. 102-154—102-180. Reserved.

Sec. 102-151. Voluntary tax credits for preservation, restoration, and/or rehabilitation.

Owners of historic properties located in the city historic district zone, as shown on the city zoning map, or properties listed on the National Register of Historic Places may be entitled to tax credits for preservation, restoration, and/or rehabilitation of the exterior architectural facades of their buildings, subject to the following special procedures and requirements:

(1) *Applicability.* Tax credits shall be applicable only for preservation, rehabilitation, and/or restoration of exterior architectural improvements which are not covered by insurance claims due to recent damage of the property.

(2) *Amount.* Tax credits shall be provided at 50 percent of the total cost of the approved preservation, restoration, and/or rehabilitation, up to a maximum credit of $6,000.00 (with a total project cost minimum of $12,000.00). The cost of the project must be at least $1,200.00, resulting in a minimum tax credit for the project of $600.00.

(3) *Run with property.* Tax credits shall run with the property for a ten-year period. However, the credit shall not transfer to any new owners of the property.

(4) *Prorated.* Tax credits shall be prorated over the ten-year period. For example, a $6,000.00 credit shall be applied in $600.00 increments each year toward a property owner's city real estate tax. If the credit is less than the annual tax due on a property, the owner shall pay the difference to the city through the real estate billing process. If the credit is more than the annual tax due on a property, the owner's credit shall be deemed to be equivalent to the annual tax due.

(5) *Total credit.* The owners of a property may apply more than once for tax credits; however, the total credit shall not exceed $600.00 per year in any given year, and a property may not receive a total abatement greater than $12,000.00.

(Code 1981, § 19.5-40; Ord. of 1-12-1998; Ord. of 1-10-2000)

Sec. 102-152. Application requirements.

(a) *Submissions to historic district commission.* Property owners shall submit a historic tax credit application, and, when applicable, a building permit application to the historic district commission.

(b)

When submitted. The application and related information shall be submitted to the city planner at least 30 days prior to the historic district commission meeting at which review or approval is requested.

(c) *Plans.* A tax credit request submittal shall include the type and number of plans and specifications required for a building permit and, in addition, elevation plans and specifications, showing the impact of the proposed work on the exterior architectural facade of the building.

(d) *Photographs.* A tax credit application submittal shall include current color photographs of the property, showing the present condition of the property, and accurately representing the existing materials and texture. All photographs shall be labeled indicating the direction of view.

(e) *Other information.* Other information may be required by the city planner to facilitate review of such tax credit submittal.

(f) *Cost estimate.* An itemized cost estimate shall be submitted, which shall be the basis for the tax credit.

(Code 1981, § 19.5-41; Ord. of 1-12-1998)

Sec. 102-153. Application review and approval.

(a) *Factors considered.* The historic district commission shall first review the submitted applications, plans, photos, and related information to determine if the property is a qualifying historic property. In making this determination, the commission shall consider the following:

(1) The property's significant value as part of the historical, cultural, artistic, social, ethnic or other heritage of the nation, state or city;

(2) The property's association with an important person or event in national, state, or local history;

(3) Whether the property is representative of the distinguishing characteristics of an architectural type inherently valuable for the study of a period, style, craftsmanship, method of construction or use of an indigenous material;

(4) Whether the property is the notable work of a master builder, designer, architect, or artist whose individual genius has influenced an era.

(b) *Review.* If the historic district commission determines that the property is a qualifying property, they shall review the submitted application plans, specifications, and related information for compliance with the following:

(1) The proposed application constitutes an exterior preservation project seen readily from a street, sidewalk, or public way, where measures are applied to sustain the existing form, integrity, and material of the building or structure, including stabilization work, where necessary, as part of ordinary maintenance and repair;

(2) The proposed application constitutes an exterior rehabilitation project readily seen from a street, sidewalk or public way, which would return the property to a state of utility through repair or alteration which makes possible an efficient use of the building, while preserving those portions or features of the property which are central to its historic, architectural, and cultural significance;

(3) The proposed application constitutes an exterior restoration project readily seen from a street, sidewalk, or public way, which accurately recovers the form and detail of a property and its setting as it appeared at a particular period of time in the past by means of removal of later work or by the replacement of missing earlier work; or

(4)

The proposed application conforms with the recommended practices and treatments of the design standards and guidelines for the city historic district. Practices and treatments designated as not recommended or inappropriate in the guidelines, or determined by the historic district commission to be inappropriate shall not qualify for this tax credit.

(c) *Vote on approval.* The historic district commission, after reviewing whether the proposed project is eligible and conforming with the requirements of these sections, shall, by a majority vote of members present at a publicly held meeting, approve, approve with conditions, or disapprove the tax credit request. The applicant shall have the right to appeal a tax credit disapproval to the city council.

(d) *Expense report.* Upon the completion of the work for which a tax credit has been approved, the property owner or his contractor shall submit to the city planner a written expense report, which verifies the costs associated with the project and shall request an inspection of the completed work by the city planner.

(e) *Tax credits.* The tax assessor shall apply approved tax credits during the fiscal year subsequent to the submittal to the city planner by the applicant of the contractor's final invoice to verify the cost of the repairs to the building and following certification from the city planner that the work has been completed in accordance with the approval of the historic district commission.

(Code 1981, § 19.5-42; Ord. of 1-12-1998)

Secs. 102-154—102-180. Reserved.

Attachment #5 – Letters of Support

Attachment #6 – Resolution #2014-13

DRAFT PROPOSED COUNCIL RESOLUTION NO. 2014-13

A RESOLUTION IN SUPPORT OF APPLICATION FOR DESIGNATION AS A DOWNTOWN DEVELOPMENT DISTRICT

WHEREAS, under the Downtown Development Districts Act, 22 Del.C. §§ 1901 et seq. (the "Act"), the State of Delaware may designate districts within Delaware's cities, towns, and unincorporated areas that will qualify for significant development incentives and other State benefits; and

WHEREAS, these districts are known as Downtown Development Districts ("Districts"); and

WHEREAS, the State is accepting applications for the designation of the initial round of Districts, with such applications being due on November 1, 2014; and

WHEREAS, under the Act, each applicant must submit a plan that includes the boundaries of, and a detailed planning and development strategy for, the proposed District (the "District Plan"); and

WHEREAS, under the Act, each applicant must also propose incentives that address local economic and community conditions, and that will help achieve the purposes set forth in the Act (the "Local Incentives"); and

WHEREAS, if an application is successful and the City receives District designation, the District Plan and Local Incentives proposed by an applicant shall be binding upon the applicant; and

WHEREAS, the incentives associated with designation as a Downtown Development District would greatly benefit current and future residents, businesses, non-profit organizations, and others within the City of Dover; and

WHEREAS, the City Council of the City of Dover strongly believes that it is in the best interest of the City of Dover to apply for District designation.

NOW THEREFORE, BE IT RESOLVED THAT:

1. The City Council supports the Application for Designation as a Downtown Development District prepared by the Dover Planning Office and dated October 27, 2014 (the "Application"); and

2. The City of Dover is authorized to appoint a District administrator (the "Administrator") to file the Application on behalf of the City, and to provide such other documents and information as may be necessary or desirable in connection with the Application; and

Draft

3. If the Application is successful and the City of Dover receives notice that it has been selected for designation as a District:
   a. The City shall adhere to the District Plan and the Local Incentives contained in the Application for the duration of the District designation; and
   b. The Administrator, or his or her designee(s), is authorized to execute such documents and enter into such agreements as may be necessary or desirable in connection with the Downtown Development Districts program and the rights and obligations of the City of Dover thereunder; and
   c. The Administrator, or his or her designee(s), is authorized to carry out all District administrative and reporting requirements on behalf of the City of Dover for the duration of the District.

ADOPTED: *

S:\RESOLUTIONS-PROCLAMATIONS-TRIBUTES\2014\Draft\Resolution No. 2014-13 In Support of the Application for Designation as a Downtown Development District.wpd

ROBIN R. CHRISTIANSEN	DAVID L. BONAR
MAYOR	COUNCIL PRESIDENT

Actions History:
October 13, 2014 - Introduced at Parks, Recreation, and Community Enhancement Committee

Draft

Attachment #7 – Downtown Development District Plan

A. Downtown Development District Plan Summary
B. Dover Transit Center Neighborhood Plan and Design Book
C. Power Point Presentation – 2/12/2014 – Restoring Central Dover: Our Vision for Vitality
D. Power Point Presentation – 7/9/2014 – Restoring Central Dover: Our Vision for Vitality
E. Restoring Central Dover: Final Draft Recommendations for Steering Committee Review

Downtown Development District Plan Summary

There are a number of planning documents developed in recent years that the City of Dover uses to guide downtown redevelopment. The two principal and most recent plans include the *Dover Transit Neighborhood Plan and Design Book* and the *Restoring Central Dover Plan*, which is currently still in draft form. These documents identify a series of clear strategies for the City and other partner organizations to take in support of revitalizing the downtown commercial district and neighboring residential community. The support for these documents is found in the *City of Dover 2008 Comprehensive Plan*. Together, these documents provide vision, goals, strategies, and specific implementation measures to revitalize Dover's downtown core.

The *Dover Transit Center Neighborhood Plan and Design Book* is driven largely by design and the form of downtown redevelopment, focusing on buildings that address the sidewalk, open space and gateways, and pedestrian scale of development. The *Restoring Central Dover Plan* addresses many of the social challenges that have been identified as obstacles to downtown redevelopment. Each of the plans encompasses a slightly different geographic area of the downtown. Maps are included that show the overlap between the areas addressed in each of the plans and the Downtown Development District Boundary. A summary of each of the plans is provided.

Dover Transit Center Neighborhood Plan and Design Book

The purpose of the *Dover Transit Center Neighborhood Plan and Design Book* is "to use the new transit center as an impetus for redevelopment that will transform and energize the surrounding area." The plan was developed through a partnership between the Dover/Kent County Metropolitan Planning Organization (MPO) and the Downtown Dover Partnership. The project included two phases: a five-day charrette where the public was invited in to discuss issues and identify ideas and solutions; and the creation of visual design guidelines that graphically represent the findings and recommendations of the charrette. The plan analyzed existing development patterns and presented concepts for infill development that would introduce the density, scale and urban aesthetic found in the historic area to other areas of the study area. Active buildings would front the street and parking would be located behind the buildings. The plan identifies the need for increased density surrounding the Dover Transit Center, as well as additional residential development in the downtown area.

The plan provides recommendations to address building placement and form, parking location, downtown gateways, plazas and parks. The plan also provides a series of implementation strategies, some of which have been implemented and others which have not yet been implemented. The plan also engendered the North Street Improvements implemented by the Downtown Dover Partnership, with support of funding through the State of Delaware. The North Street Improvements include streetscape and pavement improvement to North Street between State Street and Governors Avenue, consolidation of several parking lots on North Street to improve layout and gain spaces, and the conversion of property known as the Collegian site to a plaza area. These improvements have introduced a new energy to the downtown, and the Loockerman Way Plaza now serves as the location for the Dover Farmer's Market on Wednesday afternoons during the summer, as well as other downtown events.

The Implementation Strategies section of the Plan (found on page 46-47), include a series of goal statements, under which each of the implementation items is listed. These include:

- Establish a business development and retention strategy to promote and enhance overall business and economic vitality in the study area and downtown.
- Improve the gateways and entrance corridors of the study area with buildings, coordinated signage and streetscapes that frame views, and provide a sense of arrival.
- Strengthen key North-South and East-West road connections to area activity centers, such as Wesley College, St. Jones River, Eden Hill Farm and Bayhealth Medical Center Campus.
- Coordinate streetscape and road improvements to provide a better connection between Wesley College and the southern part of the study area.
- Reinforce the study area with land use and additional mixed use, housing, retail and cultural/civic uses.
- Establish a coordinated signage and streetscape program to capture and present a consistent image in the Downtown area.

Restoring Central Dover

The *Restoring Central Dover Plan* came out of a safety task force convened by the Greater Dover Committee (now the Greater Kent Committee). The stakeholders convened by the Greater Dover Committee identified a number of issues that culminated in safety concerns in the downtown area. The Dover Police Department conducted a resident survey, which identified the concerns of downtown residents. These concerns included crime, condition of housing, responsiveness of landlords, and other related challenges. The task force submitted an application to the Wells Fargo Foundation, with NCALL as the lead agency on the grant, to complete a planning study of the downtown so that we can begin to develop strategies that will improve the quality of life and safety in the downtown area.

The process was led by the consultant and a Steering Committee representing stakeholder groups throughout the downtown community. There was a detailed survey that included door-to-door questionnaires administered by local stakeholders trained by the consulting team. The consulting team also completed a detailed land use survey and building condition survey. With the results of these surveys, the Steering Committee and consulting team hosted a week-long open house, where members of the public could participate in interactive processes to provide input on the challenges and potential solutions facing central Dover. Once the consulting team compiled the results from the Open House, they presented preliminary recommendations in a public workshop. Then members of the Steering Committee provided feedback on the recommendations and strategies to ensure that the recommendations in the plan met the local need. The plan is nearing completion and still in draft form, but the recommendation section has been released in draft form and addresses strategies for improving redevelopment opportunities in the downtown area.

As with the *Dover Transit Center Neighborhood Plan and Design Book*, and other downtown studies before it, *Restoring Central Dover* addresses the need to improve housing, attract residents, and increase homeownership. This plan goes further with its recommendations relating to housing than

prior planning studies and includes a series of implementation strategies directly related to improving the housing stock, redevelopment of vacant residential land, and improving the homeownership rate.

The *Restoring Central Dover Plan* compares demographic information for the plan study area with the City as a whole, and identifies some of the significant demographics that create challenges in Central Dover. As it relates to the 2010 U.S. Census, Central Dover has a higher rate of vacant housing units (14% vs. 8%), a much higher rate of rental versus owner-occupied housing units (75% vs. 48%), a higher percentage of non-family households (53% vs. 42%), and higher concentrations of crime.

Restoring Central Dover is the first of the plans for Downtown Dover that includes strategies to address the complex social challenges facing Central Dover. Other studies have identified that perceptions of safety pose challenges to downtown redevelopment, but *Restoring Central Dover* goes further in analyzing these social challenges and developing community-based strategies to address them.

Restoring Central Dover identifies a number of goals, grouped by three categories, each with specific recommendations:

- A Strong Community
    - Build Community Capital
    - Prevent Crime and Increase Public Safety
    - Engage Youth in Community
    - Expand Adult and Family Services
- Positive Development
    - Strengthen Existing Housing Stock
    - Support New Housing and Mixed Use Development
    - Encourage Reinvestment in Commercial Corridors
    - Focus on Economic Development and Inclusion
- An Integrated Public Realm and Infrastructure
    - Improve Transportation Infrastructure
    - Enhance Open Spaces and Expand Green Infrastructure

Bringing Together the Plans and the Downtown Development District

When taken together, the *Dover Transit Center Neighborhood Plan and Design Book* and the *Restoring Central Dover Plan* provide a roadmap for downtown redevelopment in Dover that addresses the physical issues of building design and placement, gateways and open space, the transportation network, business retention and recruitment, the mix of land uses, and a housing strategy. Both plans were developed with significant stakeholder involvement and complement each other in terms of how they address downtown redevelopment. The geographic study area for each of the plans is slightly different, but there is significant overlap. Dover's defined Downtown Development District boundary includes an area that overlaps with both study areas but places priority on areas with the greatest need. The Downtown Development District includes the area immediately surrounding the new Transit Center, the Loockerman Street corridor, and the residential neighborhoods abutting the downtown business district.

Goals and recommendations presented in both plans provide a strategy for implementation of the Downtown Development District that balances the need for reinvestment in distressed commercial properties with revitalization of residential neighborhoods and the growth of homeownership. Success in both of these realms has shown to be costly and frequently economically infeasible. The added resources of the State's incentives with the Downtown Development District, Kent County's match to this investment, private investment, and Dover's existing and added incentives will make redevelopment of Dover's commercial and residential core economically feasible.

Dover Transit Center Neighborhood Plan and Design Book



Dover/Kent County MPO

DOWNTOWN DOVER PARTNERSHIP

BECKER MORGAN GROUP
ARCHITECTURE
ENGINEERING

RENAISSANCE PLANNING GROUP

March 9, 2011

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Executive Summary



Dover Transit Center Neighborhood Plan

The purpose of the Dover Transit Center Neighborhood Plan and Design guidelines is to provide the City of Dover with a design and planning strategy for development around the new transit center. The plan also offers strategies to improve all modes of transport throughout downtown.

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

The effort was a two-part process. The first phase was a five-day design charrette that brought together local and national design teams to study the strengths and opportunities available in the study area. The charrette was an open process where the charette design group and a variety of public and private stakeholders could discuss issues, identify ideas and craft solutions. The second phase was the creation of visual design guidelines that graphically depicted the design group's findings, recommendations and implementation strategies.

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

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

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

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

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



Acknowledgements

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Community Involvement

City Cab
City of Dover City Council
City of Dover Parks and Recreation
City of Dover Planning Department
Delaware Office of State
Planning Coordination
Delaware State Housing Authority
Delaware State University
Delaware Transit Corporation
Department of Transportation
Division of Facilities Management
Division of Public Health
Dover Library
Wesley College
State Historic Preservation Office
Schwartz Center for the Arts

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Introduction

A.1 - Project Goals





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

The effort offers an opportunity for the community to influence the future of the neighborhood and downtown by exploring simple urban design questions such as appropriate building height, the pedestrian experience, the character of neighborhood roads and streetscapes, and building setbacks. To have the area develop using transit-oriented design, with the new transit center as the focal point, and to drive growth and economic opportunity in the area are additional goals.

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

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

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

A.2 - Community Vision



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

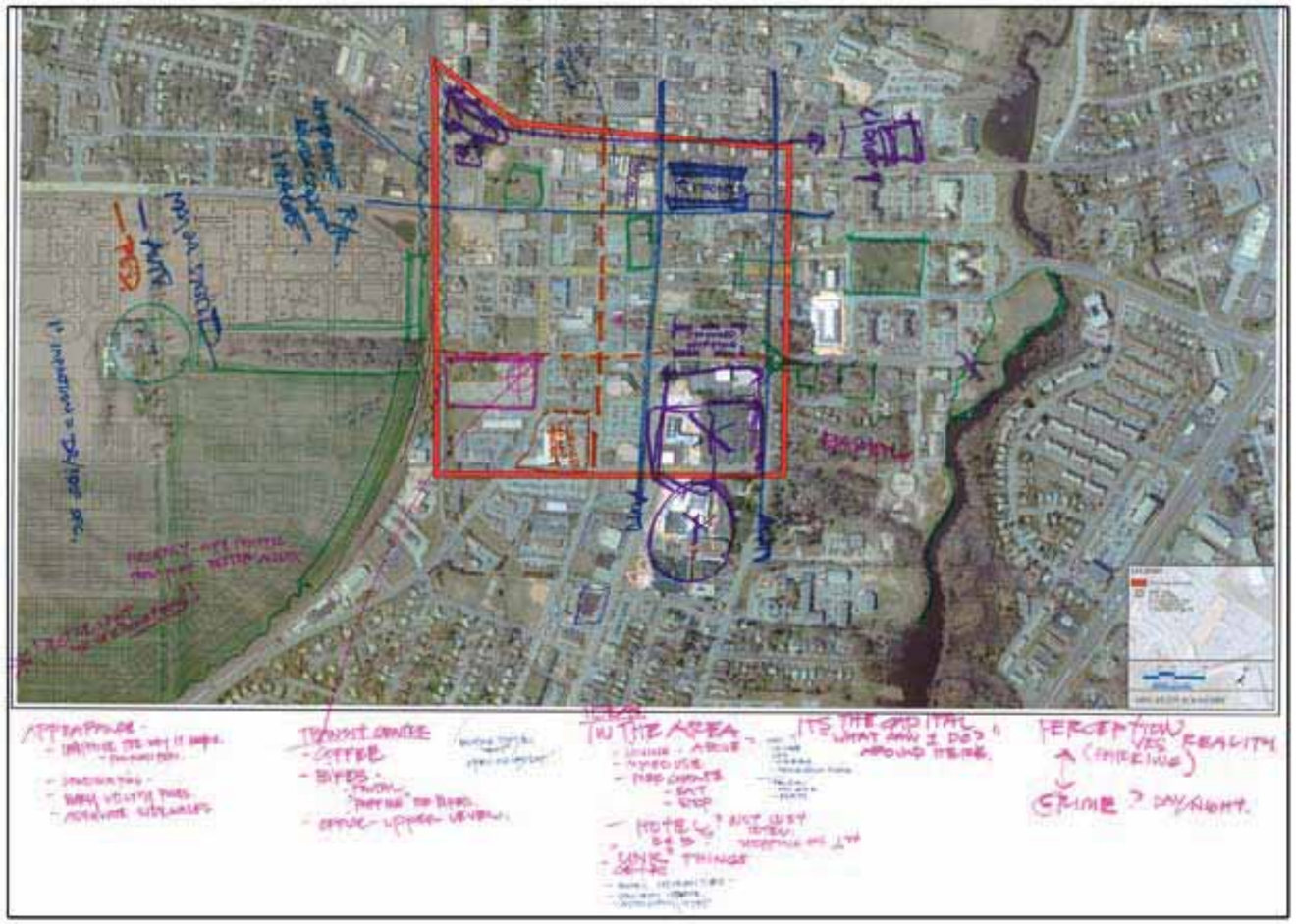
The Dover/Kent County Metropolitan Planning Organization (MPO) sought community input on what the future of the neighborhood should be, with special focus on the activities that were adjacent to the new transit center. The Downtown Dover Partnership, whose mission is to promote development and economic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

The MPO promotes alternative modes of transportation as a function of its program. The downtown Dover neighborhood depicted in the plan is the center of transit in Kent County. For several years, Dover's transit hub stood on Water Street between State Street and Governor's Avenue. In 2010, the state relocated the transit hub less than a mile away to a larger site at Queen and Water streets. The new transit center represents a great opportunity to revitalize downtown and reconnect parts of the city that do not function cohesively. The new location also creates a broader opportunity for the transit hub to serve the region.

While no single characteristic represents the community's vision, there were several important themes and goals for Dover that reoccurred during the process that led to the neighborhood plan. The following points represent the most important items to consider:

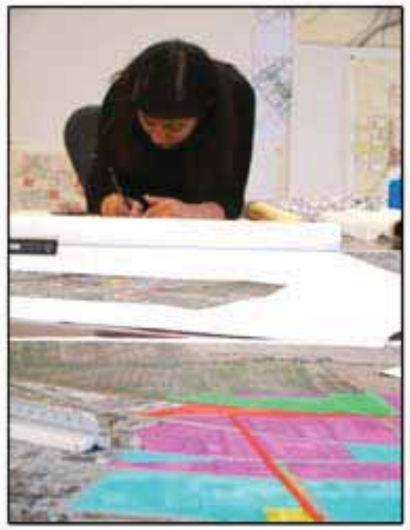
- The plan needs to look several generations ahead
- City residents and business people are anxious to see new development
- The downtown area does not have a cohesive layout
- Underground pollution and brown field sites need to be addressed
- The population around the transit center is not dense enough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

A.3 - Public Planning Process



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

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





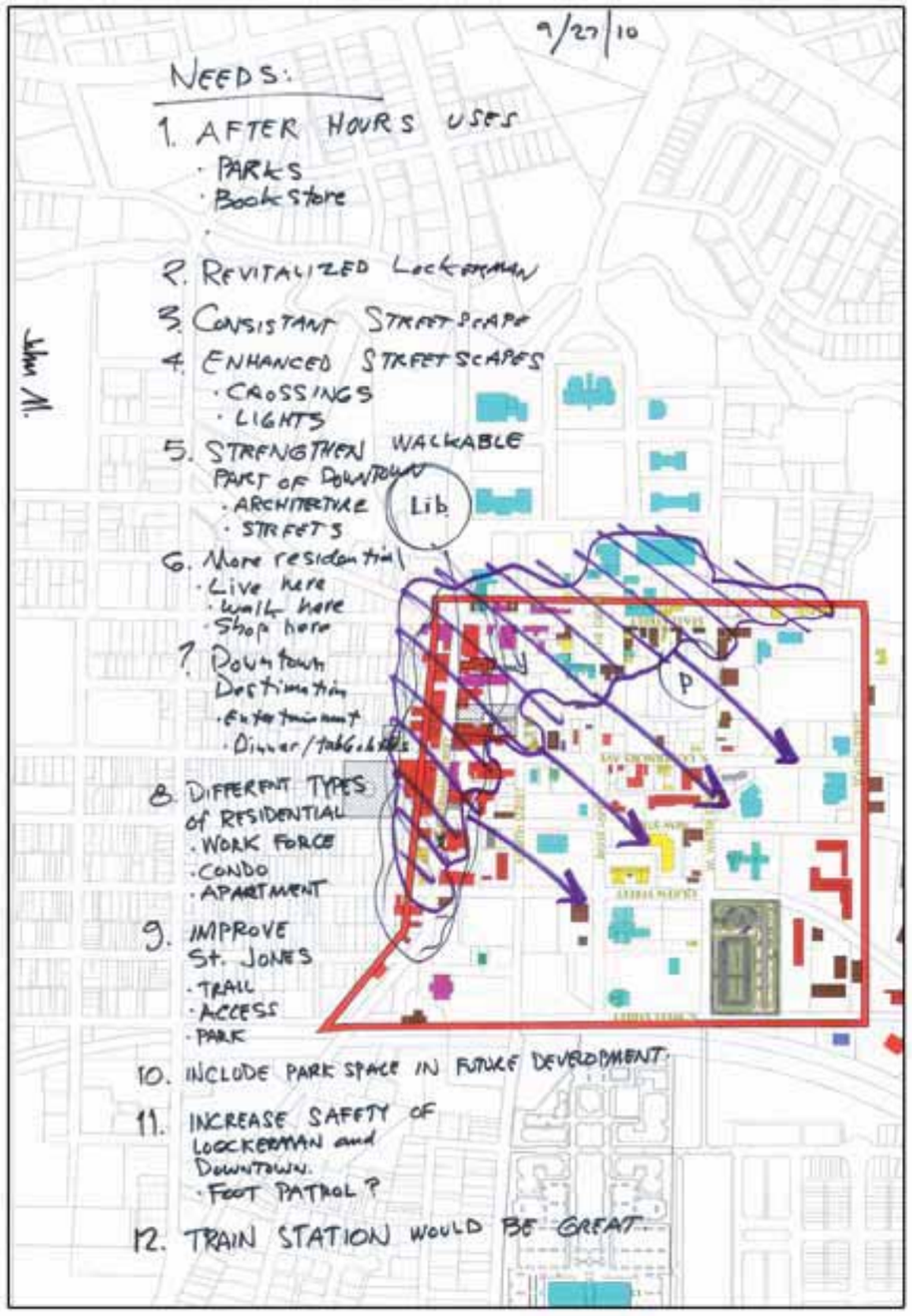
One month before the charrette, the design team accumulated base documents of the neighborhood plan study area that included the following:

- Existing and proposed land use and zoning maps
- Historic district maps
- Existing building inventory maps
- New transit center plans and renderings
- Aerial survey and base maps of the neighborhood plan study area
- Study of existing circulation and parking patterns
- Study of gateway and natural features and restraints

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

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

A.3 - Public Planning Process







The charrette took place during the week of September 27, 2010. More than 100 participants attended the various meetings including Dover City Council members, city, county, and state agency staff, Downtown Dover Partnership representatives, community leaders, developers, business owners, and citizens. The design team worked more than 450 hours during the charette. The major events that contributed to the process were as follows:

- An opening presentation was held on September 27, 2010 at the Eden Hill Medical Center conference room. The project's design principles, planning context, overview of the study area's constraints, strengths and challenges were provided in a PowerPoint presentation and numerous, large printed displays. Participants engaged in roundtable discussions, which provided the design team with feedback and direct citizen input.

- Numerous stakeholder and focus group meetings, as well as individual and group discussions, were held at the Becker Morgan Group offices September 27, 2010 through September 29, 2010.

- An open house was held on September 29, 2010, at the Becker Morgan Group office. The design team presented its work from the previous three days, as well as preliminary neighborhood plan and development goals derived from feedback it received during stakeholder and roundtable discussions. The open house was well attended and community members provided additional feedback.

- A closing presentation was held on October 1, 2010 at the Eden Hill Medical Center conference room. The neighborhood vision plan, action plan framework, proposed urban design framework, opportunity plans and sites, demographic study, state capital comparison, and plan implementation recommendations were presented through a PowerPoint presentation and numerous large printed displays. The team held a question and answer session after the presentation to gain further feedback and public input.

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



History, Background & Analysis

B.1 - History of the City of Dover



City of Dover Aerial Rendering - Circa 1885

The first official settlement in the area of Dover was in 1680 when Governor Edmund Andros saw need for a county court that would be safer and easier to travel to than the existing court in what is now the town of Lewes. The governor created St. Jones County (now called Kent County) and the first court and county seat were established in the home of a Justice of the Peace, near the mouth of the St. Jones River. In 1683, William Penn was deeded the land grant to what is now Delaware by the Duke of York and authorized "the surveyor to lay out for the Governor a town to be called Dover," somewhere in the middle of the county. Around 1690, the county seat was moved to a tavern at the head of the river, near where Dover was to be established. The land for the town of Dover was purchased in 1694, and in 1697 the original courthouse for the county was built in the location of the existing courthouse.

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

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

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

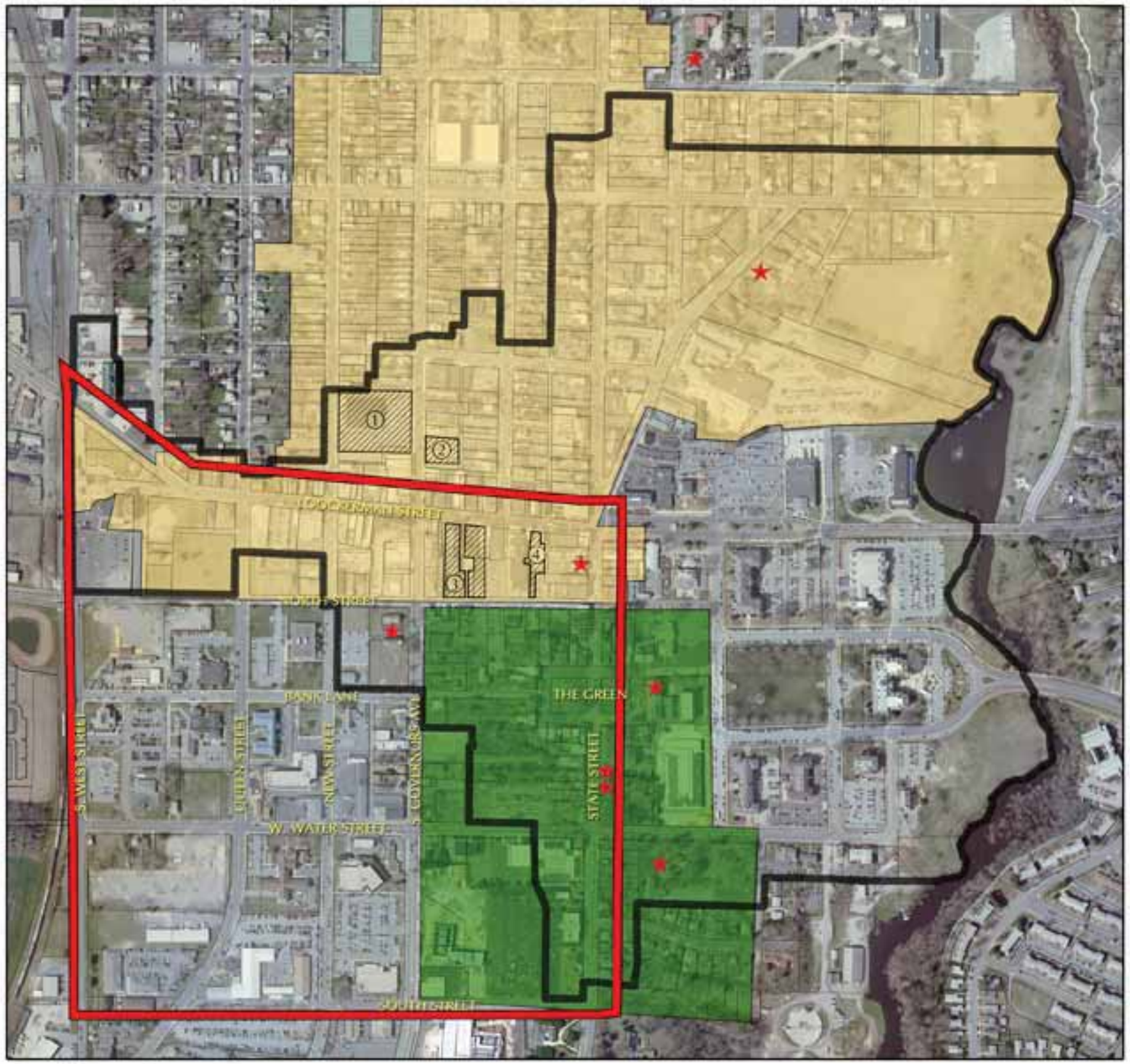
When the railroad extended to Dover in 1855, the city was ideally situated to support industries such as the Richardson and Robbins Cannery which could provide large markets with local agriculture and aqua culture products. Several industries located in Dover around mid-century, requiring a stable labor force and housing, were generating a significant amount of wealth. The Green, which had always been a market square, was gentrified and turned into the park-like setting it is today. Commercial growth began to occur north of The Green along State Street. When the Civil War ended, Dover flourished.

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

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

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

B.1 - History of the City of Dover



City of Dover Historic Districts

Dover has three historic districts: The National Register Historic Districts and one local Historic District zone, established by the City of Dover Zoning Ordinance.

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

The City of Dover Historic District zone is a local historic district that overlaps parts of each of the National Register Districts and includes properties that are outside of the National Register Historic districts.

LEGEND

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

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

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

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

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

B.2 - Transit Center Neighborhood Plan Study Area



Transit Center Neighborhood Plan Study Area

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

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

B.3 - Land Use / Zoning



Current Land Use

USE LEGEND

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



Current Zoning

ZONING LEGEND

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

The study area consists of 258 parcels on 89 acres, with a variety of existing land use categories. The Loockerman Street corridor represents the primary downtown retail district and its primary land uses are mixed-use and commercial retail. State Street also has a well established urban fabric and features a variety of uses, including institutional, business/office, mixed-use and some residential. The rest of the study area is not as well defined in character as these two areas. Institutional uses make up the majority of the land use in regards to the remaining portion of the study area especially to the south and west of State and Loockerman streets. Large public facilities are prominent, such as the City of Dover police station, Justice of the Peace Court 7, Bayhealth Medical Center campus, and the J. Allen Frear Federal Building. There are also residential, commercial and business uses throughout this area, including senior housing along Queen Street and commercial uses along S. Governors Avenue.

B.3 - Land Use / Zoning



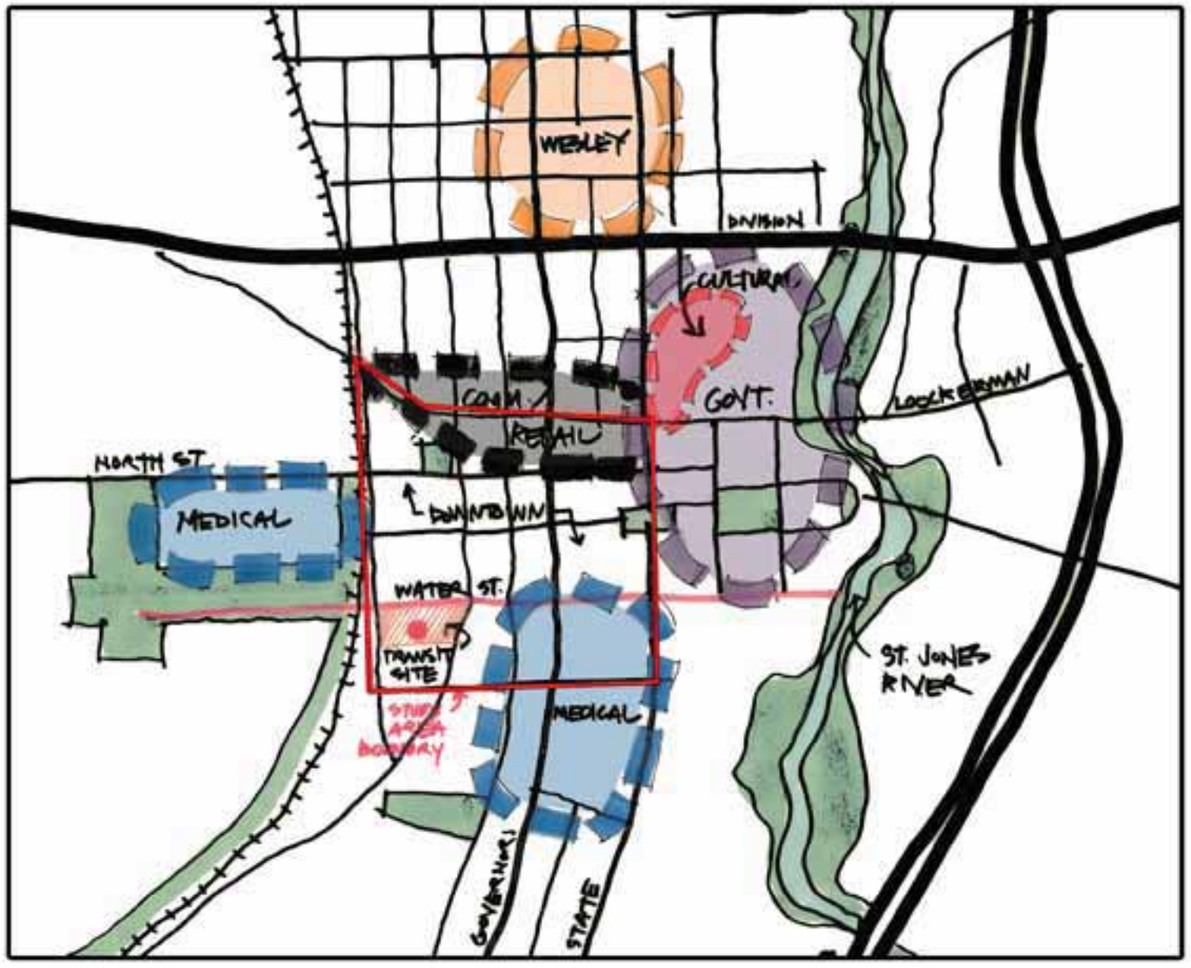
Proposed Land Use

USE LEGEND

- Mixed Use
- Institutional
- Industrial
- Business / Office
- Commercal / Retail
- Residential
- Open Space
- Vacant

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

B.4 - Existing Development Patterns



Existing Activity Centers

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



Existing Density and Street Frontages

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

B.4 - Existing Development Patterns





State Street

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



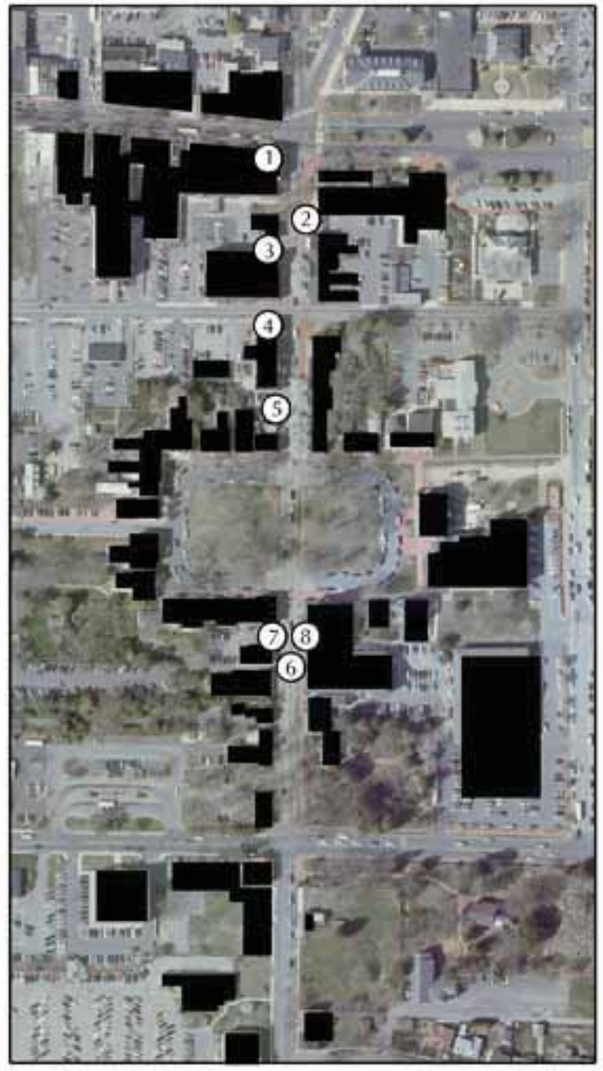












B.4 - Existing Development Patterns















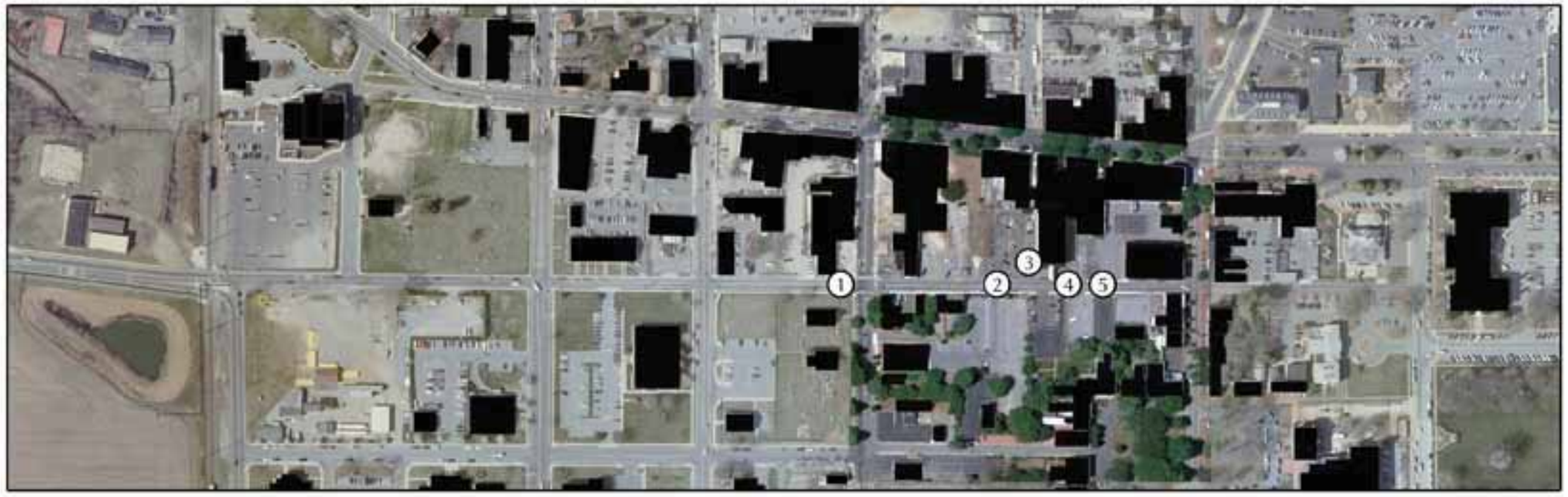




Water Street

Water Street is a mixture of urban uses. At the time of this study, the DART Transit Hub was located along Water Street and the new facility was under construction two blocks west. There are numerous office buildings, including medical offices that are supported by the Bayhealth Medical Center campus, located one block south of the transit hub. A handful of retail shops, multi-family residential, and institutional buildings line the eclectic corridor.

B.4 - Existing Development Patterns









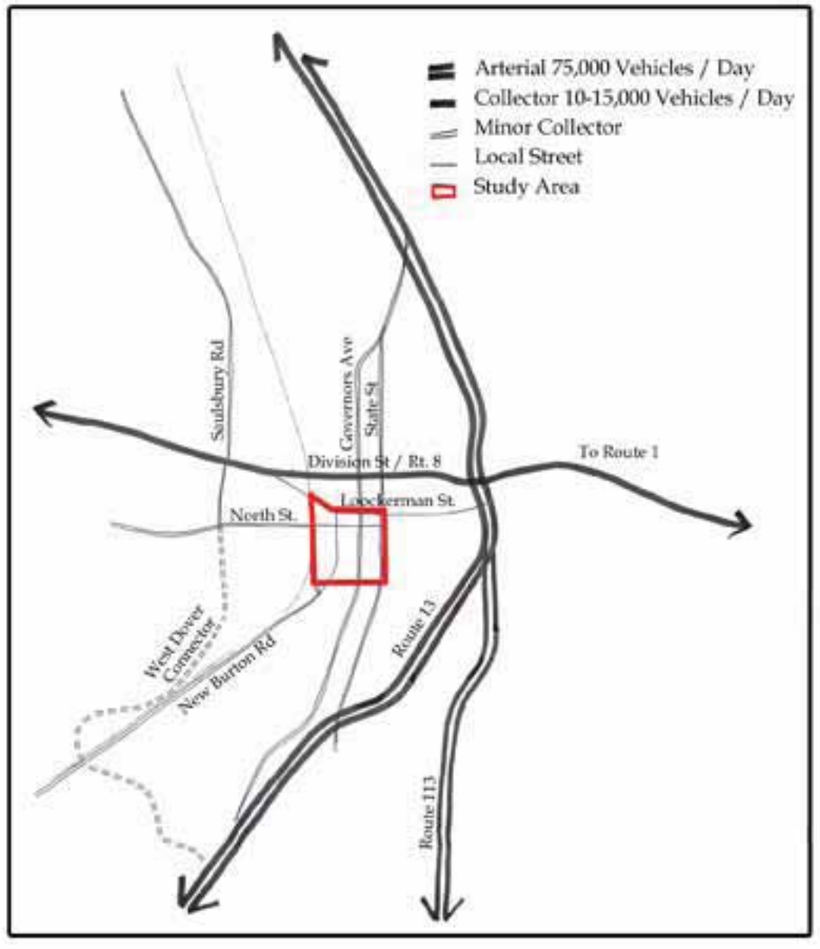




North Street

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

B.5 - Street Network and Parking

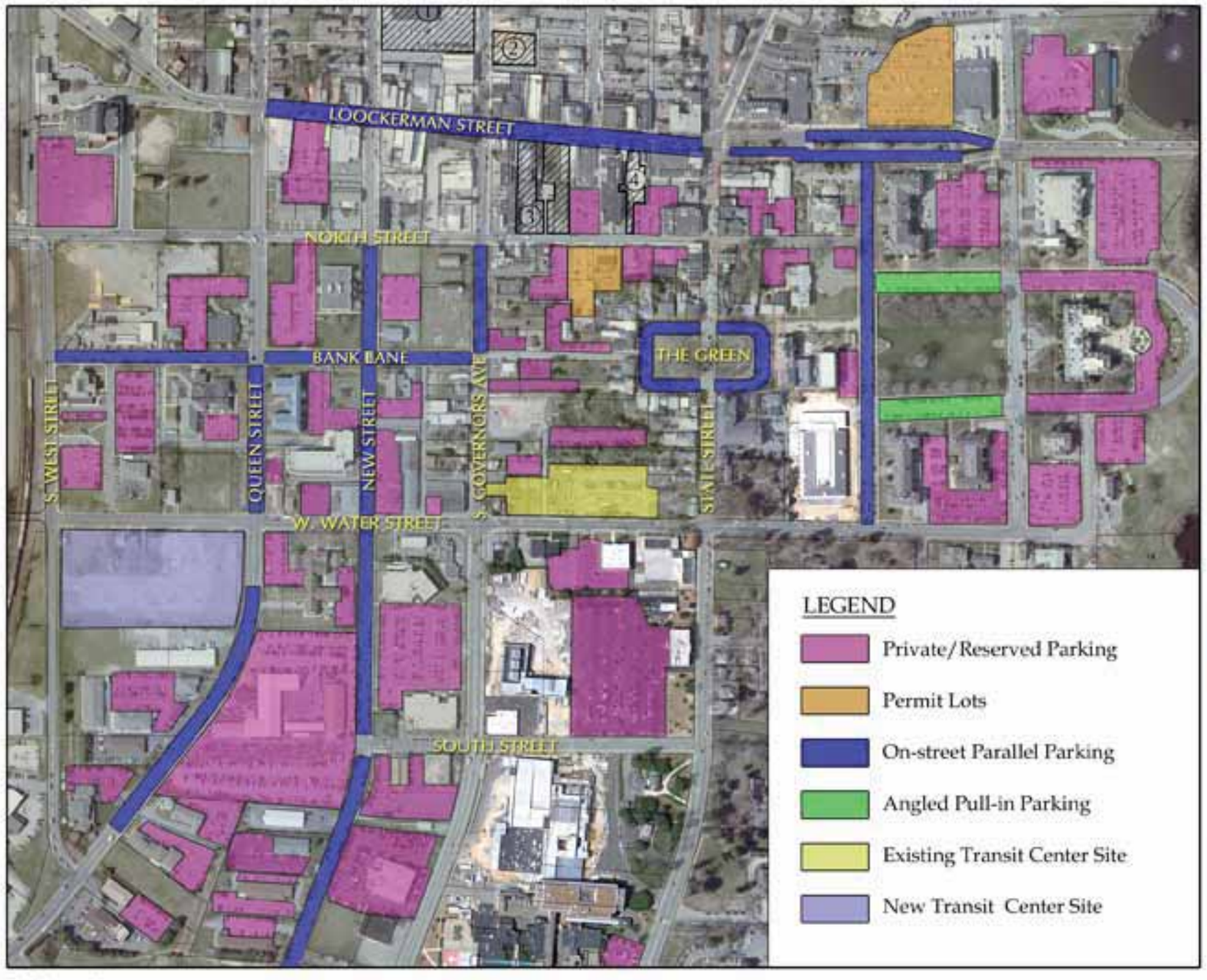


Street Hierarchy

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



B.5 - Street Network and Parking



Parking Diagram



Multiple Surface Lots along North Street



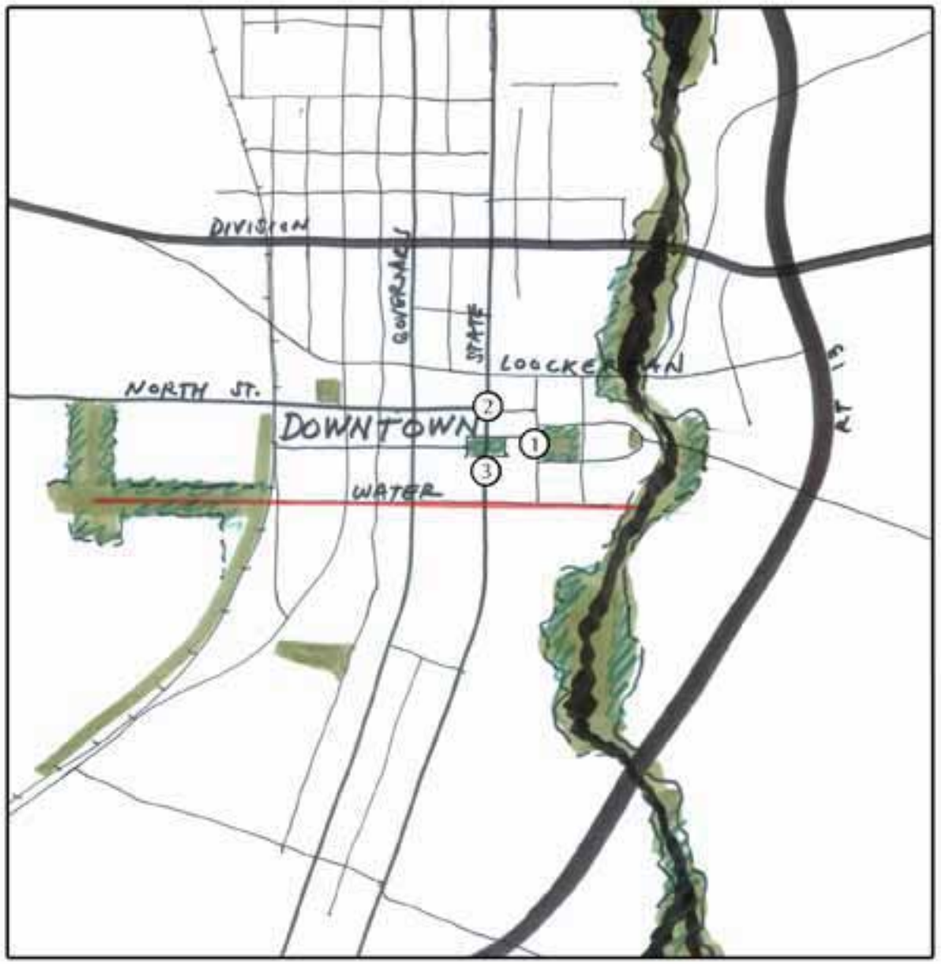
Parallel Parking along Queen Street



Parallel Parking around The Green

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

B.6 - Existing Environment / Open Space



Existing Open Spaces

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



Legislative Mall

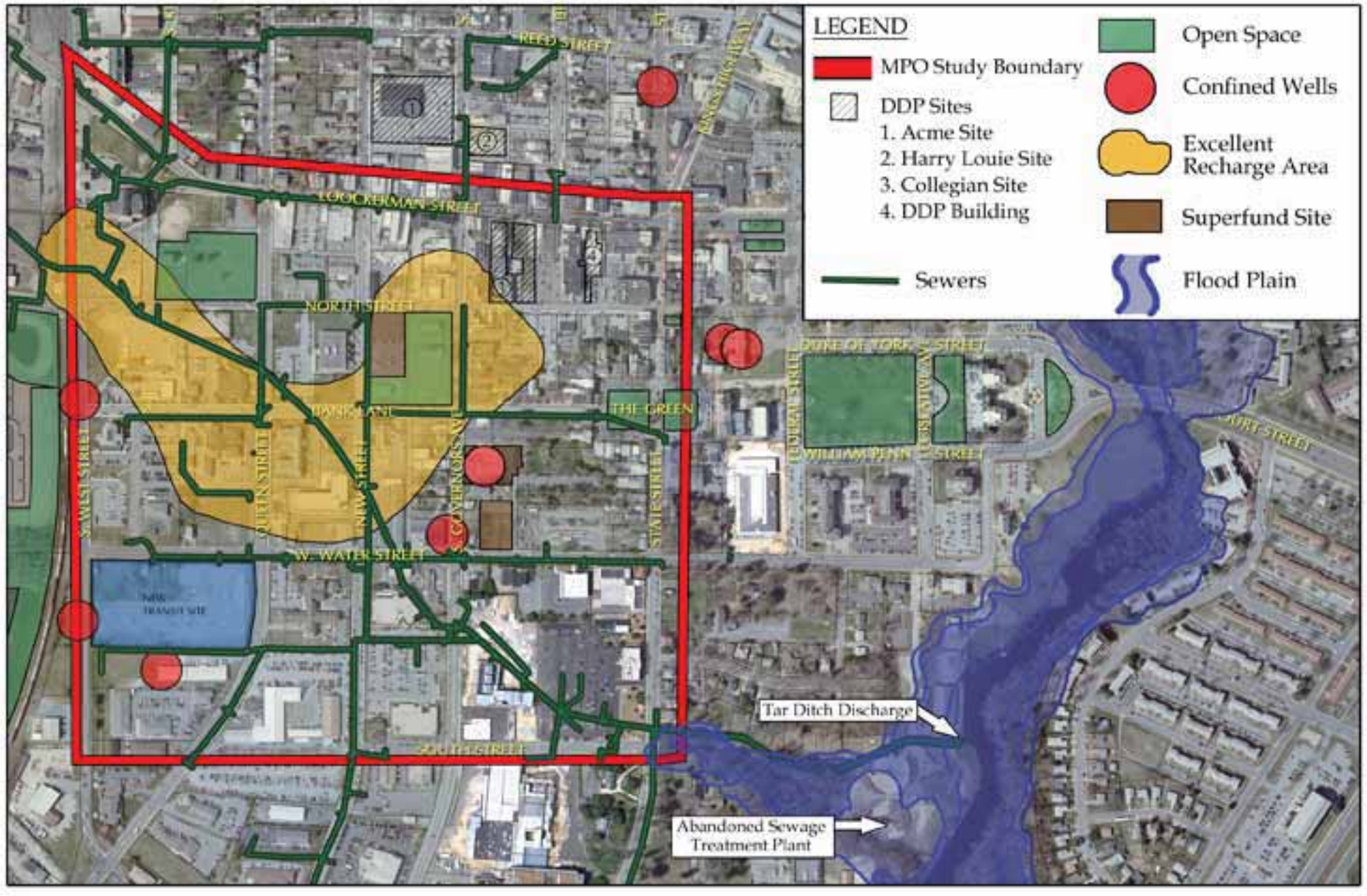


Constitution Park



The Green

B.6 - Existing Environment / Open Space



Environmental Constraints



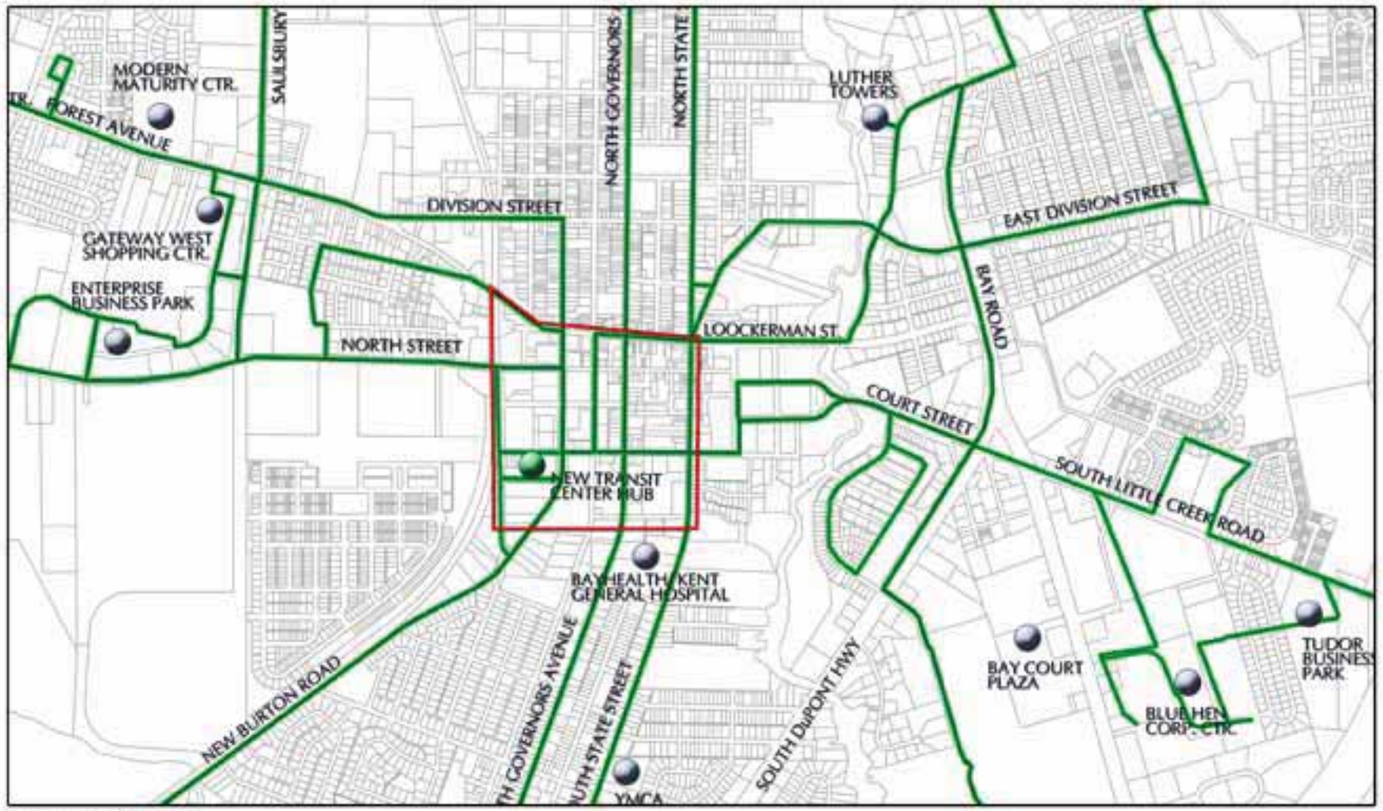
Cemetery



St. Jones River

There are some environmental constraints affecting redevelopment in the study area. These constraints include the edge condition formed by the Norfolk-Southern railroad spur that runs adjacent to West Street, three brownfield sites (Braun Property, former Capitol Cleaners Site and the former Dover Gas Light Company site) and underground contamination from a tar ditch. The tar ditch runs from the northwest corner of the study area and discharges into the St. Jones River south of Water Street. The underground ditch often floods streets due to the deteriorating condition of the outdated infrastructure. Project costs, environmental concerns associated with opening the ditch, and locations of major flooding have prohibited remediation. At the south terminus of Legislative Avenue are an abandoned sewer treatment facility, trash incinerator and other city infrastructure. This area along the edge of the St. Jones River presents an opportunity to repurpose and redevelop into a riverwalk park.

