



CITY OF DOVER

TECHNICAL REVIEW COMMITTEE MINUTES – SITE-2024-0019

Application Type: Site Review
Applicant(s): 239 Knox Marsh Realty, LLC
Owner(s): 239 Knox Marsh Realty, LLC
Location: 239 Knox Marsh Rd. (Assessor's Map H, Lot 37-A)
Date: January 9, 2025

INTENT: Proposal is for a ±15,097 square foot commercial building with eighty-four (84) lodging units and two (2), ninety (90)-unit single occupancy residential buildings restricted to HUD Fair Market rental rates.

(Related application regarding secondary groundwater recharge, see: COND-2024-0035, and for Transfer of Development Rights, see: TRAN-2024-0016.)

LOTS/UNITS PROPOSED: 180 residential units (all restricted to HUD Fair Market Rate) and an 84-unit hotel.

AGENDA ITEM #: 2

ACREAGE: ±9.36 acres

ZONING DISTRICT: Commercial, Secondary Groundwater Recharge Overlay

EXISTING USE: Vacant

PROPOSED USE: Mixed-use

SURROUNDING USE: Residential, Commercial

ZBA ACTION: ZONE-2024-0033, Variance granted on July 18, 2024, to permit the one-third requirement for commercial space to be located entirely within one (1) building with the proposed two-thirds residential use to be in two (2) separate buildings, and to permit the three buildings within the Commercial District to be greater than 40' in height.

PERMITS REQUIRED: City of Dover CUP for greater than 20% impervious within the Secondary Groundwater Recharge Overlay (40.2% proposed) NHDES AoT, Sewer Discharge Permit, Driveway Permit
EPA Notice of Intent

WAIVERS REQUESTED:

- §157-32.G - requesting relief from maximum road grade of 3% within 75' of an intersection.
- §153-14A(3)(b)[4]- requesting an increase of stormwater runoff volume at Final Reach #400.
- §157-40.B(5) - requesting relief from three-foot minimum cover over all pipes.
- Proposed utility drop poles providing power service to the site above ground.

ATTENDANCE:

Donna Benton, Planning
Paul Crouser, Zoning
Jim Maxfield, Inspection Services
Marn Speidel, Police Department
Ken Mavrogeorge, Engineering
Craig Chabot, Fire Department
James Burdin, Business Development
Tom Clark, Planning Board

Others:

Krystian Kozlowski, Assistant City Engineer
Ryan Crosby, Dover Housing Authority
Chris Berry, Berry Surveying and Engineering
Gil Aleixo, Owners

PLAN REVIEW:

Planning:

- Reminder: water and sewer investment fees.
- Parking calculation should be calculated using the "Residential, Non-CBD-G" numbers found in §153-14D.
- Please provide TDR narrative that explains how the proposal meets the criteria.
- A full traffic analysis is requested.
 - Staff would prefer the calculation using multi-family use.
 - If 1.25 spaces per unit calc is used, a narrative shall be submitted explaining its applicability and efficacy.
- Include note on plan referencing previously-approved CUPs and this project's compliance with them (no additional impacts, etc.)
- 24' aisle width is smallest allowable for a project of this density
 - Permitted w/ waiver assuming acceptance by Fire Dept.
- Is there a target demographic for studio apartments? Could there be a diversity of apartment units- 1-3 bedroom?
- Add note to plan that any change of use to Building A (hotel) may be subject to Planning Dept. and Planning Board review.
- HUD Fair Market Rental Rates shall be deed-restricted.
- NHDOT permit required.
- Provide additional screening for residential abutters.



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- Discuss active and passive recreation uses with Planning Dept.
 - Address area allocation of rec space to maximize usage of the rec space.
- Consider extending sidewalk.

Engineering:

- General Comment:
 - Applicant and Contractor shall review the Dover Construction Guidelines prior to scheduling a Preconstruction meeting with City staff. The guidelines can be found on the City of Dover Website on the Engineering page.
<https://www.dover.nh.gov/Assets/government/city-operations/1form/community-services/engineering/engineering-documents/Construction%20Guidelines.pdf>
- Project Narrative
 - Concerned about sewer impact to Charles St PS for 84-unit lodging building and two 90-unit single occupancy buildings; significant I&I in this area.
 - Defer to Fire and IS on minimum width for emergency vehicles. Typically, 20 ft is minimum.
- Cover Sheet:
 - Provide an overlay sheet in this set to show the previous design and how it compares to this one. In particular, how the impervious surface and utilities compare.
- Projects Notes (Sheet 2 of 60):
 - Numbering is all off and needs to be revised or formatted better.
 - Check for spelling errors.
 - Note 22 to read "...by the City Engineer or Director of Planning and Community Development."

