



SECTION IV



DESIGN STANDARDS

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Battery Park, NYC

Design Standards

When people like a place, they will incorporate it into their daily lives, using it and enjoying it even when they have no expressed purpose for doing so. Such a place establishes a sense of community that gives focus to people's daily lives. Public places where people can conveniently and happily carry out their normal day-to-day activities without the inconvenience associated with poorly designed development. The following performance and design standards will help create a "place" for the people of Dover that they will feel comfortable in and want to return to again and again.

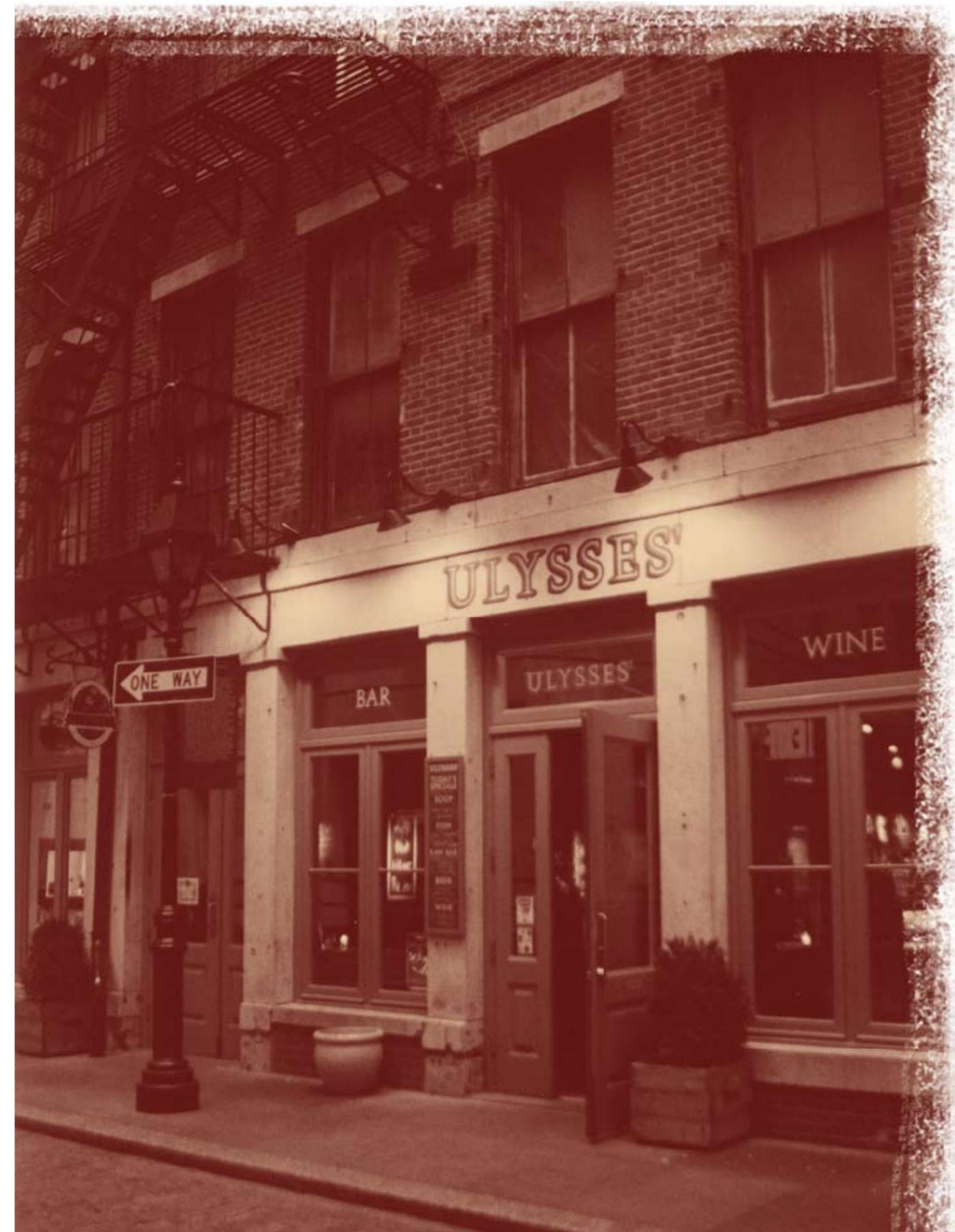
GENERAL DESIGN PRINCIPLES

- **Create attractive walkways and continuous street-front experiences that maximize the quality of the pedestrian environment and afford opportunities to increase retail traffic.**
- **Configure sidewalks so people feel safe and comfortable; make sidewalks wide, appealing, and shady.**
- **Provide a hierarchy of direct and indirect lighting (no sodium vapor lights) that illuminates walkways, ensures safety, highlights buildings and landmark elements, while providing sight lines to retail uses. – (such as a view from a café to bookstores and unique shops.)**
- **Install well-designed, high quality street furniture to reinforce the strong image and comfort of the place.**
- **Carefully place strong landscaping elements, including shade trees, that enhance the place.**
- **Vary roofscape and façade designs. (retailers depend on diverse, appropriately scaled, and customized shopfronts.)**
- **Use compelling, informative, and consistent signage to tell the story of the place. (not literally)**
- **Design attractive corners and gateways to the Downtown.**

- Add vitality by requiring active uses along the sidewalks such as outdoor dining, interactive displays in shop windows, entertainment, and diverse architectural elements, styles and setbacks.
- Deter crime by designing for security; ensure street-level vitality and plenty of “eyes on the streets”.
- Incorporate a variety of urban residential uses in the form of live/work spaces, apartments above stores fronts and townhouses to ensure activity around the clock.