B.7 - Transit



New Bus Routes

LEGEND

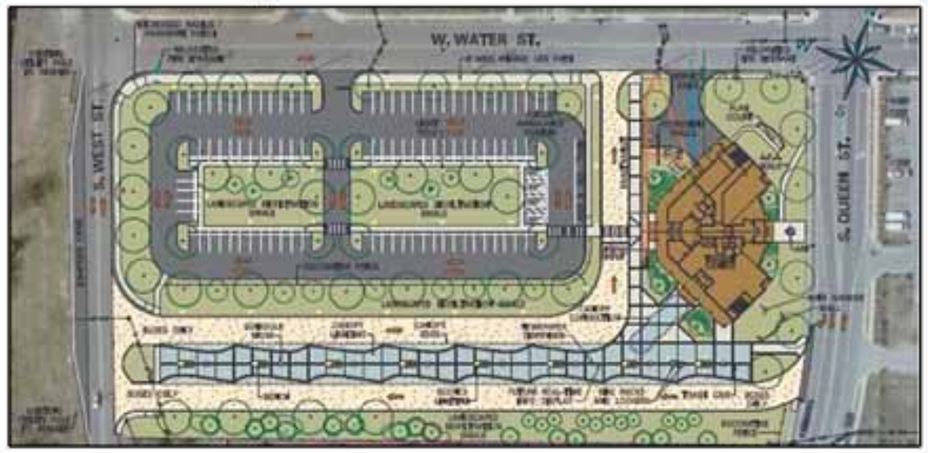
- Study Area
- Bus Route
- Destination
- New Transit Center Hub

The Delaware Department of Transportation (DelDOT), through a public/private partnership, is building a new facility adjacent to the bus lanes and parking lot to act as the center of transit services in Dover. It shall serve as a central distribution point for the DART system in Dover. It will also house the interstate buses and taxi companies that serve Dover. The facility will include an interior waiting area with vending capacity, restrooms and a retail outlet for bus passes and tickets. There will be tenant space available for other organizations and companies.

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



Aerial View of Existing and New Transit Site



Proposed Transit Site Plan



New Transit Bus Terminal

B.8 - State Capital Comparisons / Demographics



Jefferson City, Mo.



Concord, N.H.

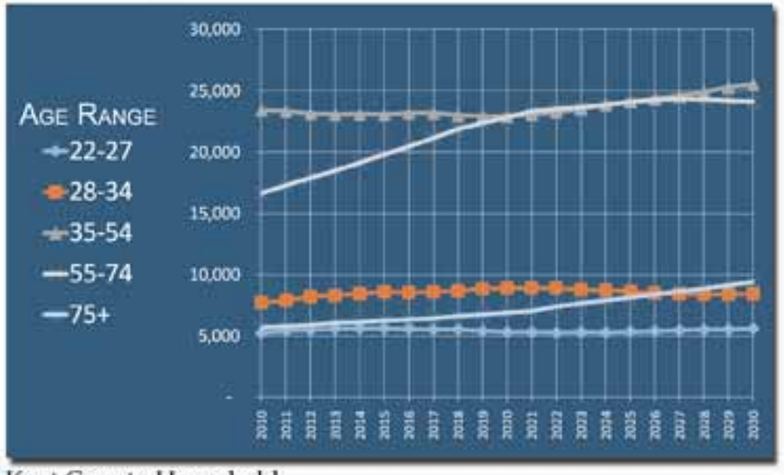


Annapolis, Md.

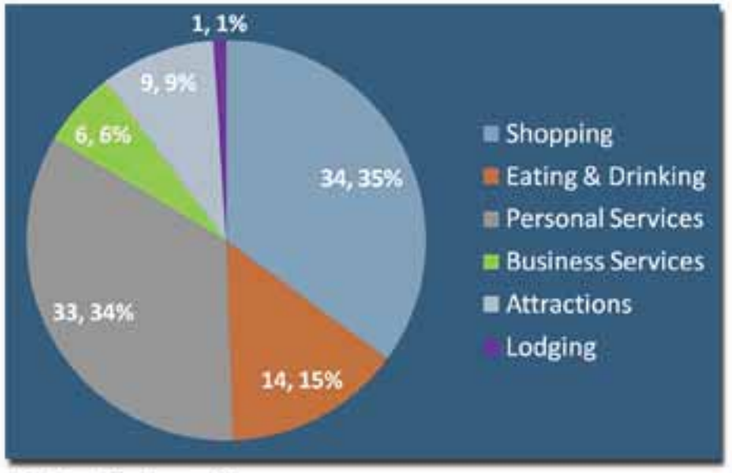
State Capital	Population	Legislature Size	Legislative Staff	Downtown Jobs
Dover, DE	36,560	62	125	9,713
Annapolis, MD	36,879	188	732	5,301
Concord, NH	42,546	424	179	n/a
Frankfort, KY	27,382	138	679	6,330
Helena, MT	29,939	150	237	12,487
Jefferson City, MO	41,297	197	509	12,342
Juneau, AK	30,796	60	460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

Downtown Dover boasts much economic strength, similar to those of other state capitals of comparable size such as Annapolis, Md, Concord, N.H., and Jefferson City, Mo. While greater Dover has seen its share of suburban sprawl, it retains its rich, historic architecture. Within the downtown, and within proximity of the study area, there are major economic anchors, including state, city, and county government, as well as Wesley College and the Bayhealth Medical Center campus. The city also offers amenities to its residents and visitors, including a new public library under construction. Many churches are located throughout the city, as well as numerous museums and galleries. The city is host to a number of organized special events throughout the year including First Night Dover, Dover Days, and the Dover 4th of July celebration. Dover also has a decorative fountain downtown, which is another example of the cultural amenities that the city could build upon to create a desirable destination for locals and visitors.

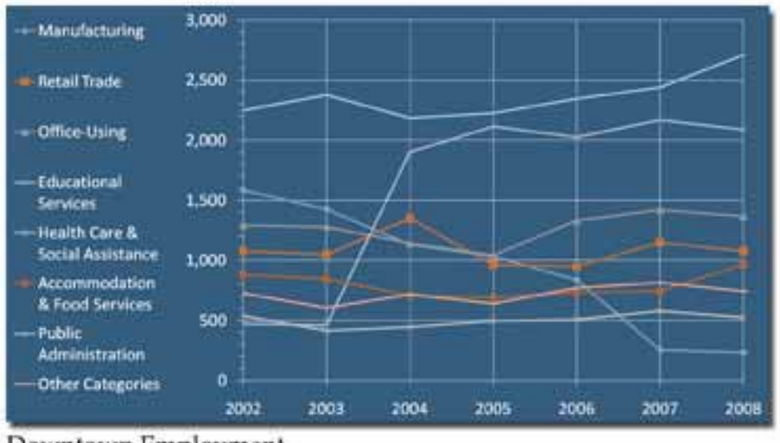
B.9 - Development Marketing & Program Brief



Kent County Household Projections Through 2030



Existing Business Mix



Downtown Employment By Sector

PRIMARY RETAIL NEEDS

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

Potential Funding Sources:

- Funds raised from existing property owners
- Business Improvement District – ad valorem tax
- Special Development District – ad valorem tax or special assessment
- Parking Authority Benefit District - assessment
- Recurring downtown revenues
- Tax Increment Financing (TIF)District – regular property tax
- Broad-based recurring revenues
- Realty transfer tax
- Hotel tax (collected by state)

Financing Source Issues:

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

Recurring Revenue Sources:

- Finding a recurring revenue source would be ideal
- Adds stability in funding; could be bonded
- Allow for upfront investment in public improvements
- Realty Transfer Tax
- Twenty years of pledged revenue could potentially support a bond of up to $13 million
- Hotel Tax
- Twenty years of the state's general fund share could potentially support a bond of up to $55 million



Plan

C.1 - Plan Framework



Neighborhood Plan Study Area



Bank Lane View Towards Eden Hill Farm



Streetscape at Courtney Square

The study area for this plan is identified by 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

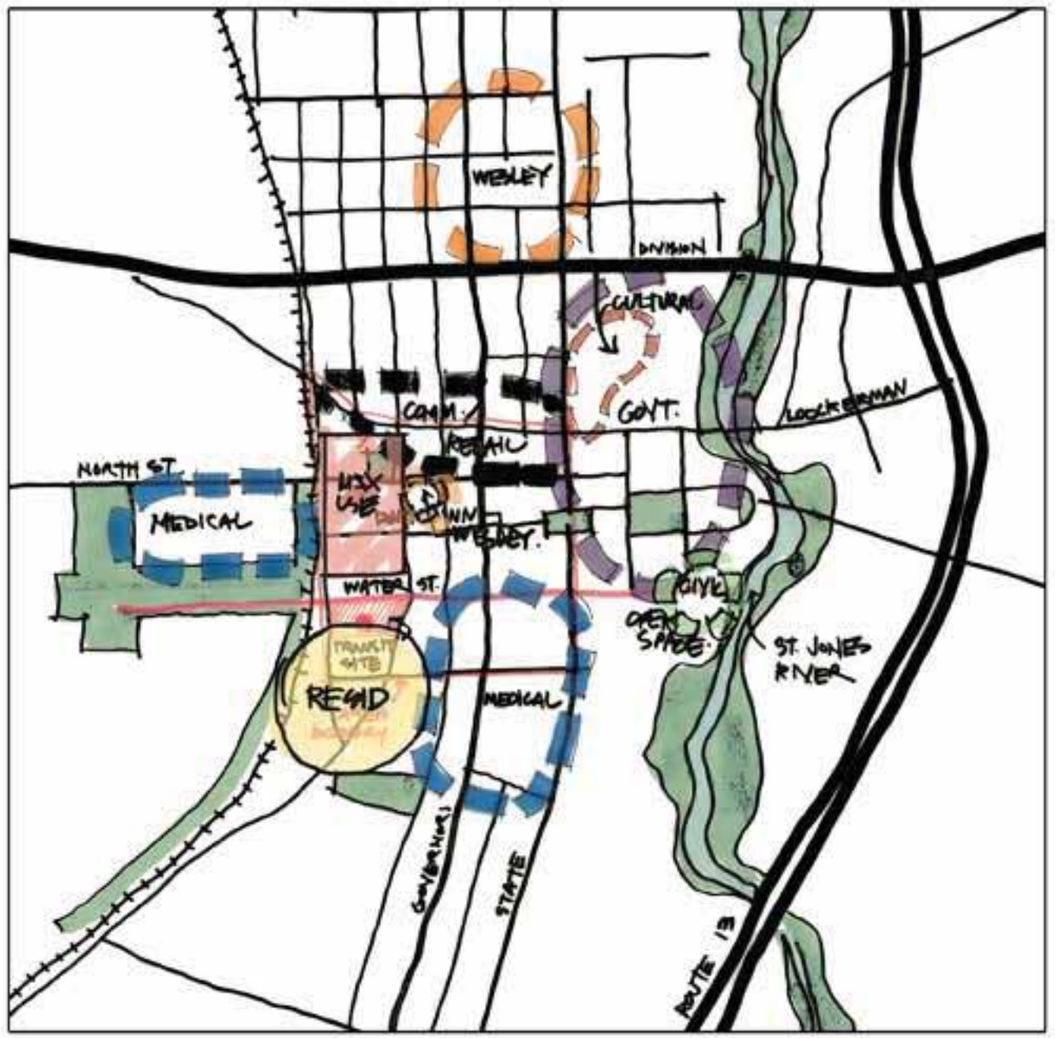
- Transportation Network
  - -Analyze existing and proposed DART bus routes
  - -Access needs and opportunities provided by increased interstate bus and taxi use at the transit center site
  - -Analyze opportunities to provide additional means of transportation utilizing the transit center such as increased 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 Loockerman 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

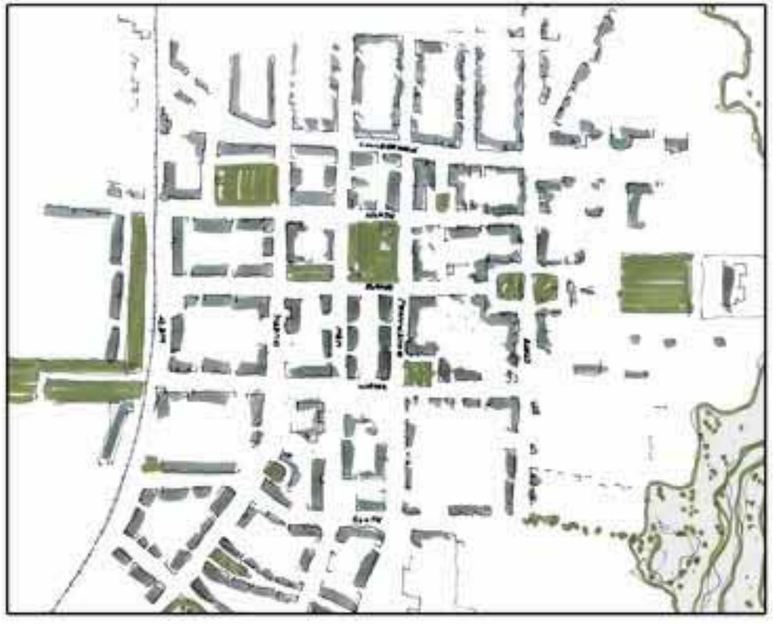


Dover - Circa 1885

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



Improved 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

C.2 - Downtown Neighborhood Plan

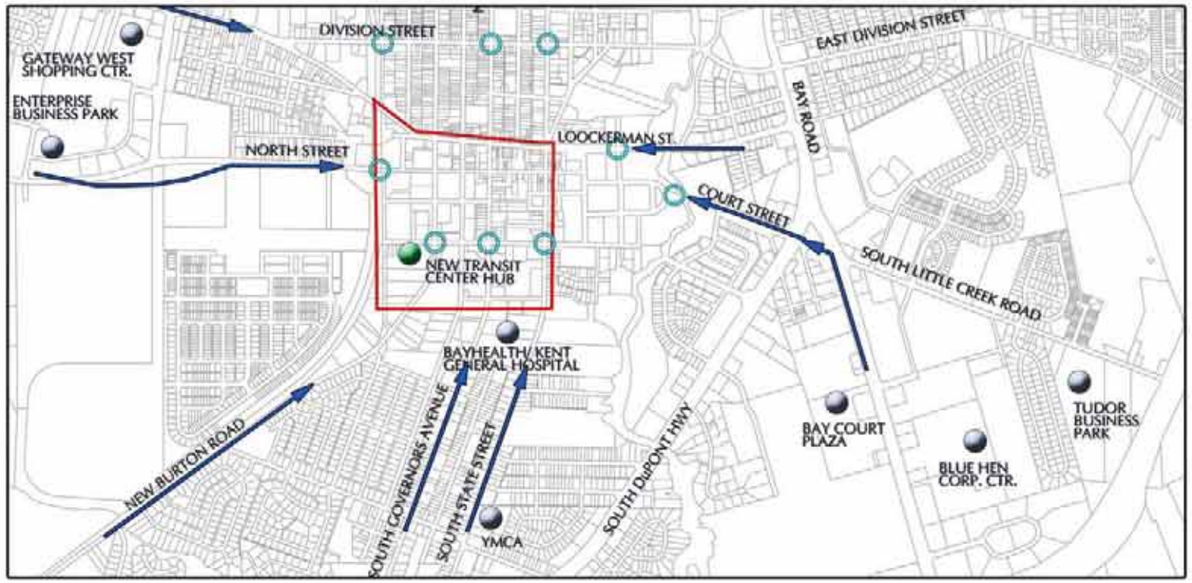


The Downtown Neighborhood Plan illustrates a redevelopment vision based on a twenty-five year build out. The plan includes new construction, infill construction, redevelopment and renovation of existing structures. New development is represented as brown buildings. Existing buildings are shown as tan. 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 Loockerman Commons, Governors Square, the multi-modal transit center and the riverwalk. There are numerous streetscape improvements that are planned throughout the area.

Existing Buildings
New Buildings
Parking Structures
Surface Parking

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

C.3 - Gateways



Major Gateways to Study Area

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



North Street Gateway (View East) - Proposed

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:

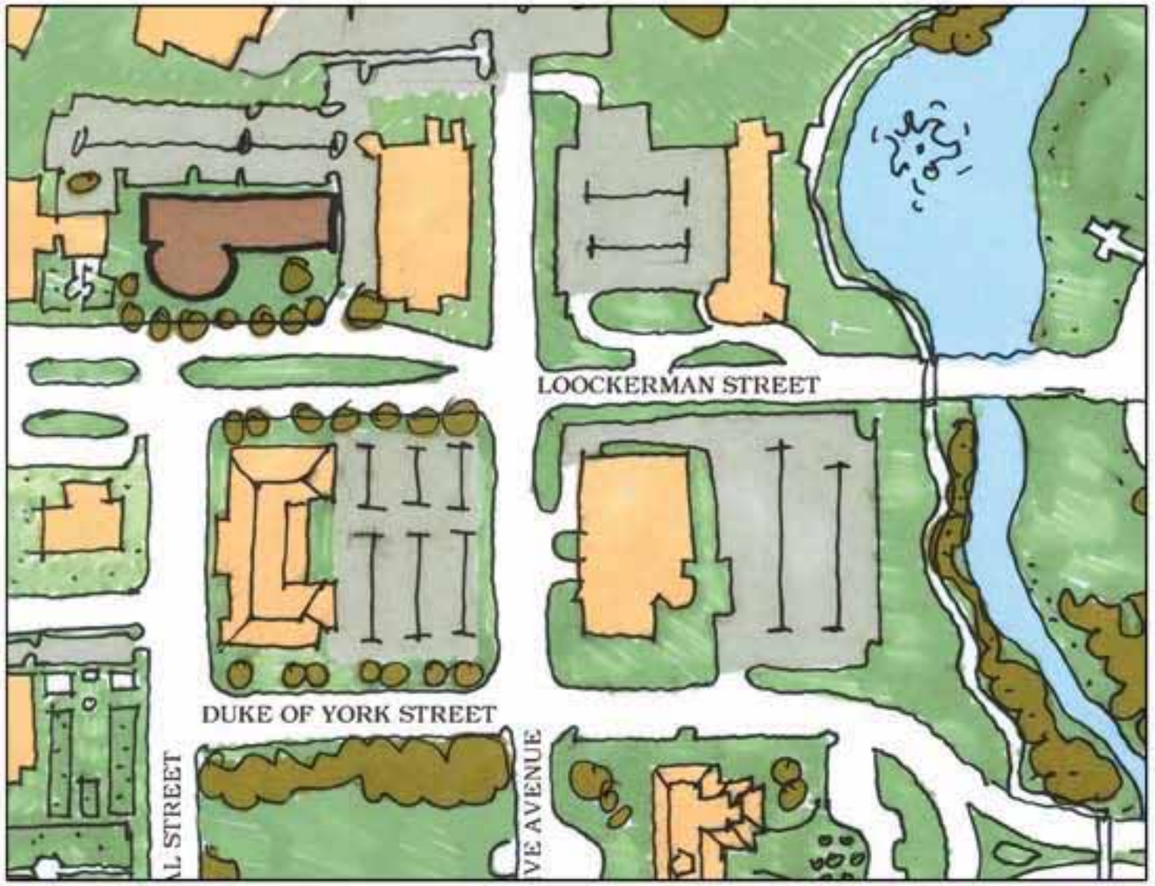
- The intersection of North Street and West Street
- Loockerman Street as it crosses the St. Jones River Bridge, continuing to State Street
- State Street and South Governors Avenue as they intersect with Water Street

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:

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

Loockerman 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 Loockerman 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 Loockerman Street. The new library is located along Loockerman 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:

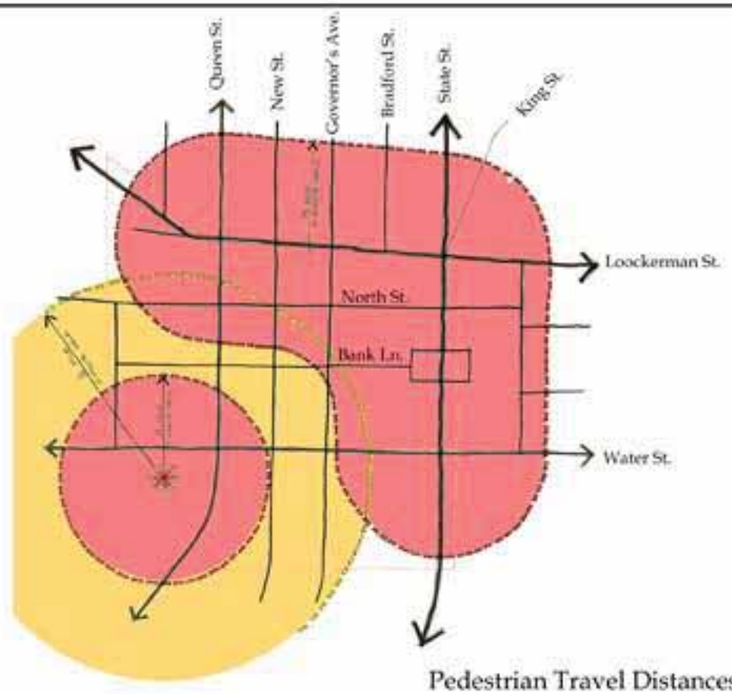
This area represents both a change in density as well as street character as these major north-south connector roads intersect with Water Street. The Bayhealth Medical Center campus defines the street edge to the south at both of these intersections. The intersection of Water and State streets presents 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." ~ Lawerence 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.



Pedestrian Travel Distances from Transit Center

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

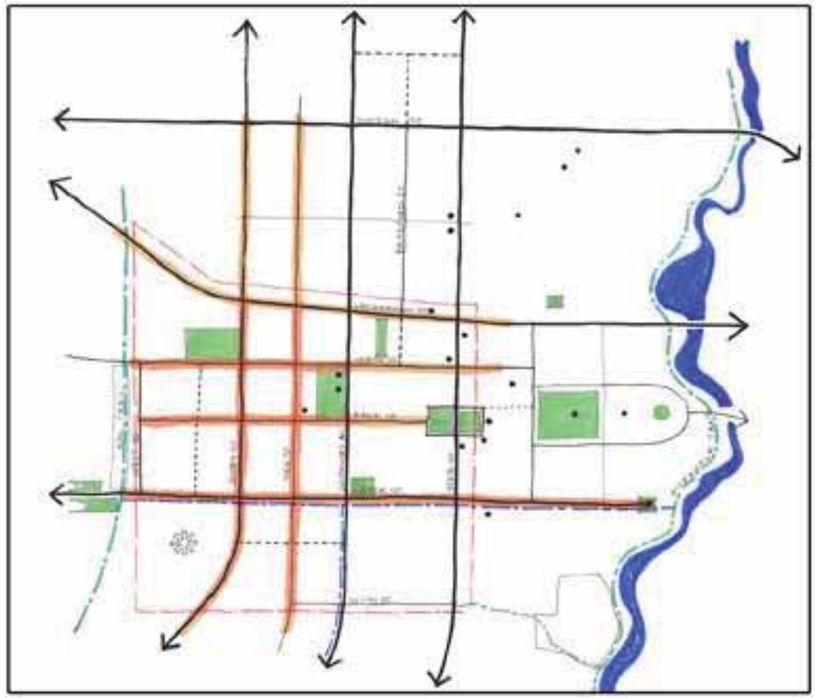
- All street improvements associated with existing roads should be designed to reduce vehicle speed, minimize vehicular interaction with pedestrians, and encourage safe bicycle circulation with dedicated lanes
- Trees and landscaping should be provided to enhance the aesthetics of the streetscape while 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 Fronatges - 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

'B' Streets
- Bradford Street
- North Street
- Bank Lane
- Queen Street
- New Street

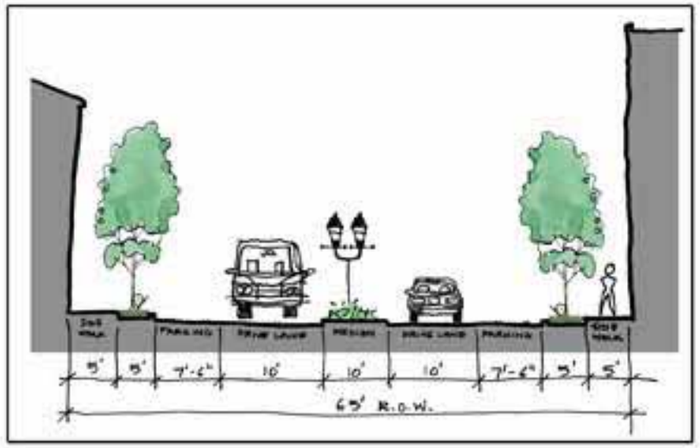
Pedestrian 'B' Streets

Streetscape Treatments
- Lighting
- Street Trees & Furnishings

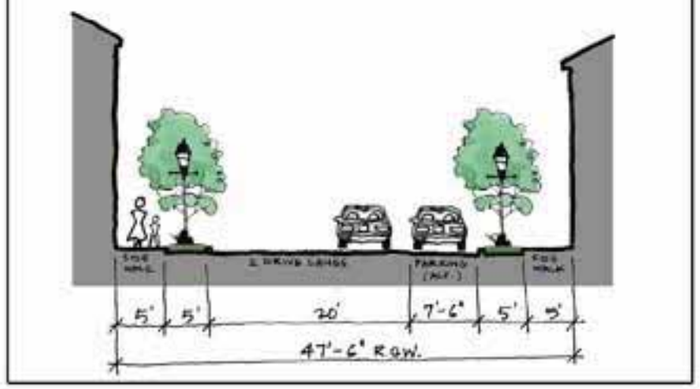
Streetscape Improvements
- 10' Wide Drive Lanes
- On-Street Parking
- Planted Median (Queen St)
- Landscape Buffers

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.





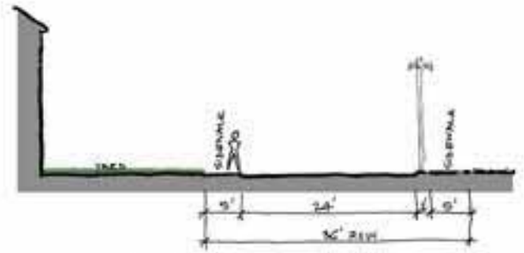
North Street at New Street (View East) - Existing



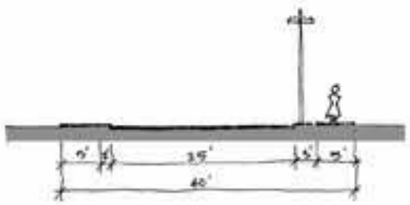
North Street at New Street (View East) - Proposed

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.

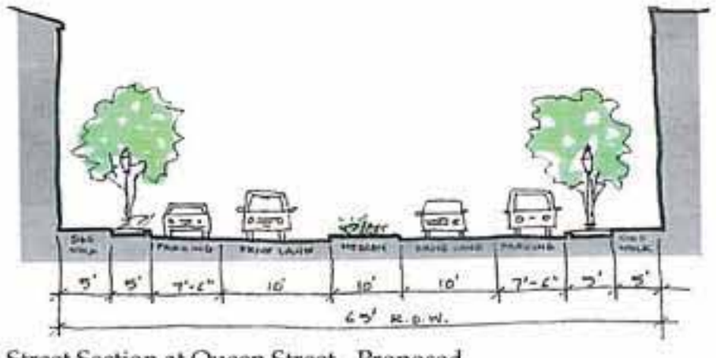
1. Queen Street at Loockerman Street - new infill construction engages the corner and provides mixed-use development that helps extend Loockerman Street's density and pedestrian character westward. Utilizes the model-block concept of providing parking in the middle and interior of the block.

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).

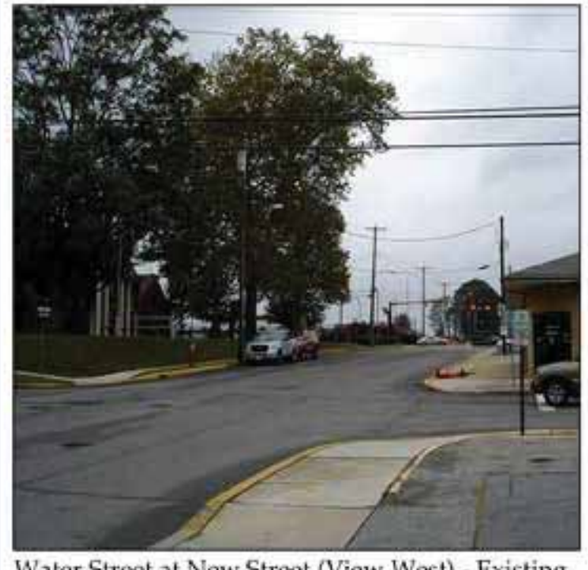
5. St. Jones River connection – Water Street terminates at the riverwalk with a park and open air gazebo/bandstand that engages the river. Future structured or surface parking lots, as shown in the neighborhood plan accommodate overflow downtown parking for river festivals and other special events.

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

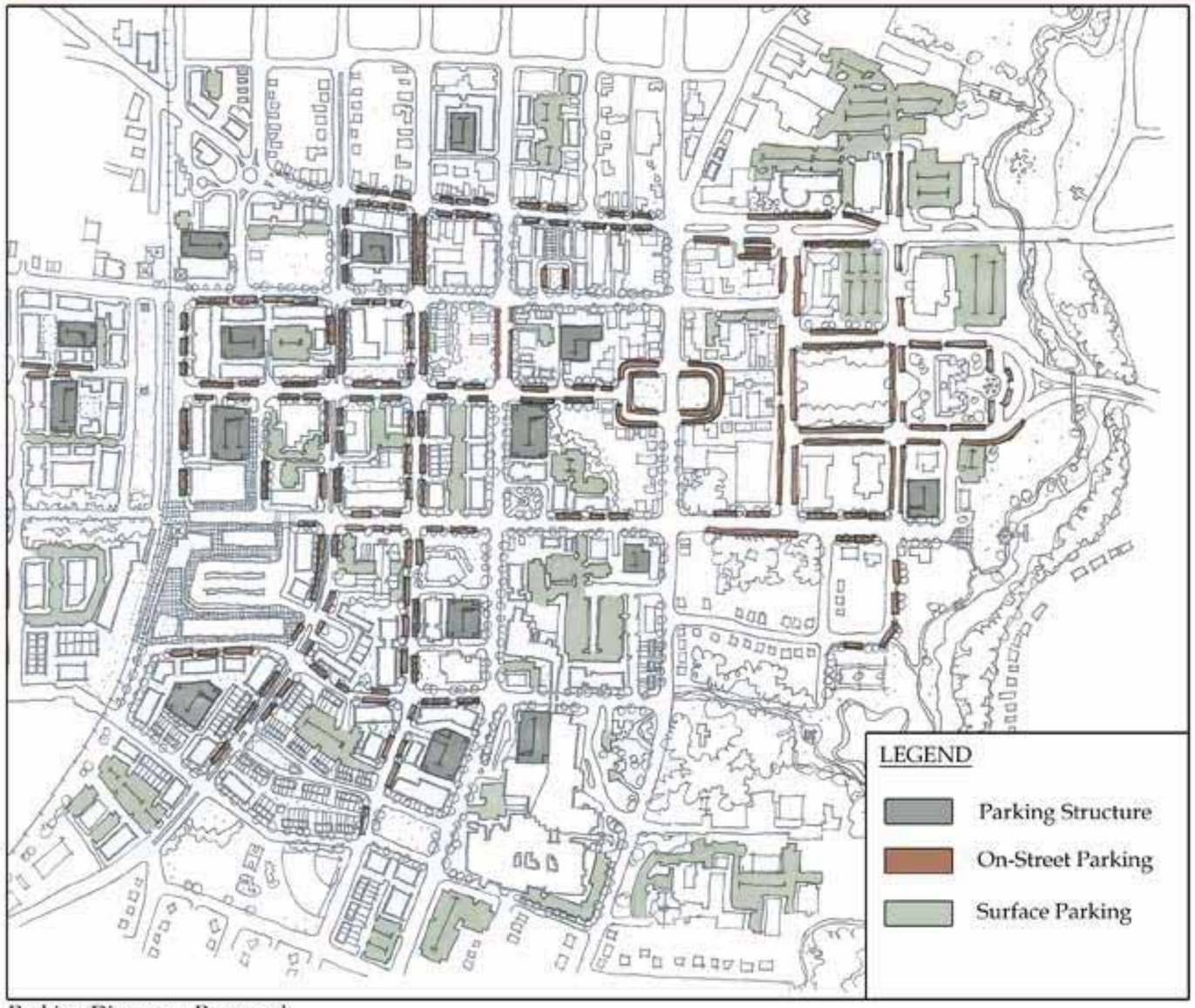


Water Street at New Street (View West) - Proposed



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

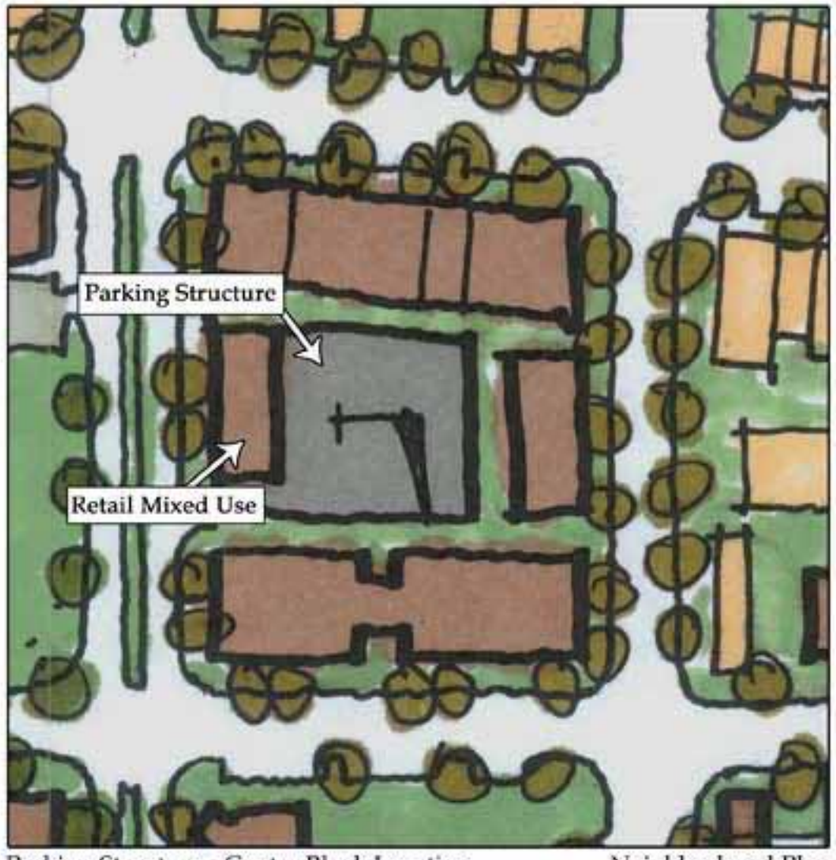


On-Street Parallel Parking - Loockerman Street



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 schoolstreet 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. Loockerman 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 Loockerman 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 Devolopment Oriented to Street, State and Water streets



Building Context Loockerman 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



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



Townhouse Units with Alley Access Gaithersburg, Md.

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

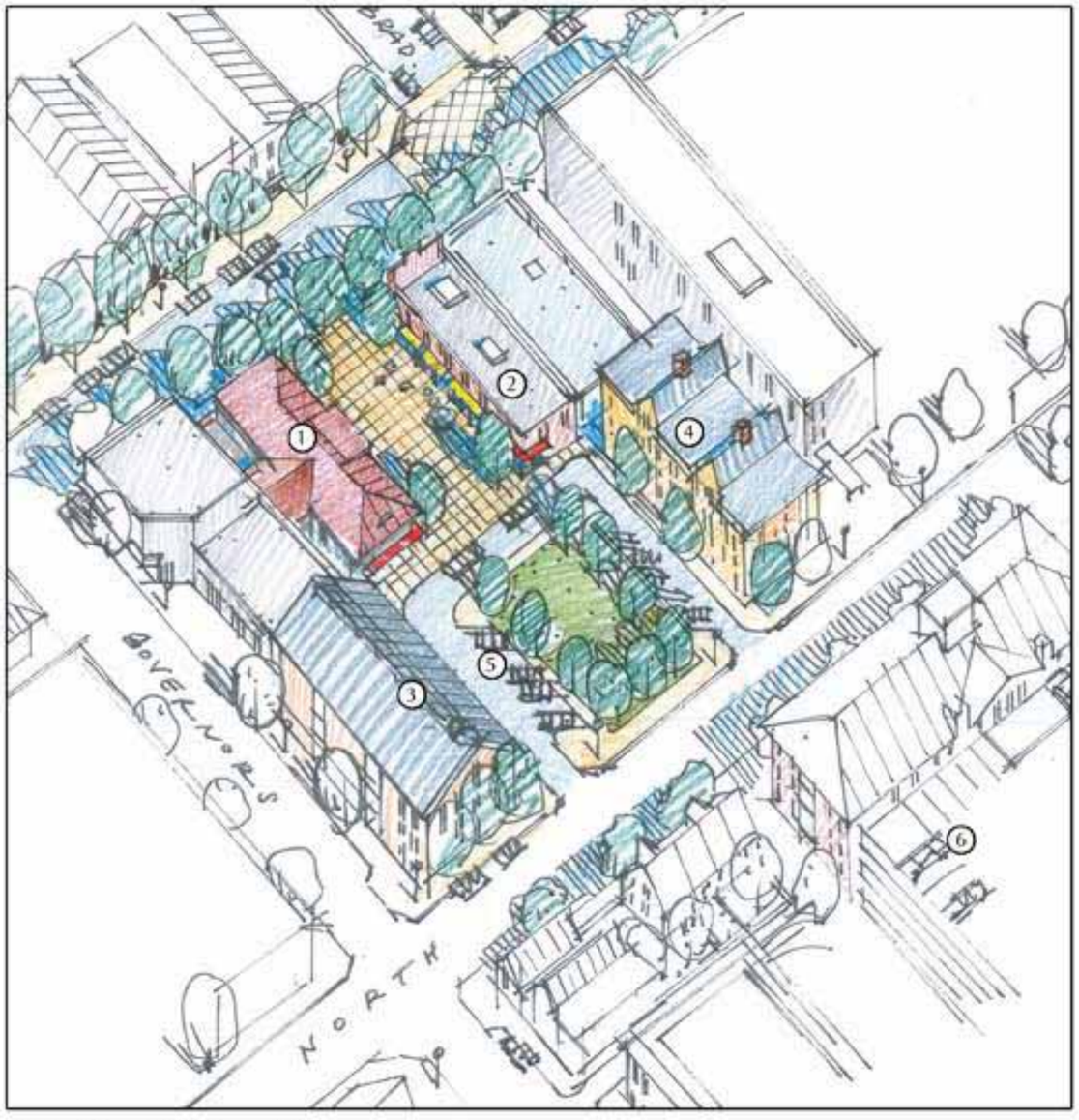


Mixed Use - Gaithersburg, Md.



Townhouse Units with Alley Access - Kentlands, Md.

C.7 - Civic Plaza, Open Space and Parks



Civic Plaza at Collegian Site

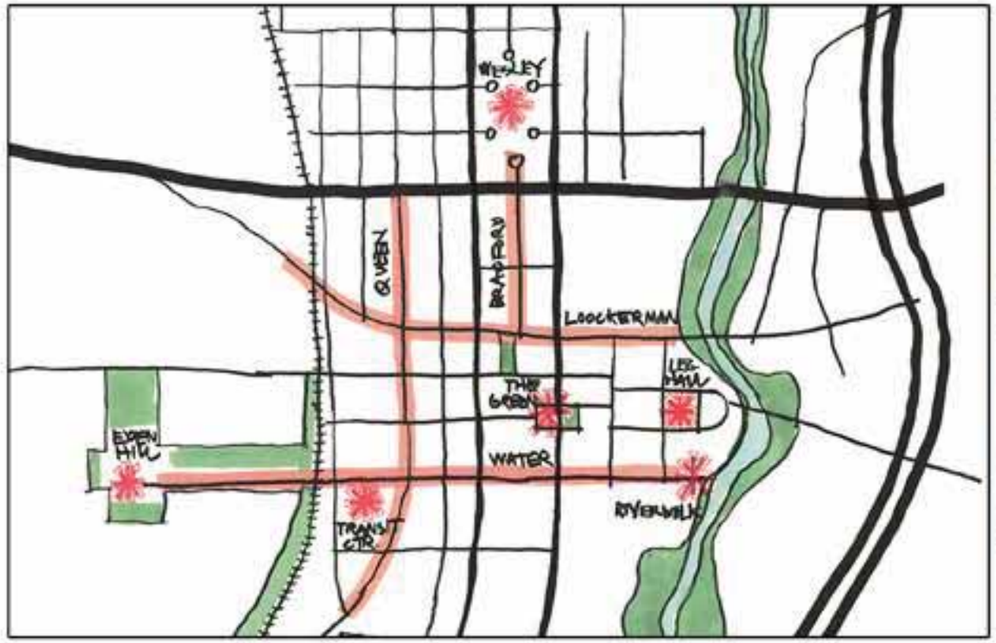
A civic plaza proposed in a vacant lot between Loockerman and North streets can provide the much needed link for pedestrians and motorists. The plaza could serve as a town commons for civic events and festivals. Two new buildings will provide additional retail and mixed use occupancy on the desirable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



3. Pocket Park



4. Water Street

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

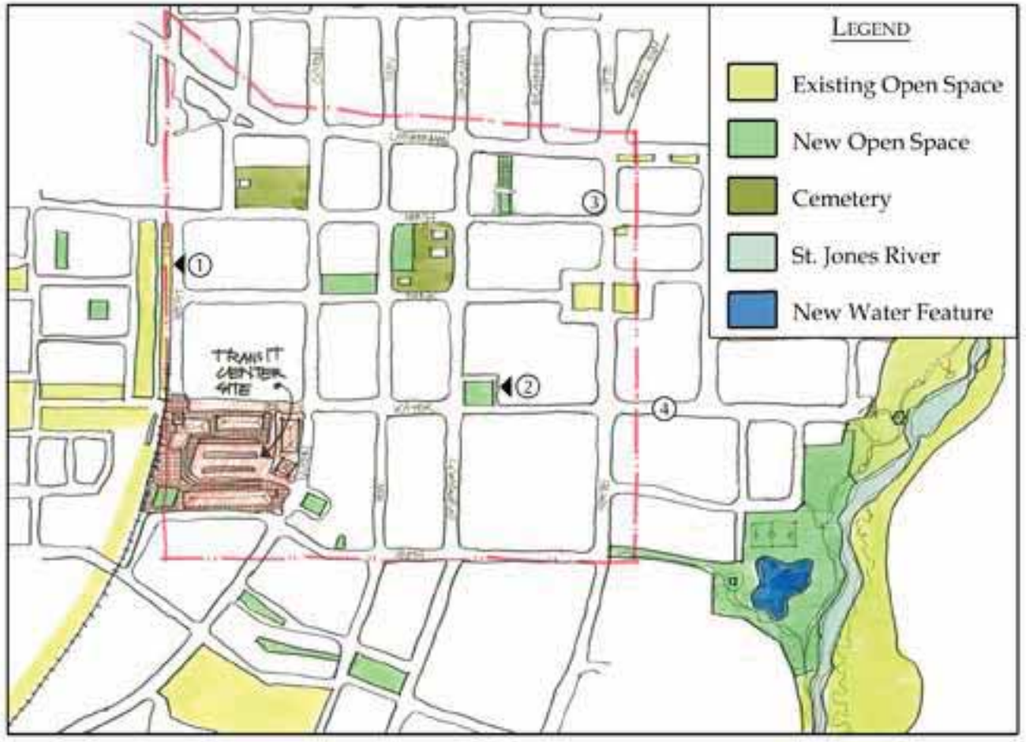
- Strengthen the pedestrian link to Wesley College using Bradford Street
- Provide a direct connection between Eden Hill Farm/Rail Trail and the St. Jones Riverwalk along Water Street with streetscape and bike paths
- Improve aesthetics and walkability with a planted median along Queen Street
- Extend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



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



2. Governors Square Green



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.

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.



Implementation (Next Steps)

D.1 - Implementation Strategies Summary

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

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

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

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

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

Reinforce the architectural character of downtown Dover through rehabilitation and redevelopment of key buildings, lots and intersections.		Project Completion	Responsible Agency
Item 1.	Update/establish a grant program to assist with building exterior facelifts, renovation, and restoration that are consistent with the plan's design guidelines.	**Immediate** Mar. 2011	City of Dover
Item 2.	Prepare design guidelines to define and illustrate the desired architectural style for new development, rehabilitation, and renovation to maintain Dover's historic character.	**Short Term** 1-5 years	City of Dover
Item 3.	Evaluate redevelopment opportunities on the four (4) DDP properties that have been identified in the plan.	**Short Term** 1-3 years	DDP
Item 4.	Evaluate and update programs for facade improvements to historic buildings on State Street, Loockerman Street and Governors Avenue to provide a better street presence.	**Short Term** 1-5 years	City of Dover DDP
Item 5.	Encourage reconstruction and infill construction along Loockerman Street.	**Short Term** 1-5 years	City of Dover
Item 6.	Through the DDP, continue to evaluate the purchase of key parcels for redevelopment and disposition in the downtown.	**Ongoing**	City of Dover DDP

D.1 - Implementation Strategies Summary

Create a network of parks, civic squares, and public gathering spaces within the neighborhood plan area.		Project Completion	Responsible Agency
Item 1.	Promote the use of the St. Jones River, and improve its accessibilty and use with parking, a continuous riverwalk, open space and activity areas.	**Short Term** 1-3 years	City of Dover DNREC
Item 2.	Create a series of greens as outlined in the plan.	**Short Term** 1-5 years	City of Dover DNREC
Item 3.	Develop a fundraising program to promote, renovate, or reconstruct parks and streetscapes in the downtown area, including brick-for-purchase, adopt-a-bench, etc.	**Short Term** 1-3 years	City of Dover DDP
Item 4.	Sponsor, promote, and consider establishment of new activities to attract significant numbers of people on a regular basis.	**Short Term** 1-3 years	City of Dover DDP Tourism Board
Item 5.	Ensure that the Transit Center site has significant public plazas and gathering spaces as depicted in the Plan	**Short Term** 1-3 years	City of Dover DelDOT
Item 6.	Consider the Collegian site (DDP Site #3) as an area for a public plaza that will energize Loockerman Street, as well as connect North Street and south points to Wesley College	**Short Term** 1-5 years	City of Dover DDP

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

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

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





Appendix

E.1 - DDP Properties



DDP Properties

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

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



Former Acme Site



Harry Louie Site and Adjacent Parking



DDP Property - Loockerman Street

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

E.2 - Acme Site



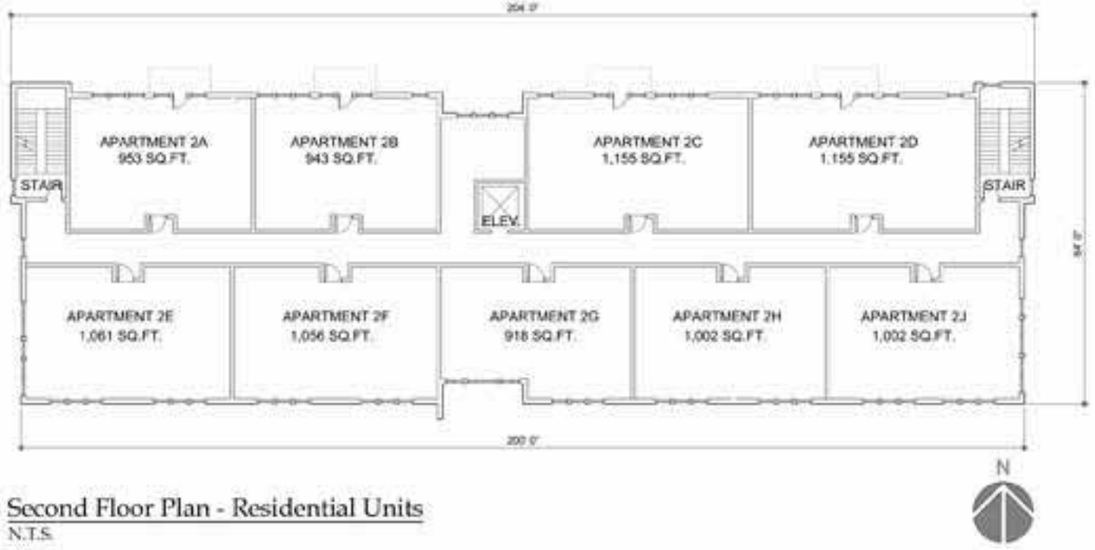
Acme Site Plan

The Dover Transit Center Neighborhood Plan identified a need for mixed-use buildings in the City of Dover, specifically, buildings with retail and services on the first floor and residential above. In keeping with this identified goal, the DDP developed an idea for the Acme site that includes a four-story mixed-use building fronting S. Governors Avenue and single-family residential units (townhomes) that front New Street. Residential and customer parking would be nestled in the center of the block and screened from view. This would reinforce the area's urban character, with buildings of multiple heights facing the streets to create a pedestrian-oriented streetscape.

