CITY OF DOVER

DOVER PLANNING BOARD – AGENDA

REVISED

Meeting Type: Regular Meeting
Meeting Location: Council Chambers, City Hall, 288 Central Avenue, Dover, NH 03820
Meeting Date: **Tuesday, February 10, 2026**
Meeting Time: **7:00 pm**

1. **CITIZENS' FORUM**
2. **APPROVAL OF THE PRIOR MINUTES**
   - January 27, 2026 Regular Meeting Minutes
3. **OLD BUSINESS**
   A. Discussion and possible adoption of the City-wide Land Use Chapter update *
4. **NEW BUSINESS**
   A. ~~Consideration and acceptance of a Minor Subdivision for Diversified Building and Maintenance, LLC, Assessor's Map 25, Lot 46, zoned R-12 & G, located at 6 Granite Street. (Proposal is for a minor subdivision creating one (1) new lot.) *(SUBM-2025-0008)~~ *(This item has requested a continuance.)*
   B. Consideration and acceptance of a Conditional Use Permit for James Farrell Construction, LLC (Owner: Renewed Homes, LLC) Assessor's Map 15, Lot 81, zoned G, located at 13 Monroe Street. (Proposal is to allow for increased density to four (4) units, where three (3) are allowed by right in the Gateway District). *(COND-2025-0029)
   C. Consideration and acceptance of a Minor Subdivision for Recon Realty, LLC, Assessor's Map G, Lot 3-A-100, zoned CM, located at 80 Industrial Park Road. (Proposal is to subdivide the existing lot to make one (1) new lot.) *(SUBM-2026-0001)
   D. Consideration and acceptance of a Conditional Use Permit for Paul Sapienza and Angela K. Engel, Assessor's Map 7, Lot 1, zoned R-20, located at 3 Boston Harbor Rd. (Proposal is to develop a hybrid living shoreline designed to be resilient to storms and sea level rise, resulting in 19,382± s.f. of permanent impacts to the Conservation District.) *(COND-2025-0032)
   E. Consideration and acceptance of a Conditional Use Permit for Rushmore Stepanek Family Revocable Trust, Stepanek Fred & Rushmore B. Trustees, Assessor's Map L, Lot 47-B, zoned R-20, located at 191 Spur Rd. (Proposal is to rebuild a sunroom, deck, and patio resulting in 1,214± s.f. of permanent impacts within the Conservation District.) *(COND-2025-0034)
   F. ~~Consideration and acceptance of a Conditional Use Permit for RY Development, LLC, Assessor's Map H, Lot 34, zoned CM, located at 99 Knox Marsh Road. (Proposal is to establish a Residential Commercial Mixed Use (RCM) District as part of a commercial and residential development plan, with all residential units subject to rent restrictions published annually by New Hampshire Housing and HUD at the 60% Area Median Income (AMI) level for Multifamily Tax Subsidy Projects.) *(COND-2026-0002)~~ *(This item has requested a continuance.)*
5. **STAFF COMMENT**
6. **MEMBER COMMENTS**
7. **ADJOURNMENT**

*Indicates that if the application is accepted for discussion, the public hearing will be held the same evening. Note that some hearings will be continued from one meeting to another and some may be postponed. Since this is only a partial description of the proposal and may change, persons with questions or wishing to see the plans are invited to visit the Planning Office, Monday through Thursday from 8:30 am to 5:30 pm and Friday 8:30 am to 4:00 pm or email Dover-Planning@dover.nh.gov. You may also view materials at www.dover.nh.gov. Find us on Facebook at https://www.facebook.com/DoverNHPlanning. The public is encouraged to leave comments in advance by emailing Dover-Planning@dover.nh.gov, or mailing written comments to Planning Board, Dover City Hall, 288 Central Ave., Dover, NH 03820. Messages must be received no later than 4 p.m. the day of the meeting and should identify the name and Dover address of the person leaving the message or providing the comment.

DOVER PLANNING BOARD – MINUTES

CITY OF DOVER

Meeting Type:	Regular Meeting
Meeting Location:	Council Chambers, City Hall, 288 Central Ave, Dover, NH.
Meeting Date:	**Tuesday, January 27, 2026**
Meeting Time:	**7:00 pm**

Members Present: Gina Cruikshank (Chair), Doug Glennon (Vice Chair), Ken Mavrogeorge, George DeBoer, Jeff Sanborn, Devon Dunn, Tom Clark, Eric Salovitch (Alternate), April Richer (Councilor)
Members Not Present (excused): Melina Gambino (Alternate), Kyle Pimental, Tyler Allen (Alternate)
Staff Present: Donna Benton, Planning Director

G. Cruikshank (Chair) called the meeting to order at 7:00pm, noted E. Salovitch will sit for Kyle Pimental and Items 4E and 4H will not be heard tonight.

