

Town of Dover Parking Assessment

Chapter 1



**Mayor
James P. Dodd**

Planning & Economic Development Department

June 2024

Alexander Dougherty, *MCRP, AICP, PP*
Supervising Planner
NJPP License #33LI00645900

Table of Contents

1: Current Issue	3
1:1 Solution and Consideration:	3
1:2 Cleaning and Maintenance:.....	3
2: Lot A.....	5
2:1 Overnight Residential Parking in Lot A:.....	5
2:2 Business Employee Parking Lot A1:.....	7
2:3 Current Lot A Adjustments:	8
2:4 Anticipated Lot A Revenue:	8
3: Lot B.....	10
3:1 Organization of Lot B:.....	11
3:2 Current Lot B Adjustments:	12
4: Lot C.....	14
4:1 Current Usage and Capacity:.....	14
4:2 Current Parking Challenges:	14
4:4 Integrated Solutions for Lots C and H:	14
4:5 Anticipated Lot C Adjustments:.....	15
4.1: Traffic Impacts Surrounding Head Start	16
4.1:1 Ineffective Drop-off and Pick-up Practices:	16
4.1:2 Proposed Solutions:.....	16

5: Lot D.....	17
6: Lot H.....	18
6:1 Utilization:	18
6:2 Financial Considerations:	18
6:3 Reconfiguration of W Dickerson Street:.....	18
6:4 Implementation and Community Impact:.....	19
7: Lot G	20
7:2 Revenue Projections:.....	21
8: Lot F	21
8:1 Sale of Parking Stalls:	21
8:2 Revenue Projections:.....	21
9: River Street Lot.....	21
9:1 Revenue Projections:.....	22
9:2 Operational Considerations:.....	22
10: Summary and Conclusion.....	22
Chapter 1: Appendix	24

1: Current Issue

The town of Dover is currently facing a pressing parking demand issue among its residents, particularly those near the downtown area. Overnight parking is restricted in downtown Dover, with signs posted indicating a four-hour window between 2 AM and 6 AM when parking is not allowed on public streets. This restriction is due to the Department of Public Works (DPW) conducting daily street cleaning in the early morning hours of the downtown. Maintaining the downtown area and keeping it clear of overnight on-street parking is both a practical and policy-driven necessity. Despite its compact size, the downtown area requires extensive and continuous maintenance to prevent deterioration from day-to-day use.

Any reduction in cleaning services or impediments to the process is likely to result in noticeable deterioration, such as the accumulation of trash and debris on the downtown streets. Maintaining cleanliness in the downtown area also helps ensure minimal particulate matter ends up in the storm drains and river system.

To effectively address this multifaceted issue, it is imperative to balance the parking needs of residents with the essential maintenance requirements of the downtown area. This may involve exploring alternative parking solutions, implementing stricter enforcement measures, or considering community-driven initiatives to promote responsible parking behavior. By proactively tackling this challenge, Dover can uphold its commitment to maintaining a clean, vibrant, and welcoming downtown environment for residents and visitors while providing a parking solution to its residents in the evening hours.

1:1 Solution and Consideration:

Dover currently has approximately 743 physical parking spaces, as detailed in table 1:1. This usable parking count signifies a loss of 56 stalls since the last parking assessment conducted in 2017 by Level G Associates, largely due to the redevelopment of former Lot D & G.

To accommodate overnight residential parking, the surrounding municipal surface lots present a uniquely advantageous solution, offering relatively convenient access for downtown residents while still allowing adequate cleaning and maintenance service for the downtown area.

1:2 Cleaning and Maintenance:

Like Dover's downtown streets, the municipal lots require regular cleaning, general maintenance, and occasional snow removal. As an alternative for downtown residents seeking overnight parking, the municipal lots should be considered, with a general rule of a maximum utilization rate capped at 50% of the full capacity for two (2) primary lots commonly known as lots A, & B. Lot C shall remain free from overnight residential parking due to its intend commercial tenant's early morning hours and its ability to assistance in facilitating temporarily displaced parking during routine maintenance of municipal lots. This approach enables a well-balanced department policy to be devised by the DPW, Town Council, and the Parking Utility to accommodate parking needs without disruption.

By implementing a maintenance schedule aligned with local policy and departmental enforcement, essential public work services can be carried out without displacing or inconveniencing residents' overnight parking nor the efforts of the department. Cleaning of the lot can take place during regularly scheduled off-hours, maintaining that a minimum 50% of the lot remains open. Utilizing the Mayor's Workforce Program may also aid in ensuring quality control for cleanliness throughout the municipal lots, particularly in the areas designated for overnight residential parking permits.

During snow events or maintenance requirements, as indicated by the DPW director in coordination with the Parking Utility and the Mayor's office, a reverse call, text, or public service announcement (PSA) will be sent out to those who are permitted to park overnight in the lots with directions and guidance for where to park during the event, ensuring uninterrupted service to both residents and the town.

By embracing this approach, Dover can foster a harmonious balance between the overnight residential parking needs and the its obligation to maintain cleanliness and accessibility within the downtown area. A formal policy should be considered with direct input from the DPW director and the Parking Utility to ensure those who park overnight in municipal lots are aware of the need to service a particular lot at any given time.

By capping the municipal lots at 50% overnight capacity, DPW can service half the lot for snow removal or general maintenance for the daytime use of commuters while allowing overnight permitted residents to move to that section the proceeding evening ensuring without interruption in parking capacity DPW can service the remaining side or 50% of the lot.

Municipal Lots & Parking Stall Count	
Lot A	184 stalls
Upper Lot B	31 stalls
Lower Lot B	271 stalls
Collective Lot B	302 stalls
Lot C	61 stalls
Lot D/Legion	23 stalls
Thompson Lot (Former Lot D)	40 stalls
Meridian Lot (Lot G)	61 stalls
Lot F	36 stalls
Lot H	19 stalls
River Street Lot	17 stalls
Total Stall Count	743 stalls

Table 1:1 Municipal Lot Breakdown & Parking Stall Count

2: Lot A

Lot A is located directly adjacent to the NJ Transit Commuter Rail Line, just one block over from East Blackwell Street. Historically, Lot A has been divided into two sections: Upper Lot A, commonly referred to as having “prime parking” nearest the station platform, and Lower Lot A.

Currently, the lot holds 184 stalls. The overnight maximum capacity of the lot shall be set at 92 stalls. Although 92 stalls would be the policy consideration for maximum use, given the physical features of Lot A and the underlying reason for this chapter in the parking analysis, it is recommended that 86 stalls be considered for immediate parking permit release while the remaining 6 stalls be evaluated based on actual and anticipated overnight parking demand.

This recommendation of 86 stalls is due to the lot's unique physical characteristics, which makes the 86 stalls easily identifiable as seen in figures 2:2 & 2:3, coupled with the need for one additional stall per unit of 70 units within the Park Plaza Condos. It is believed that uniformity and organization will not only be needed but met in order to serve the immediate needs of the neighboring Park Plaza Condo HOA while providing a surplus in available parking demand and limiting interference with current daytime operations.

2:1 Overnight Residential Parking in Lot A:

As figure 2:1 illustrates, Lot A is divided into two phases or areas for overnight residential parking. It is sound policy to only permit parking in Phase 2 once Phase 1 is full, ensuring visual enforcement, general maintenance measures, and easy organization for internal office personnel and patrol.

Phase 1 (illustrated in figure 2:1) is the furthest from the station platform and nearest the Park Plaza Condos. This area holds 39 stalls, approximately the amount of parking stalls requested at this current time from the Park Plaza Condo HOA.



Figure 2:1 Aerial Drone Shot of Lot A's Organizational Layout

Phase 2, illustrated in Figure 2:1, adds 47 stalls, bringing the total to 86 stalls available for overnight residential parking permits. These areas were chosen based on their location and physical features, as depicted in Figures 2:2 and 2:3. The proximity to the Park Plaza Condo allows approximately 40% of this section of Lot A, or 57 stalls, to remain open for early commuter parking during overnight hours, as shown in Figure 2:4.

This setup meets the parking needs of all 70 units at the Park Plaza Condo, and Figure 2:4 demonstrates that these designated overnight residential parking areas ensure commuter parking remains uninterrupted while addressing both current and future overnight parking demands for downtown residents.