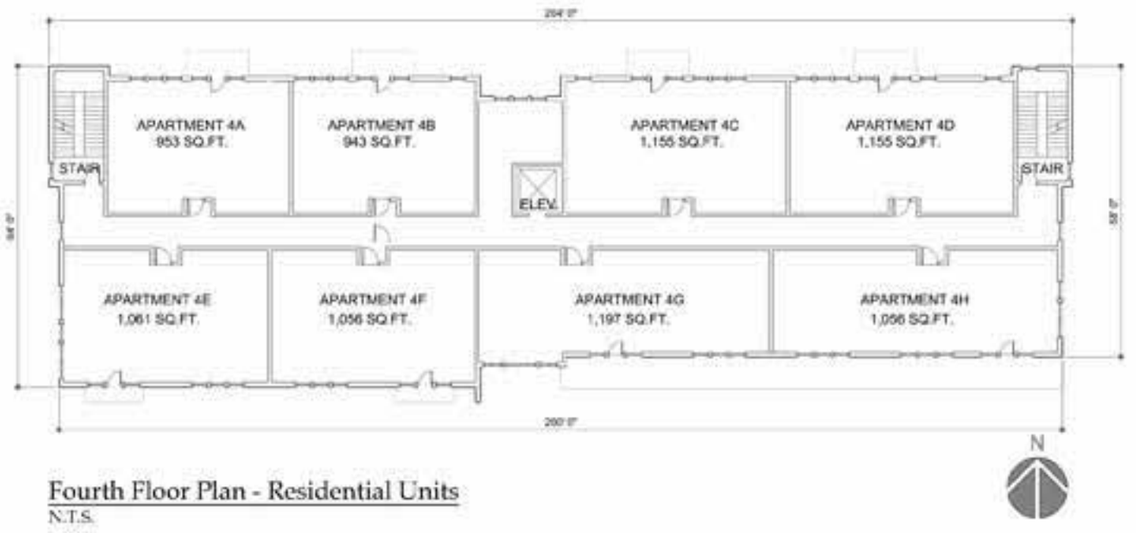


Rendering of Mixed-use Retail / Residential Building, Parking and Townhomes

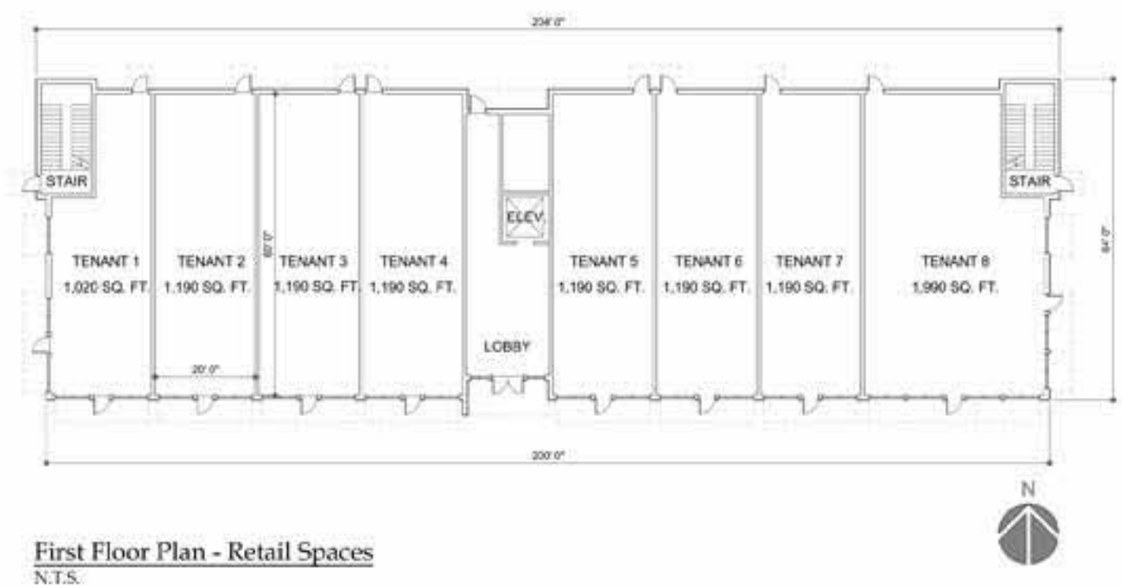
E.2 - Acme Site



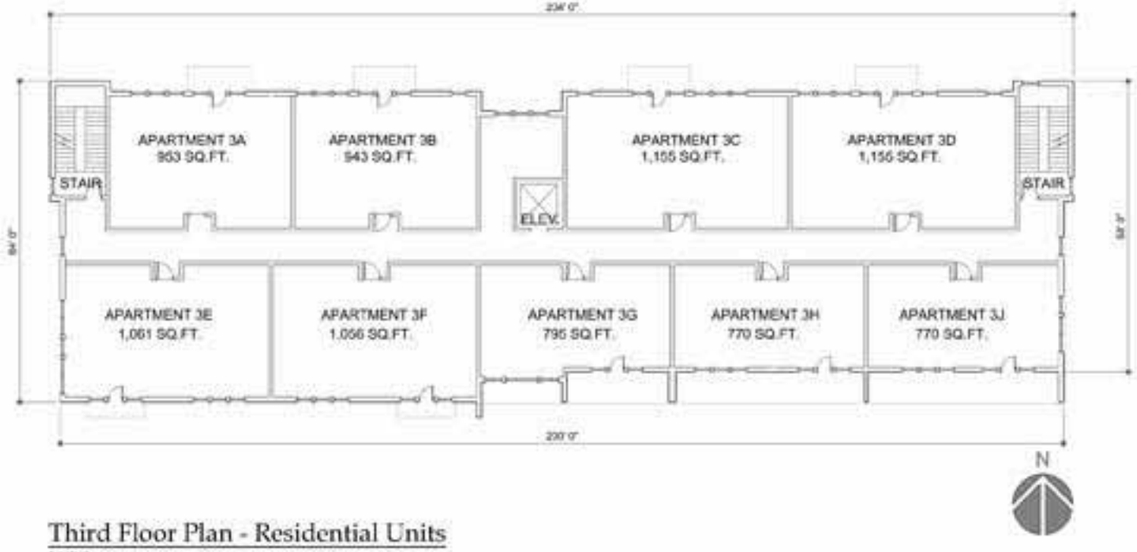
Second Floor Plan - Residential Units
N.T.S.



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



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



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

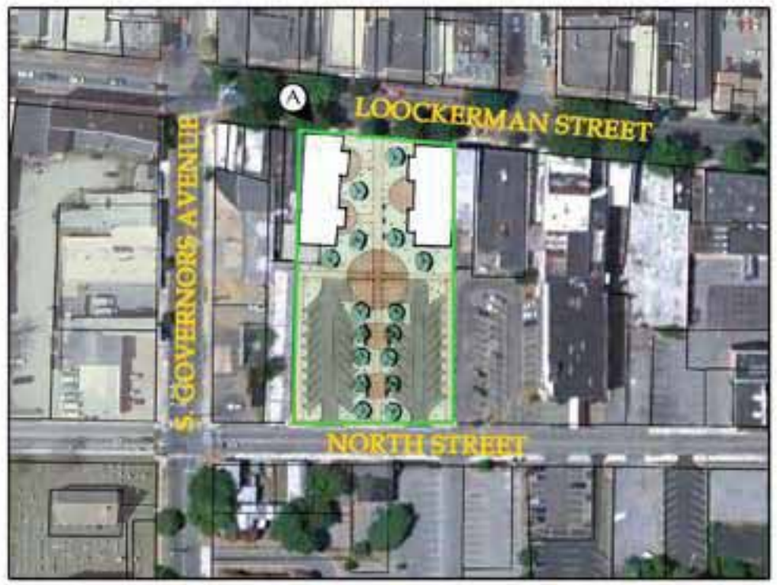
E.3 - Loockerman Plaza



Loockerman Plaza - Site Plan Concept 1



Loockerman Plaza - Site Plan Concept 2



Loockerman Plaza - Site Plan Concept 3



Rendering of Loockerman Plaza

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

Concept 1:
- Eighteen parking spaces added as an alternative to parallel parking on Loockerman Street
- Plaza area features hardscape and plantings for an attractive pedestrian route
- Plaza can be a venue for events

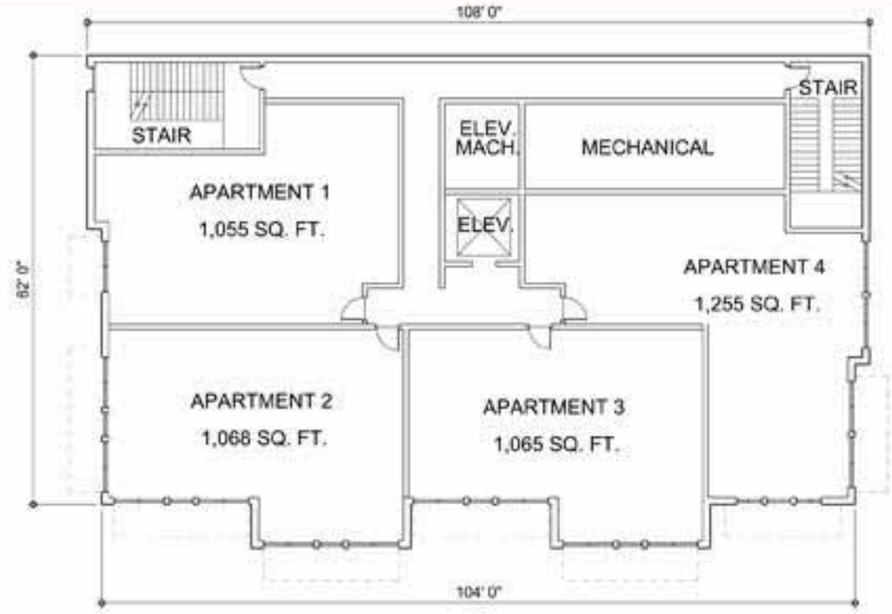
Concept 2:
- Thirty-six parking spaces added as an alternative to parallel parking on Loockerman Street
- Plaza area features hardscape and plantings for an attractive pedestrian route
- Plaza can be a venue for events

Concept 3:
- Thirty-six parking spaces added as an alternative to parallel parking on Loockerman Street
- Plaza area features hardscape and plantings for an attractive pedestrian route
- New mixed-use buildings can be built on either side of the plaza to enhance the pedestrian experience through the plaza and give the plaza a lot of energy around the business that will occupy the buildings.

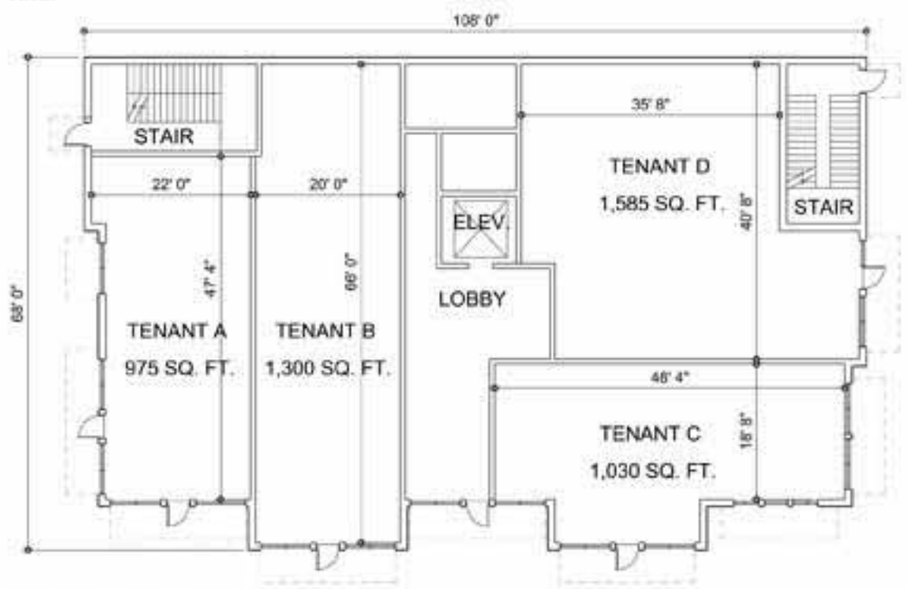
E.3 - Loockerman Plaza



Rendering of Loockerman Plaza with Mixed-Use Buildings



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



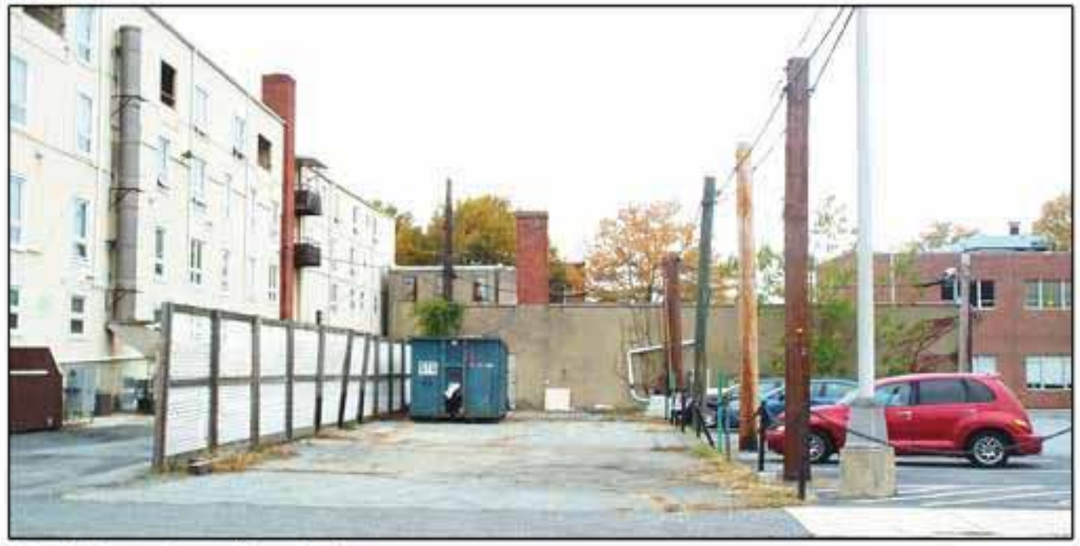
First Floor Plan - Retail Spaces
N.T.S.

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

E.4 - DDP Property



Loockerman Street Facade



North Street Access/Service Area

The DDP Property is located at 22-24 W. Loockerman Street. Formerly known as C'Moore's restaurant, the building has two entrances on Loockerman Street. The property has rear access off of North Street, , but it is unappealing. The DDP determined that adding a formal North Street entrance and renovating the building's facade would give the building a modern look. Adding a porte cochere from the edge of North Street to the back of the existing building would screen the neighboring property's utilities. ,Adding windows and signs to the North Street building face would not only make the building more attractive, but improve the pedestrian experience along North Street.

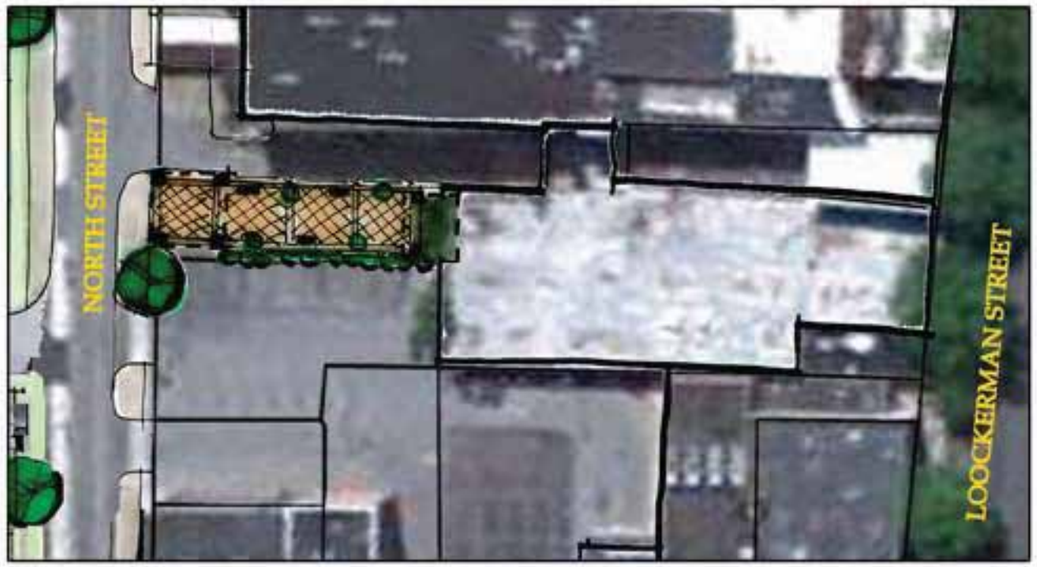


Rendering of Loockerman Street Facade Improvements

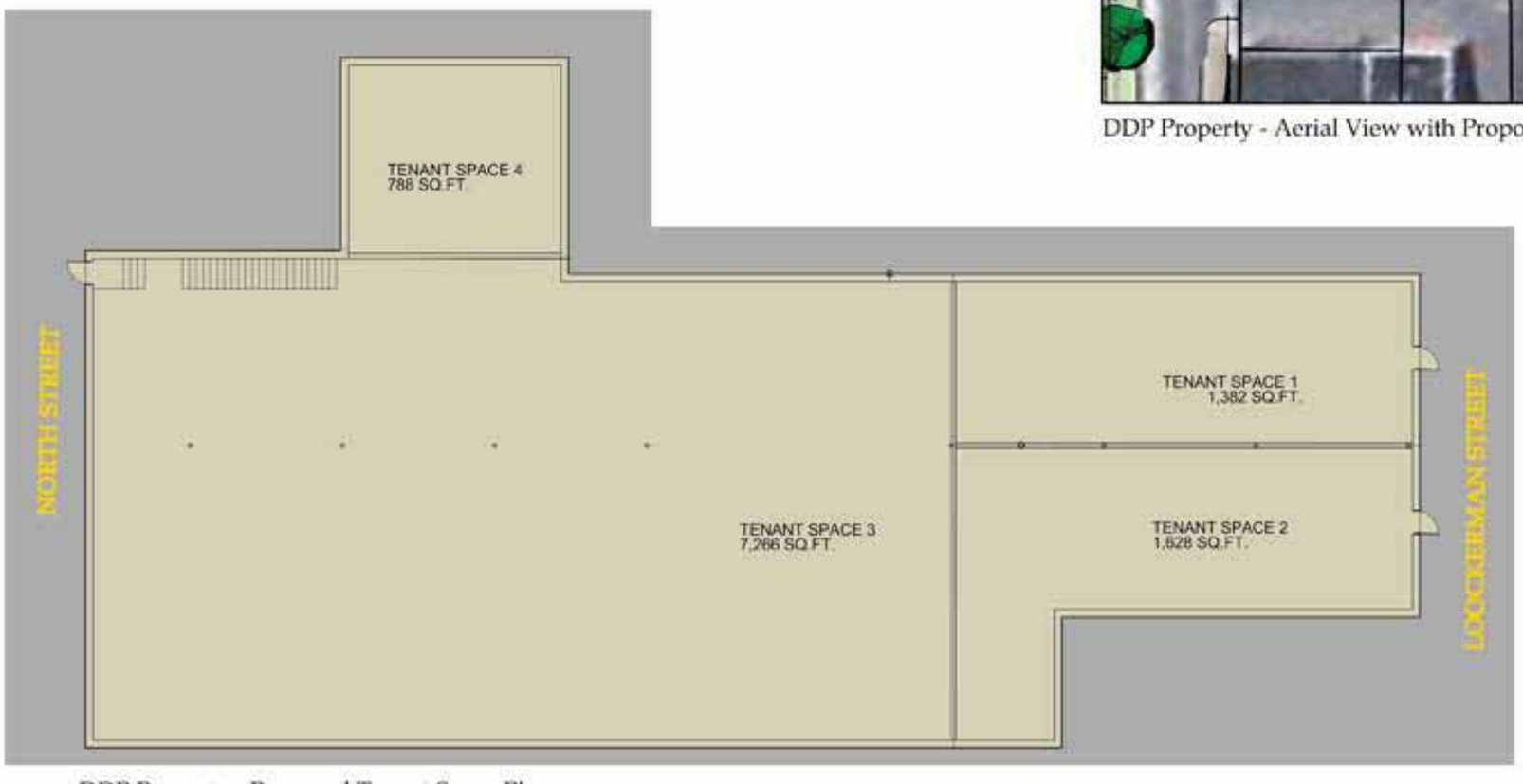


Rendering of North Street Facade Improvements

E.4 - DDP Property

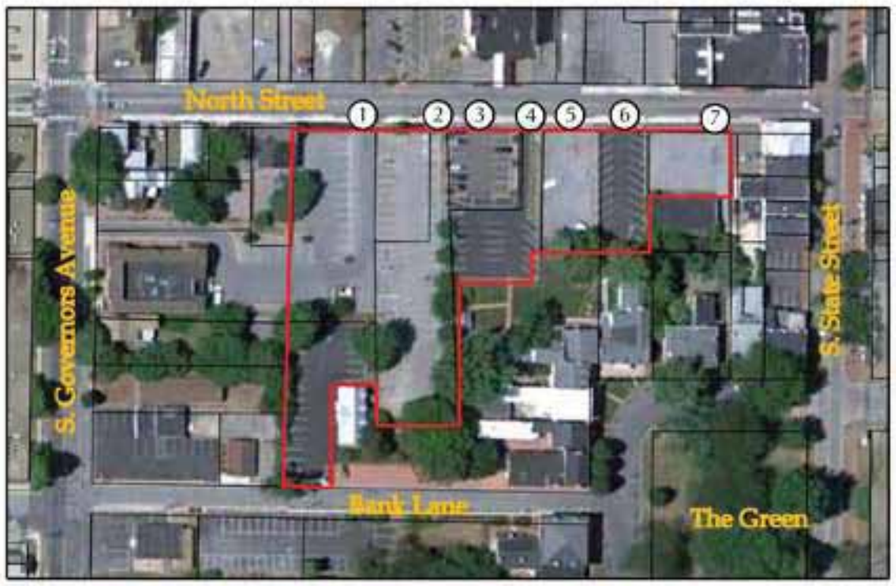


DDP Property - Aerial View with Proposed Porte Cochere



DDP Property - Proposed Tenant Space Plan

E.5 - North Street Parking Lots



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

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



Conceptual Surface Parking Consolidation
Proposed Parking Provided - 206 Spaces



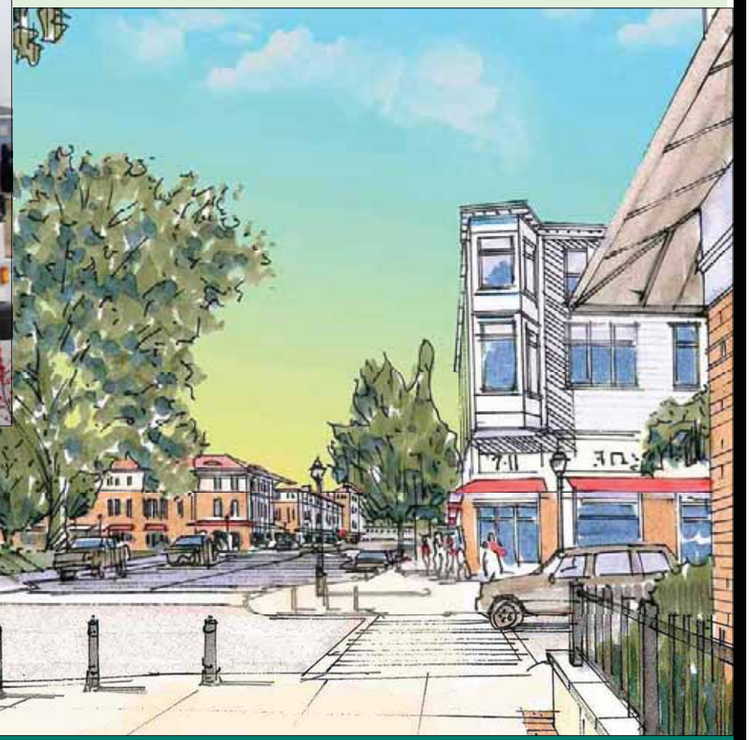
Conceptual Multi-Level Parking Structure and Mixed-Use Building
Proposed Parking Provided - 55 Surface Spaces & 65+/- Spaces per parking structure level















Dover Transit Center Neighborhood Plan

2.12.2014 STEERING COMMITTEE MEETING

RESTORING CENTRAL DOVER
OUR VISION FOR VITALITY



NCALL | INTERFACE STUDIO DRAFT

INTERFACE STUDIO
V. LAMAR WILSON ASSOCIATES

RESTORING CENTRAL DOVER:

TODAY'S AGENDA

- PLAN LOGO/BRANDING BRAINSTORMING
- PROGRESS UPDATE: RESIDENT SURVEY
- PREVIEW OF EXISTING CONDITIONS ANALYSIS
- OPEN HOUSE DISCUSSION AND NEXT STEPS

PLAN BRANDING AND NAME

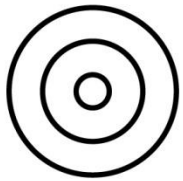
UNANIMOUS DECISION: “RESTORING CENTRAL DOVER: OUR VISION FOR VITALITY”



WHAT DO YOU THINK?

RESTORING CENTRAL DOVER: OUR VISION FOR VITALITY

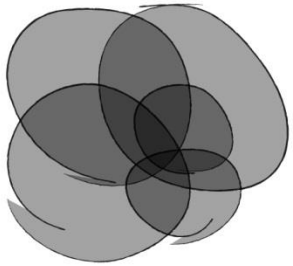
RECENTERING



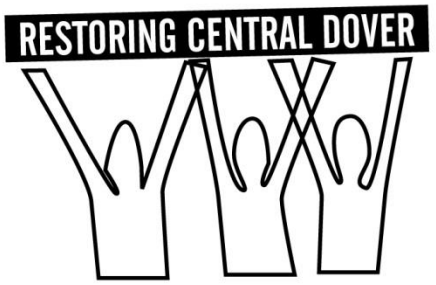




UNIFYING



GRASSROOTS





RESTORING CENTRAL DOVER

our vision for vitality

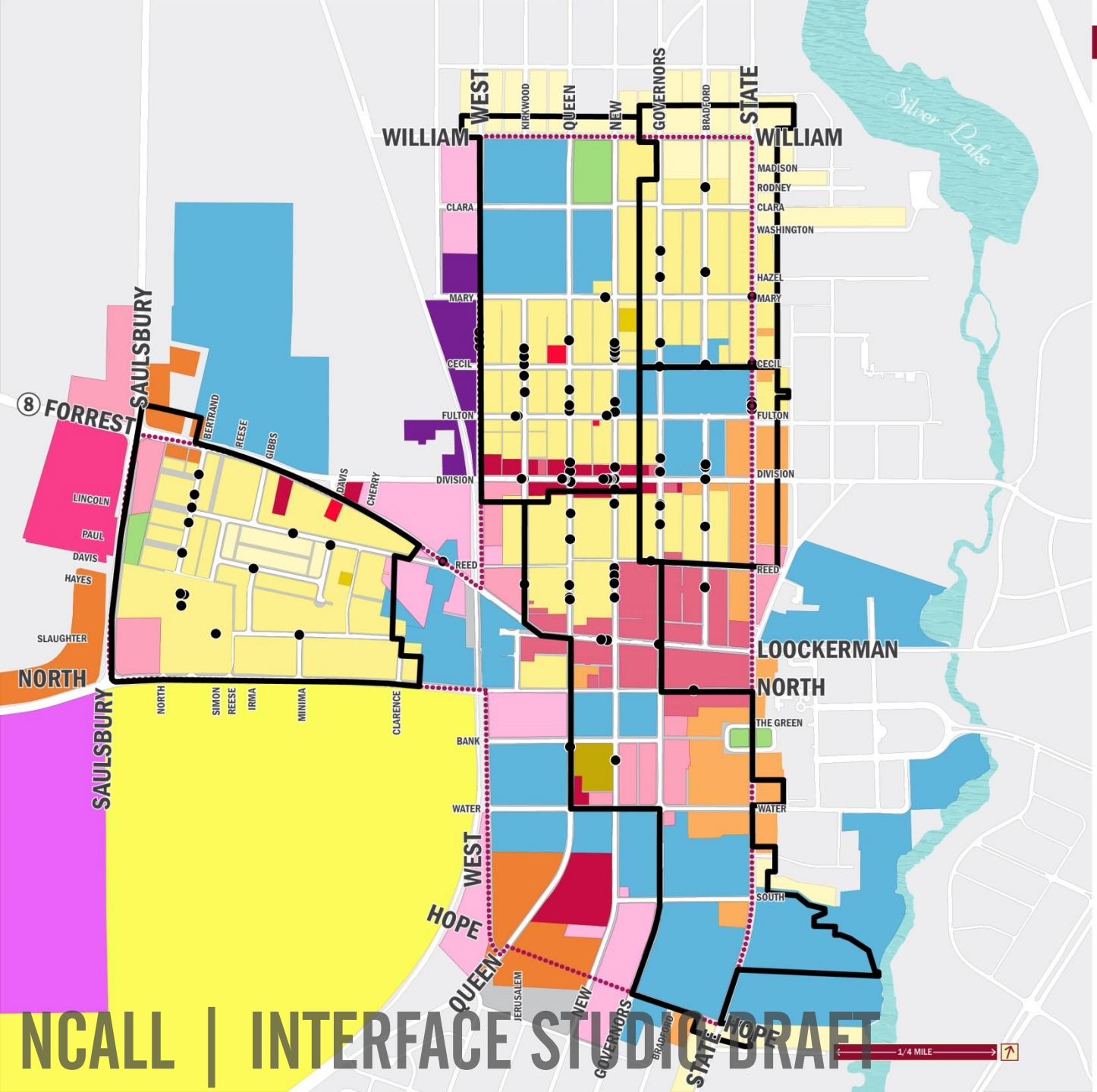


PROGRESS UPDATE:

RESIDENT SURVEY

SUCCESS MEASURES SURVEY BY THE NUMBERS

	PROPOSED	REVISED	COMPLETED
Target Sample Size	12.5%	18.0%	18.0%
Households (non-student)	766	766	766
Dorm rooms in study area	488	488	488
Total Residential Units	1,254	1,254	1,254
Corresponding survey goal	160	225	224



CENTRAL DOVER
ZONING

- SUCCESS MEASURES JAN. 9 STATUS
- C-1: NEIGHBORHOOD COMMERCIAL
- C-1A: LIMITED COMMERCIAL
- SC-2: COMMUNITY SHOPPING CENTER
- C-2: CENTRAL COMMERCIAL
- C-2A: LIMITED CENTRAL COMMERCIAL
- C-3: SERVICE COMMERCIAL
- R-8: ONE FAMILY RESIDENCE
- RG-1: GENERAL RESIDENCE
- TND: TRADITIONAL NEIGHBORHOOD DESIGN
- RG-3: GROUP RESIDENCE
- RG-4: MULTISTORY APARTMENTS
- RGO: GENERAL RESIDENCE & OFFICE
- CPO: COMMERCIAL PROFESSIONAL OFFICE
- ROS: RECREATIONAL AND OPEN SPACE
- IO: INSTITUTIONAL AND OFFICE
- IPM: INDUSTRIAL PARK MANUFACTURING
- M: MANUFACTURING

SOURCE: CITY OF DOVER

NCALL | INTERFACE STUDIO DRAFT

PROGRESS UPDATE:

EXISTING CONDITIONS ANALYSIS

PHYSICAL SURVEY

+

DEMOGRAPHIC DATA









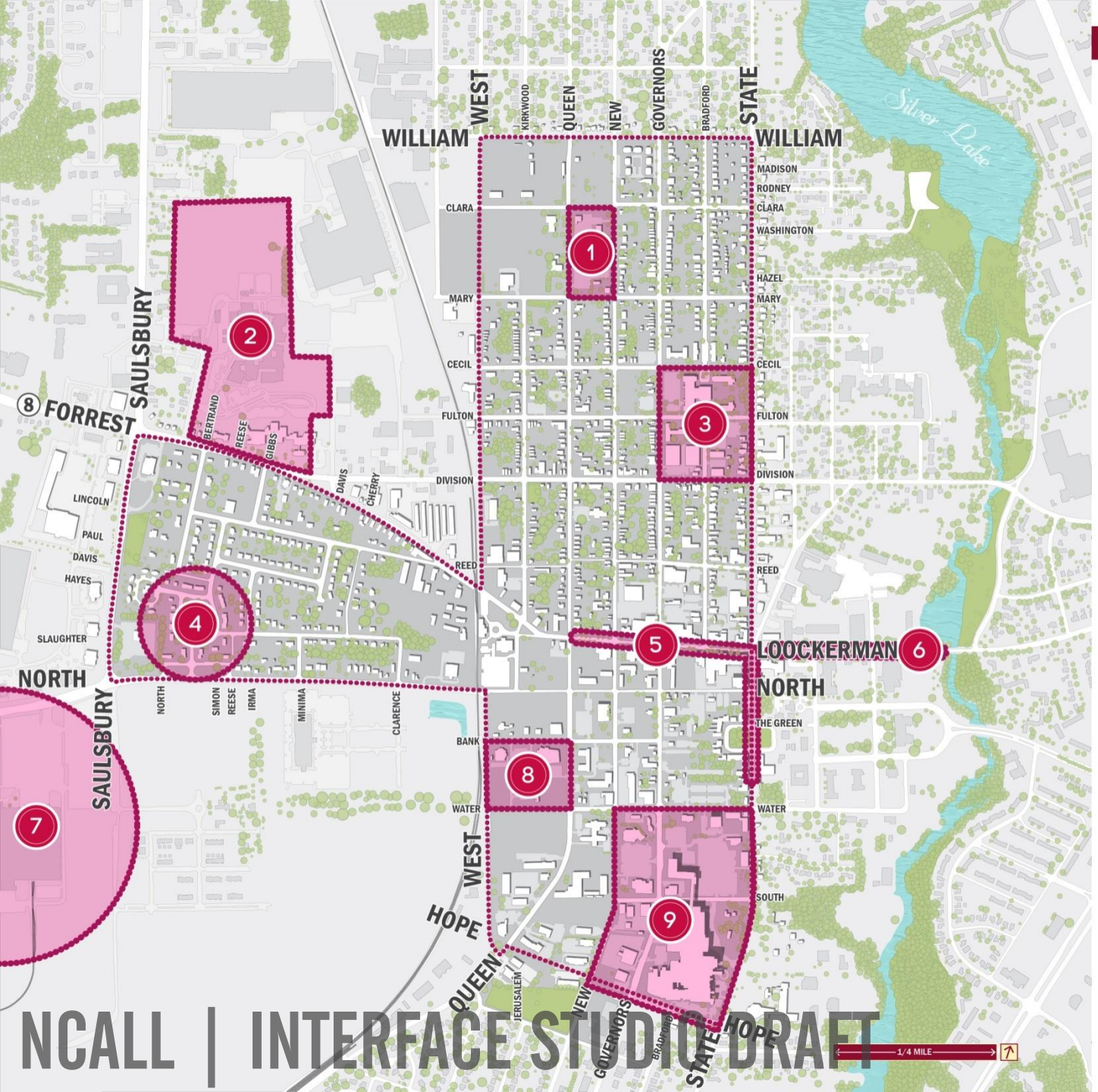





FOR SALE
BY OWNER
110




200
202
Bayard PHARMACY
NOW OPEN



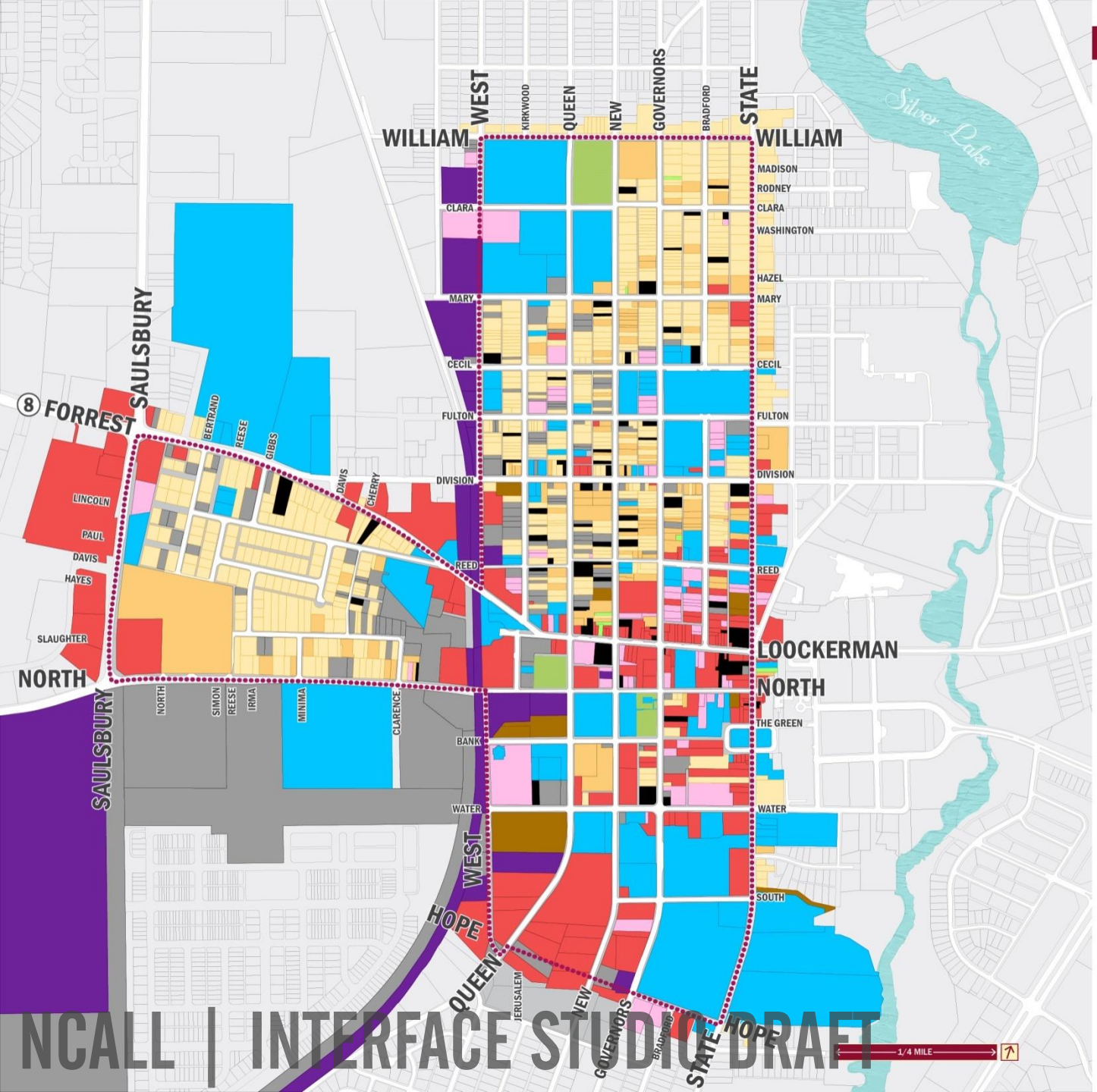
CENTRAL DOVER

AREAS OF INTEREST

1. FLEMING GOODWIN UNITED STATES RESERVES CENTER
2. BOOKER T WASHINGTON ELEMENTARY SCHOOL
3. WESLEY COLLEGE
4. SIMON CIRCLE
5. LOOCKERMAN CORRIDOR & THE GREEN
6. GOVERNMENTAL CORRIDOR
7. KRAFT FOODS
8. DOVER POLICE DEPARTMENT & JUSTICE OF THE PEACE
9. BAYHEALTH MEDICAL CENTER & MEDICAL OFFICES

SOURCE: FIELD SURVEY (NOVEMBER 2013 - JANUARY 2014)

NCALL | INTERFACE STUDIO DRAFT



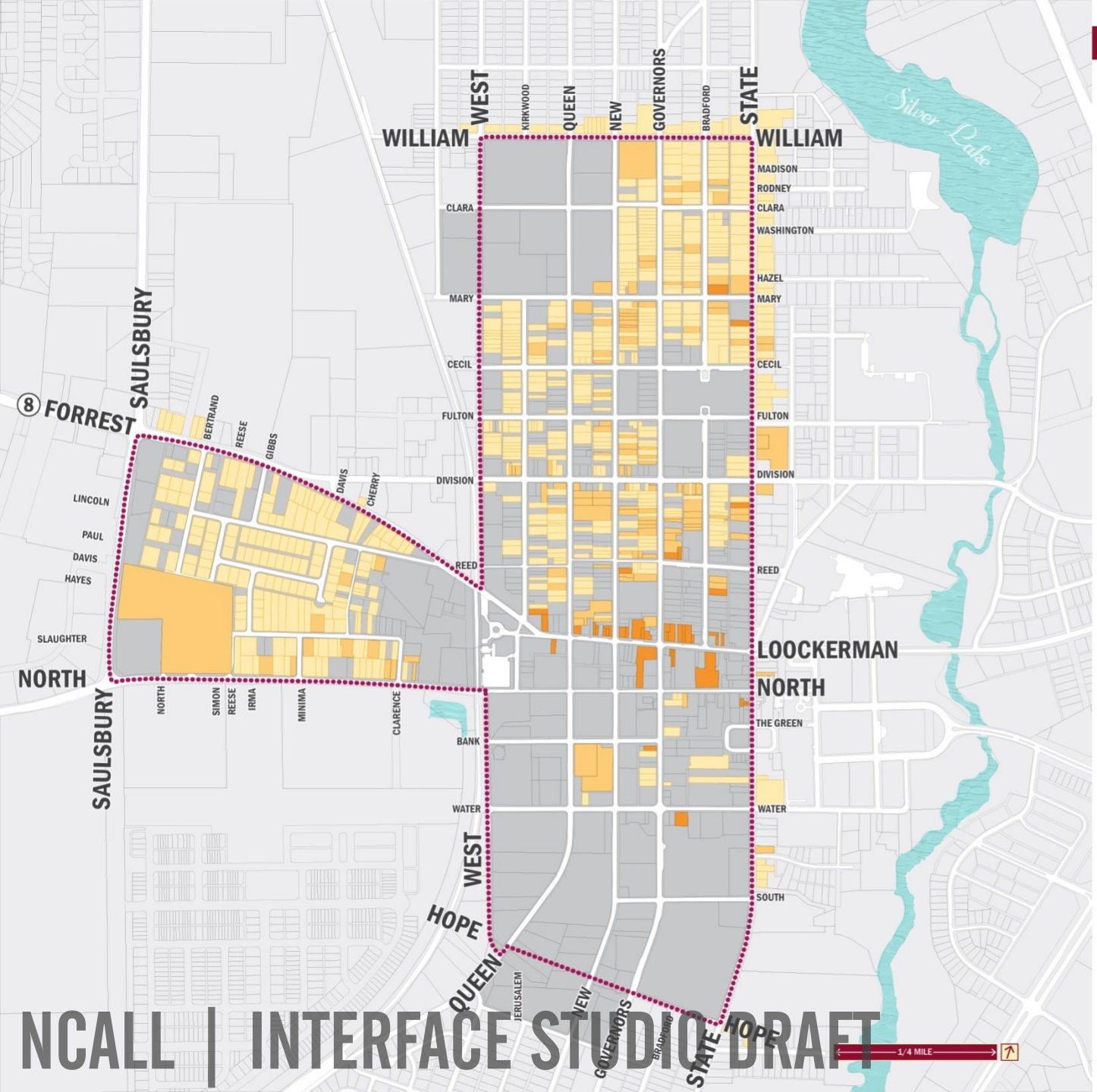
CENTRAL DOVER

CURRENT LAND USE

- COMMERCIAL
- RESIDENTIAL (SINGLE-FAMILY)
- RESIDENTIAL (MULTI-FAMILY)
- YARD
- CEMETERY
- PARKS AND OPENSPACE
- INSTITUTION
- PARKING AND GARAGES
- INDUSTRIAL
- UTILITIES
- VACANT LAND
- VACANT BUILDING

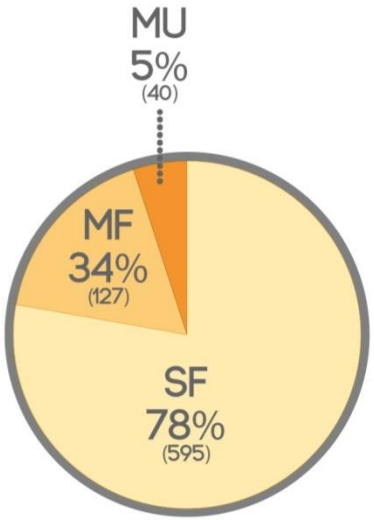
SOURCE: FIELD SURVEY (NOVEMBER 2013 - JANUARY 2014)

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CENTRAL DOVER

RESIDENTIAL USES



RESIDENTIAL (SINGLE-FAMILY)

RESIDENTIAL (MULTI-FAMILY)

RESIDENTIAL (MIXED-USE)

SOURCE: FIELD SURVEY (NOVEMBER 2013 - JANUARY 2014)

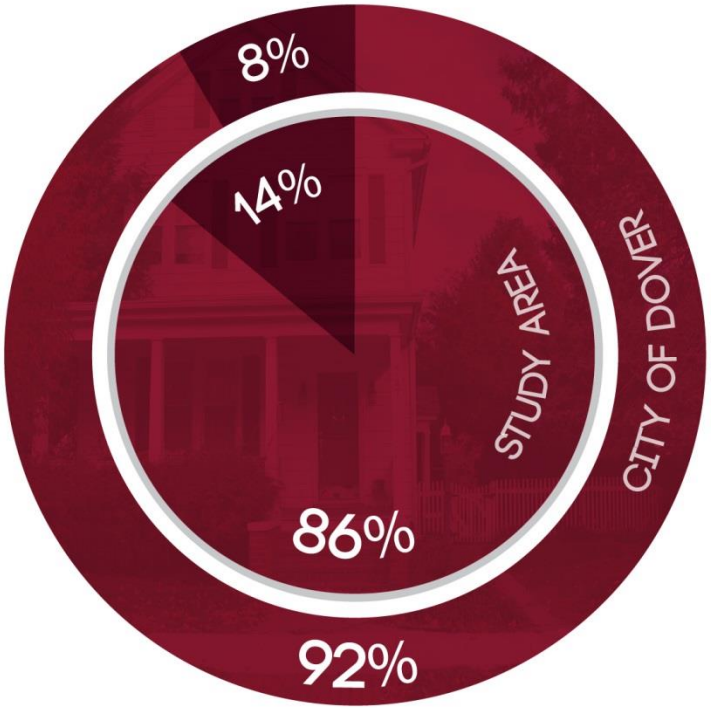
NCALL | INTERFACE STUDIO DRAFT

CENTRAL DOVER

HOUSING

SOURCE: 2010 U.S. CENSUS & 2007-2011 AMERICAN COMMUNITY SURVEY

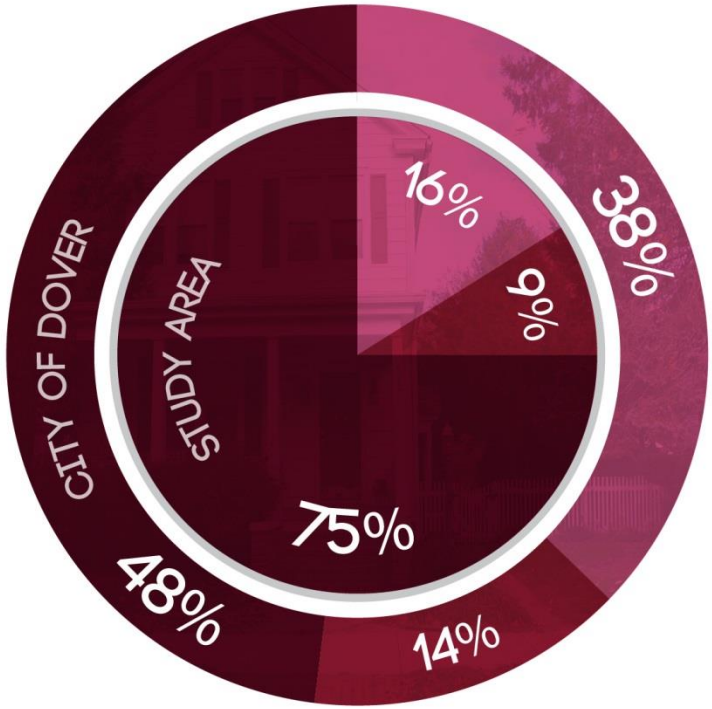
OCCUPANCY



- OCCUPIED UNITS: 1,167 (STUDY AREA)
- VACANT UNITS: 188 (STUDY AREA)

1,355 TOTAL HOUSING UNITS

TENURE



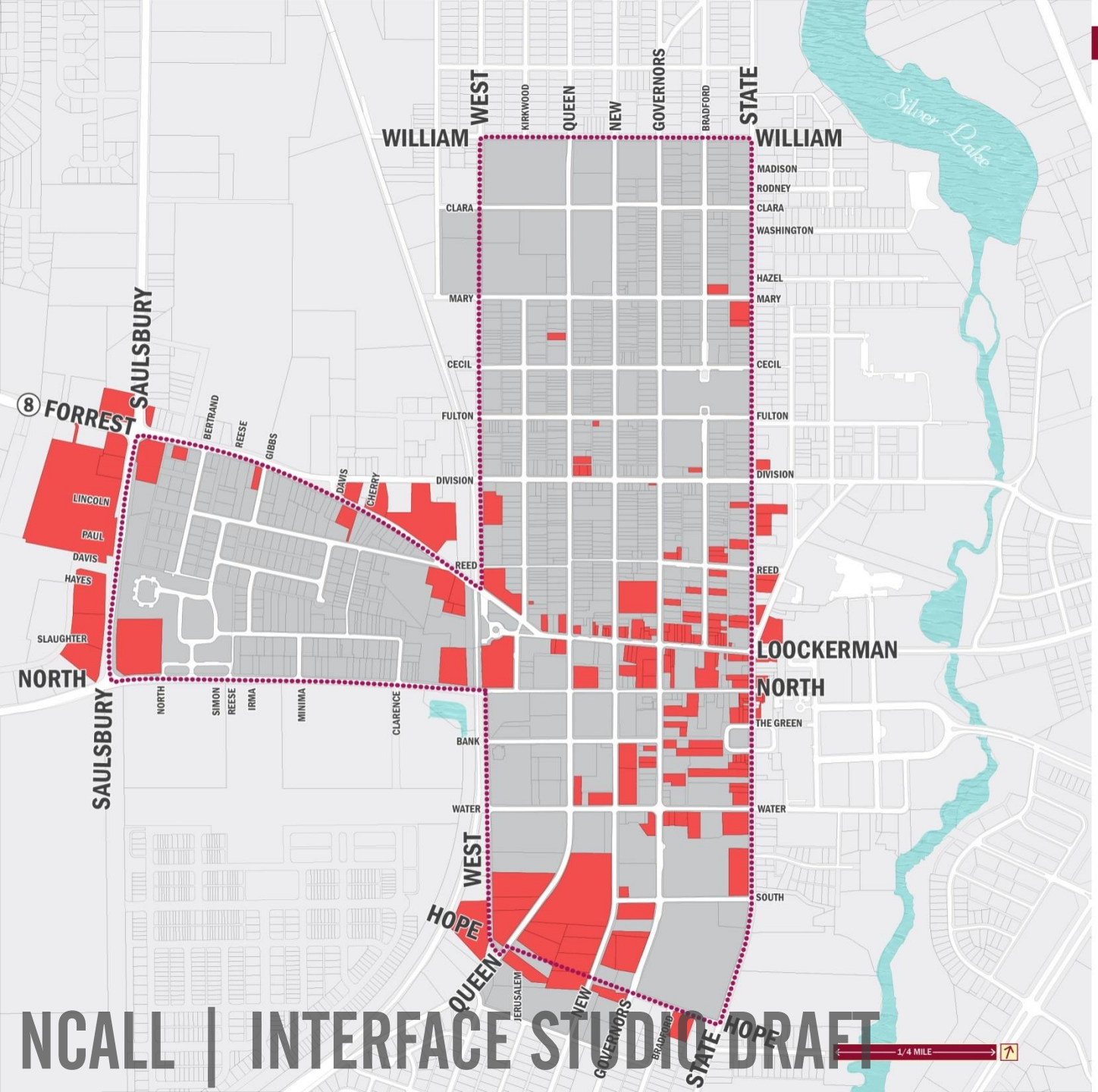
- OWNER OCCUPIED (MORTGAGE/LOAN): 187 (STUDY AREA)
- OWNER OCCUPIED (FREE & CLEAR): 105 (STUDY AREA)
- RENTER OCCUPIED: 875 (STUDY AREA)

