

CITY OF DOVER

PLANNING TECHNICAL REVIEW COMMITTEE –AGENDA

Meeting Type: Regular Meeting
Meeting Location: Council Conference Room, City Hall, 288 Central Ave, Dover NH 03820
Meeting Date: **Thursday, April 25, 2024**
Meeting Time: **10:30 AM**

1. 10:30 AM – 11:00 AM: Amendment for Downtown Dover Storage, LLC, Assessor's Map 4, Lot 5, zoned CBD-G, located at 14 Broadway. (Proposal is to construct a 14,770 s.f. 4-story residential building with 38 units with revised covered parking and relocating internal staircase.) (WAIV-2024-0004) *[This item was previously heard by the Planning Technical Review Committee on March 28, 2024]*



PLAN SNAPSHOT REPORT WAIV-2024-0004 FOR CITY OF DOVER, N.H.

Plan Type: Waiver / Extension / Amendment **Project:** **App Date:** 03/07/2024
Work Class: Plan **District:** None **Exp Date:** 05/11/2024
Status: In Review **Square Feet:** 0.00 **Completed:** NOT COMPLETED
Valuation: \$0.00 **Assigned To:** Blonigen, Rachel **Approval**
Description: Amendment to Site Plan, increase number of units, revise parking layout, relocate internal staircase **Expire Date:**

Parcel: 04005-000000	Main	Address: 14 Broadway Dover, 03820	Zone: CBD-G(Central Business District - Gener
		14 Broadway Dover, NH	Main

Project Manager Chris Raymond Home: (603) 918-7266 Business: (603) 601-8154 Mobile: (603) 918-7266	Applicant Matthew Perry 169 Ocean Boulevard PO Box 249 PO Box 249 Hampton, NH 03842 Home: (603) 793-1911 Business: (603) 601-8154 Mobile: (603) 793-1911	Owner Ken Regan Home: (914) 693-6613
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Plan Custom Fields

Project Location	14 Broadway, Dover, NH 03820	Waiver Request Type	Amendment	Project Name	14 Broadway Development
Owner Phone	9146936613	Owner Name	Ken Regan	Original Plan Approval Date	Dec 15 2021 12:00AM
Owner Address	1055 Saw Mill River Road #204, Ardsley, NY 10502	Owner EMail	ken@reganddevelopment.c om	Plan ID Number	
Plan Type	Site Plan	Extension Request Detail		Condition / Portion of Plan to be Amended	Number of building units and parking count
Amendment Request Detail	The project is proposing to increase the number of units to 38 in the apartment building, leasing 6 parking spaces from the abutting lot (Map 4, Lot 3) and 10 spaces from the Dover Housing Authority (10 Chapel Street), revising the layout of the covered parking beneath the building, and relocating an internal staircase eliminating the need for a sidewalk on the northeast side of the building.	Site / Subdivision Portion of Plan to be Waived		Waiver Request Detail	

Attachment File Name	Added On	Added By	Attachment Group	Notes
Signature_Matthew_Perry_3/7/2024.jpg	03/07/2024 17:18	Perry, Matthew		Uploaded via CSS
2024.03.28_PlanningTechnicalReviewC ommittee.Agenda.pdf	03/13/2024 14:21	Blonigen, Rachel		TRC Agenda
2024.03.28_PlanningTechnicalReviewC ommittee.14 Broadway_WAIV-2024-0004.pdf	04/01/2024 10:20	Blonigen, Rachel		TRC Draft Minutes

Invoice No.	Fee	Fee Amount	Amount Paid
INV-00007020	Planning Waiver / Extension /Amend Application Fee	\$200.00	\$200.00

PLAN SNAPSHOT REPORT (WAIV-2024-0004)

Total for Invoice INV-00007020

\$200.00

\$200.00

Grand Total for Plan

\$200.00

\$200.00

Meeting Type	Location	Scheduled Date	Subject
Technical Review Committee Meeting v.1	City Hall, Second Floor Conference Room	05/02/2024	Technical Review Committee Meeting

Submittal Name	Status	Received Date	Due Date	Complete Date	Resubmit	Completed
Land Use Plan Technical Review v.1	Requires Re-submit	03/13/2024	04/10/2024	04/01/2024	Yes	Yes

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
Business Development	Business Development	Burdin, James	Requires Re-submit	03/13/2024	04/10/2024	04/01/2024

Comments: 14 Broadway

- Have the first-floor commercial spaces been filled? Business Development would be happy to refer inquiries for those spaces
 - Trends in commercial space inquiries to OBD suggest demand is highest for personal service businesses, followed by restaurant and retail.
- First-floor office space may take longer to fill.

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
City Engineer	Community Services - Engineering	Mavrogeorge, Kenneth	Requires Re-submit	03/13/2024	04/10/2024	04/01/2024

Comments: Project: WAIV-2024-0004: 14 Broadway

TRC Meeting: Meeting 1 – March 28, 2024

Reviewer: Kenneth Mavrogeorge, PE

Checked by: Engineering Staff

Comments:

- General Comments:
 - 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. Engineering is currently in the final stages of updating this document. The Applicant should be prepared to conform to the currently adopted guidelines when they are adopted.
<https://www.dover.nh.gov/Assets/government/city-operations/1form/community-services/engineering/engineering-documents/Construction%20Guidelines.pdf>
 - Coordinate with Community Services (Engineering Department) for latest City Standard Details that have been updated since the previous approvals.
 - 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.
 - It is recommended that the Applicant replace the entire sidewalk that abuts the Applicant's property.
 - 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.
- Sheet C-5:
 - Note is shown to evaluate use of existing wall as retaining structure. There is insufficient information on the plan about this wall to design a replacement wall. At a minimum the applicant should show the proposed top and bottom of wall and which side those are on. If a new wall is needed, is there enough room to install the wall? It appears to be on the property line with the B&MRR. Recommend that that evaluation be conducted and sealed by a professional engineer and provided to Community Services as a condition of approval prior to the issuance of a CO.
- Sheet C-6:
 - DMH7 is shown on a line that is called out as two different material types. Please confirm the size, condition, and material of the pipe.
 - Confirm the size of DMH7. Based on the quantity and angle of pipes entering the structure seems like they could conflict with one another.
 - Show slope of proposed pipes on plan.
- Sheet C-7:
 - Show slope of proposed pipes on plan.
 - Show existing water services cut and capped at water main in Central and Broadway.
 - The sewer main in Broadway does not match the City's GIS database. The sewer runs towards St. John Street.
 - Show the 6-inch sewer service wyed into the sewer main not into the SMH.
 - The sewer main that is being connected to may be an 8-inch PVC not a 10-inch as indicated on the plans.
 - Show the existing sewer service cut and capped in Central Ave.
 - There is an existing metal pole at the location of the proposed electric riser pole. Please note that that metal pole shall be salvaged to the City.
- Sheet C-11:
 - Remove the mechanical joint restraint detail. The connection should be a stainless steel tapping sleeve.
- Traffic Impact Study:
 - The new analysis shows an increase of 66 trips over the previous analysis. It is recommended that the Applicant's traffic engineer review the triangle intersection of Broadway and St. John and comment on improvements to the traffic flow in the area given the increase in traffic to the site where none exists presently.

PLAN SNAPSHOT REPORT (WAIV-2024-0004)

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
IS Building Official	Fire / Inspection Services	Maxfield, Jim	Requires Re-submit	03/13/2024	04/10/2024	04/01/2024

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
Planning	Planning	Benton, Donna	Requires Re-submit	03/13/2024	04/10/2024	04/01/2024

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
Zoning Administrator	Planning	Crouser, Paul	Requires Re-submit	03/13/2024	04/10/2024	04/01/2024

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
Traffic Bureau	Police	Speidel, Marn	Requires Re-submit	03/13/2024	04/10/2024	04/01/2024

Comments: 14 Broadway

- Remove the existing conditions layer from Sheet C-5 and other subsequent sheets, where jersey barriers, pavement markings, etc. to be removed. Some labels are replicated on multiple sheets.
- Contractor will be required to provide signs and barriers for sidewalk closure, if applicable.
- Sheet C-10 and related notes for cap and reuse of building wall does not show and dimensions of the wall. Provide more detail or clarify as necessary.
- Except as appears to be shown on landscaping Sheet L-1, the plan set is confusing on the proposed layout of the space between Lots 4-20 and 4-3 (where the jersey barriers are to be removed). Potential concern with lack of protections from vehicles on Lot 4-20.
- Sheet PB-08, View from Broadway Looking North: is red façade color intended to match adjacent property? Consider toning down the bright red.
- Sheet C-4 shows removal of existing deck w/ ramp, but subsequent sheets show apparent addition of another deck/ramp, not labeled. Clarify if this is part of the scope of your proposed project.
- Traffic Impact Assessment, Page 3: elimination of some of all of the 4 proposed on-street spaces is discussed, but paragraph 3 does not articulate any clear recommendation. Revise paragraph 3 to draw a more specific conclusion.
- Coordinate with Parking Bureau for installation of a new multi space meter on north side of Broadway.
- Where would be appropriate commercial loading zone for your first floor units and abutting commercial property? Evaluate the Saint John/Broadway intersection for potential parking/loading zone improvements.

Submittal Name	Status	Received Date	Due Date	Complete Date	Resubmit	Completed
Land Use Plan Technical Review v.2	In Review	04/01/2024	04/12/2024		No	No

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
Business Development	Business Development	Burdin, James	In Review	04/01/2024	04/29/2024	

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
City Engineer	Community Services - Engineering	Mavrogeorge, Kenneth	In Review	04/01/2024	04/12/2024	

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
IS Building Official	Fire / Inspection Services	Maxfield, Jim	Requires Re-submit	04/01/2024	04/12/2024	04/07/2024

- Comments:** 1) Discuss gas meter location and location on elevation plan
 2) Electrical meter location and location on elevation plan
 3) Discuss EV charging detail be placed within plan set
 4) Provide Use Last EV charging sign on plan set and provide sign detail on detail sheet
 5) Discuss overall accessibility to EV charging station with access aisle. Provide detail on detail sheet

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
Planning	Planning	Benton, Donna	In Review	04/01/2024	04/29/2024	

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
Zoning Administrator	Planning	Crouser, Paul	In Review	04/01/2024	04/12/2024	

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
Traffic Bureau	Police	Speidel, Marn	In Review	04/01/2024	04/12/2024	

PLAN SNAPSHOT REPORT (WAIV-2024-0004)

Workflow Step / Action Name	Action Type	Start Date	End Date
Review v.1		03/08/2024 9:42	
Confirm application complete v.1	Generic Action		03/08/2024 9:42
Technical Review Committee Meeting Agenda v.1	Task	03/08/2024 9:42	03/13/2024 12:54
Land Use Plan Technical Review v.1	Receive Submittal	03/13/2024 0:00	04/01/2024 10:22
Land Use Plan Technical Review v.2	Receive Submittal	04/01/2024 0:00	
Technical Review Committee Meeting v.1	Hold Meeting	04/15/2024 14:21	
Planning Board v.1			
Planning Board Agenda v.1	Task		
Invoice for Notices v.1	Task		
Send Notices v.1	Task		
Planner Creates Staff Recommendations v.1	Plan Activity		
Distribute Planning Board Materials v.1	Task		
Planning Board Hearing v.1	Hold Hearing		
Planning Board Decision v.1	Plan Activity		
NOD Sent to Applicant v.1	Create Report		
Final Plan v.1			
Land Use Plan Stamped and Signed v.1	Generic Action		
Recording v.1	Task		
Document Archival v.1	Generic Action		
Internal Notification of Plan Completion v.1	Generic Action		
Building Official Notifies Address v.1	Generic Action		
Pre-Con Meeting v.1	Hold Meeting		
Create/Link to Records v.1			
Create / Link to Permit - Building Major v.1	Create Sub Permit		
Create / Link to Permit - Site Work, Construction v.1	Create Sub Permit		



CITY OF DOVER

TECHNICAL REVIEW COMMITTEE MINUTES – WAIV-2024-0004

Application Type: Site Review
Applicant(s): Downtown Dover Storage LLC
Owner(s): Downtown Dover Storage LLC
Location: 14 Broadway (Assessor's Map 4, Lot 5)
Date: March 28, 2024

INTENT: Proposal is to construct a 14,770 square foot 4-story residential building with 38 units, revised covered parking, and a relocated internal staircase.

UNITS PROPOSED: 38 units

AGENDA ITEM #: 2

ACREAGE: 0.45± ac.

ZONING DISTRICT: CBD-G

EXISTING LAND USE: Commercial

PROPOSED LAND USE: Mixed-Use

SURROUNDING LAND USE:
Residential/Commercial

ZBA ACTION: None

PERMITS REQUIRED:

-CUP to allow for less than 20% of building to be non-residential.

WAIVERS REQUESTED: None

ATTENDANCE:

Donna Benton, Planning
Paul Crouser, Zoning
Marn Speidel, Police
Ken Mavrogeorge, Engineering
Jim Maxfield, Fire/Inspection Services
James Burdin, Business Development

Others:

Erin Bassegio, Assistant City Planner
Abigail Gilbert, Office of Business Development
Chris Raymond, TEC, Inc.
Sarah Hourihane, Lassel Architects
Ken Regan, Regan Development
Ryan Crosby, Dover Housing Authority

PLAN REVIEW:

Planning:

- Compare parking provided at the last approval to now, increasing from 24 to 38 units. Discuss parking including where lot 4-1 and 4-20 park. In CBD-G parking is shared with residential and number of employees to create the maximum. Please remove "required" from parking note.
- Verify same commercial space percentage on FF
- No vinyl or chain link fencing in CBD-G
- How do you plan to deter graffiti?
- Add note recognizing this is along train tracks and train and other urban noise is to be expected
- Brick veneer possible instead of CMU?
- Show another angle of proposed mechanical screening to ensure it adequately screens
- Label brick on ground floor in the in lay area
- 3" caliper minimum on trees
- Confirm 5' clearance on sidewalk for sidewalk tractor
- Public art installation to be reviewed by Dover Arts Commission
- Revise plans to include:
 - Planning file number: WAIV-2024-0004

Engineering:

- General Comments:
 - 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. Engineering is currently in the final stages of updating this document. The Applicant should be prepared to conform to the currently adopted guidelines when they are adopted.
<https://www.dover.nh.gov/Assets/government/city-operations/1form/community-services/engineering/engineering-documents/Construction%20Guidelines.pdf>
 - Coordinate with Community Services (Engineering Department) for latest City Standard Details that have been updated since the previous approvals.
 - Add note that Design Engineer shall provide signed letter to City Engineer certifying that the stormwater



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TECHNICAL REVIEW COMMITTEE MINUTES – WAIV-2024-0004

Application Type: Site Review
Applicant(s): Downtown Dover Storage LLC
Owner(s): Downtown Dover Storage LLC
Location: 14 Broadway (Assessor's Map 4, Lot 5)
Date: March 28, 2024

management system has been installed in accordance with approved plans.

- It is recommended that the Applicant replace the entire sidewalk that abuts the Applicant's property.
- **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.**

- Sheet C-5:

- Note is shown to evaluate use of existing wall as retaining structure. There is insufficient information on the plan about this wall to design a replacement wall. At a minimum the applicant should show the proposed top and bottom of wall and which side those are on. If a new wall is needed, is there enough room to install the wall? It appears to be on the property line with the B&MRR. **Recommend that that evaluation be conducted and sealed by a professional engineer and provided to Community Services as a condition of approval prior to the issuance of a CO.**

- Sheet C-6:

- DMH7 is shown on a line that is called out as two different material types. Please confirm the size, condition, and material of the pipe.
- Confirm the size of DMH7. Based on the quantity and angle of pipes entering the structure seems like they could conflict with one another.
- Show slope of proposed pipes on plan.

- Sheet C-7

- Show slope of proposed pipes on plan.
- Show existing water services cut and capped at water main in Central and Broadway.

- The sewer main in Broadway does not match the City's GIS database. The sewer runs towards St. John Street.
- Show the 6-inch sewer service wye into the sewer main not into the SMH.
- The sewer main that is being connected to may be an 8-inch PVC not a 10-inch as indicated on the plans.
- Show the existing sewer service cut and capped in Central Ave.
- There is an existing metal pole at the location of the proposed electric riser pole. Please note that that metal pole shall be salvaged to the City.

- Sheet C-11:

- Remove the mechanical joint restraint detail. The connection should be a stainless steel tapping sleeve.

- Traffic Impact Study:

- The new analysis shows an increase of 66 trips over the previous analysis. It is recommended that the Applicant's traffic engineer review the triangle intersection of Broadway and St. John and comment on improvements to the traffic flow in the area given the increase in traffic to the site where none exists presently.

Police:

- Remove the existing conditions layer from Sheet C-5 and other subsequent sheets, where jersey barriers, pavement markings, etc. to be removed. Some labels are replicated on multiple sheets.
- Contractor will be required to provide signs and barriers for sidewalk closure, if applicable.
- Sheet C-10 and related notes for cap and reuse of building wall does not show and dimensions of the wall. Provide more detail or clarify as necessary.
- Except as appears to be shown on landscaping Sheet L-1, the plan set is confusing on the proposed layout of the space between Lots 4-20 and 4-3 (where the jersey barriers are to be removed). Potential concern with lack of protections from vehicles on Lot 4-20.
- Sheet PB-08, View from Broadway Looking North: is red façade color intended to match adjacent property? Consider toning down the bright red.



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Applicant(s): Downtown Dover Storage LLC
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Location: 14 Broadway (Assessor's Map 4, Lot 5)
Date: March 28, 2024

- Sheet C-4 shows removal of existing deck w/ ramp, but subsequent sheets show apparent addition of another deck/ramp, not labeled. Clarify if this is part of the scope of your proposed project.
- Traffic Impact Assessment, Page 3: elimination of some of all of the 4 proposed on-street spaces is discussed, but paragraph 3 does not articulate any clear recommendation. Revise paragraph 3 to draw a more specific conclusion.
- Coordinate with Parking Bureau for installation of a new multi space meter on north side of Broadway.
- Where would be appropriate commercial loading zone for your first floor units and abutting commercial property? Evaluate the Saint John/Broadway intersection for potential parking/loading zone improvements.

Fire/Inspection Services:

- Discuss gas meter location and location on elevation plan
- Electrical meter location and location on elevation plan
- Discuss EV charging detail be placed within plan set
- Provide Use Last EV charging sign on plan set and provide sign detail on detail sheet
- Discuss overall accessibility to EV charging station with access aisle. Provide detail on detail sheet

Business Development:

- Have the first-floor commercial spaces been filled? Business Development would be happy to refer inquiries for those spaces
- Trends in commercial space inquiries to OBD suggest demand is highest for personal service businesses, followed by restaurant and retail. First-floor office space may take longer to fill.

Planning Board:

- None.

Next Steps: Revise plans per comments above. Resubmit for second TRC.

Pause TRC at: 11:43 am

Ms. Donna Benton, AICP
Director of Planning and Community Development
City of Dover Planning and Community Development
288 Central Ave
Dover, NH 03820

April 5, 2024

Ref. N1440
Planning File #: WAIV-2024-0004

Re: Response to TRC Comments Letter
Proposed Residential Development at 14 Broadway

Dear Ms. Benton:

On behalf of Regan Development Corporation, The Owner and Applicant ("Applicant"), TEC, Inc. respectfully submits this letter addressing the comments made by the Technical Review Committee (TRC) on August 26, 2021, for the Proposed Residential Development at 14 Broadway in Dover, NH. The Applicant is proposing to redevelop the existing 1-story warehouse and gravel area located at 14 Broadway, Dover, NH (Assessors Map 4, Lot 5) and the bituminous concrete parking area of 12 Broadway (Assessors Map 4, Lot 3). The Applicant is proposing to demolish the existing warehouse and construct a 4-story, 24-unit residential building with first floor commercial space and associated parking, landscaping, and utilities. Below is a list of the outstanding original comments provided by each member of the Technical Review Committee (**in bold**) and TEC Inc.'s response (*in italics*):

Planning Comments:

- 1. Compare parking provided at the last approval to now, increasing from 24 to 38 units. Discuss parking including where lot 4-1 and 4-20 park. In CBD-G parking is shared with residential and number of employees to create the maximum. Please remove "required" from parking note.**
"Required" has been removed from the parking note on the Layout & Materials Plan (Sheet C-5).
- 2. Verify same commercial space percentage on FF.**
The building's proposed non-residential uses will remain the same at 6%, however, first-floor non-residential space will slightly increase by 86 SF from 3,176 SF to 3,262 SF due to a minor change in the location of an internal building wall, as seen on the Layout & Materials Plan (Sheet C-5).
- 3. No vinyl or chain link fencing in CBD-G.**
The proposed vinyl and chain link fencing, as seen on the Layout & Materials Plan (Sheet C-5) and the enclosed dumpster pad detail (Sheet C-10), has been revised to be wood or metal fencing. A fence detail has been provided in the construction details (Sheet C-12).
- 4. How do you plan to deter graffiti?**
A note has been added to the Layout & Materials Plan (Sheet C-5) stating that anti-graffiti paint will be utilized on the building façade. Please see revised architectural plans.

5. Add note recognizing this is along train tracks and train and other urban noise is to be expected.

A note has been added to the Layout & Materials Plan (Sheet C-5) stating that train and other urban noises are to be expected.

6. What percentage of the building is non-residential?

The building proposes 6% non-residential uses which includes commercial and office.

7. Brick veneer possible instead of CMU?

The CMU block is located at the rear of the property and will be painted to match the brick veneer. Please see revised architectural plans.

8. Show another angle of proposed mechanical screening to ensure it adequately screens.

An angle showing proposed mechanical screening has been provided in the revised architectural plans to ensure it adequately screens.

9. Label brick on ground floor in the in lay area.

Brick has been labeled on the ground floor in the in lay area. Please see revised architectural plans.

10. 3" caliper minimum on trees.

Final landscaping plan will be revised to include a 3" minimum caliper on trees and a note has been added to the Layout & Materials Plan (Sheet C-5).

11. Confirm 5' clearance on sidewalk for sidewalk tractor.

A 5-foot minimum clearance between the building and the street trees for sidewalk tractor has been noted on the Layout & Materials Plan (Sheet C-5).

12. Revise plans to include:

- **Planning file number: WAIV-2024-0004**

The site plans have been revised to include the new planning file number: WAIV-2024-0004.

Engineering Comments:

1. General Comments:

- **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. Engineering is currently in the final stages of updating this document. The Applicant should be prepared to conform to the currently adopted guidelines when they are adopted.**

<https://www.dover.nh.gov/Assets/government/city-operations/1form/community-services/engineering/engineering-documents/Construction%20Guidelines.pdf>

The site plans have been revised to conform to the currently adopted Dover Construction Guidelines.

- **Coordinate with Community Services (Engineering Department) for latest City Standard Details that have been updated since the previous approvals.**
The site plans have been revised to include the latest City Standard Details.
- **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.**
A note has been added to the Legend & General Notes (Sheet C-2) stating that the design engineer of record shall provide a signed letter to the City Engineer certifying that the stormwater management system has been installed in accordance with approved plans.
- **It is recommended that the Applicant replace the entire sidewalk that abuts the Applicant's property.**
The Applicant will replace the entire sidewalk that abuts the Applicant's property as shown on the Layout & Materials Plan (Sheet C-5).
- **Engineering requests a letter certifying the tie in locations or discharge points for all sump pumps and roof leaders for existing structures on property.**
A note has been added to the Legend & General Notes (Sheet C-2) stating that the Applicant will submit a letter certifying the tie in locations or discharge points for all sump pumps and roof leaders for existing structures on property prior to issuance of a certificate of occupancy.

2. Sheet C-5:

- **Note is shown to evaluate use of existing wall as retaining structure. There is insufficient information on the plan about this wall to design a replacement wall. At a minimum the applicant should show the proposed top and bottom of wall and which side those are on. If a new wall is needed, is there enough room to install the wall? It appears to be on the property line with the B&MRR. Recommend that that evaluation be conducted and sealed by a professional engineer and provided to Community Services as a condition of approval prior to the issuance of a CO.**
The proposed top and bottom elevations of the retaining wall have been added to the Grading & Drainage Plan (Sheet C-6). A note has been added to the Layout & Materials Plan (Sheet C-5) which states that an evaluation of the existing wall shall be conducted and sealed by a professional engineer prior to issuance of a CO. If the existing wall is determined to be structurally insufficient, there is enough room to construct a new segmental block retaining wall.

3. Sheet C-6:

- **DMH7 is shown on a line that is called out as two different material types. Please confirm the size, condition, and material of the pipe.**

A note has been added to the Grading & Drainage Plan (Sheet C-6) that the size, condition, and material of the drainage pipe located within Broadway shall be verified by the contractor prior to construction.

- **Confirm the size of DMH7. Based on the quantity and angle of pipes entering the structure seems like they could conflict with one another.**
A 5-foot diameter structure has been confirmed to be an adequate size for DMH-7 as shown on the Grading & Drainage Plan (Sheet C-6) and a 6" minimum coring separation can be achieved as required.
- **Show slope of proposed pipes on plan.**
The slopes of the proposed drainage pipes have been provided in the Drainage Piping Table shown on the Grading & Drainage and Utility Plans (Sheets C-6 & C-7).

4. Sheet C-7:

- **Show slope of proposed pipes on plan.**
The slopes of the proposed drainage pipes have been provided in the Drainage Piping Table shown on the Grading & Drainage and Utility Plans (Sheets C-6 & C-7).
- **Show existing water services cut and capped at water main in Central and Broadway.**
A note has been added to the Utility Plan (Sheet C-7) that the locations of utility services to the existing building from Central and Broadway shall be verified prior to construction and cut and capped at the main.
- **The sewer main in Broadway does not match the City's GIS database. The sewer runs towards St. John Street.**
A note has been added to the Utility Plan (Sheet C-7) to verify the location of the sewer main within Broadway prior to construction.
- **Show the 6-inch sewer service wye into the sewer main not into the SMH.**
The 6-inch sewer service has been revised to wye into the sewer main rather than into the SMH in Broadway as shown on the Utility Plan (Sheet C-7).
- **The sewer main that is being connected to may be an 8-inch PVC not a 10-inch as indicated on the plans.**
A note has been added to the Utility Plan (Sheet C-7) to verify the size of the sewer main within Broadway.
- **Show the existing sewer service cut and capped in Central Ave.**
A note has been added to the Utility Plan (Sheet C-7) that the locations of utility services to the existing building from Central and Broadway shall be verified prior to construction and cut and capped at the main.

- **There is an existing metal pole at the location of the proposed electric riser pole. Please note that that metal pole shall be salvaged to the City.**

The existing metal pole at the location of the proposed electric riser pole has been called out to be salvaged to the City as shown on the Utility Plan (Sheet C-7).

5. Sheet C-11:

- **Remove the mechanical joint restraint detail. The connection should be a stainless steel tapping sleeve.**

The mechanical joint restraint detail has been removed from the construction details. A note has been added to the Utility Plan (C-7) which states that the water connection shall utilize a stainless-steel tapping sleeve.

6. Traffic Impact Study:

- **The new analysis shows an increase of 66 trips over the previous analysis. It is recommended that the Applicant's traffic engineer review the triangle intersection of Broadway and St. John and comment on improvements to the traffic flow in the area given the increase in traffic to the site where none exists presently.**

Although the increase in development will result in 66 additional trips over the course of a typical day, the overall effect on the two (2) peak hours is generally limited. During the worst hour of the day, the development is only expected to generate 30 total trips (or 1 new trip every 2 minutes on average) which is generally unnoticeable. In addition, the majority of these trips will be traversing to/from the site from the west and not through the Broadway / St. John intersection as there is limited access/egress potential to that direction. Any traffic operational analysis of this location would most likely not result in any change in delay, LOS, or queuing at this location as a result of the project. Please see Traffic Analysis for further information.

Police Comments:

- 1. Remove the existing conditions layer from Sheet C-5 and other subsequent sheets, where jersey barriers, pavement markings, etc. to be removed. Some labels are replicated on multiple sheets.**

The existing conditions layers which show jersey barriers, pavement markings, etc. have been removed from the Layout & Materials Plan (Sheet C-5).

- 2. Contractor will be required to provide signs and barriers for sidewalk closure, if applicable.**

A note has been added to the Demolition Plan (Sheet C-4) that the contractor shall provide signs and barriers for sidewalk closure.

- 3. Sheet C-10 and related notes for cap and reuse of building wall does not show and dimensions of the wall. Provide more detail or clarify as necessary.**

Capping the existing building wall is no longer proposed and the detail has been removed. Reuse of existing building wall to be determined upon completion of analysis by a professional engineer prior to construction.

4. **Except as appears to be shown on landscaping Sheet L-1, the plan set is confusing on the proposed layout of the space between Lots 4-20 and 4-3 (where the jersey barriers are to be removed). Potential concern with lack of protections from vehicles on Lot 4-20.**

The area between lot 4-20 and 4-3 will be utilized as a landscaped area which contains a park bench, bike rack, waste bin, deck with a ramp, and electrical transformer. The transformer is surrounded by bollards which will provide protection from vehicles on both lots. Additionally, vertical granite curb will be installed along the edge of the parking area for to delineate and deter vehicles from encroaching on the landscaped area as shown in the Layout & Materials Plan (Sheet C-5).

5. **Sheet PB-08, View from Broadway Looking North: is red façade color intended to match adjacent property? Consider toning down the bright red.**

The red façade color has been toned down so it's more in keeping with traditional Dover brick. Please see revised architectural plans.

6. **Sheet C-4 shows removal of existing deck w/ ramp, but subsequent sheets show apparent addition of another deck/ramp, not labeled. Clarify if this is part of the scope of your proposed project.**

The project scope has been revised to retain the existing deck with ramp and add a sidewalk leading to the ramp as shown in the Layout & Materials Plan (Sheet C-5).

7. **Traffic Impact Assessment, Page 3: elimination of some of all of the 4 proposed on-street spaces is discussed, but paragraph 3 does not articulate any clear recommendation. Revise paragraph 3 to draw a more specific conclusion.**

The proposed combined driveway location will result in a 115-foot sight line looking east along Broadway. The sight line is not restricted by the on-street parking, but the proposed building corner at the back of walk (0-foot set-back). The existing exit driveway at that location currently has a 180-foot sight line in the absence of the building and restricted by the existing on-street parking stalls adjacent to Papa Jay's. From the site's gravel driveway (to be removed) the effective sight distance is 0-feet in both directions. Although the 115-foot sight line is less than the minimum recommendation of 200-feet, the sight line is well above the length of most sight distances at the many commercial and residential driveways within Downtown Dover. For example, and in addition to the site's gravel driveway (to be removed), the sight line from the fire station driveway looking east along Broadway is 40-feet, the sight line existing Pap Jay's driveway is 35-feet, etc. Please see Traffic Analysis for further information.

8. **Coordinate with Parking Bureau for installation of a new multi space meter on north side of Broadway.**

Coordination with the Parking Bureau for the installation of a new multi space meter on the north side of Broadway was completed during the previous permitting process for the project.

9. **Where would be appropriate commercial loading zone for your first floor units and abutting commercial property? Evaluate the Saint John/Broadway intersection for potential parking/loading zone improvements.**

The striped area located in front of the building along Broadway will be utilized as a commercial loading zone.

Fire/Inspection Services Comments:

- 1. Discuss gas meter location and location on elevation plan.**
The project no longer proposes any gas-related utility infrastructure.
- 2. Electrical meter location and location on elevation plan.**
Electrical meters will be located on the inside of the building along the east wall of the mechanical/sprinkler room. The project proposes 41 meters, one for each residential unit (38), one for each commercial tenant (2), and one for the house (1).
- 3. Discuss EV charging detail be placed within plan set.**
Details relating to the EV charging have been provided in the construction details (Sheet C-13).
- 4. Provide Use Last EV charging sign on plan set and provide sign detail on detail sheet.**
Details relating to the EV charging have been provided in the construction details (Sheet C-13). Additionally, EV charging sign has been added to the Traffic Sign Summary on the Layout & Materials Plan (Sheet C-5).
- 5. Discuss overall accessibility to EV charging station with access aisle. Provide detail on detail sheet.**
Details relating to the EV charging have been provided in the construction details (Sheet C-13).

Business Development Comments:

- 1. Have the first-floor commercial spaces been filled? Business Development would be happy to refer inquiries for those spaces.**
The owner shall coordinate with Business Development regarding first-floor commercial space.
- 2. Trends in commercial space inquiries to OBD suggest demand is highest for personal service businesses, followed by restaurant and retail. First-floor office space may take longer to fill.**
A prospective tenant, Easter Seals, has been identified for the first-floor office space.

Please do not hesitate to contact me directly if you have any questions concerning our Application for TRC Review at (603) 601-8154. Thank you for your consideration.

Sincerely,
TEC, Inc.
"The Engineering Corporation"



Christopher Raymond, PE
Civil Engineer – Senior Project Manager

Regan Development Corporation
Attn: Gabe Regan
1055 Saw Mill River Road #204
Ardsey, NY 10502

March 19, 2024
REVISED April 5, 2024

Ref. N1440

Re: Proposed Residential Development at #14 Broadway – Dover, New Hampshire
Traffic Impact Assessment

Dear Mr. Regan:

TEC, Inc. (TEC) has been retained by Regan Development Corporation (the “Applicant”) to prepare a Traffic Impact Assessment (TIA) for the proposed change in use of the property located at #14 Broadway in Dover, New Hampshire. The project proposes to redevelop the existing one-story warehouse and gravel area on-site (Assessors Map 4, Lot 5) and the bituminous concrete parking area of the adjacent #12 Broadway (Assessors Map 4, Lot 3). The Applicant proposes to raze the existing structure and construct a four-story building to include $\pm 1,140$ square foot (SF) of ground floor retail and ± 725 SF of ground floor office space with three upper floor residential space including 38 residential units (site plan previously conditionally approved by Dover Planning Board on December 14, 2021 with 24 residential units).

The parking areas are proposed to total 50 usable parking spaces between Lot 4-3 (6 leased spaces), Lot 4-5 (30 parking spaces), and on-street along Broadway (4 parking spaces). As part of the Applicant’s amended site plan, the Applicant will lease ten (10) parking spaces from the Dover Parking Authority located at #18 Chapel Street. The existing site currently has two (2) driveways along the northerly side of Broadway. Both driveways are one-way flow with the easternmost driveway providing full-access and the westernmost driveway providing full-egress. The project seeks to remove the easternmost driveway and reconfigure the westernmost driveway as a full access/egress driveway.

Methodology

This TIA has been prepared as a “Standard Analysis” in accordance with Chapter 149-13-A(20) of the Dover Site Review Regulations and Chapter 155-9-I of the Dover Land Subdivision Regulations, which outline the potential impacts to the existing traffic conditions and safety in the vicinity of the project. The proposed change in use is anticipated to result in an increase in overall traffic to/from the site and the adjacent Broadway corridor. The following letter summarizes the evaluation of traffic impact resulting from the proposed development.

EXISTING CONDITIONS

The project site is located at #14 which forms a U-shaped parcel around the adjacent #6 Broadway property and its parking. The north side of the parcel directly abuts the Boston & Maine Railroad Right of Way (ROW). The existing $\pm 10,417$ SF building footprint directly abuts the property line on both the north and south sides. The building’s front door faces east into the parcel’s unpaved parking area and driveway, which accesses Broadway just east of the #6

Broadway parking field. The existing driveway is approximately 16-feet wide. The building structure was previously utilized as a warehousing use.

Broadway, the adjacent roadway, is a two-lane, northeast-southwest minor arterial roadway maintained by the City of Dover. The roadway provides regional connection between Main Street (Route 9) to the south and Rollins Road to the north. In the vicinity of the project site, Broadway is approximately 35-50 feet wide with 7 foot on-street parking stalls aligning portions of the northerly and southerly curb line. Directional flow along Broadway is separated by a double-yellow centerline. The posted speed limit along the corridor is 30 miles per hour (mph) adjacent to the proposed project. Sidewalks are provided along both sides of Broadway; however, no bicycle accommodations are provided. Land uses along Broadway generally include retail, commercial and residential uses.

Driveway Sight Distance Measurements

TEC measured the available sight distances at the proposed site driveway alignment along Broadway. The available sight lines were compared to minimum requirements established by the American Association of State Highway and Transportation Officials (AASHTO).

Sight distance represents the length of roadway that is visible to a driver traveling within the roadway. Two types of sight distance are typically evaluated for driveways and intersections: stopping sight distance (SSD) and intersection sight distance (ISD). SSD is the minimum distance required for a driver traveling along a roadway to perceive an object in the roadway and stop safely in advance of the object when traveling on a wet pavement surface. SSD is measured from an eye height of 3.5-feet to an object height of 2-feet above the ground, which is equivalent to a driver viewing the taillight of a vehicle ahead. SSD is measured along the centerline of the travel lane approaching the driveway or intersection.

ISD represents the length of the roadway visible to a driver waiting to exit a driveway or minor street. Minimum ISD requirements are based on the distance required for a driver to exit a minor street onto a major street without requiring an approaching vehicle to reduce its speed from the design speed to less than 70 percent of the design speed. ISD is measured from an eye height of 3.5-feet to an object height of 3.5-feet and is measured from a distance 14.5-feet beyond the edge of the travel-way of the major roadway to represent a driver waiting to exit a driveway or minor roadway.

SSD is typically considered the critical sight distance, as it represents the minimum distance required for safe stopping, while ISD represents an acceptable speed reduction for approaching vehicles. The ISD, however, must be at least equal to the minimum required SSD to prevent a driver from entering the roadway when an approaching vehicle is too close to safely stop. The guidance provided by AASHTO states:

"If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road."

Table 1 provides a summary of the available SSD and Table 2 provides a summary of the available ISD at the proposed driveway intersection.

Table 1 – Existing Stopping Sight Distance Measurements

Approach / Direction	Posted Speed	AASHTO Recommended Minimum	Measured Stopping Sight Distance
Exiting Site Driveway at Broadway:			
<i>Broadway Eastbound</i>	30 MPH	200 FT	210 FT
<i>Broadway Westbound</i>	30 MPH	200 FT	170 FT

Table 2 – Existing Intersection Sight Distance Measurements

Approach / Direction	Posted Speed	AASHTO Recommended Minimum	Measured Intersection Sight Distance
Site Driveway at Broadway:			
<i>East of Driveway</i>	30 MPH	200 FT	75 FT (115 FT ^a)
<i>West of Driveway</i>	30 MPH	200 FT	160 FT

^a Maximum ISD based on proposed building corner.

As shown in Table 1, the SSD along Broadway eastbound meets the AASHTO minimum recommendations based on the 30-mph posted speed. Along Broadway westbound, the SSD is measured at below the AASHTO minimum recommended and is restricted by the existing on-street parking along the northerly side of Broadway (assumption of parking stalls being occupied) adjacent to Papa Jay's. For SSD to be met at this location, all existing and proposed on-street parking spaces between the Papa Jay's Driveway opposite St. John Street / Winter Street would need to be removed from the northerly side of Broadway.

As shown in Table 2, the ISD along the proposed site driveway at Broadway does not meet the AASHTO minimum recommendations based on the posted speed limit for both directions along Broadway. The existing sight line is limited to 75 feet based on the on-site parking stall. Whereas these stalls would be eliminated upon development, the proposed building footprint on-site (located based on the Town's desire for a 0-feet setback) would become the sight line restriction and extend further to 115 feet. For this minimum sight line to be met, the building would need to be shifted up to 10-feet into the site and each on-street parking space, both existing and proposed, would need to be removed similar to the SSD condition above. To the west, the sight line is obstructed by the existing #6 Broadway building and therefore the 160-foot sight line cannot be further extended without demolition of the neighboring building.

Although the sight distance in both directions from the proposed site driveway, this condition is typical of commercial and residential driveways along Broadway in the immediate vicinity and of Downtown along the adjacent Central Avenue. For example and in addition to the site's gravel driveway (to be removed), the sight line from the fire station driveway looking east along Broadway is 40-feet, the sight line existing Pap Jay's driveway is 35-feet, etc..

Site Generated Traffic

The site-generated traffic volumes for the 38 residential units, the ±1,140 SF commercial space and ±725 SF of office space were estimated based on standard trip rates published in the Institute of Transportation Engineers' (ITE) publication *Trip Generation, 11th Edition* for Land Use Code (LUC) LUC 220 – Multifamily Low-rise Housing, LUC 712 – Small Office Building, and LUC 822 – Strip Retail Plaza [<40kSF]. Table 3 provides a summary of the site trip generation estimates. Note that the previous version of this assessment as completed in 2021 utilized a previous edition of the publication *Trip Generation*.

Table 3 - Trip Generation Summary

Time Period	Multifamily House (LUC 220)	Office (LUC 712)	Shopping Center (LUC 822)	Total Trips
<i>Weekday Daily</i>				
IN	128	5	31	164
OUT	<u>128</u>	<u>5</u>	<u>31</u>	<u>164</u>
TOTAL	256	10	62	328
<i>Weekday Morning</i>				
IN	4	1	1	6
OUT	<u>12</u>	<u>0</u>	<u>1</u>	<u>13</u>
TOTAL	16	1	2	19
<i>Weekday Evening</i>				
IN	13	1	4	18
OUT	<u>7</u>	<u>1</u>	<u>4</u>	<u>12</u>
TOTAL	20	2	8	30

As shown in Table 3, the proposed redevelopment is anticipated to generate a total of 328 *new* vehicle trips during the typical weekday, 19 *new* vehicle trips (6 entering and 13 exiting) during the weekday morning peak hour, and 30 *new* vehicle trips (18 entering and 12 exiting) during the weekday evening peak hour. This level of new traffic to the roadway is minimal, including during the peak hours of the day when traffic would be expected to result in a maximum of one new vehicle every two (2) minutes (weekday evening peak hour). This level of new traffic is generally unnoticeable.

As compared to the previous version of the TIA submitted in 2021, the project is anticipated to generate approximately 66 additional vehicles over the course of the typical weekday (reported as 262 trips previously) with 6 additional vehicles during the weekday morning peak hour (reported as 13 trips previously) and 6 additional vehicles during the weekday evening peak hour (reported as 24 trips previously).

The proposed 76 space commercial and residential development and parking lot does not generate 1,000 average daily trips or 100 peak hour trips therefore does not apply for an "Advanced" analysis. Site generated trip calculations are attached.

Public Transportation

The proposed parking facility is located approximately 0.25 miles from the Dover Transportation Center which serves as the hub for multiple Cooperative Alliance for Seacoast Transportation (COAST) bus routes and AMTRAK Downeaster rail service. Public transportation data is summarized below:

- COAST Route 1 [Dover / Somersworth / Berwick] – Service is provided Monday through Saturday from the Dover Transportation Center to Sullivan Street in Berwick with several designated stops within Dover, Somersworth, and Berwick, ME. The bus operates northbound from 5:38 AM to 7:25 PM over 13 daily runs at approximately 60-minute headways. The bus operates southbound from 5:55 AM to 7:24 PM over 13 daily runs at approximately 60-minute headways.
- COAST Route 3A [UNH Wildcat Service] – Service is provided Monday through Saturday from UNH to Shaw's in Dover; including the Dover Transportation Center. Weekday service operates outbound from 6:40 AM to 5:36 PM over seven (7) daily runs at approximately 65 to 150-minute headways. Weekday service operates inbound from 7:11 AM to 6:04 PM over seven (7) daily runs at approximately 65 to 150-minute headways. Saturday service operates outbound over three (3) runs at 10:05 AM, 2:05 PM, and 6:35 PM. Saturday service operates inbound over three (3) runs at 10:36 AM, 2:36 PM, and 7:06 PM. The bus runs on a reduced schedule over school breaks with outbound services over three (3) runs at 10:05 AM, 12:05 PM, and 6:05 PM. Inbound services run over three (3) runs at 10:36 AM, 12:36 PM, and 6:36 PM.
- COAST Route 3B [UNH Wildcat Service] – Service is provided Monday through Saturday from UNH to Shaw's in Dover, including the Dover Transportation Center. Weekday service operates outbound from 6:40 AM to 10:06 PM over eight (8) daily runs at approximately 65 to 210-minute headways. Weekday service operates inbound from 7:11 AM to 10:33 PM over eight (8) daily runs at approximately 65 to 210-minute headways. Saturday service operates outbound over three (3) runs at 11:05 AM, 4:05 PM, and 8:05 PM. Saturday service operates inbound over three (3) runs at 11:36 AM, 4:36 PM, and 8:36 PM. The bus runs on a reduced schedule over school breaks with outbound services over three (3) runs at 6:40 AM, 2:05 PM, and 4:35 PM. Inbound services run over three (3) runs at 7:11 AM, 2:36 PM, and 5:06 PM.
- COAST Route 12 [Rochester / Somersworth / Dover] – Service is provided Monday through Saturday from the Dover Transportation Center to the Dover Transportation Center with several designated stops within Dover, Somersworth, and Rochester. The bus operates northbound from 6:30 AM to 9:54 PM over 16 daily runs at approximately 60-minute headways. The bus operates southbound from 5:55 AM to 8:28 PM over 16 daily runs at approximately 60-minute headways.
- COAST Route 13 [Dover / Portsmouth] – Service is provided Monday through Saturday from the Hanover Station in Portsmouth to Lilac Mall in Rochester with two (2) designated stops in Portsmouth and several designated stops within Dover. The bus operates northbound from 5:55 AM to 9:25 PM over 16 daily runs at approximately 60-minute headways. The bus operates southbound from 5:30 AM to 8:55 PM over 16 daily runs at approximately 60-minute headways.