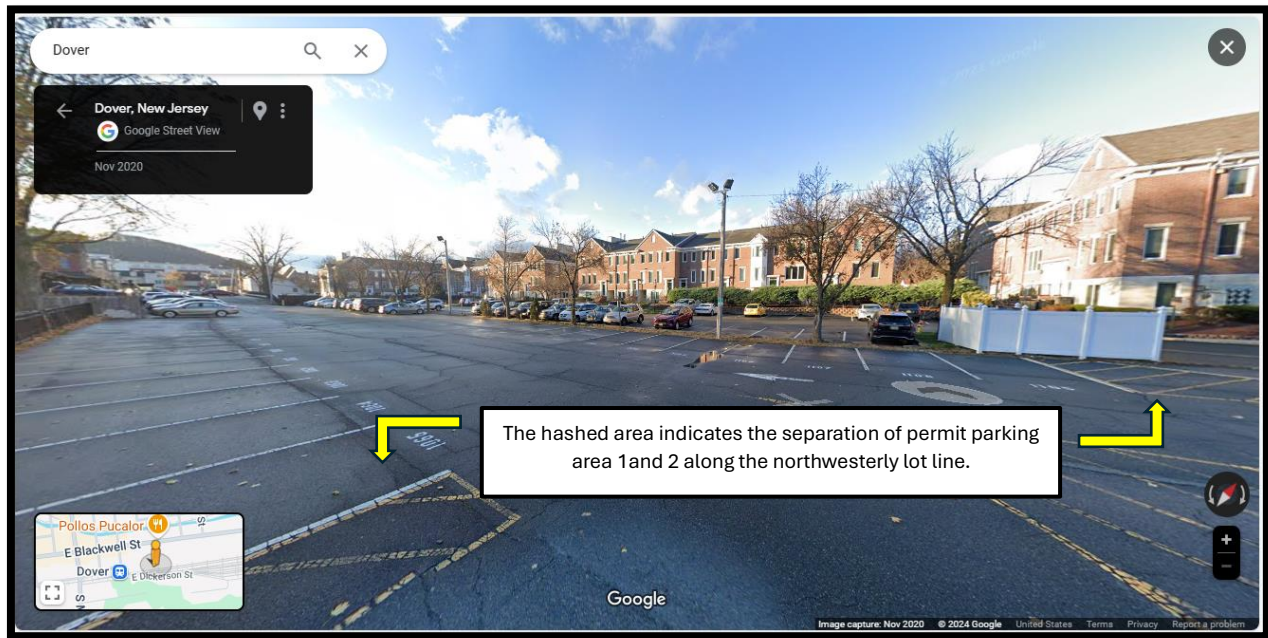


Figure 2:2 Identifiable Separation Between Phase 1 & 2 Residential Overnight Parking Areas



Figure 2:3 Identifiable Separation Between Phase 2 Residential Overnight Parking Area & Commuter Parking Area



Figure 2:4 Reflects the Distinct Separation of Commuter Parking

2:2 Business Employee Parking Lot A1:

The parking stalls closest to the vacant station play an integral role in the current allocation of commuter parking. Due to the large number of day laborers loitering in this portion of Lot A, which for purposes of this report shall be referred to as Lot A1 due to its distinct disconnection from the larger portion of Lot A; commuters have developed a habit of not parking in this area. Furthermore, the municipality itself has recognized this communal trend to some degree or another by virtue of allotting 11 stalls to nearby businesses.

The location of Lot A1 lends itself ideal for business employee parking permits as reflected in figure 2:5. This forward-thinking assessment is in anticipation of Chapter 2 of this report for metered parking of the public streets in the downtown area. Additionally, with favorable discussions with NJ Transit and ongoing interest from private developers and business owners, Dover may soon see the revitalization and repurposing of the commercial tenant space within the station formerly known as “Murphy’s Restaurant & Lounge.” This reactivation of commercial space will lend itself well to business parking demands, which would inadvertently influence commuter parking behavior in Lot A, thus reestablishing Lot A1 as more than ideal for commuters both now and in the immediate future.

The location of the purposed 41 business employee permitted parking stalls that makeup Lot A1, much like phase 1 & 2 for overnight residential parking is in great proximity to the downtown businesses its intended service. As mentioned previously this area tends to remain open throughout the day and shall continue to remain open overnight in order to assist in any maintenance needs from DPW.



Figure 2:5 Lot A1 is Physically Disconnected from the Remaining Lot A by of S Bergen Street & Social Commuter Habits

2:3 Current Lot A Adjustments:

The current operations of Lot A, as displayed in chapter 1's appendix in figure A-1, illustrate hours of operation from either 5 AM - 2 AM. This information does not account for actual train departure schedules and commuter needs. Lot A's yellow commuter area shall take into consideration the 4 AM departure times offered by NJ Transit. According to the "parking flow bird app" used for parking, at any given time, 11 individuals pay to park in this portion of the lot before 5 AM, while an additional 24 individuals paid using the app to park in Lot A prior to 6 AM. Local policy, DPW maintenance protocols and the enforcement from the police and parking utility should account for the routine train schedule to avoid any potential issues. All overnight residential permitted parking stalls shall transition into public/short term commuter use stalls from the hours of 8 AM -8 PM.

2:4 Anticipated Lot A Revenue:

The 86 permitted residential overnight parking stalls as identified below in figure A-4 shall be offered at a rate of \$50 per month. The efficient use of the surface parking lot for overnight residential parking equates to an additional annual income of \$51,600.

Given the fair and reasonable timeframes to accommodate residents' need for overnight parking within the downtown area, these 86 stalls shall become available in the early morning hours for use of restricted commuter parking. Once the terms of overnight residential parking conclude, these 86 stalls at a commuter rate as described below have the potential to produce an annual income of \$107,328.

The 57 stalls reserved for early commuter parking shall remain at \$6 dollars, which given the anticipated demand shall have the potential to generate an annual income of \$106,704. The remaining 41 business employee permit parking stalls within Lot A1 shall be set at a monthly permit rate of \$50. This pricing is set to be lower than the commuter parking rate at a monthly level to ensure organization and compliance with the Parking Utility's policies and procedures (\$6 x 6 days

a week = $\$36 \times 4 \text{ weeks} = \144 per commuter stall or $\$4 \times 6 \text{ days} = \$24 \times 4 \text{ weeks} = \96 per commuter stall vs. $\$50$ a month for business employee permits). The 41 business employee parking permits equates to the anticipated annual revenue of $\$24,600$.

With the current allocation and organizational layout of Lot A & Lot A1, the anticipated revenue at full capacity year-round shall have the ability to produce $\$290,232$. For conservative measures, dividing that number in half would hold a value of $\$145,116$ annually. It is the belief of the author that Dover should anticipate seeing an estimated revenue stream with the adjustments discussed in this chapter to be more in line with $\$217,674$ ($\$290,232 + \$145,116 = \$435,348 / 2 = \$217,674$).

86 Overnight residential parking stalls permitted @ \$50 dollars per month	
Monthly yield	
$\$50 \times 86 \text{ stalls} = \$4,300$	
Annual yield	
$\$4,300 \text{ monthly} \times 12 \text{ months} = \$51,600$	
86 Overnight residential parking stalls metered @ \$4 dollars daily fee	
Daily yield	
$\$4 \times 86 \text{ stalls} = \344	
Monthly yield	
$\$344 \times 6 \text{ days/Sunday free parking} = \$2,064$	
$\$2,064 \text{ weekly} \times 4 \text{ weeks} = \$8,256$	
Annual yield	
$\$2,064 \text{ weekly} \times 52 \text{ weeks} = \$107,328$	
57 Commuter parking stalls permitted @ \$6 dollars daily parking fee	
Daily yield	
$\$6 \times 57 \text{ stalls} = \342 daily	
Monthly yield	
$\$342 \times 6 \text{ days/Sunday free parking} = \$2,052$	
$\$2,052 \text{ weekly} \times 4 \text{ weeks} = \$8,208$	
Annual yield	
$\$2,052 \text{ weekly} \times 52 \text{ weeks} = \$106,704$	
41 Stalls in Lot A1 for business employee permits @ \$50 per month	
Monthly yield	
$\$50 \times 41 \text{ stalls} = \$2,050$	
Annual Yield	
$\$2,050 \text{ monthly} \times 12 \text{ months} = \$24,600$	
<i>Collectively, Lot A yields \$290,232 annually at full operational capacity.</i>	

Figure A-4: Lot A Financial Statement

3: Lot B

Lot B is located off S. Morris Street, directly across from NJ Transit's Dover Station. It's nestled between Dover's Crescent Field Park, which spans 4.87+ acres within a total park area of 6.96 acres, and NJ Transit's outdoor storage yard. The lot currently has three vehicular access points: two from S. Morris Street and one from Orchard Street along the western property line. Historically, Lot B has been divided into two sections: Lower Lot B and Upper Lot B. Lower Lot B is an expansive surface parking lot, while Upper Lot B a smaller surface parking lot which is elevated with access from S. Morris Street and a drive aisle from Lower Lot B. Upper Lot B consists of two parking rows lining the perimeter of the lot for a total of 31 parking stalls.