1,167 OCCUPIED HOUSING UNITS

NCALL | INTERFACE STUDIO DRAFT

CENTRAL DOVER

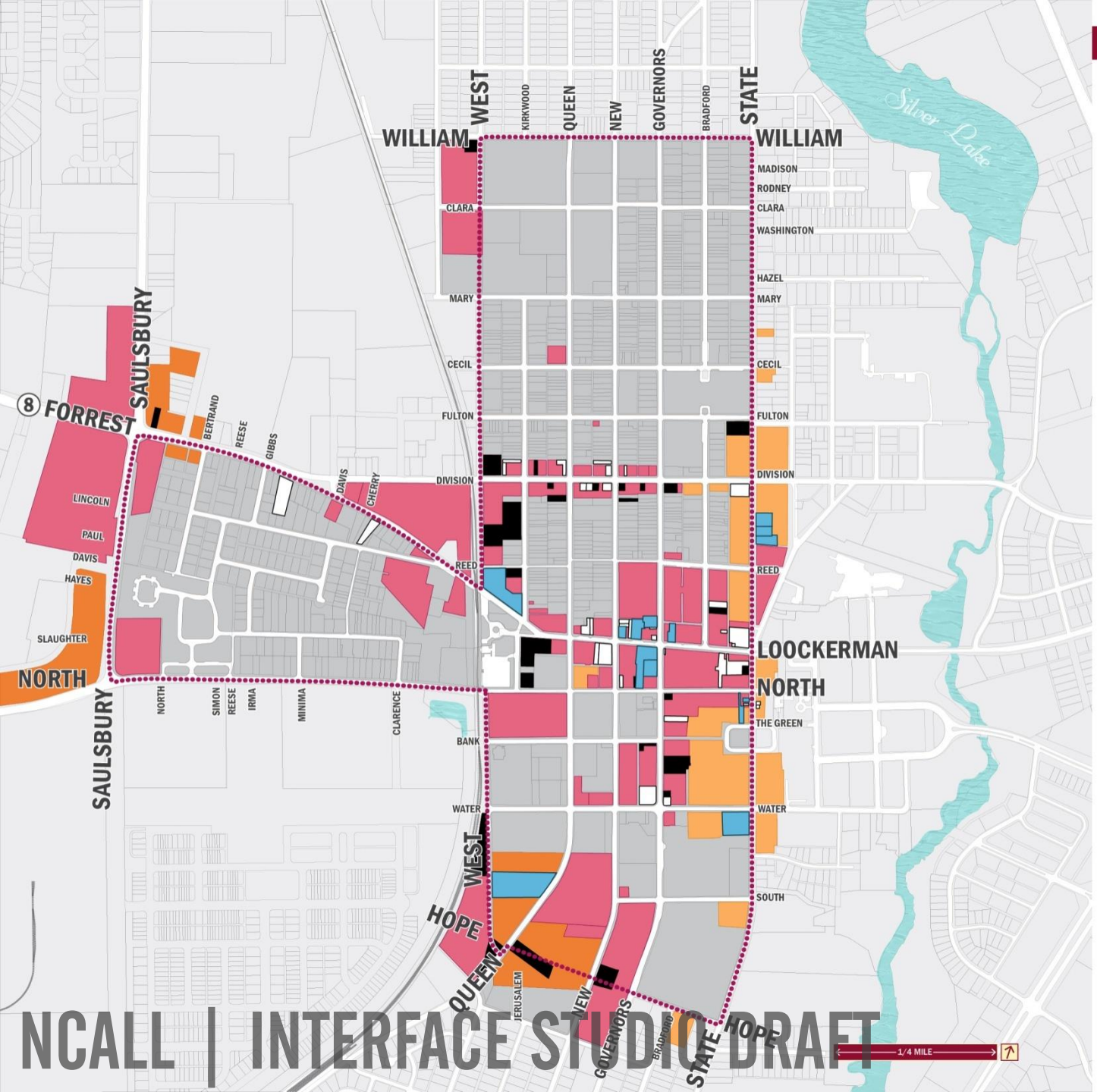
COMMERCIAL USES



COMMERCIAL

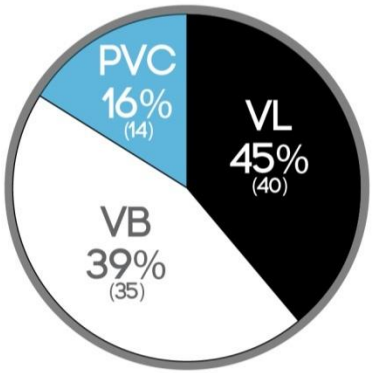
SOURCE: FIELD SURVEY (NOVEMBER 2013 - JANUARY 2014)

NCALL | INTERFACE STUDIO DRAFT



CENTRAL DOVER

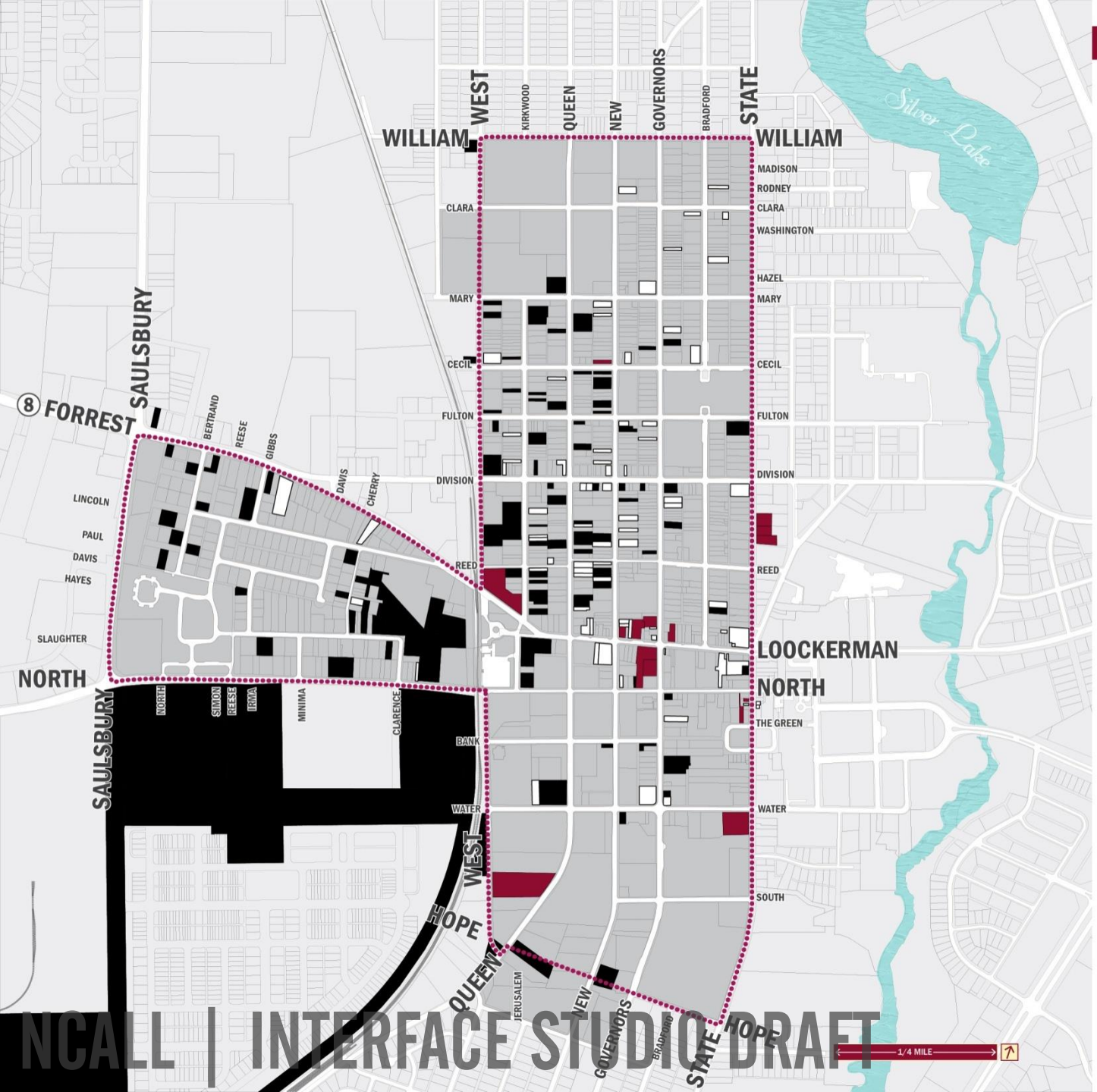
VACANCY: COMMERCIAL ZONED AREAS



- COMMERCIAL-ORIENTED ZONING
- MIXED USE-ORIENTED ZONING
- PARTIALLY VACANT (COMMERCIAL)
- VACANT LAND
- VACANT BUILDING

SOURCE: CITY OF DOVER, FIELD SURVEY (NOVEMBER 2013 - JANUARY 2014)

NCALL | INTERFACE STUDIO DRAFT



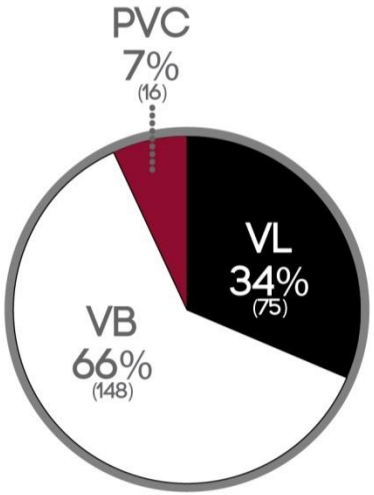
CENTRAL DOVER

VACANCY

PERCENTAGE OF OVERALL LANDUSE

INCLUDING VACANT LOTS SW OF STUDY AREA BOUNDARY: **18%**

EXCLUDING VACANT LOTS SW OF STUDY AREA BOUNDARY: **9%**



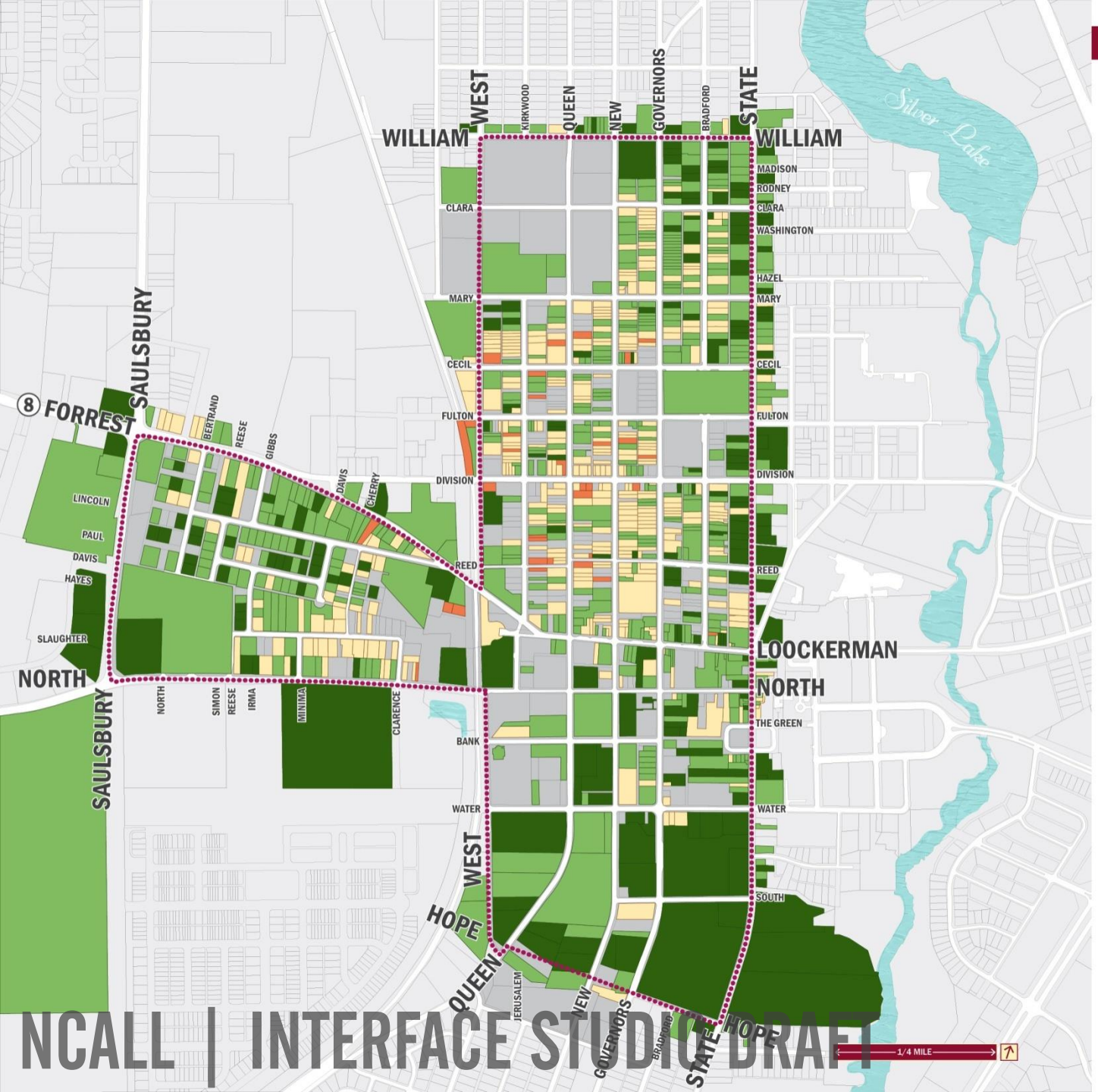
PARTIALLY VACANT (COMMERCIAL)

VACANT LAND

VACANT BUILDING

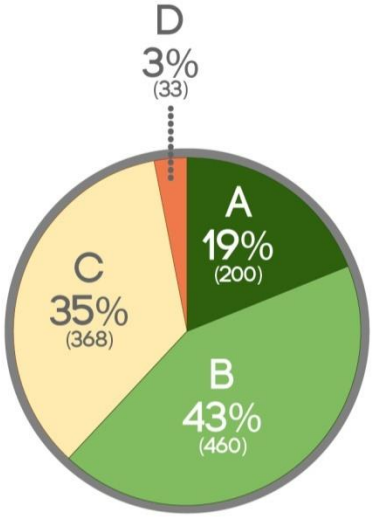
SOURCE: FIELD SURVEY (NOVEMBER 2013 - JANUARY 2014)

NCALL | INTERFACE STUDIO DRAFT



CENTRAL DOVER

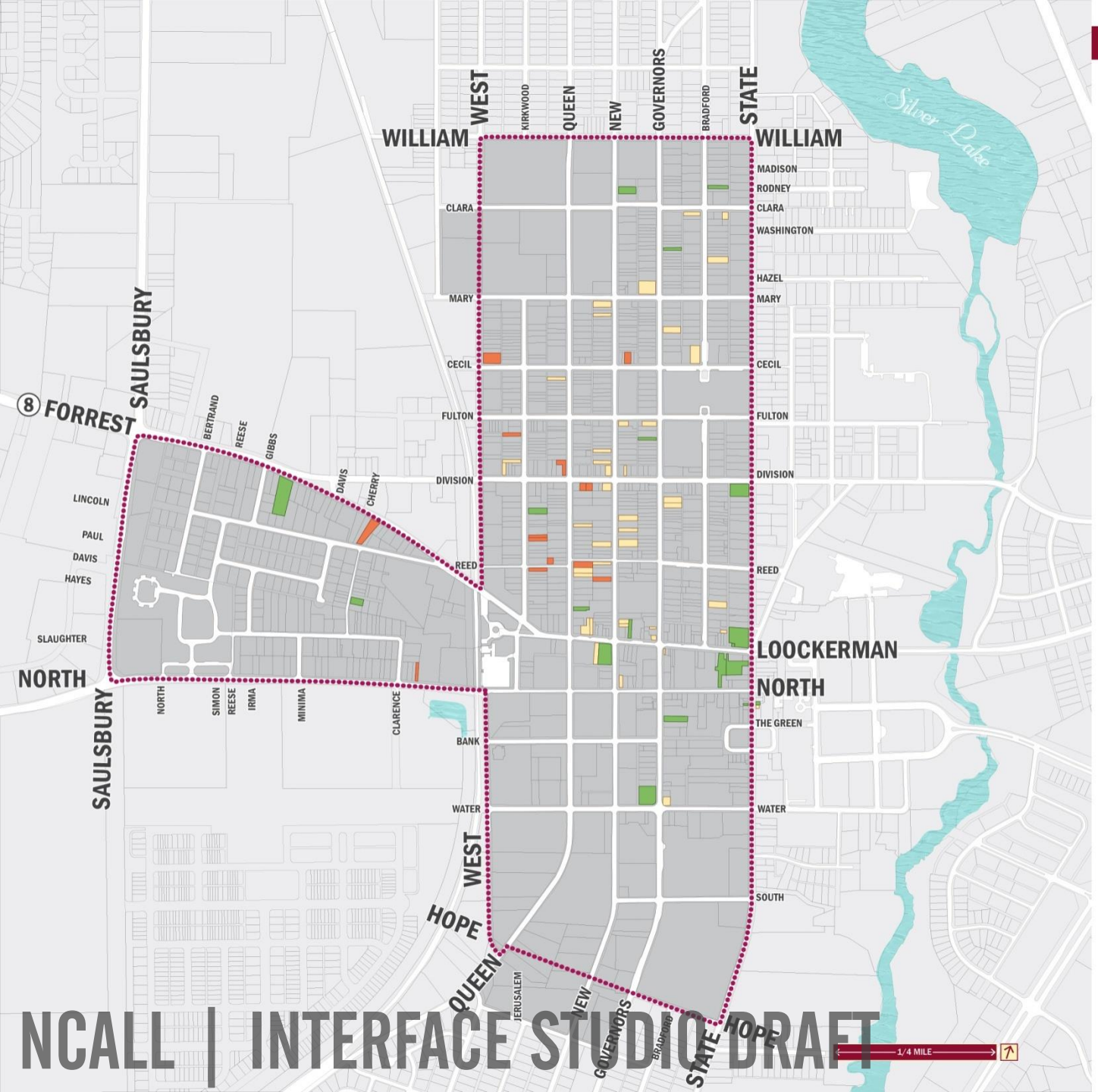
BUILDING CONDITIONS



- A: NEW/ EXCELLENT
- B: ABOVE AVERAGE (NEEDS COSMETIC REPAIRS)
- C: AVERAGE (MINOR REPAIRS NEEDED)
- D: DETERIORATED (MAJOR REPAIRS NEEDED)
- F: DISTRESSED (READY FOR DEMOLITION)

SOURCE: FIELD SURVEY (NOVEMBER 2013 - JANUARY 2014)

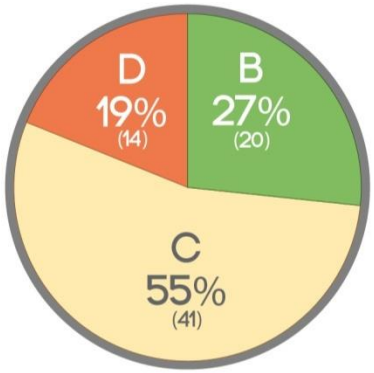
NCALL | INTERFACE STUDIO DRAFT



CENTRAL DOVER

BUILDING CONDITIONS:

VACANT BUILDINGS



- A: NEW/ EXCELLENT
- B: ABOVE AVERAGE (NEEDS COSMETIC REPAIRS)
- C: AVERAGE (MINOR REPAIRS NEEDED)
- D: DETERIORATED (MAJOR REPAIRS NEEDED)
- F: DISTRESSED (READY FOR DEMOLITION)

SOURCE: FIELD SURVEY (NOVEMBER 2013 - JANUARY 2014)

NCALL | INTERFACE STUDIO DRAFT

PROGRESS UPDATE:

DEMOGRAPHICS

CENTRAL DOVER

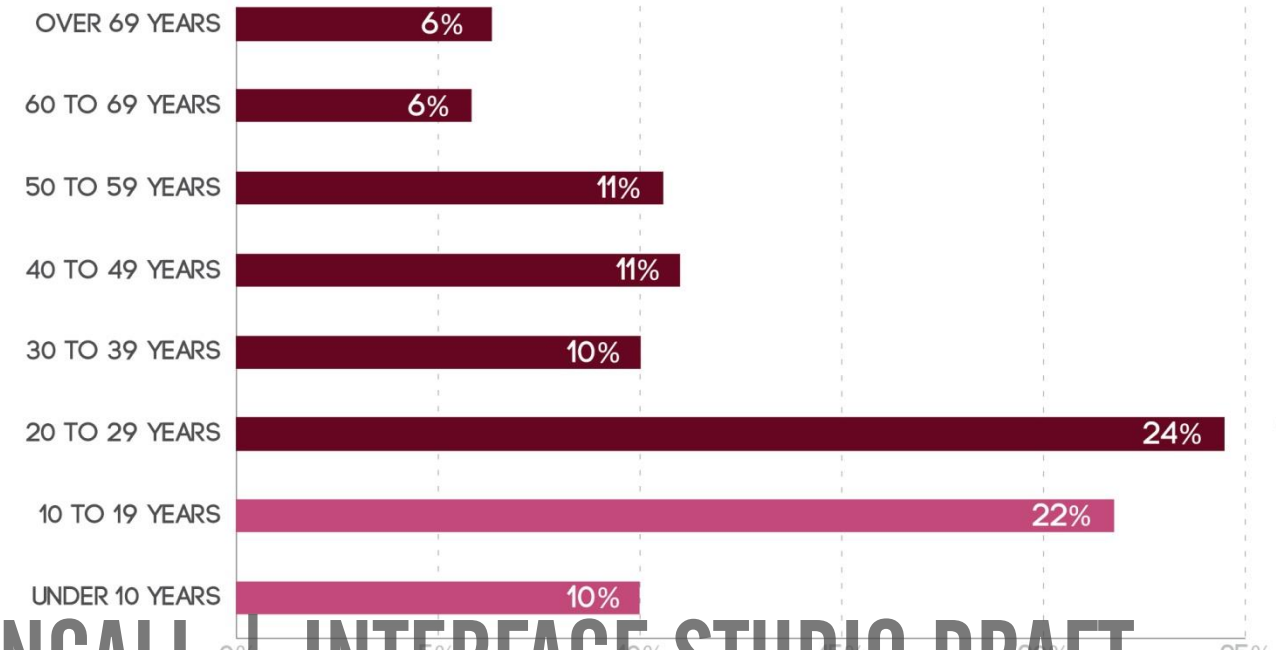
DEMOGRAPHICS

SOURCE: 2010 U.S. CENSUS

THERE ARE APPROXIMATELY **3,735** RESIDENTS LIVING IN THE STUDY AREA.

MALE: **1,957** (52%) MEDIAN AGE: **25.9**

FEMALE: **1,778** (48%) MEDIAN AGE: **30.8**

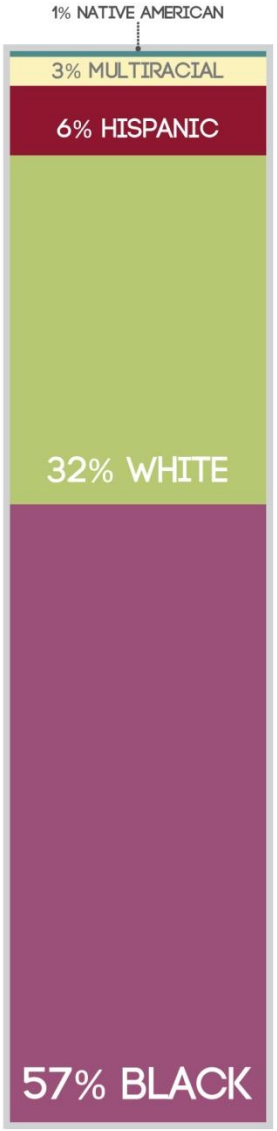


ACCORDNG TO THE 2010 U.S. CENSUS

32%

OF THE STUDY AREA'S POPULATION IS

19 YEARS OLD OR YOUNGER

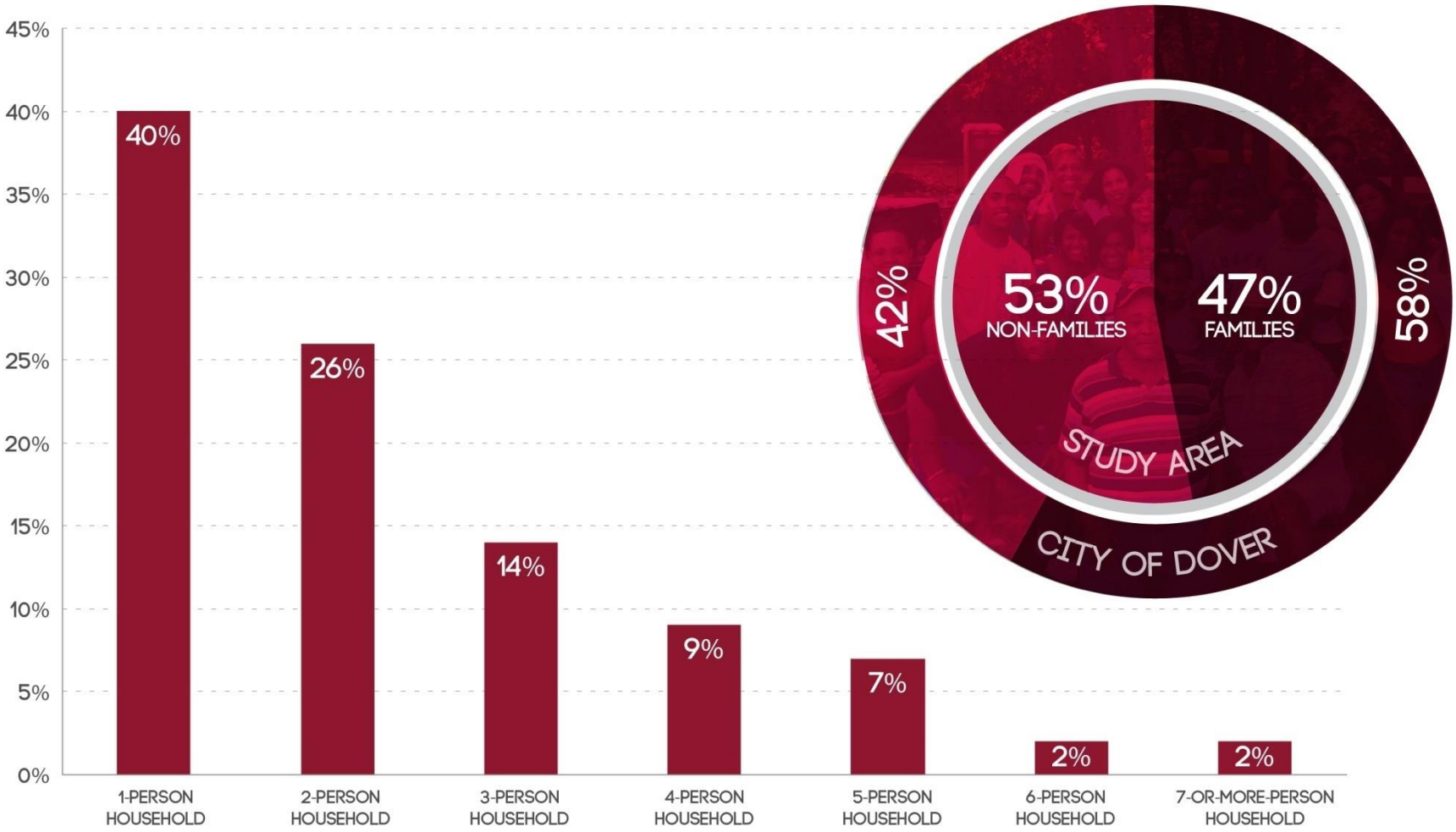


NCALL | INTERFACE STUDIO DRAFT

CENTRAL DOVER

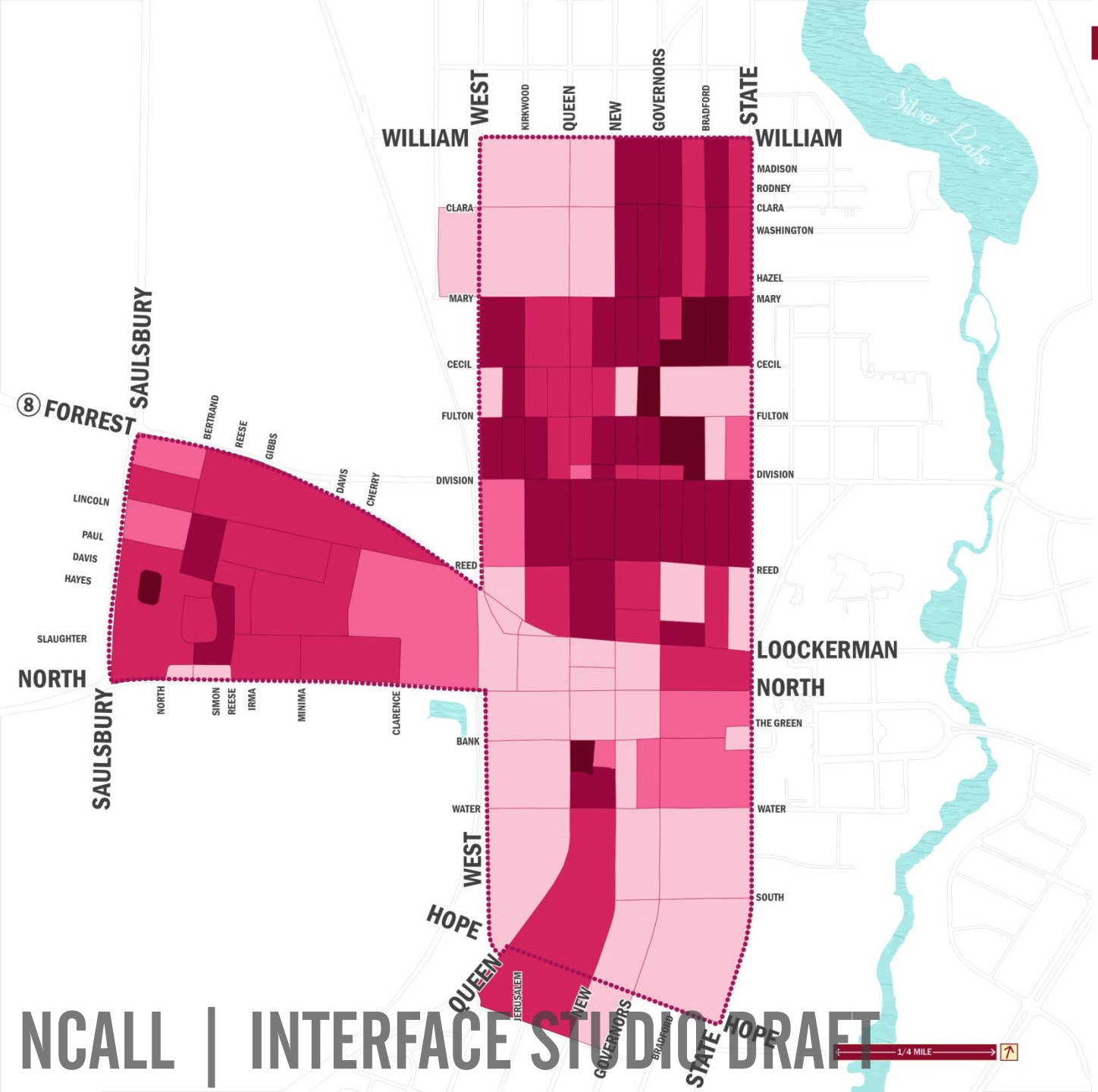
DEMOGRAPHICS

SOURCE: 2010 U.S. CENSUS



HOUSEHOLD SIZE & TYPES

NCALL | INTERFACE STUDIO DRAFT



CENTRAL DOVER

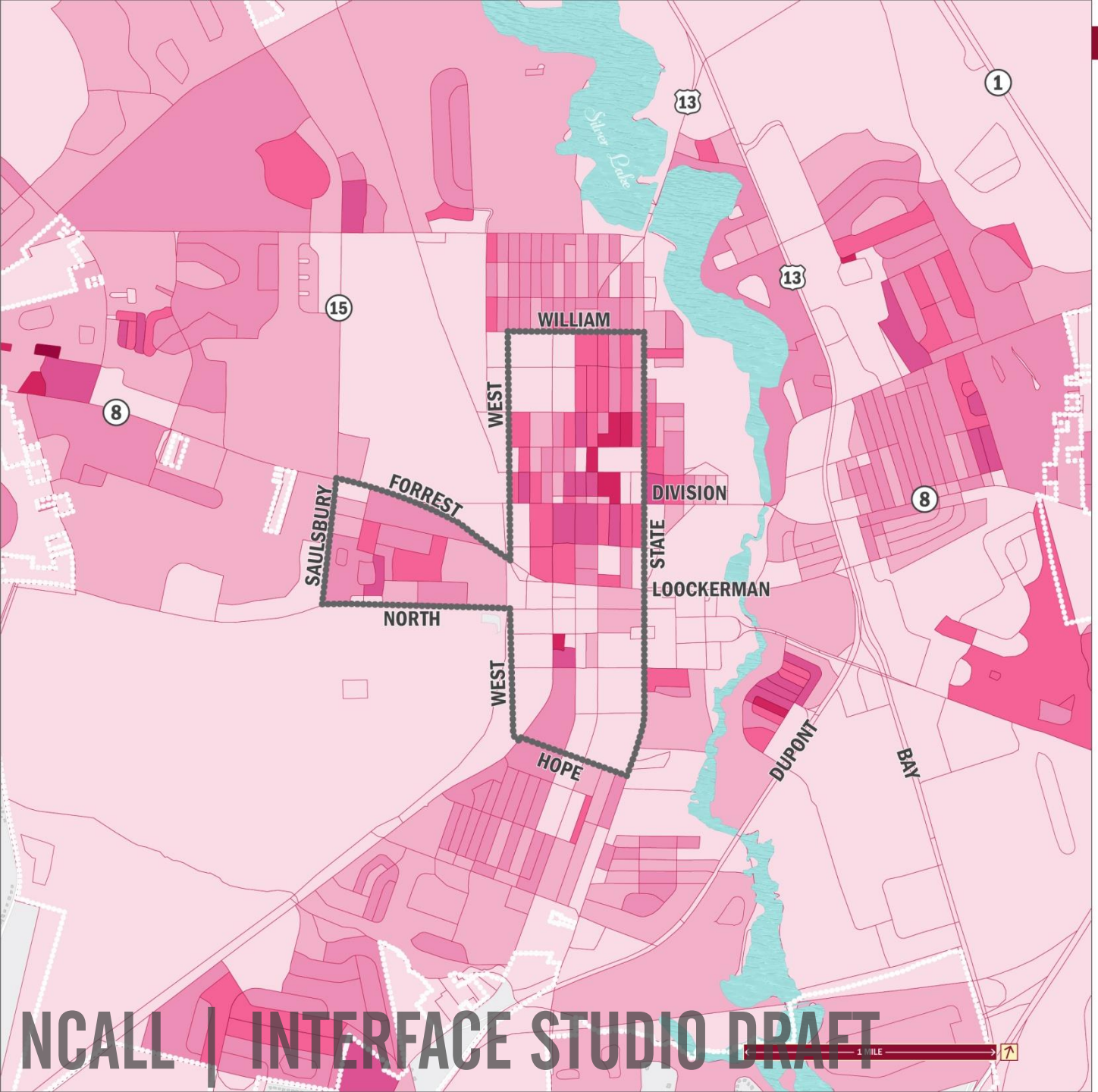
POPULATION DENSITY

NUMBER OF PERSONS PER SQUARE MILE

- 0 - 400
- 410 - 1,500
- 1,600 - 4,400
- 4,500 - 12,000
- 13,000 - 33,000

SOURCE: 2010 U.S. CENSUS

NCALL | INTERFACE STUDIO DRAFT



CENTRAL DOVER

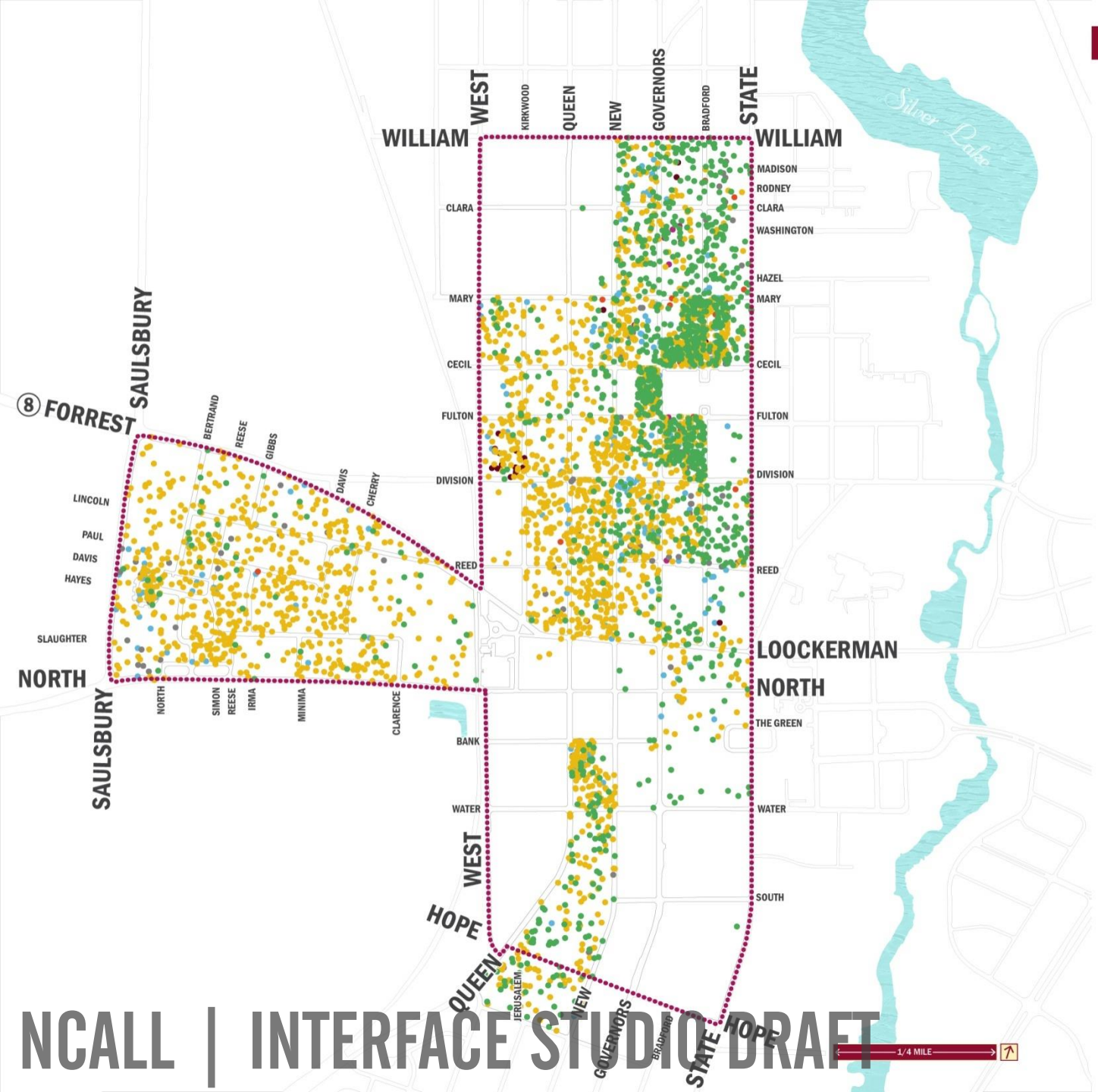
POPULATION DENSITY: CONTEXT

NUMBER OF PERSONS PER SQUARE MILE

- 0 - 1,443
- 1,519 - 4,083
- 4,113 - 7,113
- 7,237 - 12,775
- 13,007 - 24,585
- 27,362 - 55,057
- 73,689 -123,120
- 254,118 - 287,459

SOURCE: 2010 U.S. CENSUS

NCALL | INTERFACE STUDIO DRAFT



CENTRAL DOVER

RACIAL/ ETHNIC COMPOSITION

- WHITE
- BLACK
- ASIAN & PACIFIC ISLANDER
- NATIVE AMERICAN
- MULTIRACIAL
- HISPANIC

SOURCE: 2010 U.S. CENSUS

RESTORING CENTRAL DOVER:

NEXT STEPS

- VISUALIZE SUCCESS MEASURES SURVEY RESULTS
- COMPLETE EXISTING CONDITIONS SUMMARY
- OPEN HOUSE PLANNING [early april kick off]



THANK YOU!

July 9, 2014

RESTORING CENTRAL DOVER

OUR VISION FOR VITALITY



INTERFACE STUDIO
V. LAMAR WILSON ASSOCIATES

TODAY'S AGENDA

- CRIME DATA OVERVIEW
- REVIEW OF COMMUNITY INPUT FROM OPEN HOUSE
- NEXT STEPS

CRIMEDATA

- VIOLENT CRIMES
- PROPERTY CRIMES
- DRUG-RELATED CRIMES
- NEIGHBORHOOD & CITY COMPARISON

CENTRAL DOVER

RESIDENT SURVEY RESULTS

SOURCE: NCALL, NEIGHBORWORKS



CRIME & UNSAFE CONDITIONS CAN INHIBIT REVITALIZATION INITIATIVES.

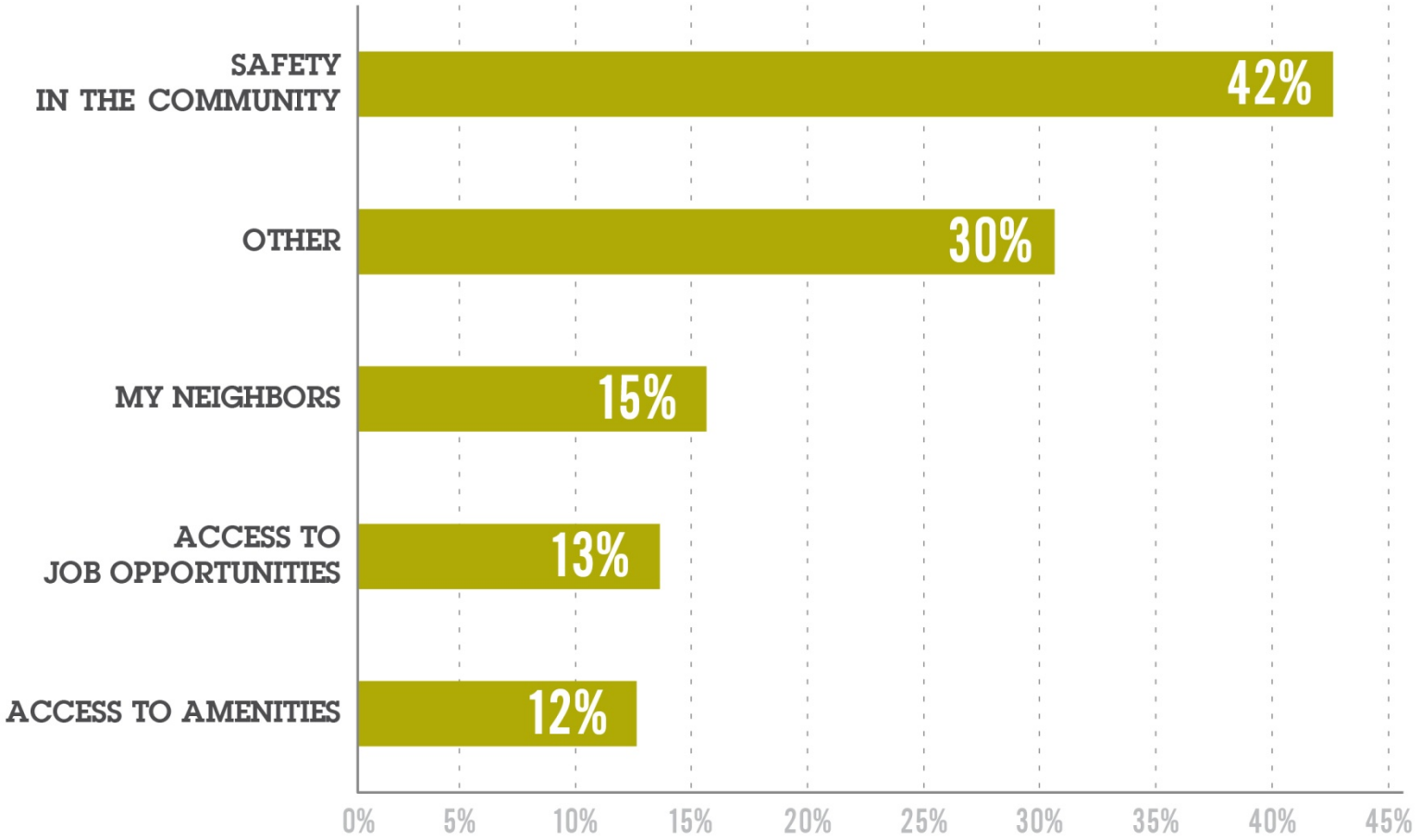
CENTRAL DOVER

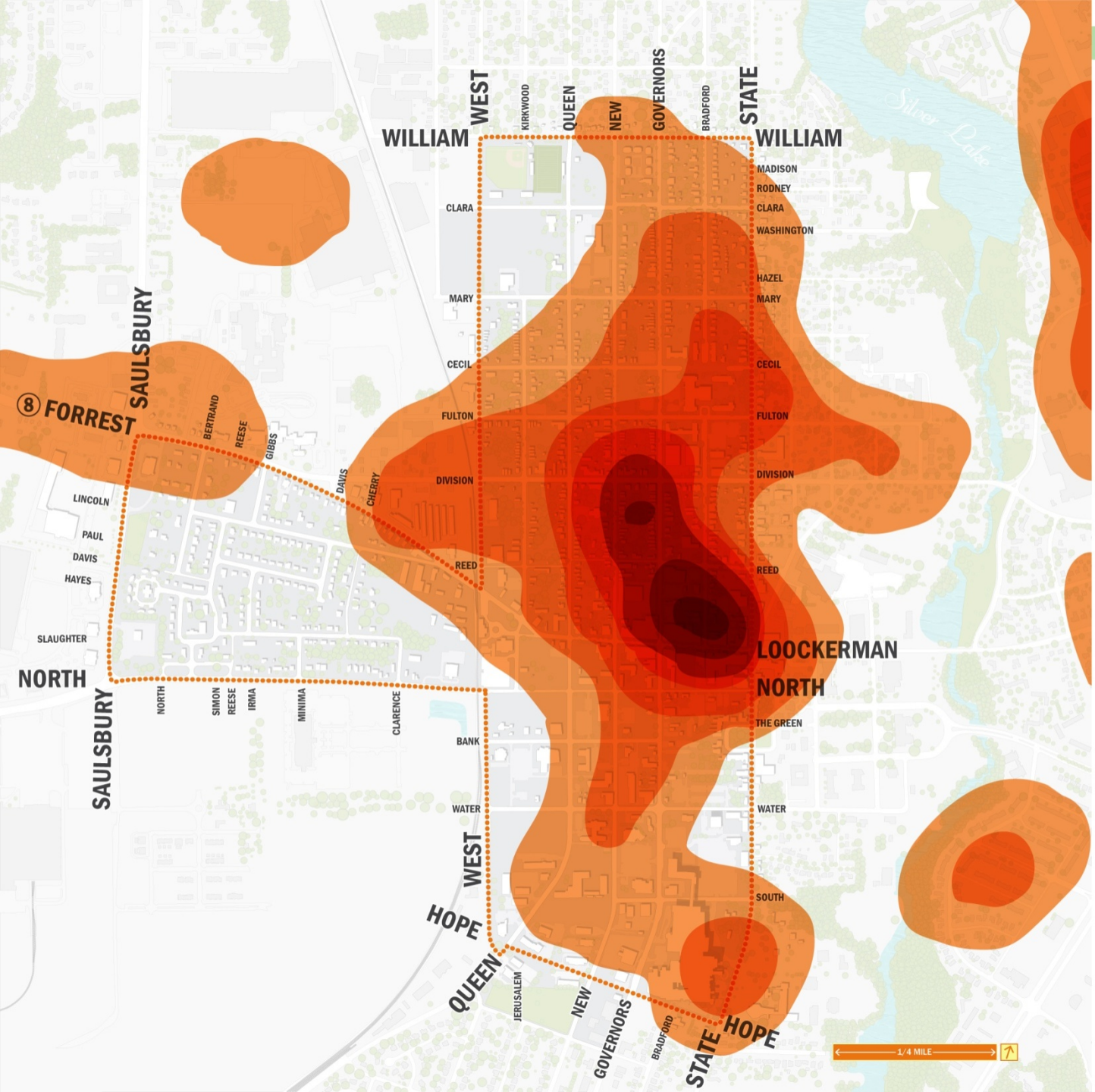
RESIDENT SURVEY RESULTS

SOURCE: NCALL, NEIGHBORWORKS

QUESTION #11

“WHAT ARE THE THINGS THAT YOU LIKE LEAST ABOUT LIVING IN THIS COMMUNITY?”