- COAST Route 33 [Downtown Dover / County Complex] – Service is provided Monday through Saturday from the Strafford County Courthouse in Dover to the Dover Transportation Center. Weekday service operates inbound from 6:12 AM to 7:56 PM over 13 daily runs at approximately 60 to 120-minute headways. Weekday service operates outbound from 6:30 AM to 7:43 PM over 13 daily runs at approximately 60 to 120-minute headways. Saturday service operates inbound from 6:12 AM to 7:56 PM over 14 daily runs at approximately 30 to 60-minute headways. Saturday service operates outbound from 6:30 AM to 7:43 PM over 13 daily runs at approximately 60 to 120-minute headways.
- COAST Route 34 [Downtown Dover / Knox Marsh Road] – Service is provided Monday through Saturday from Sumner Drive (COAST Offices) to the Dover Transportation Center. The bus operates inbound from 5:17 AM to 6:27 PM over eight (8) daily runs at approximately 60 to 180-minute headways. The bus operates outbound from 8:30 AM to 8:04 PM over nine (9) daily runs at approximately 27 to 180-minute headways.
- AMTRAK Downeaster – Service is provided between Boston's North Station and Brunswick, ME with five (5) northbound and southbound trips on a typical day and one (1) additional Event Nite Train as needed. The Downeaster makes stops in Dover at the Dover Transportation Center in the southbound direction at 6:17 AM, 8:57 AM, 12:47 PM, 2:42 PM, and 7:32 PM and in the northbound direction at 10:20 AM, 1:20 PM, 5:15 PM, 6:50 PM, and 11:59 PM. The Event Nite Train stops in Dover at the Dover Transportation Center at 12:55 AM.

There is currently no direct public transportation service adjacent to the site. Bus stops for Routes 3 and 33 are provided along Main Street approximately 750 feet to the south of Broadway and bus stops for Routes 3, 12, and 33 are provided along Main Street / 6th Street approximately 800 feet to the north of Broadway. Based on the type of uses, it is expected that a portion of residential and retail site generated traffic would travel to/from the site via public transportation. No credit has been taken on the trip generation calculations related to proximity to public transportation.

Parking Generation

The peak parking demand generated by the proposed land uses was estimated based on the average peak parking demand generation rates obtained from the ITE publication *Parking Generation, 6th Edition* for LUC 217 – 1 BR Multifamily Housing (Low-Rise), LUC 220 – 2+ BR Multifamily Housing (Low-Rise), LUC 710 – Office, and LUC 822 – Strip Retail Plaza. For the residential component, the bedroom count was divided into thirty (30) one-bedroom units and eight (8) two-bedroom units which generated different demand. Table 4 provides a summary of the site parking demand estimates.

Table 4 – Average Peak Parking Demand Summary

Time Period	Multifamily House – 1 BR (LUC 217)	Multifamily House – 2BR (LUC 220)	Office (LUC 712)	Shopping Center (LUC 822)	Total Trips
Weekday	28	11	2	5	46
Saturday	28	10	-	7	45

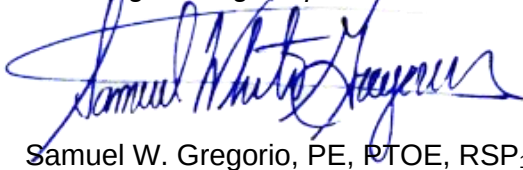
Based on the ITE publication *Parking Generation, 6th Edition*, the average peak parking demand for the site is 46 parking spaces. Overall, the project will have access to 50 parking spaces; including, 36 parking spaces on site, four (4) parking spaces on-street adjacent to the property, and ten (10) parking spaces from the Dover Parking Authority located at #18 Chapel Street. There is therefore sufficient parking provided for the project based on the anticipated peak demand for the site.

Summary

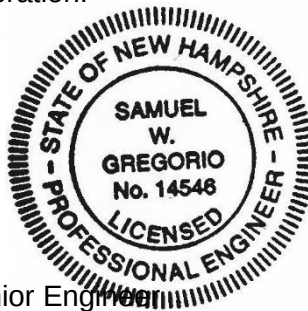
The proposed site generated traffic to/from the site is anticipated to be minimal including during the peak hours of the day where traffic would be expected to result in a maximum of one new vehicle every two (2) minutes (weekday evening peak hour). This level of new traffic is generally unnoticeable. The anticipated traffic generated by the proposed development and parking lot can be safely and efficiently accommodated within the project area. The overall change in use of the site will have a negligible impact on traffic operations and safety.

Please do not hesitate to contact me directly if you have any questions concerning our evaluation at 978-794-1792. Thank you for your consideration.

Sincerely,
TEC, Inc.
"The Engineering Corporation"



Samuel W. Gregorio, PE, PTOE, RSP₁, Senior Engineer



Attachment A – Trip Generation Calculations
 B – Parking Demand Calculations

Attachment A - Trip Generation Calculations

Project: 14 Broadway Development - Dover, NH
 Date: 3/18/24
 Analyst: TEC, Inc.
 Source: Institute of Transportation Engineers - *Trip Generation - 11th Ed.*

Proposed Development

Multifamily House - Lowrise (LUC 220)

Units:	38	Units					
	Total Trips		Total	% Distribution		# New Trips	
	Avg. Rates	Fitted Curve	New Trips	IN	OUT	IN	OUT
Weekday Daily	256	N/A	256	50%	50%	128	128
Weekday AM PH	15	N/A	16	24%	76%	4	12
Weekday PM PH	19	N/A	20	63%	37%	13	7

Office (LUC 712)

Units:	0.725	kSF					
	Total Trips		Total	% Distribution		# New Trips	
	Avg. Rates	Fitted Curve	New Trips	IN	OUT	IN	OUT
Weekday Daily	10	N/A	10	50%	50%	5	5
Weekday AM PH	1	N/A	1	82%	18%	1	0
Weekday PM PH	2	N/A	2	34%	66%	1	1

Shopping Center (LUC 822)

Units:	1.14	kSF					
	Total Trips		Total	% Distribution		# New Trips	
	Avg. Rates	Fitted Curve	New Trips	IN	OUT	IN	OUT
Weekday Daily	62	N/A	62	50%	50%	31	31
Weekday AM PH	3	N/A	2	60%	40%	1	1
Weekday PM PH	8	N/A	8	50%	50%	4	4

Attachment B - Parking Demand Calculations

Project: 14 Broadway - Dover, NH
 Date: 3/18/24
 Analyst: TEC, Inc.
 Source: Institute of Transportation Engineers - Parking Generation - 6th Ed.

Proposed Development

<u>Multifamily Housing (Low-Rise) (LUC 217)</u>			
Units:	30	Units	
	Total Spaces		Total Spaces
	Avg. Rates	Fitted Curve	
	28	N/A	
Weekday M-TH	28	N/A	28
Saturday	28	N/A	28

<u>Multifamily Housing (Mid-Rise) (LUC 220)</u>			
Units:	8	Units	
	Total Spaces		Total Spaces
	Avg. Rates	Fitted Curve	
	11	N/A	
Weekday M-TH	11	N/A	11
Saturday	10	N/A	10

<u>Small Office (LUC 712)</u>			
Units:	0.725	kSF	
	Total Spaces		Total Spaces
	Avg. Rates	Fitted Curve	
	1	N/A	
Weekday M-F	1	N/A	2

<u>Retail (LUC 822)</u>			
Units:	1.140	KSF	
	Total Spaces		Total Spaces
	Avg. Rates	Fitted Curve	
	3	N/A	
Weekday M-TH	3	N/A	3
Friday	4	N/A	5
Saturday	3	N/A	7

Spaces Demanded Weekday: 46
 Spaces Demanded Saturday: 45

Proposed Residential Development

Site Plans

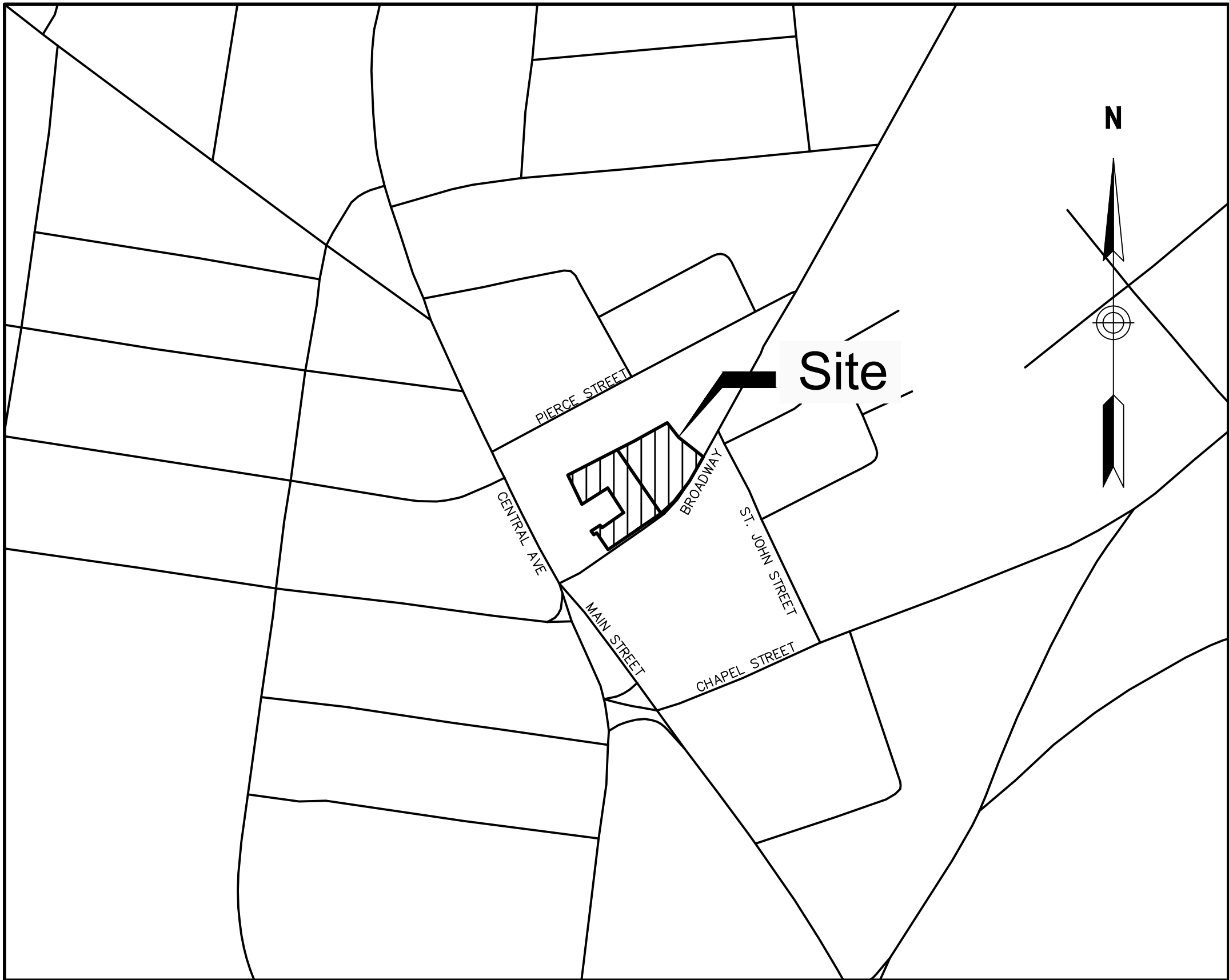
14 Broadway
Dover, NH 03820

Site Plans Index

No.	Drawing Title	Latest Issue
C-1	Title & Index Sheet	April 5, 2024
C-2	Legend & General Notes	April 5, 2024
C-3	Neighborhood Plan	April 5, 2024
C-4	Demolition Plan	April 5, 2024
C-5	Layout & Materials Plan	April 5, 2024
C-6	Grading & Drainage Plan	April 5, 2024
C-7	Utility Plan	April 5, 2024
C-8	Erosion & Sediment Control Plan	April 5, 2024
C-9	Construction Details	April 5, 2024
C-10	Construction Details	April 5, 2024
C-11	Construction Details	April 5, 2024
C-12	Construction Details	April 5, 2024
C-13	Construction Details	April 5, 2024

Reference Plans Index

No.	Drawing Title	Latest Issue
1	Existing Condition Plan (Hancock Associates)	February 19, 2021
2	Lot Line Adjustment Plan (Hancock Associates)	June 30, 2022
3	Architectural Plans (Lassel Architects)	April 1, 2024
4	Lighting Plan (SK & Associates)	August 26, 2021
5	Landscape Plan (Terra Firma)	November 24, 2021



LOCATION MAP
250 0 250 500
SCALE IN FEET



TEC, Inc.
282 Merrimack St., 2nd Floor
Lawrence, MA 01843
(978) 794-1792
www.TheEngineeringCorp.com
169 Ocean Boulevard
Unit 101, PO Box 249
Hampton, NH 03842
(603) 601-8154

DESIGNED BY	CPR
DRAWN BY	MWP
CHECKED BY	CPR
DATE	3/7/2024
SCALE	AS NOTED

OWNER/APPLICANT
Regan Development Corporation
1055 Saw Mill
River Road #204
Ardsley, NY 10502

REVISIONS	
1. TRC Comments	4/5/2024

ISSUED FOR
Permitting

PROJECT TITLE
Proposed Residential Development at
14 Broadway

PROJECT LOCATION
14 Broadway
Dover, NH 03820

DRAWING TITLE
Title &
General Notes

	PROJECT NO.
	N1440
	TEC CAD FILE
	N1440_COV
	DRAWING NO.
	C-1
	SHEET 1 OF 13

GENERAL NOTES

- CONTRACTOR SHALL NOTIFY DIG-SAFE (1-888-344-7233) AND THE LOCAL MUNICIPAL WATER & SEWER DEPT. AT LEAST 72 HOURS BEFORE EXCAVATING.
- PRIOR TO THE COMMENCEMENT OF GENERAL CONSTRUCTION, THE CONTRACTOR MUST INSTALL SOIL EROSION CONTROL AND ANY STORMWATER POLLUTION PREVENTION PLAN (SWPPP) MEASURES NECESSARY, AS INDICATED ON THE APPROVED SOIL EROSION AND SEDIMENT CONTROL PLAN AND IN ACCORDANCE WITH APPLICABLE AND/OR APPROPRIATE AGENCIES' GUIDELINES TO PREVENT SEDIMENT AND/OR LOOSE DEBRIS FROM WASHING ONTO ADJACENT PROPERTIES OR THE RIGHT OF WAY.
- CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY. CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH OSHA STANDARDS AND LOCAL REQUIREMENTS. A 6-FOOT TEMPORARY CHAIN LINK FENCE SHALL BE PROVIDED AROUND ALL CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL LEAVE NO UNSECURED OPEN EXCAVATIONS.
- HANDICAP ACCESSIBLE ROUTES, PARKING SPACES, RAMPS, SIDEWALKS AND WALKWAYS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE FEDERAL AMERICANS WITH DISABILITIES ACT/ARCHITECTURAL ACCESS BOARD (ADA/AAB), AND WITH STATE AND LOCAL LAWS AND REGULATIONS (WHICHEVER ARE MORE STRINGENT).
- WORK WITHIN THE RIGHT-OF-WAY MUST BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS AND STANDARDS OF THE DEPARTMENT OF PUBLIC WORKS, ENGINEERING DEPARTMENT, HIGHWAY DIVISION, AND/OR STATE DOT/HIGHWAY DEPARTMENT.
- UPON AWARD OF CONTRACT, CONTRACTOR SHALL MAKE NECESSARY CONSTRUCTION NOTIFICATIONS AND APPLY FOR AND OBTAIN NECESSARY PERMITS, PAY FEES, AND POST BONDS ASSOCIATED WITH THE WORK INDICATED ON THE DRAWINGS, IN THE SPECIFICATIONS, AND IN THE CONTRACT DOCUMENTS. DO NOT CLOSE OR OBSTRUCT ROADWAYS, SIDEWALK, AND FIRE HYDRANTS, WITHOUT APPROPRIATE PERMITS.
- WHEN APPLICABLE, OWNER/ OPERATOR MUST FILE THE NOI FOR NPDES PERMITS AT APPROPRIATE AND/OR REQUIRED TIMEFRAMES BASED UPON THE DESIRED START OF CONSTRUCTION. LAND DISTURBING ACTIVITIES MUST NOT COMMENCE UNTIL APPROVAL HAS BEEN RECEIVED FROM GOVERNING AUTHORITIES (INCLUDING STORMWATER POLLUTION PREVENTION PLAN). THE CONTRACTOR MUST STRICTLY ADHERE TO THE APPROVED SWPPP PLAN DURING CONSTRUCTION OPERATIONS (IF PROVIDED).
- TRAFFIC SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER.
- IN THE EVENT THAT SUSPENDED CONTAMINATED GROUNDWATER, AND OTHER MEDIA ARE ENCOUNTERED DURING EXCAVATION AND CONSTRUCTION ACTIVITIES BASED ON VISUAL, OLFACTORY, OR OTHER EVIDENCE, THE CONTRACTOR SHALL STOP WORK IN THE VICINITY OF THE SUSPECT MATERIAL TO AVOID FURTHER SPREADING OF THE MATERIAL, AND SHALL NOTIFY THE OWNER IMMEDIATELY SO THAT THE APPROPRIATE TESTING AND SUBSEQUENT ACTION CAN BE TAKEN.
- CONTRACTOR SHALL PREVENT DUST, SEDIMENT, AND DEBRIS FROM EXITING THE SITE AND SHALL BE RESPONSIBLE FOR CLEANUP, REPAIRS AND CORRECTIVE ACTION IF SUCH OCCURS.
- CONTRACTOR SHALL CONTROL STORMWATER RUNOFF DURING CONSTRUCTION TO PREVENT ADVERSE IMPACTS TO SITE AREAS, AND SHALL BE RESPONSIBLE TO REPAIR RESULTING DAMAGES, IF ANY, AT NO COST TO THE OWNER.
- THE CONTRACTOR MUST FIELD VERIFY ALL EXISTING CONDITIONS AND IMMEDIATELY NOTIFY TEC, IN WRITING, IF ANY ACTUAL SITE CONDITIONS DIFFER FROM THOSE SHOWN ON THESE PLANS, OR IF THE PROPOSED WORK CONFLICTS WITH ANY OTHER SITE FEATURES.
- THE CONTRACTOR MUST STRICTLY COMPLY WITH THESE NOTES AND ALL SPECIFICATIONS/REPORTS CONTAINED HEREIN. THE CONTRACTOR MUST ENSURE THAT ALL SUBCONTRACTORS FULLY AND COMPLETELY COMPLY WITH THESE REQUIREMENTS. THESE NOTES, AND THE SPECIFICATIONS AND REQUIREMENTS ARTICULATED IN THE NOTES CONTAINED IN ALL THE OTHER DRAWINGS THAT COMPRISE THE PLAN SET OF DRAWINGS, ADDITIONAL NOTES AND SPECIFIC PLAN NOTES MAY BE FOUND ON THE INDIVIDUAL PLANS. THESE GENERAL NOTES APPLY TO THIS ENTIRE DOCUMENT PACKAGE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW ALL CONSTRUCTION CONTRACT DOCUMENTS INCLUDING, BUT NOT LIMITED TO, ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE, PRIOR TO THE INITIATION AND COMMENCEMENT OF CONSTRUCTION.
- PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR MUST CONFIRM WITH THE PROFESSIONAL OF RECORD AND TO THAT THE LATEST EDITION OF THE DOCUMENTS AND/OR REPORTS REFERENCED WITHIN THE PLAN REFERENCES ARE BEING USED FOR CONSTRUCTION. THIS IS THE CONTRACTOR'S SOLE AND COMPLETE RESPONSIBILITY.
- THE CONTRACTOR MUST ENSURE THAT ALL WORK IS PERFORMED IN ACCORDANCE WITH THESE PLANS, SPECIFICATIONS/REPORTS AND CONDITIONS OF APPROVAL, AND ALL APPLICABLE REQUIREMENTS, RULES, REGULATIONS, STATUTORY REQUIREMENTS, CODES, LAWS AND STANDARDS OF ALL GOVERNMENTAL ENTITIES WITH JURISDICTION OVER THIS PROJECT, AND ALL PROVISIONS IN AND CONDITIONS OF THE CONSTRUCTION CONTRACT WITH THE OWNER/DEVELOPER INCLUDING ALL EXHIBITS, ATTACHMENTS AND ADDENDA TO SAME.
- CONTRACTOR MUST REFER TO AND ENSURE COMPLIANCE WITH THE APPROVED ARCHITECTURAL/BUILDING PLANS OF RECORD FOR EXACT LOCATIONS AND DIMENSIONS OF ENTRY/EXIT POINTS, ELEVATIONS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY LOCATIONS.

GENERAL DRAINAGE & UTILITY NOTES

- THE LOCATIONS, SIZES, AND TYPES OF EXISTING UNDERGROUND UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR ITS REPRESENTATIVE(S) HAVE NOT INDEPENDENTLY VERIFIED THIS INFORMATION AS SHOWN ON THE PLANS. THE UTILITY INFORMATION SHOWN DOES NOT GUARANTEE THE ACTUAL EXISTENCE, SERVICEABILITY OR OTHER DATA CONCERNING THE UTILITIES, NOR DOES IT GUARANTEE AGAINST THE POSSIBILITY THAT ADDITIONAL UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN ON THE PLANS. PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATION, SIZE, AND ELEVATION OF EXISTING UTILITIES.
- THE CONTRACTOR MUST FIELD VERIFY THE PROPOSED INTERFACE POINTS (CROSSINGS) WITH EXISTING UNDERGROUND UTILITIES BY USING A TEST PIT TO CONFIRM EXACT DEPTH, PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, OR EXISTING CONDITIONS DIFFER FROM THOSE SHOWN SUCH THAT THE WORK CANNOT BE COMPLETED AS INTENDED, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED IN WRITING TO THE OWNER'S REPRESENTATIVE FOR THE RESOLUTION OF THE CONFLICT. FAILURE TO PROVIDE OR PERFORM THE ABOVE PRIOR TO PERFORMING ANY WORK SHALL NOT BE GROUNDS FOR EXTRA PAYMENTS TO THE CONTRACTOR.
- AT ALL LOCATIONS WHERE EXISTING CURBING OR PAVEMENT ABUTS NEW CONSTRUCTION, THE EDGE OF THE EXISTING CURB OR PAVEMENT SHALL BE SAW CUT TO A CLEAN, SMOOTH EDGE. BLEND NEW PAVEMENT, CURBS, AND EARTHWORK SMOOTHLY INTO EXISTING BY MATCHING LINES, GRADES, AND JOINTS.
- THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES, AS REQUIRED.
- UTILITY COVERS, GRATES, ETC. SHALL BE ADJUSTED TO BE FLUSH WITH THE PAVEMENT FINISH GRADE UNLESS OTHERWISE NOTED.
- INSTALL ALL UTILITIES (INCLUDING CONCRETE PADS) PER UTILITY COMPANY, DPW, AND STATE STANDARDS.
- ALL FILL, COMPACTION, AND BACKFILL MATERIALS REQUIRED FOR UTILITY INSTALLATION MUST BE EXACTLY AS PER THE RECOMMENDATIONS PROVIDED IN THE GEOTECHNICAL REPORT AND THE CONTRACTOR MUST COORDINATE SAME WITH THE APPLICABLE UTILITY COMPANY SPECIFICATIONS. WHEN THE PROJECT DOES NOT HAVE GEOTECHNICAL RECOMMENDATIONS, FILL AND COMPACTION MUST COMPLY WITH APPLICABLE REQUIREMENTS AND SPECIFIC ANY DAMAGE TO THESE FACILITIES. THE CONTRACTOR IS NOT RESPONSIBLE FOR DESIGN OF TRENCH BACKFILL OR FOR COMPACTION REQUIREMENTS.
- EXISTING TREES AND SHRUBS OUTSIDE THE LIMITS OF GRADING SHALL BE REMOVED ONLY UPON PRIOR APPROVAL OF THE OWNER.
- DURING THE INSTALLATION OF SANITARY, STORM, AND ALL UTILITIES, THE CONTRACTOR MUST MAINTAIN A CONTEMPORANEOUS AND THOROUGH RECORD OF CONSTRUCTION TO IDENTIFY THE AS-INSTALLED LOCATIONS OF ALL UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR MUST CAREFULLY NOTE ANY INSTALLATIONS THAT DEVIATE, IN ANY RESPECT, FROM THE INFORMATION CONTAINED IN THESE PLANS. THIS RECORD MUST BE KEPT ON A CLEAN COPY OF THE APPROPRIATE PLANS), WHICH THE CONTRACTOR MUST PROMPTLY PROVIDE TO THE OWNER IMMEDIATELY UPON THE COMPLETION OF WORK.
- THE CONTRACTOR MUST ENSURE THAT ALL UTILITY TRENCHES LOCATED IN EXISTING PAVED ROADWAYS INCLUDING SANITARY, WATER AND STORM SYSTEMS, ARE REPAIRED IN ACCORDANCE WITH REFERENCED MUNICIPAL, COUNTY AND OR STATE DOT DETAILS AS APPLICABLE. THE CONTRACTOR MUST COORDINATE INSPECTION AND APPROVAL OF COMPLETED WORK WITH THE AGENCY WITH JURISDICTION OVER SAME.
- ALL WORK ASSOCIATED WITH UTILITY POLES, OVERHEAD WIRES AND ANY/ALL APPURTENANCES SHALL BE COORDINATED BY THE CONTRACTOR WITH THE LOCAL UTILITY COMPANIES PRIOR TO THE ORDERING OF ANY MATERIALS. THIS MAY INCLUDE BUT IS NOT LIMITED TO THE REMOVAL, INSTALLATION, RELOCATION OR PROTECTION OF ANY BRACING, GUY WIRES, OVERHEAD WIRES, ETC. AS MAY BE REQUIRED TO ACCOMMODATE THE PROJECT.
- ALL SANITARY SEWER PIPE SHALL BE SDR-35 PVC UNLESS OTHERWISE NOTED.
- INSULATE SANITARY PIPES WHERE INVERT DEPTH IS LESS THAN FIVE (5) FEET BELOW FINISHED GRADE.
- CONTRACTOR SHALL PROTECT ALL UNDERGROUND DRAINAGE, SEWER AND UTILITY FACILITIES FROM EXCESSIVE VEHICULAR LOADS DURING CONSTRUCTION. ANY DAMAGE TO THESE FACILITIES RESULTING FROM CONSTRUCTION LOADS WILL BE RESTORED TO ORIGINAL CONDITION (AT NO ADDITIONAL COST TO THE OWNER) BY THE CONTRACTOR.

- THE CONTRACTOR MUST FIELD VERIFY ALL DIMENSIONS AND MEASUREMENTS SHOWN ON THESE PLANS, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE PROFESSIONAL OF RECORD AND TEC, IN WRITING, IF ANY CONFLICTS, DISCREPANCIES, OR AMBIGUITIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION. NO EXTRA COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR THE CORRECTION OF THESE DISCREPANCIES OR MEASUREMENTS.
 - OR GRADES SHOWN INCORRECTLY ON THESE PLANS PRIOR TO BOTH (A) THE CONTRACTOR GIVING THE PROFESSIONAL OF RECORD AND TEC WRITTEN NOTIFICATION OF SAME AND (B) PROFESSIONAL OF RECORD AND TEC, THEREAFTER, PROVIDING THE CONTRACTOR WITH WRITTEN AUTHORIZATION TO PROCEED WITH SUCH ADDITIONAL WORK.
 - ALL DIMENSIONS SHOWN ARE TO BOTTOM FACE OF CURB, EDGE OF PAVEMENT, OR EDGE OF BUILDING, EXCEPT WHEN DIMENSION IS TO A PROPERTY LINE, STAKE OUT OF LOCATIONS OF INLETS, LIGHT POLES, ETC. SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE DETAILS, UNLESS NOTED CLEARLY OTHERWISE.
 - THE CONTRACTOR MUST EXERCISE EXTREME CAUTION WHEN PERFORMING ANY WORK ACTIVITIES ADJACENT TO PAVEMENT, STRUCTURES, ETC. WHICH ARE TO REMAIN EITHER FOR AN INITIAL PHASE OF THE PROJECT OR AS PART OF THE FINAL CONDITION. THE CONTRACTOR IS RESPONSIBLE FOR TAKING ALL APPROPRIATE MEASURES REQUIRED TO ENSURE THE STRUCTURAL STABILITY OF SIDEWALKS AND PAVEMENT, UTILITIES, BUILDINGS, AND INFRASTRUCTURE WHICH ARE TO REMAIN, AND TO PROVIDE A SAFE WORK AREA FOR THIRD PARTIES, PEDESTRIANS AND ANYONE INVOLVED WITH THE PROJECT.
 - WHERE RETAINING WALLS ARE IDENTIFIED ON THE PLANS, TOP AND BOTTOM OF WALL WIDTHS DO NOT REPRESENT THE ACTUAL WIDTH OF THE PROPOSED WALL, RATHER THEY ARE AN ASSUMPTION BASED ON WALL TYPE AND WALL HEIGHT. WALL FOOTINGS AND/OR FOUNDATIONS ARE NOT IDENTIFIED HEREIN AND ARE TO BE SET/DETERMINED BY THE CONTRACTOR OR WALL DESIGNER, AND MUST BE SET BASED UPON FINAL STRUCTURAL DESIGN SHOP DRAWINGS PREPARED BY THE APPROPRIATE PROFESSIONAL LICENSED IN THE STATE WHERE THE CONSTRUCTION OCCURS. THE CONTRACTOR MUST ENSURE THAT AN APPROPRIATELY LICENSED PROFESSIONAL DESIGNS ALL WALLS SHOWN HEREON AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF ALL WALLS.
 - IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO MAINTAIN RECORDS TO DEMONSTRATE PROPER AND FULLY COMPLIANT DISPOSAL ACTIVITIES, TO BE PROMPTLY PROVIDED TO THE OWNER UPON REQUEST. THE CONTRACTOR MUST REPAIR, AT THE CONTRACTOR'S SOLE COST, ALL DAMAGE DONE TO ANY NEW OR EXISTING CONSTRUCTION OR PROPERTY DURING THE COURSE OF CONSTRUCTION, INCLUDING BUT NOT LIMITED TO DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, ETC. AND MUST BEAR ALL COSTS ASSOCIATED WITH THE SAME TO INCLUDE, BUT NOT BE LIMITED TO, REDESIGN, RE-SURVEY, RE-PERMITTING AND CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR AND MUST REPLACE ALL SIGNAL INTERCONNECTION CABLE, WIRING CONDUITS, AND ANY UNDERGROUND ACCESSORY EQUIPMENT DAMAGED DURING CONSTRUCTION AND MUST BEAR ALL COSTS ASSOCIATED WITH SAME. THE REPAIR OF ANY SUCH NEW OR EXISTING CONSTRUCTION OR PROPERTY MUST RESTORE SUCH CONSTRUCTION OR PROPERTY TO A CONDITION EQUIVALENT TO OR BETTER THAN THE CONDITIONS PRIOR TO COMMENCEMENT OF THE CONSTRUCTION, AND IN CONFORMANCE WITH APPLICABLE CODES, LAWS, RULES, REGULATIONS, STATUTORY REQUIREMENTS AND STATUTES. THE CONTRACTOR MUST BEAR ALL COSTS ASSOCIATED WITH SAME. THE CONTRACTOR MUST, PROMPTLY, DOCUMENT ALL EXISTING DAMAGE AND NOTIFY, IN WRITING, THE OWNER AND THE CONSTRUCTION MANAGER PRIOR TO THE START OF CONSTRUCTION.
 - WHEN IT IS CLEARLY AND SPECIFICALLY WITHIN TEC'S SCOPE OF SERVICES CONTRACT WITH THE OWNER/DEVELOPER, TEC WILL REVIEW OR TAKE OTHER APPROPRIATE ACTION ON THE CONTRACTOR SUBMITTALS, SUCH AS SHOP DRAWINGS, PRODUCT DATA, SAMPLES, AND OTHER DATA, WHICH THE CONTRACTOR IS REQUIRED TO SUBMIT, BUT ONLY FOR THE LIMITED PURPOSE OF EVALUATING CONFORMANCE WITH THE DESIGN INTENT AND THE INFORMATION SHOWN IN THE CONSTRUCTION CONTRACT DOCUMENTS. CONSTRUCTION SUBMITTALS, THESE NOTES, AND THE SPECIFICATIONS AND REQUIREMENTS ARTICULATED IN THE NOTES CONTAINED IN ALL THE OTHER DRAWINGS THAT COMPRISE THE PLAN SET OF DRAWINGS, ADDITIONAL NOTES AND SPECIFIC PLAN NOTES MAY BE FOUND ON THE INDIVIDUAL PLANS. THESE GENERAL NOTES APPLY TO THIS ENTIRE DOCUMENT PACKAGE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW ALL CONSTRUCTION CONTRACT DOCUMENTS INCLUDING, BUT NOT LIMITED TO, ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE, PRIOR TO THE INITIATION AND COMMENCEMENT OF CONSTRUCTION.
 - PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR MUST CONFIRM WITH THE PROFESSIONAL OF RECORD AND TO THAT THE LATEST EDITION OF THE DOCUMENTS AND/OR REPORTS REFERENCED WITHIN THE PLAN REFERENCES ARE BEING USED FOR CONSTRUCTION. THIS IS THE CONTRACTOR'S SOLE AND COMPLETE RESPONSIBILITY.
 - THE CONTRACTOR MUST ENSURE THAT ALL WORK IS PERFORMED IN ACCORDANCE WITH THESE PLANS, SPECIFICATIONS/REPORTS AND CONDITIONS OF APPROVAL, AND ALL APPLICABLE REQUIREMENTS, RULES, REGULATIONS, STATUTORY REQUIREMENTS, CODES, LAWS AND STANDARDS OF ALL GOVERNMENTAL ENTITIES WITH JURISDICTION OVER THIS PROJECT, AND ALL PROVISIONS IN AND CONDITIONS OF THE CONSTRUCTION CONTRACT WITH THE OWNER/DEVELOPER INCLUDING ALL EXHIBITS, ATTACHMENTS AND ADDENDA TO SAME.
 - CONTRACTOR MUST REFER TO AND ENSURE COMPLIANCE WITH THE APPROVED ARCHITECTURAL/BUILDING PLANS OF RECORD FOR EXACT LOCATIONS AND DIMENSIONS OF ENTRY/EXIT POINTS, ELEVATIONS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY LOCATIONS.
- STORM AND SANITARY PIPE LENGTHS INDICATED ARE NOMINAL AND ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE UNLESS INDICATED ON THE PLANS OTHERWISE.
 - ALL WATER AND SEWER UTILITY WORK SHALL CONFORM TO LOCAL DPW, WATER DIVISION, SANITARIATION DIVISION, UTILITIES AND FIRE DEPARTMENTS. THE MINIMUM COVER (5) FEET OF MINIMUM COVER. GAS, ELECTRIC, AND TELEPHONE LOCATIONS AND ROUTING ARE SUBJECT TO REVIEW AND APPROVAL BY THE APPROPRIATE UTILITY COMPANIES.
 - UNLESS INDICATED OTHERWISE, ALL NEW UTILITIES/SERVICES, INCLUDING ELECTRIC, TELEPHONE, CABLE TV, ETC., MUST BE INSTALLED UNDERGROUND. ALL NEW UTILITY SERVICES MUST BE INSTALLED IN ACCORDANCE WITH THE UTILITY SERVICE PROVIDER INSTALLATION SPECIFICATIONS AND STANDARDS.
 - STORMWATER ROOF DRAIN LOCATIONS ARE BASED ON ARCHITECTURAL PLANS. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION OF SAME BASED UPON FINAL PLANS.
 - FIRE ALARM CONNECTION LOCATIONS AND ROUTING ARE SUBJECT TO REVIEW AND APPROVAL BY THE FIRE DEPARTMENT OR BUILDING INSPECTOR.
 - THE CONTRACTOR SHALL REMOVE ALL EROSION CONTROL BARRIERS AFTER REVEGETATION OF DISTURBED AREAS AND AFTER APPROVAL BY THE LOCAL APPROVING AUTHORITY.
 - EXCAVATION REQUIRED IN THE PROXIMITY OF EXISTING UTILITY LINES SHALL BE DONE BY HAND. CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING UTILITY LINES OR STRUCTURES INCURRED DURING CONSTRUCTION OPERATIONS AT NO COST TO THE OWNER.
 - THE CONTRACTOR SHALL SCHEDULE THEIR WORK TO ALLOW THE FINISHED SUBGRADE ELEVATIONS TO DRAIN PROPERLY WITHOUT PUDDLING. SPECIFICALLY, ALLOW WATER TO ESCAPE WHERE PROPOSED CURB MAY RETAIN RUNOFF PRIOR TO APPLICATION OF THE FINISH SUBGRADE AND/OR SURFACE PAVING.
 - WATER MAIN PIPING MUST BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS AND SPECIFICATIONS OF THE LOCAL WATER COMPANY. IN THE ABSENCE OF SUCH REQUIREMENTS, WATER MAIN PIPING MUST BE CEMENT-LINED DUCTILE IRON (DIP) MINIMUM CLASS 52 THICKNESS. ALL PIPE AND APPURTENANCES MUST COMPLY WITH THE APPLICABLE AWWA STANDARDS IN EFFECT AT THE TIME OF APPLICATION.
 - GAS METERS MUST BE PROTECTED AS REQUIRED BY THE JURISDICTIONAL GAS PROVIDER.
 - THE LIMITS OF CONSTRUCTION DISTURBANCE THAT ARE LOCATED IN OR WITHIN THE 50 FT OF CONSERVATION AND WETLAND DISTRICTS SHALL BE STAKED, FLAGGED AND CLEARLY IDENTIFIED PRIOR TO ANY EARTH DISTURBING ACTIVITY OCCURS.
 - ALL TREATMENT SWALES TO BE CONSTRUCTED SHALL HAVE SOD BOTTOMS.
 - A LETTER OF CREDIT FOR THE COST OF REVEGETATING ALL DISTURBED AREAS ON THE SITE SHALL BE SUBMITTED PRIOR TO COMMENCING EARTH DISTURBANCE.
 - ANY ENGINEER APPROVED CONSTRUCTION SIGN SHALL BE INSTALLED PRIOR TO COMMENCING EARTH DISTURBANCE. SAID SIGNAGE MUST BE LOCATED AND APPROVED BY THE CITY ENGINEER OR PLANNING DIRECTOR.
 - FIRE DEPARTMENT ACCESS ROADS SHALL BE INSTALLED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS IN ALL WEATHER CONDITIONS AT ALL TIMES.
 - APPROVED BACKFLOW PREVENTERS SHALL BE PROVIDED FOR BOTH FIRE AND DOMESTIC WATER LINES.
 - THE PROPOSED STRUCTURE SHALL BE SERVED BY A SPRINKLER SYSTEM AS REQUIRED BY CHAPTER 81-30 OF THE CODE OF THE CITY OF DOVER AND THE ADOPTED STATE OF NH BUILDING AND FIRE CODES.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE STRUCTURE IN ACCORDANCE WITH NFPA 24 AND A CONTRACTOR'S MATERIAL AND TEST CERTIFICATE FOR UNDERGROUND PIPING FORM MUST BE COMPLETED AND APPROVED BY INSPECTION SERVICES PRIOR TO CONNECTION OF THE BACKFLOW DEVICE.
 - FIRE DEPARTMENT CONNECTIONS SHALL BE LOCATED ON THE STREET SIDE OF THE BUILDING PER NFPA 13. ACCESS TO THE FDC SHALL MAINTAIN A CLEAR AND UNOBSTRUCTED PATH AT ALL TIMES.
 - FIRE DEPARTMENT ACCESS ROAD(S) SHALL BE INSTALLED AND MAINTAINED, IN ACCORDANCE WITH ALL APPLICABLE CODES, TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS IN ALL WEATHER CONDITIONS AT ALL TIMES.
 - DESIGN ENGINEER SHALL PROVIDE SIGNED LETTER TO CITY ENGINEER CERTIFYING THAT THE STORMWATER MANAGEMENT SYSTEM HAS BEEN INSTALLED IN ACCORDANCE WITH THE APPROVED PLANS.
 - APPLICANT SHALL SUBMIT A LETTER CERTIFYING THE TIE IN LOCATIONS OR DISCHARGE POINTS FOR ALL SUMP PUMPS AND ROOF LEADERS FOR EXISTING STRUCTURES ON THE PROPERTY PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
 - DESIGN ENGINEER OF RECORD SHALL PROVIDE SIGNED LETTER TO CITY ENGINEER CERTIFYING THAT THE STORMWATER MANAGEMENT SYSTEM HAS BEEN INSTALLED IN ACCORDANCE WITH THE APPROVED PLANS.
 - THE APPLICANT SHALL PROVIDE THE CITY OF DOVER AN EASEMENT TO ACCESS WATERLINE AND HYDRANTS TO MAINTAIN THE WATER QUALITY PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.

- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AND PROTECTING THE TRAFFIC CONTROL PLAN AND ELEMENTS IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REQUIREMENTS FOR ALL WORK THAT AFFECTS PUBLIC TRAVEL EITHER IN THE RIGHT OF WAY OR ON SITE. THE COST FOR THIS ITEM MUST BE INCLUDED IN THE CONTRACTOR'S PRICE AND IS THE CONTRACTOR'S SOLE RESPONSIBILITY.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ENSURING THAT ALL CONSTRUCTION ACTIVITIES AND MATERIALS COMPLY WITH AND CONFORM TO APPLICABLE FEDERAL, STATE AND LOCAL RULES AND REGULATIONS, LAWS, ORDINANCES, AND CODES, AND ALL APPLICABLE REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, (29 U.S.C. 651 ET SEQ.) AS AMENDED, AND ANY MODIFICATIONS, AMENDMENTS OR REVISIONS TO SAME.
- THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN AN ON-SITE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IN COMPLIANCE WITH THE ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS FOR LOCAL GOVERNING AGENCIES OR SITES WHERE ONE (1) ACRE OR MORE IS DISTURBED BY CONSTRUCTION ACTIVITIES (UNLESS THE LOCAL JURISDICTION REQUIRES A DIFFERENT THRESHOLD). THE CONTRACTOR MUST ENSURE THAT ALL ACTIVITIES, INCLUDING THOSE OF ALL SUBCONTRACTORS, ARE IN COMPLIANCE WITH THE SWPPP, INCLUDING BUT NOT LIMITED TO LOGGING ACTIVITIES (MINIMUM ONCE PER WEEK AND AFTER RAINFALL EVENTS) AND CORRECTIVE MEASURES, AS APPROPRIATE AND FURTHER, THE CONTRACTOR IS SOLELY AND COMPLETELY RESPONSIBLE FOR FAILING TO DO SO.
- A PRE-CONSTRUCTION CONFERENCE WITH THE DEVELOPER, THE DESIGN ENGINEER, THE EARTHWORK CONTRACTOR AND THE CITY ENGINEER SHALL OCCUR PRIOR TO ANY EARTH DISTURBING ACTIVITY. HOURS OF SITE WORK MUST BE DOCUMENTED ON A SITE CONSTRUCTION SIGN ALONG WITH THE CONTACT INFORMATION FOR THE GENERAL CONTRACTOR. SITE CONSTRUCTION HOURS SHALL BE LIMITED TO MONDAY-FRIDAY 7AM-6PM, SATURDAY 9AM-4PM. NO SITE WORK SHALL BE DONE ON FEDERAL HOLIDAYS.
- ALL CONSTRUCTION SHALL CONFORM WITH THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION (NHDOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND WITH THE CITY OF DOVER COMMUNITY SERVICES REGULATIONS AND STANDARD SPECIFICATIONS FOR CONSTRUCTION. THE MORE STRINGENT SPECIFICATIONS SHALL APPLY.
- ANY RETAINING WALL TALLER THAN FOUR FEET (4') REQUIRES ISSUANCE OF A BUILDING PERMIT FROM INSPECTION SERVICES.
- ANY FENCE TALLER THAN SEVEN FEET (7') REQUIRES THE ISSUANCE OF A BUILDING PERMIT FROM INSPECTION SERVICES.
- AS-BUILT PLANS OF THE PROJECT SHALL BE SUBMITTED ON PAPER AND IN DIGITAL FORMAT AUTOCAD DWG, AUTOCAD DXF OR ESRI FORMAT TO THE CITY OF DOVER ENGINEERS' OFFICE UPON COMPLETION OF PROJECT IF A STREET IS PROPOSED FOR CITY ACCEPTANCE. AS-BUILT PLANS SHALL BE PREPARED AND CERTIFIED BY THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY. HTTP://WWW.LINH.EDU/NHSCRIPTAPP. THE OWNER OF RECORD SHALL RECORD AT THE REGISTRY OF DEEDS DOCUMENTATION SUFFICIENT TO PROVIDE NOTICE TO ALL PERSONS/ENTITIES THAT MAY ACQUIRE ANY PROPERTY SUBJECT TO THE REQUIREMENTS AND RESPONSIBILITIES DESCRIBED IN THE APPROVED STORMWATER MANAGEMENT PLAN. THE NOTICE SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS FOR RECORDING CONTAINED IN RSA 477 AND 478. THE NOTICE NEED NOT SET FORTH THE REQUIREMENTS AT LENGTH, SO LONG AS IT IS SUFFICIENT TO PROVIDE NOTICE TO PROSPECTIVE PURCHASERS TO THE REQUIREMENTS FOR MAINTENANCE AND REPAIR.
- CONSTRUCTION TO BE PERFORMED BY HANCOCK ASSOCIATES ON 4/18/2020.
- ELEVATIONS ARE BASED ON U.S.G.S. NVD 1988 DATUM.
- A SECURITY SYSTEM SHALL BE INSTALLED AS REQUIRED BY CHAPTER 45, ARTICLE I, SECTION 45-2 OF THE CODE OF THE CITY OF DOVER.
- APPROVED BACKFLOW PREVENTERS SHALL BE PROVIDED FOR BOTH FIRE AND DOMESTIC WATER LINES.
- THE PROPOSED STRUCTURE SHALL BE SERVED BY A SPRINKLER SYSTEM AS REQUIRED BY CHAPTER 81-30 OF THE CODE OF THE CITY OF DOVER AND THE ADOPTED STATE OF NH BUILDING AND FIRE CODES.
- THE SITE LAYOUT IS DESIGNED IN COMPLIANCE WITH APPLICABLE ACCESSIBILITY REGULATIONS. THE PROPOSED STRUCTURE WILL BE DESIGNED IN ACCORDANCE WITH APPLICABLE ACCESSIBILITY REGULATIONS, (I.E. IBC, ANSII-117.1 AND NH RSA 155-A:5)
- BUILDING ADDRESSES, INCLUDING AP AND UNIT NUMBERS SHALL BE ASSIGNED BY THE BUILDING OFFICIAL AT THE TIME OF ISSUANCE OF A BUILDING PERMIT.
- A PRE-CONSTRUCTION CONFERENCE WITH THE DEVELOPER, THE DESIGN ENGINEER, THE EARTHWORK CONTRACTOR AND THE CITY ENGINEER SHALL OCCUR PRIOR TO ANY EARTH DISTURBING ACTIVITY.
- APPLICANT AND CONTRACTOR SHALL REVIEW DOVER CONSTRUCTION GUIDELINES PRIOR TO SCHEDULING A PRE-CONSTRUCTION MEETING WITH CITY STAFF.
- CONTRACTOR SHALL FOLLOW TO THE CONSTRUCTION SEQUENCING IDENTIFIED WITH THE PLANNING BOARD APPROVED PLAN SET. ANY DEVIATION FROM THAT SEQUENCING SHALL BE APPROVED BY THE CITY ENGINEER.

ABBREVIATIONS

GENERAL		UTILITIES	
ABAN	ABANDON	ACCOMP	ASPHALT COATED CORRUGATED METAL PIPE
AD	ACRES	ADM	AREA DRAIN
ADJ	ADJUST	BC	BOTTOM OF CHANNEL
APPROX	APPROXIMATE	CB	CATCH BASIN
BCB	BITUMINOUS CONCRETE BERM	CAP	CORRUGATED ALUMINUM PIPE
BIT	BITUMINOUS	CIP	CAST IRON PIPE
BLDG	BUILDING	CIT	CHANGE IN TYPE
BO	BY OTHERS	CLDI	CEMENT LINED DUCTILE IRON CONDUIT
BOS	BOTTOM OF SLOPE	CDB	DOUBLE CATCH BASIN
BS	BOTTOM OF STAIRS	CONC	DUCTILE IRON PIPE
BR	BOTTOM OF RAMP	DMH	DRAINAGE MANHOLE
CC	CONCRETE CURB	ETC	ELECTRIC, TELEPHONE, & CABLE
CCB	CEMENT CONCRETE BERM	F&G	FRAME AND GRATE
CEM	CEMENT	F&C	FRAME AND COVER
CL	CURB INLET	FES	FLARED END SECTION
CLF	CHAIN LINK FENCE	GV	GAS VALVE
CIT	CHANGE IN TYPE	HDPE	HIGH DENSITY POLYETHYLENE PIPE
CONC	CONCRETE	HYD	HYDRANT
CW	CROSSWALK	INV	INVERT ELEVATION
DIA	DIAMETER	OHW	OVERHEAD WIRE
ELEV	ELEVATION	PVC	POLYVINYL CHLORIDE PIPE
EOP	EDGE OF PAVEMENT	PWW	PAVED WATER WAY
EX	EXISTING	RCP	REINFORCED CONCRETE PIPE (CLASS III)
FFE	FIRST FLOOR ELEVATION	RIM	RIM ELEVATION
FND	FOUNDATION	SMH	SEWER MANHOLE
FDC	FIRE DEPT. CONNECTION	TD	TRENCH DRAIN
GC	GRANITE CURB	TFMR	TRANSFORMER
GE	GRANITE EDGING	TSV	TAPPING SLEEVE AND VALVE
HMA	HOT MIX ASPHALT	UP	UTILITY POLE
LA	LANDSCAPE AREA	VCP	VITRIFIED CLAY PIPE
LF	LINEAR FEET	WV	WATER VALVE
MAX	MAXIMUM		
MCC	MONOLITHIC CONCRETE CURB		
MGC	MOUNTABLE GRANITE CURB		
MIN	MINIMUM		
NTS	NOT TO SCALE		
PCC	PRECAST CONCRETE CURB		
PROP	PROPOSED		
PVMT	PAVEMENT		
R	RADIUS		
REM	REMOVE		
REMOD	REMODEL		
RET	RETAIN		
R&R	REMOVE AND RESET		
R&S	REMOVE AND STACK		
S	SLOPE		
SF	SQUARE FEET		
SW	SIDEWALK		
SWL	SOLID WHITE LINE		
SGC	SLOPED GRANITE CURB		
TOS	TOP OF SLOPE		
TS	TOP OF STAIRS		
TR	TOP OF RAMP		
TY	TYPICAL		
UON	UNLESS OTHERWISE NOTED		
VGC	VERTICAL GRANITE CURB		
WCR	WHEELCHAIR RAMP		

GENERAL SYMBOLS

EXISTING	PROPOSED	
		CATCH BASIN
		SILT SACK WITHIN CATCH BASIN
		DOUBLE CATCH BASIN
		DRAIN MANHOLE
		SEWER MANHOLE
		COMBINED SEWER MANHOLE
		OIL WATER SEPARATOR
		ELECTRIC MANHOLE
		TELEPHONE MANHOLE
		CATV MANHOLE
		UNKNOWN STRUCTURE
		HANDHOLE
		BOLLARD
		WATER GATE
		WATER SHUT OFF
		FIRE HYDRANT
		GAS GATE
		STREET SIGN
		LIGHT POLE
		WALL MOUNTED LIGHT
		UTILITY POLE
		GUY POLE
		GUY WIRE
		MONITORING WELL
		TEST PIT (W/I.D.)
		AREA DRAIN
		DRAINAGE CLEANOUT
		POST INDICATOR VALVE
		EDGE OF PAVEMENT
		MONOLITHIC CONCRETE CURB
		GRANITE CURB
		GRANITE EDGING
		BITUMINOUS BERM
		GUARDRAIL - METAL POSTS
		GUARD RAIL - WOODEN POSTS
		CHAIN LINK FENCE
		DRAINAGE LINE
		SEWER LINE
		WATER LINE
		GAS LINE
		TELEPHONE/CATV CONDUIT
		ELECTRIC CONDUIT
		OVERHEAD WIRE
		STONE WALL
		TREE LINE
		FEMA ZONE X (AREA OF MINIMAL FLOOD HAZARD)
		MAJOR CONTOUR
		MINOR CONTOUR
		ENTRANCE/EXIT PEDESTRIAN DOOR
		LOADING DOCK DOOR
		OVERHEAD DOOR
		FUTURE USE ENTRANCE/EXIT PEDESTRIAN DOOR
		CONCRETE PAVEMENT
		WHEELCHAIR RAMP
		ELEVATOR
		FLARED END SECTION

PAVEMENT MARKINGS AND SIGNING SYMBOLS

EXISTING	PROPOSED	
		CROSSWALK, 12" WHITE LINE (WIDTH NOTED)
		STOP LINE, 12" WHITE LINE 4' BEHIND CW (TY
		SOLID WHITE LINE/SOLID WHITE LANE LINE-4'
		BROKEN WHITE LANE LINE-4"
		DOTTED WHITE LANE LINE-4"
		SOLID YELLOW LINE-4"
		DOUBLE YELLOW CENTER LINE- 2-4" LINES
		ADA-ACCESSIBLE PARKING SPACE
		ELECTRIC VEHICLE



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(603) 601-8154

DESIGNED BY	CPR
DRAWN BY	MWP
CHECKED BY	CPR
DATE	3/7/2024
SCALE	AS NOTED

OWNER/APPLICANT

Regan Development
Corporation
1055 Saw Mill
River Road #204
Ardsley, NY 10502

REVISIONS	
1.	TRC Comments 4/5/2024

ISSUED FOR

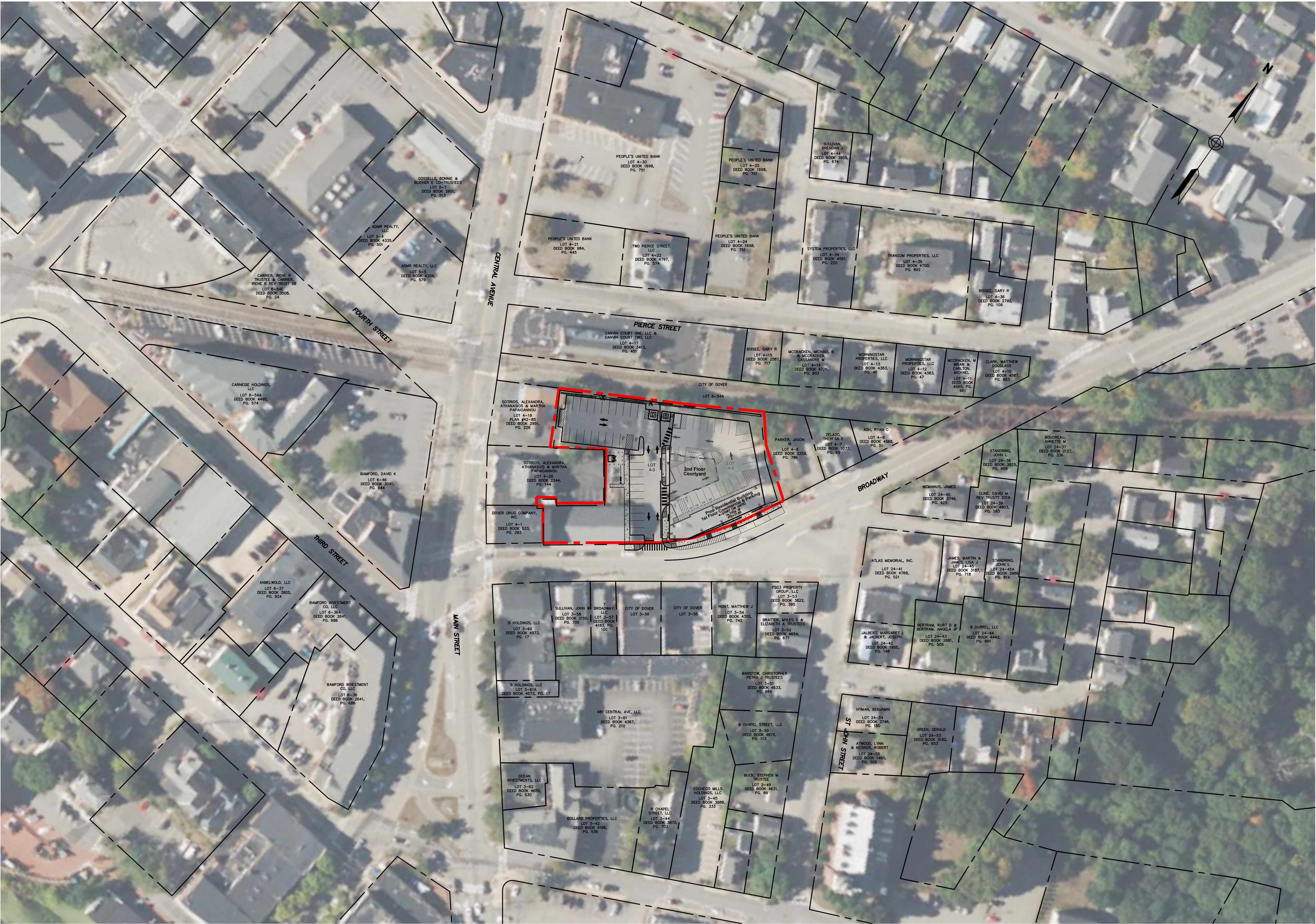
Permitting

PROJECT TITLE

Proposed Residential Development at 14 Broadway

PROJECT LOCATION

14 Broadway Dover, NH 03820



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1055 Saw Mill
River Road #204
Ardsley, NY 10502

REVISIONS

1. TRC Comments 4/5/2024

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PROJECT TITLE

Proposed Residential Development at
14 Broadway

PROJECT LOCATION

14 Broadway
Dover, NH 03820

DRAWING TITLE

Neighborhood Plan



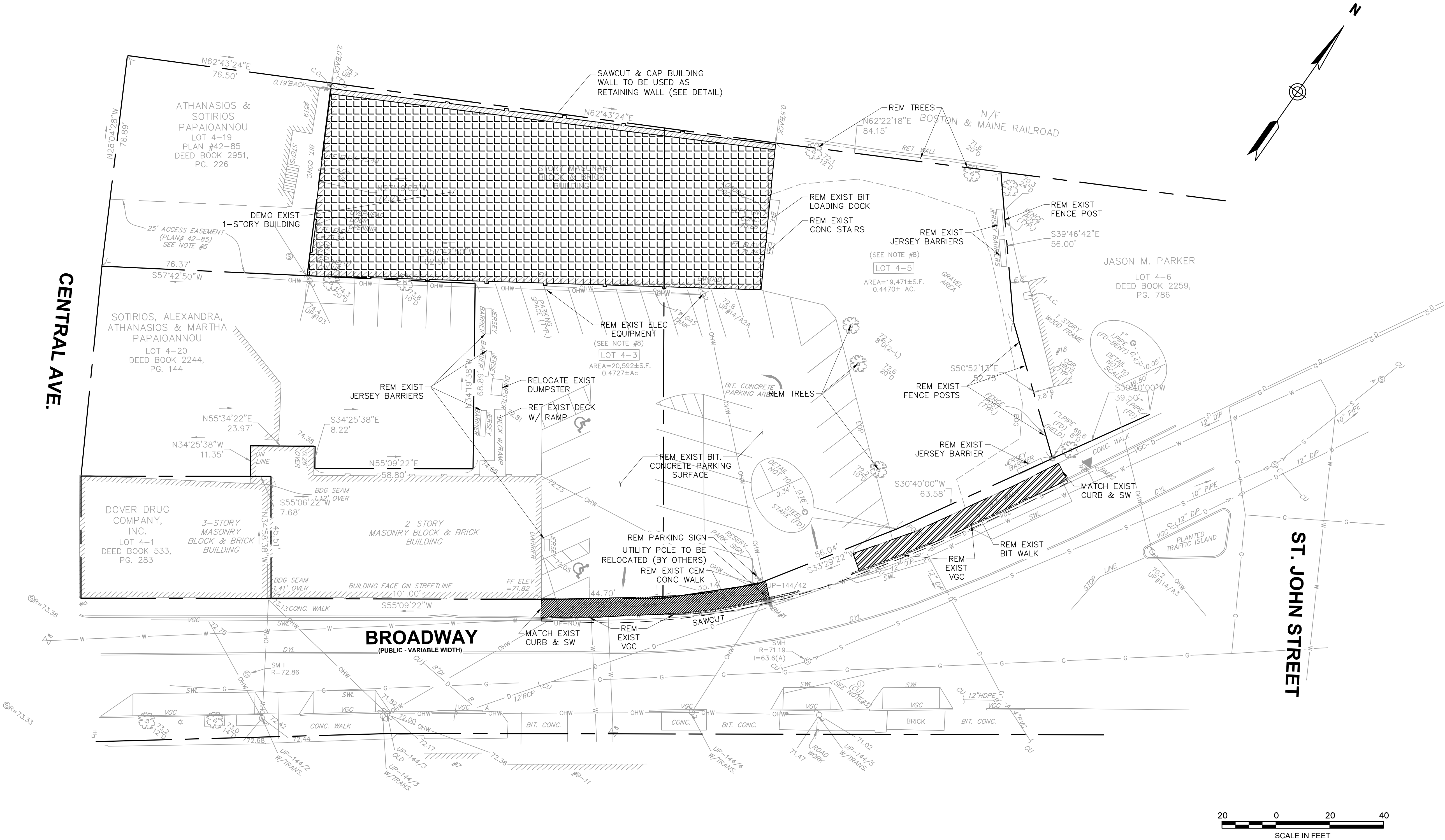
Chris Raymond

PROJECT NO.
N1440

TEC CAD FILE
N1440_NBHD

DRAWING NO.
C-3

SHEET 3 OF 13



NOTES:

- ALL UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATIONS AND ELEVATIONS OF EACH UTILITY PRIOR TO REMOVING OR RELOCATING. CONTRACTOR SHALL NOTIFY DIG-SAFE (1-888-344-7233) AND THE LOCAL MUNICIPAL WATER & SEWER DEPT. AT LEAST 72 HOURS BEFORE EXCAVATING.
- THE CONTRACTOR SHALL DISCONNECT ALL UTILITIES FROM THE BUILDING PRIOR TO DEMOLITION.
- THE CONTRACTOR IS TO REMOVE AND TO DISPOSE OF EXISTING MANMADE SURFACE FEATURES WITHIN THE LIMITS OF WORK INCLUDING BUILDINGS, STRUCTURES, PAVEMENTS, SLABS, CURBING, FENCES, UTILITY POLES, SIGNS, ETC. UNLESS INDICATED OTHERWISE ON THE DRAWINGS. REMOVE AND DISPOSE OF EXISTING UTILITIES, FOUNDATIONS, AND UNSUITABLE MATERIAL WITHIN THE PROPOSED BUILDING FOOTPRINT, TEN FEET BEYOND AND BENEATH PROPOSED EXTERIOR COLUMNS, AND CONFLICTING WITH ANY PROPOSED SITE WORK, PER DRAWINGS AND SPECIFICATIONS.
- LOCATIONS OF UTILITY SERVICES TO THE EXISTING BUILDING FROM CENTRAL AND BROADWAY SHALL BE VERIFIED PRIOR TO CONSTRUCTION AND CUT AND CAPPED AT THE MAIN. EXISTING UTILITIES SHALL BE TERMINATED, UNLESS OTHERWISE NOTED, IN CONFORMANCE WITH LOCAL, STATE, AND INDIVIDUAL UTILITY COMPANIES' STANDARD SPECIFICATIONS AND DETAILS. THE CONTRACTOR SHALL COORDINATE UTILITY SERVICE DISCONNECTS WITH THE UTILITY REPRESENTATIVES.
- THE CONTRACTOR SHALL DISPOSE OF DEMOLITION DEBRIS IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES, AND STATUTES.

- ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED AND APPROVED PRIOR TO DEMOLITION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY. CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH OSHA STANDARDS AND LOCAL REQUIREMENTS. A 6-FOOT TEMPORARY CHAIN LINK FENCE SHALL BE PROVIDED AROUND ALL CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL LEAVE NO UNSECURED OPEN EXCAVATIONS.
- ALL EXISTING DRAINAGE STRUCTURES SHALL REMAIN IN PLACE AND FUNCTIONAL UNTIL THE PROPOSED DRAINAGE SYSTEM IS OPERATIONAL, UNLESS OTHERWISE NOTED BY THE ENGINEER.
- THE CONTRACTOR SHALL NOTIFY THE OWNER AT LEAST 72 HOURS PRIOR TO BEGINNING ANY DEMOLITION.
- IN THE EVENT THAT SUSPECTED CONTAMINATED SOIL, GROUNDWATER, AND OTHER MEDIA ARE ENCOUNTERED DURING EXCAVATION AND CONSTRUCTION ACTIVITIES BASED ON VISUAL, OLFACTORY, OR OTHER EVIDENCE, THE CONTRACTOR SHALL STOP WORK IN THE VICINITY OF THE SUSPECT MATERIAL TO AVOID FURTHER SPREADING OF THE MATERIAL, AND SHALL NOTIFY THE OWNER IMMEDIATELY SO THAT THE APPROPRIATE TESTING AND SUBSEQUENT ACTION CAN BE TAKEN.
- A PEST MANAGEMENT PLAN HAS BEEN RECOMMENDED BY A LICENSED PEST CONTROL SPECIALIST AND WILL BE IMPLEMENTED PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL PROVIDE SIGNS AND BARRIERS FOR SIDEWALK CLOSURE.

LEGEND:

- | | |
|--|-----------------------------|
| | BUILDING TO BE DEMOLISHED |
| | VGC TO BE REMOVED |
| | BIT WALK TO BE REMOVED |
| | CEM CONC WALK TO BE REMOVED |



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CHECKED BY	CPR
DATE	3/7/2024
SCALE	AS NOTED

OWNER/APPLICANT

Regan Development
Corporation
1055 Saw Mill
River Road #204
Ardsley, NY 10502

REVISIONS

1.	TRC Comments	4/5/2024
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ISSUED FOR

Permitting

PROJECT TITLE

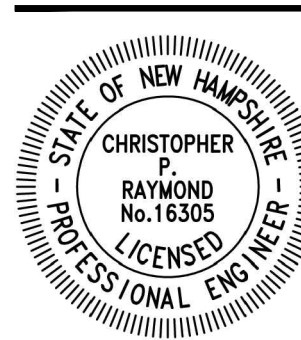
Proposed Residential
Development at
14 Broadway

PROJECT LOCATION

14 Broadway
Dover, NH 03820

DRAWING TITLE

Demolition Plan



Chris T. Raymond

PROJECT NO.
N1440

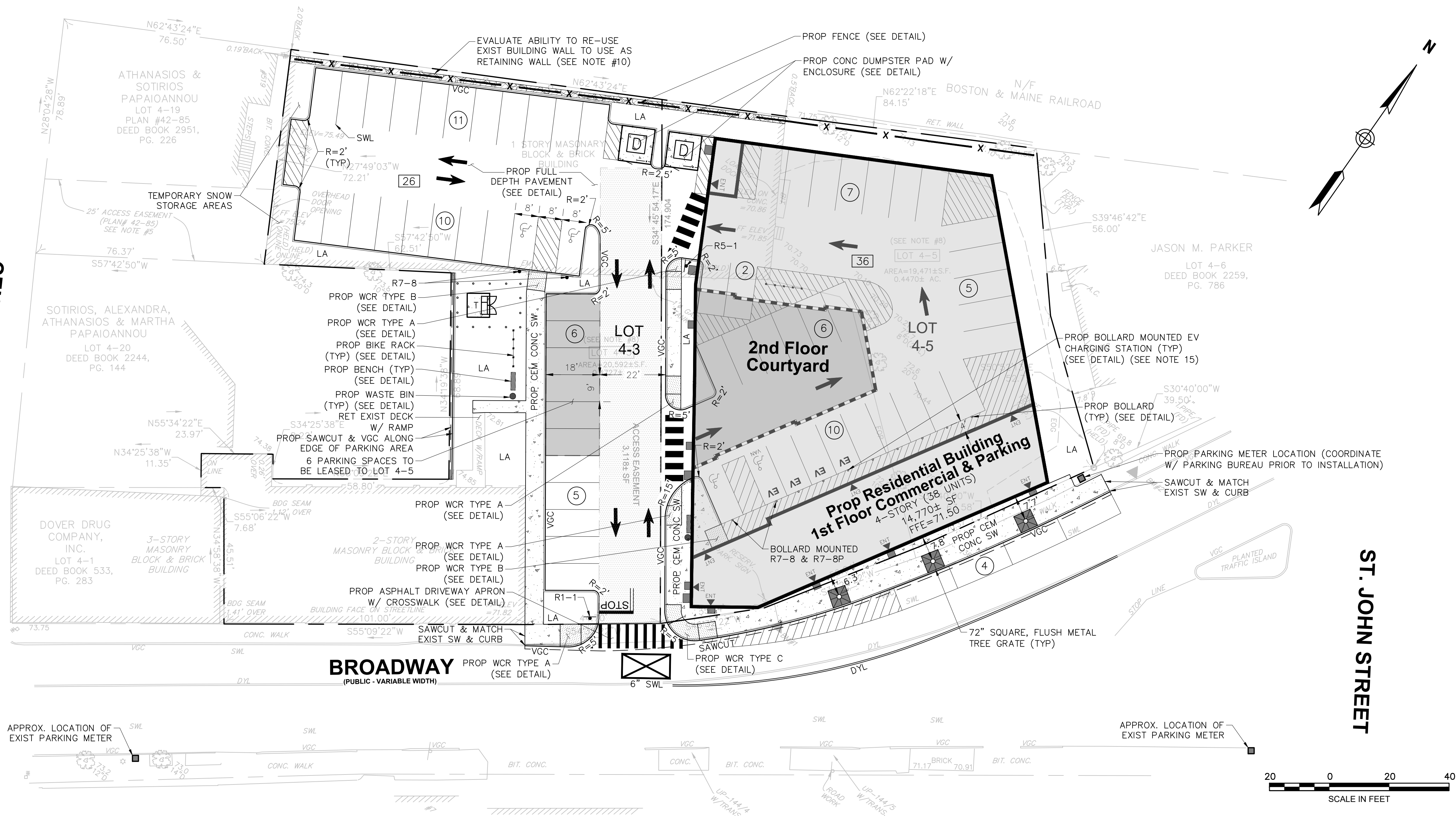
TEC CAD FILE
N1440_DEMO

DRAWING NO.

C-4

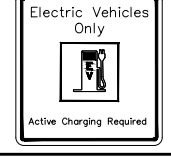
SHEET 4 OF 13

CENTRAL AVE.



NOTES:

- THE INTENT OF THIS PLAN IS TO CONSTRUCT A 14,770± SF RESIDENTIAL BUILDING W/ FIRST FLOOR COMMERCIAL, OFFICE AND PARKING ON LOT 4-5, AND REDEVELOP THE EXISTING PARKING AREA ON LOT 4-3.
- THE PARCELS ARE SHOWN AS LOT NO. 3 & 5, MAP 4 OF THE CITY OF DOVER TAX ASSESSOR'S MAPS.
- TITLE REFERENCE FOR THE PROJECT PARCEL IS THE STRAFFORD COUNTY REGISTRY OF DEEDS, BOOK NO. 4719, PAGE NO. 976.
- CONDITIONAL USE PERMIT GRANTED ON 12/15/2021 TO ALLOW FOR LESS THAN 20% REQUIRED AREA TO BE NON-RESIDENTIAL. THE SITE PROPOSES 6% OF NON-RESIDENTIAL USES.
- PROPERTY LINE INFORMATION HAS BEEN OBTAINED FROM A SURVEY PERFORMED BY HANCOCK ASSOCIATES ON 4/18/2020 WITH AN ERROR NOT GREATER THAN 1 IN 10,000.
- BUILDING ADDRESSES (INCLUDING APT/UNIT NUMBERS IF APPLICABLE) SHALL BE ASSIGNED BY THE BUILDING OFFICIAL AT THE TIME OF ISSUANCE OF A BUILDING PERMIT.
- SNOW TO BE TEMPORARILY STORED AT WEST EDGE OF LOT BEFORE BEING TRUCKED OFF SITE.
- 25' ACCESS EASEMENT (PLAN #42-85) TO EXPIRE.
- FINAL LOCATION OF BENCHES, BIKE RACKS, AND WASTE BINS TO BE COORDINATED PRIOR TO OCCUPANCY.
- IF EXISTING WALL CAN BE REUSED, IT WILL BE EVALUATED AND SEALED BY A PROFESSIONAL ENGINEER. IF DETERMINED TO BE UNSUITABLE FOR REUSE, A NEW SEGMENTAL BLOCK RETAINING WALL SHALL BE INSTALLED, SEE DETAIL.
- ALL BUILDING & PARKING SIGNAGE TO BE COORDINATED W/ BUILDING DEPARTMENT PRIOR TO OCCUPANCY.
- FINAL LOCATION OF NECESSARY ACCESS, PARKING & UTILITY EASEMENTS WILL BE COORDINATED, DOCUMENTED & RECORDED PRIOR TO OCCUPANCY.
- ALL DETAILS FOR PROPOSED LANDSCAPING CAN BE SEEN ON THE ATTACHED LANDSCAPING PLANS (SHEETS L1-L3).
- DUMPSTER AND ENCLOSURE SHALL COMPLY W/ ALL APPLICABLE ADA STANDARDS.
- 4 EV PARKING SPACES ARE PROVIDED W/ INFRASTRUCTURE IN PLACE FOR FUTURE EXPANSION OF TOTAL EV PARKING SPACES.
- STRIPED AREA IN FRONT OF BUILDING ALONG BROADWAY SHALL BE UTILIZED AS A COMMERCIAL LOADING ZONE.
- ALL TREES SHALL HAVE A MINIMUM CALIPER OF THREE (3) INCHES.
- ANTI-GRAFFITI PAINT SHALL BE UTILIZED ON BUILDING FACADE.
- TRAIN AND OTHER URBAN NOISES ARE TO BE EXPECTED.

ZONING TABLE			PARKING TABLE			TRAFFIC SIGN SUMMARY									
ZONING DISTRICT	CBD GENERAL SUB-DISTRICT		EXISTING PARKING	LOT 4-3: 40 SPACES		ID NUMBER	SIZE OF SIGN (in)		LEGEND	TEXT DIMENSIONS (in)			NUMBER OF SIGNS REQUIRED	NUMBER OF POSTS REQUIRED	
PROPOSED USES	1ST FLOOR: 3,262 SF NON-RESIDENTIAL & 11,508 SF PARKING 2ND FLOOR: 12,103 SF (12 UNITS) RESIDENTIAL & 2,757 SF COURTYARD 3RD FLOOR: 12,103 SF (13 UNITS) RESIDENTIAL 4TH FLOOR: 12,103 SF (13 UNITS) RESIDENTIAL		MAXIMUM (MAX) & RECOMMENDED (REC) PARKING	LOT 4-1: 7 RESIDENTIAL UNITS & 3,241 SF RETAIL=21 SPACES (MAX)*, 16 SPACES (REC)** LOT 4-3: 4,692 SF OFFICE=16 SPACES (MAX)*, 11 SPACES (REC)** LOT 4-5: 38 RESIDENTIAL UNITS & 1,790± SF COMMERCIAL=71 SPACES (MAX)*, 46 SPACES (REC)** TOTAL MAXIMUM PARKING=108 SPACES* TOTAL RECOMMENDED PARKING=73 SPACES**			WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ROUTE MARKER			
	PROPOSED USE ALLOWABLE BY			LOT 4-1 & 4-3: 26 SPACES		R1-1	30	30		SEE MUTCD SIGN STANDARDS	1	1			
	DIMENSIONAL REQUIREMENTS	REQUIRED		PROVIDED	PROPOSED PARKING		R7-8	12	24			4	4		
	LOT SIZE	N/A		19,471 SF			R5-1	30	30			1	1		
	MINIMUM LOT COVERAGE	75%		76.4%			SP-5	24	30			4	4		
MINIMUM FRONTAGE BUILD-OUT	70%	83%	PARKING REQUIREMENTS	REQUIRED	PROVIDED										
FRONT PRIMARY BUILD TO LINE	4.3 FT*	1 FT	HANDICAP ACCESSIBLE SPACES	4	4										
FRONT SECONDARY BUILD TO LINE	N/A	N/A	AISLE WIDTH	22 FT	22 FT										
SIDE SETBACK	0 FT (MIN), 24 FT (MAX)	10 FT	STALL WIDTH	9 FT	9 FT										
REAR SETBACK	10 FT (MIN)	10 FT	LENGTH OF SPACE	18 FT	18 FT										
BUILDING HEIGHT	5-STORY (MAX), 2-STORY (MIN)	4-STORY													
* AVERAGE OF ALL FRONT SETBACKS OF LOTS WITHIN THE SAME ZONE LOCATED ON THE SAME SIDE OF THE STREET, 250 FT IN EACH DIRECTION FROM THE CENTER OF THE FRONT LOT LINE.															
* MAX REQUIRED PARKING SPACES WERE CALCULATED USING THE CITY OF DOVER MAXIMUM PARKING NUMBERS.															
** RECOMMENDED PARKING SPACES WERE CONSERVATIVELY CALCULATED USING ITE PARKING GENERATION NUMBERS FOR THE EXISTING AND PROPOSED USES.															
*** 6 PARKING SPACES TO BE LEASED FROM LOT 4-3 TO LOT 4-5, AND 10 PARKING SPACES TO BE LEASED FROM DOVER HOUSING AUTHORITY (18 CHAPEL STREET) TO LOT 4-5.															
* HANDICAP PARKING SIGNS SHALL BE IN ACCORDANCE WITH CITY OF DOVER STANDARDS, AND ADA REGULATIONS															
** VAN SIGNS SHALL BE LOCATED AT ALL ADA SPACES. PER ADA ACCESSIBILITY GUIDELINES (AMENDED 2010) ANY SPACE WITH A VAN SIGN IS NOT INTENDED TO BE RESTRICTED ONLY TO VANS															
PLANNING BOARD FILE #: WAIV-2024-0004															

PLANNING BOARD FILE #:
WAIV-2024-0004



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DESIGNED BY CPR
DRAWN BY MWP
CHECKED BY CPR
DATE 3/7/2024
SCALE AS NOTED

OWNER/APPLICANT

Regan Development Corporation
1055 Saw Mill
River Road #204
Ardsley, NY 10502

REVISIONS

1. TRC Comments 4/5/2024

ISSUED FOR

Permitting

PROJECT TITLE

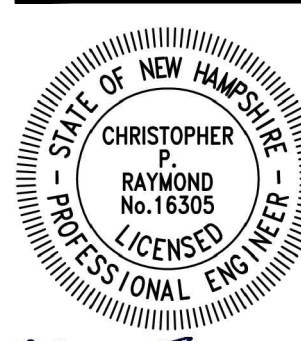
Proposed Residential Development at
14 Broadway

PROJECT LOCATION

14 Broadway
Dover, NH 03820

DRAWING TITLE

Layout &
Materials Plan



Chris Raymond

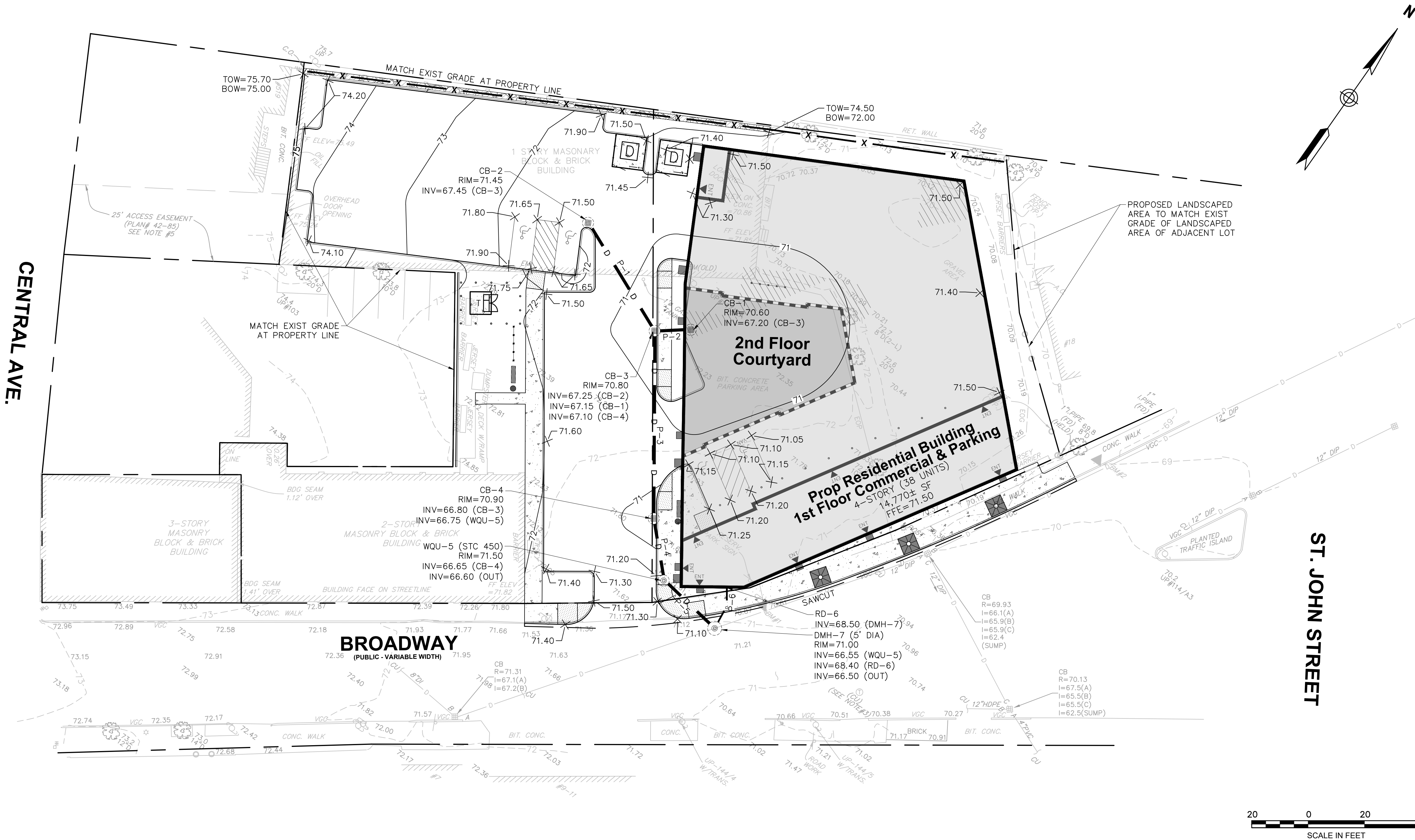
PROJECT NO. N1440

TEC CAD FILE N1440_LM

DRAWING NO.

C-5

SHEET 5 OF 13



LOT COVERAGE TABLE		
EXISTING USE	10,417 SF WAREHOUSE W/ PARKING AREA	
PROPOSED USE	14,900± SF RESIDENTIAL BUILDING W/ FIRST FLOOR COMMERCIAL USE SPACE AND PARKING	
LOT COVERAGE	EXISTING	PROPOSED
BUILDING	10,753 SF (30.7%)	14,778 SF (42.2%)
GRAVEL	6,761 SF (19.2%)	N/A (0.0%)
PAVEMENT	14,744 SF (42.2%)	11,940 SF (34.1%)
SIDEWALK	N/A (0.0%)	2,500 SF (7.1%)
TOTAL IMPERVIOUS AREA	32,2581 SF (92.1%)	29,218 SF (83.4%)
LANDSCAPING	2,774 SF (7.9%)	5,814 SF (16.6%)
TOTAL PERVIOUS AREA	2,774 SF (7.9%)	5,814 SF (16.6%)
TOTAL AREA	35,032 (100%)	35,032 (100%)

* LOT COVERAGE CALCULATIONS BASED ON TOTAL AREAS OF BOTH LOTS 4-3 AND 4-5.

DRAINAGE PIPING TABLE				
	SIZE	SIZE (FT)	SLOPE (FT/FT)	
P-1	12" HDPE	40'-6"	0.005 (0.5%)	
P-2	12" HDPE	8'-6"	0.005 (0.5%)	
P-3	12" HDPE	62'-6"	0.005 (0.5%)	
P-4	12" HDPE	18'-4"	0.005 (0.5%)	
P-5	12" HDPE	20'-4"	0.0025 (0.25%)	
P-6	6" HDPE	13'-0"	0.01 (1.0%)	

NOTES:

- SUBJECT PARCEL IS NOT LOCATED WITHIN A FEDERALLY DESIGNATED FLOOD HAZARD AREA, COMMUNITY PANEL NUMBER 33017C0330E, EFFECTIVE DATE: SEPTEMBER 30, 2015.
- ALL PROPOSED DRAINAGE PIPE TO BE 12" HDPE UNLESS OTHERWISE NOTED.
- ALL CATCH BASINS SHALL BE DEEP SUMP AND HOODED.
- CONTRACTOR SHALL VERIFY W/ CAMERA THE SIZE, CONDITION & MATERIAL OF DRAIN PIPE IN BROADWAY PRIOR TO CONSTRUCTION.



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OWNER/APPLICANT

Regan Development Corporation
1055 Saw Mill
River Road #204
Ardsley, NY 10502

REVISIONS

1. TRC Comments 4/5/2024

ISSUED FOR

Permitting

PROJECT TITLE

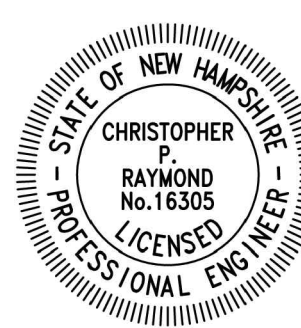
Proposed Residential Development at
14 Broadway

PROJECT LOCATION

14 Broadway
Dover, NH 03820

DRAWING TITLE

Grading &
Drainage Plan



Chris Raymond

PROJECT NO.
N1440

TEC CAD FILE
N1440_GD

DRAWING NO.