Currently, Lot B holds 302 physical parking stalls. However, it is recommended that eight stalls which are nonoperational, as shown in red of figure 3:1 below, be incorporated into the permit parking program for a total of 302 stalls. The overnight residential parking capacity of the lot is set at 151 stalls, equating to 50% of the total available count. Of these 151 stalls, 31 have in recent years been utilized for residential overnight parking. These 31 stalls are located in Upper Lot B, leaving 120 possible overnight residential parking stalls out of the remaining 302 overall stall count located in Lower Lot B. This remaining ratio is below the 50% capacity needed for the Department of Public Works (DPW) for Lower Lot B (151 stalls is 50% of 302 vs. the 116 overnight residential stalls described above).

Unlike Lot A, Lot B lacks easily identifiable features for a clear visual area to corral overnight residential parking. Due to the lot's featureless plain which will be discussed further, it is recommended that only 91 stalls in Lower Lot B, along with the 31 stalls in Upper Lot B be utilized for overnight residential parking permits. This assessment provides for a total of 122 possible overnight residential parking permits while allowing for future assessment of the parking demand while also ensuring that the required maximum 50% capacity remains sufficient for DPW's maintenance services.

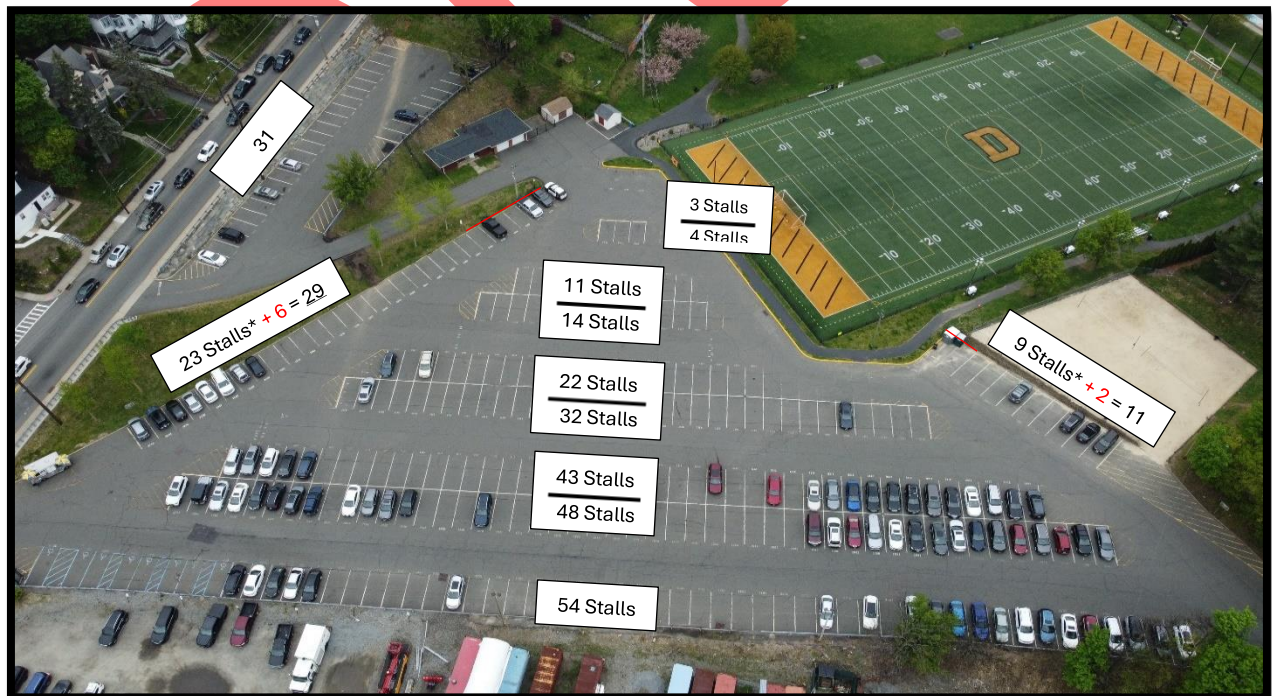


Figure 3:1 Aerial Drone Shot of Lot B's Current Layout & Stall Count _ * Indicates Adjusted Count for Nonoperational Stalls

3:1 Organization of Lot B:

Lot B is divided into two phases or areas for overnight residential parking. It is sound policy to permit parking in Phase 2 only once Phase 1 is full. This ensures visual enforcement, general maintenance, and easy organization for internal office personnel and patrol.

Phase 1 (illustrated in figure 3:2) is located in Upper Lot B, which contains 31 stalls. This area was selected for its remoteness and physical separation from the larger Lower Lot B as well as its proximity to existing properties which currently obtain overnight residential parking permits through zoning and planning board approvals in order to meet their on-site parking requirements. To avoid conflicts, as this portion of the lot has historically been used for late-night commuters, it is suggested that this lot not be used for early or late-night commuters, but rather restricted public/short term commuter hours as mentioned in section 2:3 Current Lot A Adjustments.

Phase 2 (illustrated in figure 3:2) is located in Lower Lot B. Phase 2 comprises the first full face-to-face or bumper-to-bumper row of parking stalls, specifically the 2nd and 3rd rows closest to the NJ Transit Storage Yard. This area was selected for overnight residential parking due to its easily identifiable location as well as to isolate and visually organize the permitted overnight parking area within the larger lot. This designation avoids potential conflicts with early 6:30 AM commuters, who can use more ideal parking stalls within the lot in relation to the parking kiosks, as shown in yellow of figure 3:2.