CENTRAL DOVER

CRIME DATA:
2010 - MAY 2014
VIOLENT CRIMES

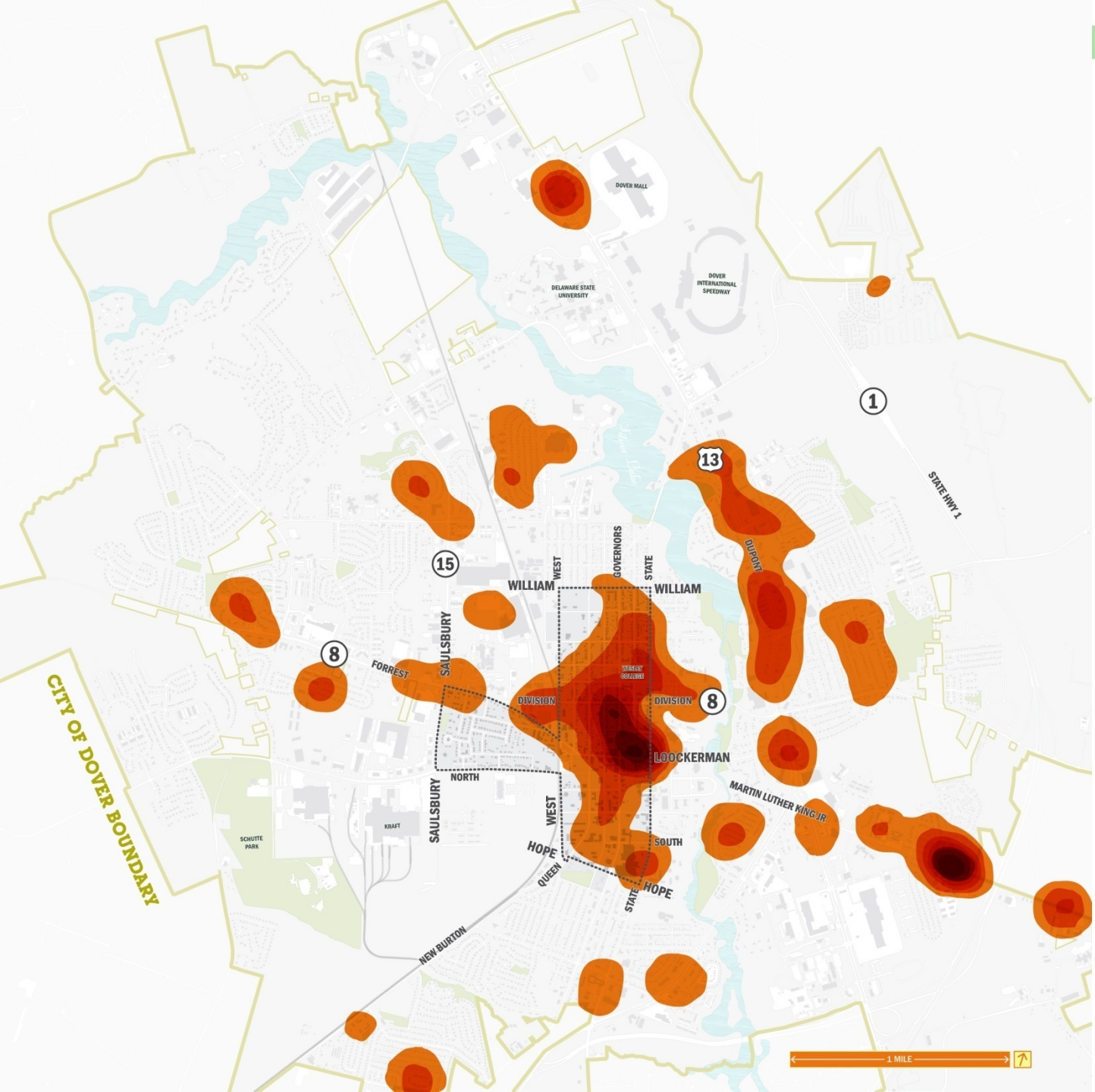
LOW CONCENTRATION

HIGH CONCENTRATION

SOURCE: DOVER POLICE DEPARTMENT

CENTRAL DOVER

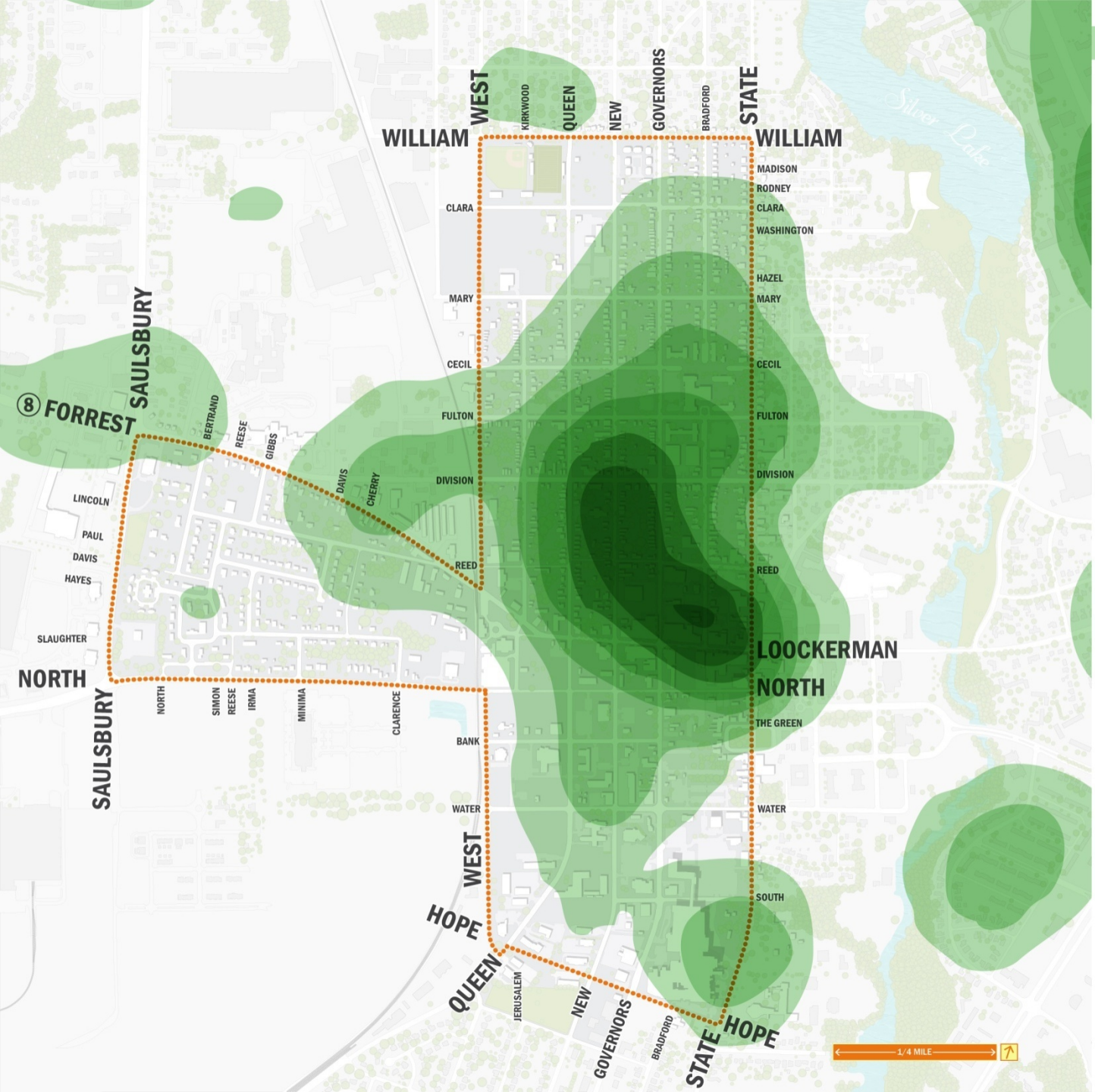
CRIME DATA:
2010 - MAY 2014
VIOLENT CRIMES



LOW CONCENTRATION

HIGH CONCENTRATION

SOURCE: DOVER POLICE DEPARTMENT



CENTRAL DOVER

CRIME DATA: 2010 - MAY 2014 PROPERTY CRIMES

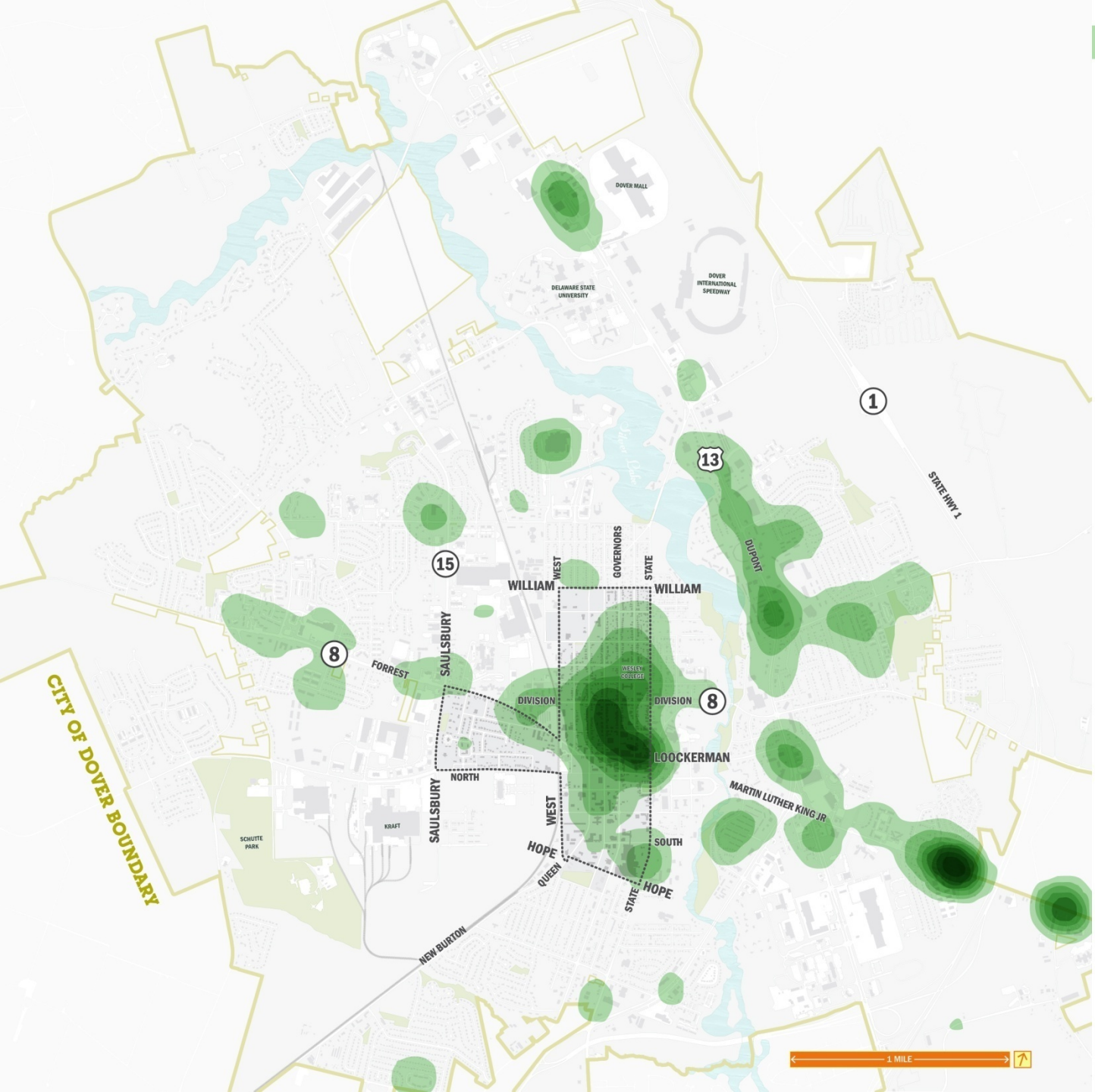
LOW CONCENTRATION

HIGH CONCENTRATION

SOURCE: DOVER POLICE DEPARTMENT

CENTRAL DOVER

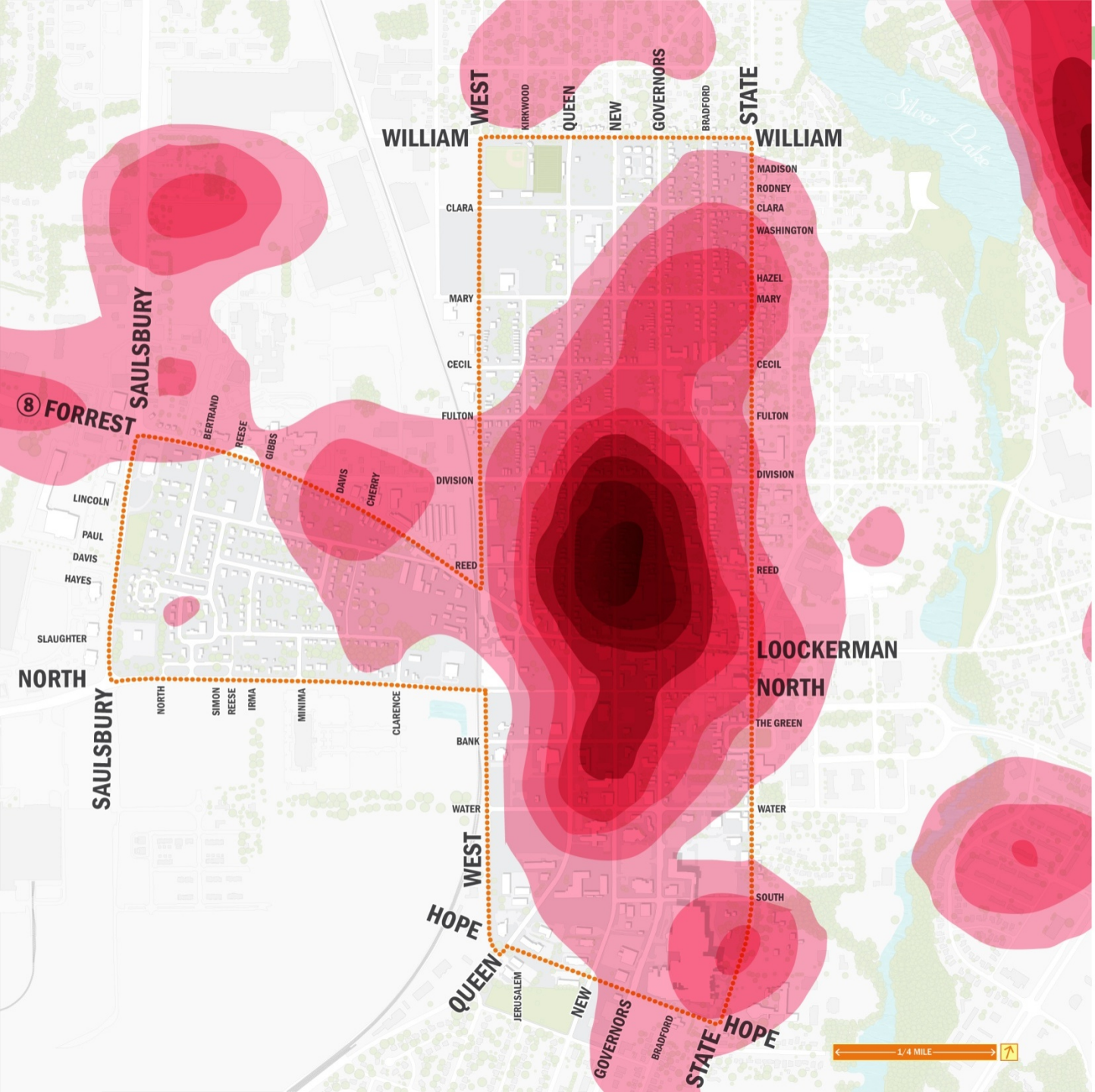
CRIME DATA: 2010 - MAY 2014 PROPERTY CRIMES



LOW CONCENTRATION

HIGH CONCENTRATION

SOURCE: DOVER POLICE DEPARTMENT



CENTRAL DOVER

CRIME DATA: 2010 - MAY 2014 DRUG CRIMES

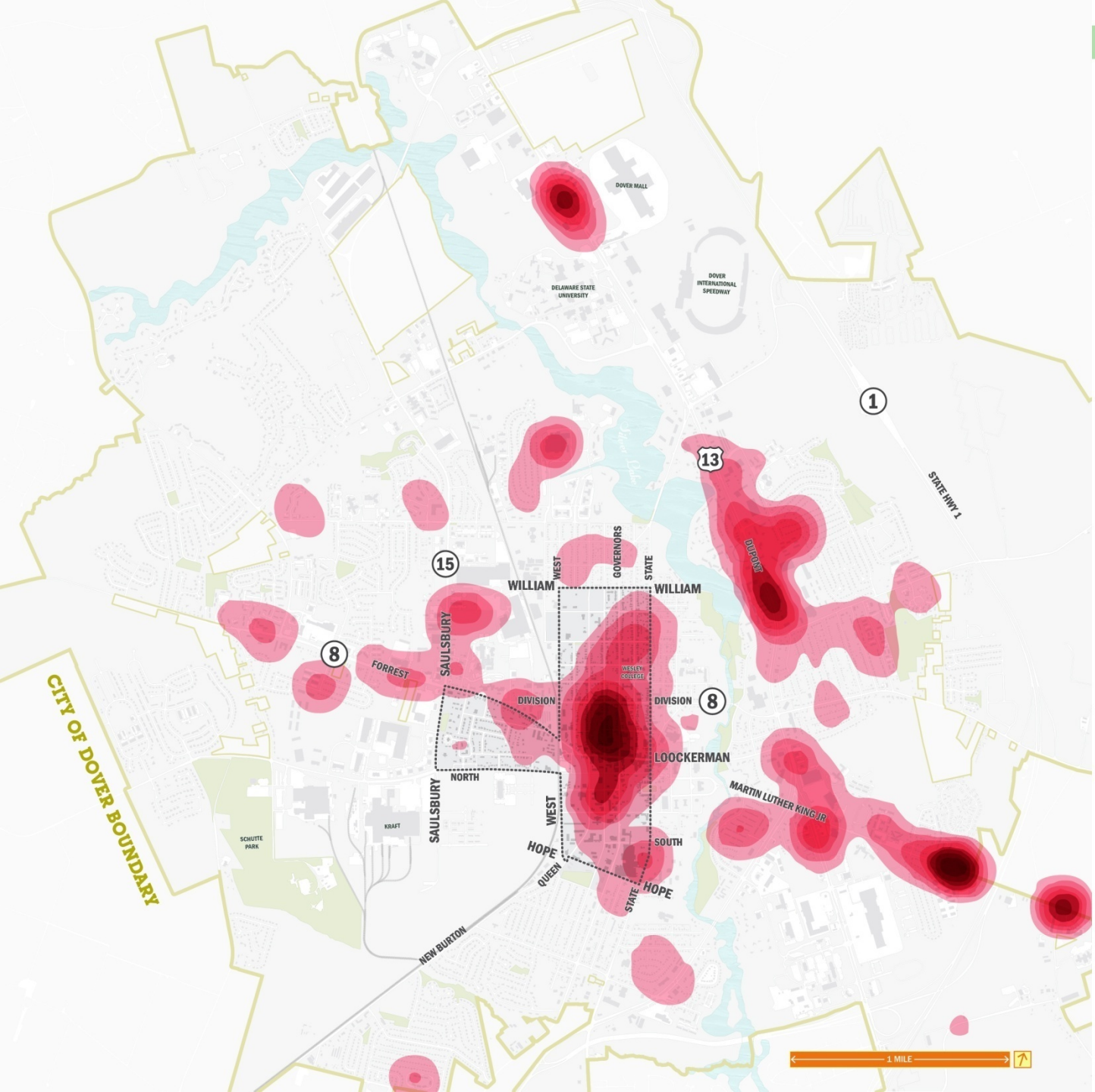
LOW CONCENTRATION

HIGH CONCENTRATION

SOURCE: DOVER POLICE DEPARTMENT

CENTRAL DOVER

CRIME DATA:
2010 - MAY 2014
DRUG CRIMES



LOW CONCENTRATION

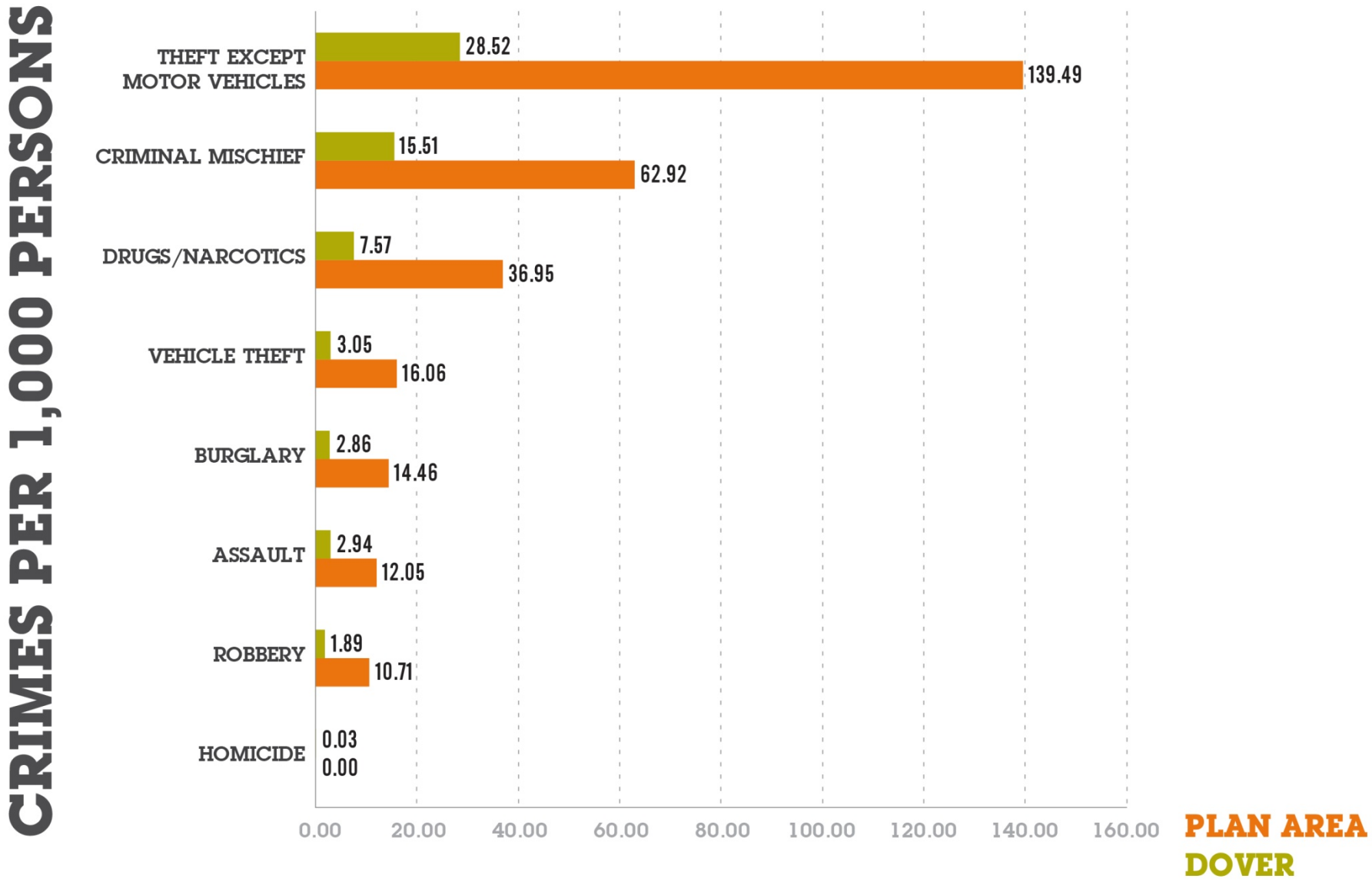
HIGH CONCENTRATION

SOURCE: DOVER POLICE DEPARTMENT

CENTRAL DOVER

CRIME RATE (2013)

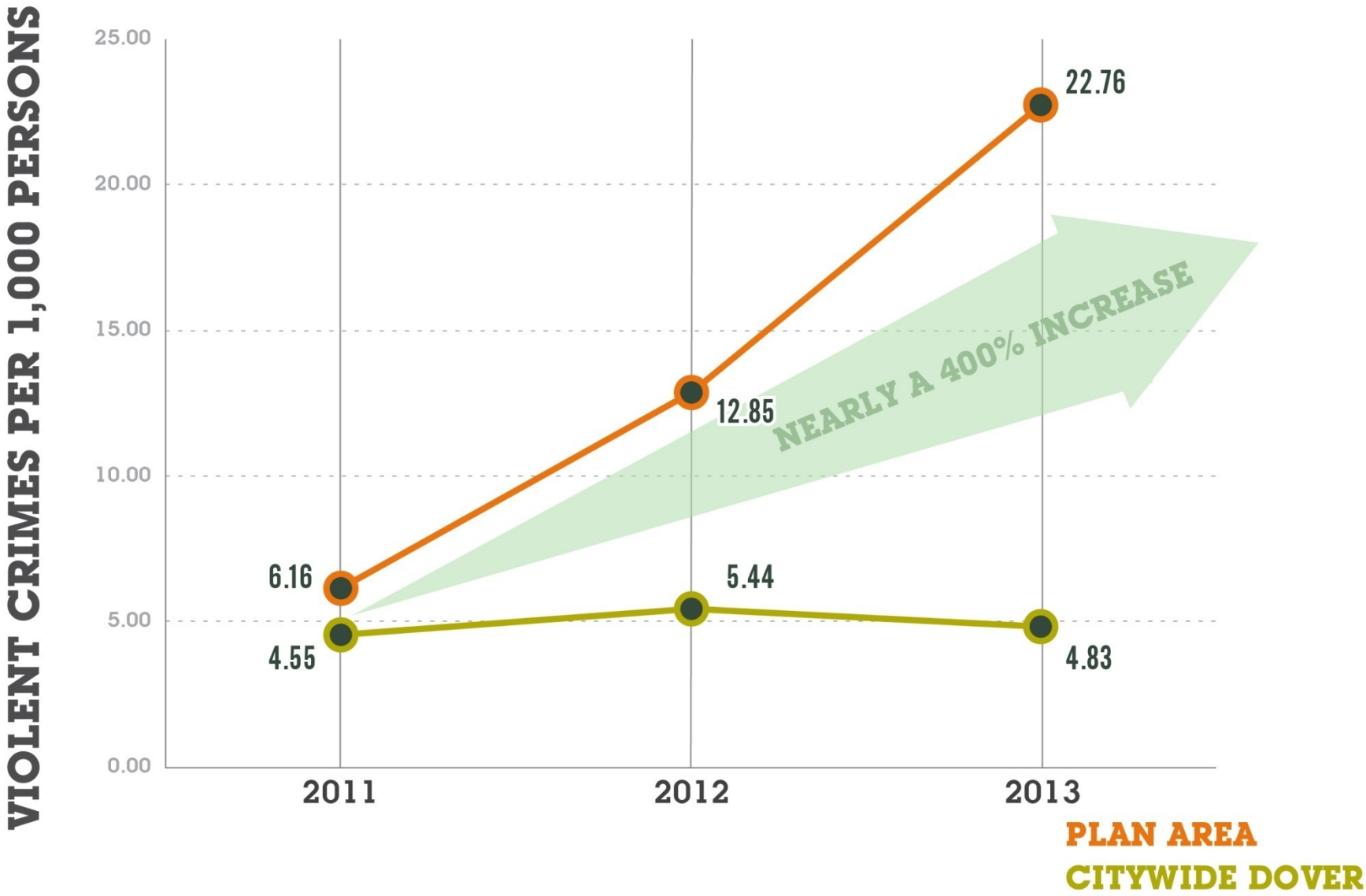
SOURCE: DOVER POLICE DEPARTMENT



CENTRAL DOVER

VIOLENT CRIME RATE

SOURCE: DOVER POLICE DEPARTMENT



CENTRAL DOVER

RESIDENT SURVEY RESULTS

SOURCE: NCALL, NEIGHBORWORKS



60%

OF RESPONDENTS ARE INTERESTED IN A NEIGHBORHOOD WATCH PROGRAM

42%

OF RESPONDENTS WOULD VOLUNTEER

OPEN HOUSE

- "YOUR CONNECTION" PARTICIPANT MAP
- "GETTING AROUND" TRANSPORTATION MAP
- PUBLIC REALM MAP
- DIY BUDGET
- SUGGESTION BOX ENTRIES
- VISIONS OF VITALITY PHOTO BOOTH

CENTRAL DOVER

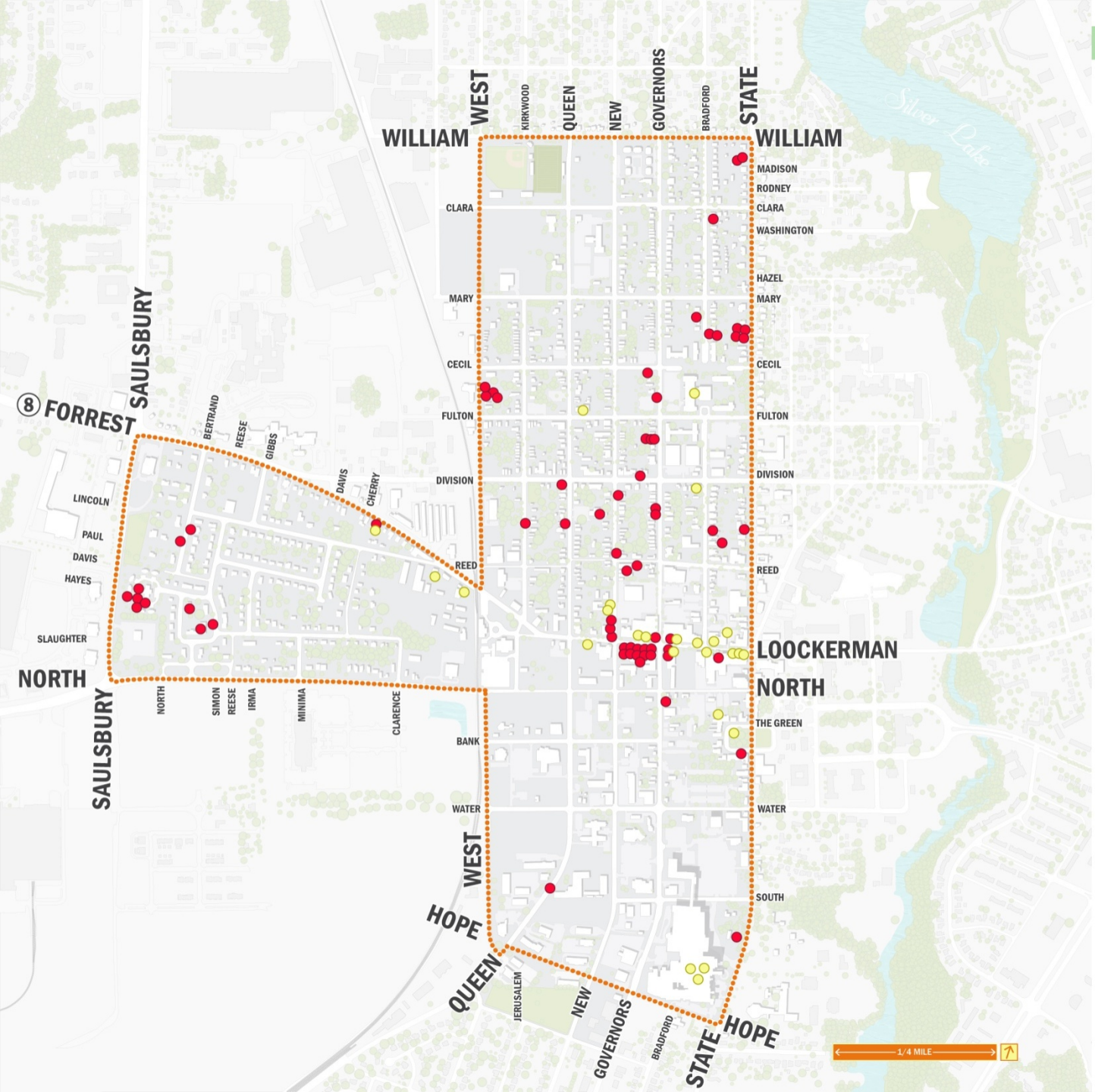
OPEN HOUSE RESULTS

COLLABORATIVE OUTREACH MATERIALS



YOUR CONNECTION

PARTICIPANT MAP

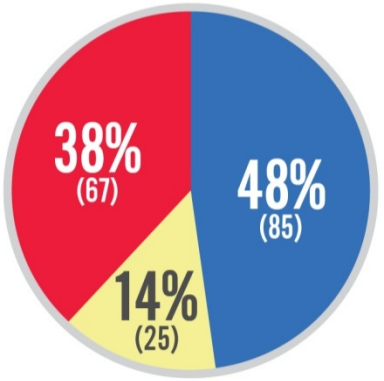


CENTRAL DOVER

OPEN HOUSE: YOUR CONNECTION

NUMBER OF MAP PARTICIPANTS

177



"I LIVE HERE"

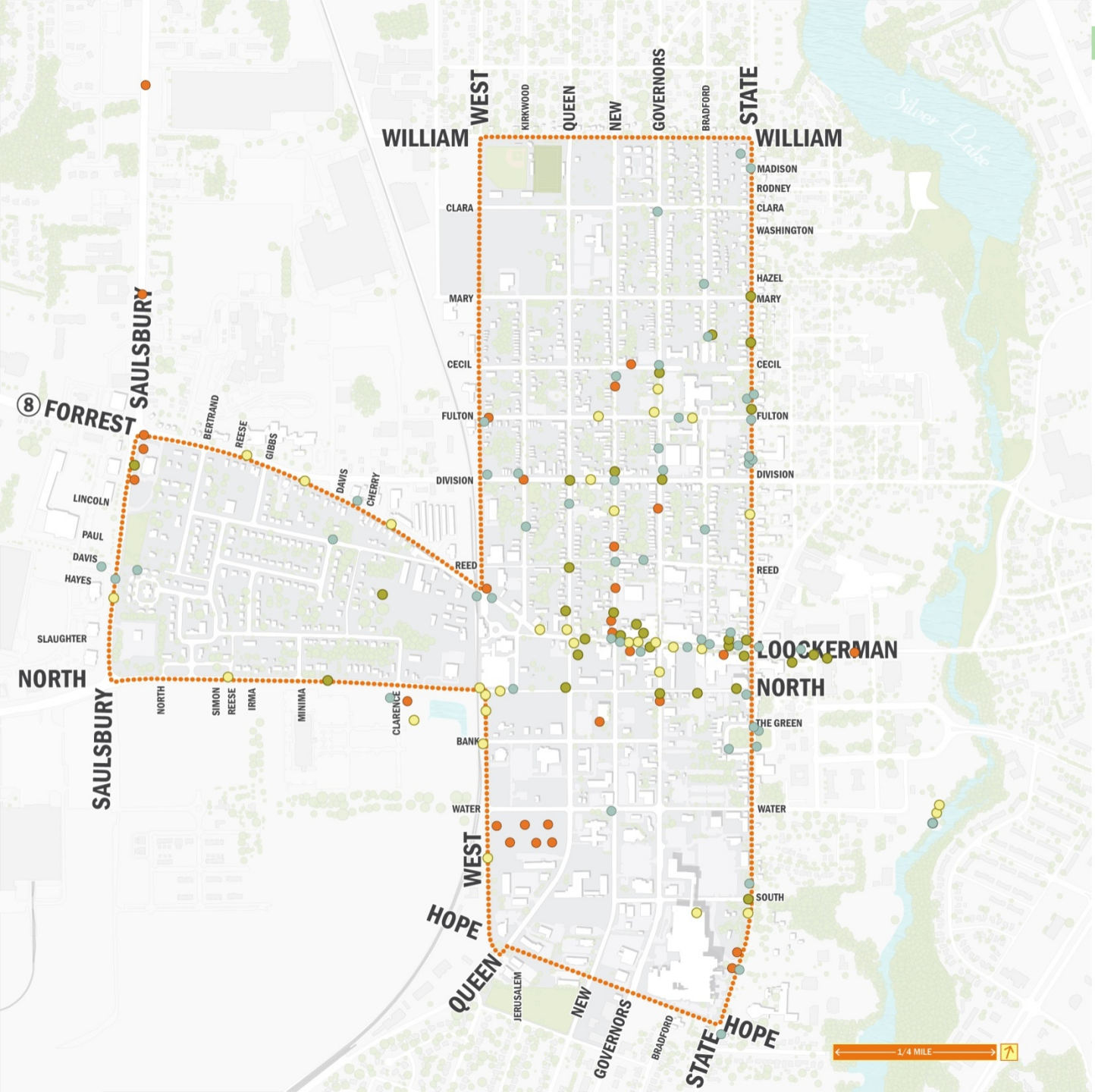
"I WORK HERE"

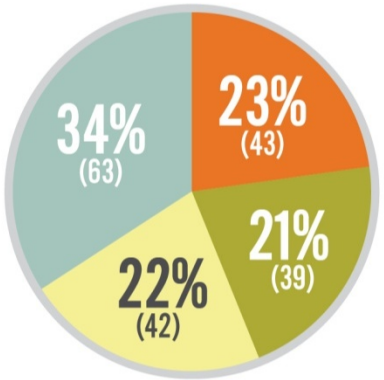
GETTING AROUND

TRANSPORTATION MAP

CENTRAL DOVER

OPEN HOUSE: GETTING AROUND



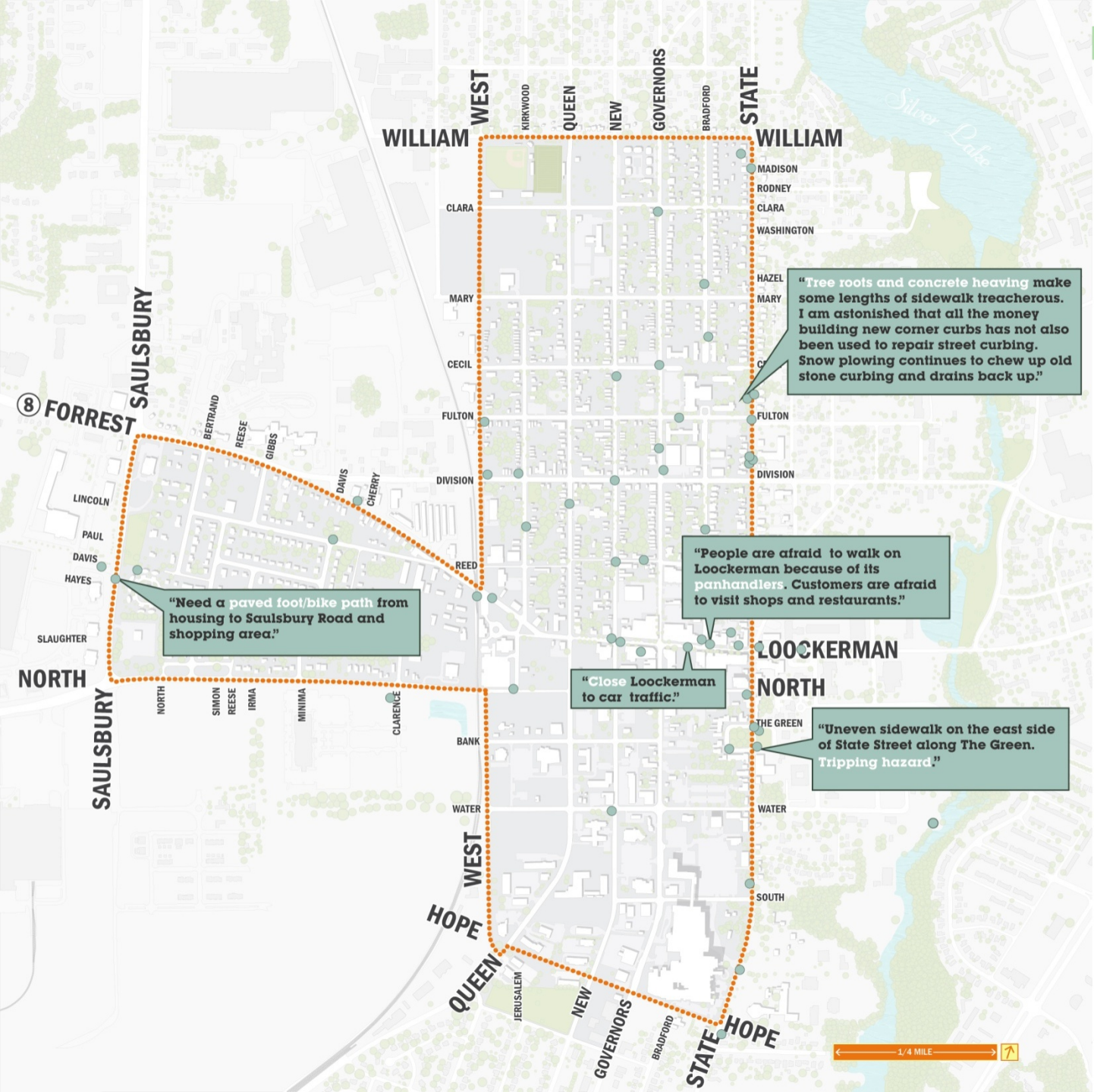


WALKING

CYCLING

DRIVING

PUBLIC TRANSIT



CENTRAL DOVER

OPEN HOUSE: GETTING AROUND

NUMBER OF MAP MARKERS PLACED

54

WALKING

CENTRAL DOVER

OPEN HOUSE RESULTS

TRANSPORTATION COLLABORATIVE MAP:

WALKING

Nearly 29% of WALKING responses described sidewalks in need of repair.

One respondent stated that the area is home to the "THE WORST SIDEWALKS IN AMERICA." A couple of areas repeatedly mentioned for sidewalk improvement were The Green and State Street, North of Division Street.

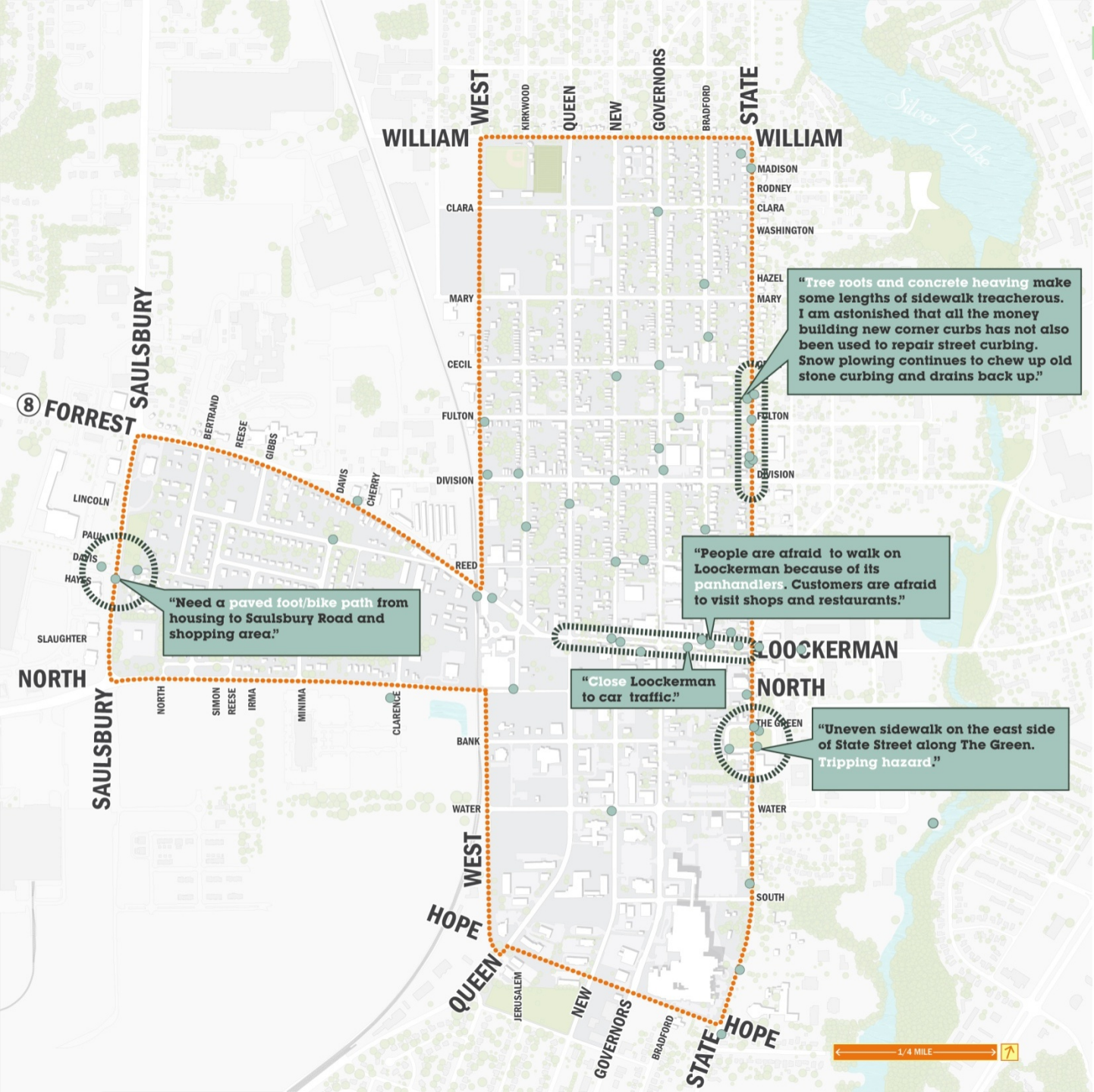
10% of the respondents mentioned feeling unsafe walking in Central Dover.

Many spoke of issues with "aggressive and intimidating loiters", "shady characters", and "panhandlers" along main thoroughfares like Loockerman Street, and historic areas like The Green. One respondent suggested "more lighting, or maybe a community crime watch" could help solve the problem.

Residents want more pedestrian protections.

Calls for more pedestrian protections like crosswalks and pedestrian-activated blinker lights as well as better curb cuts for disabled individuals were mentioned a number of times.





CENTRAL DOVER

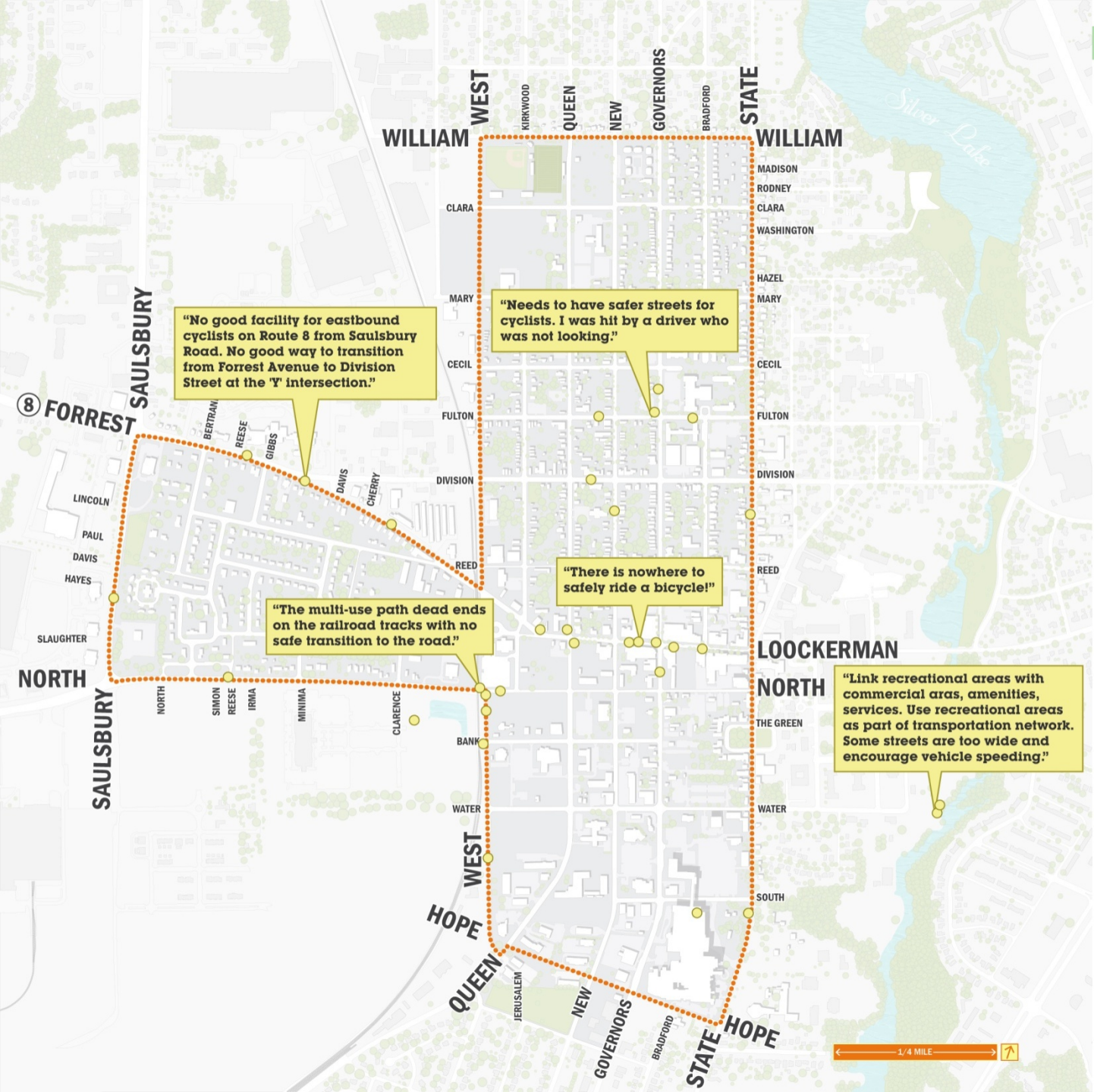
OPEN HOUSE: GETTING AROUND

NUMBER OF MAP MARKERS PLACED

54

POTENTIAL TARGET AREA

WALKING



CENTRAL DOVER

OPEN HOUSE: GETTING AROUND

NUMBER OF MAP MARKERS PLACED

32

CYCLING

CENTRAL DOVER

OPEN HOUSE RESULTS

TRANSPORTATION COLLABORATIVE MAP:

CYCLING

30% of the CYCLING respondents called for more bike lanes and increased bike safety.

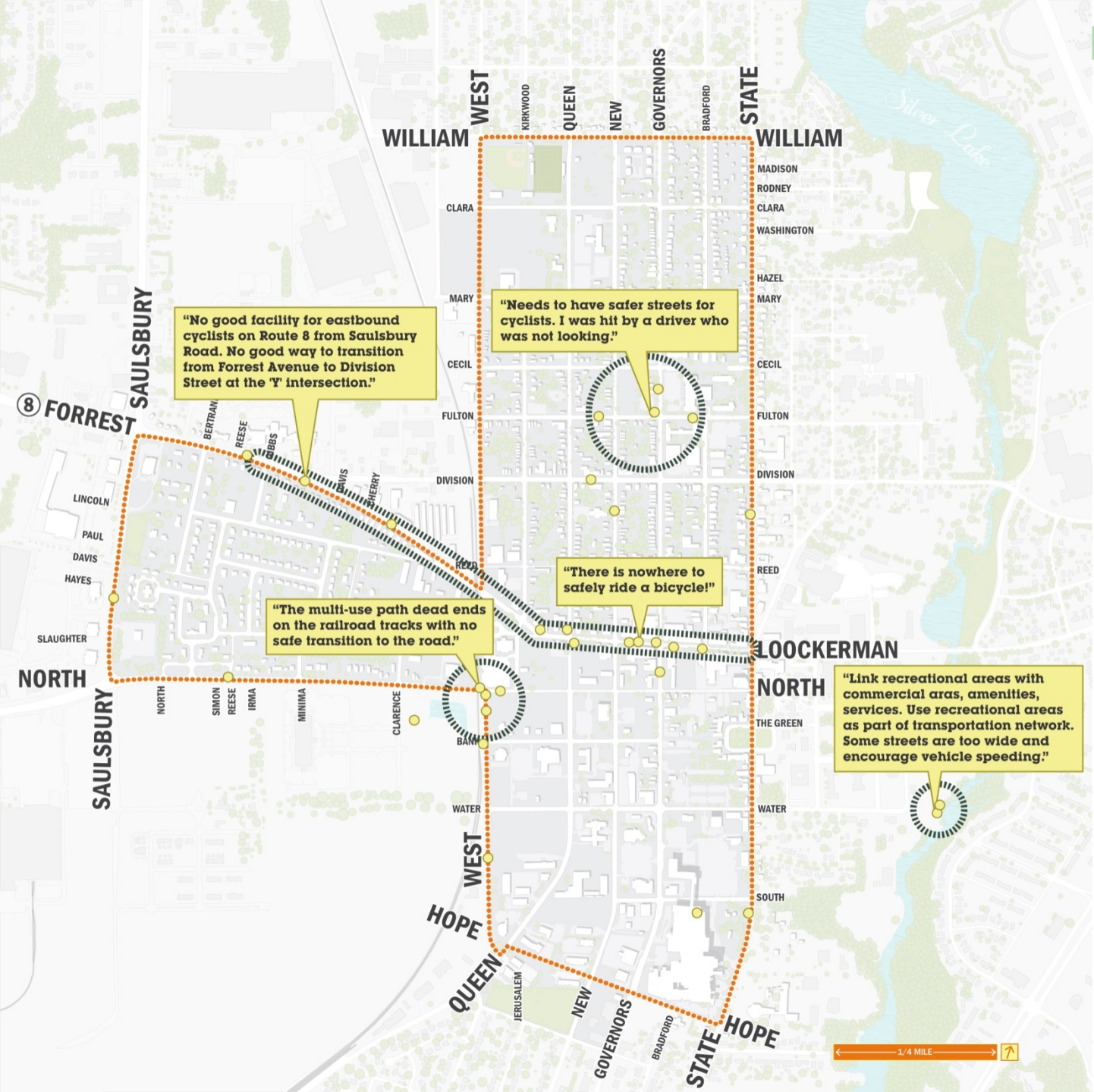
If Dover had better bike infrastructure, it appears that a number of the respondents would increase their ridership. However, where to place them seems to an issue. Some want "no cycle riding on Loockerman" and don't want "bike paths on busy streets, i.e. Route 13 (Division Street, which, according to one respondent is a "state bike route"). But others would like to see bike lanes "for Governors Avenue, Wesley College, and other major avenues."

12% of respondents were perturbed with bike lanes west of West Street ending at the railroad tracks.

Many were concerned with the inability to ride beyond the tracks due to decreased driver awareness without the bike lanes.

Use bike lanes to connect important cultural, recreational and commercial areas.

Some also wanted to created bike lanes that connected Downtown Dover to other amenities like the river, The Green, and the mall. There were also calls to create bike connections to both Eden Hill Medical and the Bayhealth Medical Center.



CENTRAL DOVER

OPEN HOUSE: GETTING AROUND

NUMBER OF MAP MARKERS PLACED

32

POTENTIAL TARGET AREA

CYCLING

CENTRAL DOVER

OPEN HOUSE: GETTING AROUND

NUMBER OF MAP MARKERS PLACED

32



DRIVING

CENTRAL DOVER

OPEN HOUSE RESULTS

TRANSPORTATION COLLABORATIVE MAP:

DRIVING

21% of the DRIVING respondents spoke of how rampant speeding is in Downtown Dover

This was not only a concern for individuals complaining about drivers who "speed and cut you off", or "speeding on N. State Street (damaging) parked cars"; it was also an issue for pedestrians walking on streets with no sidewalks, with them worrying about being hit by speeding drivers. Some suggested better traffic calming/enforcement measures, including speed bumps, speed limit postings, and better traffic lights.

Parking continues to be an issue for Dover residents.

Many have called for more parking along Loockerman, or a new parking garage next to the new Family Dollar at the corner of New Street and Loockerman. However, this may simply be a perception problem, as other respondents pointed that a lack of proper signage at public parking lots may confuse drivers.

Turning major thoroughfares into pedestrian walkways?

There were a few calls to close major streets like Loockerman and State, and turn them into pedestrian walkways.