C-6

SHEET 6 OF 13

DESIGNED BY	CPR
DRAWN BY	MWP
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DATE	3/7/2024
SCALE	AS NOTED

OWNER/APPLICANT

Regan Development
Corporation
1055 Saw Mill
River Road #204
Ardsley, NY 10502

REVISIONS

1. TRC Comments 4/5/2024

ISSUED FOR

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PROJECT TITLE

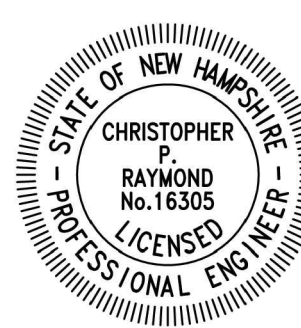
Proposed Residential
Development at
14 Broadway

PROJECT LOCATION

14 Broadway
Dover, NH 03820

DRAWING TITLE

Utility Plan



Chris Raymond

PROJECT NO.

N1440

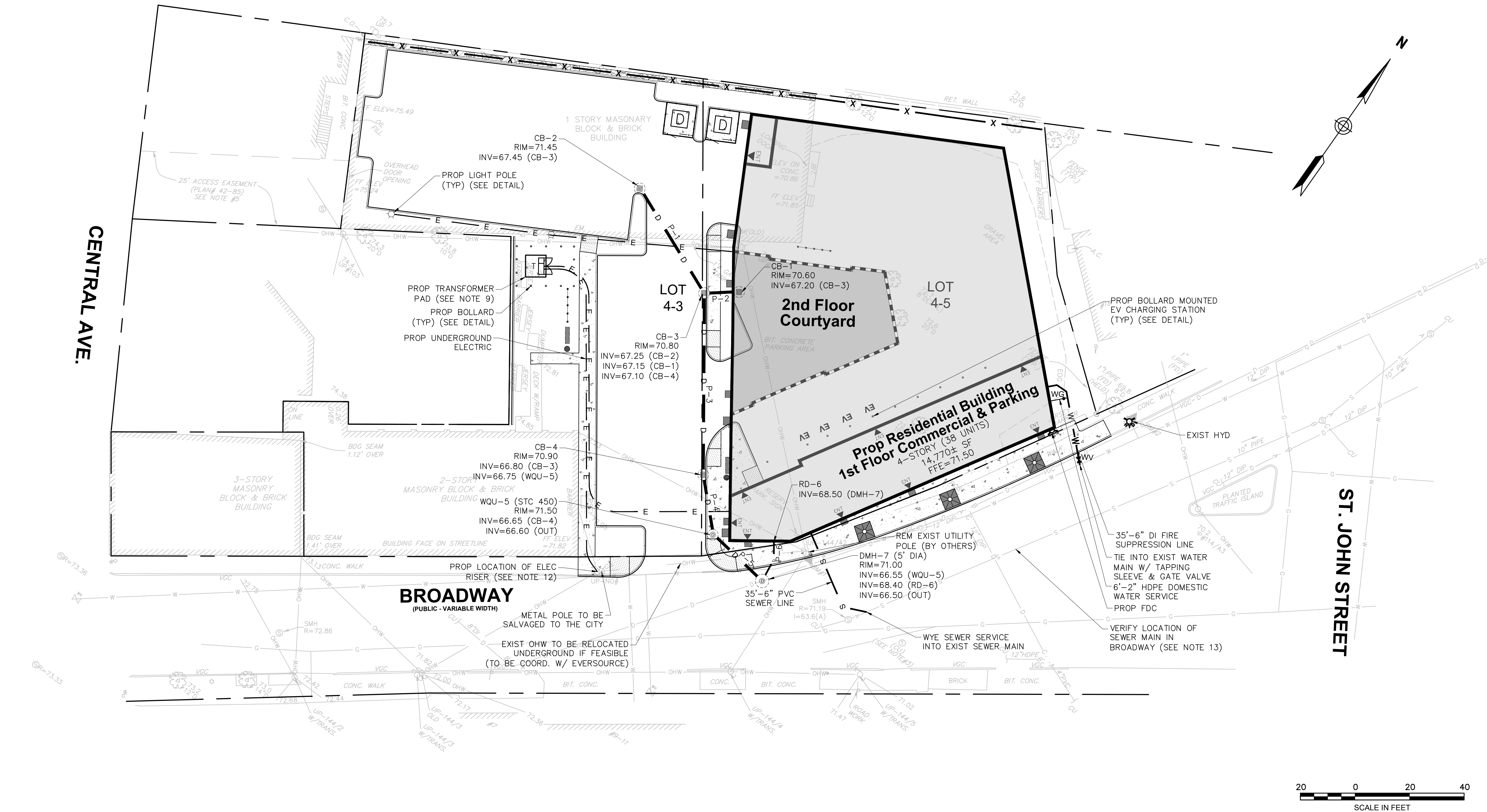
TEC CAD FILE

N1440_UT

DRAWING NO.

C-7

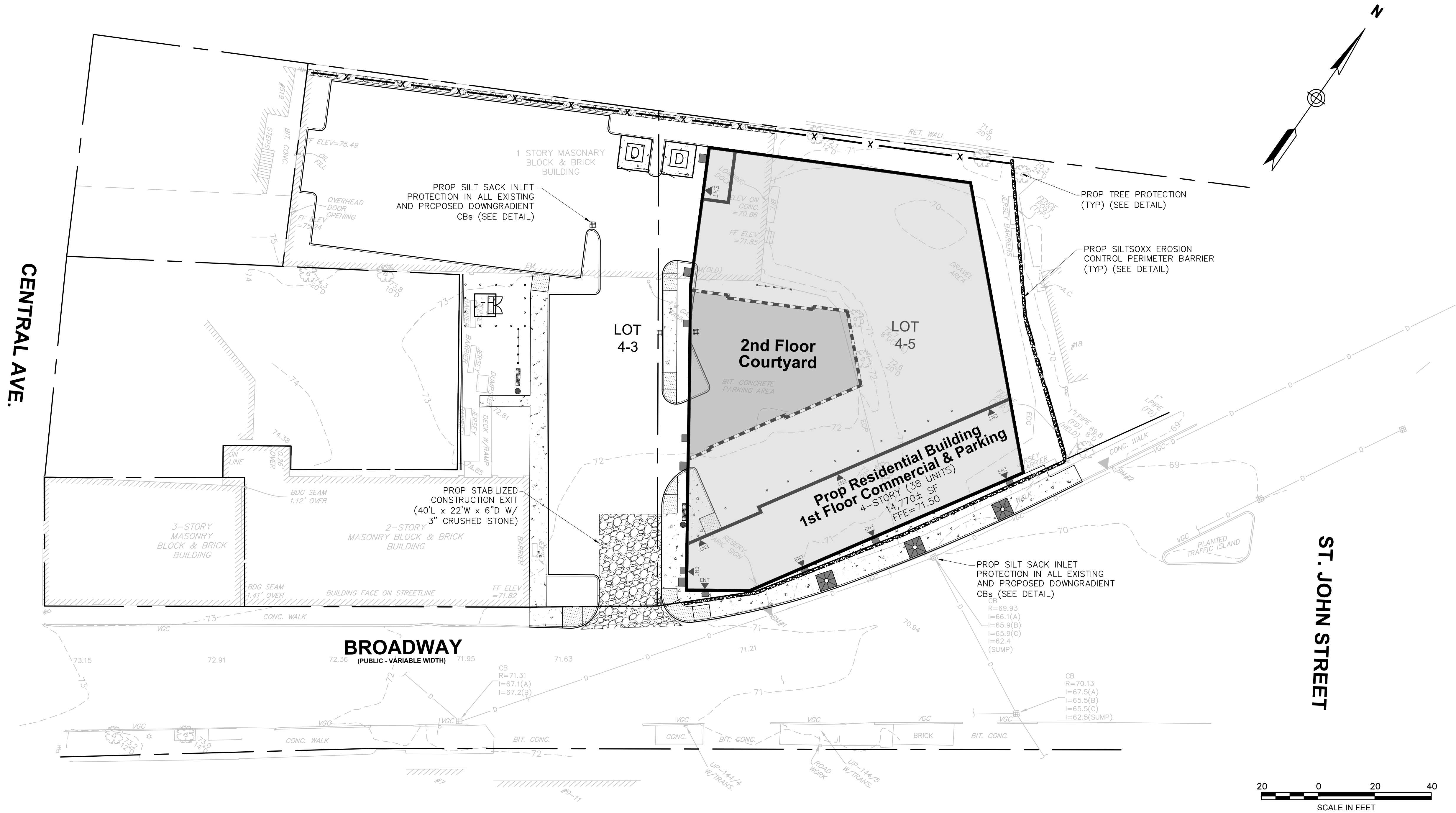
SHEET 7 OF 13



UTILITY SERVICE PROVIDER		DRAINAGE PIPING TABLE			
			SIZE	SIZE (FT)	SLOPE (FT/FT)
WATER	CITY OF DOVER				
SEWER	CITY OF DOVER	P-1	12" HDPE	40'-6"	0.005 (0.5%)
GAS	UNITIL	P-2	12" HDPE	8'-6"	0.005 (0.5%)
ELECTRIC	EVERSOURCE	P-3	12" HDPE	62'-6"	0.005 (0.5%)
INTERNET	COMCAST	P-4	12" HDPE	18'-4"	0.005 (0.5%)
TELEPHONE	CONSOLIDATED COMMUNICATIONS	P-5	12" HDPE	20'-4"	0.0025 (0.25%)
		P-6	6" HDPE	13'-0"	0.01 (1.0%)

NOTES:

- THE INSTALLATION OF ELECTRIC POWER, CABLE TELEVISION AND TELEPHONE LINES SHALL BE UNDERGROUND WHERE FEASIBLE THROUGHOUT THE SITE FOR WHICH DEVELOPMENT IS PROPOSED.
- THE SUBJECT PARCEL IS SERVED BY MUNICIPAL WATER AND SEWER.
- EXTERIOR LIGHTING SHALL BE CUT-OFF TYPE FIXTURES PER CHAPTER 153-14-E AND SHALL PROVIDE LIGHTING DIRECTED ON-SITE ONLY.
- PLEASE SEE LIGHTING PLAN (SL1) FOR MOUNTING HEIGHT OF FIXTURES.
- THE UTILITY POLE TO BE REMOVED AND RELOCATED WILL BE COORDINATED W/ EVERSOURCE.
- ALL PROPOSED UTILITY LOCATIONS ARE APPROXIMATE, FINAL TIE IN LOCATIONS TO BE COORDINATED W/ CITY OF DOVER MUNICIPAL SERVICES DEPARTMENT AND PRIVATE UTILITY COMPANIES.
- LOCATION, SIZE & TYPE OF EXISTING DRAIN LINE LOCATED IN BROADWAY SHALL BE VERIFIED BY FIELD OBSERVATIONS OR CAMERA PRIOR TO INSTALLATION OF CONNECTION MANHOLE IN BROADWAY.
- UTILITIES TO EXISTING 2-STORY MASONRY STRUCTURE ON LOT 4-3 TO REMAIN IN PLACE.
- FINAL LOCATION OF ALL UTILITIES INCLUDING TRANSFORMER ARE APPROXIMATE AND ARE TO BE COORDINATED W/ THEIR RESPECTIVE UTILITY COMPANIES PRIOR TO CONSTRUCTION.
- FINAL LOCATION OF FDC TO BE COORDINATED W/ BUILDING OFFICIAL AND FIRE DEPARTMENT PRIOR TO ISSUANCE OF BUILDING PERMIT.
- PROPOSED RISER FOR ELECTRIC SERVICE IS APPROXIMATE. FINAL LOCATION TO BE COORDINATED W/ EVERSOURCE AND THE CITY OF DOVER.
- FINAL LOCATION OF TIE IN TO DRAINAGE LINE IN BROADWAY TO BE COORDINATED W/ CITY OF DOVER DPW.
- CONTRACTOR SHALL VERIFY W/ CAMERA THE LOCATION AND SIZE OF SEWER MAIN IN BROADWAY. FINAL TIE IN LOCATION (WYE) SHALL BE MADE ACCORDINGLY.
- LOCATIONS OF UTILITY SERVICES TO THE EXISTING BUILDING FROM CENTRAL AND BROADWAY SHALL BE VERIFIED PRIOR TO CONSTRUCTION AND CUT AND CAPPED AT THE MAIN.
- WATER CONNECTION SHALL UTILIZE A STAINLESS STEEL TAPPING SLEEVE.



NOTES:

1. PRIOR TO ANY LAND DISTURBANCE ACTIVITIES COMMENCING ON THE SITE, THE DEVELOPER SHALL PHYSICALLY MARK LIMITS OF NO LAND DISTURBANCE ON THE SITE WITH TAPE, SIGNS, OR ORANGE CONSTRUCTION FENCE, SO THAT WORKERS CAN SEE THE AREA TO BE PROTECTED.
2. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY EARTH DISTURBANCE AND BE PROVIDED FOR CONSTRUCTION SEQUENCING INCLUDING TEMPORARY MEASURES. MEASURES SHALL BE TAKEN TO CONTROL EROSION WITHIN THE PROJECT AREA. WETLAND AREAS AND SURFACE WATERS SHALL BE PROTECTED FROM SEDIMENT.
3. CONTRACTOR SHALL FOLLOW THE PERMANENT STABILIZATION MEASURES SUCH AS LOAM SPREAD RATE FOR DISTURBED AREAS, RATES OF LIME, TYPE AND RATES FOR FERTILIZER, AND SEED AND MULCH MIXTURE WITH RATES OF APPLICATION AS NOTED WITHIN THE PLANNING BOARD APPROVED PLANS. ANY DEVIATION FROM THAT SEQUENCING SHALL BE APPROVED BY THE CITY ENGINEER.
4. RUNOFF SHALL BE CONTROLLED AND CONVEYED INTO STORM DRAINS AND OTHER OUTLETS SO IT WILL NOT ERODE THE LAND OR CAUSE OFF-SITE DAMAGE; SEDIMENT IN RUNOFF SHALL BE TRAPPED BY USING STAKED HAY BALES, COMPOST FILTER TUBES, SILT SACKS, OR SEDIMENTATION TRAPS, OR OTHER APPROVED EROSION CONTROL DEVICES.
5. SEDIMENT BASINS SHALL BE CONSTRUCTED WHERE NECESSARY TO DETAIN RUNOFF AND TO TRAP SEDIMENT DURING CONSTRUCTION.
6. SEDIMENT SHALL BE REMOVED ONCE THE VOLUME REACHES $\frac{1}{4}$ TO $\frac{1}{2}$ THE HEIGHT OF THE SILT FENCE OR HAY BALE.
7. EROSION AND SEDIMENT CONTROLS SHALL BE COORDINATED WITH THE SEQUENCE OF GRADING, DEVELOPMENT AND CONSTRUCTION OPERATIONS; CONTROL MEASURES SHALL BE IN EFFECT PRIOR TO COMMENCEMENT OF EACH INCREMENT/PHASE OF THE PROCESS.
8. SOIL AND OTHER MATERIALS SHALL NOT BE STOCKPILED OR REDISTRIBUTED, EITHER TEMPORARILY OR PERMANENTLY, IN LOCATIONS OR IN SUCH A MANNER AS WOULD CAUSE IMPEDANCE OF ADJUTING BUSINESS OR PROPERTY OWNERS.
9. TOPSOIL SHALL BE STRIPPED FROM DISTURBED AREAS, STOCKPILED IN APPROVED AREAS AND STABILIZED WITH TEMPORARY VEGETATIVE COVER IF IT IS TO BE LEFT FOR MORE THAN THIRTY (30) CALENDAR DAYS; PERIMETER SEDIMENT CONTROLS SHALL BE INSTALLED AROUND EACH AREA OF STOCKPILED TOPSOIL.
10. SOIL STOCKPILES SHALL BE STABILIZED OR COVERED AT THE END OF EACH WORKDAY.
11. STOCKPILED MATERIAL NOT UTILIZED ONSITE SHALL BE REMOVED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
12. THE AREA OF DISTURBANCE SHALL BE KEPT TO A MINIMUM. DISTURBED AREAS REMAINING IDLE FOR MORE THAN 14 DAYS SHALL BE STABILIZED.
13. FOR ACTIVE CONSTRUCTION AREAS SUCH AS BORROW OR STOCKPILE AREAS, ROADWAY IMPROVEMENTS AND AREAS WITHIN 50 FEET OF A BUILDING UNDER CONSTRUCTION, A PERIMETER SEDIMENT CONTROL SYSTEM SHALL BE INSTALLED AND MAINTAINED TO CONTAIN SOIL.
14. A TRACKING PAD SHALL BE CONSTRUCTED AT ALL ENTRANCE/EXIT POINTS OF THE SITE TO REDUCE THE AMOUNT OF SOIL CARRIED ONTO ROADWAYS AND OFF THE SITE.
15. DUST SHALL BE CONTROLLED AT THE SITE.
16. TEMPORARY SEEDING, MULCHING OR OTHER SUITABLE STABILIZATION METHODS SHALL BE USED TO PROTECT EXPOSED SOIL AREAS DURING CONSTRUCTION.
17. PERMANENT SEEDING SHOULD BE UNDERTAKEN IN THE SPRING FROM MARCH THROUGH MAY, AND IN LATE SUMMER AND EARLY FALL FROM AUGUST TO OCTOBER 15. DURING PEAK SUMMER MONTHS AND IN THE FALL AFTER OCTOBER 15, WHEN SEEDING IS FOUND TO BE IMPRACTICAL, AN APPROPRIATE TEMPORARY MULCH SHALL BE APPLIED. PERMANENT SEEDING MAY BE UNDERTAKEN DURING THE SUMMER IF PLANS PROVIDE FOR ADEQUATE MULCHING AND WATERING.
18. PERMANENT VEGETATION AND EROSION CONTROL STRUCTURES, AS NECESSARY, SHALL BE INSTALLED PREFERABLY IMMEDIATELY AFTER CONSTRUCTION IS COMPLETED BUT OTHER WISE NO LATER THAN THE FIRST FULL SPRING SEASON IMMEDIATELY THEREAFTER; THEY SHALL COMPLY WITH THE EROSION AND SEDIMENTATION VEGETATIVE PRACTICES RECOMMENDED BY THE U.S. SOIL CONSERVATION SERVICE.
19. MONITORING AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES THROUGHOUT THE COURSE OF CONSTRUCTION SHALL BE REQUIRED.
20. TEMPORARY SEDIMENT TRAPPING DEVICES SHALL NOT BE REMOVED UNTIL PERMANENT STABILIZATION IS ESTABLISHED IN ALL CONTRIBUTORY DRAINAGE AREAS. SIMILARLY, STABILIZATION SHALL BE ESTABLISHED PRIOR TO CONVERTING SEDIMENT TRAPS/BASINS INTO PERMANENT (POST-CONSTRUCTION) STORMWATER MANAGEMENT FACILITIES. ALL FACILITIES USED AS TEMPORARY MEASURES SHALL BE CLEANED PRIOR TO BEING PUT INTO FINAL OPERATIONS.
21. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED AFTER FINAL SITE STABILIZATION. DISTURBED SOIL AREAS RESULTING FROM THE REMOVAL OF TEMPORARY MEASURES SHALL BE PERMANENTLY STABILIZED WITHIN 30 DAYS. THE APPLICANT'S ENGINEER SHALL SUBMIT WRITTEN CERTIFICATION THAT THIS CONDITION HAS BEEN MET.
22. THE CONDITION OF EROSION CONTROLS MUST BE CHECKED AFTER EVERY STORM EVENT. REPAIRS AND MAINTENANCE MUST BE PERFORMED WITHIN 24 HOURS AFTER A STORM EVENT.
23. THE SITE AND SURROUNDING AREA SHALL BE SWEEPED REGULARLY TO CONTROL DUST AND DEBRIS.
24. LIMIT OF WORK IS THE PROPERTY LINES OF LOTS 4-3 & 4-5.
25. CONSTRUCTION FENCE TO BE INSTALLED AROUND PERIMETER OR SITE PRIOR TO THE START OF CONSTRUCTION.



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DRAWN BY	MWP
CHECKED BY	CPR
DATE	3/7/2024
SCALE	AS NOTED

OWNER/APPLICANT

Regan Development
Corporation
1055 Saw Mill
River Road #204
Ardsley, NY 10502

REVISIONS

1. TRC Comments 4/5/2024

ISSUED FOR

Permitting

PROJECT TITLE

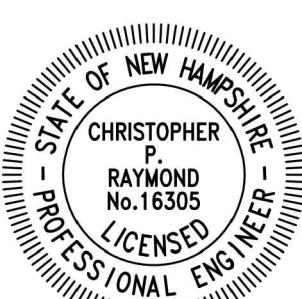
Proposed Residential
Development at
14 Broadway

PROJECT LOCATION

14 Broadway
Dover, NH 03820

DRAWING TITLE

Erosion & Sediment
Control Plan



Chris T. Raymond

PROJECT NO.

N1440

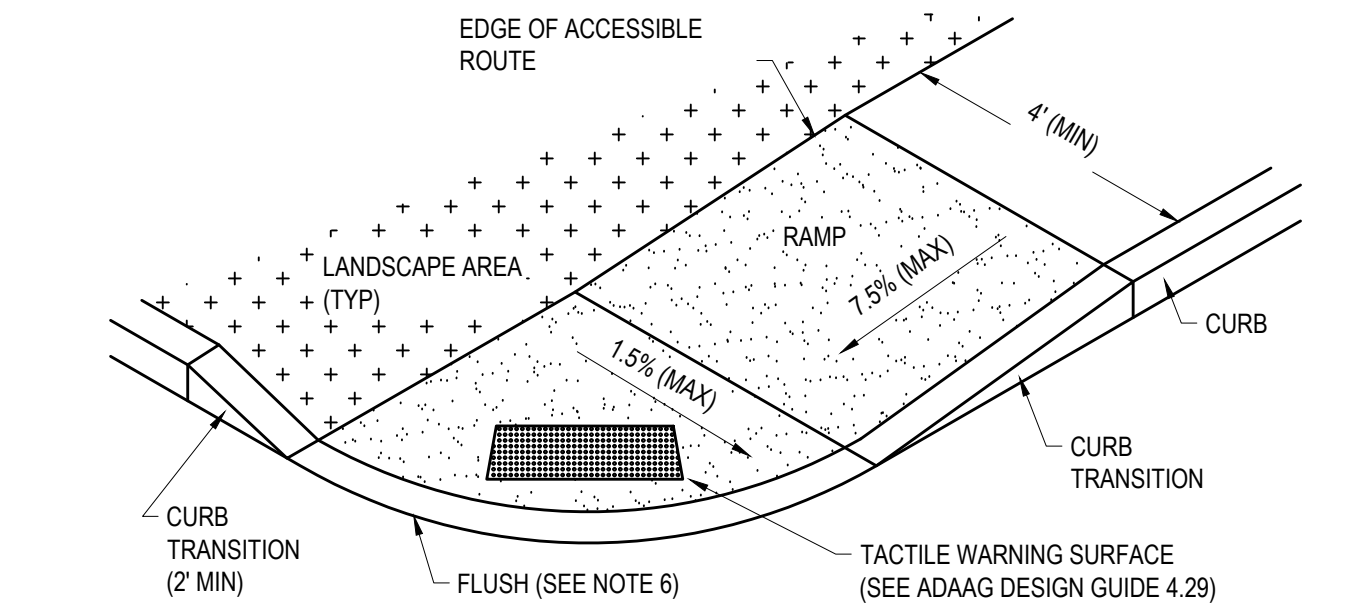
TEC CAD FILE

N1440_ER

DRAWING NO.

C-8

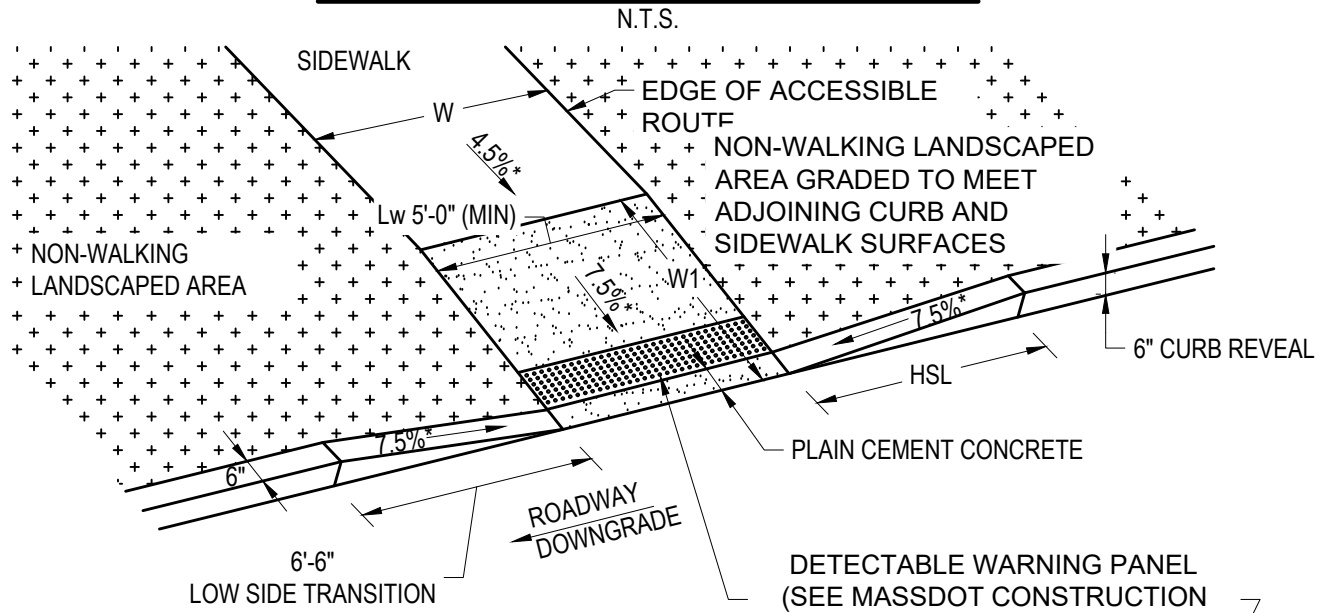
SHEET 8 OF 13



NOTES:

1. MAXIMUM ALLOWABLE SLOPE OF ACCESSIBLE ROUTE EXCLUDING CURB RAMPS SHALL BE 5% (7.5% FOR CURB RAMPS)
2. A MINIMUM OF 3 FEET CLEAR SHALL BE MAINTAINED AT ANY PERMANENT OBSTACLE IN ACCESSIBLE ROUTE (I.E., HYDRANTS, UTILITY POLES, TREE WELLS, SIGNS, ETC.).
3. CURB TREATMENT VARIES, SEE PLANS FOR CURB TYPE.
4. RAMP, CURB AND ADJACENT PAVEMENTS SHALL BE GRADED TO PREVENT PONDING.
5. WHERE ACCESSIBLE ROUTES ARE LESS THAN 5' IN WIDTH (EXCLUDING CURBING) A 5' x 5' PASSING AREA SHALL BE PROVIDED AT INTERVALS NOT TO EXCEED 200 FEET.
6. ELIMINATE CURBING AT RAMP WHERE IT ABUTS ROADWAY, EXCEPT WHERE VERTICAL CURBING IS INDICATED ON THE DRAWINGS TO BE INSTALLED AND SET FLUSH.

WHEELCHAIR RAMP TYPE A



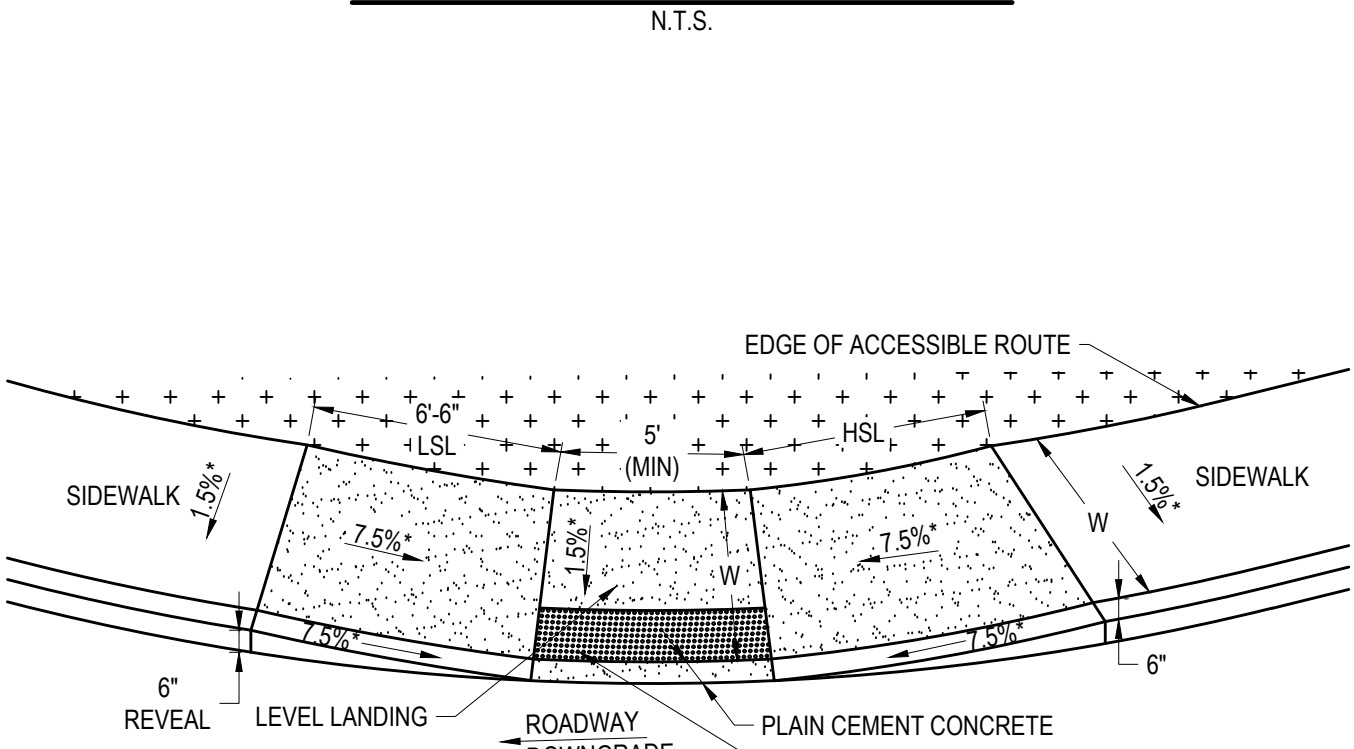
LEGEND:

HSL = HIGH SIDE TRANSITION LENGTH (SEE MASSDOT CONSTRUCTION STANDARD "E 107.9.0")
W = SIDEWALK WIDTH
W1 = PERPENDICULAR RAMP LENGTH
CC = CEMENT CONCRETE
* = TOLERANCE FOR CONSTRUCTION ±0.5%

NOTES:

1. USABLE SIDEWALK WIDTH PER AAB IS NOT TO BE LESS THAN 4'-0"
2. ROADWAY GUTTER SLOPE MEASURED IN UPSTATION DIRECTION
3. SEE MASSDOT CONSTRUCTION STANDARD "E 107.6.5" FOR DETECTABLE WARNING PANEL DETAILS

WHEELCHAIR RAMP TYPE B



LEGEND:

HSL = HIGH SIDE TRANSITION LENGTH (SEE MASSDOT CONSTRUCTION STANDARD E 107.9.0)
LSL = LOW SIDE TRANSITION LENGTH
W = SIDEWALK WIDTH
CC = CEMENT CONCRETE
* = TOLERANCE FOR CONSTRUCTION ±0.5%

NOTES:

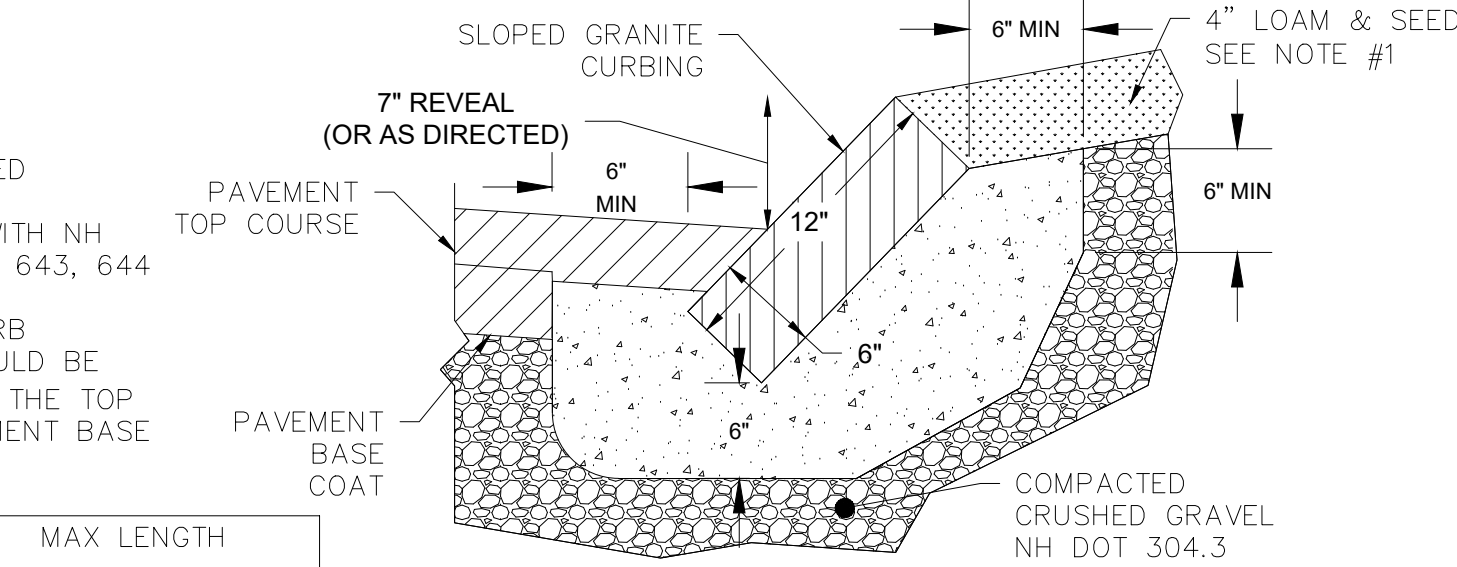
1. USABLE SIDEWALK WIDTH PER AAB IS NOT TO BE LESS THAN 4'-0"
2. ROADWAY GUTTER SLOPE MEASURED IN UPSTATION DIRECTION
3. SEE MASSDOT CONSTRUCTION STANDARD E 107.6.5 FOR DETECTABLE WARNING PANEL DETAILS
4. SEE MASSDOT CONSTRUCTION STANDARD E 107.2.1 FOR ALL OTHER DETAILS

WHEELCHAIR RAMP TYPE C

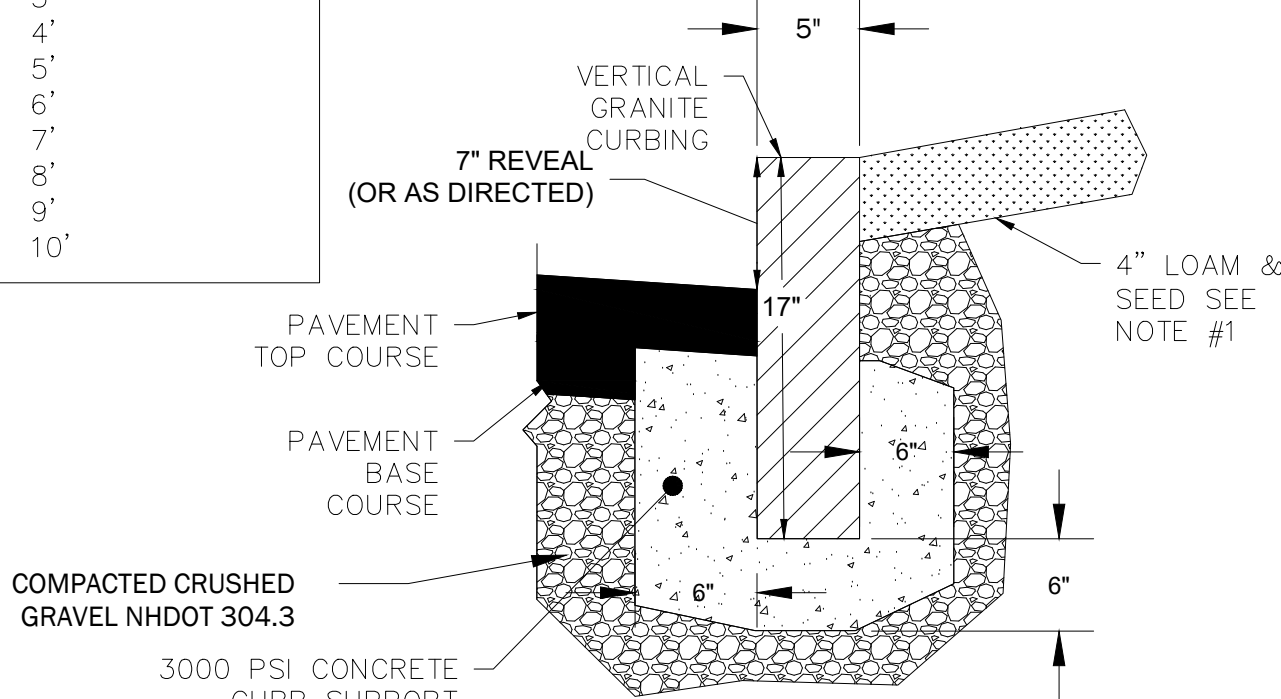
NOTES:

1. LOAM AND SEED SHOULD BE IN COMPLIANCE WITH NH DOT 641, 642, 643, 644 AND 645.
2. CONCRETE CURB SUPPORT SHOULD BE SET 1" BELOW THE TOP OF THE PAVEMENT BASE COURSE.