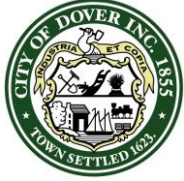
- Boundary Plan
 - Did the City grant property line (N 03°01'12" E 194.48')? City has water and sewer here.
- Pre-Existing Conditions Plan
 - City still requires an easement at Hanson Rd.
- Site Plan West
 - Is the passive recreation/dog park area open to the public?
- Overview Grading Plan
 - Does the proposed grade at the bocce court meet bocce standards?
 - Will the dog park be regraded?
- Overview Utility Plan
 - Are (2) 4" diameter water lines provided?
 - Is (1) 2" diameter water line sufficient for domestic?
 - Show gate at west entry near dog park.
- Utility Plan and Profile Tibetan Drive 4+00 to End
 - Pipe should on profile not found in plan.
 - Pipe and structure do not align in profile.

Police:

- This revised project has **49% higher** Weekday Daily vehicle trips, and **136% higher** Saturday Daily vehicle trips, compared to the previous development proposal. This should warrant a complete update of the Traffic Assessment - particularly relating to turning warrants – instead of the simple summary that is provided, along with a fresh review of the driveway permit by NHDOT. The previous Traffic Impact Assessment concluded that a left turn treatment for the eastbound approach would be warranted by 2032 for both the AM and PM peak traffic volumes, yet the developer has planned only for a right turn deceleration lane.
- The police department is strongly against approval of a project of this scale on this segment of Knox Marsh Road without provision for a left turn treatment and reduction of speed limit as endorsed by the Transportation Advisory Commission on August 22, 2022. A 15-year summary of crash data, previously provided to NHDOT, is available for the applicant's own analysis.

Inspection Services:

- Discuss and clarify the number of TDR units being sought.



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- Did not appear to see narrative attached regarding TDR unit request. The 3 proposed structures are residential uses and the mixed use has been removed from the project from Inspection Services and code viewpoints. Clarify and justify removing the mixed use component of the project.
- Discuss the overall number of parking spaces based on the use.
- With the obvious increase in vehicular volume provide supporting data to support not having a center turn lane, a deceleration lane and acceleration lane. Provide a detailed traffic analysis.
- Discuss the additional pedestrian traffic and provide sidewalk to Progress Drive.
- Note on plan showing how 1 ingress/egress meets NFPA 1 requirements.

Fire Department:

- Possibly adding a third hydrant located at Building A. Any emergency incident that would require a water supply at Building A would necessitate the use of the hydrant at Building B. This will create access issues for emergency vehicles as well as any other vehicle access.
- Does the widening of Rt 155 include a deceleration lane west bound as well as turning lane east bound?
- No Parking/ Fire Lane signs in aisles less than 24'.
- Turning template looks good.

Business Development:

- Please add more information about the amenities offered at the proposed hotel - current building layout is almost identical to the residential buildings. Would hotel amenities be anticipated to have any impact on parking or traffic (e.g. due to event/meeting space)? Has a hotel operator been identified?
- Please add more architectural variety/interest, especially at ground level and street-facing

facades. Suggest making the hotel architecturally distinct from the apartments in some way. The space where the 2F footprint overhangs the parking podium feels odd and left over. Activating that space with hardscape and seating could make it more welcoming, especially on the residential buildings.

- Placement of all 3 entrances towards the rear of the property feels inappropriate. Re-orienting the hotel to have the entrance face the street would improve visibility. If there is a reason not to face the residential entrances towards the street, orienting both internally could create a courtyard feel.
- The location of the hotel loading zone feels more appropriate for delivery trucks in a mixed-use development. Loading/unloading space for hotel guests would typically be closer to the main entrance.
- I didn't identify a narrative that spoke directly to the TDR criteria. Please provide one or clarify how it was submitted.

Planning Board:

- Has hotel operator been identified
- Clarify need for runoff and minimum cover waiver requests.

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

Adjournment: M. Speidel moved to adjourn the meeting at **12:29** p.m. Seconded by K. Mavrogeorge Vote: U/A