CENTRAL DOVER

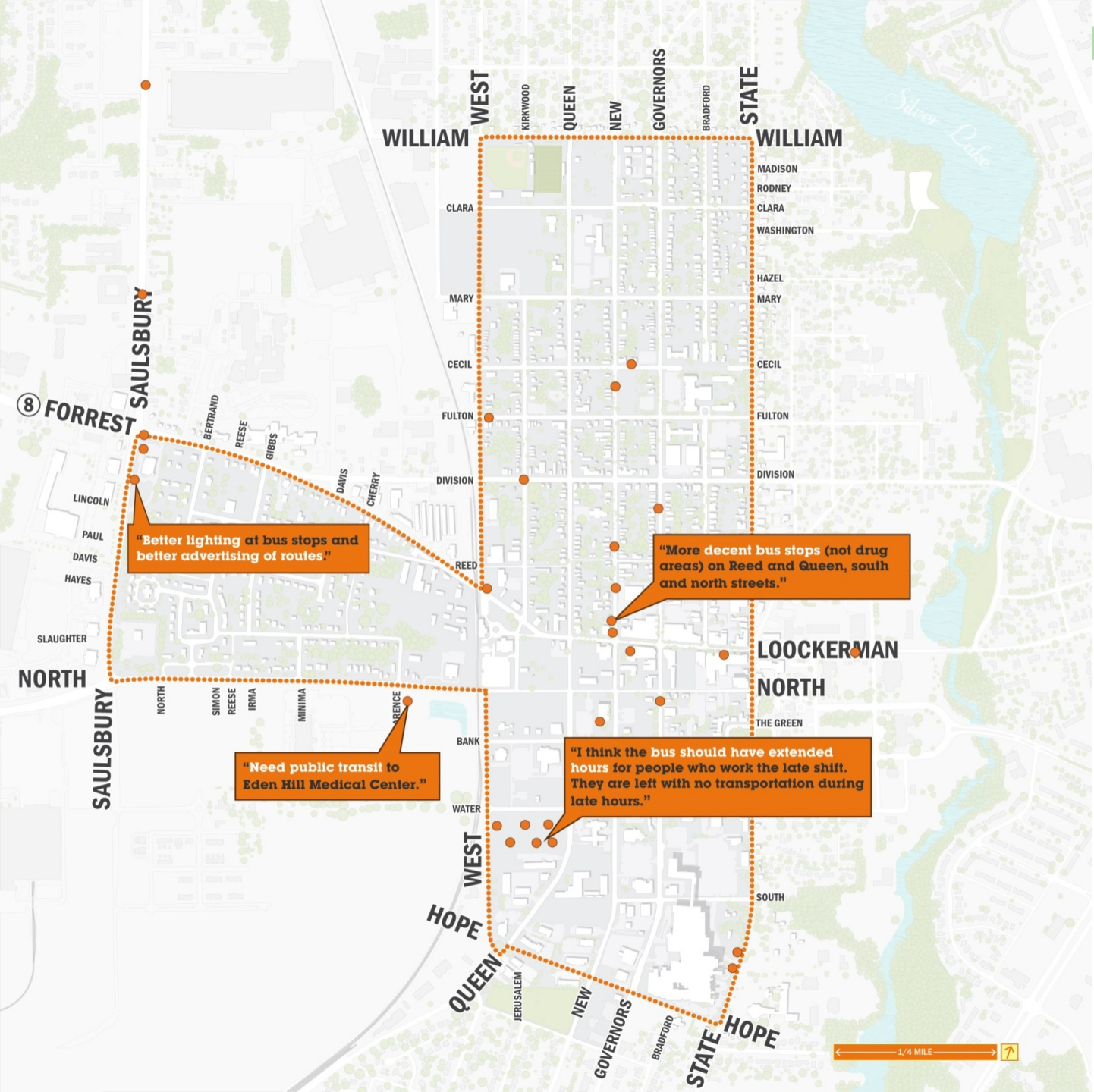
OPEN HOUSE: GETTING AROUND

NUMBER OF MAP MARKERS PLACED

32

POTENTIAL TARGET AREA

DRIVING



CENTRAL DOVER

OPEN HOUSE: GETTING AROUND

NUMBER OF MAP MARKERS PLACED

28

PUBLIC TRANSIT

CENTRAL DOVER

OPEN HOUSE RESULTS

TRANSPORTATION COLLABORATIVE MAP:

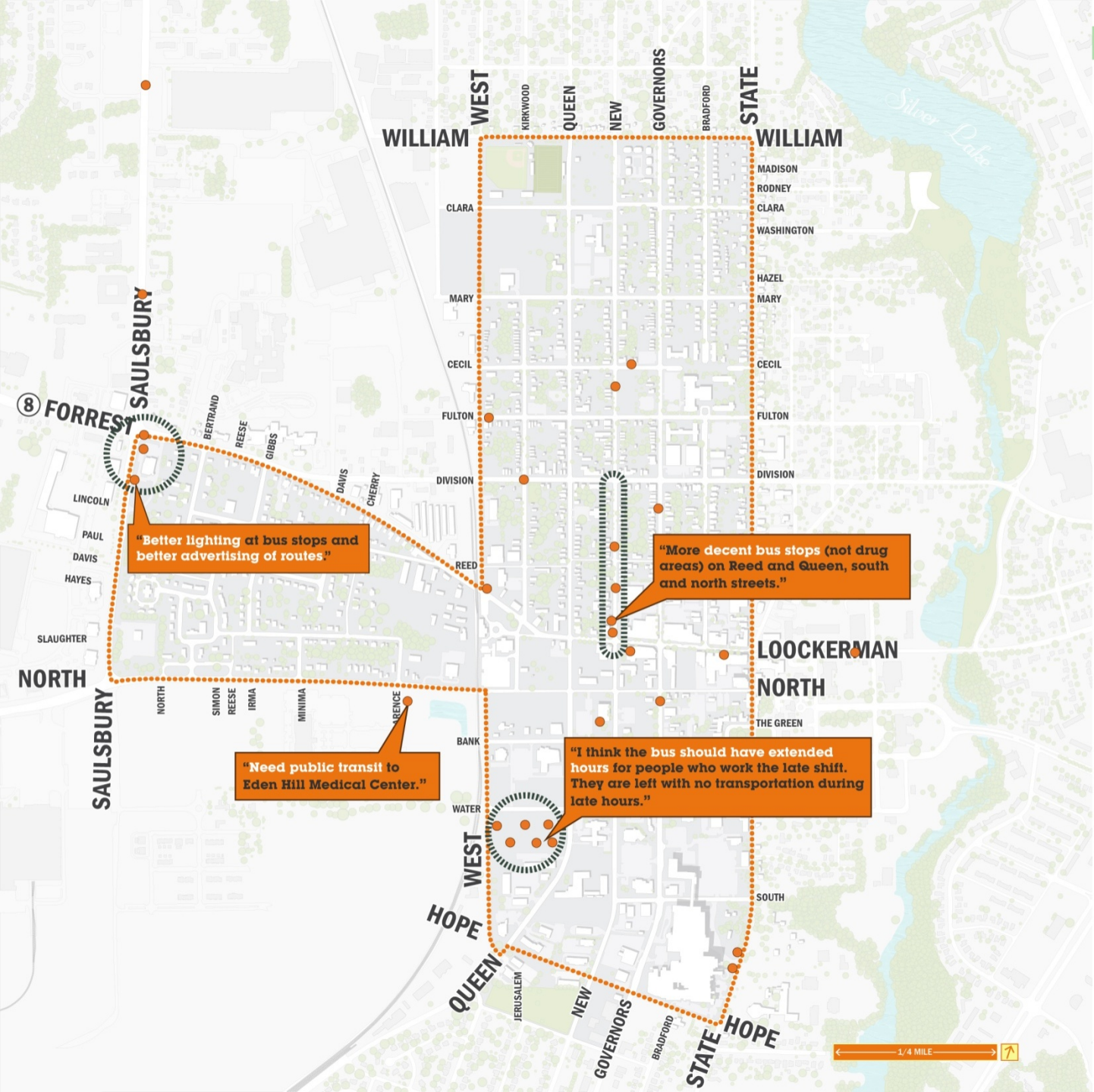
PUBLIC TRANSIT

Public transportation needs to be more expansive and accessible.

12% of TRANSIT respondents pointed out the lack of timely transit options throughout the city. Many people work late shifts and depend on public transit to get to their jobs. However, DART bus lines in Dover don't run 24 hours to meet the needs of all the residents. There is also limited regional transit for those working in other counties, and very sparse weekend transit options for those who work on the weekend.

Better transit waiting areas are also needed.

One respondent stated that they have witnessed "people…always waiting in ditches … in the rain or extreme weather without cover." Another respondent also suggested installing a public restroom at the bus depot along W. Water Street. Overall, better bus stops and waiting areas should be installed throughout the city; potential target sites could be located along New Street, the Forrest/Saulsbury intersection, and the current bus depot.



CENTRAL DOVER

OPEN HOUSE: GETTING AROUND

NUMBER OF MAP MARKERS PLACED

28

POTENTIAL TARGET AREA

PUBLIC TRANSIT

PUBLIC REALM MAP

ARE YOU FED UP WITH...

CRIME & ILLICIT BEHAVIORS?



TRASH & ILLEGAL DUMPING?



POORLY LIT STREETS & PUBLIC SPACES?



FLOODING OF STREETS, PARKS, & BASEMENTS?

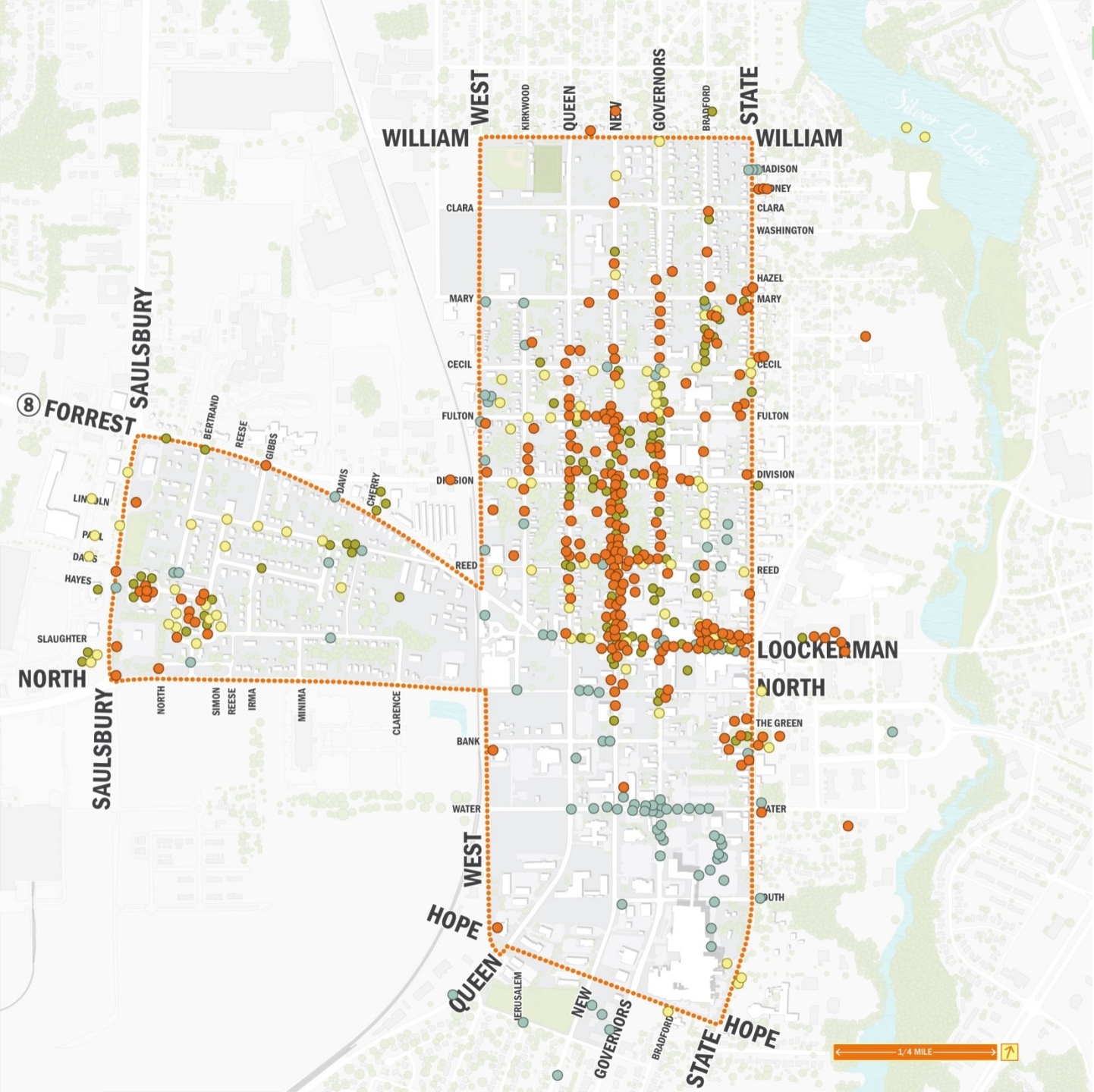


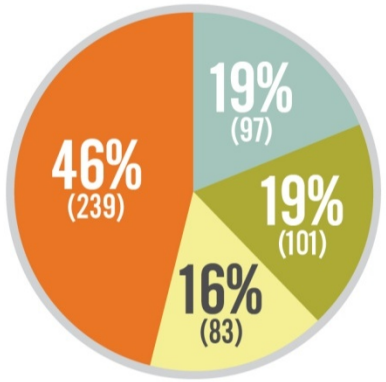
WELL, LET'S DO SOMETHING! ABOUT IT!

let's start by identifying the **HOT SPOTS**. use the stickers to highlight the locations on the map where you think **DUMPING, FLOODING, POOR LIGHTING,** and **CRIME** are **ESPECIALLY TROUBLESOME.**

CENTRAL DOVER

OPEN HOUSE: PUBLIC REALM



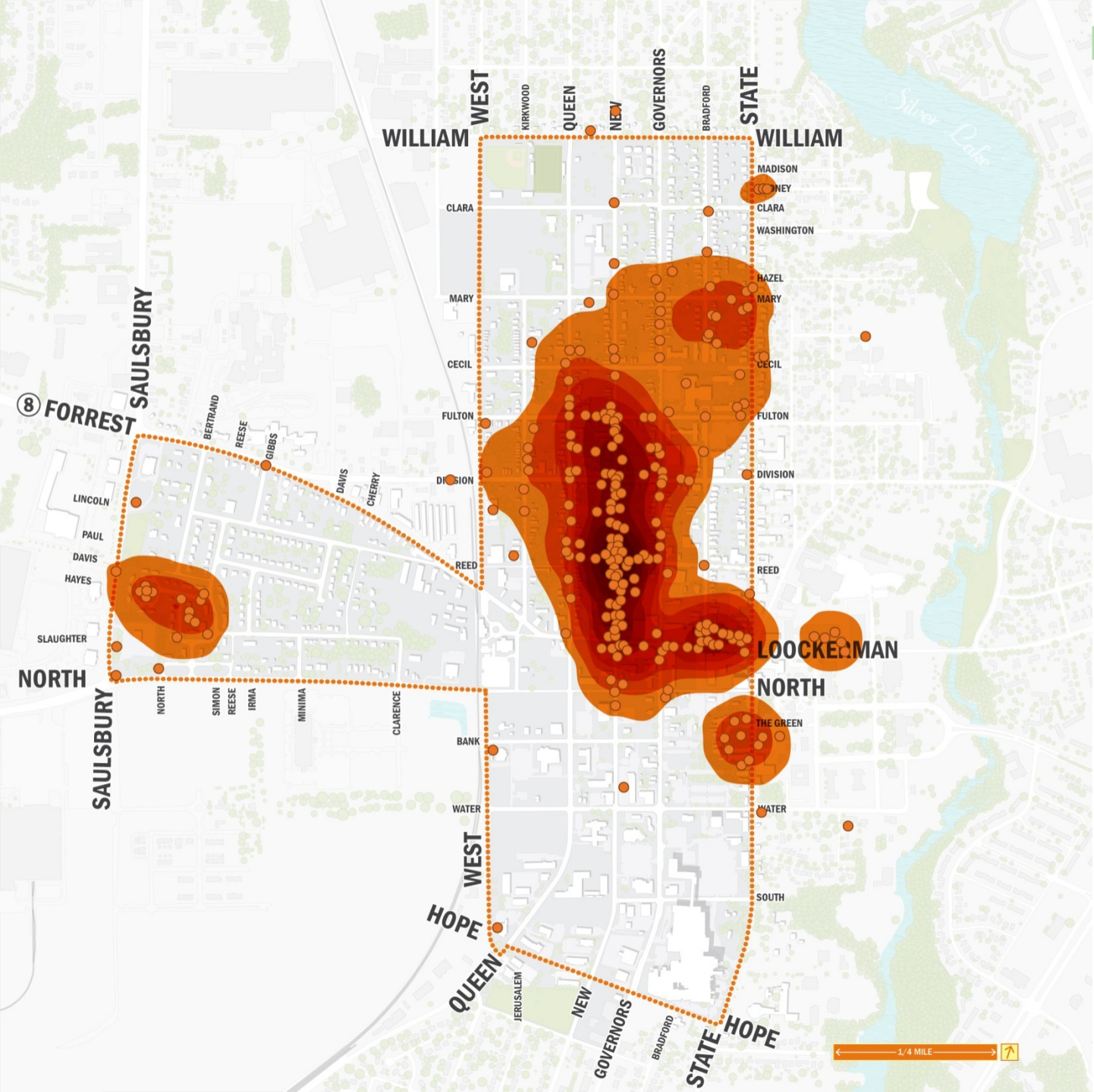


CRIME AND ILLICIT BEHAVIOR

POORLY LIT AREAS

ILLEGAL DUMPING / TRASH

FLOODING



CENTRAL DOVER

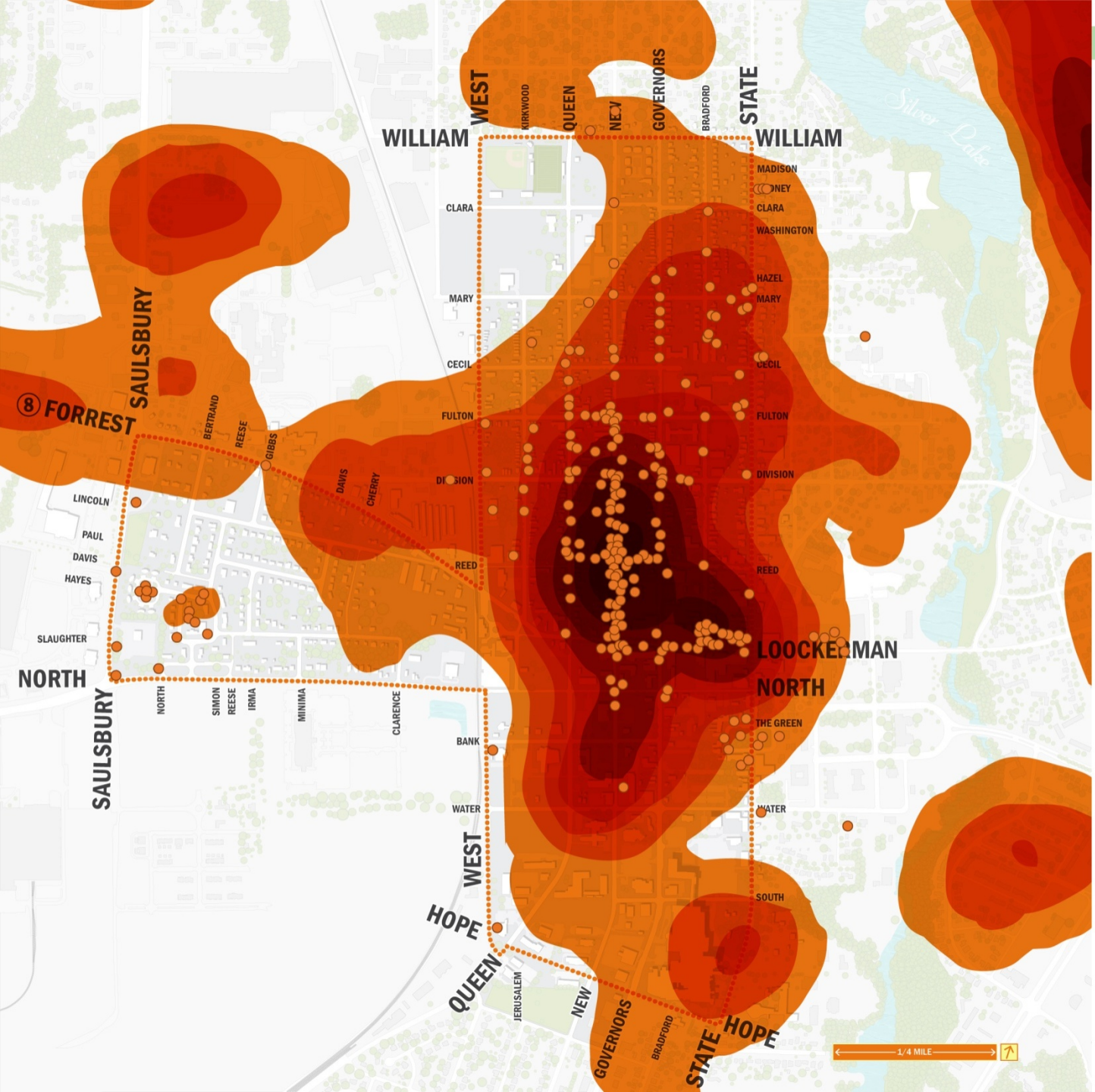
OPEN HOUSE: PUBLIC REALM

NUMBER OF MAP MARKERS PLACED

239

(46%)

CRIME AND ILLICIT BEHAVIOR



CENTRAL DOVER

OPEN HOUSE: PUBLIC REALM & CRIME DATA:

2010 - MAY 2014

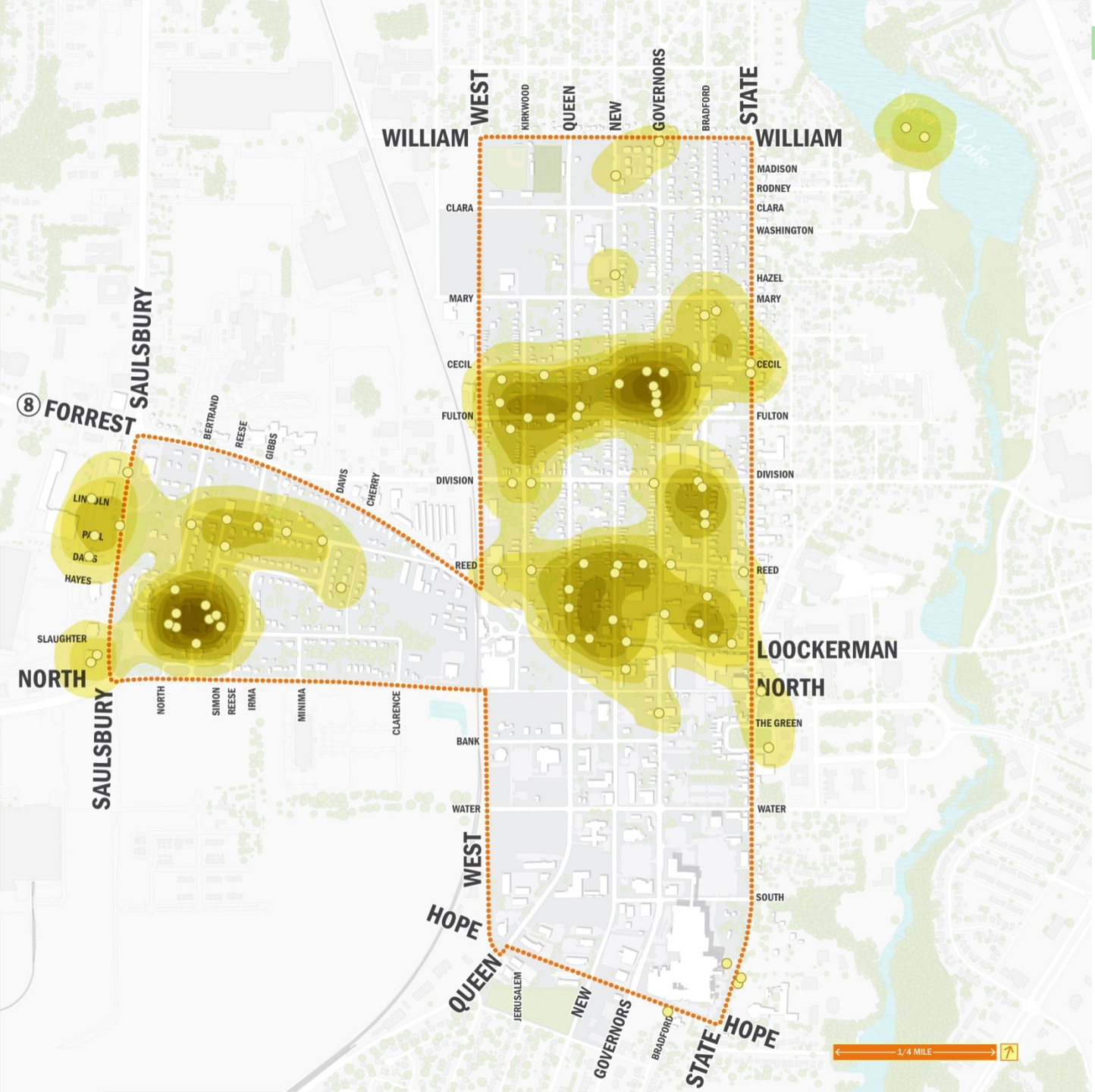
NUMBER OF MAP MARKERS PLACED

239

(46%)

CRIME AND ILLICIT BEHAVIOR

SOURCE: DOVER POLICE DEPARTMENT



CENTRAL DOVER

OPEN HOUSE: PUBLIC REALM

NUMBER OF MAP MARKERS PLACED

83

(16%)

POORLY LIT AREAS



CENTRAL DOVER

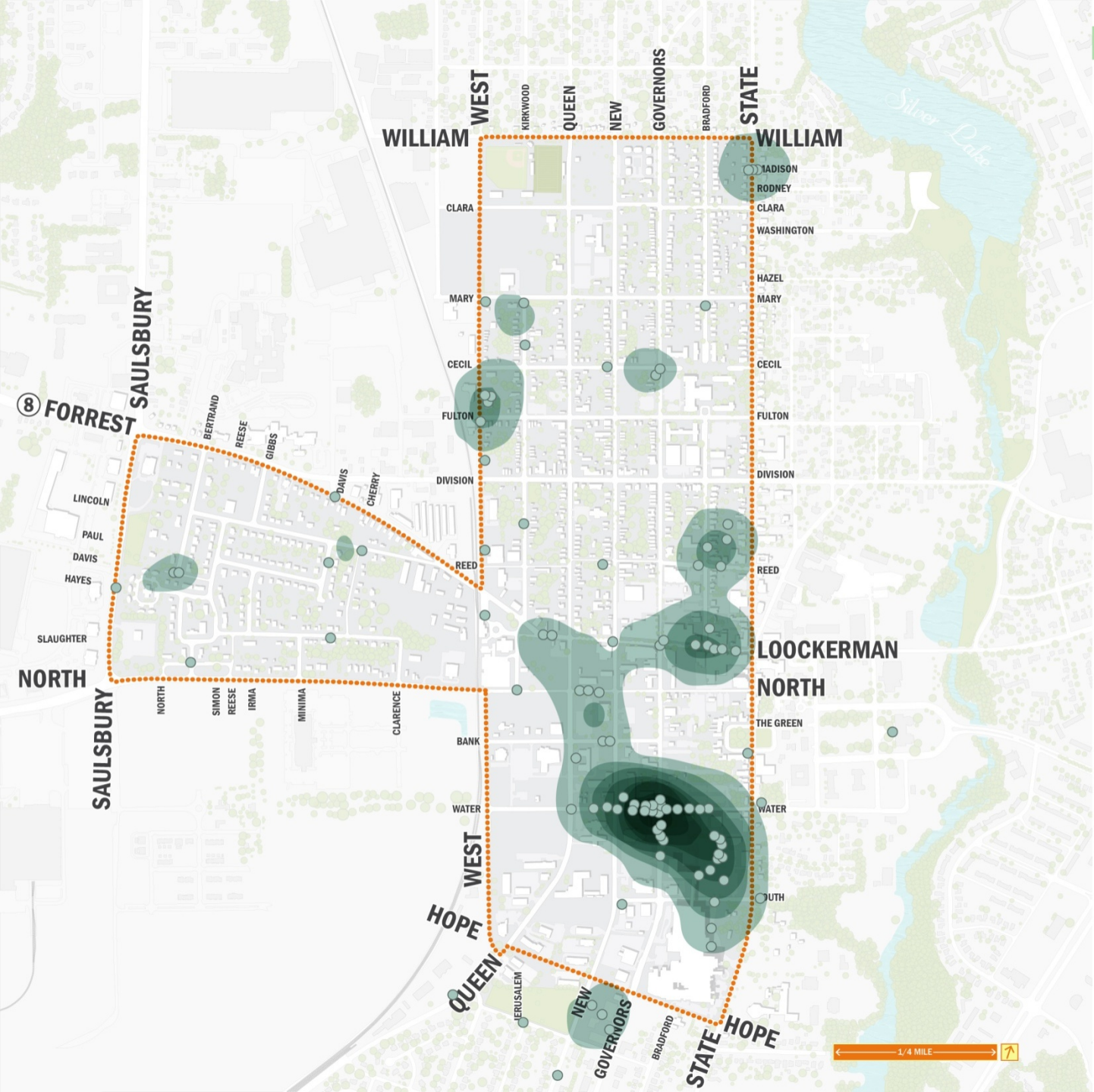
OPEN HOUSE: PUBLIC REALM

NUMBER OF MAP MARKERS PLACED

101

(19%)

ILLEGAL DUMPING / TRASH



CENTRAL DOVER

OPEN HOUSE: PUBLIC REALM

NUMBER OF MAP MARKERS PLACED

97

(19%)

HIGH WATER FLOODING

DIY BUDGET

WHERE WOULD YOU LIKE TO SEE YOUR DOLLARS SPENT?

TAKE THE BUNDLE OF MONEY GIVEN TO YOU AND DISTRIBUTE IT AMONG THE 9 FOLLOWING CATEGORIES:

ECONOMIC/BUSINESS/ COMMERCIAL DEVELOPMENT

PUBLIC SAFETY & CRIME PREVENTION

ARTS AND CULTURE & COMMUNITY EVENTS

TRANSPORTATION NETWORKS

STREETSCAPING, BEAUTIFICATION, AND PUBLIC REALM

PARKS & PLAY SPACES

YOUTH PROGRAMS & EDUCATION

FAMILY, ADULT, & SENIOR SERVICES

HOUSING & NEIGHBORHOODS



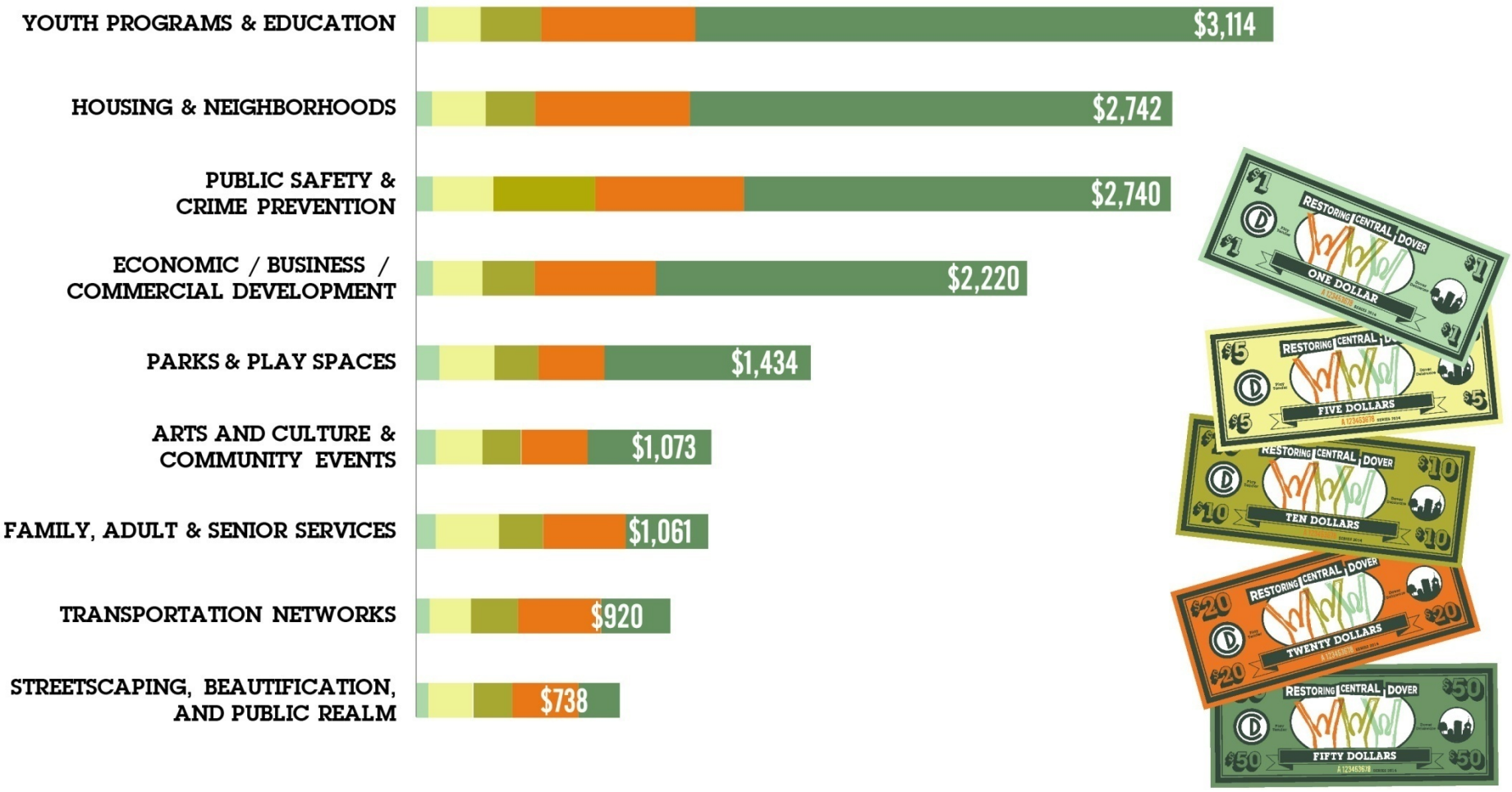
IF YOU HAVE **SOMETHING SPECIFIC** YOU ARE INTERESTED IN SEEING WELL FUNDED, **PLEASE WRITE IT ON THE BACK OF YOUR DOLLARS** BEFORE PLACING THEM IN THE PIGGY BANKS.



CENTRAL DOVER

OPEN HOUSE RESULTS

D.I.Y. BUDGET ALLOCATION



CENTRAL DOVER

OPEN HOUSE RESULTS

D.I.Y. BUDGET:

NOTABLE SUGGESTIONS / COMMENTS

YOUTH PROGRAMS AND EDUCATION

please elaborate on what specifically you would spend this money on:

"Free summer programs for youth, aged 14-18...Have sports for youth or kids to do during the summer."

PUBLIC SAFETY & CRIME PREVENTION

please elaborate on what specifically you would spend this money on:

"Community policing like previous adminstration had. Have police involved in planning."

HOUSING & NEIGHBORHOODS

please elaborate on what specifically you would spend this money on:

"1) Tackle slum landlords who keep their properties in poor shape. 2) Make rental housing affordable for the average earner ($25-40K). 3) Beautify Queen Street area."

ECONOMIC / BUSINESS / COMMERCIAL DEVELOPMENT

please elaborate on what specifically you would spend this money on:

"I. LOVE. SHOPPING. DOWNTOWN! High rents keep entrepreneurs away. Parking needs to be free if we want folks to come downtown. Need interesting small businesses like Chestertown."

SUGGESTION BOX

ENTRIES

CENTRAL DOVER

OPEN HOUSE RESULTS

SUGGESTION BOX ENTRIES



77

PARTICIPANTS

Shared their thoughts with "The City of Dover" via the Open House Suggestion box!

CENTRAL DOVER

OPEN HOUSE RESULTS

SUGGESTION BOX ENTRIES: FOCUS AREAS

YOUTH PROGRAMS



"WE'VE NEED MORE SUMMER RECREATION PROGRAMS"

"USE LEED NEIGHBORHOOD DEVELOPMENT IN DESIGNING THE NEIGHBORHOOD"

ENVIRONMENTAL INITIATIVES



VACANT LAND & BUILDINGS



"LET'S GET BUSY ON FILLING ALL THIS VACANT LAND"

"DO THINGS TO DRAW WESLEY COLLEGE STUDENTS TO DOWNTOWN TO SHOP AND FOR EVENTS"

ENGAGING WESLEY STUDENTS



MORE AFFORDABLE HOUSING



"WE NEED AFFORDABLE HOUSING DOWNTOWN AND MORE JOBS"

"PARKING IN DOWNTOWN IS [ ] TOO LIMITED"

MORE PARKING



SUSTAINABLE COMMERCIAL USES



"WHILE DOVER HAS BEEN TRYING TO ATTRACT TOURISM DOWNTOWN, BUSINESSES CONTINUE TO BE SHORT-LIVED"

MORE AMENITIES (TRAIN)



VISIONS FOR VITALITY

PHOTOBOOTH

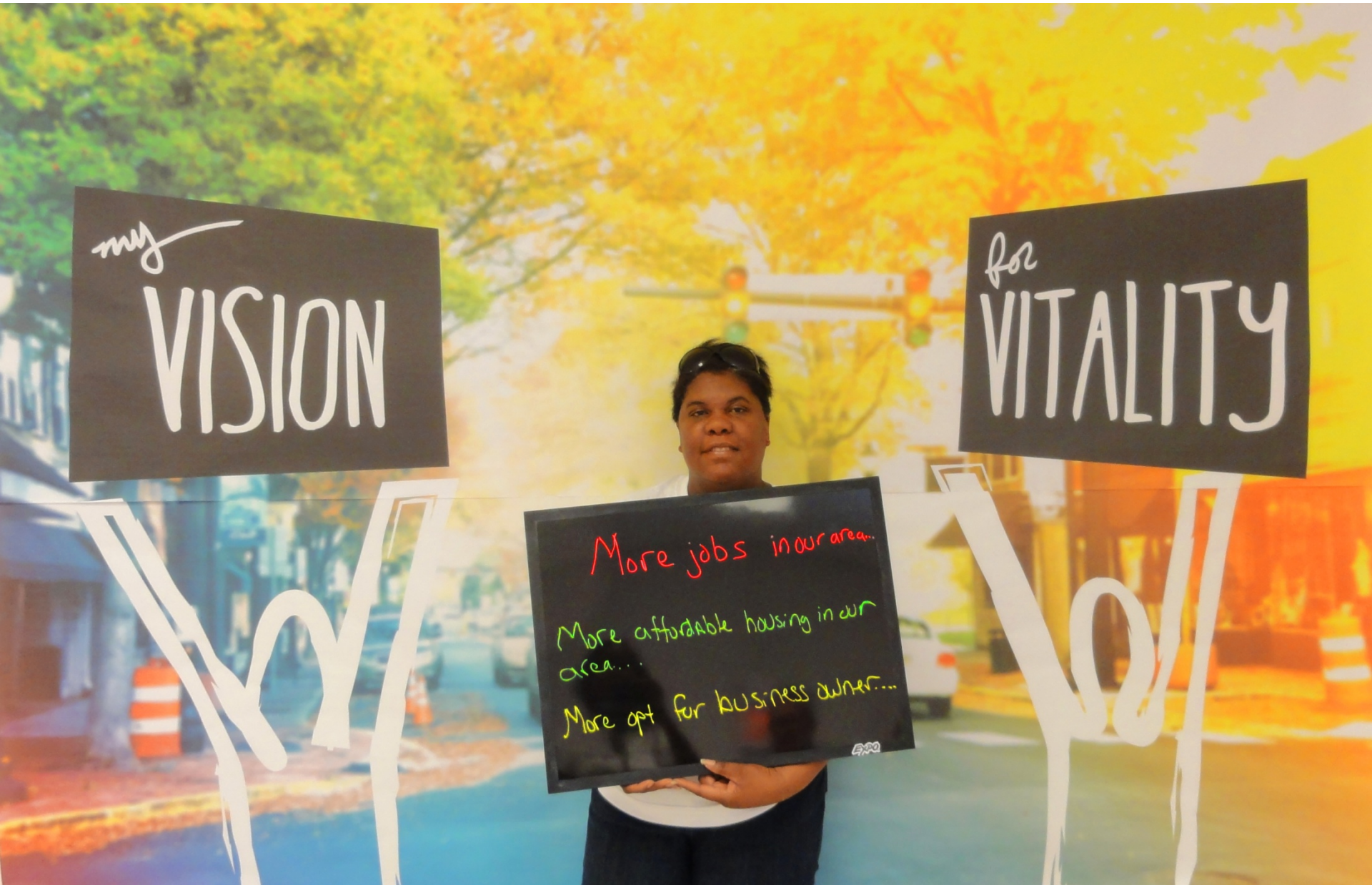
57

PARTICIPANTS


my
VISION
for
VITALITY
Recreation/
Community
Center With Rock Climbing
Pool, Indoor turf
stadium...
EXPO


my
VISION
for
VITALITY
SAFER
IN
CITY!
Dominic
Hecker


my
VISION
for
VITALITY
-Safe schools
-More teacher resources
-More youth programs


my VISION
for VITALITY
More jobs in our area...
More affordable housing in our area...
More opt for business owner...


my
VISION
for
VITALITY
A safe and walkable
Downtown with retail,
arts, restaurants to attract
people.


my VISION
for VITALITY
WE ARE THE CAPITAL
CITY OF THE "1ST" STATE
SO WE SHOULD BE
"THE FIRST CLASS
CITY OF THE 1ST
STATE"

NEXT STEPS

> DEVELOP GOALS & STRATEGIES


THANK YOU



1 A STRONG COMMUNITY


UNITY
Respect
All
Cultures!!
Community Oriented
Family Structure
Business Opportunities
to Public
MORE JOBS
BETTER SCHOOL SYSTEM
MORE COMMUNITY ENGAGEMENT
(LIKE THIS)

01 BUILD COMMUNITY CAPITAL

Community support is critical to implementing the goals of this plan. Working to strengthen community cohesion through the cultivation of neighborhood groups will not only provide spaces for residents to enjoy each other's company as well as address issues collectively; it will also encourage them to root themselves in Central Dover, as well as attract new residents looking for a deeper sense of community.

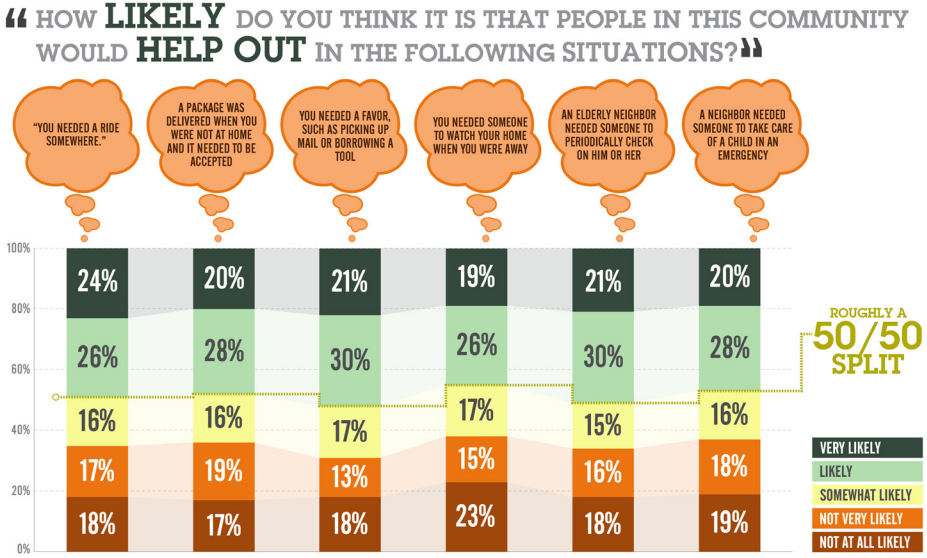
ESTABLISH RESIDENT-LED CIVIC GROUPS

In order to effect change in their community, residents have to work together. This means collectively developing an organizational model of neighborhood representation and community stewardship. By developing neighborhood groups, those wishing to take part in helping restore Central Dover will be better able to pursue resources to improve their neighborhood, create spaces for necessary dialogue about ways forward, and develop programming focused on engaging residents in the pursuit of positive change for their community.

The resident survey led by the Central Dover Steering Committee asked neighbors how likely they think other people in the community would provide assistance in a variety of situations [Fig XXX]. Roughly half of the responses indicated that Central Dover residents don't necessarily feel they can rely on their neighbors. There is an opportunity to improve the bonds between neighbors, which could be fostered by individual involvement in neighborhood groups and resident-led initiatives.

In Central Dover, there are a number of churches and religious institutions who currently conduct a number of outreach services; and these institutions could be helpful in initiating the establishment of neighborhood groups in Central Dover. Utilizing this religious network will also help lay the groundwork for a collaborative set of neighborhood groups, working toward similar aims, as well as provide facilities in the interim while these grassroots groups get off the ground.

As a first step, develop a list of local neighborhood leaders that will help to organize and map out existing groups in and adjacent to the plan area to determine what established networks can be built on. Existing neighborhood boundaries or affinity areas, such as Lincoln Park, Simon Circle, Kirkwood/Queen/New streets, and so on, can serve as jumping off points for structuring neighborhood group facilitation and organization.



XX Resident expectation of assistance from neighbors

For a variety of hypothetical situations, surveyees generally felt they would likely receive help from a neighbor half the time.
SOURCE: Neighborworks resident survey

DEVELOP COMMUNITY BUILDING PARTNERSHIP WITH ANCHOR INSTITUTIONS

Historically, Wesley College has been a good neighbor engaged with the community and it is a goal of this effort to see that continue. Community engagement is an area of focus of the college's strategic planning process currently underway. There may be some short-term and longer-term opportunities to connect Wesley with the Restoring Central Dover plan implementation. Local partners can begin laying the groundwork for and opening formal channels of communication between the Wesley College administration, other anchor institutions, and community residents to connect and work on common issues affecting Central Dover. Determine where existing resources are available and where new ones are needed to address community building priorities that emerged from the Restoring Central Dover Plan, including:

- Encourage community residents and Wesley College students to become "We Care" team members as part of the proposed Neighborhood Watch Network to enhance safety and security on a block-by-block basis. Partnerships with local anchor institutions could also be helpful in cultivating neighborhood watch groups and coordinating communication between campus security, Dover Police Department patrols, and neighborhood watch activities.
- Provide more opportunities for residents to engage with one another in social and cultural settings, informal and formal.
- Build effective working relationships among neighbors to address safety and maintenance issues at the block level.
- Educational, vocational, and mentoring programs for children and youth working with the schools serving the neighborhood and parents of those students.
- Community improvement projects focused initially in areas closest to the campus and most visible to the general community so as to build excitement and encourage others to want to participate. Such projects could include targeted beautification projects on residential blocks, garden tours, and public recognitions of particularly well-presented flower and produce gardens and exterior home renovations. These activities would serve as initial steps for creating and sustaining model blocks throughout Central Dover.



Use experiences with Wesley to open up communication channels of with other anchor institutions located in or serving Central Dover to recruit workers from Central Dover. These companies include but are not limited to: Bayhealth, Energizer, Playtex , Kraft, the State of Delaware, other area colleges and universities (DelTech and Del State), and public schools serving the community. In addition to exploring workforce development opportunities, the conversations with managers of these businesses should explore, among other objectives, student internships, summer youth employment, career exploration and vocational programs, and work-study and scholarships.

Coordinate and align these activities with the public schools and the new community center under construction and where the programming is still underway.

CREATE ANNUAL "CELEBRATING CENTRAL DOVER" BLOCK PARTY

Central Dover is perceived by some as a section of the city that should be, for the most part, avoided by those from outside. However, when Central Dover residents were asked how likely they would be to recommend the community as a good place to live, 67% stated they would recommend it [Fig XXX]. This highlights a disparity between outside perception of Central Dover, and the view of those living in the neighborhood. If not addressed, this could inhibit reinvestment and revitalization efforts. While efforts should be made to continue and build on the existing events such as First Fridays and the farmer's market on the Plaza to bring people downtown, one way to improve the view of those living outside Central Dover would be to host an annual celebratory block party showcasing the very best Central Dover has to offer.

With an annual block party, residents could show what they love so much about living in here. There are opportunities to hold talent shows, market wares made by the community's ambitious makers and entrepreneurs,

allow businesses and social services agencies to talk to residents about what they offer, and so on. Organizers could consider a multiple-location event to encourage unity across different neighborhoods within Central Dover.

EXPAND ON "COMMUNITY CLEAN-UP DAYS"

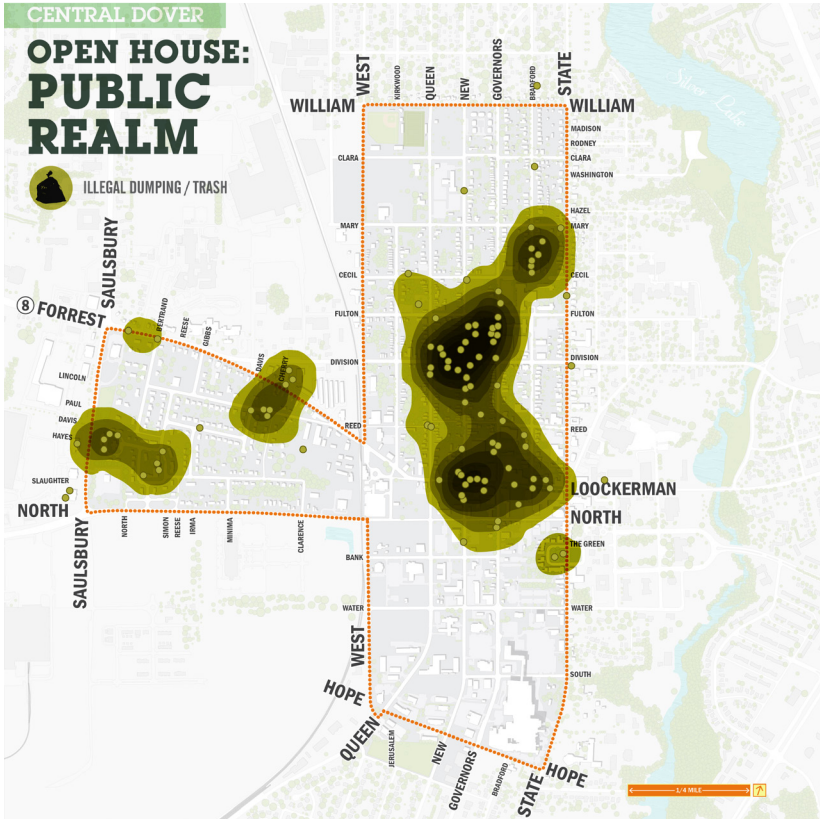
In recent years, the Dover housing Authority, Central Delaware Habitat for Humanity, Wesley College, the Office of Senator Carper, and the City of Dover have organized a "123 = ABC" Community Event. During this event, 500 incoming students, along with faculty, staff, student athletes, and community members, have worked to improve the curb appeal and streetscape"of 20 blocks situated within the City of Dover/Carper Homeownership Program Target Area (bounded by Loockerman, West, Mary, and Governors). Volunteers clean the blocks of trash, plant flowers and shrubbery, and paint curbs. However, resources are not currently available to continue this effort. Wesley and local partners should engage in coordination efforts to resume this event, which could help kick start similar projects led by residents. Recently formed neighborhood groups and established church groups could hold similar events monthly, with the help of sponsors who support the 123=ABC event.

DEVELOP AND DISTRIBUTE COMMUNITY CALENDAR OF ACTIVITIES AND EVENTS

Produce a regularly updated and distributed listing of information/events/activities in Central Dover to keep the community informed of what's going on in Central Dover in general and, in particular, to highlight efforts towards achieving the goals of Restoring Central Dover. The updates could be coordinated with local press, distributed through mass email to subscribers, and have a constant presence online and through social media.

EVALUATE LEVEL OF ACCESS TO COMMUNITY FACILITIES FOR SERVICES

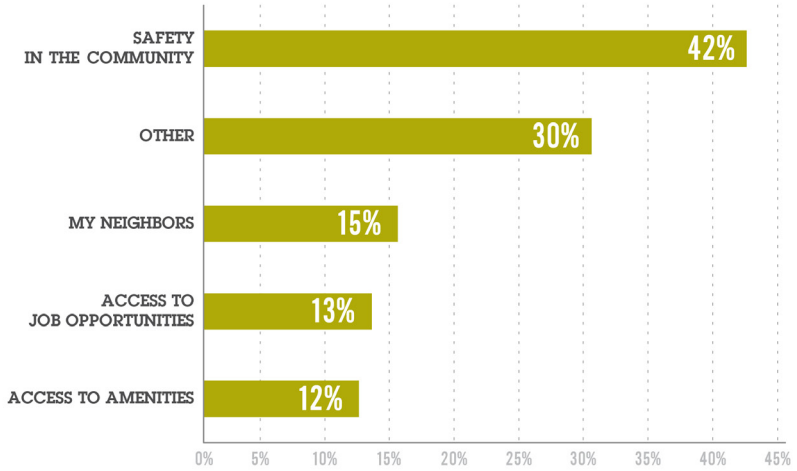
Two community facilities—Inner City Cultural League's cultural arts center and Solid Rock Baptist Church's community center—are presently under construction to provide a variety of services to Central Dover. Following the establishment of these new facilities, the City and local partners should evaluate Central Dover's inventory of community facilities and access to social services to determine whether there is need for additional facilities to improve access within the community to these important services.



XX Resident-identified illegal dumping/trash hot spots
SOURCE: Public open house input



“ WHAT ARE THE THINGS THAT **YOU LIKE LEAST ABOUT LIVING IN THIS COMMUNITY?** ”



XX Aspects of Central Dover least liked by residents

Residents identified crime and safety as the least liked aspect of living in Central Dover.
SOURCE: Neighborworks resident survey



02 INCREASE PUBLIC SAFETY

Developing a collaborative/community policing strategy which makes an at-risk community safe is imperative for any neighborhood revitalization initiative. Without a viable plan for reducing crime, attempts to attract investment, businesses, and new residents can be inhibited or even rendered impossible. For a neighborhood like Central Dover, reducing illicit activities in the area will greatly improve quality of life for current residents and improve efforts to attract potential developers, businesses and new residents.

As it stands, both residents and visitors have the perception that Central Dover has a serious crime issue. According the resident survey, 42% said crime and safety issues are what they liked least about living in the community [Fig XXX]. This sense of Central Dover being a high crime area is also backed by Dover Police Department crime data, indicating that the plan area has the largest concentrations of crime and illicit behavior citywide and that concentration has intensified by almost 400% from 2011 to 2013 [Fig XXX and XXX]. In short, Central Dover is an area in dire need of innovative community-oriented approaches to crime prevention. What follows are a series of recommendations that can help begin reducing criminal activity and help develop better communication between the community and public safety officials.



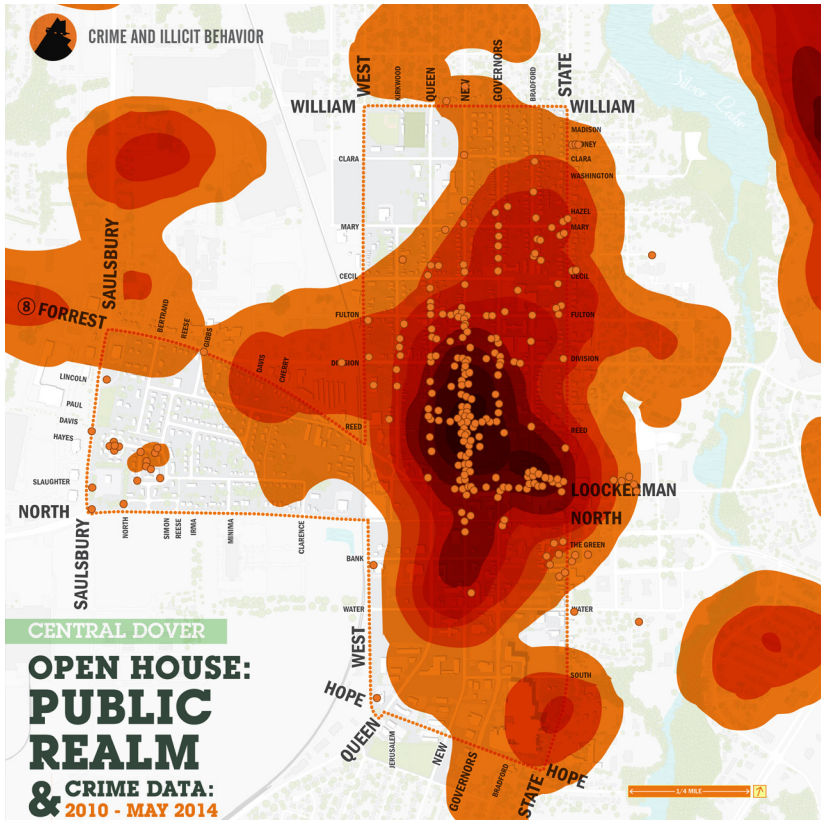
XX Resident support for a neighborhood watch program
SOURCE: Neighborworks resident survey

ESTABLISH COLLABORATIVE/COMMUNITY POLICING

Building a stronger relationship between the Dover Police Department and the residents of Central Dover will go a long way in helping improve public safety. Relationship-building can be aided by creating opportunities for the community to not just report criminal activity taking place in the community; but to take part in the decision-making in regards to the type of community policing initiated in the neighborhood.