1. CITIZENS' FORUM

Citizens Forum Open
Caitlin Wilkie, 568 Sixth St commented on the "irreversible violation of the TDR ordinance at 566 Sixth St". Mature trees were removed and excavation occurred 5-10 feet inside of the 30-foot no cut buffer area this month. She is disappointed with both the developer and the Planning Department. The project was granted with the condition the buffer area would not be disturbed, but the structure is being placed right on the buffer and the trees which were supposed to protect the abutters have been cut. Replacing them with something different is not acceptable.
She requested the following actions:

- 30-ft buffer must be restored to the original positions. The markers were removed and incorrectly replaced.
- Formal fines as noted in the regulations be pursued and the developer be responsible for the cost of the restoration
- The developer be made to hire a licensed landscape engineer to submit restoration plans given how close the foundation is to the buffer
- City withhold all Certificates of Occupancy until the restoration plan is fully implemented and the buffer markers are correctly and permanently replaced.

Citizens Forum Closed

2. APPROVAL OF THE PRIOR MINUTES

- January 13, 2026 Regular Meeting Minutes

Motion: G. DeBoer moved to approve the regular meeting minutes of January 13, 2026 as submitted. Seconded by: D. Dunn. Vote: 8 in favor with E. Salovitch abstaining

3. OLD BUSINESS

4. NEW BUSINESS

The Vice-Chair announced Items A & B would be heard together.

A. Consideration and acceptance of a Conditional Use Permit for Hawkins Family Revocable Trust, Assessor's Map 30, Lot 89, zoned CBD-M, located at 33 Sixth Street. (Proposal is to remodel the interior of the existing structure and utilize it as a two-unit residential building, where residential units are not allowed by right due to the lot size.) *(COND-2025-0028)
B. Consideration and acceptance of a Conditional Use Permit for Hawkins Family Revocable Trust, Assessor's Map 30, Lot 89, zoned CBD-M, located at 33 Sixth Street. (Proposal is to remodel the interior of the existing structure and utilize it solely for residential use, where a commercial use on the ground floor is required.) *(COND-2025-0033)

D. Benton explained that the Applicant is proposing to remodel the interior of the existing building at 33 Sixth Street and convert it to a two-unit residential building. The structure is legally nonconforming in its

placement on the lot and while residential use is allowed in the district, ground-floor residential is only permitted if it already exists, which is not the case here.

The applicant is requesting two CUPs: one to allow ground-floor residential use where a commercial or non-residential use is required, and another to allow two residential units on a lot that does not meet minimum density requirements.

The property is in the CBD-MU zoning district and conditional use approval may be granted by the Planning Board to adjust certain zoning standards.

FX Bruton, Bruton and Berube represented the application. He noted the previous owner ran a locksmith business, but did not see clients at the building- he performed the work in a van. Additionally, he lived in the building and therefore it was never a commercial use in the traditional sense.
He explained the requests for two CUPs, the two units proposed, the parking proposed, and turn radius information provided.
There are no proposed changes to the exterior of the structure, which meets many of the criteria.
The intent is to rent to veterans if possible.
One of the staff conditions proposed is to restrict one of the units to HUD fair market rents. As this is only a two-unit project, it can't support that restriction like other projects could. He expounded on the breakdown of the district regulations and percentages of HUD units and how that is too big of an ask in this instance.

Board members discussed with the applicant and staff the existing and proposed floor plan, lack of restriction to HUD would make it available to market rent regardless of what the applicant's intentions are, property record information has the parcel as a commercial use with no residential component.

Motion: D. Glennon moved to accept the application and declared no regional impact. Seconded by: D. Dunn. Vote: U/A

Public hearing opened.
No one spoke
Public hearing closed.