STREETSCAPE STANDARDS

Streetscape is a very important component of successful downtowns. Whether in New Jersey or Europe, streetscape is where the pedestrian realm is defined and how the Town “entices” visitors to come to and experience what it has to offer. It is also what drives people who live in town to come and enjoy the local flavors. “Pedestrianism” through streetscape improvement is a critical element in measuring the success of Dover. In addition to the existing network of sidewalks and pedestrian crossings, this plan envisions an enhanced program designed around integrating and connecting the surrounding community to and within the Downtown and Dover Station. This plan recommends streetscape amenities that tie much of the existing amenities of Blackwell Street together with all streets with this Transit-Oriented Development Plan.



Historic Lower Manhattan, NYC

STREETSCAPE RECOMMENDATIONS

- Brick pavers on all pedestrian crosswalks (Raised at some key crossings in the form of speed tables). For example, Town Hall & Post Office vicinity where public buildings are located;



Before-Typical painted crosswalks



After-Simulation of the typical crosswalk improvement crosswalks

- Consistent uniformity with existing streetscape including tree grates;



Some areas of Blackwell Street Exhibit great uniformity of streetscape



Tree Grate-Typical Material-Steel Color-Standard Grey

- Uniform trash receptacles with tops that discourage inhibit residential use;



Typical Trash receptacle recommended in this plan

- Attractive bus stop shelters should be located at stops in Town. Shelters should be designed to limit the ability to mount advertisements on them.



A Shelter typical of those recommended for Dover

- Planters- when implemented, should be uniform in style.



A typical planter that is recommended within any plaza or pocket park.

- Bike racks should also be implemented throughout Town to eliminate bicycles being chained to trees.



- Zoning as set forth in this plan, to include provisions for outdoor cafes, and guidelines for outdoor displays;
- Implementation of Dover's Community Forestry Program.

TRAFFIC-CALMING PRINCIPLES

- **Provide textured crosswalks and paving;**
- **Raised crosswalks in strategic locations to calm traffic**
 - **Dover Station Area**
 - **Dover Greenway (Morristown & Erie Railroad R.O.W.) (Figure 8-Dover Greenway Sketch)**
- **Landscaping, including street trees and planters for aesthetics and safety**
- **Utilization of the Rockaway River and Rockaway/Dover Rail Greenway for recreational and pedestrian access to Downtown**
- **Pedestrian plazas designed at:**
 - **Dover Station**
 - **Post Office/Town Hall**
 - **“St. John’s Square”/Dover Station Area**
- **Coordinate with the Town’s Circulation Element and consider removing “Right-turn on red” in the Downtown.**

RECOMMENDED STREET PROFILES

The following table shows the street profiles recommended for some of the significant streets within the TOD. Comfortable sidewalks, provision of space adequate for the placement of streetscape elements, attractive walkways and separation of vehicular and pedestrian and vehicular movements are some of the factors that have been considered in the following profiles. Walkability and ample sidewalk widths have been given priority.

| STREET NAME | AVERAGE WIDTH OF THE STREET | MINIMUM DIMENSIONS (IN FEET) | | | | | |
|--|-----------------------------|---|------|---|-----------------|--------------------|-------------------------|
| | | SIDEWALK (BOTH SIDES, UNLESS SPECIFIED) | CURB | PARALLEL PARKING (BOTH SIDES, UNLESS SPECIFIED) | NUMBER OF LANES | WIDTH OF EACH LANE | MEDIAN & PLANTING STRIP |
| Dewey | 30 feet | 4 | 1 | 8, one side | 1 | 12 | 0 |
| Mercer | 50 feet | 8 | 1 | 8, one side | 2 | 12 | 0 |
| Union, Bergen, Warren, Morris (South of Richards), Sussex, Pequannock, Prospect, | 65 feet | 11.5 | 1 | 8 | 2 | 12 | 0 |
| Blackwell Street | 70 feet | 14 | 1 | 8 | 2 | 12 | 0 |
| North Dickerson | 40 feet | 11, one side | 1 | 0 | 2 | 12 | 0 |
| South Dickerson | 60 feet | 13, one side | 1 | 8 | 2 | 12 | 0 |
| Clinton, Bassett | 65 feet | 9 | 1 | 8 | 2 | 12 | 5 |

- It is recommended that any street width in excess of the minimum dimensions be added to sidewalk width;
- In areas where the general width of a street decreases, a profile of similar street width must be followed;
- Street trees and street lights are recommended on both sides and on all streets
- Street furniture such as benches, planters and bike racks are strongly recommended on streets with a R.O.W width of 65 feet or more;
- On streets with a R.O.W width of 65 feet or more, a median/ planting strip may be provided as an alternative to wider sidewalks;
- Sidewalk extensions are recommended on every intersection, to make pedestrian crossing safer;
- The 8 feet width for parallel parking, as recommended in these street profiles, may be replaced by landscaped edges on streets that are more residential oriented or pedestrian intensive;
- A 6 feet wide buffer adjoining the railway line, is recommended on North and South Dickerson Streets.



Fraunces Tavern, NYC