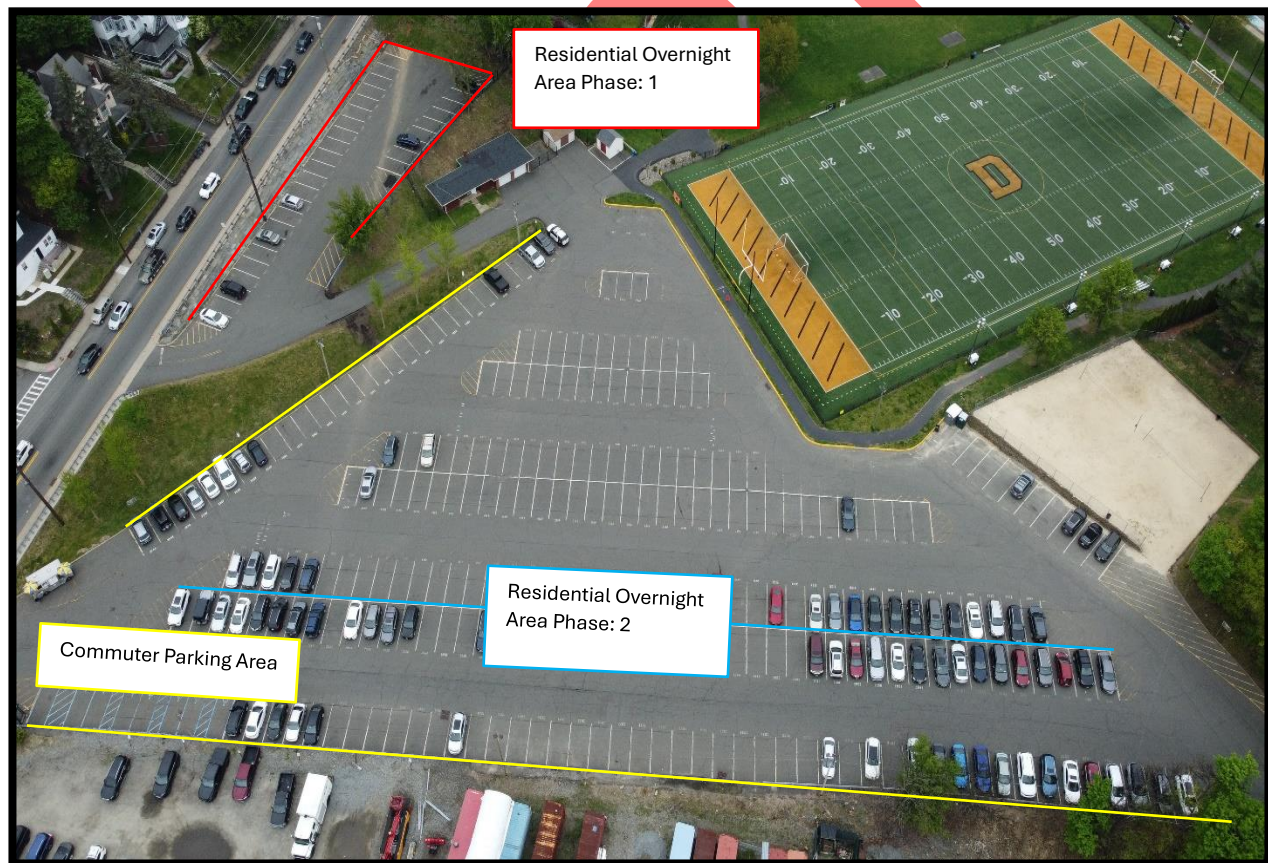


Figure 3:2 Aerial Drone Shot of Lot B's Organizational Layout

3:2 Current Lot B Adjustments:

The identified 31 stalls in Upper Lot B as well as the 91 stalls in Lower Lot B as shown in figure A-4, shall be offered as permitted overnight residential parking stalls at a rate of \$50 dollars per month. The efficient use of the surface parking lot for overnight residential parking equates to an additional annual income of \$73,200.

Given the fair and reasonable timeframes to accommodate residents within the downtown area, these 122 stalls become available in the early morning hours for use of restricted public/commuter parking stalls at 8 AM – 8 PM. The 122 stalls shall be patrolled and strictly enforced once the terms of overnight residential parking hours conclude. At a daily rate as shown in figure A-4 of \$4 dollars, the repurposing the 122 overnight stalls has the potential annual yield of \$152,256.

The 83 reserved daily commuter stalls as previously identified in yellow in figure 3:2, shall be set at a meter rate of \$4 dollars daily. Given the expected demand for commuters, these stalls have an anticipated annual income of \$103,584.

The remaining 97 stalls in Lower Lot B shall be reserved for business permit stalls which shall be set at a monthly permit rate of \$50 dollars. The pricing is set to be lower than the commuter parking rate at a monthly level to ensure organization and compliance with the Parking Utility's policies and procedures ($\$4 \times 6 \text{ days a week} = \$24 \times 4 \text{ weeks} = \$96 \text{ per commuter stall vs. } \$50 \text{ a month for business permits}$). The 97 stalls set at \$50 dollars have the potential to yield \$58,200 annually.

With the current allocation and organizational layout of Upper Lot B & Lower Lot B, the anticipated revenue at full capacity year-round shall produce a revenue stream of \$387,240. For conservative measures, dividing that number in half would hold a value of anticipated revenues of \$193,620. It is the belief of the author that Dover should anticipate seeing an estimated revenue stream with the adjustments discussed in this chapter to be more in line with \$290,430 ($\$387,240 + \$193,620 = \$580,860 / 2 = \$290,430$).

122 Overnight residential parking stalls permitted @ \$50 dollars per month

Monthly yield
 $\$50 \times 122 \text{ stalls} = \$6,100$

Annual yield
 $\$6,100 \text{ monthly} \times 12 \text{ months} = \$73,200$

122 Overnight residential parking stalls metered @ \$4 dollars daily commuter fee

Daily yield
 $\$4 \times 122 \text{ stalls} = \488

Monthly yield
 $\$488 \times 6 \text{ days/Sunday free parking} = \$2,928$
 $\$2,928 \text{ weekly} \times 4 \text{ weeks} = \$11,712$

Annual yield
 $\$2,928 \text{ weekly} \times 52 \text{ weeks} = \$152,256$

83 Commuter parking stalls metered @ \$4 dollars daily parking fee

Daily yield
 $\$4 \times 83 \text{ stalls} = \332 daily

Monthly yield
 $\$308 \times 6 \text{ days/Sunday free parking} = \$1,992$
 $\$1,992 \text{ weekly} \times 4 \text{ weeks} = \$7,968$

Annual yield
 $\$1,992 \text{ weekly} \times 52 \text{ weeks} = \$103,584$

97 Stalls in Lower Lot B for business permits @ \$50 per month

Monthly yield
 $\$50 \times 97 \text{ stalls} = \$4,850$

Annual Yield
 $\$5,225 \text{ monthly} \times 12 \text{ months} = \$58,200$

Collectively, Lot B yields \$387,240 annually at full operational capacity

Figure A-4 Total Anticipated Revenue for Lot B

4: Lot C

Lot C is located across from Lot B on Orchard Street and along the newly created one-way Legions Place. It contains 61 stalls, as detailed in Table 1:1. However, due to its complexities and proximity to key areas—such as the Legion Lot and the former Lot D, now home to the midrise affordable apartment complex 1 Thompson—a holistic approach is necessary to address both current and future parking challenges in the surrounding area.

4:1 Current Usage and Capacity:

Presently, Lot C serves little purpose for commuters by way of NJ Transit as the lot is at daytime capacity for business employee permit parking. The nearby "Head Start" school currently has 62 business employee parking permits issued by the Town of Dover, and the Zufall Clinic has been allocated 152 permits. Although Lot C only has 61 stalls, the Legion Lot adds another 23 stalls which according to figure A-2 found in the appendix, it currently does not hold any permit parking. Together, these lots provide a total of 84 stalls, crucial for permit issuance based on location and proximity for Head Start and the Zufall Clinic. It should be noted that Zufall has the potential to accommodate its parking demand within Lot B, Lot H, as well as its own parking lot at the corner of S Warren and W Dickerson Street.

4:2 Current Parking Challenges:

To address a broader quality of life concern for residential neighborhoods, as covered in Chapter 3, which includes on-street parking permit zones for the remaining Dover community, residents of 1 Thompson will likely face significant challenges. The redevelopment agreement and deed restrictions of 1 Thompson currently allocate 40 of its 71 stalls to metered public parking. As outlined on page 12 of the redevelopment agreement dated April 24, 2017, these 40 stalls are restricted from use by residents of 1 Thompson between the hours of 8:00 am and 6:00 pm, Monday through Friday.

As indicated in Figure A-3 in the appendix, these 40 set-aside stalls within the complex are not fully utilized. Figure 4:1 illustrates that residents of 1 Thompson currently park their vehicles on surrounding neighborhood streets during these daytime hours. Negotiations between the property owners, Dover Veterans Urban Renewal Housing Associates, LLC (Pennrose), and the Town of Dover are currently being explored to alleviate parking stressors on the residents of 1 Thompson. According to LaShaye Lugardo, the property manager, a new resident policy of one vehicle per unit will be implemented this year regardless of unit availability.

While there hasn't been a communal demand for additional overnight parking by the residents of 1 Thompson, the essence of Chapter 1 of this analysis is predicated on a conflicting resolution: to provide a 2:1 parking ratio in the evening hours, whereas 1 Thompson currently cannot provide a 1:1 parking ratio during daytime hours, Monday through Friday. The need to provide the residents of 1 Thompson with overnight residential parking permits will be addressed within Lot B's 122 available overnight parking stalls to meet anticipated demands.

4:4 Integrated Solutions for Lots C and H:

Lot H, which will be assessed shortly, should be considered for permit-only parking. Transitioning this lot to permit-only parking would convert the current 19 metered public use stalls to accommodate the needs of Zufall, which currently has access to Lot C. Utilizing Lot H for permits can support nearby Zufall staff parking, thereby alleviating demand in Lot C for Head Start.

Fully utilizing Lot C and the Legion Lot can accommodate the needs of the Head Start facility, which has over 62 employees, while allowing the remaining 22 stalls out of the 84 stalls to be evaluated for additional business permit parking. This approach balances the needs of residents, businesses, and the public, prioritizing proximity parking and organization.