STAFF RECOMMENDATION: Non-Environmental CUP Criteria and CBD CUP Criteria (COND-2025-0028)
Chapter 170-19.B.1 outlines the criteria for granting a Conditional Use Permit for relief. Staff feels this proposal meets those criteria which include:

(a) That both public and private buildings and landscaping shall contribute to the physical definition of rights-of-way as civic spaces.
(b) That development shall adequately accommodate automobiles, while respecting the pedestrian and the spatial form of public areas.
(c) That the design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.
(d) That architecture and landscape design shall grow from local climate, topography, history, and building practice.
(e) That buildings shall provide their inhabitants with a clear sense of geography and climate through energy-efficient methods via a mixture of elements including windows, floor plan, and public and private space.
(f) That encourage civic buildings and other public gathering places be provided as locations that reinforce community identity and activity.
(g) That civic buildings shall be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the City.

(h) That the preservation and renewal of historic buildings shall be facilitated.
(i) That the harmonious and orderly evolution of urban areas shall be advanced by the proposed building and/or use.
(j) That if the relief is granted, the surrounding neighborhood is not negatively impacted.

Staff feels that the applicant has met the stated criteria. The applicant is not proposing any changes to the exterior of the existing structure or the surrounding streetscape, and the proposal is consistent with the surrounding residential density. The applicant is showing three parking spaces, or 1.5 parking spaces per unit, and has provided turning templates to display how vehicles would be able to turn around safely within the space.

Chapter 170-20.B.2 outlines the criteria for granting a Conditional Use Permit for relief within the Gateway Zoning District. Staff feels this proposal meets those criteria which include:

(a) The requested use shall be compatible with abutting uses and the surrounding neighborhood.
(b) The requested use will not create undue traffic congestion, or unduly impair pedestrian safety.
(c) The requested use will not result in objectionable noise or odor which would constitute a nuisance.

Planning Staff feels that the applicant has adequately shown compliance with the criteria as specified in §170-20.B.2. Two residential units may be compatible with the immediate surrounding area which includes primarily residential uses but also some commercial uses. In other cases, when asking to not have commercial on the ground floor as the zoning requires, the residential unit would be restricted to HUD Fair Market rentals.

The Planning Department recommends the Planning Board make the necessary and supporting findings of fact, and approve the Conditional Use Permit with the following subsequent conditions, as the plans meet the standards outlined:

Subsequent Conditions to Be Met Prior to Issuance of a Conditional Use Permit:

1. Provide physical and digital copies of plan set for final Planning Board signature which additionally shall include:
   1.1. Permit File #COND-2025-0033;
   1.2. Owner's signatures;
   1.3. Professional stamps and signatures;
   1.4. Add note to the plan indicating that one of the units will be restricted to HUD Fair Market rents.
2. Work with the Planning Department to endorse a development agreement per Chapter 170-20B(3) and then record at SCRD. The development agreement shall indicate that one of the two units shall be deed restricted to the HUD Fair Market rent.

Board members discussed the reasons for the HUD restriction option, HUD rental program details, and gave varying opinions on whether to include the restriction or not.

Motion: D. Glennon moved to amend the subsequent conditions. Seconded by D. Dunn. Vote: 6-3 with Salovitch, DeBoer and Richer opposed

Subsequent Conditions to Be Met Prior to Issuance of a Conditional Use Permit (amended):

1. Provide physical and digital copies of plan set for final Planning Board signature which additionally shall include:
   1.1. Permit File #COND-2025-0033;

DRAFT

1.2. Owner's signatures;
1.3. Professional stamps and signatures;

2. Work with the Planning Department to endorse a development agreement per Chapter 170-20B(3) and then record at SCRD.

Motion: D. Glennon moved to approve the Conditional Use Permit with the subsequent conditions as amended. Seconded by J. Sanborn. Vote: 7-2 with DeBoer and Richer opposed

STAFF RECOMMENDATION: Non-Environmental CUP Criteria and CBD CUP Criteria (COND-2025-0033)

Chapter 170-19.B.1 outlines the criteria for granting a Conditional Use Permit for relief. Staff feels this proposal meets those criteria which include:

(a) That both public and private buildings and landscaping shall contribute to the physical definition of rights-of-way as civic spaces.
(b) That development shall adequately accommodate automobiles, while respecting the pedestrian and the spatial form of public areas.
(c) That the design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.
(d) That architecture and landscape design shall grow from local climate, topography, history, and building practice.
(e) That buildings shall provide their inhabitants with a clear sense of geography and climate through energy-efficient methods via a mixture of elements including windows, floor plan, and public and private space.
(f) That encourage civic buildings and other public gathering places be provided as locations that reinforce community identity and activity.
(g) That civic buildings shall be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the City.
(h) That the preservation and renewal of historic buildings shall be facilitated.
(i) That the harmonious and orderly evolution of urban areas shall be advanced by the proposed building and/or use.
(j) That if the relief is granted, the surrounding neighborhood is not negatively impacted.

