



CITY OF DOVER

TECHNICAL REVIEW COMMITTEE MINUTES – SITE-2023-0007

Application Type: Site Review
 Applicant(s): Knox Marsh Development, LLC
 Owner(s): Robert Baldwin
 Location: 34 New Rochester Road (Tax Map 39, Lot 103)
 Date: August 10, 2023

INTENT: To construct 5 two-family structures (10 units in total) with the single-family dwelling to remain on the property.

UNITS PROPOSED: 10, plus existing (11 in total)

AGENDA ITEM #: 1

ACREAGE:

Existing = 0.47± ac.
 Post Lot Merger = 93,953± sq. ft.

ZONING DISTRICT: G

EXISTING LAND USE: Single-family residence

PROPOSED LAND USE: Add 10 residential units

SURROUNDING LAND USE: Residential, Willand Pond

ZBA ACTION: None

PERMITS REQUIRED:

- EPA NOI
- NHDES Sewer Discharge Permit

WAIVERS REQUESTED:

- Drainage pipe
- Minimum illumination levels

ATTENDANCE:

Natasha Kypfer, Zoning
 Marn Speidel, Police
 Jim Maxfield, Fire/Inspection Services
 Ken Mavrogeorge, Engineering
 James Burdin, Business Development

Others:

Chris Berry, Berry Surveying & Engineering
 Kevin Poulin, Berry Surveying & Engineering

Approval of minutes from August 3, 2023:

K. Mavrogeorge moved to approve the August 3, 2023 minutes. Seconded by T. Clark. Vote: U/A.

PLAN REVIEW:

Planning:

- CUPs for lot coverage, frontage build out, front build to line, impervious area in secondary groundwater district
- CUP for maximum parking not needed for 1 space over max.
- Reminder: Impact fees, Water & Sewer investment fees
- Provide letters to serve
- Units for sale?
- Provide updated HOA documents
- Lot merger timing?
- Please revise “duplex” to “2-family dwelling” to mirror verbiage in Zoning Ordinance
- Revise plans:
 - Add Planning file number SITE-2023-0007
 - Owner’s signatures on the final plans
 - Professional stamps on the final plans
 - Indicate snow storage
 - Where is laundry on first floor units?
 - Access easement? One HOA?
 - Minimum block length for Nikel?
 - Active and passive recreation
 - Remove note 36 if Building Official agrees
 - Provide lighting table or is that the waiver?
 - Where is the chain link fence proposed?

Engineering:

- General Comment:
 - Applicant and Contractor shall review the Dover Construction Guidelines prior to scheduling a Preconstruction meeting with City staff. The guidelines can be found on the City of Dover Website on the Engineering page.
<https://www.dover.nh.gov/Assets/government/city-operations/1form/community-services/engineering/engineering-documents/Construction%20Guidelines.pdf>
 - Provide a sign identifying porous asphalt is present and that there are restrictions on deicing materials on porous surfaces are noted in the inspection and maintenance plan that is provided.
 - Provide a commitment to maintain stormwater and specifically the porous pavement, that can be recorded at the registry of deeds.