Figure 4:1 Daytime On Street Parking Overflow

4:5 Anticipated Lot C Adjustments:

Lot C and the Legion Lot shall be collectively known as Lot C, totaling 84 stalls restricted to business parking permits only, set at a rate of \$50 per month. The anticipated annual revenue for the Town of Dover from these permits is \$50,400. Revenue adjustments may be needed to accommodate the possibility of additional tandem stalls within Lot C, particularly in the large void seen in Figure 4:2. A circulation and traffic study should be performed to investigate if this area could be converted into a one-way exit to or from Lot C, improving circulation and mobility while increasing the parking count.

It is critical that Lot C remain free of overnight parking programs to assist in the Department of Public Works' maintenance of Dover's remaining lots. Lot C should be considered an overflow lot during such maintenance and should remain available for this purpose.



Figure 4:2 Possible Tandem Parking Area; A Study Needs to be Conducted for Vehicle Circulation & Movement

4.1: Traffic Impacts Surrounding Head Start

The adjacent road network surrounding the Head Start facility, including Chestnut Street, Thompson Avenue, and Legion Place, experiences significant congestion during the morning and evening hours due to the arrival and departure of students and parents. This congestion is primarily due to the lack of an effective townwide school policy for appropriate student drop-off and pick-up lanes.

4.1:1 Ineffective Drop-off and Pick-up Practices:

Currently, parents often park and walk their children indoors. Regarding the discussion surrounding permitting Lot C, parents parking in the Legion Lot cause significant traffic disruptions when backing out of stalls. This halts traffic flow and puts children at risk, as they have to cross a busy one-way street. Additionally, when parents walk their children indoors, they tend to spend more time at the school, further exacerbating congestion and parking demand in the area.

This practice forces many parents to circle the facility in search of parking, increasing congestion and negative traffic effects. Many parents resort to double parking or parking elsewhere, which not only increases the parking demand but also creates a nuisance for the surrounding neighborhood, including the residents of 1 Thompson. This issue could be easily mitigated with administrative intervention and collaboration with the school board to establish a town-wide policy.

4.1:2 Proposed Solutions:

Requiring schools to comply with a drop-off and pick-up lane policy can significantly reduce congestion while supporting public safety. Utilizing Legion Place for supervised staff drop-off and pick-up can streamline traffic movements, considering the proposed reduction of public stalls due to business employee parking in the Legion Lot.

To address the issues illustrated in section 4.1:1, it is recommended that the side of the street closest to the Head Start facility be designated for supervised staff drop-off and pick-ups. Specifically, as shown in below Figure 4.1:2, the 7 stalls directly in front of the school along Legion Place should be used for this purpose. The remaining 7 stalls adjacent to the school along Thompson Avenue, along with the large hatched striped areas, should be used for queuing parents and children awaiting the opening of the supervised locations in front of the school for drop off or pick up.

By preventing parents from parking in the Legion Lot, these spaces can be reserved for school staff as mentioned prior thus also ensuring that the parking demand for the staff is met as outlined in the overall evaluation of Lot C. These changes would render the collective 14 stalls near the school as non-operational during the designated peak school hours as they currently have a similar restriction, facilitating an efficient and necessary traffic and public safety program.

This practice can also be implemented in other areas throughout town for different schools and surrounding neighborhoods. It will improve traffic flow, reduce the nuisance for nearby residents and neighborhoods while enhancing safety for students and parents alike.



Figure 4.1:2 Proposed Designated Drop-Off & Pickup Lane During Peak Times

5: Lot D

Lot D, now part of the 1 Thompson (Pennrose) apartment complex, is designated through a redevelopment agreement to provide 40 stalls for public metered use, Monday through Friday from 8 AM to 6 PM. This arrangement, as previously mentioned, creates a significant nuisance for the residents of the complex and the surrounding neighborhoods. The Town of Dover is actively exploring alternatives to address both current and future parking issues.

Until such alternatives are implemented, the lot will remain a metered lot with 40 stalls available for public use at a rate of \$4 per day. Despite potential future parking demands associated with 1

Thompson, it is the author's opinion that the Town of Dover should only release the 40 deeded stalls for monetary compensation. These 40 stalls have the potential to generate an annual income of \$41,600 when used for public metered parking (40 stalls x \$4 per day = \$160 daily x 5 days a week = \$800 weekly x 52 weeks = \$41,600 annually).

Additionally, these stalls are being offered for business employee permit parking. The continuation of this permit system is anticipated to meet the parking needs of local businesses. Permits will be offered at \$50 per month, as described in this chapter. With 40 stalls at \$50 per month, this could generate an annual income of \$24,000 as shown in appendix A-4.

6: Lot H

Lot H is situated off W Dickerson Street, behind Domino's Pizza on W Blackwell Street. This lot contains 19 metered stalls, conveniently located near Dover's downtown business district. Given its location, Lot H is a valuable asset that can serve the parking needs of local businesses and residents.

6:1 Utilization:

Considering the potential for metered stalls along downtown streets, which will be discussed in the next chapter of this assessment, Lot H may be best utilized as a permit-only lot for business employee parking during daytime hours. This change would optimize the lot's use by accommodating business employees, thereby supporting the downtown business district.

In the evening, Lot H should be adaptively repurposed for overnight residential parking. This dual-use approach ensures that both business permit holders and downtown residents have access to necessary parking facilities.

6:2 Financial Considerations:

Designating Lot H as a permit-only lot for business employee parking, at a rate of \$50 per permit, will generate an annual revenue of \$11,400 (19 stalls x \$50 per month = \$950 per month x 12 months = \$11,400). Offering \$50 overnight residential parking permits would generate the same annual revenue of \$11,400, resulting in a total annual revenue of \$22,800 for Lot H.

6:3 Reconfiguration of W Dickerson Street:

West Dickerson Street, currently a two-way street with access from Prospect Avenue (County Road 513) and S Warren Street (see Figure 6:1), is underutilized. To optimize the use of Lot H, Dover should consider converting W Dickerson Street to a one-way eastbound lane towards S Warren Street. This reconfiguration would enable angled or tandem on-street parking adjacent to the rail line, potentially adding more than 19 metered stalls, offsetting the repurposing of Lot H.

This change would benefit nearby businesses, such as Bravo Supermarket, and encourage property and business owners to improve the rear façades of buildings along W Dickerson Street, as rear access would become more common.

Currently, the lack of a loading zone on W Blackwell Street causes tractor trailers and residents to double park, disrupting traffic flow (see appendix A-5). By making W Dickerson Street one-way, Dover could introduce a loading zone to alleviate this issue. This would complement the existing one-way portion of W Dickerson Street behind Merida and improve overall traffic flow. Strict enforcement of the loading zone would be essential to ensure its effectiveness.



Figure 6:1 Potential On street Parking Along a New One-way W Dickerson Street.

6:4 Implementation and Community Impact:

To implement these changes, Dover should first conduct a comprehensive traffic study, likely to gain county support. Transforming Lot H into a dual-use permit-only parking facility for businesses during the day and residents overnight will optimize its utilization and meet the diverse needs of the downtown community.

Reconfiguring W Dickerson Street into a one-way eastbound lane will enable the addition of angled or tandem on-street parking, potentially exceeding the current capacity of Lot H. This change, combined with the introduction of a designated loading zone, will streamline traffic flow, reduce congestion, and enhance safety for both pedestrians and drivers.

The proposed changes will also encourage property and business owners to improve the rear façades of buildings along W Dickerson Street, as rear access becomes more frequent and practical. By addressing the current lack of a loading zone, Dover can alleviate the issues caused by double parking on W Blackwell Street, ensuring smoother traffic movement and better access for delivery vehicles.

Additionally, the new parking configuration will generate increased revenue through on-street metered and permit parking, providing financial benefits to the town. These measures will significantly enhance the parking infrastructure, improve overall traffic flow, and boost the functionality of Dover's downtown area, creating a more efficient and attractive environment for businesses, residents, and visitors.

7: Lot G

Lot G, established through redevelopment agreements with the Meridian apartment complex, is Dover's sole covered indoor parking facility, offering 61 stalls as illustrated in Figure 7:1. Its strategic location near the train station and Downtown Blackwell Street makes it a critical asset for both businesses and commuter parking.