Staff feels that the applicant have met the stated criteria if the additional unit is to be deed restricted to be restricted to HUD Fair Market rental rates. The applicant is not proposing any changes to the exterior of the existing structure or the surrounding streetscape, and the proposal is consistent with the surrounding residential density.

Chapter 170-20.B.2 outlines the criteria for granting a Conditional Use Permit for relief within the Zoning District. Staff feels this proposal meets those criteria which include:

(b) The requested use shall be compatible with abutting uses and the surrounding neighborhood.
(b) The requested use will not create undue traffic congestion, or unduly impair pedestrian safety.
(c) The requested use will not result in objectionable noise or odor which would constitute a nuisance.

Planning Staff feels that the applicant has adequately shown compliance with the criteria as specified in §170-20.B.2. The proposed use is compatible with surrounding residential uses provided the extra unit is HUD Fair Market rent restricted. Staff notes there are commercial users in the vicinity.

The Planning Department recommends the Planning Board make the necessary and supporting findings of fact, and approve the Conditional Use Permit with the following subsequent conditions, as the plans meet the standards outlined:

Subsequent Conditions to Be Met Prior to Issuance of a Conditional Use Permit:

1. Provide physical and digital copies of plan set for final Planning Board signature which additionally shall include:
   1.1. Permit File #COND-2025-0033;
   1.2. Owner's signatures;
   1.3. Professional stamps and signatures;
   1.4. Add note to the plan indicating that one of the units will be restricted to HUD Fair Market rents.
2. Work with the Planning Department to endorse a development agreement per Chapter 170-20B(3) and then record at SCRD. The development agreement shall indicate that one of the two units shall be deed restricted to the HUD Fair Market rent.

Motion: D. Glennon moved to amend the subsequent conditions. Seconded by J. Sanborn. Vote: 7-2 with DeBoer and Richer opposed

Subsequent Conditions to Be Met Prior to Issuance of a Conditional Use Permit (amended):

1. Provide physical and digital copies of plan set for final Planning Board signature which additionally shall include:
   1.1. Permit File #COND-2025-0033;
   1.2. Owner's signatures;
   1.3. Professional stamps and signatures;
2. Work with the Planning Department to endorse a development agreement per Chapter 170-20B(3) and then record at SCRD.

Motion: T. Clark moved to approve the Conditional Use Permit with the subsequent conditions as amended. Seconded by D. Dunn. Vote: 7-2 with DeBoer and Richer opposed

C. Consideration and acceptance of a Lot Line Adjustment for JSR, LLC, Assessor's Map D, Lots 11-5 & 11-5-SND, zoned IT, located at Venture Drive. *(LOTA-2025-0013)

D. Benton explained that the Applicant is proposing a lot line adjustment between two abutting parcels on Venture Drive, swapping approximately 10,446 square feet to better align usable land outside the 50-foot wetland buffer. The adjustment transfers equal amounts of land between both lots.

This same lot line adjustment was previously approved by the Planning Board in December 2022 but expired due to the time required to finalize approvals. Because the adjustment also modifies a conservation easement, it required authorization from multiple entities, including the Conservation Commission, Southeast Land Trust and City Council.

Christopher Berry, Berry Survey and Engineering represented the application and explained the request for lot line adjustment between abutting lots which was previously approved by the board. He explained the equal land swap between parcels owned in common.

Motion: T. Clark moved to accept the application and declared no regional impact. Seconded by: D. Dunn. Vote: U/A

Public hearing opened.
No one spoke
Public hearing closed.

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STAFF RECOMMENDATION – Lot Line Adjustment
Chapter 157-17 of the Land Subdivision Regulations of the City Code provides for the adjustment of existing lot lines between two or more lots. This plan is consistent with those regulations.