> CREATE NEIGHBORHOOD WATCH NETWORK

With residents using their relationships to hold each other accountable, neighborhood watch programs have great potential to prevent crime and improve safety in Central Dover. Residents in the plan areas are ready to take an active role in helping restore safe conditions throughout the neighborhood. A number of current residents believe establishing a neighborhood watch could deter criminal behavior. 60% of all resident surveyees would like to see a neighborhood watch formed in Central Dover; and 42% of those respondents would volunteer if it is created. With the help of the Dover Police Department as well as local institutions and church groups, organizers could begin recruiting members for neighborhood watch groups, and educate members as to the role the neighborhood watch should play; how best to communicate with the police department; what neighborhood-specific crime patterns to look out for; and how to patrol the streets safely.



XX Known and perceived crime hotspots

At the public open house, community members identified locations in Central Dover they see as hotspots for crime and illicit behavior [shown in orange circles above]. For the most part, perceived hotspots coincide with Dover Police Department crime data hotspots [generalized and shown in darker areas above]. Perception of high crime rates at The Green and Simon Circle are not necessarily reinforced by reported crime incidents, which could be a factor of lack of crime reporting or simply a perception issue.

SOURCE: Dover Police Department & public open house input

As a first step, the Restoring Central Dover Steering Committee will meet with Dover Police to discuss an implementation strategy, including mapping out existing neighborhood watch areas in or adjacent to the plan area and determining whether existing adjacent watch areas could be expanded to include Central Dover or if new groups should be established.

> FORM A CITIZEN ADVISORY COMMITTEE

Creating a citizen advisory committee will establish that the Dover Police Department is deeply committed to addressing the concerns of the community, and is open to hearing its ideas in regards to how it could adjust policing practices and procedure. Selecting a set of community leaders to review issues will help bring more residents forward to participate in collaborative efforts to help diminish crime in the plan area. Creating more dialogue between the community and police will also serve to educate residents and police alike about the community, improve awareness of policing and crime prevention procedures, and build mutual trust, among other benefits.

DEPLOY POLICE FOOT AND BIKE PATROLS

Foot and bike patrols are not only recognized as great methods to deploy officers through a neighborhood to prevent crime; they also provide opportunities for officers to build relationships with residents and business owners, which enables information sharing that also supports crime prevention. The Dover Police Department has conducted foot patrols along Loockerman Street in the past, but these were eliminated due to the budget constraints incurred due to the recent economic downturn and dwindling federal and state funding. However, residents and local business owners are calling for a re-establishment of the foot patrols to reduce loitering along Loockerman and drug activity in the Queen/New Street portion of plan area.

Officers would be encouraged to check in to each business, and record their visit in a ledger retained by each business owner—a technique used by some other commercial corridor foot patrons to support face-to-face engagement between police and businesses. Community members also strongly support the establishment of bike patrols along streets identified as high drug and illicit activity areas in the Central Dover area.

EXPAND SURVEILLANCE CAMERA NETWORK

Since the onset of the economic downturn, police departments around the country have had to expand their capacity with fewer resources to support them. In order to address this issue, the Dover Police Department worked with Advantech, a security camera firm based in Dover, Delaware, to put in place a 24-hour surveillance platform operating primarily in downtown Dover. The police department can now monitor crimes as they take place, and relay real-time information to responding officers about the occurring incidents.

Department officials report that this has greatly improved capacity to fight crime and they are looking to expand the surveillance camera network to other sections of the city. Currently, the department has a plan to add 21 cameras throughout the city and better integrate the existing camera network into an improved single-user interface located at the Dover Police Departments Dispatch Center. Working with both the City of Dover and the police department to secure more funding for the network expansion will improve public safety in Central Dover.

IMPROVE LIGHTING IN TARGETED AREAS

Public safety can be greatly improved by the installation of better lighting in areas known for high criminal activity. Pedestrian-scale lighting along commercial corridors and throughout residential areas can enhance traffic for businesses and increase the number of residents willing to walk at night through their neighborhoods; while simultaneously deterring illicit activity.

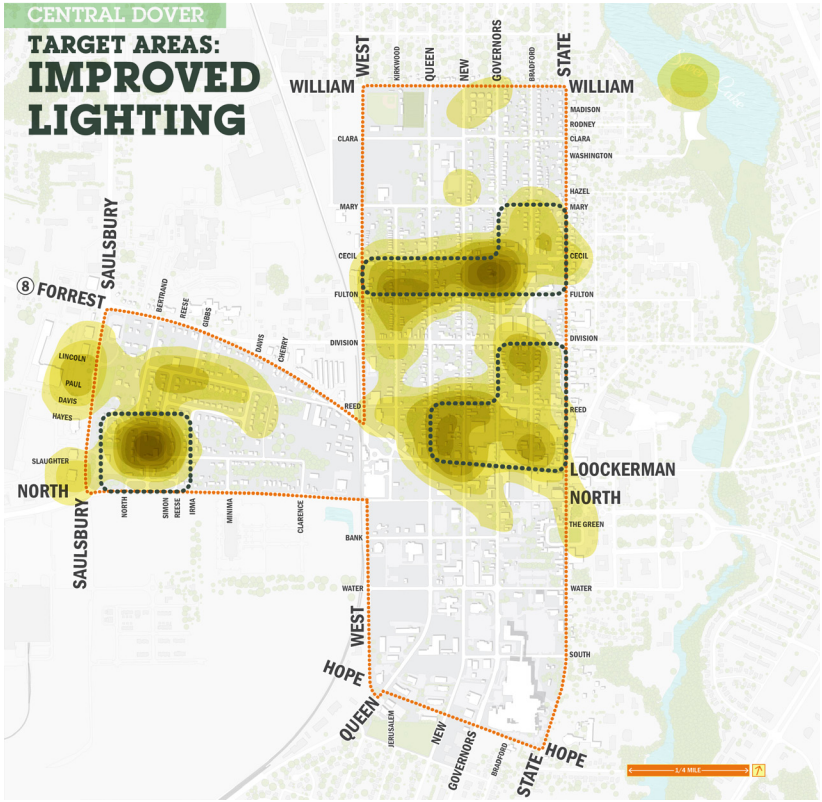
During the planning process, residents expressed concern about the lack of proper lighting and its connection to criminal activity and vagrancy. Areas identified by residents in serious need of more lighting were Simon Circle, Wesley College, the New/Queen Street section, and portions of South State Street [Fig XXX]. Other areas where extra lighting could improve the pedestrian and cycling experience would be along the southern portion of Forest Street to Loockerman, and all of Division Street.

> CREATE RESIDENT-ASSISTED PORCH/FAÇADE LIGHTING PROGRAM

Installing low-cost porch/façade lighting in areas with high concentrations of illicit activity will reduce crime and increase safety for neighborhood residents. Identifying funding sources would be the first step in developing a program which will assist residents with the purchase of motion-detecting or solar power lighting that can be affixed to their porches or business façades.

> INSTALL PEDESTRIAN-SCALE LIGHTING

The typical cobra-style street lamps seen posted along main thoroughfares in the plan area do not provide sufficient lighting to deter illegal behavior or enhance the streetscape. Installing pedestrian-scale street lighting will better illuminate walkways and public spaces while eliminating the gaps between lit areas that inflate the perception of unsafe conditions in certain sections of the neighborhood.



XX Community-identified areas in need of improved lighting

SOURCE: Public open house input

UC BRITE PROGRAM

The UC BRITE program provided matching funds for property owners around the University of Pennsylvania in Philadelphia to purchase and install exterior lighting. The popular program offered assistance to 114 property owners on 58 blocks in the University City area, contributing to a significant improvement in street lighting. The program was started in the late 1990s as a collaboration between the energy company and the University of Pennsylvania to improve safety in the neighborhood, and later handed over to the University City District [UCD].

Following the success of UC BRITE, in 2009 UCD installed 71 pedestrian lights on Baltimore Avenue from 45th to 50th Streets and the University launched a Neighborhood Lighting Initiative to partner with landlords to install new pedestrian lights between Walnut and Spruce and 40th and 43rd Streets.

WHERE WOULD YOU LIKE TO SEE YOUR DOLLARS SPENT?

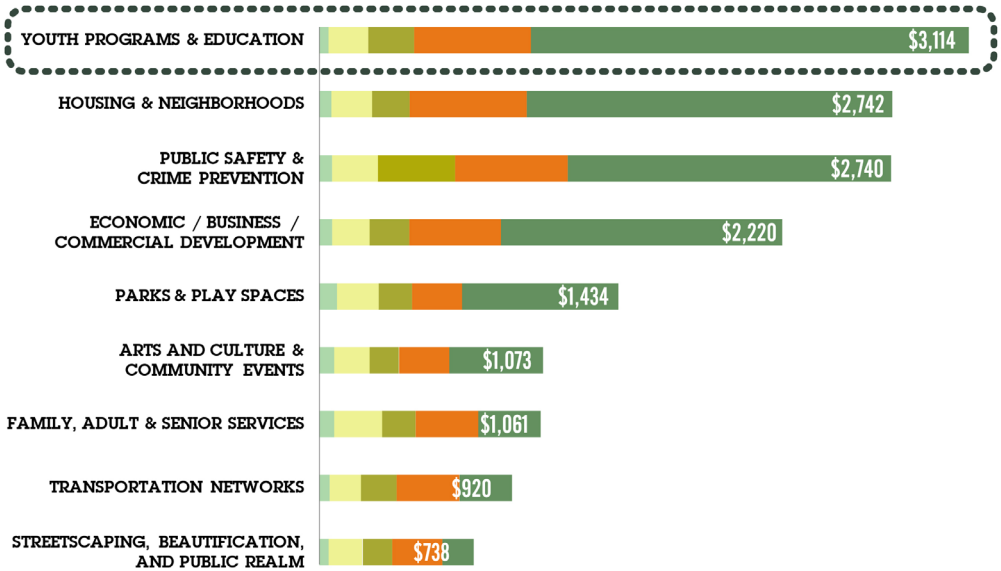
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TAKE THE BUNDLE OF **MONEY** GIVEN TO YOU AND **DISTRIBUTE IT** AMONG THE **9 FOLLOWING CATEGORIES:**

- ECONOMIC/BUSINESS/ COMMERCIAL DEVELOPMENT
- PUBLIC SAFETY & CRIME PREVENTION
- ARTS AND CULTURE & COMMUNITY EVENTS
- TRANSPORTATION NETWORKS
- STREETSCAPING, BEAUTIFICATION, AND PUBLIC REALM
- PARKS & PLAY SPACES
- YOUTH PROGRAMS & EDUCATION
- FAMILY, ADULT, & SENIOR SERVICES
- HOUSING & NEIGHBORHOODS



D.I.Y. BUDGET ALLOCATION



XX Community do-it-yourself budget results

SOURCE: Public open house input



03 ENGAGE YOUTH IN COMMUNITY

Finding ways to involve youth in the revitalization and stewardship of Central Dover will not only provide activities for young people to take part in or simply provide employment opportunities; this will help reinforce the need for their active participation in shaping their community and keep them accountable to sustaining it and protecting Central Dover's vitality.

Though youth of ages 17 and under make up only 15% of the Central Dover population, this figure belies the actual density of youth living in Central Dover compared to the City of Dover. The share of percent minors is skewed by the density of the college student population aged 18 to 24, which comprises 32% of Central Dover's population. However, there are over 1,000 residents under 18 per square mile living in Central Dover, which is much more concentrated than the city-wide youth density figure, 330 residents under 18 per square mile. Though the youth population is concentrated here, there are very limited opportunities and spaces readily accessible to them, and many residents expressed concern about how this could push neighborhood youth to engaging in negative behaviors.

The residents of Central Dover want more opportunities available to their youth; the neighborhood youth deserve a chance to grow and thrive. This was evident during the "do-it-yourself" budget community engagement exercise held at the public open house in May 2014. Participants were being asked how they would distribute budget resources for City of Dover amongst nine different programmatic categories. Out of the nine categories, "Youth Programs & Education" ranked as the top priority [Fig XXX]. Also, throughout numerous interviews and stakeholder focus groups, many asserted the need for more youth-oriented programming and services. The community recognizes the importance of supporting youth to helping sustain revitalization efforts into the future in Central Dover; therefore, engaging youth has to become an integral component of plan implementation.

Ensuring youth have safe and positive ways to learn, socialize, and stay healthy will help prepare them for a productive adulthood and strengthen the community as a whole. The following efforts should be pursued, among others, to support and expand youth programming in Central Dover.

SUSTAIN AND EXPAND YOUTH PROGRAMMING

Involve local elementary and middle schools and the Capital School District, along with youth activity service providers, to comprehensively review after school programming and GED classes available to Central Dover's children and youth to determine where there might be areas of improvement. In the near term, steps should be taken to ensure that youth programming continues at Simon Circle after the Boys & Girls Club leaves the facility. Local partners should approach other youth-oriented nonprofits to determine whether they have the capacity and resources to fill the gap. Feedback heard during the planning process indicated that there is a specific need for services addressing the needs of youth aging out of foster care, including housing.

RE-ESTABLISH POLICE ATHLETIC LEAGUE

Building relationships between local police and neighborhood youth through friendly sports competition is an approach to crime prevention and community building that could have a great impact on the levels of illicit activity taking place in Central Dover. Re-establishing the Police Athletic League in Central Dover in partnership with Delaware State University (who will provide the necessary recreational space), will begin the process of bridging the gap in a positive way between officers and kids in the community.

CREATE YOUTH OUTREACH AND EDUCATIONAL SUPPORT CENTER

A number of residents are concerned about the lack of readily-accessible spaces or facilities where youth can congregate and take part in positive activities. To remedy this, Solid Rock Baptist Church plans to open a 4,200-square-foot Community Outreach Center on West Street. The center will offer recreational programs, as well as classrooms featuring advanced technology that tutors will utilize to provide a different and enhanced learning experience for youth. The new outreach center is scheduled to open in 2015.

PROVIDE COMMUNITY DEVELOPMENT VOCATIONAL OPPORTUNITIES FOR YOUTH

The experience of taking an active role in neighborhood revitalization can have immeasurable impact on a young person's sense of both self and purpose. Helping rehabilitate housing, as well as reclaiming vacant lots and transforming them into pocket parks, teaches youth transferrable skills and shows them the importance of investing energy in their community.

CREATE YOUTH OUTREACH AND EDUCATIONAL SUPPORT CENTER



RE-ESTABLISH POLICE ATHLETIC LEAGUE





YOUTHBUILD USA

YouthBuild USA is one example of a program that seeks to merge community development work with vocational training for at-risk youth. Eligible students learn building construction skills and the process of thorough on-site training while working to complete their high school studies. Currently, there are 264 YouthBuild programs across the country engaging approximately 10,000 young adults per year; and since 1994, over 120,000 YouthBuild students have built over 22,000 units of affordable housing.

04 EXPAND ADULT AND FAMILY SERVICES

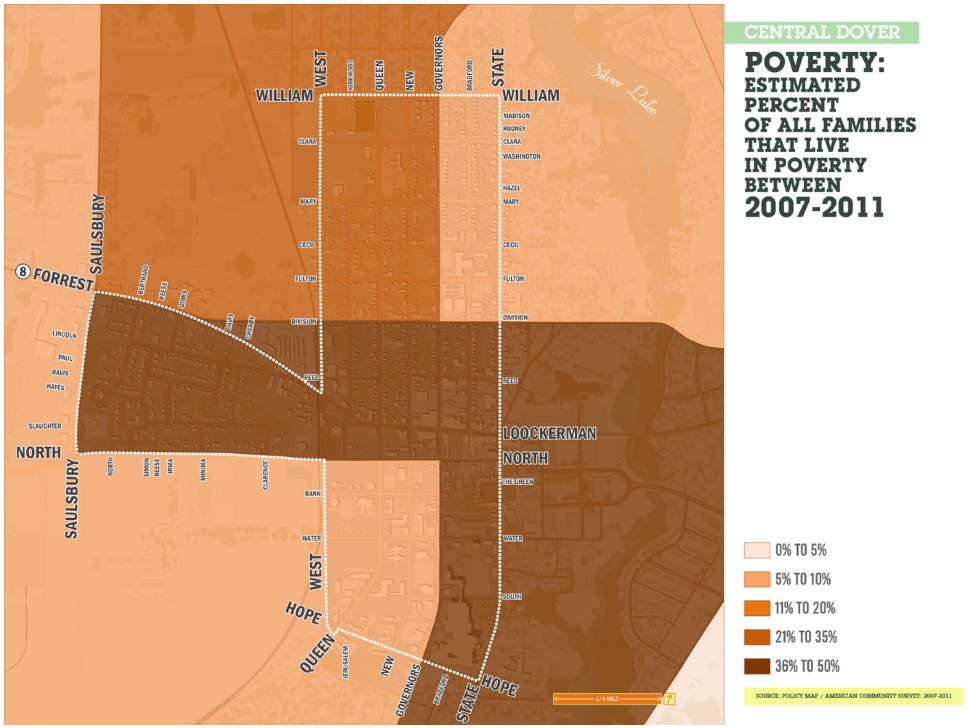
Restoring Central Dover must include strengthening support for residents who live on the margins by providing opportunities for them to actively pursue improving their employment situations. According to the American Community Survey, approximately 46% of Central Dover residents earn less than $30,000 annually. Working to reduce barriers of entry inhibiting access to the formal economy as well as providing vocational education opportunities can improve the living conditions of struggling individuals and families, as well as cultivate deeper trust between the neighborhood residents and the social service agencies identifying them as constituents.

STRENGTHEN AND EXPAND TRANSITIONAL HOUSING AND RELATED SERVICES

Establish and strengthen networking and coordination of housing and family support services among all local providers. This strengthened communication will facilitate broader access to information on available services and eligibility requirements through different media, including informed word-of-mouth, print and broadcast advertising and promotion, and computer/web-based/smart phone technologies.

It is critical to support emerging service centers, such as Dover Interfaith Housing, to help program the space and ensure full access to services by residents. Link community residents to educational, employment and financial services that support their healthy growth.

Additional transitional housing units in the Central Dover area should avoid geographic concentration, integrate appropriate programming and services targeting children and families, and seek a variety of housing types designed for families of all sizes.



XX Poverty rate map

SOURCE: Policy Map / American Community Survey, 2007 - 2011

ESTABLISH A FAMILY SERVICES COLLABORATIVE

Establish a formal Family Services Collaborative comprised of the providers representing social/human service agencies and programs serving Central Dover. The central goal of the collaborative should be to enhance communications and coordination among community service providers in order to better connect Central Dover residents to available services. The services collaborative would:

- Link and advertise their services and eliminate any gaps in scope and delivery. (Note: the existing 2-1-1 service provides information about available services; however, more advertising of these services is needed to get the word out.)
- Promote their services, eligibility, performance and outcomes to residents
- Assess program outcomes and impacts, and use those findings to advocate for resources to fill any existing gaps.
- As an intermediate term strategy where service gaps exist locally, provide transportation options for Central Dover residents to access services outside the area.
- Facilitate networking and collaborations among neighborhood service providers to: better coordinate inter-agency services and service delivery; support one another in identifying, competing for and securing capital to finance their programs; and facilitate interagency collection of program data, tracking of performance and measurement of outcomes over time.
- Sponsor and hold inter-organizational meetings to discuss roles and responsibilities for ensuring quality services and service delivery.
- Host community fairs and partner with churches to get the word out about existing and new services
- Sponsor and facilitate continuing education classes and life skills training, especially in enhance life-long learning and skill development abilities of residents previously incarcerated.
- Create more opportunities for peer-to-peer learning through which parents, caregivers, and enablers coordinate the support of childhood, youth and family development.

EXPAND FINANCIAL EDUCATION SERVICES

Involve local financial institutions such as NCALL in providing educational resources and training for Central Dover residents in the areas of financial management and credit repair, housing counseling and coaching services, tax preparation, and savings programs such as Individual Development Accounts.

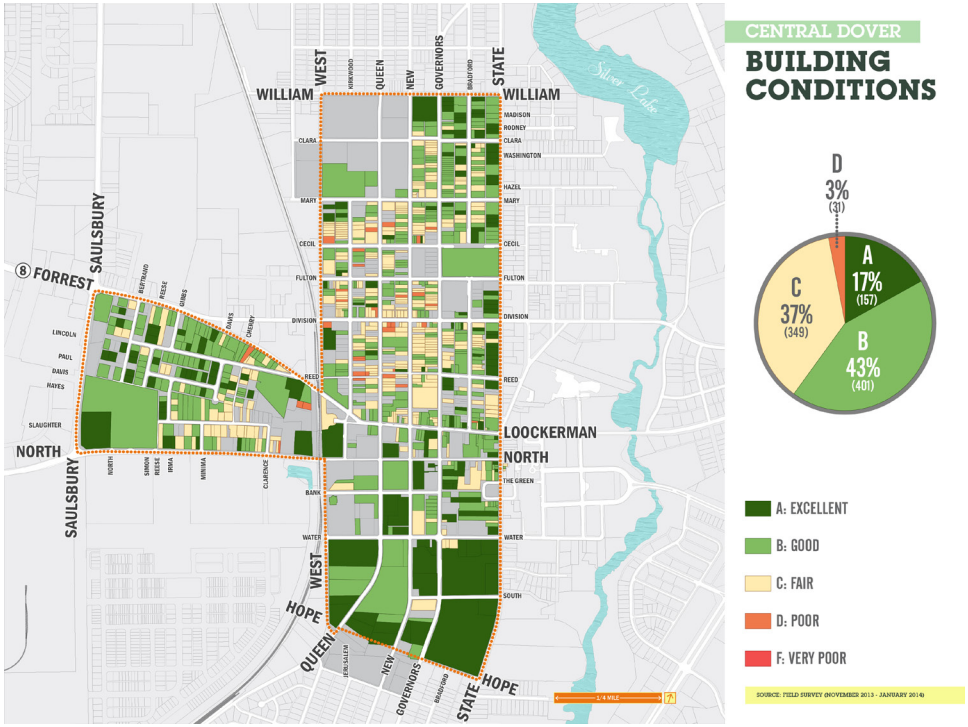


WEST PHILADELPHIA SKILLS INITIATIVE

The West Philadelphia Skills Initiative [WPSI] provides workforce development for both youth and adults throughout the University City District. Employers include the Children's Hospital Of Philadelphia, Drexel University, Mercy Philadelphia Hospital, the National Board of Medical Examiners, Penn Medicine, the University of the Sciences, and the University of Pennsylvania. WPSI's youth program prepares local high school students for career opportunities with real world work experience through its summer jobs program, professional internships program, small business after school program, and service learning program. The service learning program encourages young people to design and implement projects in their own community. A past project included a Lancaster Avenue Corridor Management Project in which students surveyed and analyzed local businesses and corridor activity. Adult programs are based on an 'earn while you learn' model, where individuals develop skills and transition to full time employment after training. Career paths include certified medical assistance, health information technology, and animal care. These opportunities provide benefits, offer wages that can support a family, and sometimes include subsidized tuition. WPSI also provides career coaching, apprenticeships, and professional development for high school graduates.



POSITIVE DEVELOPMENT



XX Surveyed building conditions

It should be noted that because the building condition survey typically relies on judgments based only on what is visible from the street, it is fair to say that the survey results overestimate the condition of buildings, as defects on the sides and rears of buildings are often not visible.
SOURCE: Field survey, Nov 2013 - Jan 2014



XX Building condition ratings criteria

SOURCE: Field survey, Nov 2013 - Jan 2014

05 STRENGTHEN EXISTING HOUSING

Neighborhood building conditions shape perception of neighborhood character and potential. Distressed buildings falling into disrepair, especially when concentrated, can make streets appear unsafe, deterring new residents and investors. Developing strategies to help maintain and improve housing stock is essential to ensuring long-term neighborhood vitality and encouraging reinvestment in Central Dover.

The Central Dover building conditions survey conducted as a part of this planning process indicated that over a third of properties in the study area were found to be in "Fair" condition, meaning that there are highly visible cosmetic defects as well as visible indications of minor structural issues present. Property owners have maintained their buildings fairly well in the majority of the study area, but the map of building conditions reveals concentrations of housing that is in need of repairs and potentially substantial renovations.

EXPAND ACCESS TO HOUSING REPAIR PROGRAMS

Housing repairs are currently available to a limited number of lower income homeowners annually through the City of Dover's CDBG program. Help existing residents, particularly low- to moderate-income households preserve the affordability of their homes through the establishment of an expanded housing repair program. Set as a housing priority the preservation of existing and development of more affordable housing for low- to moderate-income residents, focusing on homeownership to enable families to have a stake in their community. Provide educational resources and training for homeowners in the areas of:

- Repair and rehabilitation techniques
- Homeownership and financial responsibilities
- Financial management and credit repair

Establish a rehabilitation revolving loan fund capitalized by CDBG funds at a low interest rate (in the neighborhood of 1%) and attract a foundation, bank or CDFI to match the initial amount at a low rate of interest so it is affordable. As repayments are made, the principal is lent out again to new borrowers, thus the revolving nature of the loan pool to sustain it over time.



INITIATE VOLUNTEER-BASED NEIGHBORHOOD HOUSING REPAIR ORGANIZATION

42% of Central Dover's housing stock is in either "C" or "D" (Fair or Poor) condition. With a little professional guidance, resources, and elbow grease, these properties could be restored and improve block perception, helping to stabilize residential streets in the area. Central Delaware Habitat for Humanity is interested in bringing their minor repair program currently operating in Frederica to Dover in late 2015. The program encompasses

exterior painting/minor exterior repairs per home in which volunteers from business, industry and the community pitch in with the owners to take on home repair and beautification projects in the neighborhood. There are also similar mission-based groups active in Central Dover that could be partnered with to help restore existing housing.

Additionally, MHDC currently provides emergency housing repairs and First State CAA operates a weatherization / repair program which could be targeted to the area.

These recommendations provide for an opportunity for Central Dover to link this kind of investment with the proposed model block concept and related community building activities described in the previous chapter. To that end, a task force should be created to:

- Identify the nature and extent of any incentives—financial and technical—needed to bring such a program to the community.
- Bring it to scale over time and ensure that it targets strategic locations consistent with the Restoring Central Dover Plan.
- Leverage other investments in the blocks targeted and in other initiatives that are priorities and spelled out in the Plan.
- Improve and/or extend partnerships with local government agencies, and technical and financial intermediaries to work closer together to avoid any duplication of effort in fashioning the program.

LANDLORD TRAINING

The nationally recognized Landlord Training Program in Portland, OR has been adopted by over 400 cities and counties across the nation, and includes a separate focus on Section 8 housing. The training workshop focuses on keeping rental properties safe and free of illegal activity by training landlords in effective property management and techniques for dealing with illegal activities by tenants.

LEARN MORE portlandonline.com/BDS/index

The Good Landlord Program in Ogden City, Utah provides incentives for landlords and apartment managers who go through training and implement the lessons on eliminating code violations, illegal activity and public nuisances through discounts on business permits and disproportionate impact fees.

LEARN MORE ogdencity.com/en/doing_business/

STRENGTHEN CODE ENFORCEMENT

One of the issues residents raised repeatedly as a major concern by Central Dover stakeholders was the lack of accountability displayed by some property owners, particularly absentee rental property owners. Holding property owners responsible for derelict housing by strengthening code enforcement in areas with high concentrations of renters and safety code violations is essential to ongoing neighborhood revitalization efforts in Central Dover.

- Initiate a third party needs assessment to determine whether staffing or technology solutions (such as a web-based permitting and development resource center) would help improve code enforcement efficiency.
- Provide educational resources and training to homeowners and landlords to help them make better decisions about their properties
- Explore with City and state programs to provide financing incentives for code compliance for rental properties.
- Begin notification to the City of Dover by the Dover Housing Authority (DHA) and the Delaware State Housing Authority when Vouchers and Section 8 Rental Payments are suspended for a rental housing unit due to a failed DHA or DSHA inspection.



Creating a web-based permitting and development resource center could make information more accessible than it currently is in pamphlet form at City Hall.

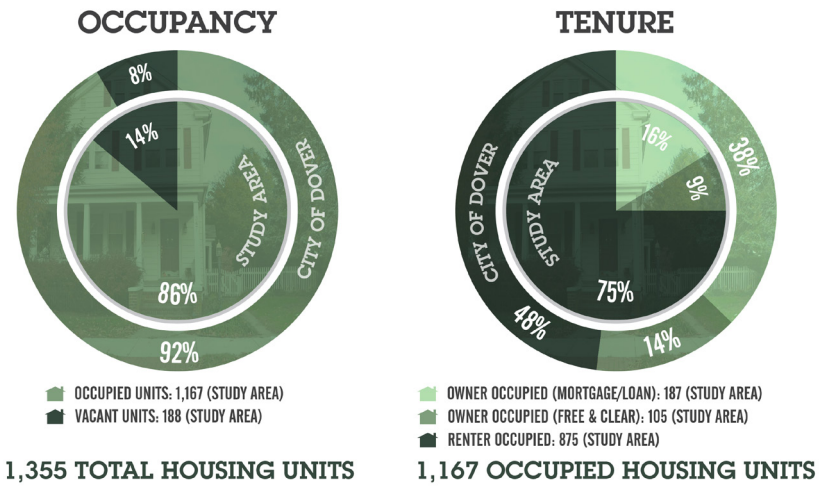
EXPLORE WAYS TO BOOST HOMEOWNERSHIP

Explore the potential for employer-assisted homeownership programs modeled off programs such as Delaware's Live Near Your Work, the University of Pennsylvania's Enhanced Forgivable Loan Program, and Philadelphia's "Home-Buy-Now" program that provide down-payment and closing costs assistance to company employees towards the purchase of a home in Central Dover. Start with major institutions and employers such as Bayhealth Medical Center, Wesley College, State of Delaware, Kraft Foods, etc.

Explore with the City allowing qualified first-time home buyers in Central Dover to use CDBG home repair program funds to complete basic repairs when purchasing their new home. This, along with other home repair programs and down payment assistance will help boost homeownership rates in the neighborhood.

Initiate discussions with the City regarding waiving impact fees and/or discounting permit fees to incentivize affordable and market rate housing in Central Dover primarily for homeownership.

From the existing tenant population of Central Dover and from workers regularly commuting to Central Dover, recruit potentially interested first-time home-buyers by introducing them to counseling programs and financial incentives available through NCALL as well as from Delaware State Housing Authority (DSHA) programs and the City of Dover. These include:



XX Housing occupancy and tenure
SOURCE: 2010 U.S. Census, 2007-2011 American Community Survey

NCALL

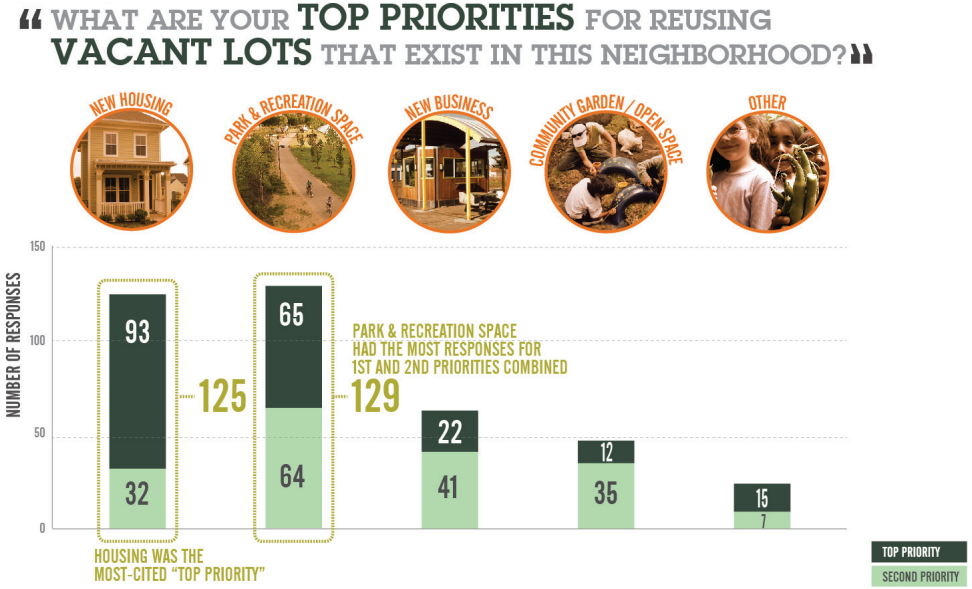
- Homeownership counseling helps households become mortgage-ready for conventional financing and special federal financing programs, such as FHA and VA mortgage loans.

DSHA

- Homeownership Loan Program that provides first mortgage financing at below-market interest rates to qualified homebuyers.
- Delaware First-Time Homebuyer Tax Credit federal income tax credit designed to help make homeownership more affordable to qualified homebuyers. Homebuyers who elect to use the federal tax credit are eligible to claim a portion of the annual interest paid on their mortgage as a special tax credit.
- Second Mortgage Assistance Loan (SMAL) assists income qualified borrowers in the purchase of their own home by providing down-payment and closing cost assistance in the form of second mortgages.
- Advantage 3 grant program assists qualified borrowers in the purchase of their own home by providing down payment and closing costs assistance in the form of a grant equal to three percent (3%) of the first mortgage loan amount.

CITY OF DOVER

- Dover First Start provides down payment and settlement assistance to low and moderate income families who purchase eligible properties in the City of Dover.



XX Resident priority uses for vacant land

Residents identified new housing development as a top priority among ways to reuse the plan area's vacant lots. SOURCE: Neighborworks resident survey.



06 SUPPORT NEW DEVELOPMENT

The Central Dover area has enough vacant land to comprise 25 football fields. Opportunities for residential and commercial development in the plan area are considerable. Removing certain regulatory and property acquisition barriers to development may encourage infill construction.

Encouraging more affordable and market rate housing and mixed use development can help better unify the urban fabric by eliminating vacant lots, as well as bring in new residents and businesses.

ENCOURAGE GREATER ZONING FLEXIBILITY TO ENABLE INFILL HOUSING DEVELOPMENT

The City of Dover is in the process of revisiting the zoning code to make redevelopment projects easier to get off the ground. This will require a new framework that will steer infill development with new guidelines and standards about acceptable building typologies and uses.

Development of duplexes and townhouses—residential typologies that would be appropriate for the urban character of Central Dover—are currently not allowed within the zoning regulations. Developing a zoning overlay covering the Downtown Redevelopment District that identifies townhouse and duplex developments as acceptable conditional uses could speed up the approval process and encourage residential development. There could also be allowances made as part of the Planned Neighborhood Design code, which would provide more flexibility in terms of setbacks and other block standards in exchange for architectural elements that complement the character of the area. Encourage neighborhood residents to be part of setting the neighborhood and infill standards.

FACILITATE PARCEL ASSEMBLY AND REDEVELOPMENT

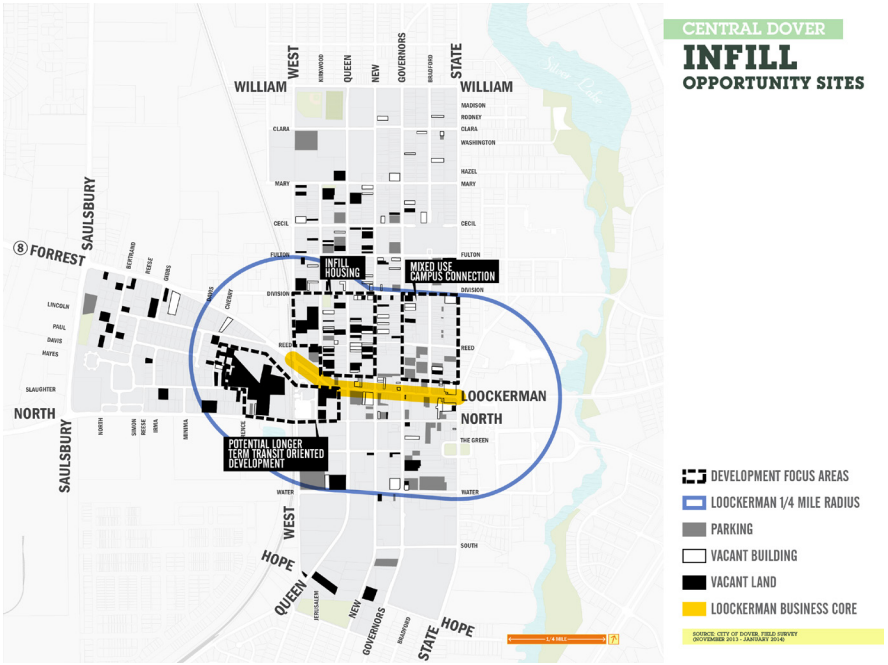
Though there are 207 vacant properties in the Central Dover plan area (73 vacant buildings and 134 vacant lots), realizing the potential these properties hold can be challenging. 10% of all currently vacant lots are owned by the City of Dover, meaning the majority of properties are held privately, and in some cases, property owners are resistant to selling their holdings because of a perceived or anticipated investment and building boom in downtown Dover. In order to encourage investment in the plan area, the City should explore the following innovative mechanisms, among others, to facilitate parcel assembly and redevelopment.

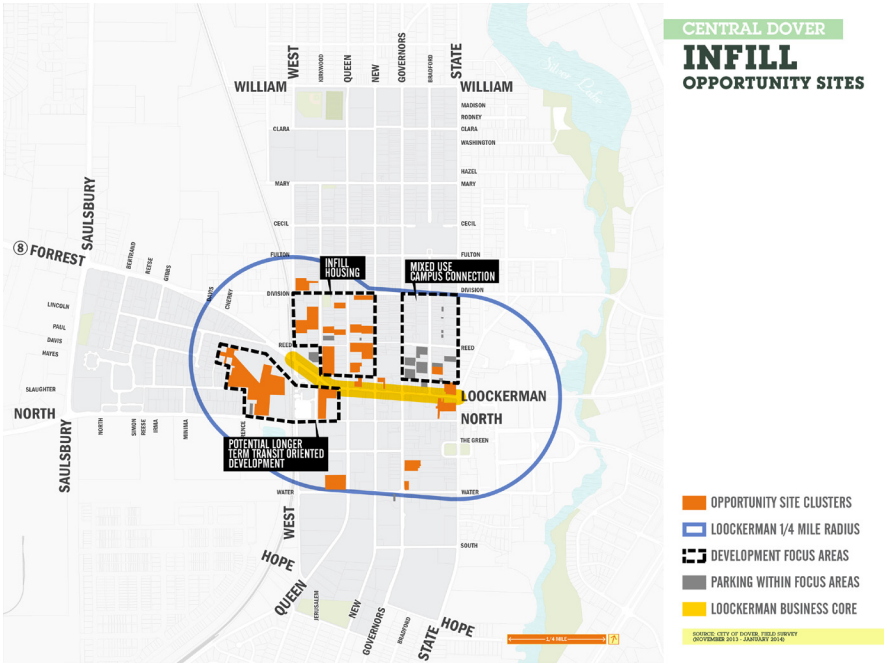
VACANT LAND



XX Aggregated vacant land area

SOURCE: Field survey, Nov 2013 - Jan 2014





LAND BANK

A land bank is "a public authority created to efficiently hold, manage and develop tax-foreclosure property" and can be utilized as a planning tool for long-term community development. Land banks use legal and financial tools to put vacant, abandoned, and/or tax delinquent properties back into the market for productive uses; and in most cases, because vacant, abandoned, and/or tax delinquent properties are found within older/economically depressed communities, the land bank encourages redevelopment in these blighted areas. Across the country, municipalities are establishing or reviewing the potential of land banks to reclaim blighted areas. A land bank can also be established by a private organization in coordination with the City of Dover. Central Dover could follow suit and create a land bank as part of its revitalization efforts.

LAND TRUST

A community land trust is a non-profit, community-based organization that works to provide perpetually affordable home ownership opportunities. The land trust acquires land and removes it from the speculative, for-profit, real estate market. The land trust then holds the land it owns "in trust" forever for the benefit of the community by ensuring that it will always remain affordable for homebuyers. The land trust provides permanently affordable housing by owning the land of a particular property but selling the home on the land to an income-qualified buyer. The homeowner then leases the land from the land trust through a 99-year, renewable ground lease. Local housing advocates and other partners should open dialogue with the City, potentially consulting the Diamond State Community Land Trust, about whether or not this approach would serve Central Dover well.

XX Infill development opportunity sites

From a the full inventory of vacant buildings, vacant land, and parking lots in the Central Dover study area (above left), clusters of development opportunity sites within walking distance of Loockerman are identified in orange (below left). Prioritizing development close to Loockerman will reinforce commercial corridor revitalization efforts. Proposed development typologies include infill housing, mixed use campus development, and potential longer-term transit-oriented development, pending establishment of regional rail connections discussed in the following chapter.
SOURCE: Field survey, Nov 2013 - Jan 2014

EVALUATE WAYS OF PROVIDING FINANCIAL INCENTIVES FOR DEVELOPMENT

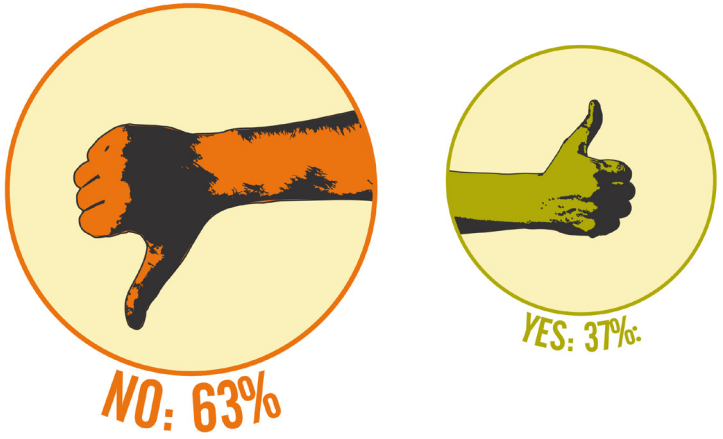
Property acquisition and construction costs are higher in Dover than in neighboring areas—without commensurately higher rents or sales prices. In order to attract developers to the Central Dover area, the City should consider waiving City impact fees and/or discount permit fees and real estate taxes to incentivize housing in general and affordable housing in particular.

EXPAND ACCESS TO AFFORDABLE HOUSING

Recruit and select housing developers such as NCALL, MHDC, Central Delaware Habitat and others to develop affordable and market rate housing for homeowners in Central Dover. For example, Central Delaware Habitat for Humanity serves Kent County targeting families with incomes at and below 60% of area-wide median income. Their program holds and services all the mortgages on completed homes sold to first-time homebuyers. Habitat for Humanity is currently pursuing financing and other needed resources to build homes in Central Dover and NCALL has executed support letters indicating the project is consistent with the ongoing planning process. The targeted properties are located on Kirkwood and Queen Street.



"WOULD YOU CONSIDER **BUYING A HOME** IN THIS COMMUNITY?"



WHICH ONE WOULD YOU SAY IS THE **PRIMARY REASON** YOU HAVE NOT YET BOUGHT A HOME IN THIS COMMUNITY?"



OTHER REASONS:

- "CRIME OR OTHER SAFETY ISSUES" 18%
- 6% EACH "PHYSICAL CONDITIONS IN THIS COMMUNITY" "STATE OF THE ECONOMY"
- "HOUSES THAT ARE AVAILABLE IN THIS COMMUNITY" 3%
- 2% EACH "QUALITY OF PUBLIC SERVICES AND/OR SCHOOLS" "CONVENIENCE TO WORK, SCHOOL, AND/OR SHOPPING"
- "SOMETHING ELSE" 12%

XX Barriers to homeownership

63% of surveyed residents report that they would not consider buying a house in Central Dover. Highlighting the need for more affordable housing in Central Dover, slightly more than half of renters identified their personal financial situation as the primary reason why they have not yet bought a home.
SOURCE: Neighborworks resident survey

PROVIDE ASSISTANCE IN ACTIVATING UPPER STORIES ALONG LOOCKERMAN STREET

There have been a number of initiatives aimed at filling vacant commercial spaces along Loockerman Street. Though businesses along Loockerman have strengthened in recent years, Loockerman still has the potential to become a vibrant commercial district. One way to push it in that direction would be to encourage residents to live along the corridor in upper story apartments so they can be at the center of momentum building in Central Dover. Property owners should be supported in their efforts to create high quality housing with good tenants. Assistance can come in the form of permitting and design assitance to convert upper stories, as well as potentially relaxed regulations to facilitate conversion, as long as such flexibility does not compromise safety standards.

Coordinating with the Downtown Dover Partnership, local partners should seek to establish financial assistance programs for basic systems repair and façade improvements for owners who cannot afford them on their own. Such improvements lower utility costs and enhance security for tenants, while also lowering operating costs and enhancing the property value for landlords.

The upper buildings of some buildings more readily lend themselves to other uses, especially where a second means of egress cannot be created to support residential units above the first floor. Upper story artist studios, small offices, and coworking spaces would bring increased activity to Loockerman, as well as support existing businesses along the corridor.



EXPLORE OPPORTUNITIES TO CREATE STUDENT HOUSING OPTIONS OFF CAMPUS

Wesley College is an anchor educational institution with 2,100 students situated in the northeastern section of the plan area. The college has been looking for ways to deepen its relationship within the community it is embedded in. Neighborhood residents would like Wesley to take a bigger role in helping revitalize the neighborhood and encourage students to become a part of the community fabric. One way to do this would be to expand off-campus mixed use student housing offerings linking the campus to Loockerman. Mixed use development with ground floor retail in this area would also make it more pedestrian-friendly and encourage students to frequent stores on the Loockerman commercial corridor.

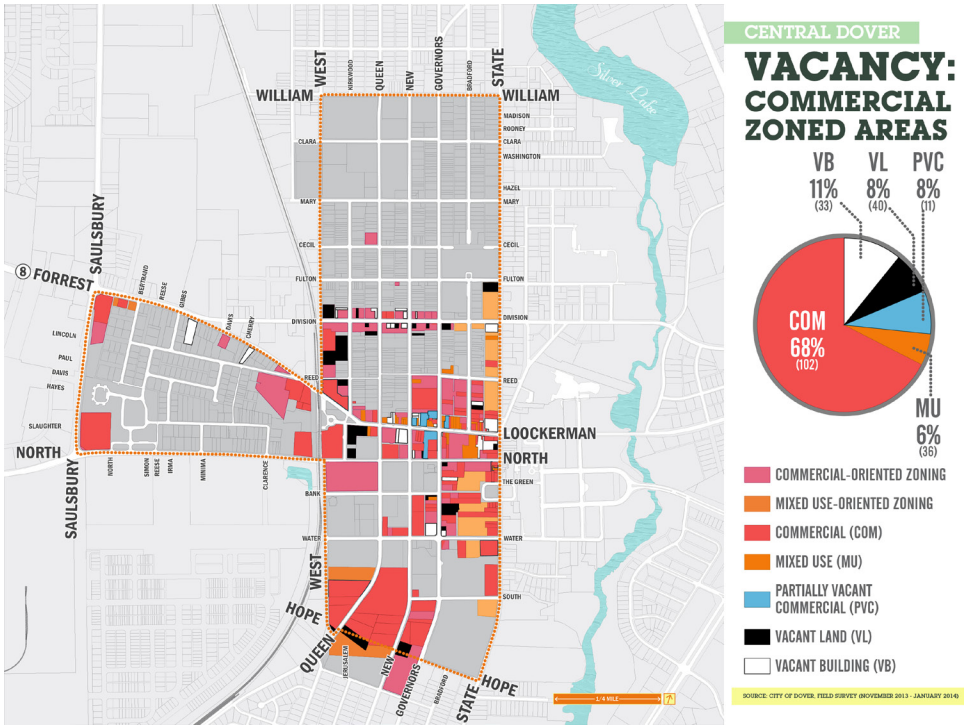


07 REINVEST IN COMMERCIAL CORRIDORS

Loockerman Street is home to the main commercial corridor of Central Dover. Currently, Loockerman is made up primarily of small, locally-owned boutique or specialty shops; only one retail chain occupies space along the strip, which gives the corridor a unique character and identity. However, the turnover rate is high and there are a number of vacant commercial spaces and lots that could provide ground for new forms of retail and entertainment. Presently, there are 16 vacant buildings, 6 partially vacant commercial spaces, and 2 vacant lots on Loockerman alone that can be repurposed and re-imagined. The vacancy rate changes monthly as two new retail shops plan to open in September 2014. Developing a strategy to not only fill vacancy in commercial areas, but also recast corridors like Loockerman as vibrant and bustling consumer attractions, will not only improve the revenue streams of existing businesses, but will also draw visitors from all over Delaware and the tri-state area to experience the newly restored Central Dover and its small business-oriented retail corridor.

BUILD AND EXPAND ON MARKETING/ BRANDING EFFORTS FOR THE LOOCKERMAN STREET CORRIDOR AND CENTRAL DOVER

Marketing will play a big role in helping change the perception of the Loockerman Street Corridor. A review and potential revision of the current marketing tag line, "Historically Happening," as well as the Downtown Market Plan should be completed in the near term. Identifying who the various customer groups and business types Central Dover should be targeting will help shape the type of marketing and branding plan necessary to draw-in the retail and entertainment that will position Loockerman to become a vibrant and lively commercial district. Recruitment of the needed retail and businesses will need to occur as well. Marketing materials and social media efforts tailored to potential residents, investors, and businesses should be developed to promote reinvestment in the area.



XX Vacancy and utilization of areas zoned for commercial uses

SOURCE: Field survey, Nov 2013 - Jan 2014

ACTIVATE VACANT STOREFRONTS

Though there a number of new businesses popping up along Loockerman Street, high vacancy and turn-over rates are persistent issues. With downtown revitalization efforts already underway, one approach to quickly turn around the negative effects of vacancy along commercial corridors is to develop an interim strategy that transforms empty commercial spaces into temporary gallery spaces showcasing the creative work of youth living in Central Dover or displays about area nonprofit organizations. Many of the commercial spaces along Loockerman have large display windows, providing an opportunity to brand the corridor as a creative place, add color and interest to the streetscape, and establish exhibition venues for emerging artists. Temporary storefront installations could also be an opportunity to merge commercial corridor revitalization with social services through an art therapy program such as the Creative Vision Factory in Wilmington, Delaware. In addition, the City and its partners should encourage "pop-up" stores and incubator businesses for a three month trial with three months free rent, which would serve to both activate gaps in the corridor and create opportunities for entrepreneurs and small retailers to establish themselves in Central Dover.

ADDRESS CONCENTRATED LOITERING

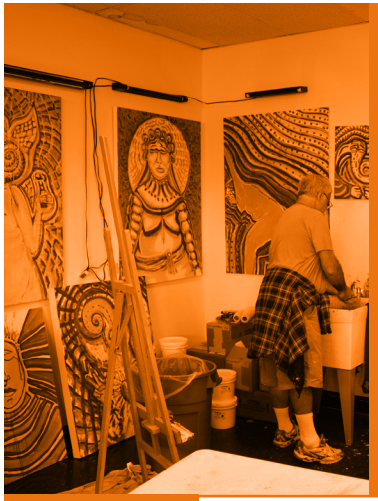
The vitality of Central Dover's commercial corridors relies on perception of the area. Some businesses in the vicinity of Loockerman are generating activities that deter customers and new businesses. Though such operations generate revenue for the City, in Central Dover they contribute to loitering and exacerbate vagrancy in the area. The perception is that the loitering and vagrancy leads to high crime incidents. Revisiting licensing requirements, zoning restrictions, and potential ordinances regarding nuisance businesses as well direct approaches to such business owners about how to change their business' image and patronage, will be useful in protecting the commercial viability of Central Dover, and will ensure that the negative impact of nuisance businesses will be minimized over time.

EXPAND SMALL BUSINESS DEVELOPMENT PROGRAMS FOR NEW AND EXISTING BUSINESS OWNERS

Small business owners like those who own the boutiques and specialty shops along Loockerman are entrepreneurs who have taken a risk to open an enterprise to sell a product or service they believe the community wants or needs. Sustaining new and existing small businesses can be a



XX Conceptual visualization of temporary vacant storefront installation



CREATIVE VISION FACTORY

The mission of the Creative Vision Factory in Wilmington, Delaware, is to support artistic endeavors of those with behavioral health disorders and encourage their participation in the local artistic community through exhibitions and workshops. The factory recognizes the value of creativity and expression in assisting in the promotion of recovery. Michael Kalmbach, who developed the Factory, feels it can serve as a path to employment. The communal workspace is free to those with behavioral health disorders and open to the community for a minimal monthly membership fee.

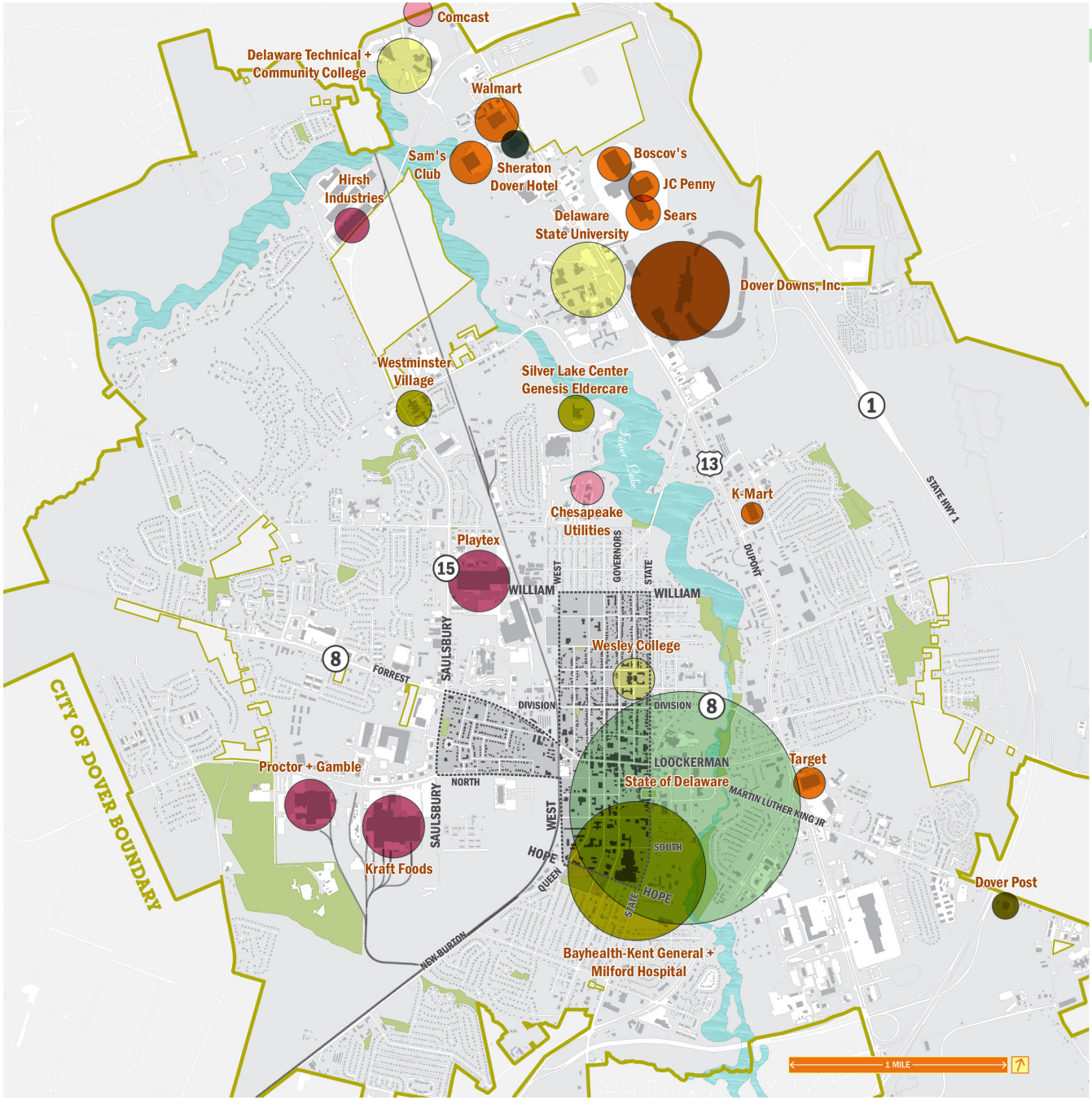
LEARN MORE thecreativevisionfactory.org

difficult task in today's fast paced economy. There are opportunities to help prepare burgeoning entrepreneurs and long-time business owners for the constant fluctuation of the market and consumer taste. Currently, the Downtown Dover Partnership offers some business assistance in the form of information on "loan programs, available incentives and grants, and available spaces" in the downtown area. A network exists among the small business assistance providers to coordinate efforts; this collaboration should continue and an expansion of the services offered will improve the stability of Central Dover's commercial base and broaden its diversity and offerings.