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- It is strongly recommended that the Applicant submit a detailed breakdown of proposed HOA costs for annual maintenance and replacement of private infrastructure including backup as to how the fees are estimated.
 - Engineering requests a letter certifying the tie in locations or discharge points for all sump pumps and roof leaders for existing structures on the property.
 - Add note that Design Engineer shall provide signed letter to City Engineer certifying that the stormwater management system has been installed in accordance with approved plans.
 - Provide Standard Construction Sign Detail per Dover standards.
 - Community Services has requested a proposal from a third party engineering firm to assess the capacity of the sewer main that this new development will tie into. Based on the amount of recent developments in the area, staff would like to have the model evaluated to determine if future upgrades are required. Costs associated with the assessment would be the responsibility of the applicant.
 - Sheet 6 of 27:
 - Dover is moving away from the typical crosswalk hatching on this sheet. Dover is moving towards using the markings in the NHDOT Pedestrian Crossing Details (Sheet PM -15) located here on the web: <https://www.nh.gov/dot/org/projectdevelopment/highwaydesign/standardplans/documents/02222021-pm-15-std.pdf>
 - Coordinate the transformer locations with Eversource prior to submission to PB. Will they need access to the transformers over the path?
 - Will tenants have access to all of the parking or will parking be close to their buildings?
 - Does the parking area along Nickel Dr need to have EV ready spaces?
 - Check configuration of the accessible ramp along Nickel Dr. One of the leaders looks to point to the wrong spot.
 - The pathway between the buildings:
 - It is recommended that this pathway should be made accessible to emergency vehicles and utility vehicles if utilities such as sewer are routed through this area.
 - IS should comment on the need for vehicular access through to the development next door/Copper Dr? Does it require a full loop?
 - Change sign to no parking this side of road instead of fire lane.
 - Identify the start/end of curbing.
 - Provide accessible charging station
 - Is the lot on Copper Dr capable of having a fire truck turn around?
 - Sheet 7 of 27:
 - Why doesn't the perforated underdrain need to extend the entirety of the porous pavement?
 - Where do the catch basins in the porous pavement tie into for an overflow?
 - Xcheck grading here. Unclear if part of Copper Dr will need to be reconstructed.
 - Sheet 9 of 27: Are the porous pavers intended to be the sidewalk? Coordinate the call outs.
 - Sheet 12 of 27:
 - Loop the water main back out to New Rochester Road
 - Recommend relocating water between the proposed duplexes to make it more accessible to operate curb stops and repair the main if needed? This could reduce the amount of water main required on the property.
 - Sheet 14 of 27: Portions of the parking lots are unlit. Recommend additional fixtures be proposed.
 - Sheet 20 of 27: Provide additional detail on how bike rack is secured to ground.
- Police:**
- Proposed mailbox cluster poses potential conflict with vehicles backing from driveway for Lot 104-3.
 - Add "No Outlet" sign or placard to the proposed stop/street sign.
 - Why an 8' internal sidewalk? Potential concern regarding at-grade access from Nickel Drive and confusion among visitors over whether it's intended to be a driveway.



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- Parking supply for units in proximity to Nickel Drive appears inadequate. Drivers approaching on New Rochester Road may be rear-ended while slowing down to survey whether spaces are available.
- Would prefer full access between Nickel and Copper, if the lots are merged. This is both for emergency services access and for benefit of residents who need access to shared parking. Consider eliminating Units 10/11 to amend site plan for this purpose.
- Coordinate location of New Rochester Road sidewalk with proposed improvement plans of the Route 108 Complete Streets project.
- To the south, sidewalk is presumed to connect to Hotel Drive. Is sidewalk proposed to be extended north of Copper Drive?
- The Zoning Ordinance recognizes and protects this largely residential section both by zoning this stretch of New Rochester Road in the Gateway District instead of the neighboring Commercial (C) District and through provisions within the Gateway District that limit the height or scale of some commercial uses in this area. We nevertheless encourage the applicants to make future owners or tenants aware of the mixed-use nature and potential of both the Gateway District and Commercial District and the potential for business location or expansion in those areas.

Planning Board:

- Waiver narratives?

Next Steps: Revise and submit for second full TRC.

Pause TRC at: 11:31 am.

Fire/Inspection Services:

- Provide an alternative to Nickel Drive
- Submitted documents makes reference to Copper ext. – Please remove from draft documents and use Copper Drive
- Clarify site access compliance with NFPA 1 Chapter 18 for Copper Drive – Provide turning template for the site.
- Clarify the number of units on the site
- Clarify design compliance with accessibility and indicate accessible routes
- Elevation plans do not appear to allow an accessible route.

Business Development:

- This site is located in a roughly quarter-mile stretch of New Rochester Road that is predominantly residential; the few businesses that are present appear to either be customary home occupations or have converted a residential structure. The proposed residential use appears to be an appropriate incremental increase in density that is consistent with this development pattern, with the intent of the Gateway District, and within the context of an arterial road with significant commercial traffic.