The Planning Department recommends the Planning Board make findings, and vote to approve the application with the following subsequent conditions:

Subsequent Conditions to Be Met Prior to Signing of Plans:

1. Provide physical and digital copies (including CAD) of complete plan set for recording at Strafford County Registry of Deeds which additionally shall include:
   1.1. Planning File Number LOTA-2025-0013
   1.2. The owner's signatures
   1.3. The LLS stamp and signature
   1.4. Add proposed conservation easement area
2. Developer must seek and receive written approvals of the Conservation Commission, City Council, and the NH Charitable Trust Director concerning amendment of conservation easement area.
3. City Council and Southeast Land Trust (SELT) acknowledge in writing proposed change to sending areas and conservation easement.

Motion: T. Clark moved to approve the Lot Line Adjustment with the subsequent conditions. Seconded by K. Mavrogeorge. Vote: U/A

D. Consideration and acceptance of a Lot Line Adjustment for Frances L. Hoginski Living Revocable Trust and Karen Wendell & Doyle F. Skeels, Assessor's Map L, Lots 95-X and 95-Z, zoned R-20, located at Dover Point Road. *(LOTA-2025-0014)

D. Benton explained that the Applicant is proposing a lot line adjustment between two abutting vacant parcels off of Dover Point Road. The applicant is proposing to add approximately 12,500 square feet from Lot 95-X to Lot 95-Z.

Both lots, post adjustment, remain compliant with the minimum lot size within the R-20 and as frontage values for each parcel are remaining unchanged, there is no increase in nonconformity.

Kevin McEneaney, McEneaney Survey/ CivilWorks NE represented the application and explained the request for lot line adjustment between abutting lots.

Motion: T. Clark moved to accept the application and declared no regional impact. Seconded by: D. Dunn. Vote: U/A

Public hearing opened.
One email was received to the office from Sarah Downey, 3 Landing Way was summarized by staff.
Public hearing closed.

STAFF RECOMMENDATION – Lot Line Adjustment
Chapter 157-17 of the Land Subdivision Regulations of the City Code provides for the adjustment of existing lot lines between two or more lots. This plan is consistent with those regulations.

The Planning Department recommends the Planning Board make findings, and vote to approve the application with the following subsequent conditions:

Subsequent Conditions to Be Met Prior to Signing of Plans:

1. Provide physical and digital copies (including CAD) of complete plan set for recording at Strafford County Registry of Deeds which additionally shall include:
   1.1. Planning File Number LOTA-2025-0014
   1.2. The owner's signatures
   1.3. The LLS stamp and signature
   1.4. Correct plan ROW reference from note 6 to 7

Motion: T. Clark moved to approve the Lot Line Adjustment with the subsequent conditions. Seconded by E. Salovitch. Vote: U/A

The Vice-Chair announced that the applicant requested that Item E be continued to the February 10, 2026 Planning Board meeting.

E. Consideration and acceptance of a Minor Subdivision for Diversified Building and Maintenance, LLC, Assessor's Map 25, Lot 46, zoned R-12 & G, located at 6 Granite Street. (Proposal is for a minor subdivision creating one (1) new lot.) *(SUBM-2025-0008)

Motion: D. Dunn moved to continue the item to the February 10, 2026 Regular Planning Board meeting at 7pm in this room. Seconded by: T. Clark. Vote: U/A

F. Consideration and acceptance of a Transfer of Development Rights, Assessor's Map 4, Lot 68, zoned RM-U, located at 15 New York Street. (Proposal is to request one (1) unit through TDR, for a total of one (1) unit restricted to HUD Fair Market Rental Rates.) *(TRAN-2026-0001)

D. Benton explained that the Applicant is proposing to purchase one residential unit through TDR, that will be deed-restricted to HUD Fair Market rental rates, for a project total of three residential units. The property at 15 New York Street in the RM-U District, which allows a mix of residential and commercial uses.

The previous two-unit residential structure on the site was destroyed by fire in August 2024 and demolished in April 2025. Under current zoning, the structure could not be rebuilt as it existed, and a third unit is proposed as part of the reconstruction.

Under the zoning ordinance, the site allows two residential units by right. While three or four units may be allowed by Special Exception in the RM-U District, the applicant does not meet all Special Exception criteria. As a result, the base density is two units, with the third unit proposed through TDR.

Technical Review Committee review was not required for this project.

Mark Gianniny, Portsmouth Architects represented the application and explained the request. He explained the existing conditions and the proposal. He addressed building details, parking, and public transportation options. He addressed the criteria for TDR.