RADIUS	MAX. LENGTH
< 21'	USE CURVED CURB
12'	3'
22' - 28'	4'
29' - 35'	5'
36' - 42'	6'
43' - 49'	7'
50' - 56'	8'
57' - 60'	9'
OVER 60'	10'

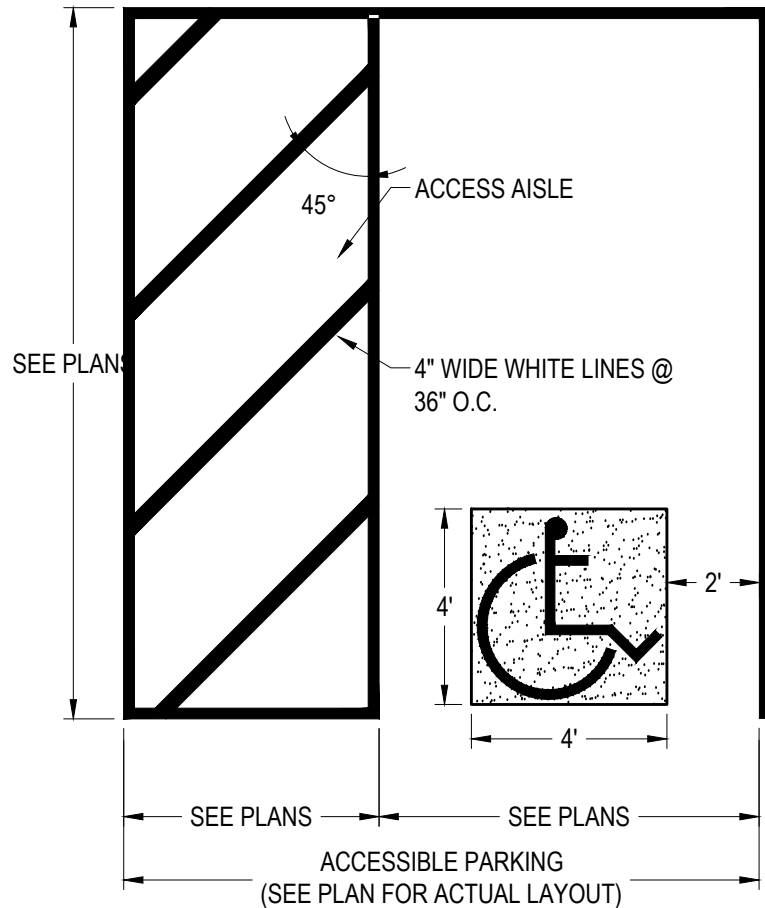


SLOPED GRANITE CURB



VERTICAL GRANITE CURB

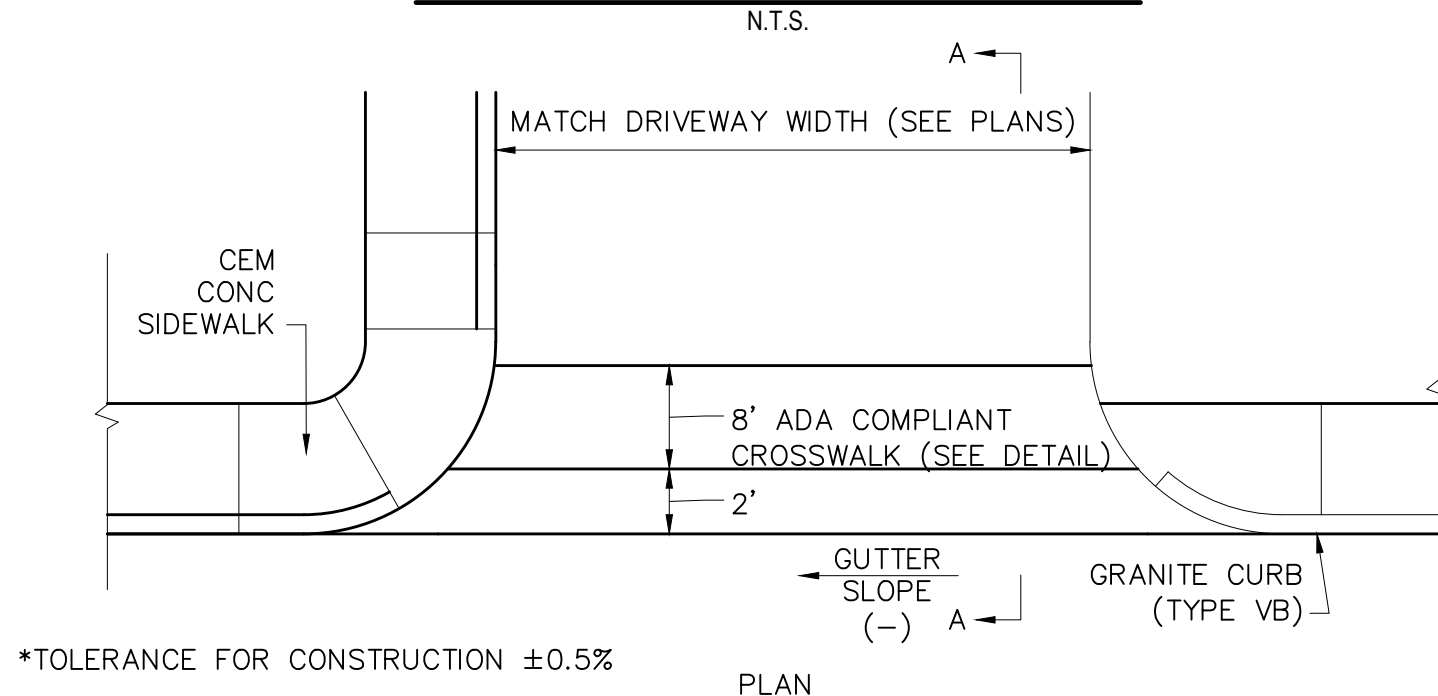
GRANITE CURB



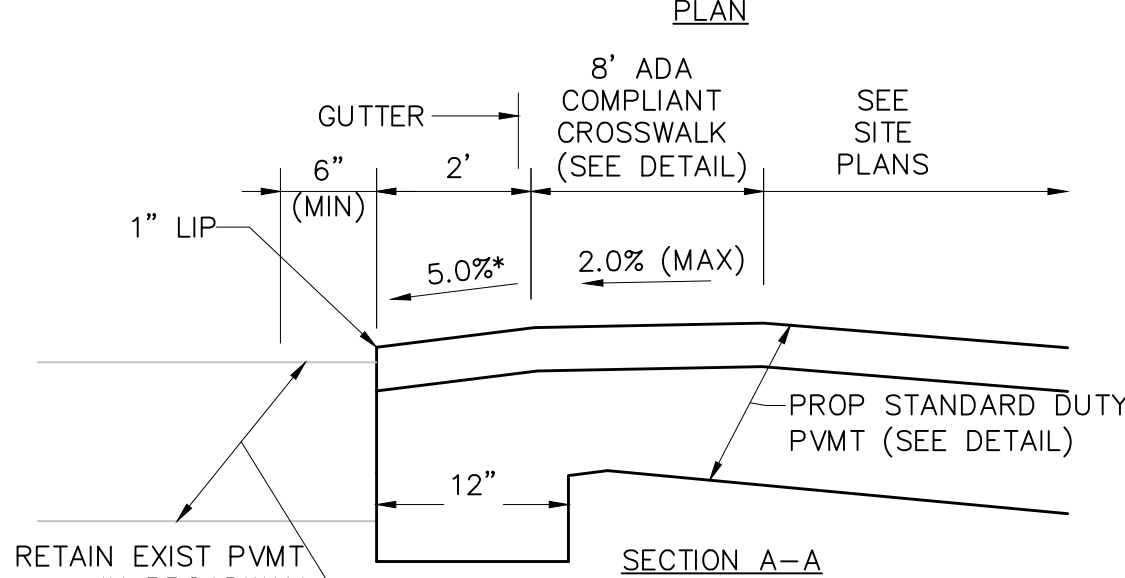
NOTES:

1. ALL DIMENSIONS TO EDGE OF 4" PAVEMENT STRIPING.
2. ALL STRIPING SHALL BE 4" WIDE SOLID WHITE PAVEMENT MARKINGS UNLESS OTHERWISE NOTED.
3. 8' CLEAR WIDTH REFERS TO 8' BETWEEN INSIDE EDGES OF PAVEMENT MARKINGS.
4. SYMBOL SHALL BE CENTERED WITHIN PARKING STALL

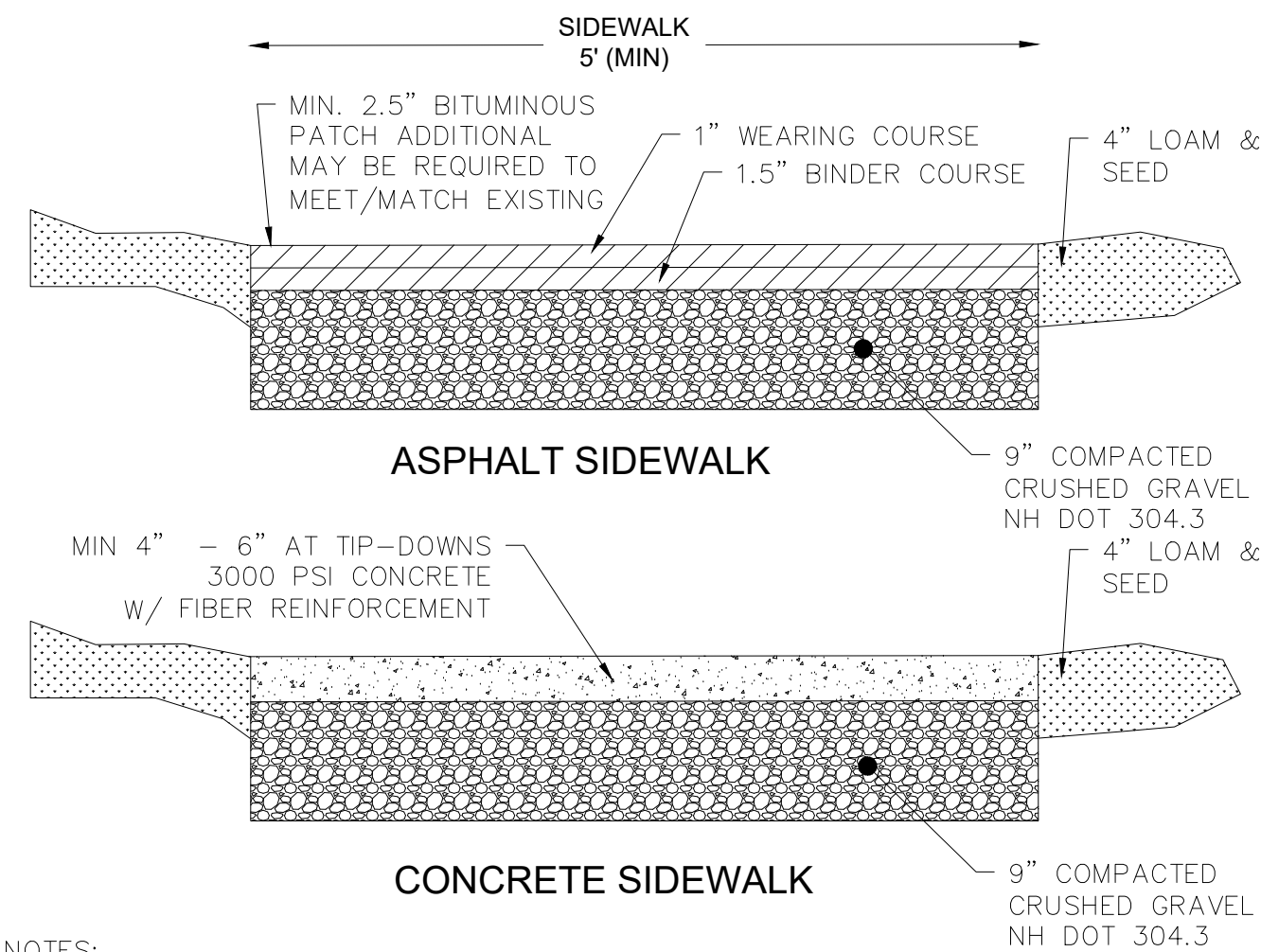
ACCESSIBLE PARKING SPACE



*TOLERANCE FOR CONSTRUCTION ±0.5%



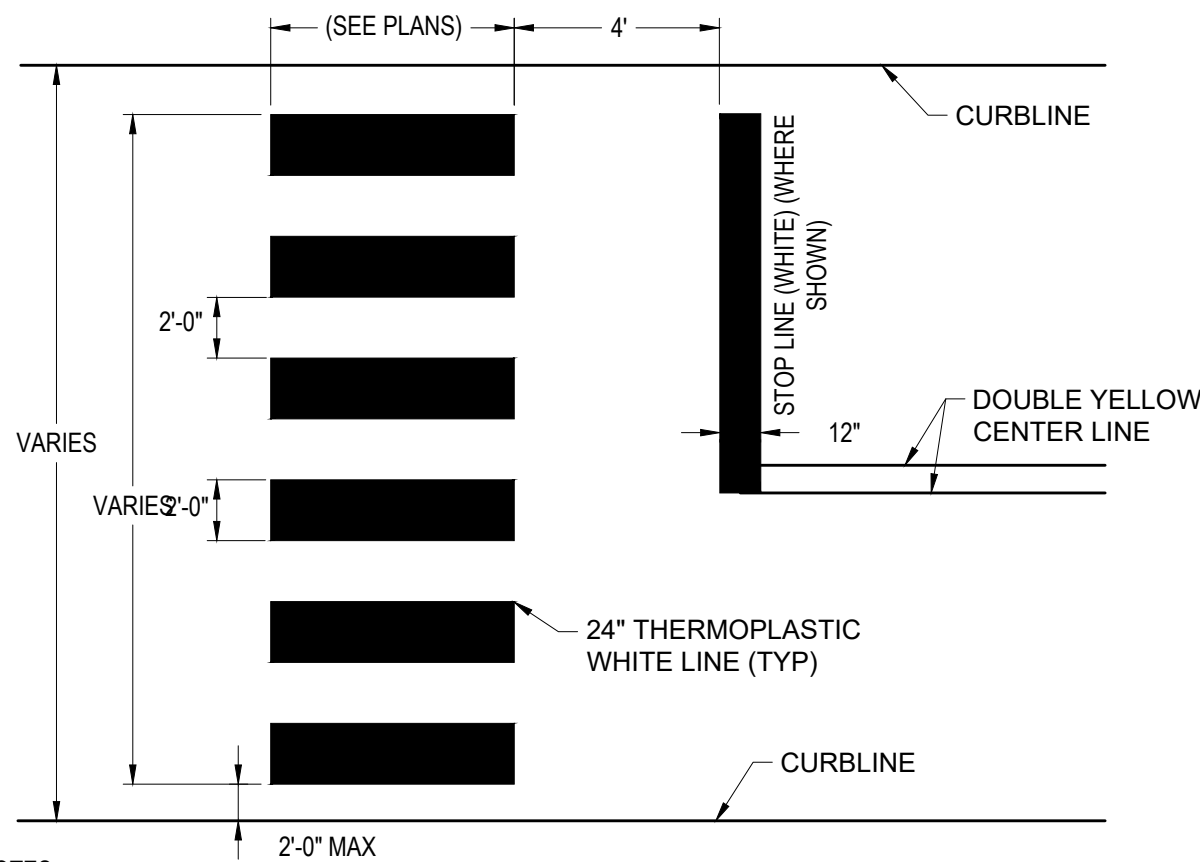
ASPHALT DRIVEWAY W/ CROSSWALK DETAIL



NOTES:

1. MATERIALS SHALL BE IN ACCORDANCE WITH THE CITY OF DOVER STANDARDS SPECIFICATIONS. SIDEWALK AND DRIVEWAY WIDTHS SHALL BE EQUAL TO EXISTING WIDTHS OR AS APPROVED AND SHALL SLOPE TO MATCH EXISTING ELEVATIONS.
2. BASE FOR THE SIDEWALKS AND DRIVEWAYS SHALL BE 9-INCHES OF CRUSHED GRAVEL.

ASPHALT & CONCRETE SIDEWALK



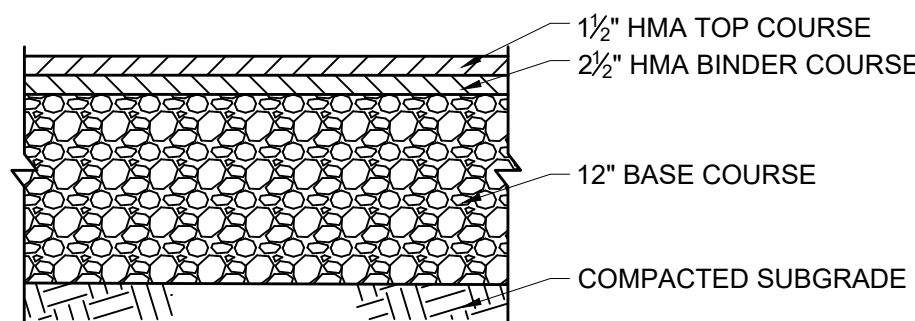
NOTES:

1. ALL 12" LINES SHALL BE APPLIED IN ONE APPLICATION, NO COMBINATION OF LINES (TWO - 6" LINES) WILL BE ACCEPTED. ALL 24" LINES MAY BE EITHER ONE 24" LINE OR A COMBINATION OF TWO - 12" LINES.
2. LAYOUT OF CROSSWALKS SHALL BE APPROVED BY THE ENGINEER PRIOR TO APPLICATION.
3. CROSSWALK BARS SHALL BE PLACED OUTSIDE THE VEHICULAR WHEEL PATH WHEREVER POSSIBLE.

CROSSWALK PAVEMENT MARKING



STOP PAVEMENT MARKING



FULL DEPTH PAVEMENT



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PROJECT TITLE

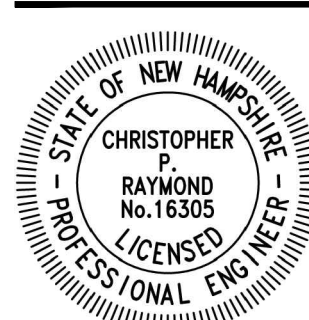
Proposed Residential
Development at
14 Broadway

PROJECT LOCATION

14 Broadway
Dover, NH 03820

DRAWING TITLE

Construction Details



PROJECT NO.

N1440

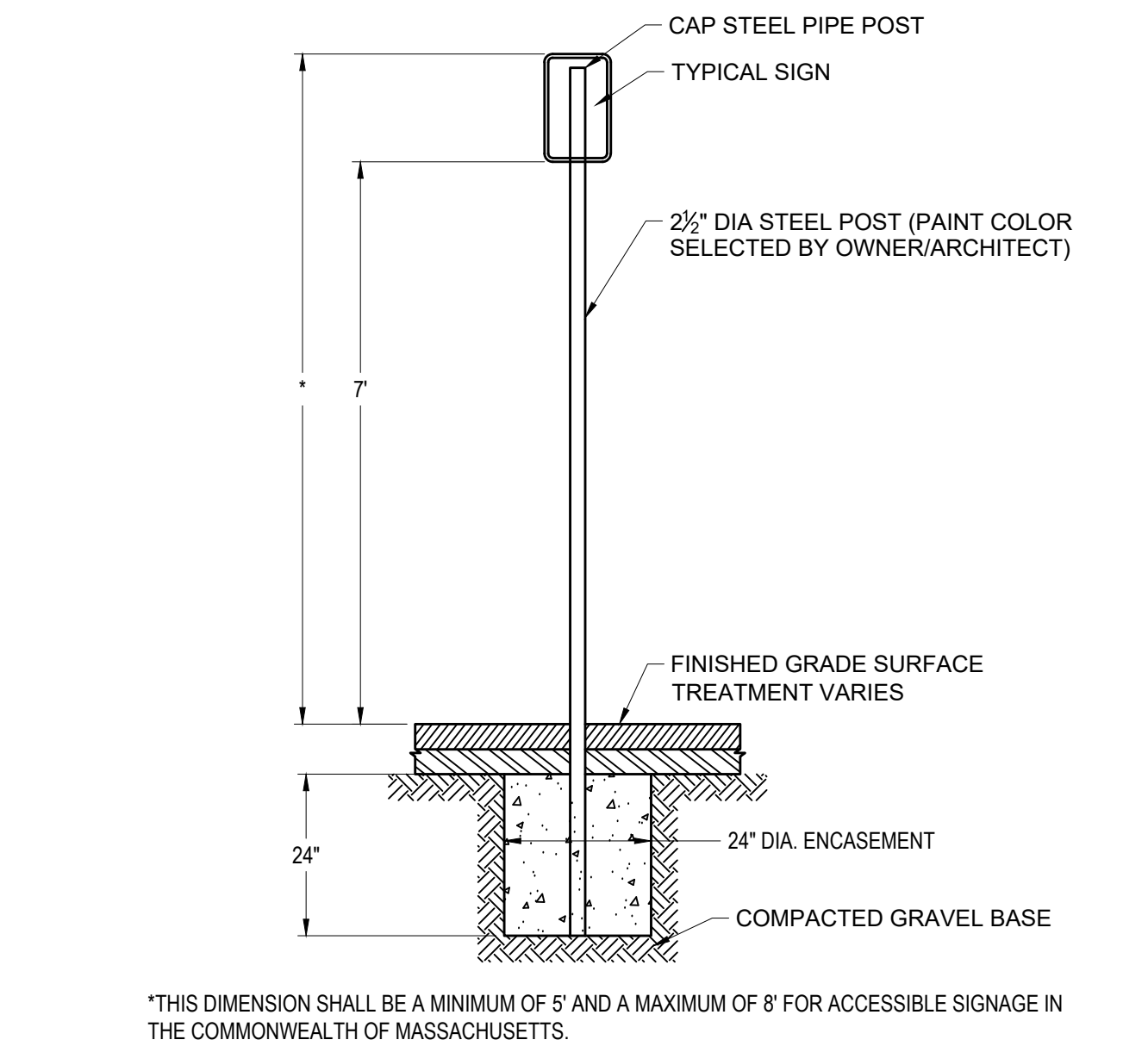
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N1440_DET

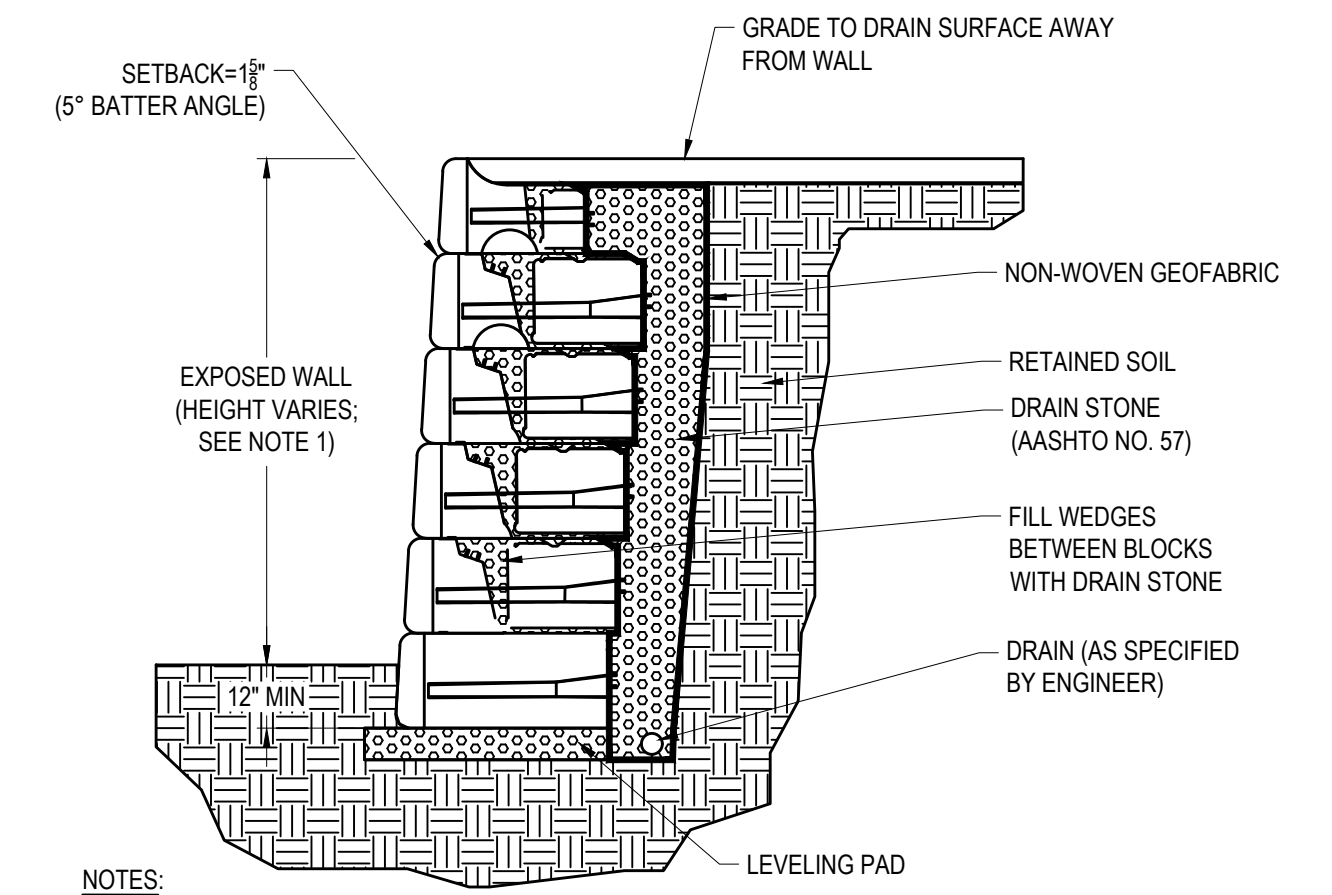
DRAWING NO.

C-9

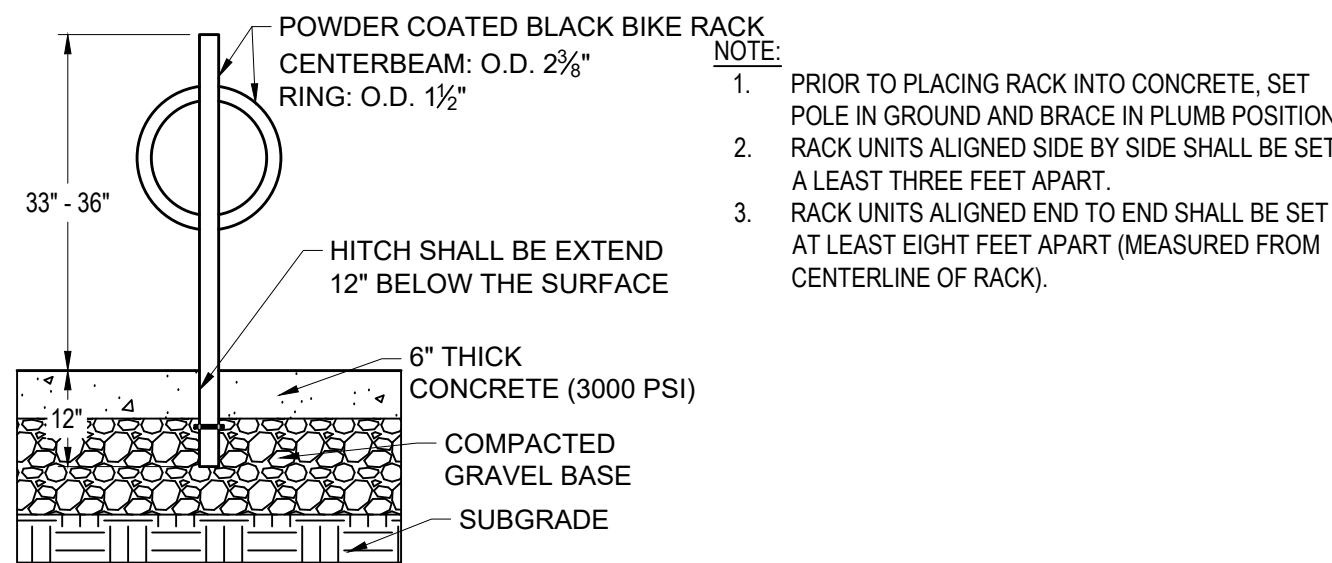
SHEET 9 OF 13

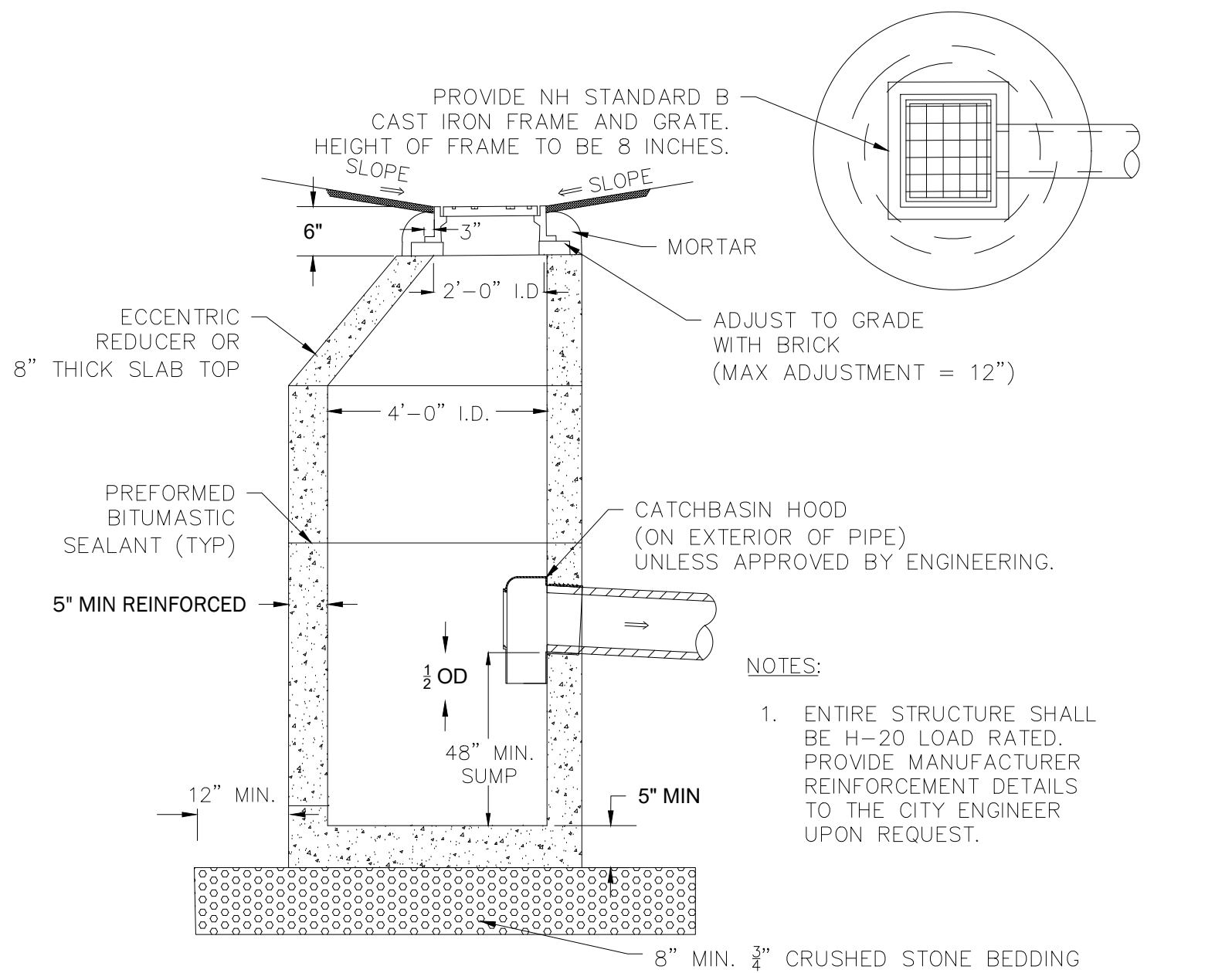


SIGN POST
N.T.S.



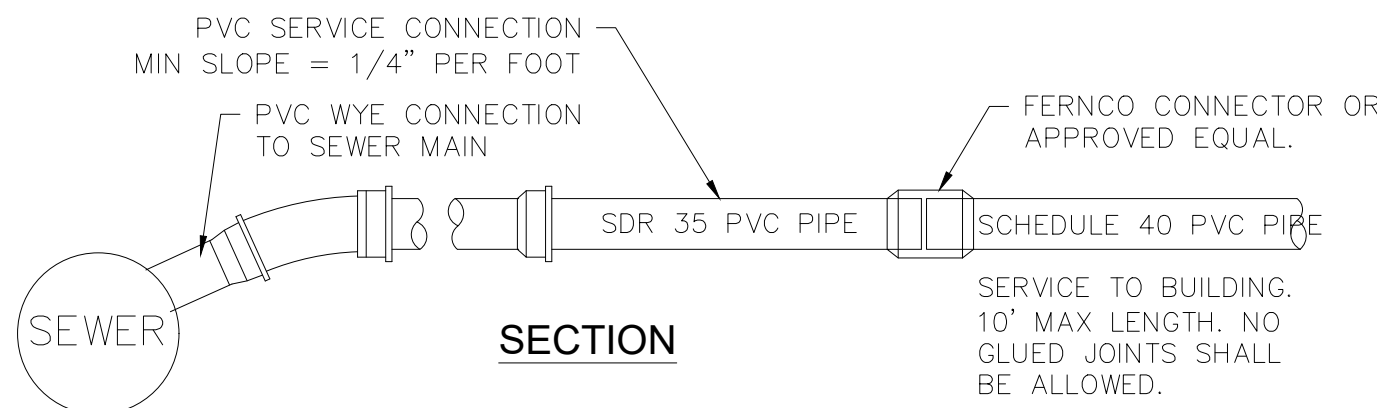
SEGMENTAL BLOCK RETAINING WALL
N.T.S.





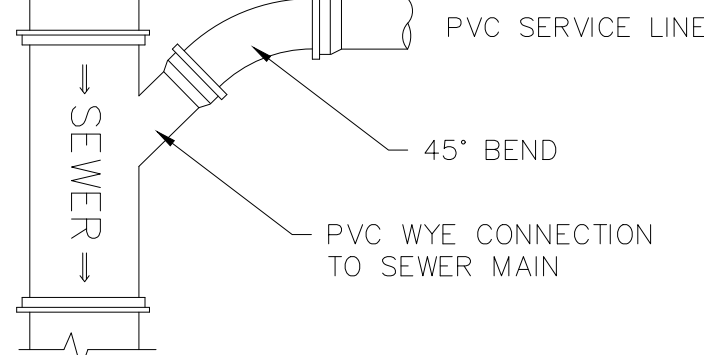
DEEP SUMP CATCH BASIN WITH HOOD

N.T.S.



SECTION

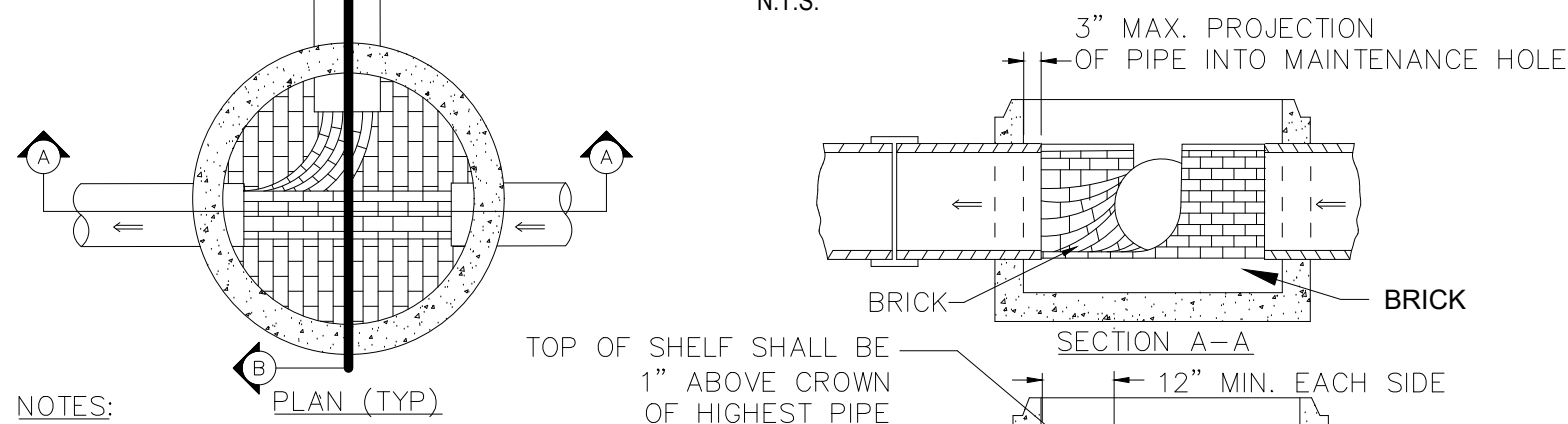
N.T.S.



PLAN

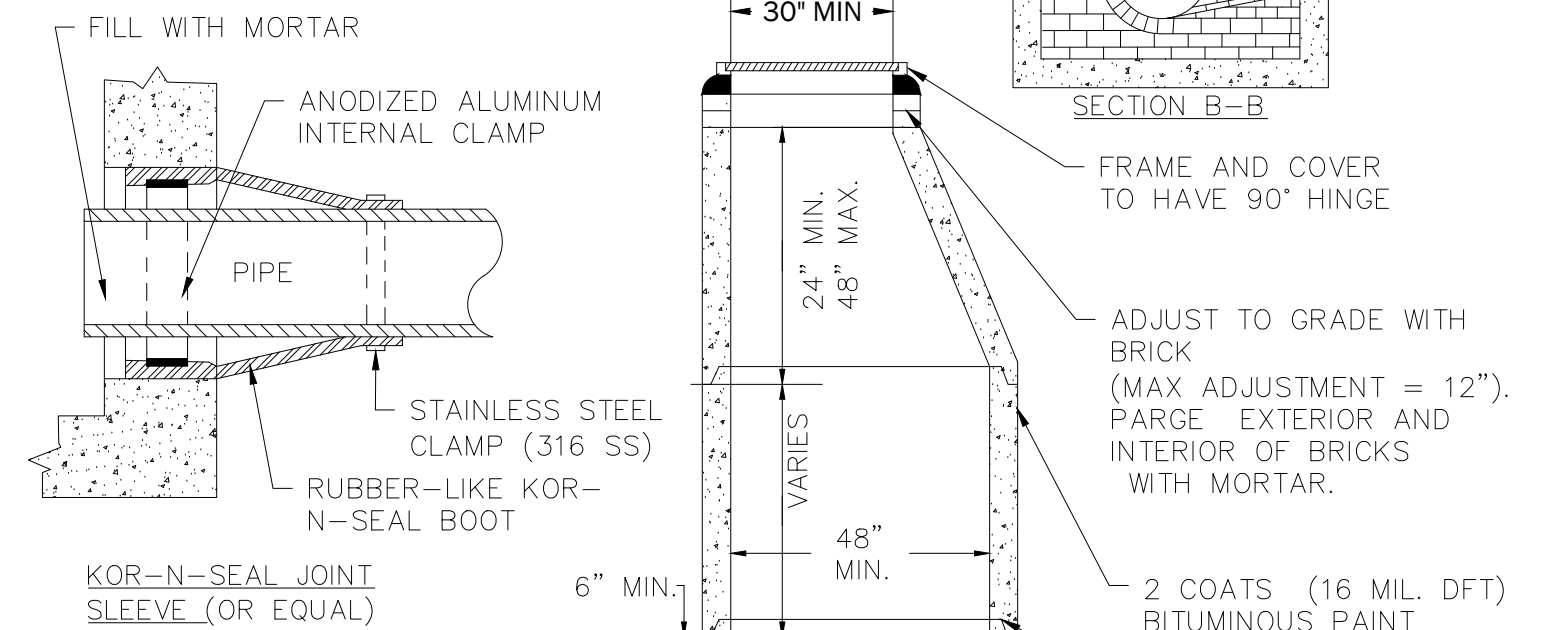
SEWER SERVICE

N.T.S.



NOTES:

1. CORINGS TO BE SEPARATED BY 6" (MINIMUM) OF MONOLITHIC SECTION

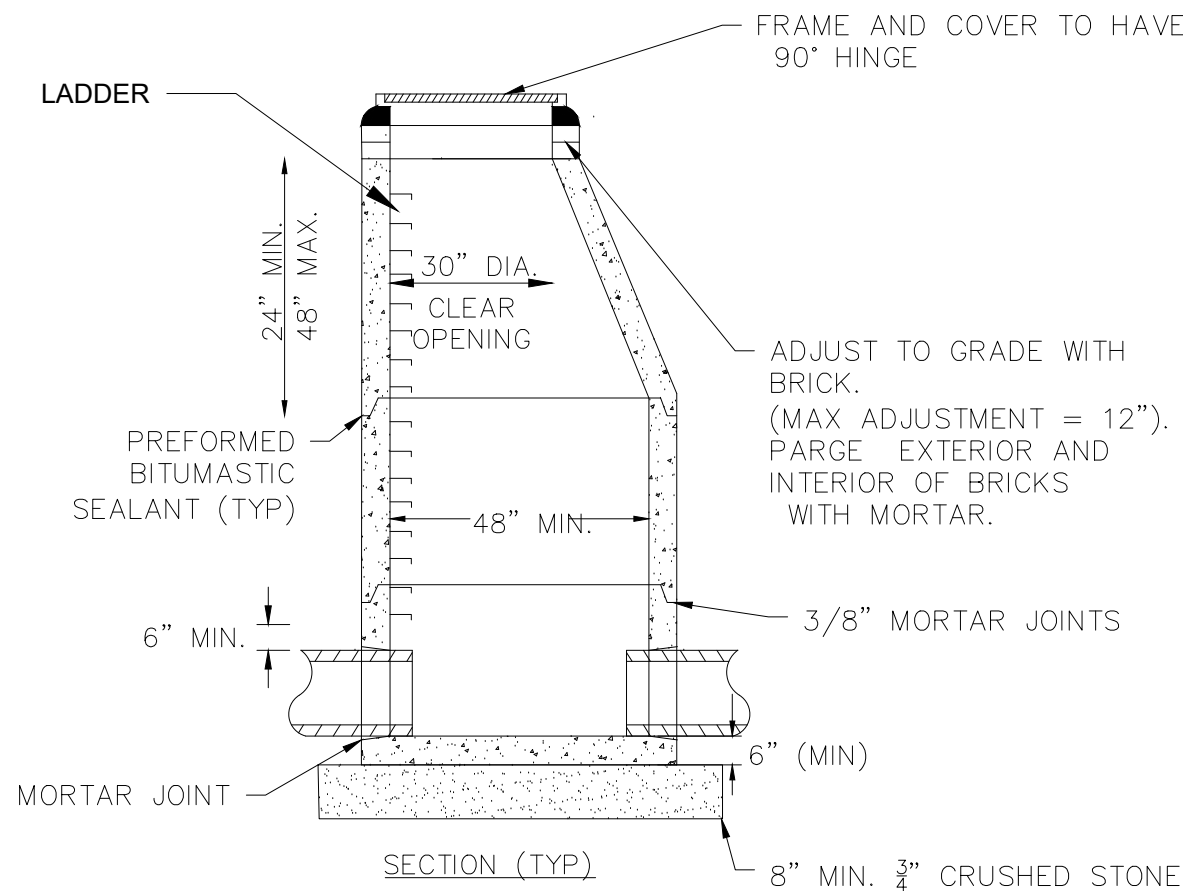


NOTES:

1. ALL SEWER MAINTENANCE HOLES WITHIN CITY EASEMENTS OR RIGHT OF WAY SHALL HAVE LIFTMATE R-1743-LM COVERS OR APPROVED EQUAL.
2. SEWER MAINTENANCE HOLES NOT WITHIN CITY EASEMENTS OR RIGHT OF WAY SHALL BE SEALED TO PREVENT INFILTRATION.

SEWER MANHOLE

N.T.S.

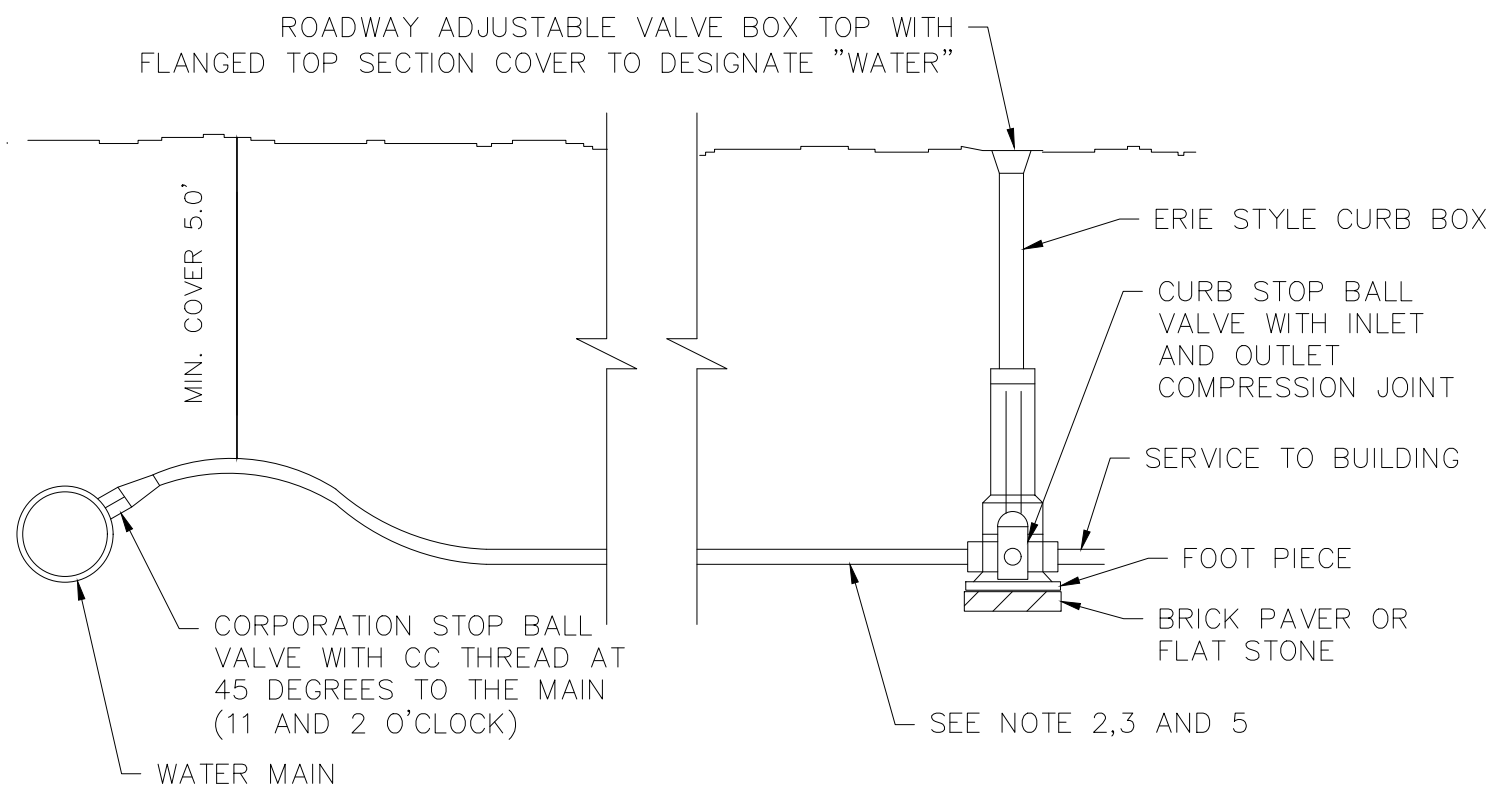


NOTES:

1. CORINGS TO BE SEPARATED BY 6" (MINIMUM) OF MONOLITHIC SECTION.

DRAINAGE MANHOLE

N.T.S.

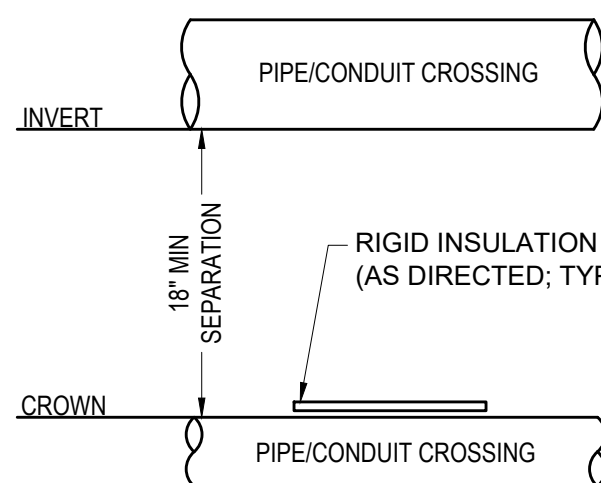


NOTES:

1. ALL WATER LINES 4" OR GREATER SHALL BE DUCTILE IRON WITH AN 8 MIL POLYETHYLENE WRAP, INCLUDING TEE AND OTHER CONNECTIONS.
2. WATER SERVICE LINES SHALL BE COPPER TUBING (TYPE K) BETWEEN MAIN AND CURB STOP.
3. SERVICE BETWEEN CURB STOP AND BUILDING MAY BE (BLUE OR BLACK) CTS SDR 9 PLASTIC POLYETHYLENE RATED FOR 250 psi.
4. CAM-LOCK REQUIRED FOR CTS OR IPS, MJ ADAPTER REQUIRED FOR HDPE
5. 3/4" - COPPER, CTS
1" - COPPER, CTS
2" - CTS, HDPE, IPS

WATER SERVICE CONNECTION

N.T.S.