RECRUIT MAJOR LOCAL EMPLOYERS TO ESTABLISH SATELLITE OFFICES ON COMMERCIAL CORRIDORS

Dover is home to several notable private corporations and institutions. Kraft, Playtex, Proctor and Gamble, Wesley College, and Bayhealth-Kent General are some of the major local employers within city boundaries. Encouraging these major employers to relocate their smaller operations and/or divisions to unoccupied commercial spaces within the plan area such as the new E-ZPass location on Loockerman Street will bring more employees into the downtown areas to shop and eat, which will strengthen Loockerman as a commercial corridor and encourage continued revitalization in surrounding areas.





CENTRAL DOVER

TOP EMPLOYERS: 2010

of employees

100

500

1,000

5,000

10,000

EMPLOYER TYPE:

- EDUCATION
- GOVERNMENT
- HEALTH
- MEDIA
- HOSPITALITY
- OFFICE
- PRODUCTION
- RETAIL SALES
- TOURISM

SOURCE: KENT ECONOMIC PARTNERSHIP, INC.

XX Top employers in Dover

SOURCE: Kent Economic Partnership, Inc

08 ENSURE EQUITABLE ECONOMIC DEVELOPMENT

The racial and ethnic composition of Central Dover has grown more diverse over the past decade. From 2000 to 2010, the plan area saw a 12% increase in total population, from 3,323 to 3,735 residents. During that period, the percentage of those identifying as persons of color increased by 6%, with the European American cohort dropping from 41% to 34%.

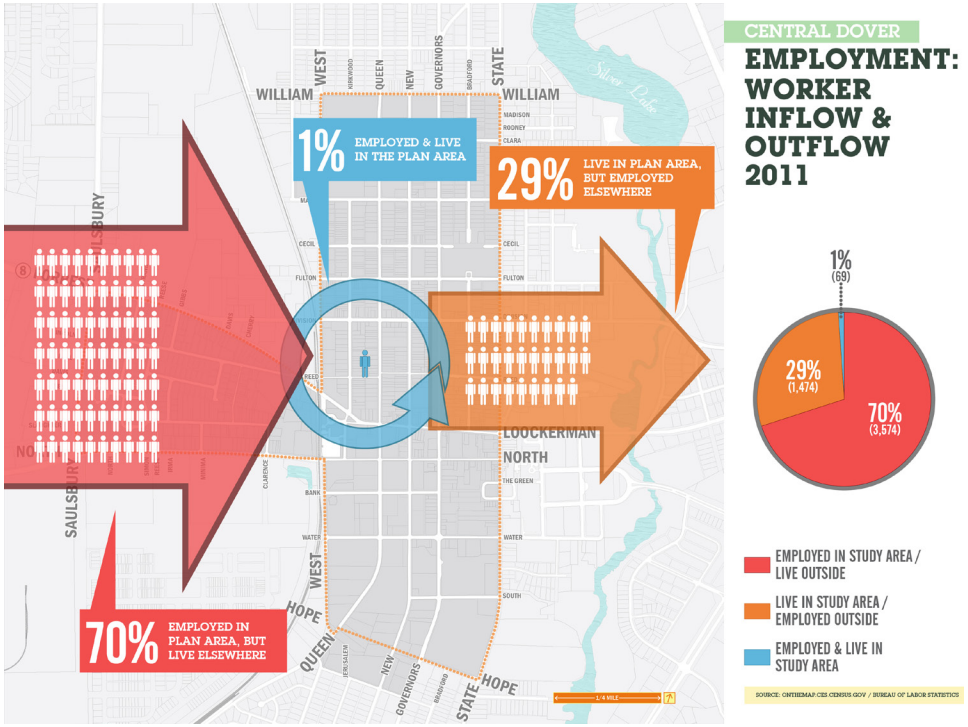
While the plan area's population has grown more diverse, it appears employment opportunities have not. In 2010, the unemployment rate for Central Dover was approximately 10%; and while over 3,500 employees work within the plan area, only 1% actually resides and works in Central Dover. Truly restoring Central Dover must involve community and business leaders working together to confront the lack of access and disparity Central Dover's people of color are currently facing.

DEVELOP A COMPREHENSIVE WORKFORCE DEVELOPMENT STRATEGY

Linking Central Dover residents with the skills they need to compete for quality jobs will support both regional economic strength and local vitality. Equalizing economic opportunity requires the cooperation of private, public, and nonprofit sectors. The nature of this collaboration and partnership brings benefits to all participants: local residents secure family wage jobs and employers' participation in building a skilled workforce ensures their own success.

A critical part of this effort will be to leverage existing major employers to drive growth and boost local employment. Invite local business and industry to help address the unemployment and underemployment issue in Central Dover. Among the ideas and initiatives to explore include:

- Mechanisms that promote job growth and better enable African Americans and other disenfranchised individuals to overcome systemic barriers to living wage employment
- Development of industry partnership programs between employers and workforce representatives with targeted recruitment efforts in



XX Worker inflow & outflow
SOURCE: Bureau of Labor Statistics

Central Dover

- Investments in:
  - Prisoner and ex-offender education programs as part of workforce development.
  - Youth workforce and internship programs.
  - Entrepreneurship and capacity building programs for minority- and women-owned business enterprises.
- Corporate and institutional policies that increase workforce diversity (especially at management levels), and the hiring of ex-offenders.

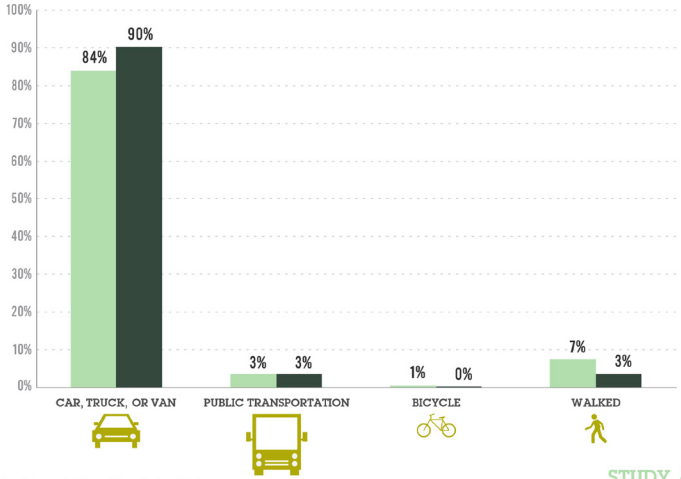
Explore potential pilot programs with the DelMarVa Black Chamber of Commerce modeled after Incubator Without Walls and the Ice House Entrepreneurship Program. Incubator Without Walls (IWOW) is a program for developing a skilled workforce to help power economic growth and the Ice House Entrepreneurship Program promotes entrepreneurship working with young adults to achieve learning objectives.

COMPLETE ECONOMIC INCLUSION STUDY

As a first step towards ensuring diversity within business opportunities, complete and publish the City-funded Economic Inclusion Study of Dover – commissioned by the DelMarVa Black Chamber of Commerce (DBCC) that is modeled off of a similar analysis of Pittsburgh, PA concluding that, among other contributing factors, racial equity and inclusion are cornerstones of sustained development and successful, healthy economies for that particular region. The lack of minority participation in a number of high-profile and large construction projects (in the Central Dover community and the Dover region in general) recently and over time prompted DBCC to bring the need for such an analysis to light publicly and to seek partners to help sponsor and fund it. The Restoring Central Dover plan and the prospects of it leveraging public and private resources present a unique opportunity to advance both agendas by linking economic inclusion as a policy and practice with community revitalization as a goal.



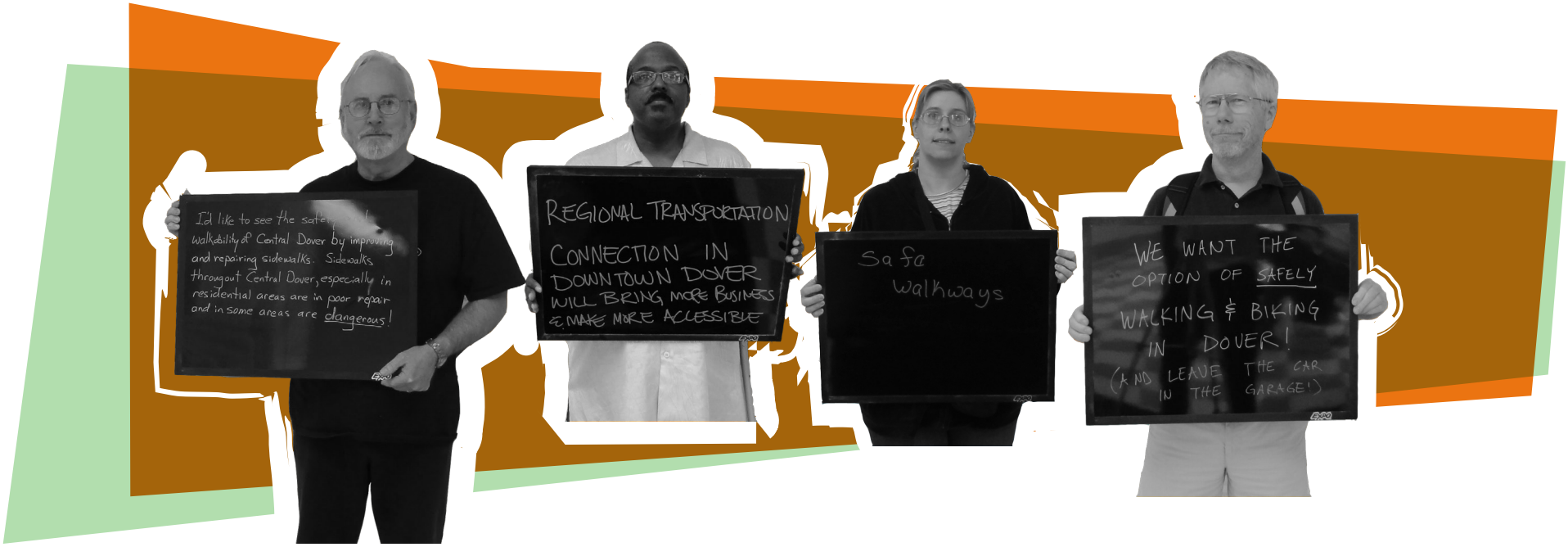
AN INTEGRATED PUBLIC REALM AND INFRASTRUCTURE



TRAVEL TO WORK

STUDY AREA
CITY OF DOVER

XX Mode of travel to work: Central Dover versus City of Dover
SOURCE: 2007-2011 American Community Survey



09 IMPROVE TRANSPORTATION INFRASTRUCTURE

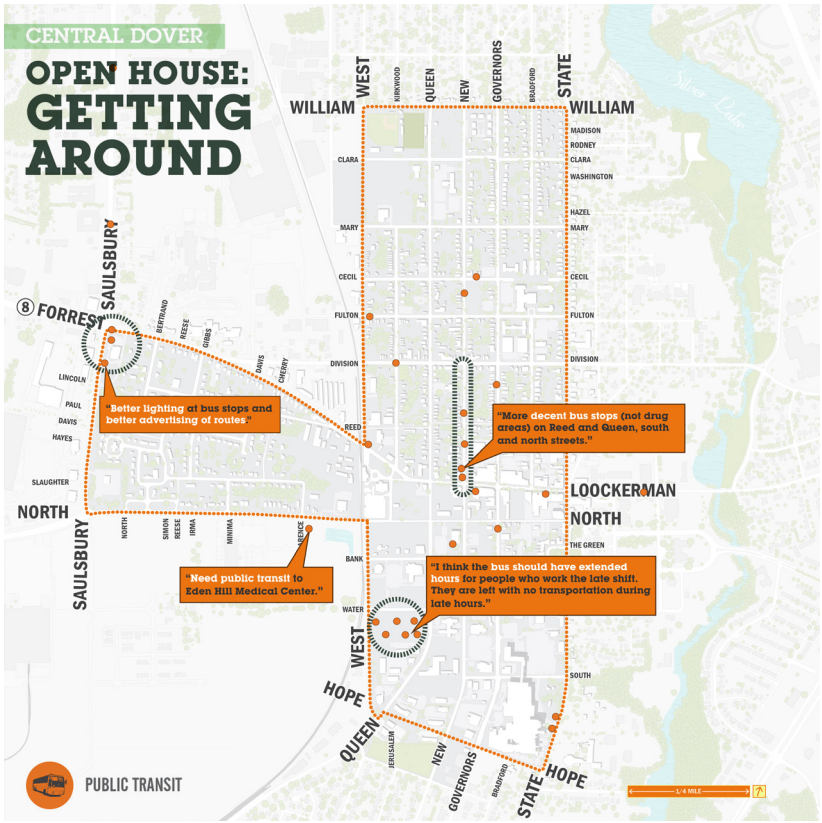
Aside from the largely institutional areas south of Loockerman, the Central Dover area is a fairly walkable urban fabric. However, the contextual land use patterns and low-density development standard in the region result in a pervasive reliance on cars for personal transportation. The worker inflow and outflow, as well as travel mode to work data also suggest the same. More than 3,500 workers come into the Central Dover area from areas outside and 84% of workers living in Central Dover use a personal vehicle to get to work. There are a number of reasons to make a concerted effort to improve and expand levels of service for alternative transportation options in Central Dover, including:

- As costs of owning and maintaining a car continue to trend upward, improving public transportation infrastructure will expand access to the city and provide stability for Central Dover's low-income residents looking to broaden their opportunities.
- Enhanced public transportation and more balanced streets will improve quality of life for Central Dover's senior population and those with physical disabilities.
- Investing in alternative transportation can help boost economic development efforts by attracting new residents and businesses who are attracted to these amenities.
- Promoting walking and biking can help fight the childhood obesity epidemic and encourage healthier lifestyles in general.

The following recommendations seek to improve mobility and establish more balanced streets in the Central Dover area.

EXPAND AND ENHANCE TRANSIT SERVICES

Central Dover residents and stakeholders were vocal about the need for expanded DART bus services. Though only 3% of Dover residents use public transit, this may be due to the limited routes and times of operation provided. According to residents who participated in the May Open House, the bus is simply not an option for individuals working late shifts, with services ending at 9 p.m. and no buses running on the weekends. Also, there are no regional routes for workers who are employed in surrounding suburbs or towns. For these reasons, city officials and neighborhood civic



XX Community-identified public transit issues
SOURCE: Public open house input

groups should be advocating for more routes and better times of operations to ensure all workers who need public transit have a way to their jobs. As a first step, an in-depth transportation accessibility study specifically for Central Dover should be completed focusing on the needs of existing and potential transit users, as well as evaluating current levels of service. This information should be used to form the foundation of decision-making on the part of city officials and transit authorities to improve alternative transportation options and accessibility for Central Dover residents, workers, and visitors.

Feedback generated as a part of this process suggested this study should explore:

- Establishing a bus line with frequent service along Route 13 and 113 through all three counties
- Linking Central Dover residents to employment centers outside the neighborhood to increase access to job opportunities
- Feasibility of extending hours of operations on nights and weekends to better accommodate workers
- Potential demand for mid-day routes targeting the elderly and those accessing child care
- Whether or not the renaming of lines using place names would help improve the user experience by boosting awareness of which lines serve which locations. For instance, the route 109 service line could be renamed the "Central Dover – Dover Mall" line to readily indicate the two endpoints of the route.

The process for this study should include in-depth public outreach and community engagement to ensure that transit service decisions are informed by local demand and feedback.

IMPROVE BUS STOPS AND TRANSIT DEPOT

In many cases, waiting for the bus in Central Dover can be a trying experience. The lack of proper bus shelters make for very uncomfortable conditions for residents waiting on buses. Some residents have witnessed "people waiting in ditches…in the rain or extreme weather without cover." Providing covered bus shelters for frequently used locations would not only improve the public transportation experience, they would also increase the visibility and awareness of the bus stop locations, which can in turn boost ridership. Attractive bus shelters also serve well as streetscape amenities that have the potential to raise the image and perception of Central Dover.



Dover transit depot

Bus shelters should be equipped with clear route maps and schedules, which could also serve as opportunities to raise awareness of locations of arts, cultural, and historic destinations and events in the area.

A comprehensive assessment of existing bus stop infrastructure in Central Dover should be coordinated with above mentioned transit access study and completed in the near term to determine:

- Which bus stops need to be improved to meet accessibility standards
- Whether there are locations along existing routes that should become new bus stops

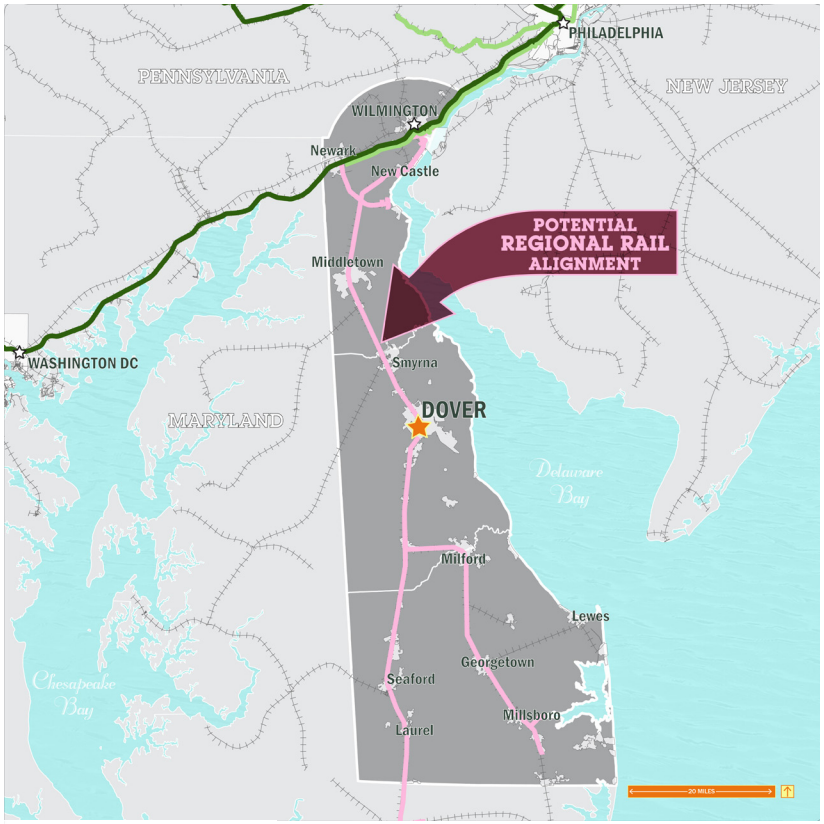
In addition to bus shelters, other community members highlighted the need for improvements to the Dover Transit Center located along W. Water Street. Proposed improvements called for included seating, shelter, public rest rooms, and real-time schedule displays. Original plans for the Transit Center called for a second building that would house bathrooms, stores, eateries, and office space. These amenities would serve to activate the Transit Center and improve perception of the area. DelDOT, the State of Delaware, and City of Dover should resume conversations about the feasibility of moving forward with completion of this plan.

ADVOCATE FOR A REGIONAL TRANSIT CONNECTION STUDY

Though it is the State capital and is centrally located in Delaware, Dover has no regional rail transit connecting it to Wilmington or other cities along the eastern seaboard. Community leaders and residents in Central Dover see great potential in leveraging Central Dover's proximity to beaches along the coastline, Dover Downs, and other major destinations by linking Wilmington to the mid-Atlantic passenger rail network. There is the sense that Central Dover is perceived as a "pass-through" or "pass-around" place for the visitors coming through the region. Locating a regional train station and multi-modal hub here would bring visitors to Central Dover itself, which could have great impacts on job development and reinvestment.

A central component of DelDOT's 2011 Delaware State Rail Plan was to provide an implementation framework for both passenger and freight rail improvement initiatives in Delaware. Named as a "High" priority among the proposed studies to initiate in order to continue to explore the feasibility of potential rail improvement projects, a commuter rail link between Kent County and New Castle County could be established along the Norfolk Southern rail alignment. A passenger rail service along this line would bring travelers to the threshold of the Loockerman corridor, while also providing a regional connection within walking distance of Dover's cluster of government and justice system buildings. Local partners should push for the completion of this study and advocate for the passenger rail link.

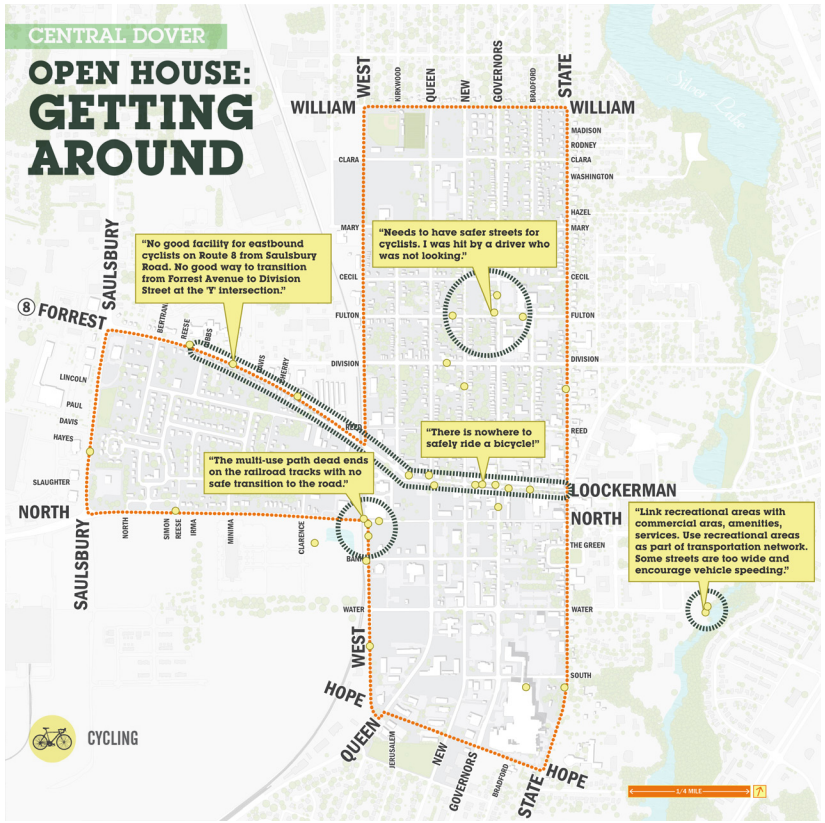
Improved east-west regional bus transit connections would better link Dover to beach destinations along the shore less than 20 minutes away, as well as Washington, DC, 2 hours west. These routes would most likely be served by private intercity bus common carriers and a demand study demonstrating sufficient need may be necessary to recruit companies. The scope of this study could be folded into the DART study referenced above.



XX Potential regional rail connection
SOURCE: DelDOT, 2011 Delaware State Rail Plan

WORK TO SUBSIDIZE YOUTH AND FAMILY TRANSIT ACCESS

46% of Central Dover households make less than $30,000 a year. In many cases, low-income families living in the plan area are likely to spend a sizeable portion of their earnings on transportation to work and school. To help lighten their load, DART and the City of Dover should consider subsidizing transit costs for low-income families and the elderly. A useful model may be found in San Francisco's Municipal Transportation Agency, which currently allows low-income youth to ride public transit for free. The State Social Service Department should explore whether they may be able to integrate this subsidy as part of the benefits provided to the families and individuals qualifying for specific social services.



XX Community-identified bicycle network issues

SOURCE: Public open house

BUILD ON EXISTING BIKE INFRASTRUCTURE

Parallel to the Restoring Central Dover planning process, the City of Dover conducted its own city-wide comprehensive bicycle and pedestrian planning process. The ideas related to bicycle and pedestrian improvements as a part of this study are intended to supplement this work with accessibility and public realm improvement ideas specific to the Central Dover area. The map in figure XXX shows a network of existing and proposed improvements to the bicycle network in the Central Dover area. The network intends to link existing and potential off-street bike trails along Silver Lake Park and Capital Green to the Dover Transit Center and Wesley campus, while also providing enhanced through-access on Division/Route 8 and Loockerman.



CENTRAL DOVER

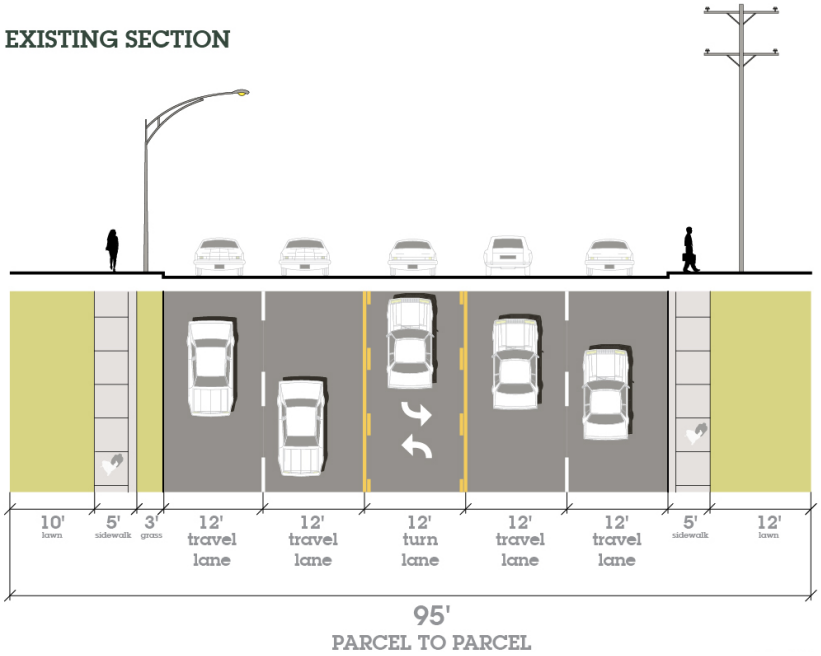
BICYCLE INFRASTRUCTURE IMPROVEMENTS

- EXISTING TRAIL
- PROPOSED TRAIL
- EXISTING SHARROW
- PROPOSED SHARROW
- EXISTING ON-STREET BIKE LANE
- PROPOSED ON-STREET BIKE LANE
- PROPOSED SEPARATED BIKE LANE
- EXISTING SEPARATED BIKE LANE
- PROPOSED BIKE PARKING AREAS

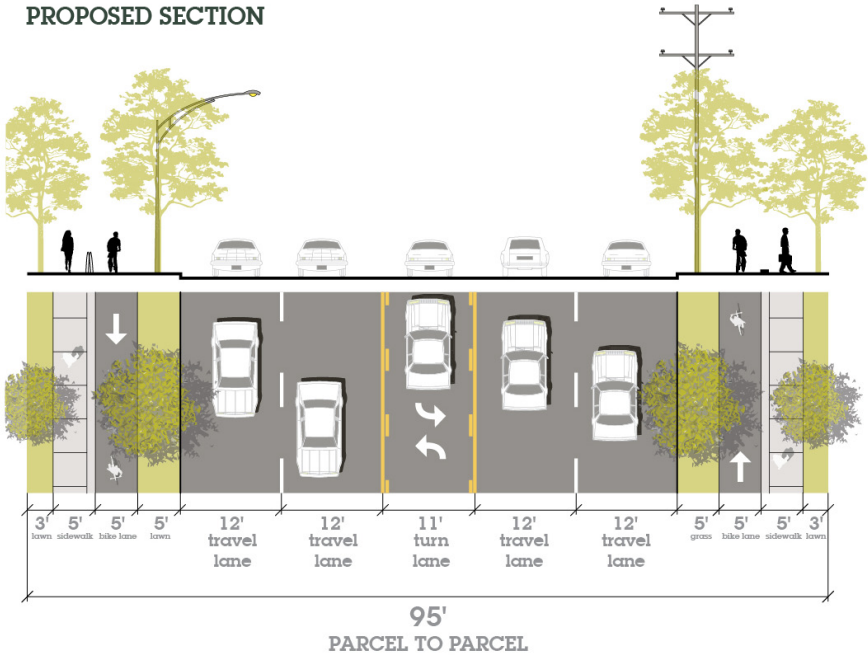
XX Proposed bicycle network improvements

FOREST STREET / RT. 8

EXISTING SECTION



PROPOSED SECTION





> The generous right-of-way width of Forest Street/Route 8 allows for opportunities to install separated bicycle infrastructure that would both improve bikeability and elevate the image and perception of this main gateway into Central Dover. The existing and proposed typical street sections demonstrate that bike trails separated from the vehicle travel lanes by a 5-foot landscaped buffer could be established without sacrificing level of service for vehicles. Rebranding the corridor as part of a major streetscaping effort such as this, "Forest Street Parkway" or "Forest Street Bikeway," for example, could promote and highlight it as a local amenity.

XX Existing and proposed Forest Street/Route 8 right of way configuration

- As a main thoroughfare and secondary commercial corridor, there is much room to improve the streetscape along Division Street and make it safer for bikers and pedestrians. While some blocks have been recently repaved, there are some stretches of sidewalks along Division that have eroded entirely. Reconsidering intersection circulation along Division Street could allow for more pedestrian-oriented provisions. Division Street currently requires through-traffic to continually jog over to the right outer edge of intersections, where otherwise there are mid-block on-street parking aisles except at corners. Traffic turning left is given sole access to the left travel lane. This pattern currently precludes the creation of bump-outs, which would make pedestrians more visible and reduce crossing distances. Traffic levels may not necessitate the dedication of the travel lane to left turns only. Local partners should work with DelDOT to explore other alternatives that are more equitable across modes.

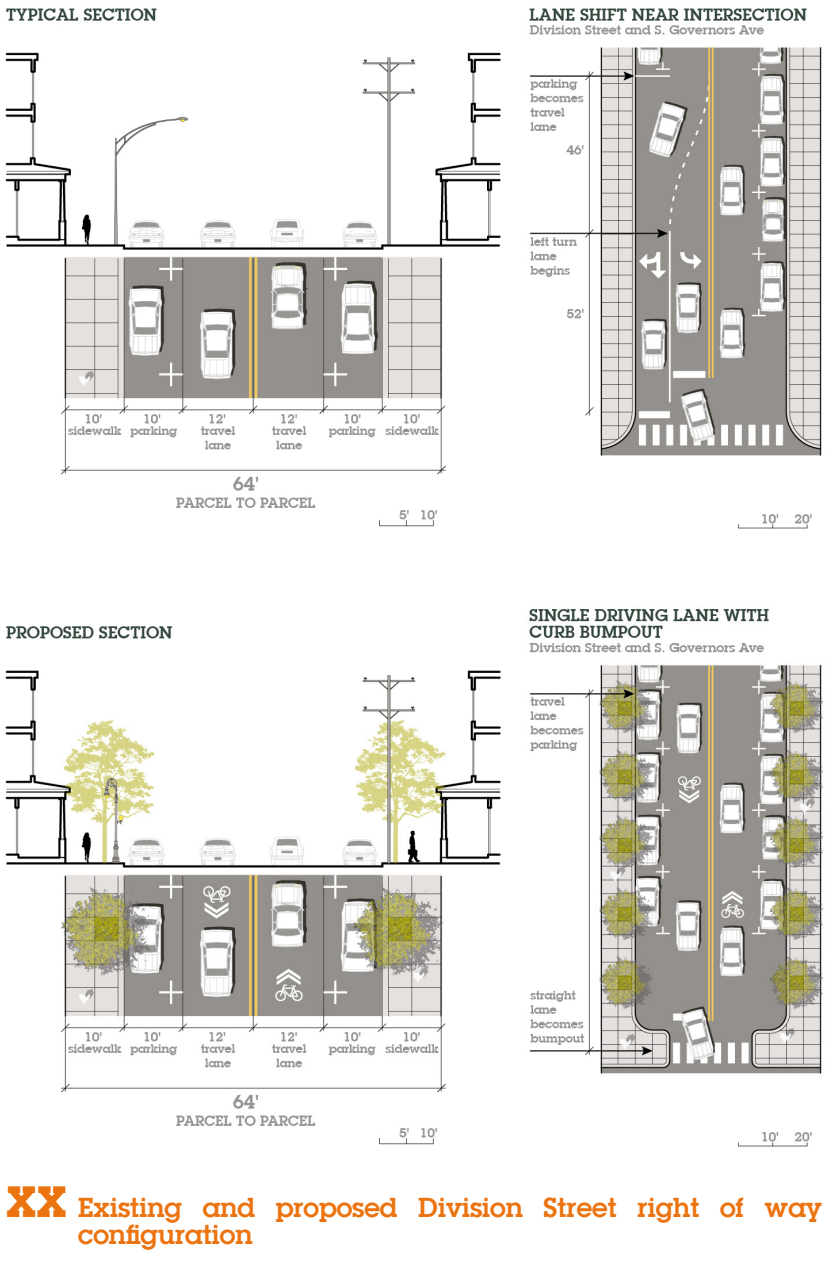
IMPROVE PEDESTRIAN CONNECTIVITY AND INFRASTRUCTURE

For Central Dover's seniors, getting around on the neighborhood's sidewalks can be difficult—not just as a result of the mobility challenges of aging, but because many sidewalks are in need of repair. These issues are problematic for other users as well, including physically challenged individuals, and pedestrians pushing strollers or shopping caddies.

Many property owners may not be aware of their responsibility to keep adjacent sidewalks in good shape. One result of this has been that the City has taken on the task of repairing or replacing sidewalks in need. A marketing and awareness campaign is needed to encourage property owners to repair their sidewalks. It would be more effective if this campaign included financial assistance to help with making repairs. However, the pervasiveness of broken and eroded sidewalks alongside vacant lots and buildings requires other solutions, as attempts to encourage owners of abandoned properties will likely prove fruitless. The City should be supported with increased resources for sidewalk repair to handle cases where property owners cannot be held accountable for sidewalk condition. In some cases trees may need to be removed and replaced where roots have created hazardous conditions for pedestrians.

In addition to keeping Central Dover's sidewalks in good shape, community members highlighted the need for more signage and streetscape improvements to increase visibility of pedestrians and remind motorists

DIVISION STREET



XX Existing and proposed Division Street right of way configuration

when pedestrians have the right of way. Specifically mentioned was the need to protect pedestrians in crosswalks from motorists, especially when they are making left turns through an intersection. In addition to targeted enforcement of traffic laws, bumpouts, signage, and striping enhancements can help improve pedestrian safety. The City and DelDOT should be supported in their efforts to implement improvements resulting from the City of Dover's Pedestrian Plan, developed concurrently with the Restoring Central Dover plan.





The lack of pedestrian connectivity from Simon Circle to Saulsbury Road Park and Gateway West Shopping Center [above] has forced residents to create their own path. Division Street at the rail line [below] is well-traveled by students walking to or from Booker T Washington Elementary, William Henry Middle School, Academy of Dover Charter School, and other schools located off of Forest Street west of the rail line. However, the sidewalk along this busy street is impassable, as it has significantly deteriorated and infrastructure has been located in the middle of the path, leaving little room for pedestrians.

CONDUCT A COMPREHENSIVE PARKING STUDY FOR CENTRAL DOVER

Parking became a somewhat contentious issue close to the completion of the planning process. Throughout the majority of conversations related to parking, stakeholders reported that parking is only perceived to be a problem, and that only larger-scale events can present issues for those who arrive to the greater Loockerman corridor looking for parking. Some felt that many have the expectation that they or their customers should be able to park on the same block as their destination, but that this is not a realistic expectation. Some offered criticism of public parking spaces being dedicated to particular entities, which reduces their utility overall. Another facet to this is that while there is available parking in the Governors Avenue parking lot, perceptions of safety in this area make this an undesirable location for many to park. Local partners should seek resources to conduct a comprehensive parking inventory and analysis to determine what strategies might be most appropriate for a range of development scenarios along the greater Loockerman corridor area, as well as what improvements can be made to improve perception of safety in existing parking lots.

Central Dover is fortunate to have had city leaders with the good sense to situate parking lots behind buildings fronting the Loockerman, rather than creating activity gaps in the commercial corridor by placing parking directly adjacent to the street. However, it can be difficult to judge from the street whether there are parking spaces available in these lots, and, if so, whether they are public or dedicated parking spaces. The parking study should explore the feasibility and desirability of developing of a smart phone app that provides real-time map information identifying parking spaces available nearby. Parking lots could also feature electronic signs near the entrance displaying the number of parking spaces publicly available at any given time.

An interim solution would be to produce a printed map handout showing locations of parking lots in the Loockerman area and distribute them to local businesses. This would be an easy way for business owners to help their customers find parking available nearby if on-street spaces are not available.


Dover needs more safe play areas Down Town !!
We would enjoy more family & dog friendly parks & Rec areas!
Recreation/ Community Center with Rock Climbing Pool, indoor turf stadium...

10 ENHANCE OPEN SPACES AND EXPAND GREEN INFRASTRUCTURE

DEVELOP PROGRAMMED RECREATION SPACES

Central Dover community members were vocal about the need to program existing open spaces with equipment and activities to keep neighborhood youth active. Local partners should consider pursuing resources to refresh local parks and play spaces not only to improve them as community amenities, but as a venue for continued community building among residents and neighborhood dialogue. Public input should be a key component of decision making around redesigning and investing in Central Dover's parks and open spaces. Resources for community-driven design initiatives should be secured to re-envision these community assets.

STRATEGICALLY DEVELOP POCKET PARKS ON VACANT LOTS ALONG THOROUGHFARES

When asked what types of new uses should be prioritized in the reuse of vacant lots in Central Dover, a combined 69% of the responses identified new housing as their top or second priority. 70% identified park and recreation space as their top two priorities, with still others identifying community gardens and open spaces. Temporary improvements to vacant lots could go a long way towards improving perception of the area, especially along and near main thoroughfares like Loockerman and Division. Priority should be placed on residential and mixed use infill development on vacant lots within walking distance of the Loockerman corridor in order to promote the residential density needed to revitalize and sustain this struggling commercial corridor. That said, this study identifies clusters of vacant land at the edge of this quarter mile catchment area that should be explored as opportunities for new open space amenities, including pocket parks, community gardens, tot lots, playgrounds, and so on.



XX Potential pocket park opportunity sites

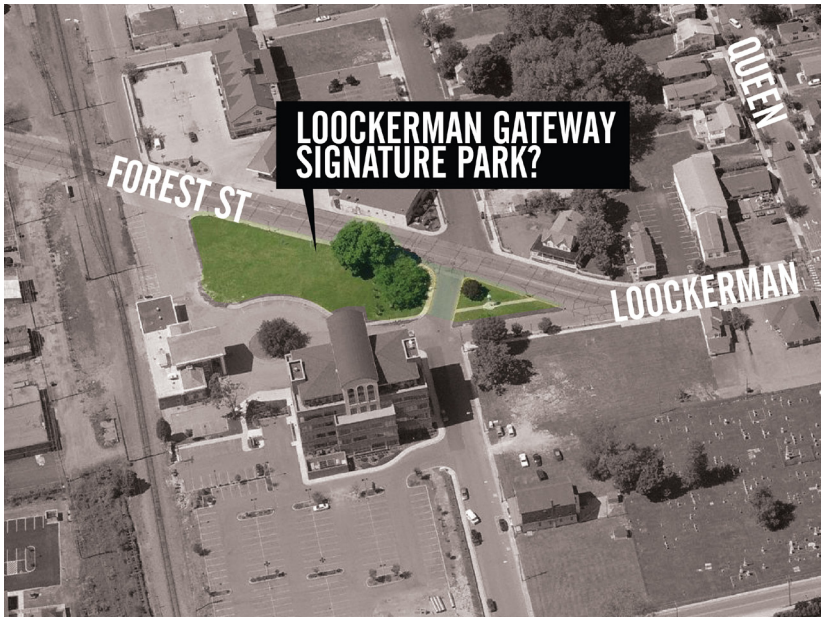
CREATE A WEST LOOCKERMAN GATEWAY PARK

The recent commercial real estate development at the western gateway to Loockerman at Forest Street retained a large vacant lot for a future phase development. Given the perception issues impacting Loockerman and the need to improve the image of the corridor, this vacant lot is strategically positioned to serve as a temporary gateway park amenity. Low-cost improvements including branding and plantings could go a long way towards making a positive impression for those entering Loockerman from the west. The City and local partners should explore potential improvement scenarios for this lot and surrounding streetscape. This location should also be considered for a bus shelter.

ENABLE PLAY STREET DESIGNATION

Playstreets are temporary street closings established during the summer months by municipal order to allow kids to play without the interruption of car traffic. This is a very low to no cost way to add safe places for kids to play where parents and neighbors can keep watch over them. Typically, residents can suggest when and where they would like a playstreet created, subject to City approval. The City of Dover should consider establishing a playstreets policy and program to enable resident groups to establish playstreets to give neighborhood kids more accessible spaces for play.

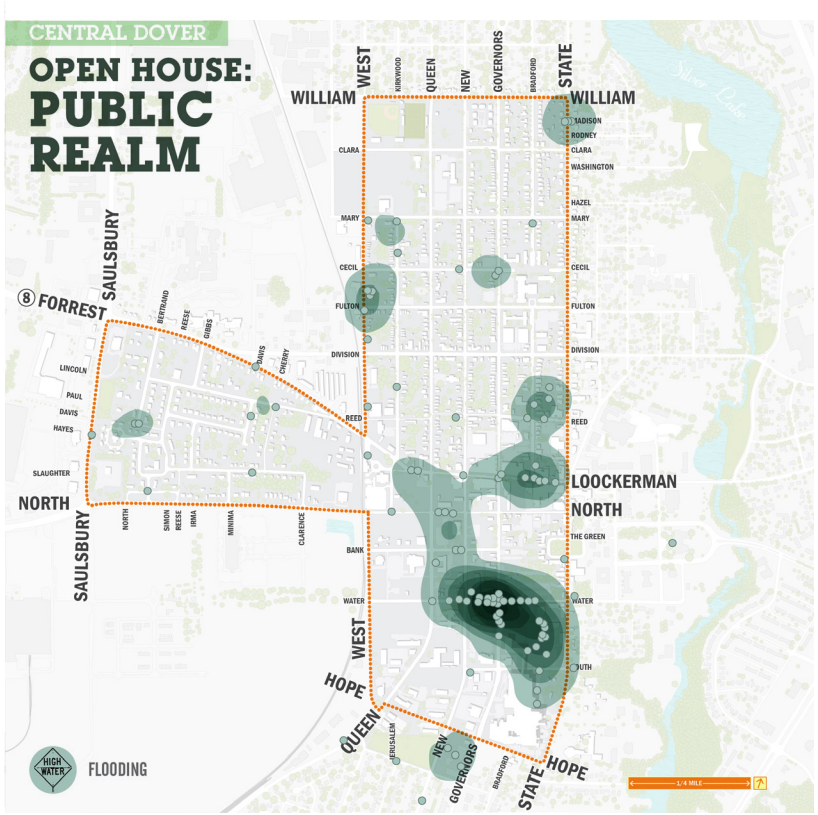
To establish a playstreet in Philadelphia, for example, an application with signatures from 75% of block residents must be filed with the Department of Recreation by the end of May. These streets can be programmed with equipment such as wading pools and sprinklers, volleyball nets, or basketball hoops, or they can be left for spontaneous play. There are several small residential streets in Central Dover that would be good candidates for playstreets—especially those that are only a block or two long and do not carry heavy through traffic. Establishing play streets could be a component of early initiatives to cultivate neighborhood groups in Central Dover.



XX Location of potential Loockerman gateway park

INTEGRATE GREEN STORMWATER MANAGEMENT ON WATER STREET

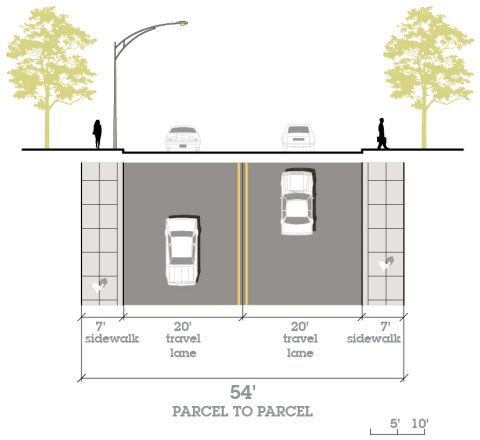
Community members identified Water Street as a problematic flooding hotspot during rain events. The City is addressing this issue through underground stormwater infrastructure improvements to increase capacity. There may also be some value in using green stormwater infrastructure at street level to retain excess runoff on Water Street and adjacent streets that drain towards Water Street. Thinking of this infrastructure as an amenity that can be designed into the street along with a stretch of the proposed bike network would allow the City to generate increased community benefits from the public investment. The rain gardens and retention beds would also serve to create a buffer between Water Street vehicular traffic and bicycle lanes.



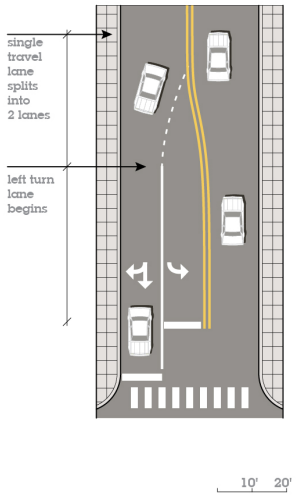
XX Community-identified flooding areas
SOURCE: Public open house

WATER STREET

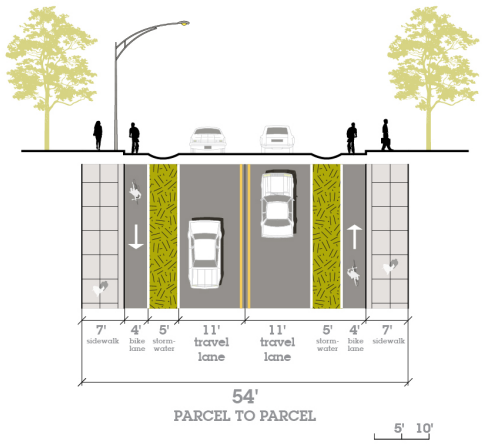
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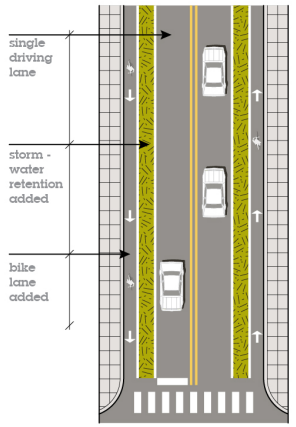
LANE SHIFT NEAR INTERSECTION
Water Street and S. Governors Ave



PROPOSED SECTION



SINGLE DRIVING LANE WITH BIKE LANE + STORMWATER RETENTION
Water Street and S. Governors Ave



XX Existing and proposed Water Street right of way configuration

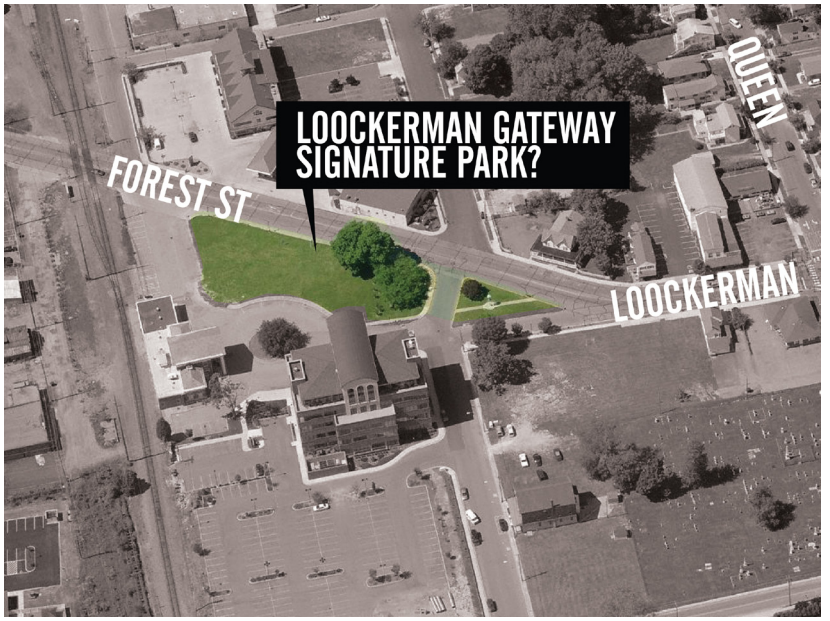
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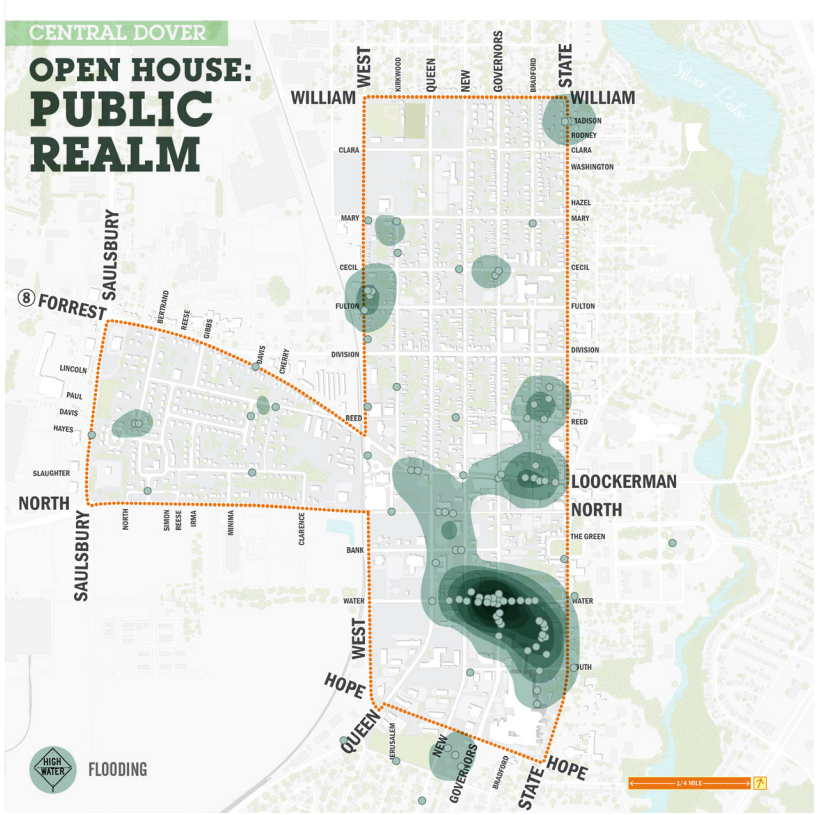
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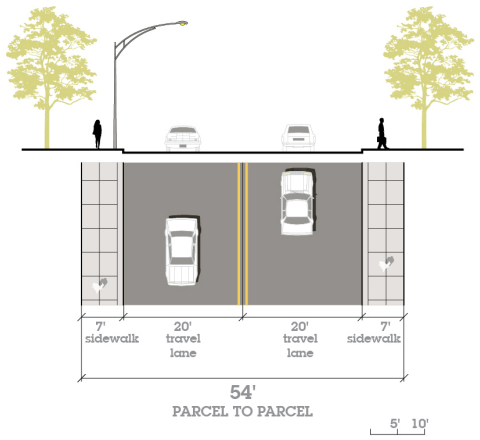
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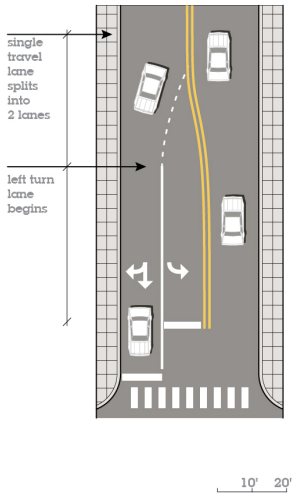
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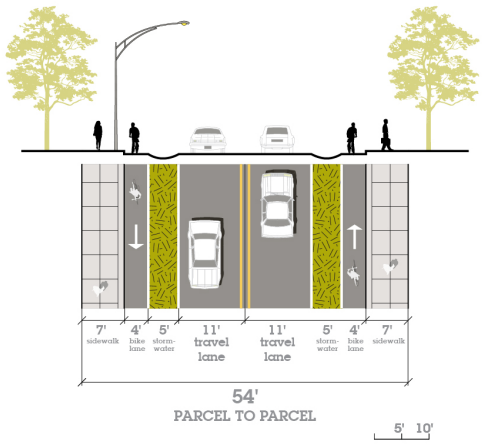
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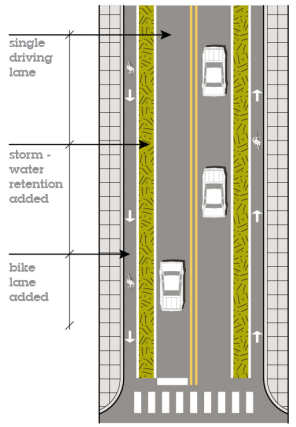
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