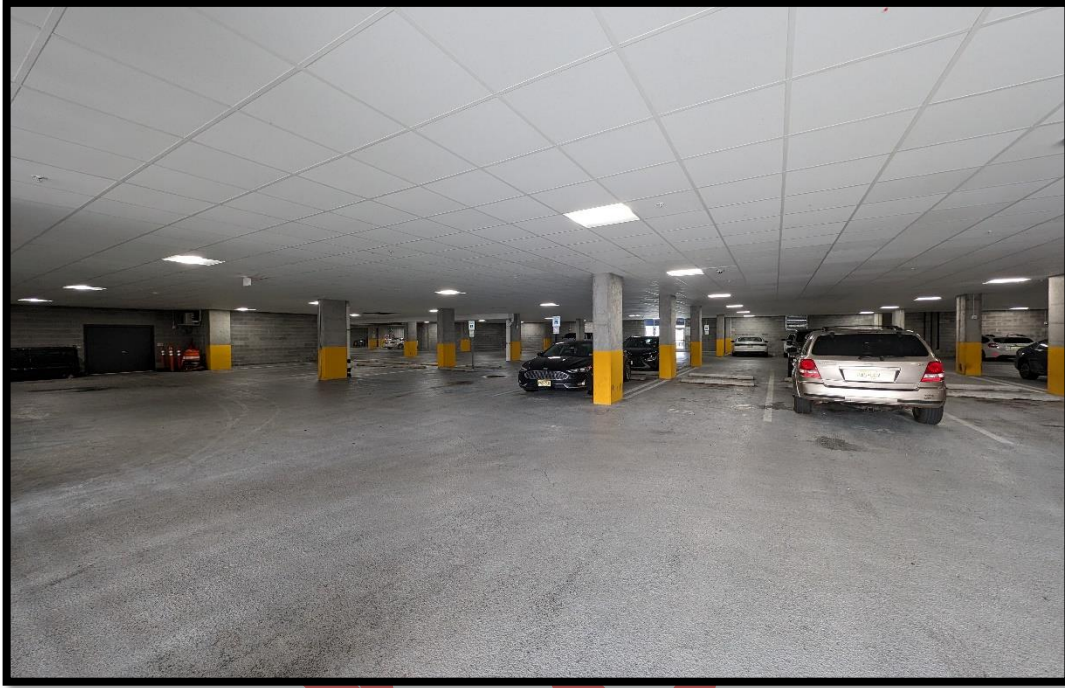


Figure 7:1 Lot G (Meridia)

Currently, Lot G serves the residents of the Meridian complex overnight and accommodates commuters and the local public from 8 AM to 6 PM, Monday through Friday. To optimize the utilization of Lot G during these restricted daytime hours as per the redevelopment agreement, a more structured allocation of parking spaces is proposed.

The lot should be divided into thirds:

- 20 stalls (one-third) dedicated to business permit parking.
- 41 stalls (two-thirds) allocated for metered public use and commuter parking.

This strategic allocation ensures that the parking needs of local businesses, and commuters are effectively balanced, maximizing the utility of Lot G while upholding the redevelopment agreement. By implementing this plan, Dover can enhance the efficiency of its parking infrastructure, support local businesses, and better serve the community's transportation needs.

7:2 Revenue Projections:

Given the anticipated high demand for both employee permit parking and commuter use, the following illustrates the projected revenue for Lot G, as shown in appendix A-4:

- Commuter Parking: \$42,640 annually (metered at \$4 daily)
- Business Permit Parking: \$12,000 annually (\$50 per business employee permit)
- Total Annual Revenue: \$54,640

These projections, based on full occupancy, demonstrate Lot G's significant potential to contribute to Dover's parking revenue stream, ensuring the effective utilization of this critical asset.

8: Lot F

Situated at the intersection of N Morris Street and Richards Avenue, Lot F comprises 36 stalls and is ideally located for permitted daytime business parking rather than commuter parking given its location is well beyond the Rockaway River. Much like Lot H, Lot F's proximity to downtown businesses makes it suitable for business permit parking during the day and overnight residential parking for the downtown residents.

8:1 Sale of Parking Stalls:

During the previous administration, 25 parking stalls were sold in conjunction with the New Berry Building, initially intended for Dover's public-school occupancy as depicted in figure A-6 of the appendix. This transaction has left the town in a precarious position with only 11 parking stalls remaining under municipal ownership as of June 1, 2024.

Currently, the New Berry Building remains under renovation with no prospective tenants imminent. Dover has successfully negotiated a short-term extension, allowing continued full use of the 25 stalls until January 2025. Recognizing the critical need for these stalls for potential commercial tenants, preliminary agreements are being explored to permit overnight residential parking in these spaces.

Looking forward, Dover should adopt a policy to avoid entering into long-term parking contracts. It is recommended that any agreements exceeding 12 months be strongly discouraged to preserve flexibility for future municipal lot uses and to adapt to market fluctuations. Implementing these measures will enable Dover to effectively manage its parking resources and bolster downtown vitality.

8:2 Revenue Projections:

Lot F shall be used with maximum efficiency to provide dual permit parking arrangements while recognizing its limitations and prior obligations. The anticipated annual revenue under the terms previously described and as illustrated in appendix A-4 of Lot F is as follows:

- 11 Business Permit Parking @ \$50 per month: \$6,600 annually
- 36 Overnight Residential Parking @ \$50 per month: \$21,600 annually
- Total Annual Revenue: \$28,200

9: River Street Lot

Located between N Bergen Street and Essex Street North, the River Street Lot features 17 parking stalls. Its strategic position beyond the Rockaway River makes it less suitable for commuter parking. Instead, the lot is ideally suited to fulfill future demands for permitted business parking during

daytime hours. Additionally, it can effectively meet the needs of downtown residents requiring overnight residential parking, mirroring the functionalities of Lots H and F.

This approach underscores Dover's commitment to maximizing the utility of its parking resources, supporting both business vitality and residential convenience in the downtown area.

9:1 Revenue Projections:

The strategic allocation of the River Street Lot for daytime business permit parking and overnight residential parking can generate a modest but significant revenue stream while meeting nearby employees' and residents' parking needs. The River Street Lot shall be used with maximum efficiency to provide dual permit parking arrangements. The anticipated annual revenue of the River Street Lot is as follows:

- 17 Business Permit Parking @ \$50 per month: \$10,200 annually
- 17 Overnight Residential Parking @ \$50 per month: \$10,200 annually
- Total Annual Revenue: \$20,400

9:2 Operational Considerations:

Due to their limited size, the River Street Lot along with Lots H and F warrant full capacity utilization. Implementing flexible use policies can effectively maximize these valuable parking resources. This approach ensures efficient and practical allocation, particularly during events that require Department of Public Works (DPW) attention. During such events, residents and employees can utilize larger municipal lots, thereby facilitating necessary maintenance and essential services without causing significant parking disruptions.

10: Summary and Conclusion

Chapter 1 of this assessment outlines a comprehensive strategy to address Dover's overnight residential parking demand while balancing commuter and business permit needs, detailed further in subsequent chapters. Figure 10:1 illustrates the strategic use of municipal surface lots for overnight parking to meet resident needs while maintaining downtown cleanliness. Figure 10:2 illustrates a cumulative financial breakdown for anticipated annual revenues for the Town of Dover with the implementation of more efficient use of Dover's Municipal Lots.

Key recommendations include:

1. **Optimal Utilization of Municipal Lots:** Implementing a 50% maximum capacity utilization for Lots A and B for overnight parking.
2. **Flexibility:** Maintaining Lot C free of overnight parking for operational flexibility.
3. **Maintenance and Enforcement:** Aligning maintenance schedules with local policies and enforcing departmental regulations to facilitate essential public works services without disrupting overnight parking.
4. **Capacity Planning:** Establishing specific overnight parking capacities for each lot to balance residential and commuter parking needs.
5. **Revenue Strategies:** Introducing separate pricing structures for overnight residential permits, commuter parking, and potential business employee permits to optimize revenue.

6. **Organized Parking:** Designating phases or areas within each lot for overnight parking to ensure effective enforcement, streamline maintenance, and enhance organization.

Implementing these measures will allow Dover to manage parking resources effectively, promote responsible parking practices, and maintain a vibrant downtown environment.

In conclusion, this proposed solution offers a sustainable approach to address Dover's parking challenges, supporting economic growth and preserving community character through meticulous planning and ongoing evaluation.