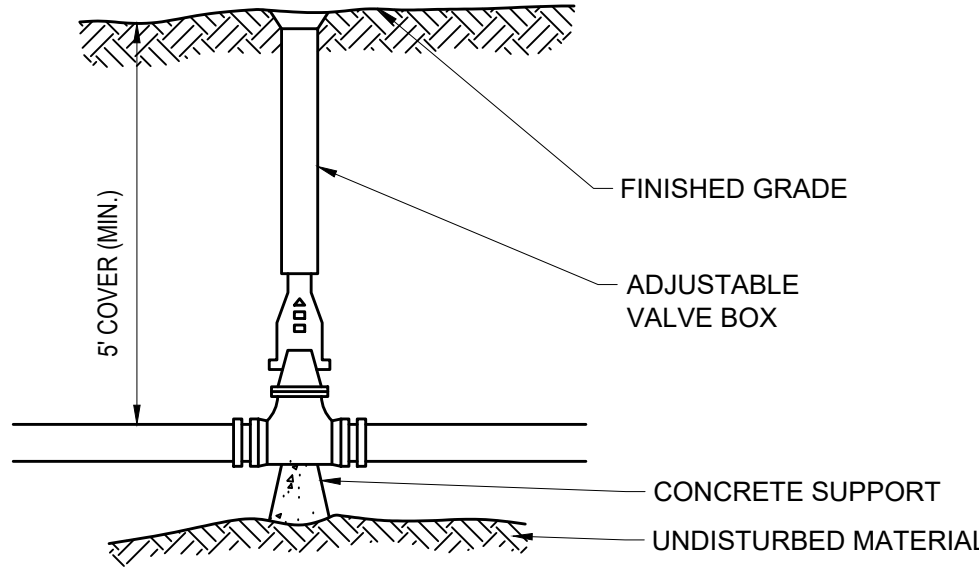


NOTE:

1. IF 18" MIN. SEPARATION CANNOT BE MET, USE RIGID INSULATION AS DIRECTED BY ENGINEER.
2. DEPTH OF UTILITY BURIAL SHOULD MATCH DESIGN PLAN(S) ELEVATIONS.
3. WHERE DEPTH IS UNSPECIFIED, UTILITY LINES SHALL BE BURIED WITHIN MANUFACTURER ACCEPTED PARAMETERS FOR THE GIVEN DESIGN LOCATION.
4. ALL BURIAL LOCATIONS/DEPTHS SHALL CONFORM TO ALL LOCAL, STATE, AND FEDERAL REGULATIONS/GUIDELINES.

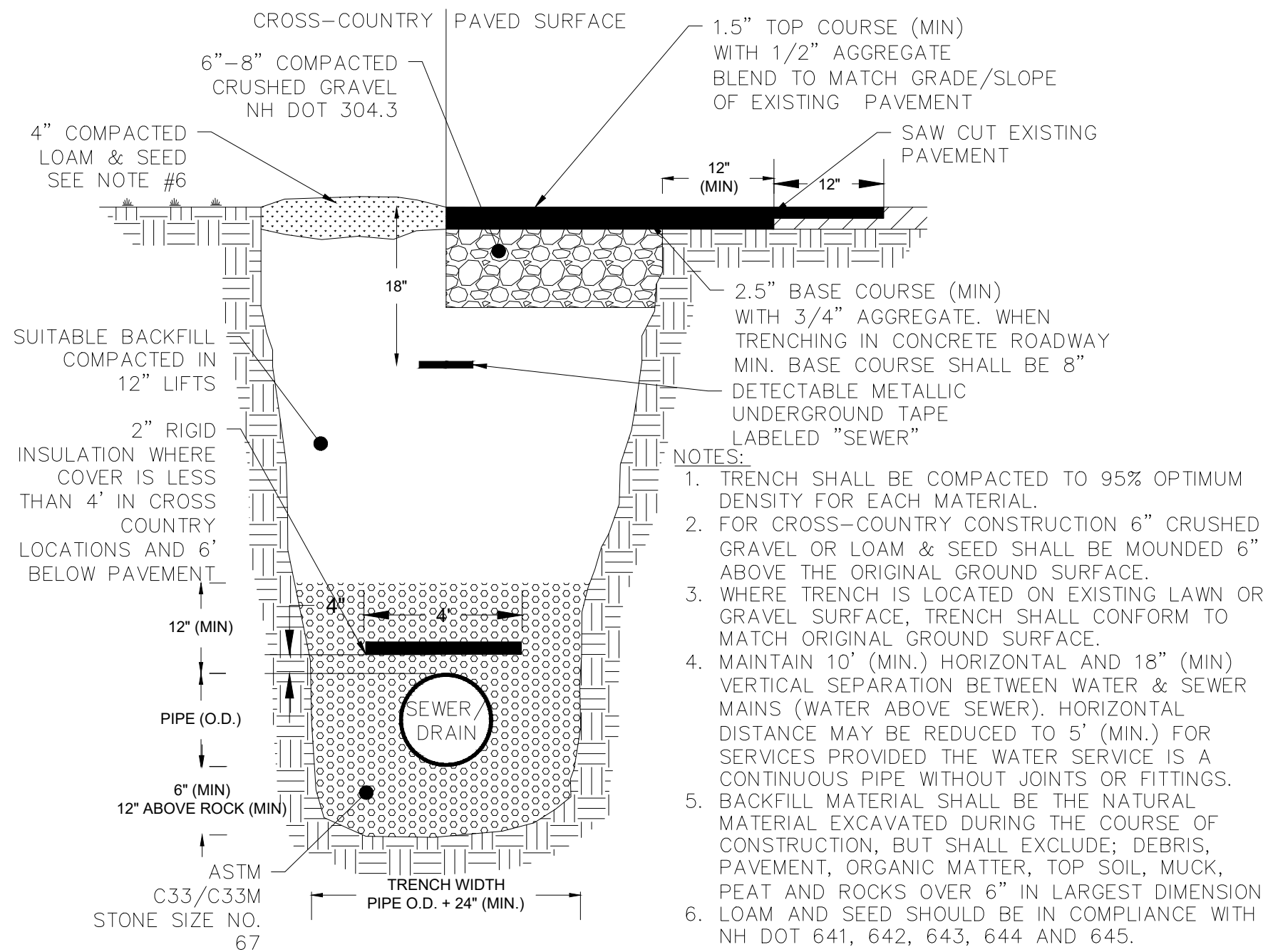
UTILITY CROSSING

N.T.S.



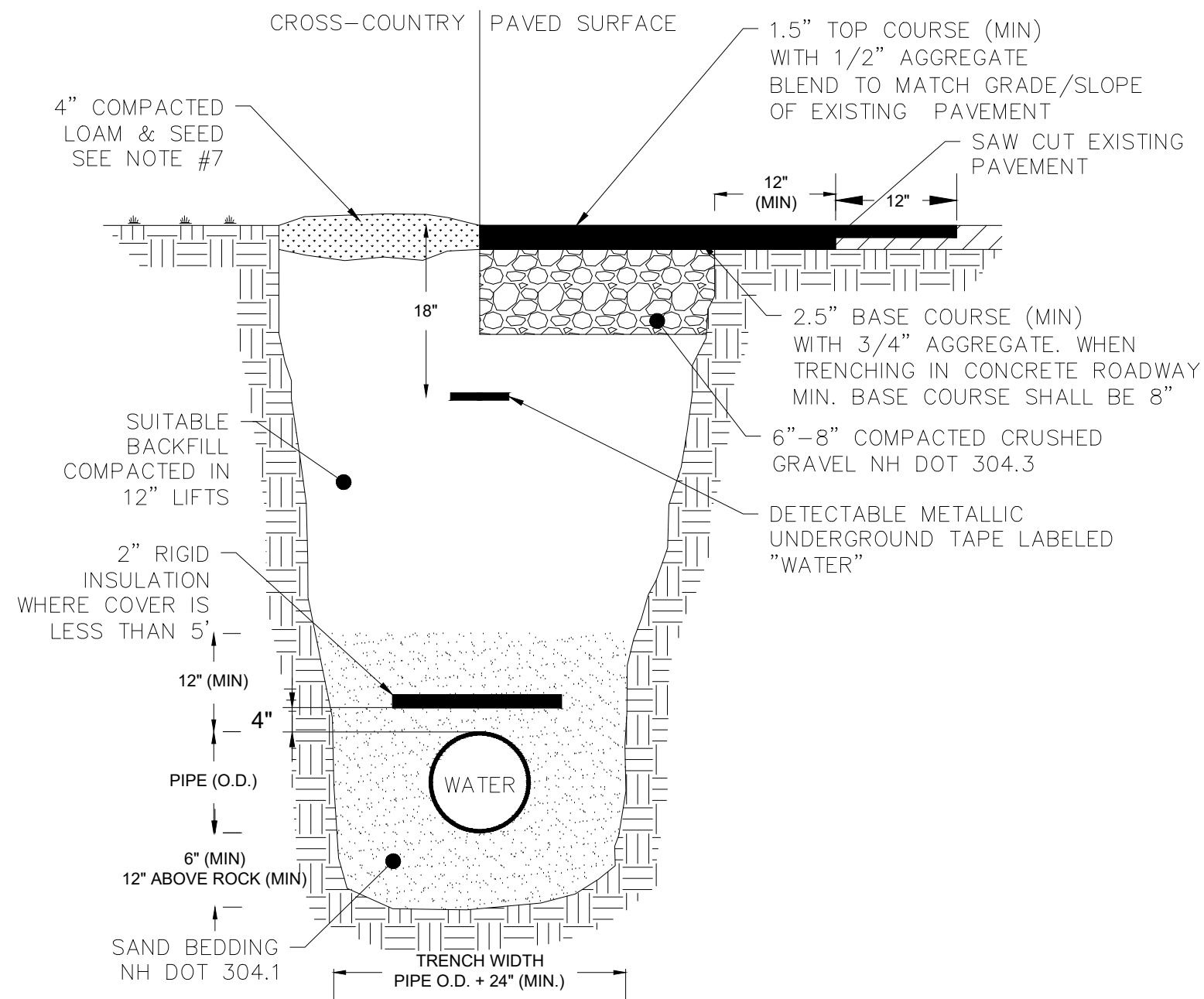
WATER GATE VALVE

N.T.S.



SEWER TRENCH

N.T.S.

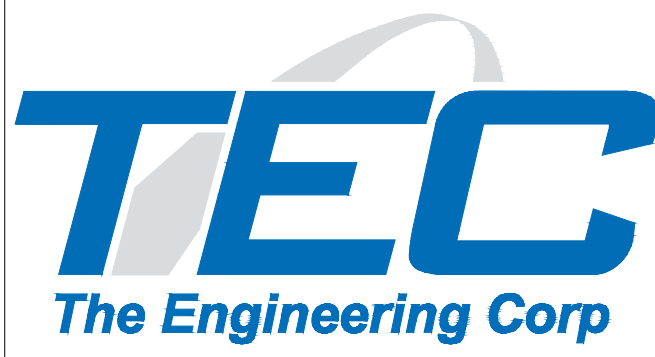


NOTES:

1. TRENCH SHALL BE COMPACTED TO 95% OPTIMUM DENSITY FOR EACH MATERIAL.
2. FOR CROSS-COUNTRY CONSTRUCTION 6" CRUSHED GRAVEL OR LOAM & SEED SHALL BE MOUNDED 6" ABOVE THE ORIGINAL GROUND SURFACE.
3. WHERE TRENCH IS LOCATED ON EXISTING LAWN OR GRAVEL SURFACE, TRENCH SHALL CONFORM TO MATCH ORIGINAL GROUND SURFACE.
4. MAINTAIN 10' (MIN.) HORIZONTAL AND 18" (MIN.) VERTICAL SEPARATION BETWEEN WATER & SEWER MAINS (WATER ABOVE SEWER). HORIZONTAL DISTANCE MAY BE REDUCED TO 5' (MIN.) FOR SERVICES PROVIDED THE WATER SERVICE IS A CONTINUOUS PIPE WITHOUT JOINTS OR FITTINGS.
5. BACKFILL MATERIAL SHALL BE THE NATURAL MATERIAL EXCAVATED DURING THE COURSE OF CONSTRUCTION, BUT SHALL EXCLUDE; DEBRIS, PAVEMENT, ORGANIC MATTER, TOP SOIL, MUCK, PEAT, AND ROCKS OVER 6" IN LARGEST DIMENSION
6. PROVIDE MINIMUM 5' OF COVER, ENGINEERING APPROVAL REQUIRED FOR LESS THAN 5' OF COVER.
7. LOAM AND SEED SHOULD BE IN COMPLIANCE WITH NH DOT 641, 642, 643, 644 AND 645.

WATER TRENCH

N.T.S.



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REVISIONS

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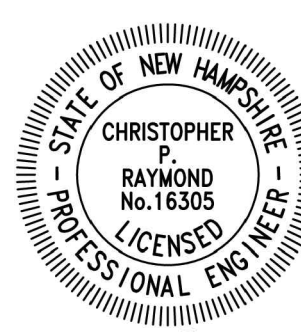
Proposed Residential Development at 14 Broadway

PROJECT LOCATION

14 Broadway
Dover, NH 03820

DRAWING TITLE

Construction Details

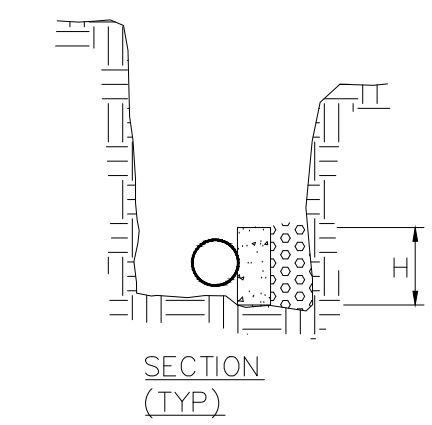
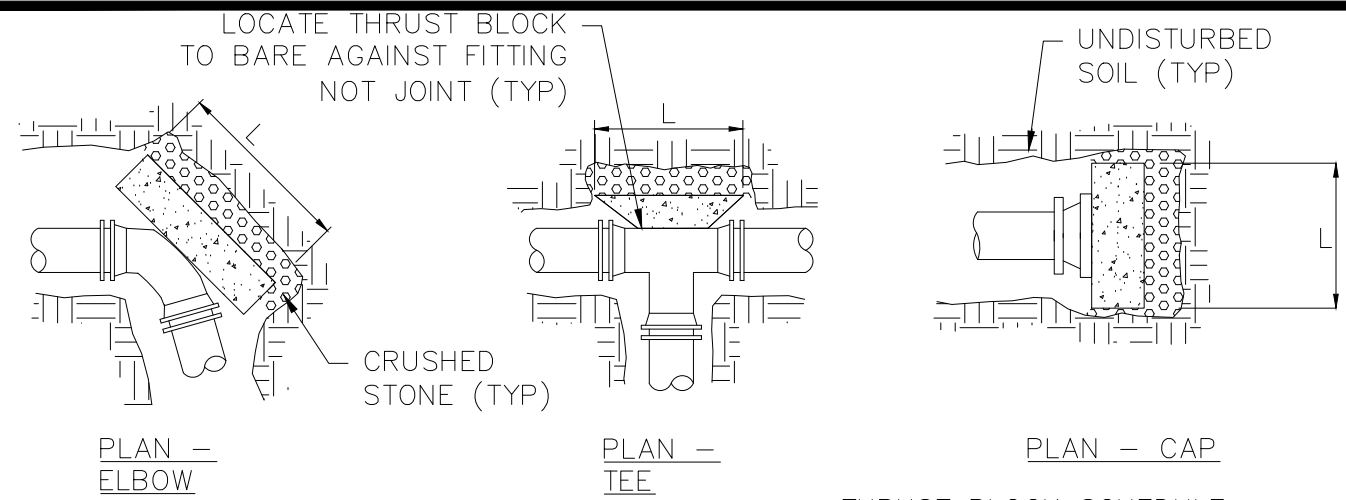


PROJECT NO. N1440

TEC CAD FILE N1440_DET

DRAWING NO. C-11

SHEET 11 OF 13



Nominal Dia. (in)	PIPE SIZE					
	4	6	8	10	12	16
Pipe Fittings	*	*	5.18	7.96	11.43	20.29
90 Degree Bends	*	4.11	7.33	11.26	16.17	28.69
45 Degree Bends	*	*	*	6.10	8.75	15.53
22-1/2 Degree Bends	*	*	*	4.46	7.92	
11-1/4 Degree Bends*	*	*	*	*	*	

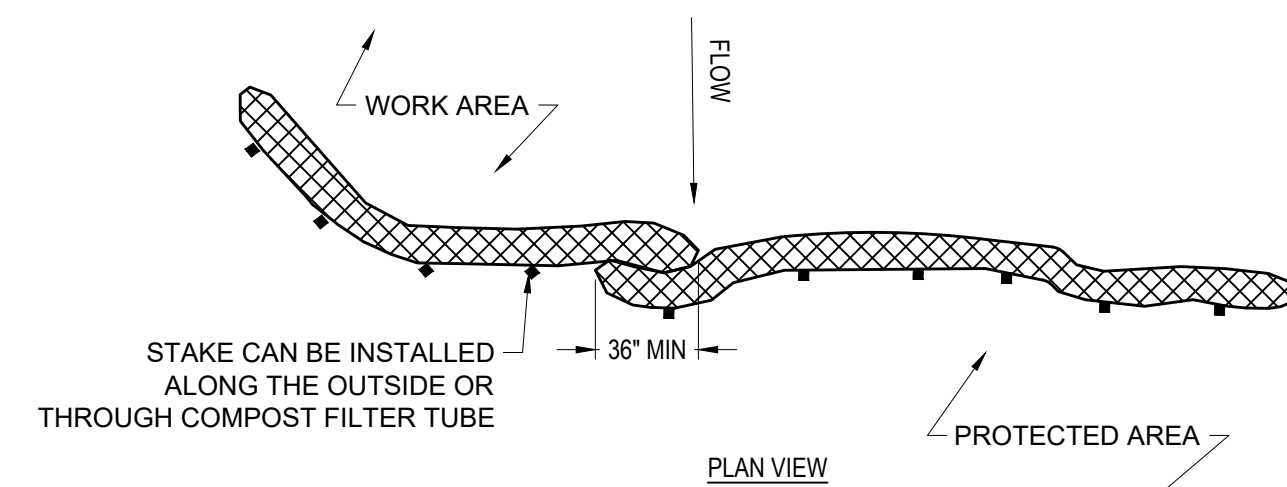
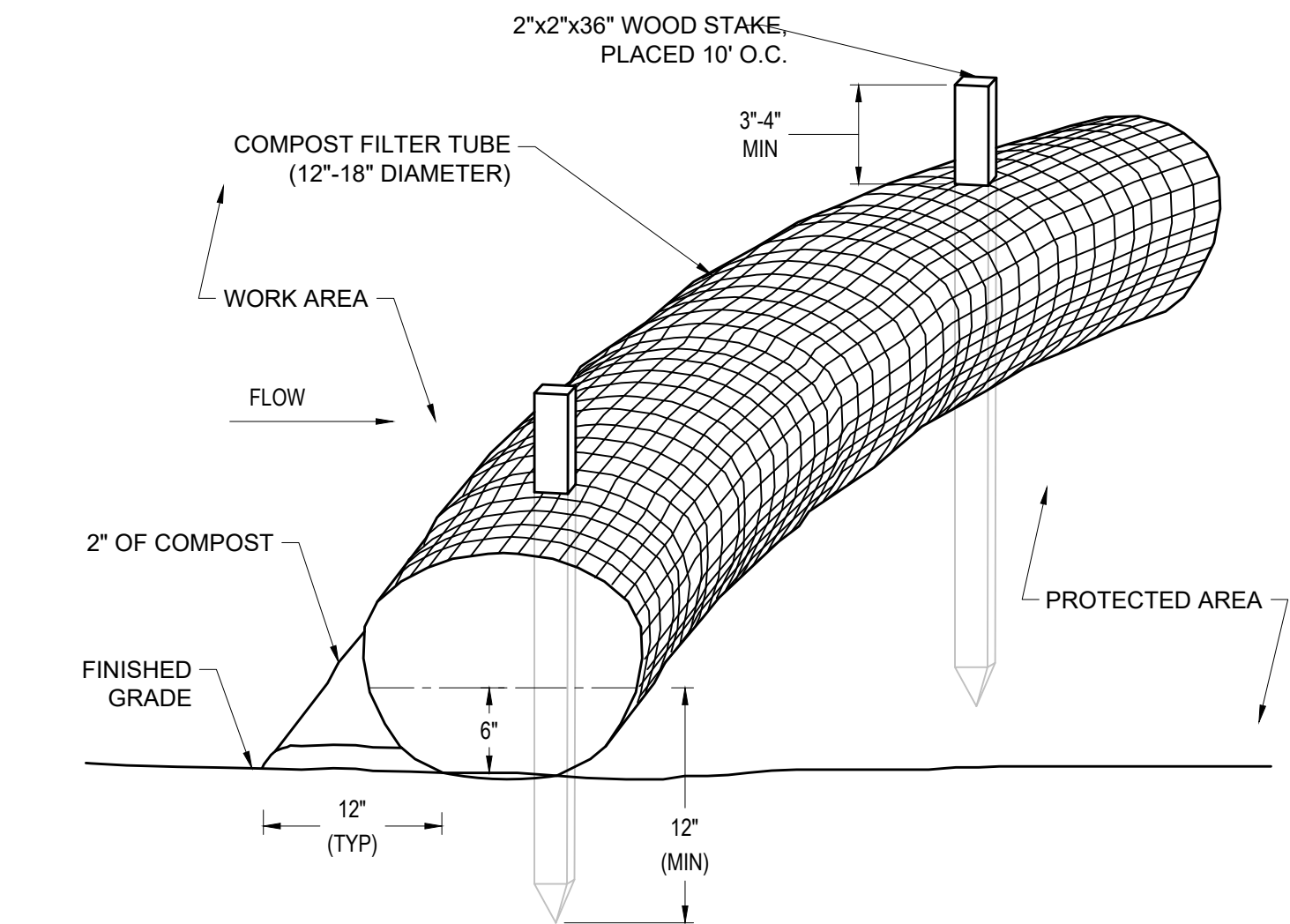
*SEE NOTE 2

System Pressure: 125 psi
Safety Factor: 1.5
Soil Bearing Capacity: 2,000 psf

- NOTES:
- ALL THRUST BLOCKS SHALL BE PRE-CAST CONCRETE UNLESS APPROVED BY THE CITY ENGINEER. 2'X2'X2' MINIMUM THRUST BLOCK REQUIRED, ANY BEARING AREA OVER 4SF REQUIRES THRUST BLOCKS, RESTRAINED JOINTS AND CALCULATIONS ASSOCIATED WITH THE JOINT.
 - THE MINIMUM BEARING AREAS SHOWN IN THE THRUST BLOCK SCHEDULE ARE BASED ON A SYSTEM PRESSURE OF 125 PSI. IF THE SYSTEM PRESSURE IS ABOVE 125 PSI, INCREASE THE NOTED AREAS PROPORTIONALLY TO THE ACTUAL SYSTEM PRESSURE.
 - FOR MINIMUM BEARING AREAS OVER 4 SF, THE LENGTH (L) OF THE BLOCK IS APPROXIMATELY TWICE AS LONG AS THE HEIGHT (H).
 - PLACE CRUSHED STONE BEHIND THRUST BLOCK AGAINST UNDISTURBED SOIL.
 - PLACE THRUST BLOCK ALONG MAXIMUM LENGTH OF THE FITTING TO MAXIMIZE BEARING AREA.
 - CONCRETE COMPRESSIVE STRENGTH: 2,000 PSI MINIMUM.
 - USE OF THRUST BLOCKS DOES NOT ELIMINATE THE REQUIREMENT OF OTHER RESTRAINTS OR VICE VERSA.

THRUST BLOCK

N.T.S.

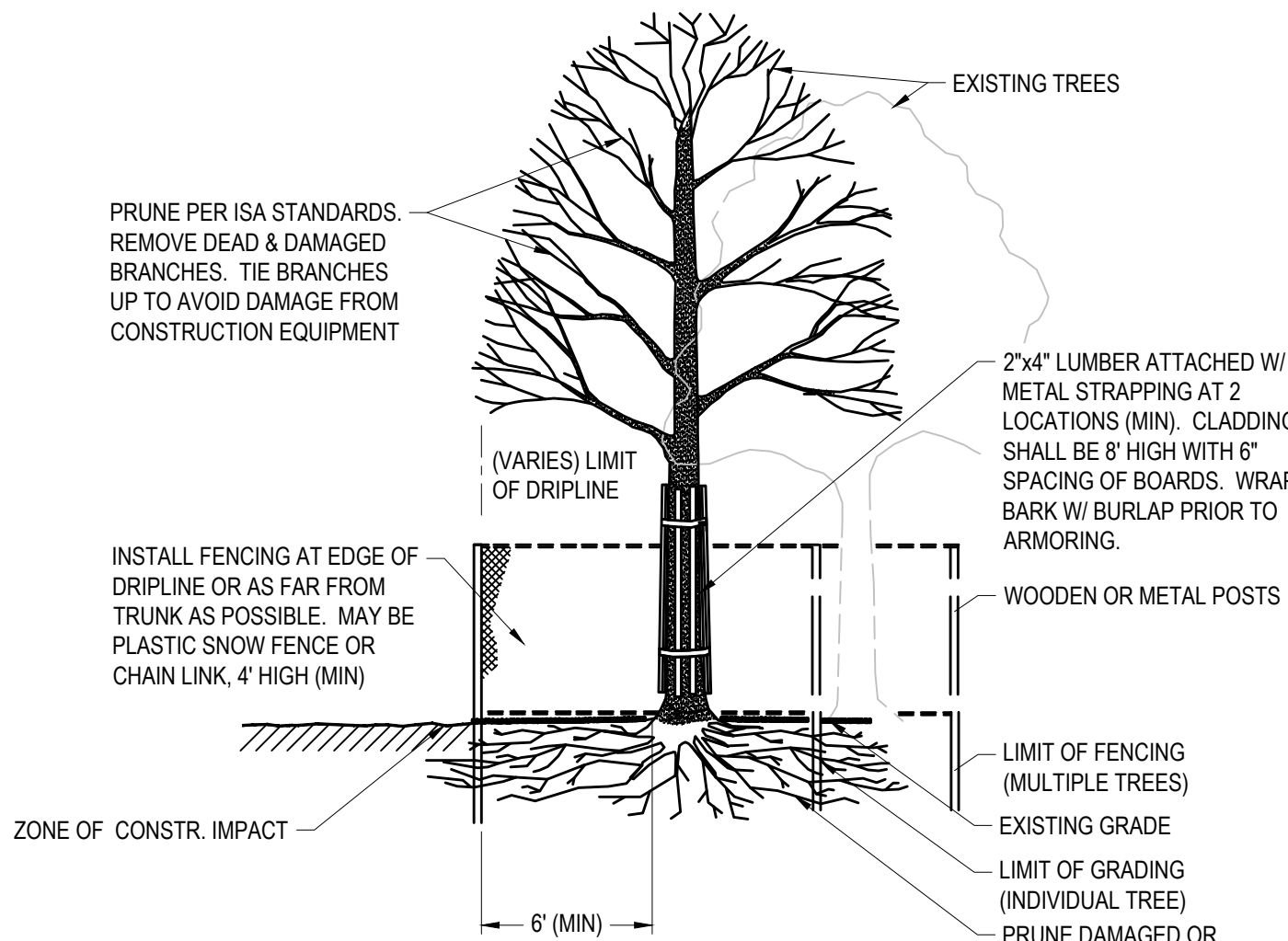


NOTES:

- CONFIGURE TUBES AROUND EXISTING FEATURES TO MINIMIZE SITE DISTURBANCE AND MAXIMIZE CAPTURE AREA OF STORMWATER RUN-OFF. TUBES SHALL BE PLACED PERPENDICULARLY TO STORMWATER FLOW WHERE POSSIBLE.
- TUBES FOR COMPOST FILTERS SHALL BE JUTE MESH OR APPROVED BIODEGRADABLE MATERIAL. ADDITIONAL TUBES SHALL BE USED AT THE DIRECTION OF THE ENGINEER.
- TUBES MAY BE SLEEVED OR PROVIDED A 3 FEET MINIMUM OVERLAP AT THE ENDS OF THE TUBE FOR A CONTINUOUS BARRIER.
- TAMP TUBES IN PLACE TO ENSURE GOOD CONTACT WITH SOIL SURFACE. IT IS NOT NECESSARY TO TRENCH TUBES INTO EXISTING GRADE.
- WHEN STAKING IS NOT POSSIBLE, SUCH AS WHEN TUBES MUST BE PLACED ON PAVEMENT, HEAVY CONCRETE OR CINDER BLOCKS CAN BE USED BEHIND TUBES UP TO 5 FT. APART OR AS REQUIRED TO SECURE TUBES IN PLACE. DO NOT PUNCTURE TUBES WITH STAKES.
- TUBES CAN BE PLACED DIRECTLY ON EXISTING PAVEMENT WHEN NECESSARY.
- UPON COMPLETION OF PROJECT, ALL TUBES USED FOR EROSION CONTROL SHALL BE REMOVED FROM PROJECT LIMITS, OR DETERMINED BY THE ENGINEER, CAN BE DISPERSED ON SITE.

COMPOST FILTER TUBE

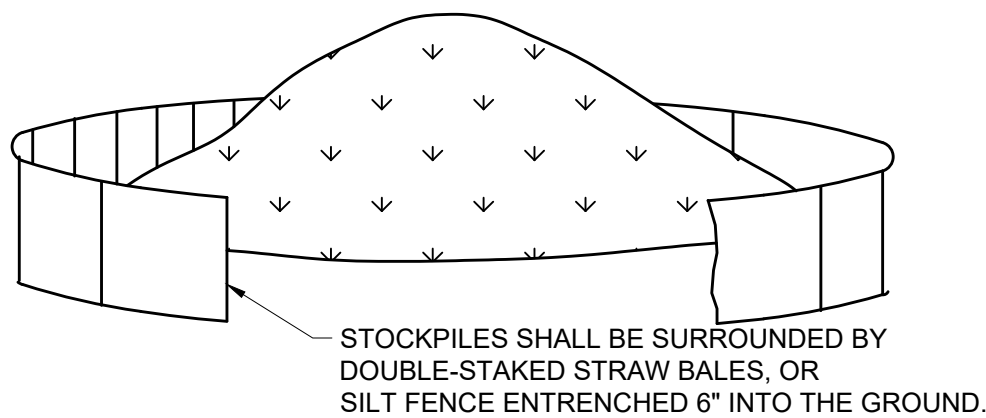
N.T.S.



NOTE:
NO STORAGE OF EQUIPMENT OR STOCKPILING OF MATERIALS WITHIN DRIPLINE IS ALLOWED.

TREE PROTECTION

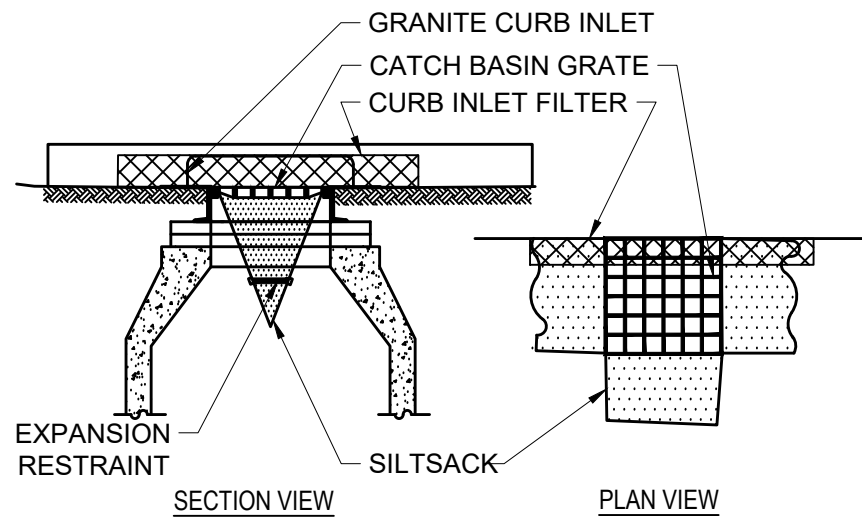
N.T.S.



NOTES:
SOIL STOCKPILES SHALL BE COVERED WITH ANCHORED TARPS AND THE END OF EACH WORK DAY.

SOIL STOCKPILE

N.T.S.

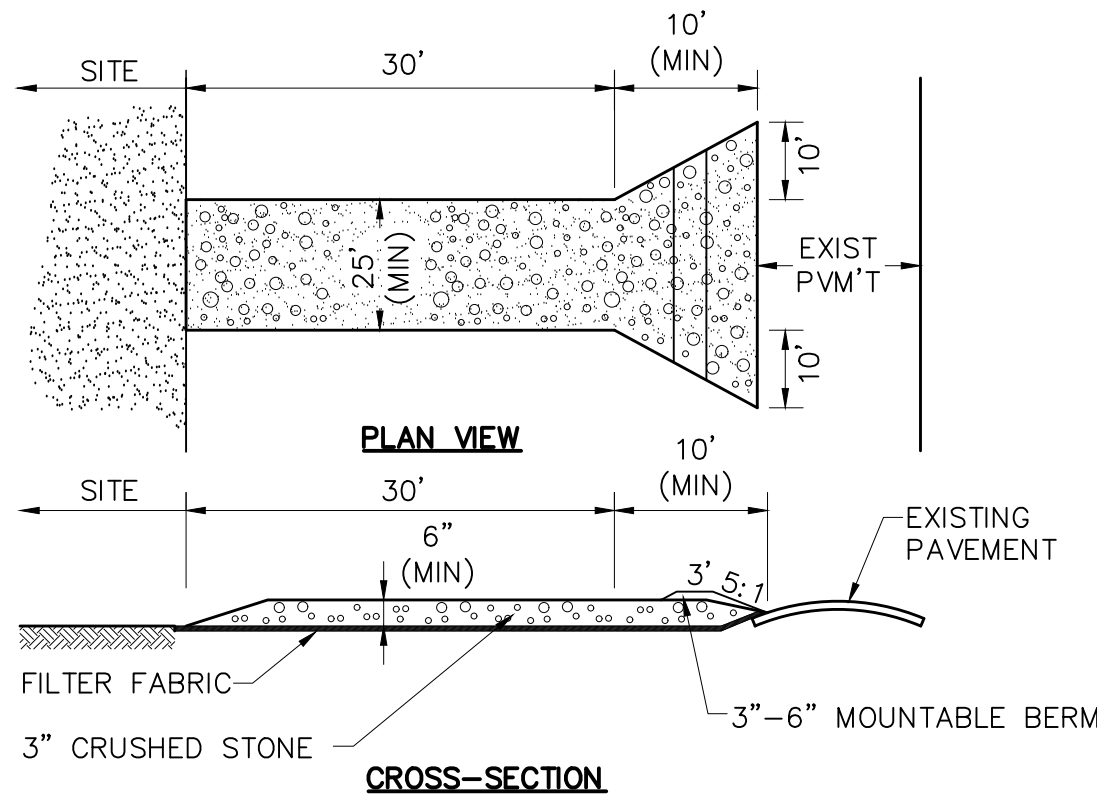


NOTES:

- INSTALL SILT SACK IN EXISTING CATCH BASINS BEFORE COMMENCING WORK, AND IN NEW CATCH BASINS IMMEDIATELY AFTER INSTALLATION OF STRUCTURE. MAINTAIN UNTIL BINDER COURSE PAVING IS COMPLETE OR A PERMANENT STAND OF GRASS HAS BEEN ESTABLISHED. GRATE TO BE PLACED OVER SILT SACK.
- SILT SACK SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS AND CLEANING OR REPLACEMENT SHALL BE PERFORMED PROMPTLY AS NEEDED.

CATCH BASIN INLET PROTECTION

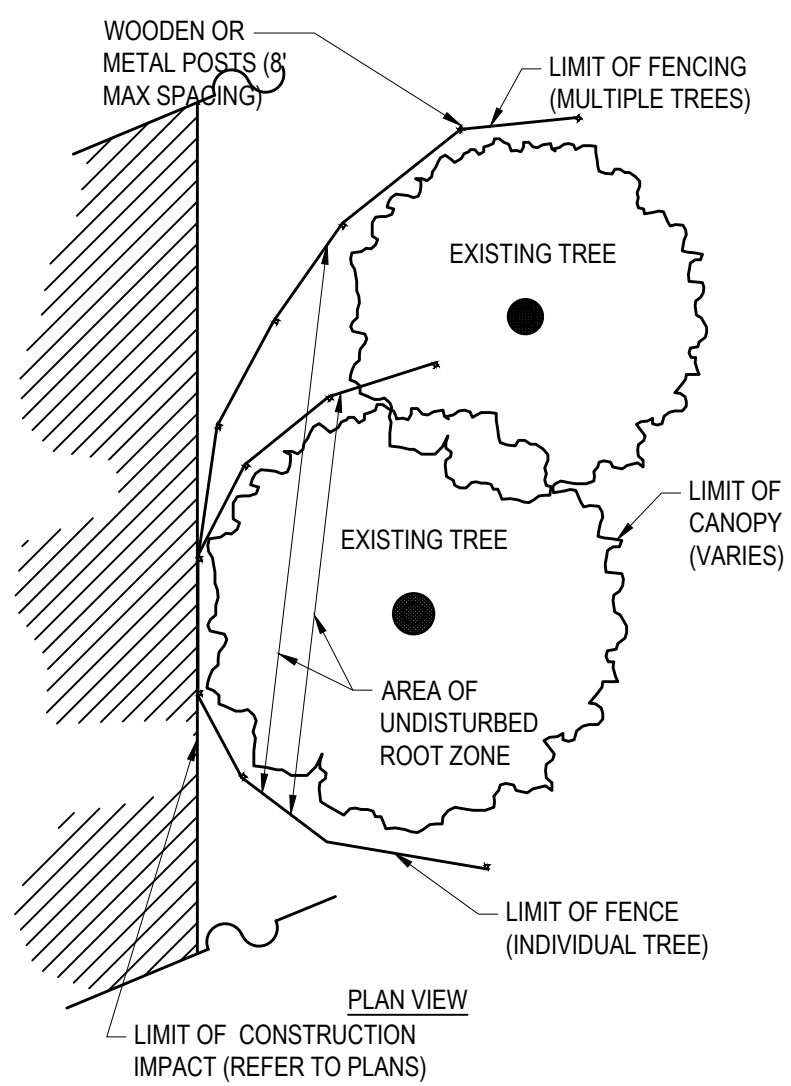
N.T.S.



- ENTRANCE WIDTH SHALL BE A TWENTY-FIVE (25) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH SHALL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY. BERM SHALL BE PERMITTED. PERIODIC INSPECTION AND MAINTENANCE SHALL BE PROVIDED AS NEEDED.
- STABILIZED CONSTRUCTION EXIT SHALL BE REMOVED PRIOR TO FINAL FINISH MATERIALS BEING INSTALLED.

STABILIZED CONSTRUCTION EXIT

N.T.S.

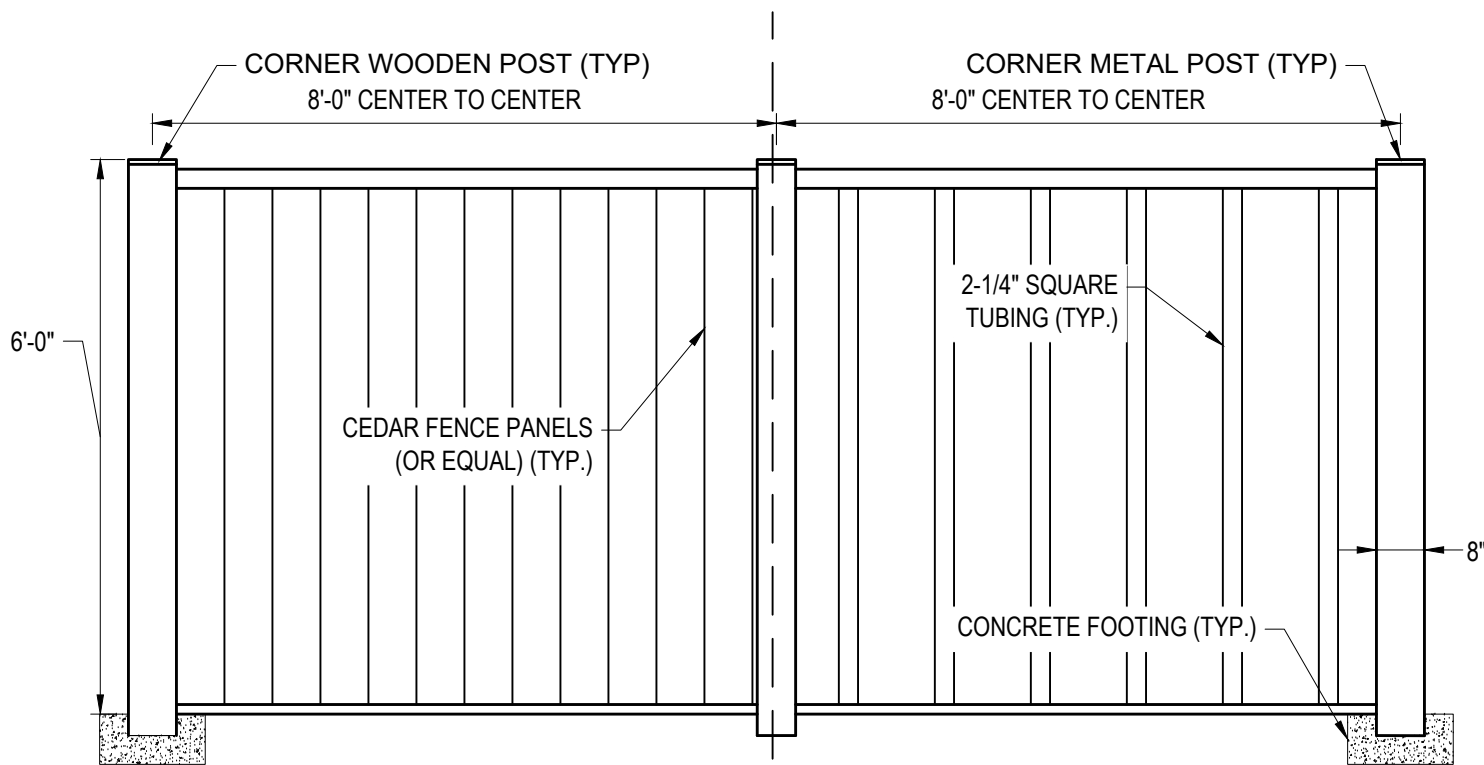
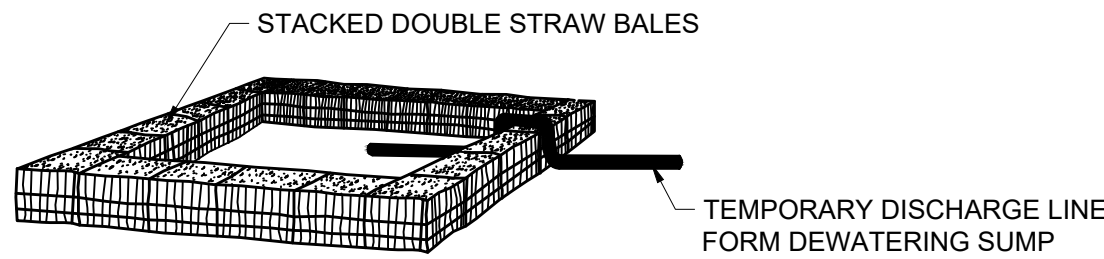


NOTES:

DISCHARGE TO SEDIMENTATION BASIN (AS SHOWN) OR TO SILTATION/DEWATERING BAG SUCH AS FLOGARD DEWATERING BAG MODEL SC-DW1215Z, OR EQUAL APPROVED BY CONSERVATION COMMISSION. ALL DISCHARGE LOCATIONS SHALL BE A MINIMUM OF 50' FROM EXISTING BVW.

TEMPORARY STILLING AREA

N.T.S.



- FENCE SHALL HAVE A HEIGHT OF 6 FEET.
- FENCE SHALL NOT BE VINYL MATERIAL OR CHAIN LINK.
- EXACT DIMENSIONS OF SPACING AND PANELS/TUBING MAY VARY.
- CONTRACTOR SHALL VERIFY SELECTED FENCE WITH ENGINEER PRIOR TO INSTALLATION.

FENCE

N.T.S.



TEC, Inc.