	Lots	A	A1	Upper B	Lower B	C	D	H	G	E	River Street	Total
Use												
<u>Overnight Residential</u>	86		31	122			19		36	17		311
<u>Reused for Commuter</u>	86		31	122								239*
<u>Reserved only for Commuters</u>	57			83		40		41				221*
<u>Business Permtis</u>		41		97	84		19	20	11	17		289
<u>Total Commuter*</u>												460*

Figure 10:1 Total Municipal Lot Use Breakdown

Annual Municipal Lot Revenues		
Lot A	\$290,232	
Lot B	\$387,240	
Lot C	\$50,400	
Lot D	\$41,600	
Lot H	\$22,800	
Lot G	\$42,620	
Lot F	\$28,200	
River Street	\$20,400	
Total Revenue	\$883,492	
Conservative Revenue	\$441,746	(\$883,492 / 2)
Author's Projected Revenue	\$662,619	(\$883,492 + \$441,746 = 1,325,238 / 2)
<i>It should be noted that the annual revenue projections for all municipal lots are conservative in their numbers due to the dual metered rates offered. Assumptions were based at a metered rate of \$4 for a daily parking fee. Currently (excluding early morning commuter stalls known as prime) such stalls also allow for \$1 per hour rates. This rate is not reflective of the potential 289 stalls that would offer dual rate options.</i>		

Figure 10:2 Total Revenues from Municipal Lots

Chapter 1: Appendix

Figure A-1: Current Municipal Lot Operations

DOVER PUBLIC PRICES

UPPER LEVEL LOT B: (31 SPACES) overnight parking \$15.00 Per 24
Hour covers Day & Night upper Lot B spaces Number 2307-2338

RIVER STREET LOT: (16 SPACES)

Daily Permit: \$30.00/Monthly Residents 6:30am-2:00am

\$55.00/Monthly Non-Residents

Night Permit: \$20.00/Monthly Resident 8:00pm-6:30am

\$35.00/Monthly Non-Residents 8:00pm-6:30am

LOWER LOT A

Daily Permit: \$30.00/Monthly Residents Only 6:30am-2am

Night Permit: \$20.00/Monthly Residents Only 8:00-6:30am

NIGHT PERMITS: 8:00pm TO 6:30am **NO MORE THAN 5 TONS**

\$20.00 Residents/\$35.00 Non-Residents

Lot A: Residents Only

Lot B: All

Lot F: Residents Only

UPPER LEVEL LOT B:

Daily Permit: \$30.00/Monthly Residents Only 6:30am-2am

Night Permit: \$20.00/Monthly Resident 8:00pm-6:30am

SENIOR PARKING PERMIT (Residents Only) 6:30am-2:00am

65 or Older \$10.00 per year January 1 to December 31st. Place on Mirror
only good in all Municipal Lots only Senior residents to park at night is
\$20.00 per month.

ZUFFALL, HOUSING PARTNERSHIP, HEAD START, ETC. (Non-Profit)

With proof only pay \$25.00/Monthly

DOVER BUSINESS

Pay \$35.00/Monthly

BUSSINESS & NON-PROFIT ORGANIZATIONS

Any business employees of the Town of Dover can park in any lot as long as it is a \$4.00 spaces & as long as they purchase a monthly or quarterly daily parking permit for \$35.00.

Non-profit organization of the Town of Dover can park in any lot as it is a \$4.00 spaces & as long as they purchase a monthly or quarterly parking permit for \$25.00.

We need proof of employment for a monthly or quarterly parking permit for both business & non-profit organization.

PERMITS FOR NIGHT PARKING

Price for overnight parking upper lot B is \$15.00 24 hour

May be obtained at Town Hall from Monday-Friday 8:30am-4:30pm or by mail, with enough time to process by send the following information to Town of Dover, C/O Parking Utility, 37 N. Sussex Street, Dover NJ 07801. Please include Name, Address, Phone Number, Vehicle's Make/Model & Year, Color of Vehicle, License Plate number & the dates you will be arriving & returning.

FREE RESIDENT PARKING

Monmouth & Dickerson Street. Residents are able to park on street with permit parking tag displayed on front rearview mirror. Must show Driver's License and Vehicle registration and proof of address. They are issued every three month.

PARKING

All lots are open from 6am to 2am
Lot A opens earlier to accommodate early commuters: 5am
Vehicles must be removed by 2am unless they have permits
Parking is enforced Monday thru Saturday:
Sunday is not enforced but must follow 2am rule

Lot A: All Day Parking/Residential Overnight

\$4.00 all day parking Spaces 1036 to 1134 & 1141 & 1142

\$6.00 all day parking Prime Spaces 1000 to 1035 & 1135 to 1183 signs are displayed

RESIDENTIAL PARKING for residents that live in the Park Ave Condos located on E. Blackwell St.: \$20.00 monthly. This residential permit covers the vehicle from 8:00pm to 6:00am in Lot A only. They must park towards the bottom of the Lot A-left side only signs are displayed.

LOT B: All Day Parking

\$4.00 all day parking Spaces 2000-2338

Lot is open from 6am to 2am. Vehicle must be removed by 2am unless they have an overnight permit.

Night Permit: \$20.00/monthly Residents 8:00pm-6:30am

\$55.00/monthly Non Residents 8:00pm- 6:30am

Lot C: All Day Parking

\$4.00 all day parking Spaces 3000-3061

NO NIGHT PERMITS AVAILABLE FOR LOT C

Lot D: \$1.00 per hour Spaces 0001 to 0040

\$4.00 all day parking Spaces 4158 to 4180

LOT E:

All 3-hour limit parking @ \$1.00 per hour Spaces 6001 to 6035

This lot is typically use for Town of Dover employees and the court Residents can pay a \$20 monthly fee for overnight parking 8pm-6:30am

LOT G: \$1.00 per hour Spaces 0001 to 0061

Figure A-2: Current Permitted Parking Areas

LOT C (ORCHARD STREET)

Lot C spaces starting 3001-3061, Lot C has 3 handicap spaces. There are 2 permit holders in this lot (Votruba).

Legion Place space starting 4138-4180 no permit holders.



LOT F (BEHIND TABLE 42)

Lot F spaces starting 6000-6035 2 spots are handicap spaces. Ray Valle has 4-night permits, Rogers has 9-night permits, JJ Newberry has 4 day and night permits out of 25 that was agreed upon.



LOT B UPPER LOT (CRESENT FIELD)

Upper Lot B spaces starting 2307 to 2338, We have a total of 27 permits holders. Out of those spaces we have 11 spaces for commuters that would like to leave their vehicles and take the train for a couple of days. Lower Lot B has 8 handicap spots. Roger from 62 S. Morris as parking on the lower lot B in spaces 2008-2053



LOWER LOT A (TRAIN STATION)



Lower Lot A has Spaces starting at 1036 to 1133, 1141, 1142, Permits holders are to park their cars in spaces 1066-1117, that's a total of 51 spaces. We have a total of 16 Permits issued and 2 on hold. Out of those spaces we have River Street permits holders are to park their cars in lot A when it snows in the winter, River Street has 16 permits issued.

UPPER LOT A (TRAIN STATION)



Upper Lot A has spaces 1000-1035 & 1134-1183, 5 spaces are handicap spots. These spaces are considered prime spaces. 12 Space are rented to American Supermarket until October 2024.

LOT H (BEHIND ZUFALL CLINIC)

Lot H spaces starting 8000-8019 1 spots is handicap. Rey Valle has 4-night permits.



RIVER STREET

River Street has 16 permits and some of them have day/night permits.



DOVER BUSINESSES THAT HAVE PINS FOR PARKING

Zufall Clinic has 150 employees, HOB has 22 employees, Head Start has 58 employees, Acting Group has 6 employees, Angel's hair Salon has 2 employees, Extra Supermarket has 10 employees, Gabby's has 1 employee, Dental has 1 employee, Dover Liquor has 1 employee.

Figure A-3: Lot D's 40 Public Use Stalls



Figure A- 4: Revenue Breakdown for Municipal Lots

Lot A

86 Overnight residential parking stalls permitted @ \$50 dollars per month

Monthly yield
 $\$50 \times 86 \text{ stalls} = \$4,300$

Annual yield
 $\$4,300 \text{ monthly} \times 12 \text{ months} = \$51,600$

86 Overnight residential parking stalls metered @ \$4 dollars daily fee

Daily yield
 $\$4 \times 86 \text{ stalls} = \344

Monthly yield
 $\$344 \times 6 \text{ days/Sunday free parking} = \$2,064$
 $\$2,064 \text{ weekly} \times 4 \text{ weeks} = \$8,256$

Annual yield
 $\$2,064 \text{ weekly} \times 52 \text{ weeks} = \$107,328$

57 Commuter parking stalls permitted @ \$6 dollars daily parking fee

Daily yield
 $\$6 \times 57 \text{ stalls} = \342 daily

Monthly yield
 $\$342 \times 6 \text{ days/Sunday free parking} = \$2,052$
 $\$2,052 \text{ weekly} \times 4 \text{ weeks} = \$8,208$

Annual yield
 $\$2,052 \text{ weekly} \times 52 \text{ weeks} = \$106,704$

41 Stalls in Lot A1 for business employee permits @ \$50 per month

Monthly yield
 $\$50 \times 41 \text{ stalls} = \$2,050$

Annual Yield
 $\$2,050 \text{ monthly} \times 12 \text{ months} = \$24,600$

Collectively, Lot A yields \$290,232 annually at full operational capacity.

Lot B

122 Overnight residential parking stalls permitted @ \$50 dollars per month

Monthly yield
 $\$50 \times 122 \text{ stalls} = \$6,100$

Annual yield
 $\$6,100 \text{ monthly} \times 12 \text{ months} = \$73,200$

122 Overnight residential parking stalls metered @ \$4 dollars daily commuter fee

Daily yield
 $\$4 \times 122 \text{ stalls} = \488

Monthly yield
 $\$488 \times 6 \text{ days/Sunday free parking} = \$2,928$
 $\$2,928 \text{ weekly} \times 4 \text{ weeks} = \$11,712$

Annual yield
 $\$2,928 \text{ weekly} \times 52 \text{ weeks} = \$152,256$

83 Commuter parking stalls metered @ \$4 dollars daily parking fee

Daily yield
 $\$4 \times 83 \text{ stalls} = \332 daily

Monthly yield
 $\$308 \times 6 \text{ days/Sunday free parking} = \$1,992$
 $\$1,992 \text{ weekly} \times 4 \text{ weeks} = \$7,968$

Annual yield
 $\$1,992 \text{ weekly} \times 52 \text{ weeks} = \$103,584$

97 Stalls in Lower Lot B for business permits @ \$50 per month

Monthly yield
 $\$50 \times 97 \text{ stalls} = \$4,850$

Annual Yield
 $\$5,225 \text{ monthly} \times 12 \text{ months} = \$58,200$

Collectively, Lot B yields \$387,240 annually at full operational capacity

Lot C

84 Stalls in Lot C for business permits @ \$50 per month

Monthly yield
 $\$50 \times 84 \text{ stalls} = \$4,200$

Annual Yield
 $\$4,200 \text{ monthly} \times 12 \text{ months} = \$50,400$

Collectively, Lot C yields \$50,400 annually at full operational capacity

Lot D

40 Commuter parking stalls in Lot D metered @ \$4 dollars daily parking fee

Daily yield
 $\$4 \times 40 \text{ stalls} = \160

Monthly yield
 $\$164 \times 5 \text{ days/Saturday \& Sunday free parking} = \800

$\$800 \times 4 \text{ weeks} = \$3,200$

Annual yield
 $\$984 \text{ monthly} \times 52 \text{ weeks} = \$41,600$

Collectively, Lot G yields \$41,600 annually at full operational capacity

Lot H

19 Stalls in Lot H for business permits @ \$50 per month

Monthly yield
 $\$50 \times 19 \text{ stalls} = \950

Annual Yield
 $\$950 \text{ monthly} \times 12 \text{ months} = \$11,400$

19 Overnight residential parking stalls permitted @ \$50 per month

Monthly yield
 $\$50 \times 19 \text{ stalls} = \950

Annual yield
 $\$950 \text{ monthly} \times 12 \text{ months} = \$11,400$

Collectively, Lot H yields \$22,800 annually at full operational capacity

Lot G

20 Stalls in Lot G for business permits @ \$50 per month

Monthly yield
 $\$50 \times 20 \text{ stalls} = \$1,000$

Annual Yield
 $\$1,000 \text{ monthly} \times 12 \text{ months} = \$12,000$

41 Commuter parking stalls metered @ \$4 dollars daily parking fee

Daily yield
 $\$4 \times 41 \text{ stalls} = \164

Monthly yield
 $\$164 \times 5 \text{ days/Saturday \& Sunday free parking} = \820

$\$820 \times 4 \text{ weeks} = \$3,280$

Annual yield
 $\$820 \text{ monthly} \times 52 \text{ weeks} = \$42,640$

Collectively, Lot G yields \$42,620 annually at full operational capacity

Lot F

11 Stalls in Lot F for business permits @ \$50 per month

Monthly yield
 $\$50 \times 11 \text{ stalls} = \550

Annual Yield
 $\$550 \text{ monthly} \times 12 \text{ months} = \$6,600$

36 Overnight residential parking stalls permitted @ \$50 per month

Monthly yield
 $\$50 \times 36 \text{ stalls monthly} = \$1,800$

Annual Yield
 $\$1,800 \text{ monthly} \times 12 \text{ months} = \$21,600$

Collectively, Lot F yields \$28,200 annually at full operational capacity for 2025

River Street

17 Stalls in the River Street Lot for business permits @ \$50 per month

Monthly yield
 $\$50 \times 17 \text{ stalls} = \850

Annual Yield
 $\$850 \text{ monthly} \times 12 \text{ months} = \$10,200$

17 Overnight residential parking stalls permitted @ \$50 per month

Monthly yield
 $\$50 \times 17 \text{ stalls} = \850

Annual Yield
 $\$850 \text{ monthly} \times 12 \text{ months} = \$10,200$

Collectively, the River Street Lot yields \$20,400 annually at full operational capacity

Figure A-5: Double Parked Due to Lack of Loading Zone



Double Parked Tractor-trailer due to Lack of Loading Zone

Figure A-6: Lot F Contract for 25 Stalls

TOWN OF DOVER

Planning & Zoning Department

COUNTY OF MORRIS

Mail: 37 NORTH SUSSEX STREET

Office: 100 Princeton Ave.

DOVER, NEW JERSEY 07801

Telephone: (973) 366-2200, Ext. 2141

Email: tbross@dover.nj.us



BettyLou DeCroce – Business Administrator

Carolyn Blackman - Mayor

Tamara E. Bross – Planning Board, Board of Adjustment & Historic Preservation

Secretary and Housing Liaison for the Town of Dover

To Chris Murphy

May 23, 2023

Via email chris.murphy@westmorriscapital.com

RE: PARKING SPACES IN LOT F

Chris

Thank you for meeting with BettyLou yesterday. Below are items discussed:

- Currently lot F has 31 spaces
- Your agreement with Mr. Bennett offers you 25 spaces
- As per ordinance 08-2019 *Downtown Residential Special Parking* the Town of Dover is in agreement with nearby landlords that received Planning Board approval based on residents parking in this lot (17 spaces)
- The immediate quandary is 9 spaces up for renewal June 1, 2023 for 1 year; 6pm – 8 am
- The Town asked for you to agree to a 1 year renewal of these 9 spaces with the Landlord and the Town of Dover ending June 1, 2024
- The Board of Education plans to start their programs in the Newberry Building September 2024
- This 1 year agreement gives the Town time to come up with a plan to meet needs of all those concerned – West Morris OZF, BOE, residential requirements and the public

It is very much appreciated that you have agreed to this 1 year "buffer" and the time will be used to facilitate a plan with Town Professionals.

Thank you for your time and consideration in this matter. As you are aware parking in Dover is a challenge that we are navigating with a big picture in mind.

If you have any questions do not hesitate to reach out to me.

CC: BettyLou DeCroce

Susie Jaeger – Parking Utility

Tamara Bross

From: Chris Murphy <chris.murphy@westmorriscapital.com>
Sent: Tuesday, November 29, 2022 3:34 PM
To: Tamara Bross
Subject: Wording from the executed purchase contract

See below, item 4(g) from the purchase contract. Signed by the Mayor and witnessed by JB and Betty Lou DeCroce.

(g) The Town of Dover will provide 25 spaces in Lot F exclusively reserved for tenants of the Newberry Building for a period of 10 years. This will be effectuated through permits issued pursuant to the Town's procedures at or prior to Closing and re-issued for the ten year period and enforced by the Town. This provision shall survive Closing and the parties agree to execute a survival letter at Closing providing for such parking permits and the renewal of same if required for such ten year period.

Chris Murphy
West Morris Capital
(c) 201-400-1679
chris.murphy@westmorriscapital.com
www.westmorriscapital.com

-35-

9-004-19610

Contracts on
The remaining