282 Merrimack St., 2nd Floor
Lawrence, MA 01843
(978) 794-1792

169 Ocean Boulevard
Unit 101, PO Box 249
Hampton, NH 03842
(603) 601-8154

www.TheEngineeringCorp.com

DESIGNED BY	CPR
DRAWN BY	MWP
CHECKED BY	CPR
DATE	3/7/2024
SCALE	AS NOTED

OWNER/APPLICANT

Regan Development
Corporation
1055 Saw Mill
River Road #204
Ardsley, NY 10502

REVISIONS

1. TRC Comments 4/5/2024

ISSUED FOR

Permitting

PROJECT TITLE

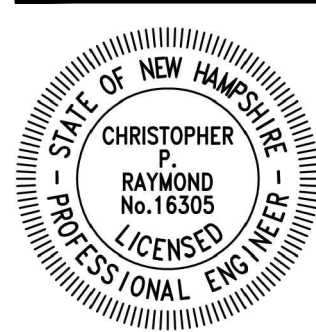
Proposed Residential
Development at
14 Broadway

PROJECT LOCATION

14 Broadway
Dover, NH 03820

DRAWING TITLE

Construction Details



Chris Raymond

PROJECT NO.

N1440

TEC CAD FILE

N1440_DET

DRAWING NO.

C-12

SHEET 12 OF 13



CT4000 Level 2 Commercial Charging Station

Specifications and Ordering Information

NOTES:

- CONTRACTOR TO COORDINATE WITH OWNER REGARDING SPECIFIC MANUFACTURER PRIOR TO INSTALLATION (CT4000 OR APPROVED EQUAL).

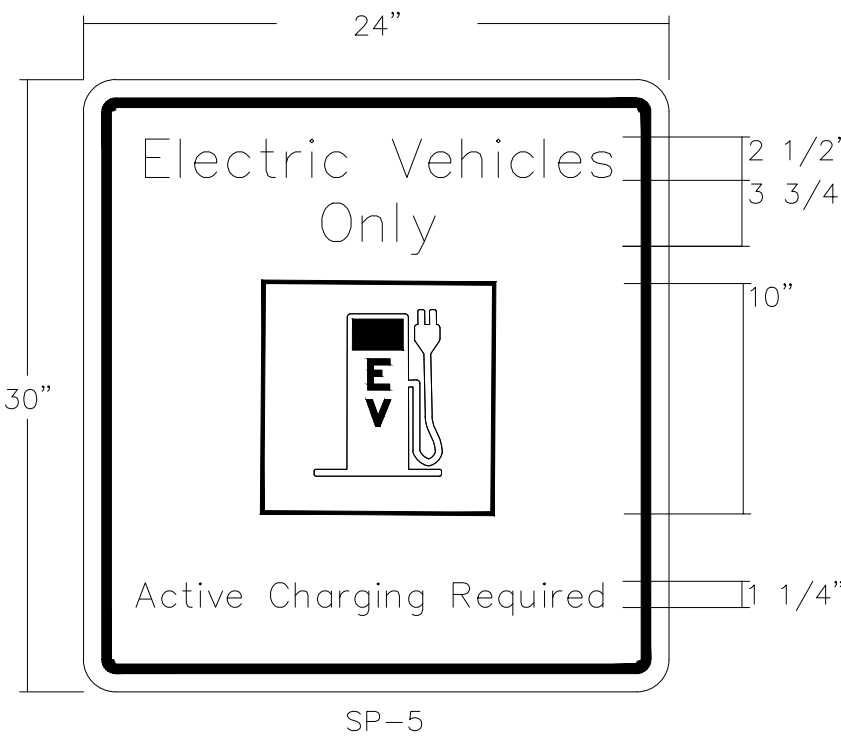
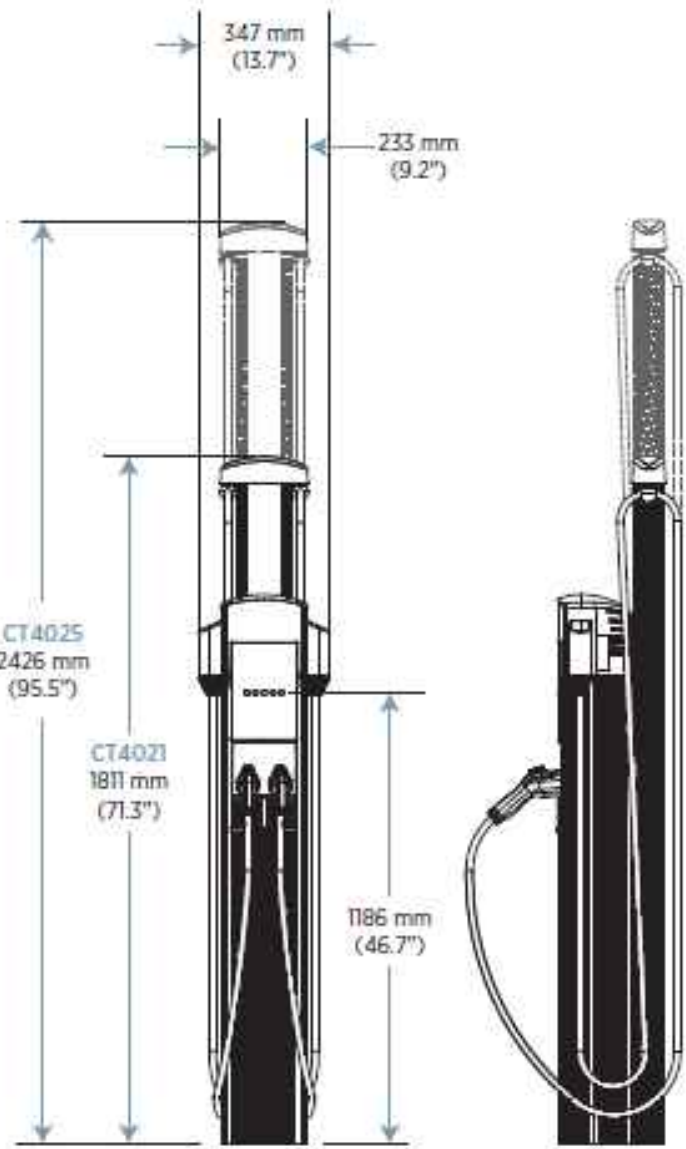
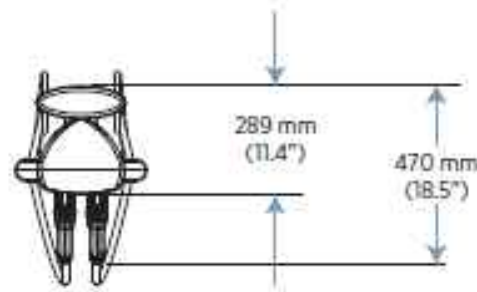


CT4021

EV CHARGING STATION

N.T.S.

CT4021 1830 mm (6')
CT4025 2440 mm (8')
Bollard

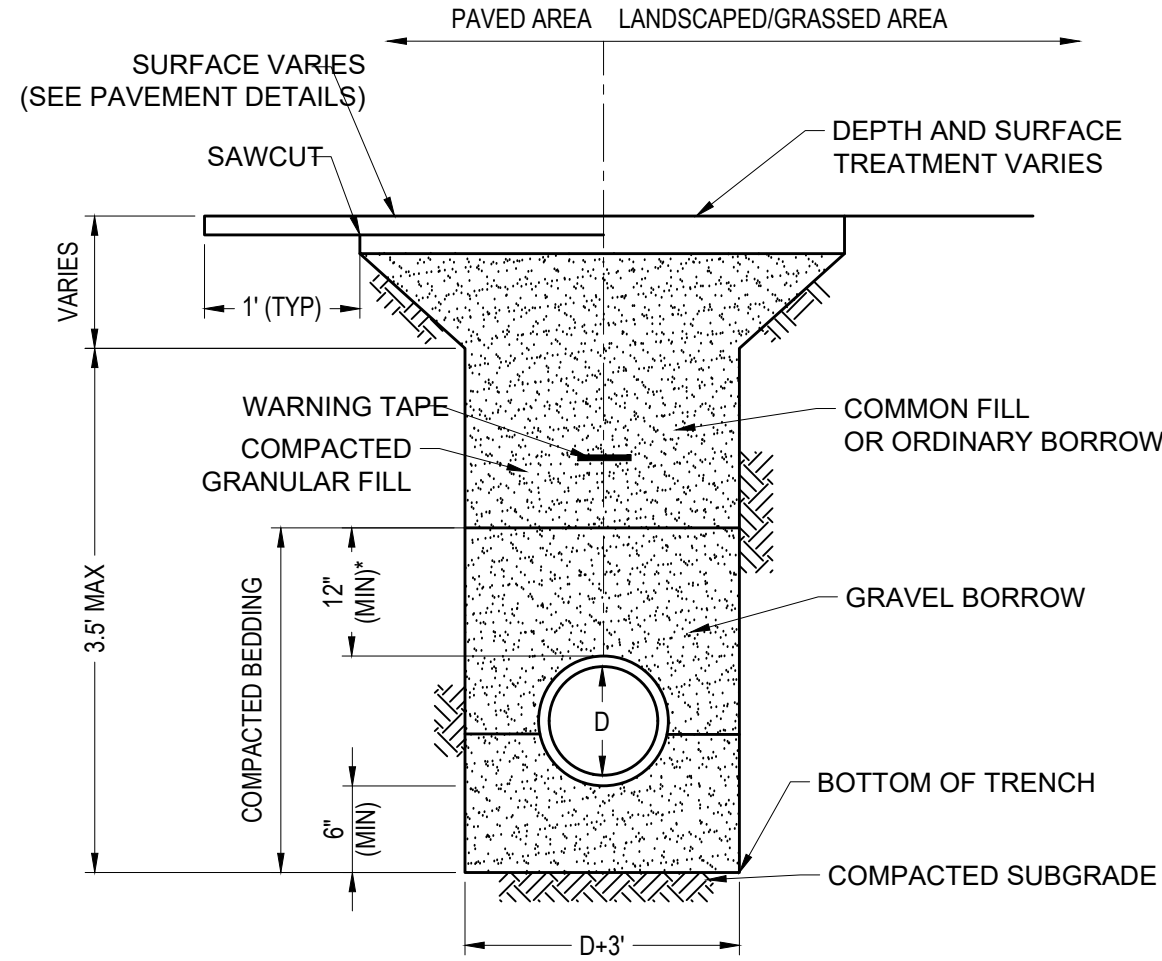


NOTES:

- SIGN TO BE 1/8" THICK ALUMINUM PANEL.
- GRAPHIC COLORS TO BE MATTE WHITE AND 3M KELLY GREEN. LETTERING AND BORDER TO BE UML BLUE.
- LETTERING TYPEFACE TO BE FRUTIGER BOLD.
- REFER TO CAMPUS SIGN STANDARDS MANUAL; EXTERIOR DWG No. 16C.1 AND 16C.2 FOR SIGN POST DETAILS.

EV STALL SIGN

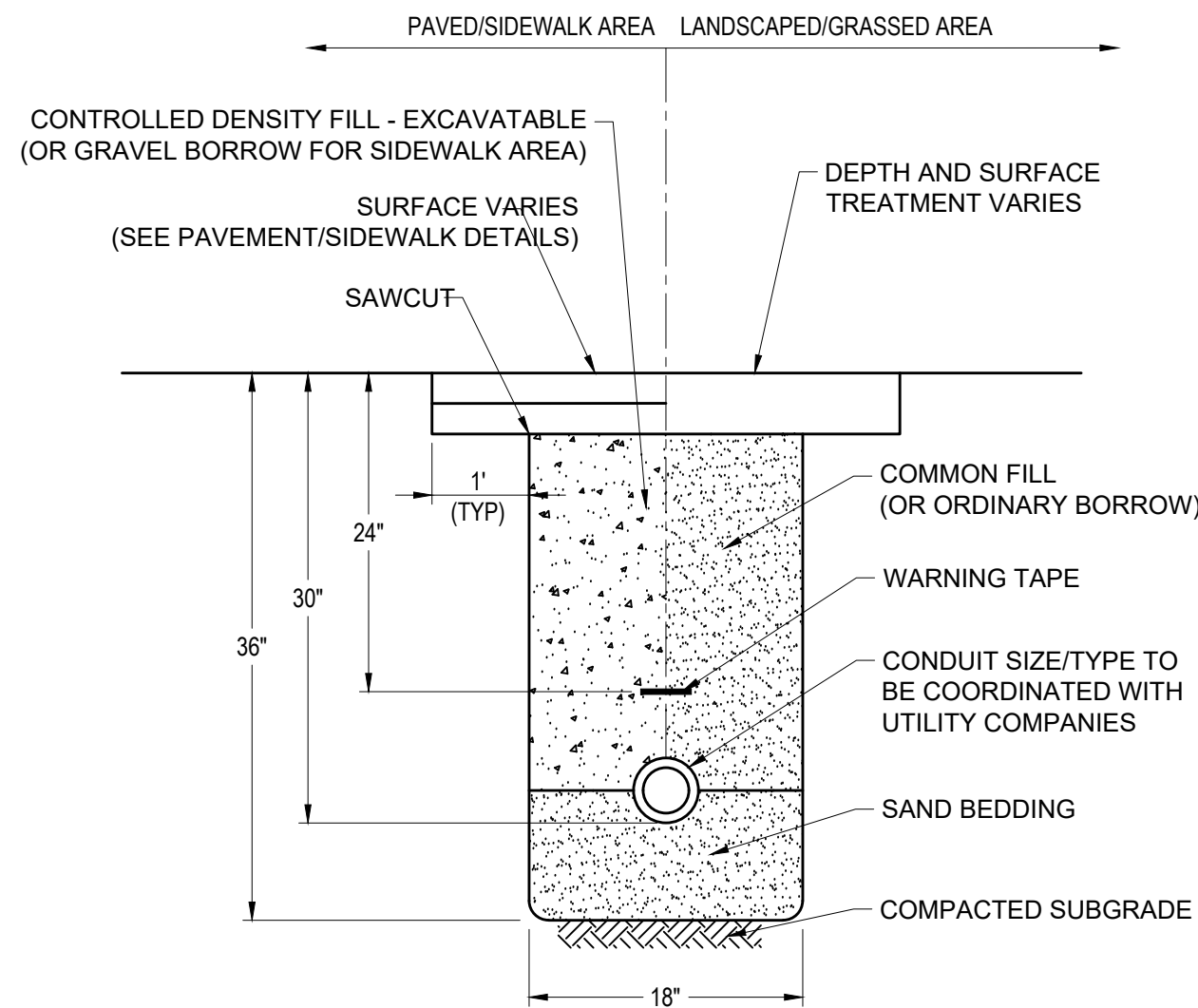
N.T.S.



*= FOR HDPE PIPE, DIMENSION IS 24" (MIN)

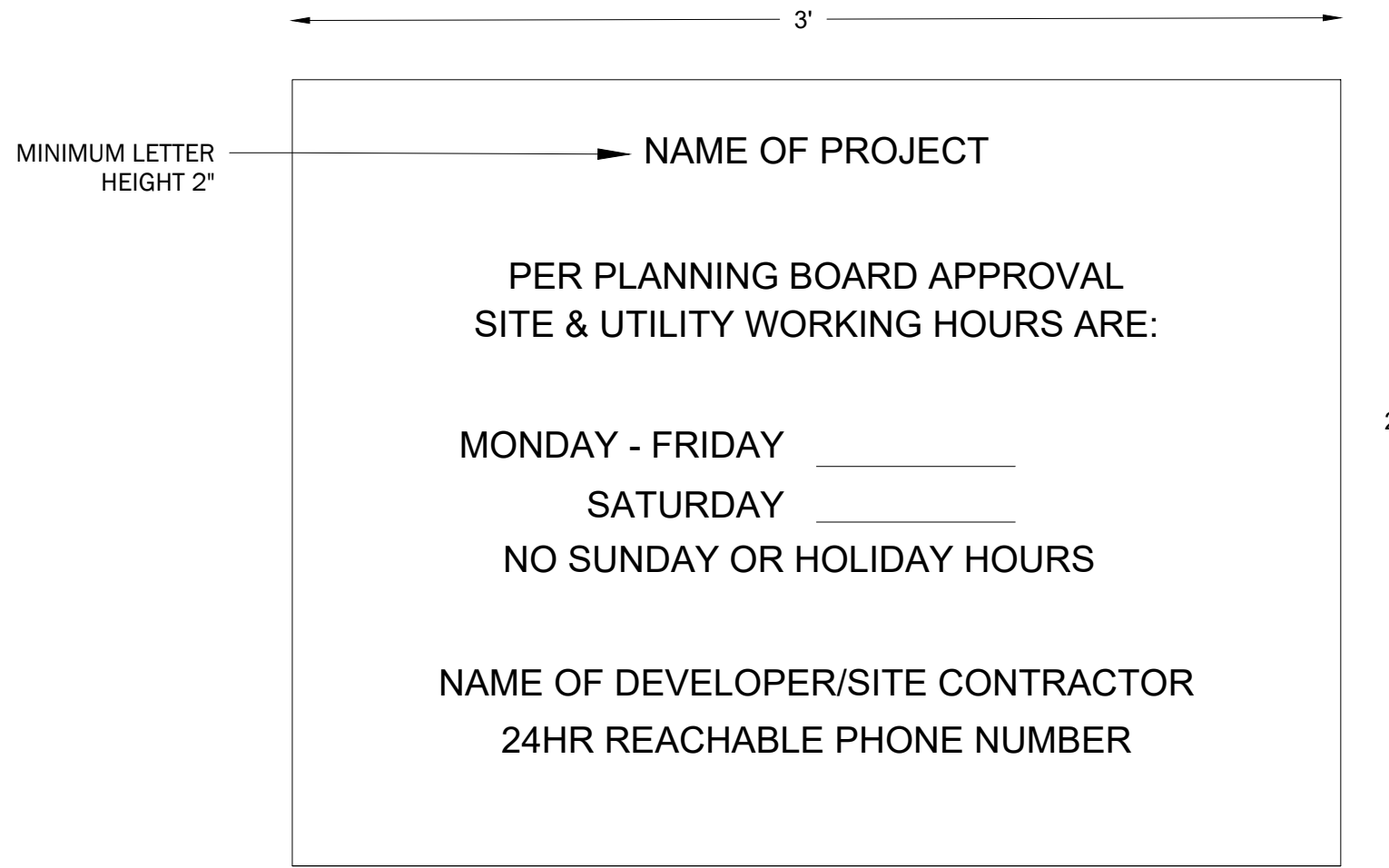
UTILITY TRENCH

N.T.S.



CONDUIT TRENCH

N.T.S.

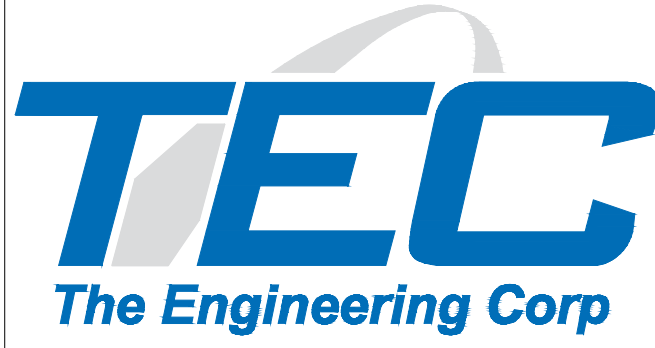


NOTES:

- SIGN SHALL HAVE BLACK LETTERS ON A WHITE BACKGROUND
- SIGN SHALL BE WEATHER RESISTANT AND SECURED TO THE GROUND
- HOURS ON THE SIGN SHALL COMPLY WITH ALL PLANNING BOARD CONDITIONS OF APPROVAL.

CONSTRUCTION SIGN

N.T.S.



TEC, Inc.

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DESIGNED BY	CPR
DRAWN BY	MWP
CHECKED BY	CPR
DATE	3/7/2024
SCALE	AS NOTED

OWNER/APPLICANT

Regan Development
Corporation
1055 Saw Mill
River Road #204
Ardsley, NY 10502

REVISIONS

1. TRC Comments 4/5/2024

ISSUED FOR

Permitting

PROJECT TITLE

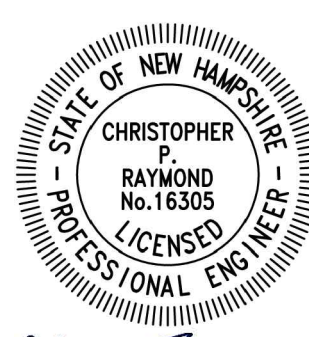
Proposed Residential
Development at
14 Broadway

PROJECT LOCATION

14 Broadway
Dover, NH 03820

DRAWING TITLE

Construction Details



Chris T. Raymond

PROJECT NO.

N1440

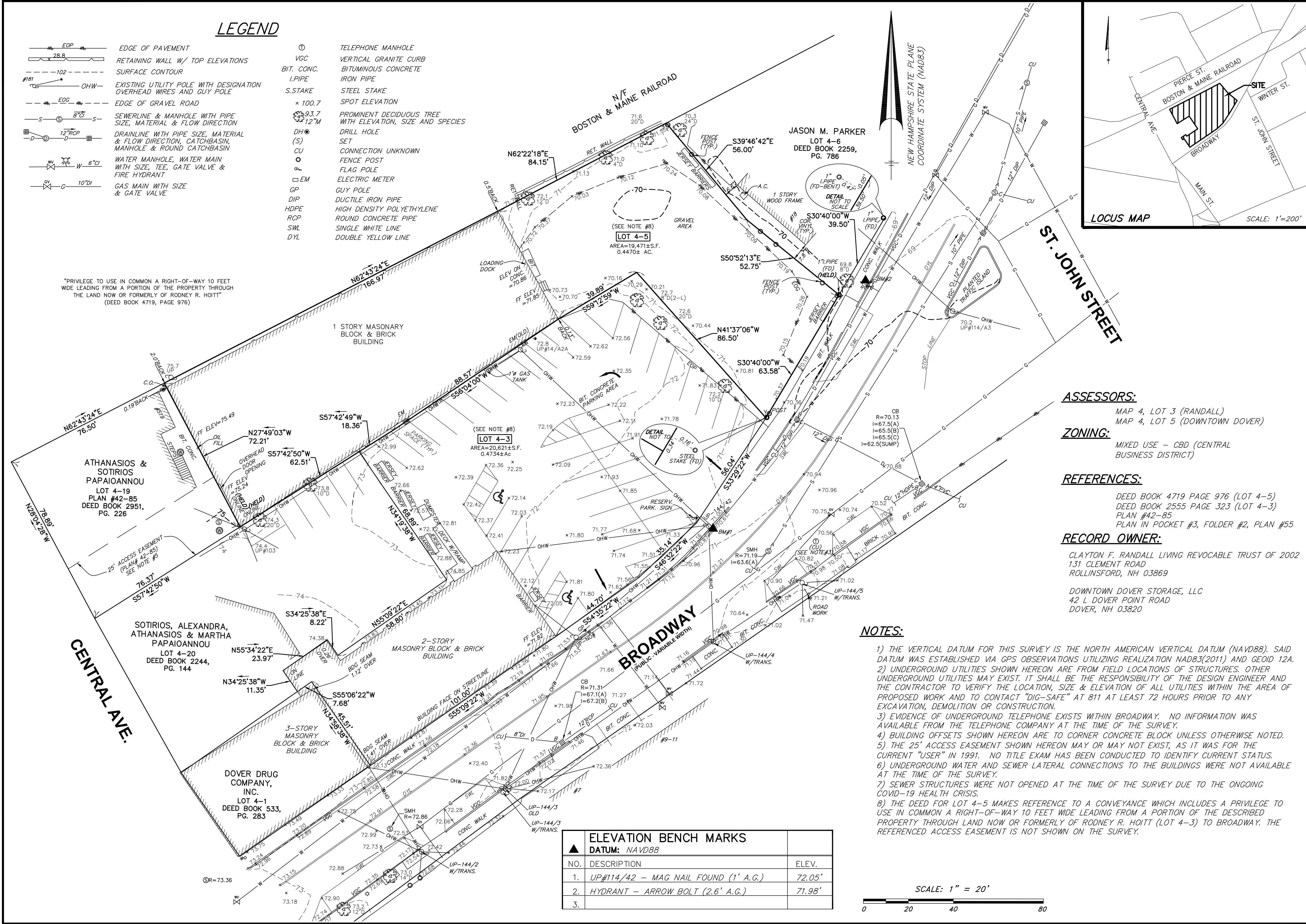
TEC CAD FILE

N1440_DET

DRAWING NO.

C-13

SHEET 13 OF 13



14 BROADWAY

Dover, New Hampshire 03820

PREPARED FOR:

NEW SPACE REAL ESTATE, LLC

42 Dover Road, Unit L
Dover, New Hampshire 03820

HANCOCK ASSOCIATES

Civil Engineers
Land Surveyors
Landscape Architects
Wetland Scientists

185 CENTRE STREET, DANVERS, MA 01923
VOICE (978) 777-3050, FAX (978) 774-7816
WWW.HANCOCKASSOCIATES.COM

NO.	BY	APP	DATE	ISSUE/REVISION	DESCRIPTION
1.	JML	JAE	2/19/21	UPDATED TOPO/BOUNDARY	

DATE: 4/18/20
SCALE: 1"=20'

DRAWN BY: JAE/JAH
CHECK BY: WCJ

**EXISTING CONDITIONS
PLAN OF LAND
IN
DOVER, NH**

PLOT DATE: Feb 19, 2021 3:53 pm
PATH: G:\Civil 3D Projects\24569 - Cjr - Dover, NH\Surf\DWG\

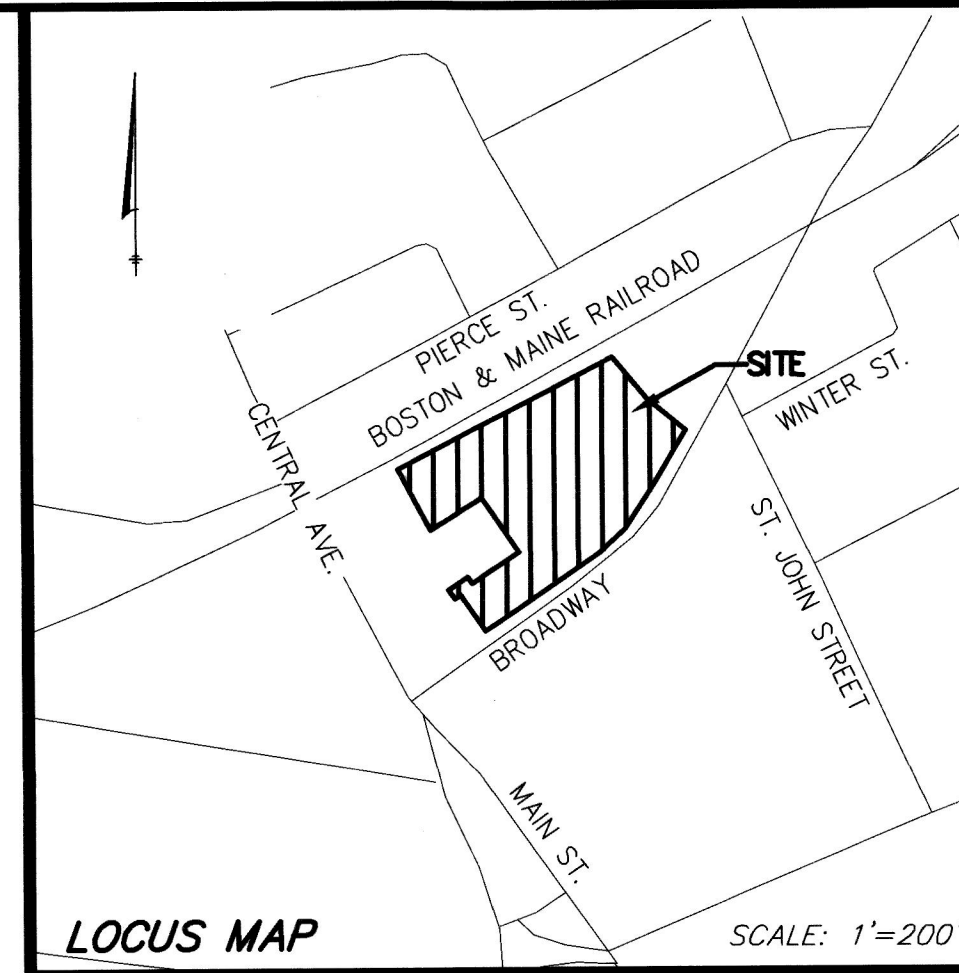
DWG: 24569ec.dwg
LAYOUT: EC
SHEET: 1 OF 1
PROJECT NO.: 24569

NOTES:

- 1) THE PURPOSE OF THIS PLAN IS TO PERFORM A LOT LINE ADJUSTMENT BETWEEN LOTS 4-3 AND 4-5.
- 2) THE PARCELS ARE SHOWN AS LOTS 3 & 5 ON MAP #4 OF THE CITY OF DOVER TAX ASSESSOR'S MAP.
- 3) THE SUBJECT PARCELS ARE NOT LOCATED WITHIN A FEDERALLY DESIGNATED FLOOD HAZARD AREA (COMMUNITY PANEL NUMBER 33017C0330E, EFFECTIVE DATE: 9/30/2015).
- 4) THE SUBJECT PARCELS ARE SERVED BY MUNICIPAL WATER AND SEWER.
- 5) HORIZONTAL DATUM IS BASED ON THE NEW HAMPSHIRE STATE PLANE COORDINATE SYSTEM (DOVER GIS).
- 6) BUILDING OFFSETS SHOWN HEREON ARE TO CORNER CONCRETE BLOCK UNLESS OTHERWISE NOTED.
- 7) THE 25' ACCESS EASEMENT SHOWN HEREON MAY OR MAY NOT EXIST, AS IT WAS FOR THE CURRENT "USER" IN 1991. NO TITLE EXAM HAS BEEN CONDUCTED TO IDENTIFY CURRENT STATUS.
- 8) PROPERTY LINE INFORMATION HAS BEEN OBTAINED FROM SURVEY PERFORMED BY HANCOCK IN 2021 WITH AN ERROR NOT GREATER THAN 1 IN 10,000.

ASSESSORS:

MAP 4, LOT 3 (RANDALL)
MAP 4, LOT 5 (DOWNTOWN DOVER)



REFERENCES:

- DEED BOOK 4719 PAGE 976 (LOT 4-5)
DEED BOOK 2555 PAGE 323 (LOT 4-3)
- LOT LINE REVISION PLAN FOR KENMORE REAL ESTATE, 519 CENTRAL AVENUE, DOVER, NH, DATED 6/14/91, PREPARED BY O'NEIL SURVEY ASSOCIATES, INC. RECORDED IN S.C.R.D., PLAN #42-85.
- PLAN OF LAND OF BRIDGHAM REALTY INC., DOVER, NH, PREPARED BY G.L. DAVIS, DATED MARCH 193, RECORDED IN S.C.R.D. - PLAN #55, POCKET #3, FOLDER #2.

RECORD OWNER:

CLAYTON F. RANDALL LIVING REVOCABLE TRUST OF 2002
131 CLEMENT ROAD
ROLLINSFORD, NH 03869

DOWNTOWN DOVER STORAGE, LLC
42 L DOVER POINT ROAD
DOVER, NH 03820

OWNER'S SIGNATURE

ZONING: CBD-G (GENERAL SUB-DISTRICT)

LOT 4-5	EXISTING	PROPOSED
LOT SIZE	19,471±S.F.	19,471±S.F.
LOT FRONTAGE	63.58'	154.76'
	REQUIRED	PROPOSED
FRONT PRIMARY BUILD TO LINE	6.7'*	1'
SIDE SETBACK	0'(MIN), 24'(MAX)	10'
REAR SETBACK	10' (MIN)	10'
MIN. LOT COVERAGE	75%	83%
BUILDING HEIGHT	5-STORY(MAX), 2-STORY(MIN.)	4-STORY

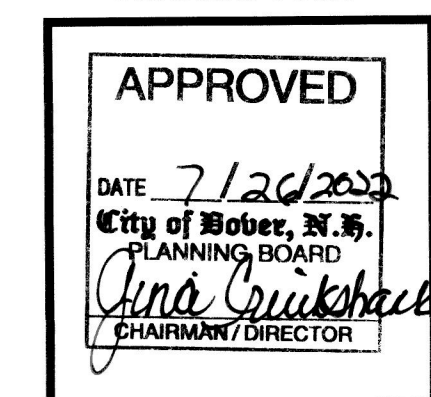
* AVERAGE OF ALL FRONT SETBACKS OF LOTS WITHIN THE SAME ZONE LOCATED ON THE SAME SIDE OF THE STREET, 250 FT IN EACH DIRECTION FROM THE CENTER OF THE FRONT LOT LINE.

LOT 4-3	EXISTING	PROPOSED
LOT SIZE	20,592±S.F.	20,592±S.F.
LOT FRONTAGE	236.88'	145.70'

LEGEND

— EOP —	EDGE OF PAVEMENT
— EOG —	EDGE OF GRAVEL ROAD
— VGC —	VERTICAL GRANITE CURB
BIT. CONC.	BITUMINOUS CONCRETE
I.PIPE	IRON PIPE
S.STAKE	STEEL STAKE
DH. (S)	DRILL HOLE SET
(FD)	FOUND
o	FENCE POST

PLANNING BOARD APPROVAL



SCALE: 1" = 20'

14 BROADWAY

Dover, New Hampshire 03820

Planning Board File #21-52

PREPARED FOR:

DOWNTOWN DOVER STORAGE, LLC

42 Dover Road, Unit L
Dover, New Hampshire 03820

HANCOCK ASSOCIATES

Civil Engineers

Land Surveyors

Wetland Scientists

185 CENTRE STREET, DANVERS, MA 01923
VOICE (978) 777-3050, FAX (978) 774-7816
WWW.HANCOCKASSOCIATES.COM

2.	JAE	WCJ	6/30/22	PLANNING BOARD COMMENTS
1.	JAE	WCJ	1/18/22	PLANNING BOARD COMMENTS
NO.	BY	APP	DATE	ISSUE/REVISION DESCRIPTION

DATE: 9/25/21
SCALE: 1"=20'

DRAWN BY: JAE/JAH
CHECK BY: WCJ

LOT LINE ADJUSTMENT PLAN OF LAND IN DOVER, NH (STRAFFORD COUNTY)

DWG: 24569a1.dwg

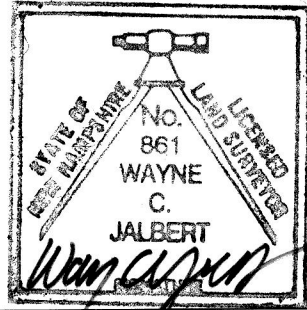
LAYOUT: LLA

SHEET: 1 OF 1

PROJECT NO.:

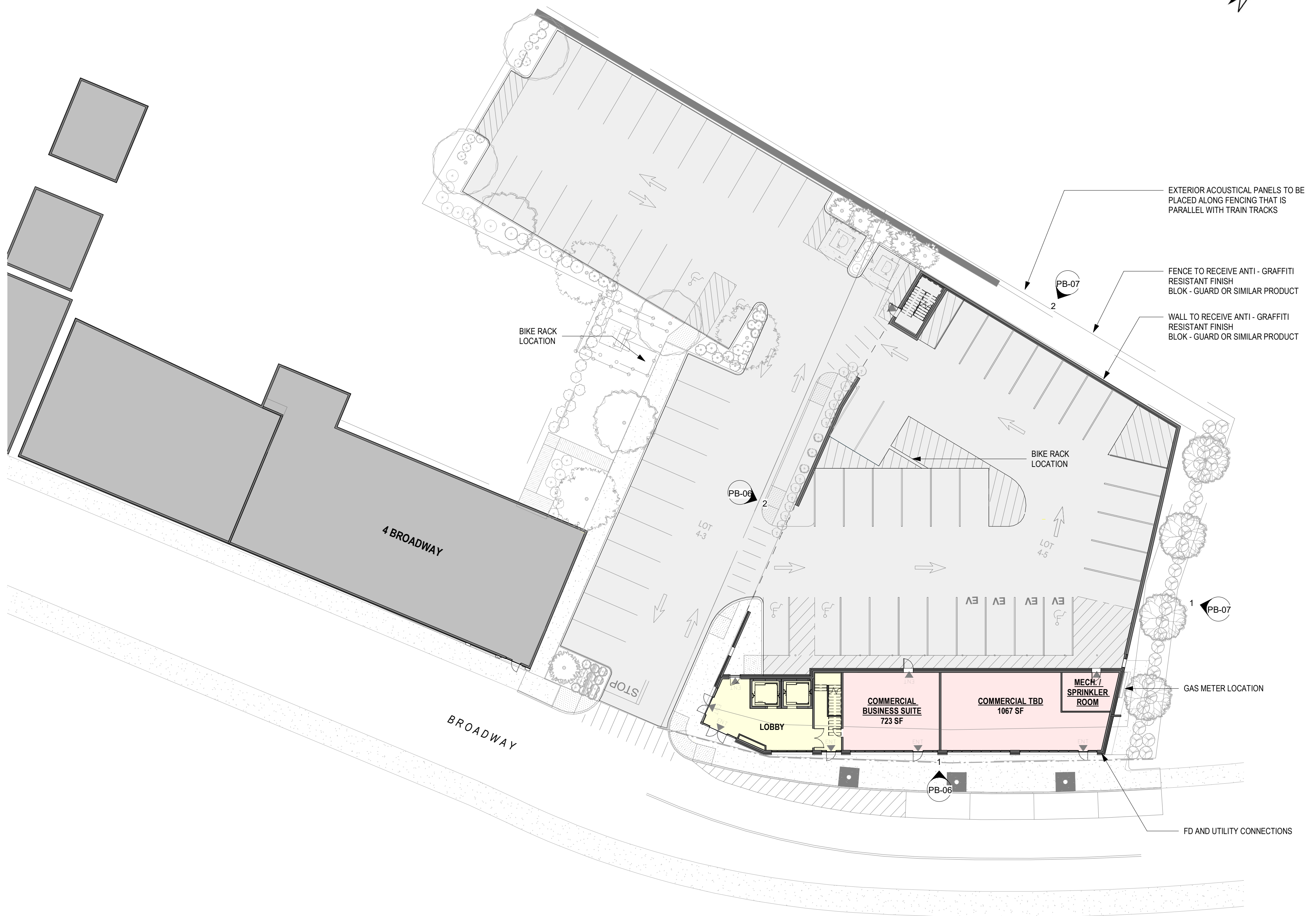
24569

I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.



7/15/22
DATE
LICENSED LAND SURVEYOR

4/1/2024 4:41:27 PM L:\FILES\CURRENT\23.35 14 Broadway Dover\8. DRAWINGS\8.2 REV\ITC\Ovr Dover Apt - PB - 2.29.24.rvt



GENERAL PLAN NOTES:

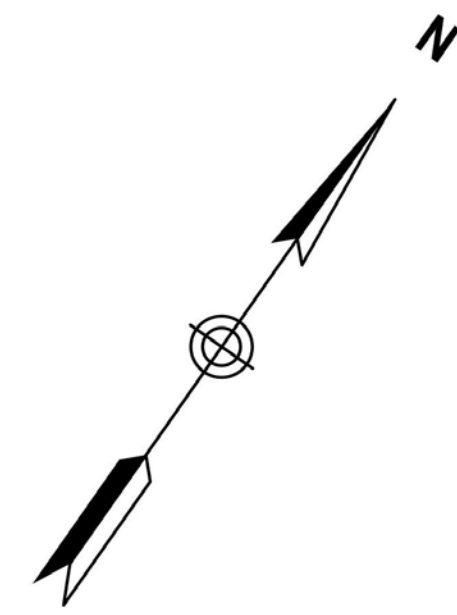
- PUBLIC ACCESSIBLE ENTRANCES TO HAVE ADA DOOR OPERATOR AND PUSH BUTTON
- ALL STAIRWELLS TO BE 2 HOUR FIRE RATED
- ALL EGRESS DOORS TO HAVE PANIC HARDWARE
- BUILDING WILL HAVE NFPA 13 SPRINKLER SYSTEM
- BUILDING TO MEET ALL APPLICABLE BUILDING CODES AT TIME OF CONSTRUCTION

ZONING REGULATIONS:

- MINIMUM YARD SETBACKS
FRONT: 0' - 10'
SIDE: 0' - 24'
REAR: 10' MIN.

EGRESS AND SEPARATION REGULATIONS:

- MINIMUM NUMBER OF EXITS FROM EACH STORY: 2
- MAX TRAVEL DISTANCE: 125'
- DEAD END CORRIDOR DISTANCE: 20'
- FIRE SEPARATION BETWEEN OCCUPANCY GROUPS TO MEET IBC AND NFPA REQUIREMENTS



LASSEL
ARCHITECTS

370 MAIN STREET
SOUTH BERWICK, ME 03908
207 384 2049
lasselarchitects.com



PROJECT:

14 BROADWAY

ADDRESS:

**14 BROADWAY
DOVER, NH**

CLIENT:

**REGAN DEVELOPMENT
1055 SAW MILL RIVER RD, ARDSLEY, NY**

REV. DATE NOTES

PROJECT NUMBER:

21.12

DATE:

4/01/24

SCALE:

AS NOTED

REVISION:

DRAWING NAME:

SITE PLAN

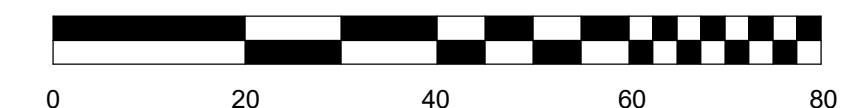
DRAWING NUMBER:

PB-01

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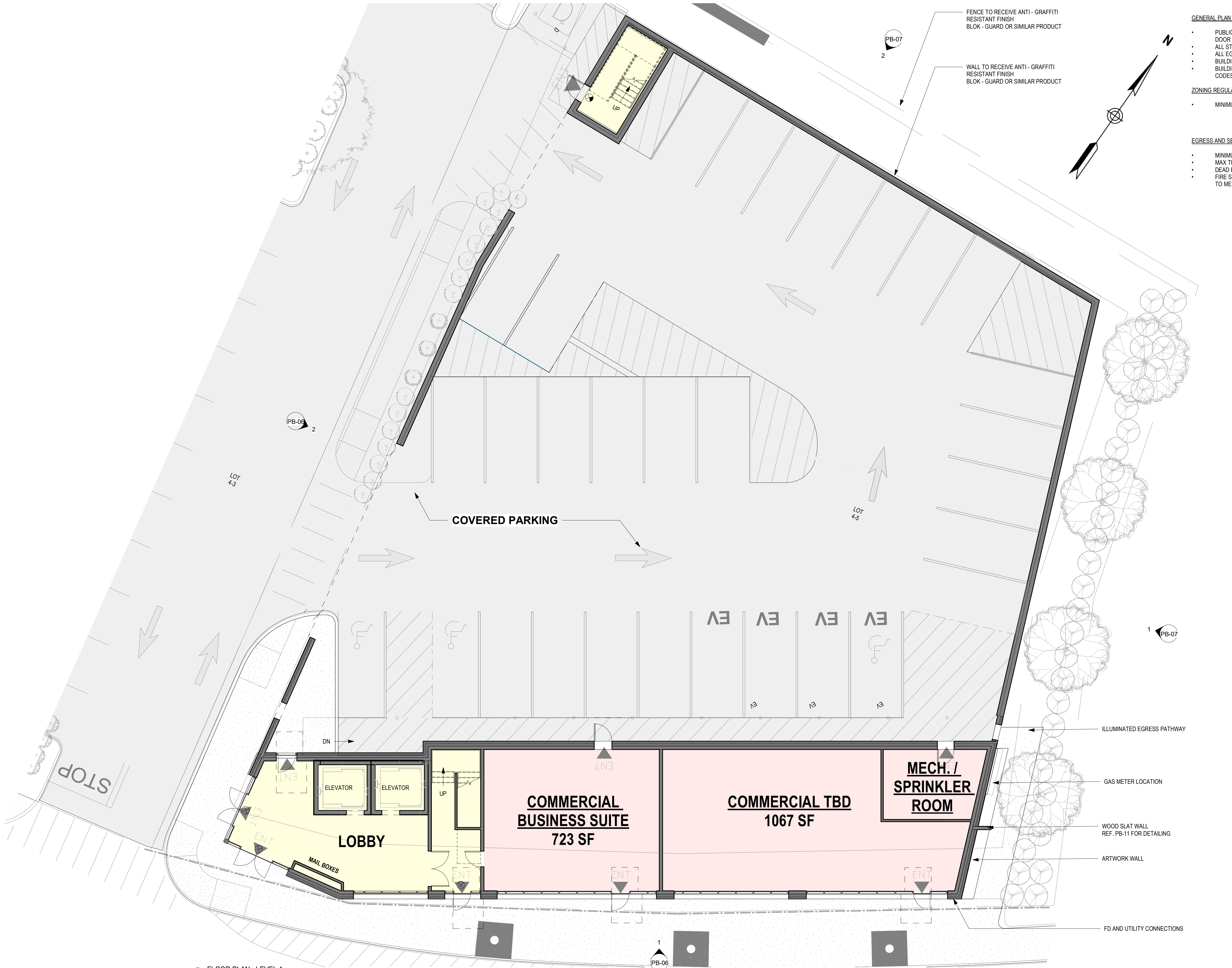
① SITE PLAN
1" = 20'-0"

GRAPHIC SCALE



P21 -P29

L:\FILES\CURRENT\23.35 14 Broadway Dover\8. DRAWINGS\8.2 REV\101\14 Broadway Apt - PB - 2.29.24.rvt 4/17/2024 4:41:24 PM



GENERAL PLAN NOTES:

- PUBLIC ACCESSIBLE ENTRANCES TO HAVE ADA DOOR OPERATOR AND PUSH BUTTON
- ALL STAIRWELLS TO BE 2 HOUR FIRE RATED
- ALL EGRESS DOORS TO HAVE PANIC HARDWARE
- BUILDING WILL HAVE NFPA 13 SPRINKLER SYSTEM
- BUILDING TO MEET ALL APPLICABLE BUILDING CODES AT TIME OF CONSTRUCTION

ZONING REGULATIONS:

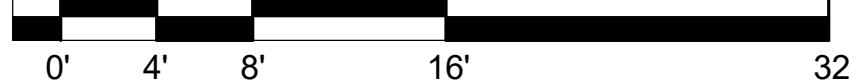
- MINIMUM YARD SETBACKS
FRONT: 0' - 10'
SIDE: 0' - 24'
REAR: 10' MIN.

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- DEAD END CORRIDOR DISTANCE: 20'
- FIRE SEPARATION BETWEEN OCCUPANCY GROUPS TO MEET IBC AND NFPA REQUIREMENTS

1 FLOOR PLAN - LEVEL 1
1/8" = 1'-0"

GRAPHIC SCALE



P21 -P29



LASSEL
ARCHITECTS

370 MAIN STREET
SOUTH BERWICK, ME 03908
207 384 2049
lasselarchitects.com

PROJECT:

14 BROADWAY

ADDRESS:

14 BROADWAY
DOVER, NH

CLIENT:

REGAN DEVELOPMENT
1055 SAW MILL RIVER RD, ARDSLEY, NY

REV. DATE NOTES

PROJECT NUMBER:

NORTH:

21.12

DATE:

4/01/24

SCALE:

AS NOTED

REVISION:

DRAWING NAME:

FLOOR PLAN - LEVEL 1

DRAWING NUMBER:

PB-02

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GENERAL PLAN NOTES:

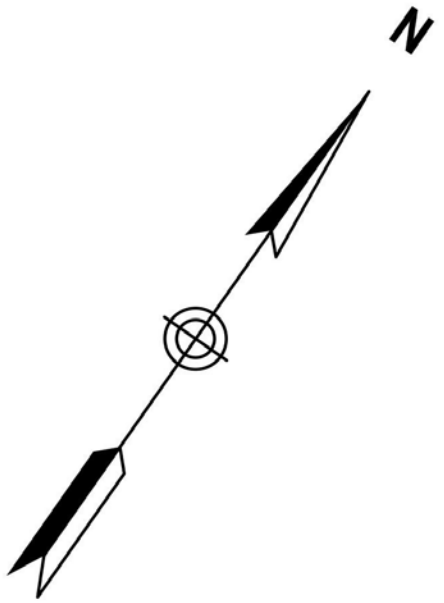
- PUBLIC ACCESSIBLE ENTRANCES TO HAVE ADA DOOR OPERATOR AND PUSH BUTTON
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LASSEL
ARCHITECTS

370 MAIN STREET
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207 384 2049
lasselarchitects.com



PROJECT:

14 BROADWAY

ADDRESS:

14 BROADWAY
DOVER, NH

CLIENT:

REGAN DEVELOPMENT
1055 SAW MILL RIVER RD, ARDSLEY, NY

REV. DATE NOTES

PROJECT NUMBER:

NORTH:

21.12

DATE:

4/01/24

SCALE:

AS NOTED

REVISION:

DRAWING NAME:

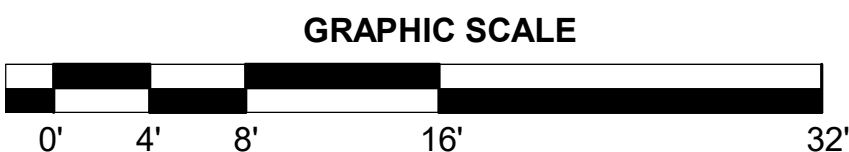
FLOOR PLAN - LEVEL 2

DRAWING NUMBER:

PB-03

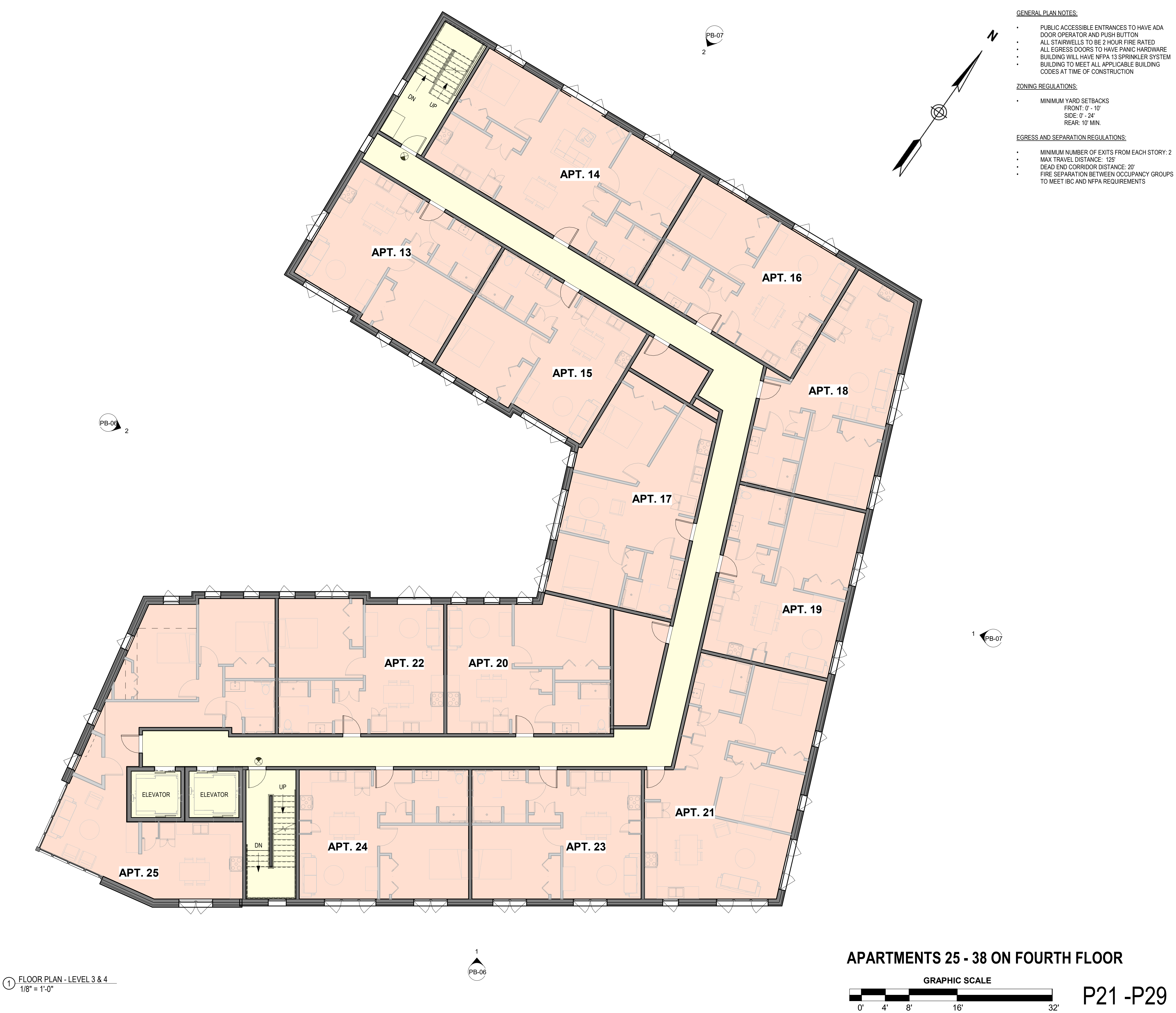
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1 FLOOR PLAN - LEVEL 2
1/8" = 1'-0"



P21 -P29

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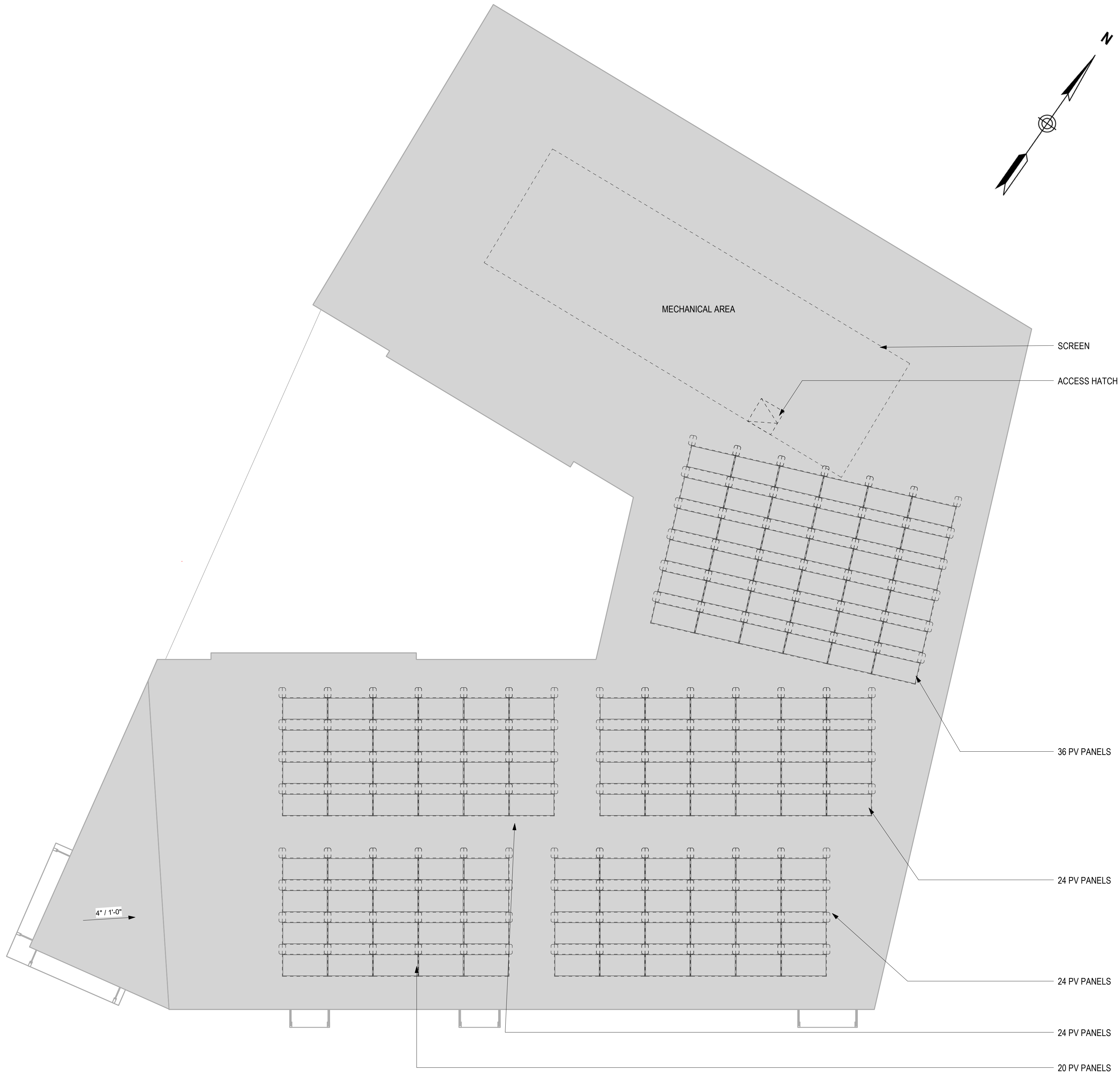
370 MAIN STREET
SOUTH BERWICK, ME 03908
207 384 2049
lasselarchitects.com



PROJECT:		
14 BROADWAY		
ADDRESS:		
14 BROADWAY DOVER, NH		
CLIENT:		
REGAN DEVELOPMENT 1055 SAW MILL RIVER RD, ARDSLEY, NY		
REV.	DATE	NOTES

PROJECT NUMBER:	21.12	NORTH:
DATE:	4/01/24	
SCALE:	AS NOTED	
REVISION:		
DRAWING NAME:	FLOOR PLAN - LEVEL 3 & 4	
DRAWING NUMBER:	PB-04	

L:\FILES\CURRENT\123.35 14 Broadway Dover\8. DRAWINGS\8.2 REV\10\1\14 Broadway Dover Apt - PB-2.29.24.rvt 4/1/2024 3:23:56 PM



GENERAL PLAN NOTES:

- PUBLIC ACCESSIBLE ENTRANCES TO HAVE ADA DOOR OPERATOR AND PUSH BUTTON
- ALL STAIRWELLS TO BE 2 HOUR FIRE RATED
- ALL EGRESS DOORS TO HAVE PANIC HARDWARE
- BUILDING WILL HAVE NFPA 13 SPRINKLER SYSTEM
- BUILDING TO MEET ALL APPLICABLE BUILDING CODES AT TIME OF CONSTRUCTION

ZONING REGULATIONS:

- MINIMUM YARD SETBACKS
FRONT: 0' - 10'
SIDE: 0' - 24'
REAR: 10' MIN.

EGRESS AND SEPARATION REGULATIONS:

- MINIMUM NUMBER OF EXITS FROM EACH STORY: 2
- MAX TRAVEL DISTANCE: 125'
- DEAD END CORRIDOR DISTANCE: 20'
- FIRE SEPARATION BETWEEN OCCUPANCY GROUPS TO MEET IBC AND NFPA REQUIREMENTS



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PROJECT:

14 BROADWAY

ADDRESS:

**14 BROADWAY
DOVER, NH**

CLIENT:

**REGAN DEVELOPMENT
1055 SAW MILL RIVER RD, ARDSLEY, NY**

REV. DATE NOTES

PROJECT NUMBER:

NORTH:

21.12

DATE:

4/01/24

SCALE:

AS NOTED

REVISION:

DRAWING NAME:

ROOF PLAN

DRAWING NUMBER:

PB-05

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Architectural Amenities Include:

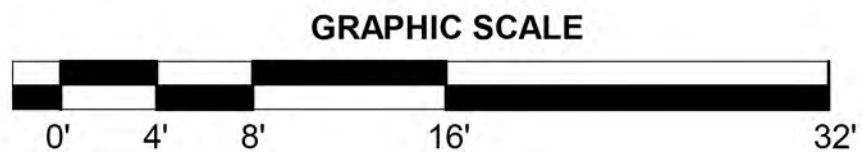
- Human scale building forms and details at street level
- Street trees along Broadway
- Building has been brought to lot line on Broadway Street to encourage vibrancy and pedestrian engagement.
- Bicycle racks have been provided on site
- Green roof
- Electric Charging stations
- Roof is PV ready
- 80% windows/doors of the first-floor façade along Broadway.
- Brick base and tower to reinforce relationship to building context and to celebrate Dover's history in brick making
- Tower form at corner of building points to downtown to create a prominent vista along the street and to create an architectural expression and interest at the corner.
- Building edge has been brought to property line to define street edge.
- A public art wall has been incorporated on East corner of building to provide visual interest upon entering the downtown core from further up Broadway. This will also be visible at the St.John's intersection.
- Trees along the edge of the East property line help screen utilities and parking garage edge from adjacent lot.
- Recessed brick banding at base of building to provide visual interest with pattern and depth. Brick banding around the building and change of material helps to break up the building massing.
- Exterior building lighting at ground floor will wash walls and light up entry canopies. Lighting will be warm and ambient while providing a level of security. All lighting will be LED.
- Dumpsters will be screened.
- Acoustical panels have been added to the fence along the train tracks to mitigate train sound on site.
- Colors will be a rich blend of clay brick that is native to downtown Dover, black window frames, and taupe cement board panels. This color palette is harmonious with existing buildings in downtown Dover.
- As part of an effort to deter graffiti, we are proposing use of rich, darker color brick that will not show graffiti as prominently as lighter colors would. Where applicable, anti-graffiti coatings will be applied. Illuminating the building at the night will further prevent opportunities for graffiti.



① BROADWAY STREET ELEVATION
1/8" = 1'-0"



② VIEW FROM 12 BROADWAY, LOT 4-3
1/8" = 1'-0"



P21 -P29



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PROJECT:

14 BROADWAY

ADDRESS:

14 BROADWAY
DOVER, NH

CLIENT:

REGAN DEVELOPMENT
1055 SAW MILL RIVER RD, ARDSLEY, NY

REV.

DATE:

NOTES:

PROJECT NUMBER:

NORTH:

21.12

DATE:

4/01/24

SCALE:

AS NOTED

REVISION:

DRAWING NAME:

**ELEVATIONS - SOUTH-EAST &
SOUTH-WEST**

DRAWING NUMBER:

PB-06

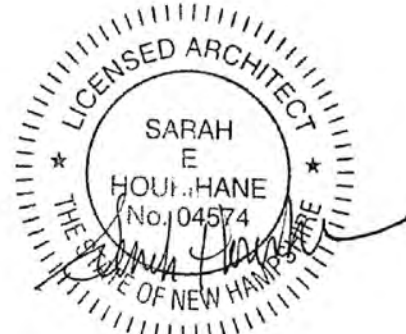
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Architectural Amenities Include:

- Human scale building forms and details at street level
- Street trees along Broadway
- Building has been brought to lot line on Broadway Street to encourage vibrancy and pedestrian engagement.
- Bicycle racks have been provided on site
- Green roof
- Electric Charging stations
- Roof is PV ready
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PROJECT:
14 BROADWAY
ADDRESS:
14 BROADWAY DOVER, NH
CLIENT:
REGAN DEVELOPMENT 1055 SAW MILL RIVER RD, ARDSLEY, NY
REV. DATE NOTES:

PROJECT NUMBER:	NORTH:
21.12	
DATE:	
4/01/24	
SCALE:	
AS NOTED	
REVISION:	
DRAWING NAME:	
ELEVATIONS - EAST & NORTH	
DRAWING NUMBER:	

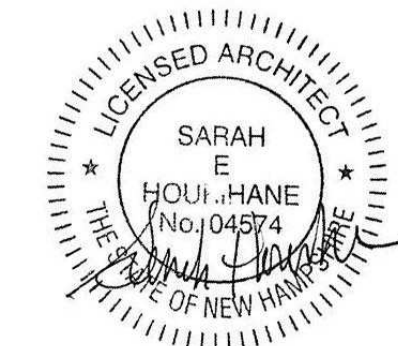
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VIEW FROM BROADWAY LOOKING NORTH



VIEW FROM BROADWAY LOOKING SOUTH

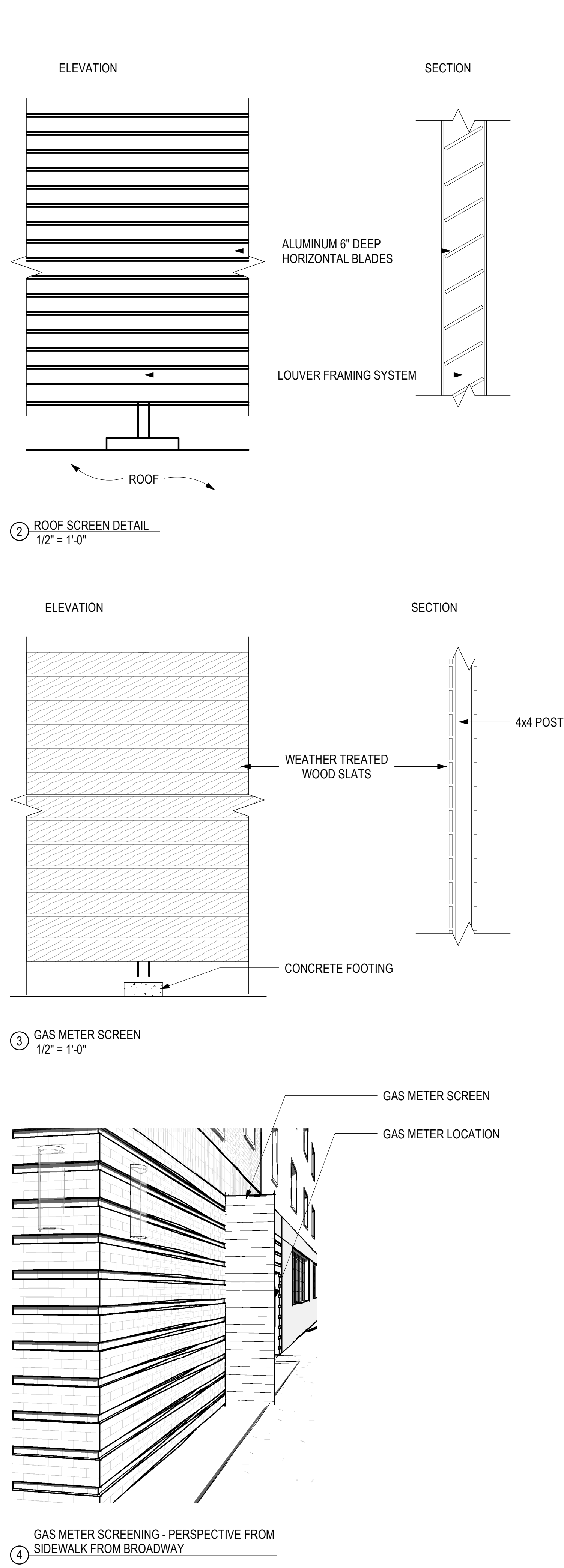
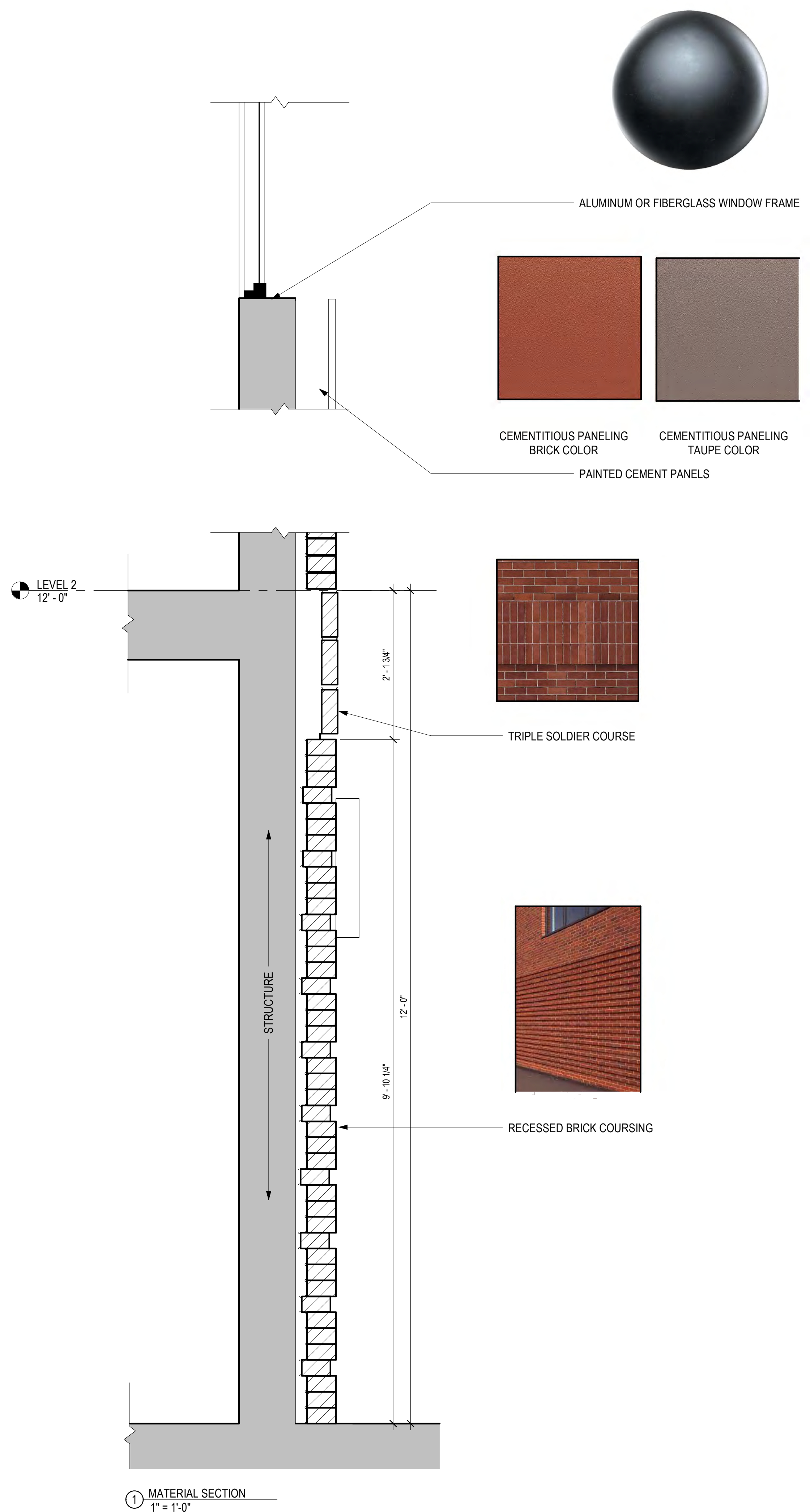
PROJECT:		
14 BROADWAY		
ADDRESS:		
14 BROADWAY DOVER, NH		
CLIENT:		
REGAN DEVELOPMENT 1055 SAW MILL RIVER RD, ARDSLEY, NY		
REV.	DATE:	NOTES:

PROJECT NUMBER:	NORTH:
DATE:	21.12
SCALE:	4/01/24
REVISION:	AS NOTED

DRAWING NAME:
STREETSCAPE RENDERING

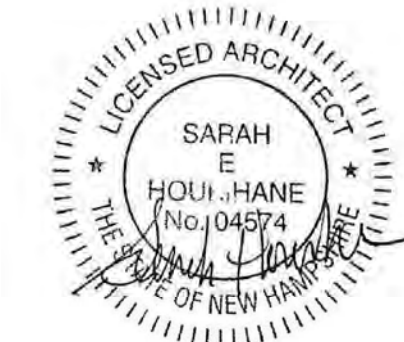
DRAWING NUMBER:
PB-08

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PROJECT:
14 BROADWAY

ADDRESS:
14 BROADWAY
DOVER, NH

CLIENT:
REGAN DEVELOPMENT
1055 SAW MILL RIVER RD, ARDSLEY, NY

REV: DATE: NOTES:

PROJECT NUMBER: NORTH:
21.12

DATE:
4/01/24

SCALE:
AS NOTED

REVISION:

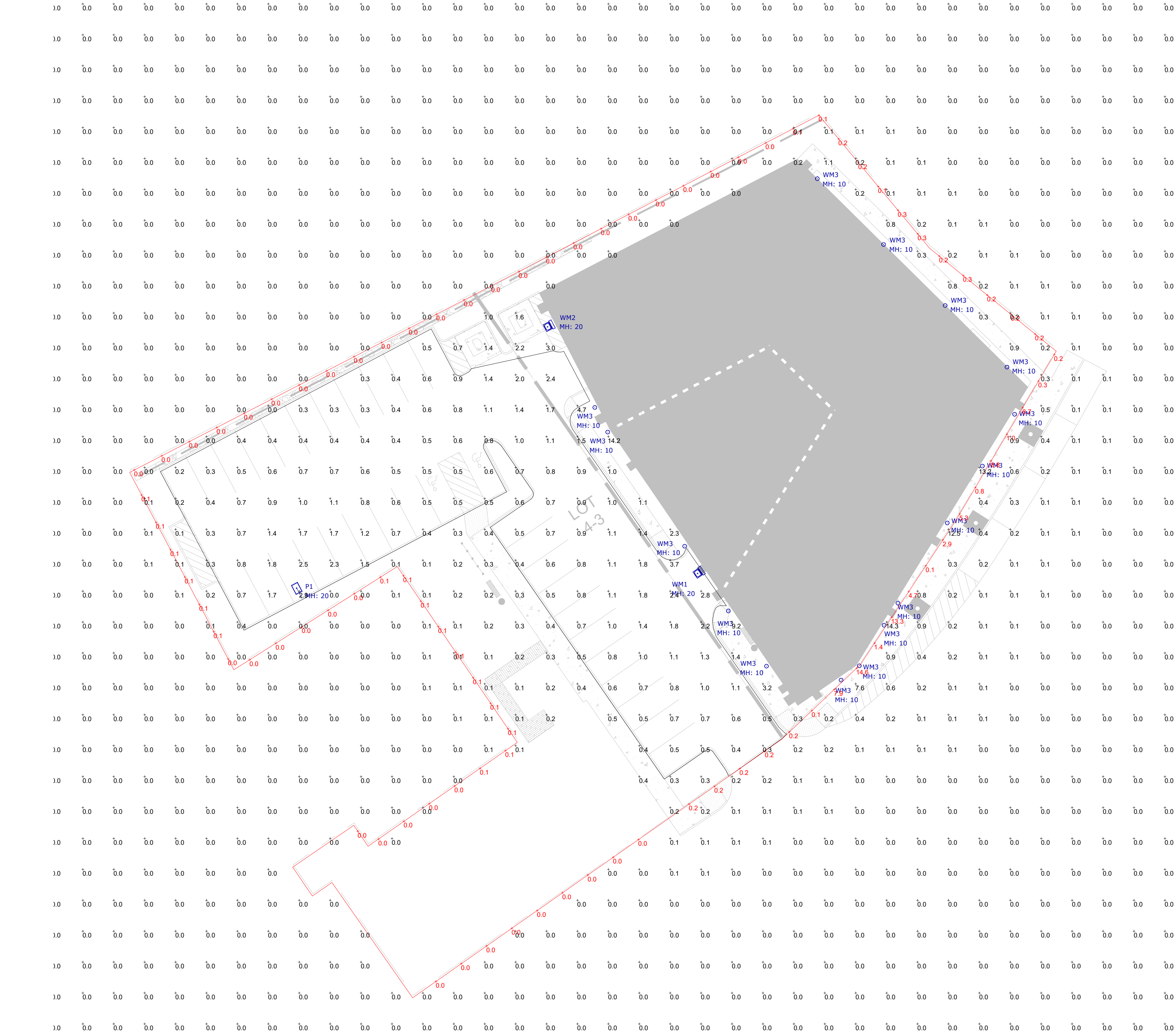
DRAWING NAME:
ARCHITECTURAL DETAILS

DRAWING NUMBER:

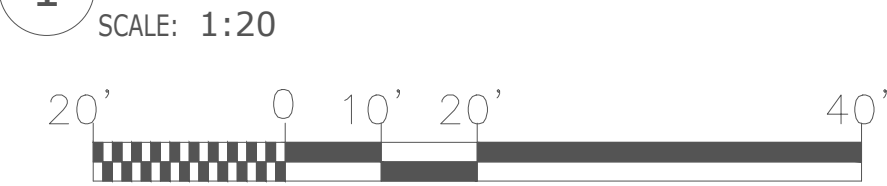
PB-09

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P21 -P29



1 Photometric Layout and Calculations



Luminaire Schedule					
Symbol	Label	Qty	Description	LLF	Lum. Watts
	P1	1	Visionaire # VSX-II-T4L-10L-4K-UNV-AM-TBD-DIM-BD	0.900	70
	WM1	1	Visionaire # VSX-II-T4L-10L-4K-UNV-WM-TBD	0.900	70
	WM2	1	Visionaire # VSX-II-T4L-10L-4K-UNV-WM-TBD-DIM-RCLS	0.900	70
	WM3	16	Peachtree # C6BLRUD-10-40K-80-W-RCA-TBD-WAL2-WL-120/277	0.900	17

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PROPERTY LINE	Illuminance	Fc	0.82	14.6	0.0	N.A.	N.A.
SITE CALC PTS	Illuminance	Fc	0.10	14.3	0.0	N.A.	N.A.
LOT 4-3	Illuminance	Fc	0.97	4.7	0.2	4.85	23.50

VSX-II Array LED Specifications

The new VSX-II Array LED fixture offers clean, functional styling that is ideal for a wide range of applications and lighting environments. The fixture is designed to be mounted on a wall or ceiling and provides uniform lighting that is both energy efficient and aesthetically pleasing.

The LED performance and the choice of use are maximized by enclosing them in a heat-resistant, cast metal housing.

The VSX-II Array LED fixture is offered with lumen packages ranging from 1,000 to 2,000 lumens. The choice of lumen package is determined by the choice of LED array, technology, and the choice of mounting and accessories.

A durable powder-coated finish is guaranteed for five years, and is available in a variety of colors.

The VSX-II Array LED fixture is an exceptional choice for commercial lighting, office complexes, architectural projects, and other general lighting projects.

Product Name: VSX-II Array LED

Product Number: VSX-II Array LED

Type: VSX-II Array LED

Ordering Information

MODEL	OPTICS	LUMENS	KELVIN	VOLTAGE	MOUNTING	FINISH	OPTIONS	OPTIONS	OPTIONS
VSX-II	T1	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T2	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T3	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T4	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T5	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T6	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T7	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T8	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T9	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T10	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T11	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T12	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T13	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T14	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T15	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T16	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T17	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T18	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T19	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T20	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T21	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T22	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T23	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T24	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T25	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T26	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T27	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T28	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T29	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T30	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T31	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T32	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T33	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T34	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T35	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
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	T40	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
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	T44	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
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	T52	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T53	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T54	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T55	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T56	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T57	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
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	T59	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T60	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T61	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T62	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T63	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T64	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T65	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T66	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T67	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T68	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T69	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T70	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
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	T72	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
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	T74	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T75	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T76	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T77	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T78	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T79	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T80	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T81	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T82	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T83	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T84	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T85	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
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	T87	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T88	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T89	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T90	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T91	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T92	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T93	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T94	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T95	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T96	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T97	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T98	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T99	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40
	T100	1000	4K	120V	UNV	AM	PC-100	WVC-40	UPWAS-40

2 Visionaire Type VSX II Specifications

V-Sconce-II LED Specifications

The new V-Sconce-II LED fixture offers clean, functional styling that is ideal for a wide range of applications and lighting environments. The fixture is designed to be mounted on a wall or ceiling and provides uniform lighting that is both energy efficient and aesthetically pleasing.

The LED performance and the choice of use are maximized by enclosing them in a heat-resistant, cast metal housing.

The V-Sconce-II LED fixture is offered with lumen packages ranging from 1,000 to 2,000 lumens. The choice of lumen package is determined by the choice of LED array, technology, and the choice of mounting and accessories.

A durable powder-coated finish is guaranteed for five years, and is available in a variety of colors.

The V-Sconce-II LED fixture is an exceptional choice for commercial lighting, office complexes, architectural projects, and other general lighting projects.

Product Name: V-Sconce-II LED

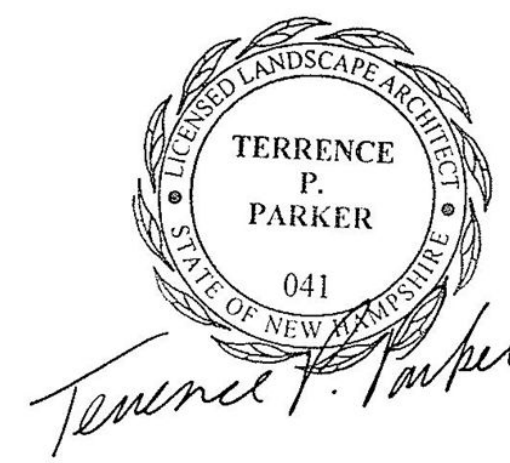
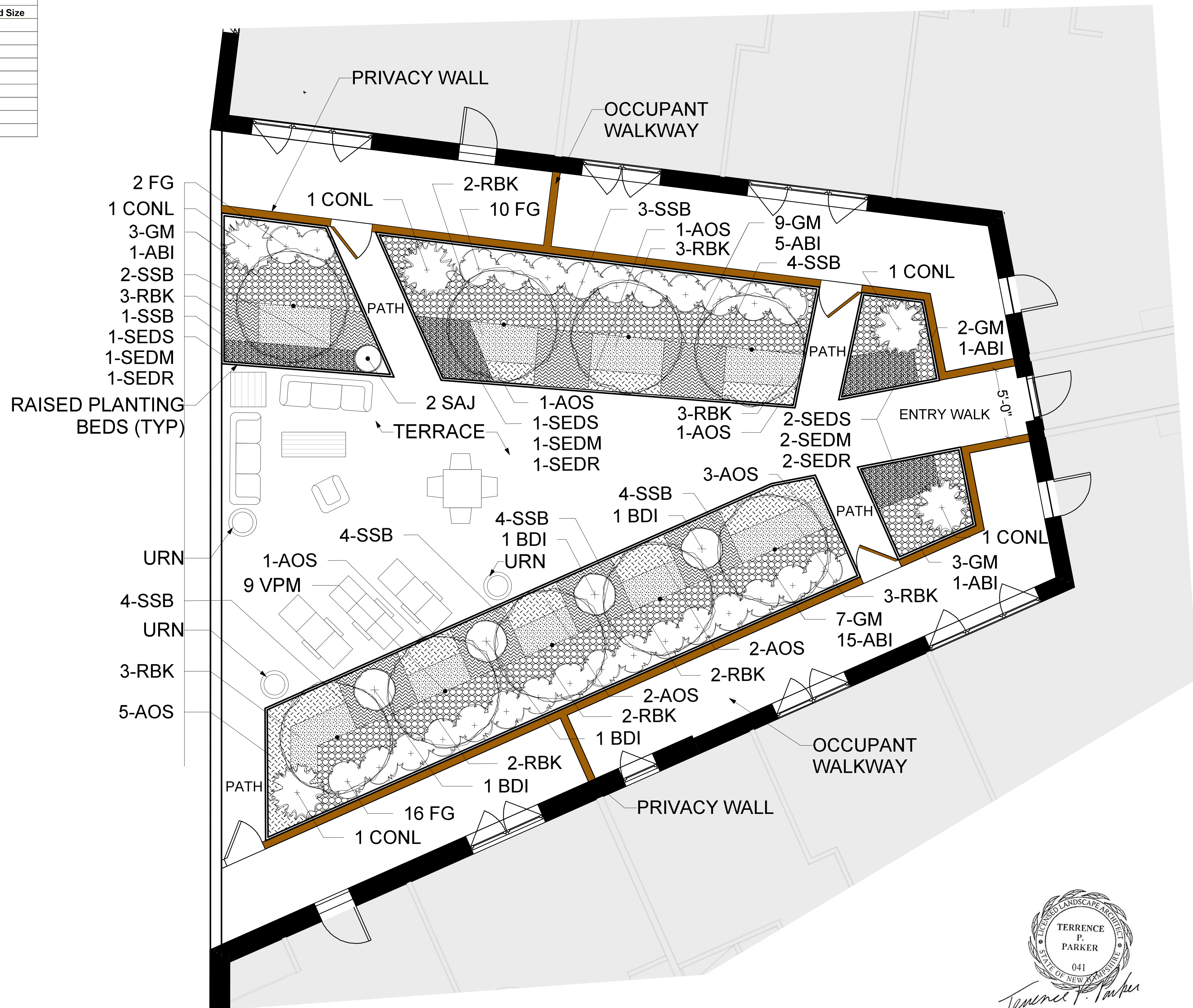
Product Number: V-Sconce-II LED

Type: V-Sconce-II LED

Ordering Information

MODEL	OPTICS	SOURCE	CURRENT	KELVIN	VOLTAGE	MOUNTING	FINISH	OPTIONS	OPTIONS
VSC-II	T1	16LC	3	4K	120V	UNV	AM	PC-100	UP
	T2	32LC	3	4K	120V	UNV	AM	PC-100	UP
	T3	48LC	3	4K	120V	UNV	AM	PC-100	UP
	T4	64LC	3	4K	120V	UNV	AM	PC-100	UP
	T5	80LC	3	4K	120V	UNV	AM	PC-100	UP
	T6	96LC	3	4K	120V	UNV	AM	PC-100	UP
	T7	112LC	3	4K	120V	UNV	AM	PC-100	UP
	T8	128LC	3	4K	120V	UNV	AM	PC-100	UP
	T9	144LC	3	4K	120V	UNV	AM	PC-100	UP
	T10	160LC	3	4K	120V	UNV	AM	PC-100	UP
	T11	176LC	3	4K	120V	UNV	AM	PC-100	UP
	T12	192LC	3	4K	120V	UNV	AM	PC-100	UP
	T13	208LC	3	4K	120V	UNV	AM	PC-100	UP
	T14	224LC	3	4K	120V	UNV	AM	PC-100	UP
	T15	240LC	3	4K	120V	UNV	AM	PC-100	UP
	T16	256LC	3	4K	120V	UNV	AM	PC-100	UP
	T17	272LC	3	4K	120V	UNV	AM	PC-100	UP
	T18	288LC	3	4K	120V	UNV	AM	PC-100	UP
	T19	304LC	3	4K	120V	UNV	AM	PC-100	UP
	T20	320LC	3	4K	120V	UNV	AM	PC-100	UP
	T21	336LC	3	4K	120V	UNV	AM	PC-100	UP
	T22	352LC	3	4K	120V	UNV	AM	PC-100	UP
	T23	368LC	3	4K	120V	UNV	AM	PC-100	UP
	T24	384LC	3	4K	120V	UNV	AM	PC	

Plant List - Courtyard Perennials				
ID	Qty	Latin Name	Common Name	Scheduled Size
ABI	23	Amsonia 'Blue Ice'	Blue Star Flower	2 QT
AOS	16	Aster oblongifolius 'October Skies'	Aromatic Aster	2 QT
GM	24	Geranium macrorrhizum 'Bevan's'	Cranesbill	2 QT
RBK	23	Rudbeckia fulgida 'Goldsturm'	Black-Eyed Susan	2 QT
SAJ	2	Sedum 'Autumn Joy'	Stonecrop	2 QT
SEDM	4	Sedum 'Matrona'	Matrona Stonecrop	2 QT
SEDR	4	Sedum reflexum 'Angelina'	Stonecrop	2 QT
SEDS	4	Sedum sexangulare	Stonecrop	2 QT
SSB	26	Schizachyrium scoparium 'The Blues'	The Blues Little Bluestem	2 QT



Project Title 14 BROADWAY DOVER, NH Landscape Plan COURTYARD Sheet Title	Scale 1"= 15'-0"	Design Firm terra firma landscape architecture 163 a Court Street Portsmouth, NH Consultant	Designed By	TP	Date	10/22/21								
			Drawn By	TC	Revision									
			Checked By	TP	Project ID	14 BROADWAY								
			Reviewed By	TP	Drawing Code									
			Submitted By	TP	CAD File Name	14Broadway92221								
			Project Manager		Plot Date	00/00/00								
			No.	Date	Issue Notes									
Sheet No. L-2 _____ of _____ 1			H		G		F		E		D		C	