Board members discussed the following with the applicant and staff: parking (3 spots in tandem), parking options, number of bedrooms per unit, setback regulations and requests for relief, previous and proposed

square footages, increased density of 6 bedrooms to 9 bedrooms, building height, feedback from the neighbors, combination of density/ bedrooms/ parking could be reduced rather than maximized.

Motion: G. DeBoer moved to accept the application and declared no regional impact. Seconded by: D. Dunn. Vote: U/A

Public hearing opened.
No one spoke
Public hearing closed.

STAFF RECOMMENDATION – Transfer of Development Rights
§170-29 provides for additional density to be purchased through Transfer of Development Rights, provided that four criteria are met: The proposal is consistent with the Master Plan; is compatible with the land uses on neighboring lots; is created on property served by public water and sanitary sewer; and not seeking permitted relief caused by additional density.

Staff notes that the proposal is generally consistent with the Master Plan and allowable uses within the RM-U District, including a three-unit dwelling by Special Exception. The applicant appropriately described the site in the context of surrounding properties, many of which are nonconforming under current zoning.

The proposed density of three units is slightly higher than immediately adjacent properties but remains consistent with the broader neighborhood pattern of small lots and varied densities. The site is served by municipal water and sewer, and no environmental relief is required.

Staff does note parking concerns, as the proposal relies on tandem parking counted as one space and references nearby transit and on-street parking; staff would prefer to see adequate off-street parking provided.

The Planning Department recommends the Planning Board make findings, and vote on the TDR request or request further information. Should the Board vote to grant the TDR request, staff recommend it does so with the following subsequent conditions:

Subsequent Conditions to be Met Prior to Granting TDR:
1. Payment of TDR fees;
2. Payment of water/sewer investment fees at time of request for service;
3. Deed restriction for HUD Fair Market Rent Restriction;
4. The applicant provide justification and the Planning Board agrees that one parking space is adequate for three units or the applicant find further off-street parking via a private agreement provided to staff or a long-term permit from the City at the development parking rate set by City Council annually.
5. Revise and submit plan set to include:
   5.1. Owners' signatures;
   5.2. Surveyed plan signed and stamped by a LLS;
   5.3. Architectural renderings and floorplans by a licensed architect;
   5.4. Utility information
   5.5. The following notes:

5.5.1. "One residential unit purchased through Transfer of Development Rights shall be restricted to HUD Fair Market rental rates for the Portsmouth-Rochester, NH HUD Metro Area."
5.5.2. "This site plan uses the Transfer of Development Rights ordinance which allows for relief to the setbacks, lot area, frontage, density and intensity of the development. The Board granted TDR relief to purchase up to one unit for a maximum total of three units on the subject lot."
5.6. Revise to comply with setbacks

6. Work with the Planning Department to endorse a development agreement per Chapter 170-20B(3) and then record at SCRD. The development agreement shall indicate that one of the three units shall be deed restricted to the HUD Fair Market Rental rates.

Discussion among the board occurred relating to the 6' setback for non-conforming lots, how that will change the building proposal, whether to vote or to continue the item to clarify setbacks and parking information, concerns for parking and density, the applicant's request for TDR and mention of all existing non-conforming items on site which are to remain included in the memo that accompanied the application, general consensus of the board is in favor of the additional unit, but too little parking proposed, too large/ not meeting setbacks and density of bedrooms are the concerns they would like addressed before taking a vote.

The applicant made some remarks on his intentions and reasons for the proposal as is.
Board members clarified their feedback to the applicant.

Board members discussed whether to approve the TDR for the additional unit and require the applicant to go to TRC for full project review before coming back with plans.

The applicant confirmed they waive the 60-day action timeline from the board.

Motion: D. Glennon moved to continue the item. Seconded by T. Clark. Vote: U/A

G. Consideration and acceptance of a Conditional Use Permit for Sibylle J. Carlson Trust, Assessor's Map 31, Lot 46, zoned CBD-G, located at 18 Fifth Street. (Proposal is to convert the first floor commercial space to a three (3) bedroom residential unit.) *(COND-2026-0001)

D. Benton explained that the Applicant is proposing to remodel the interior of the existing structure at 18 Fifth St. The applicant is proposing a CUP for relief to use the structure for residential use, where a commercial or non-residential use on the ground floor is required.

The structure has most recently been used as office space with no residential units. The applicant is proposing two residential units: one located on the first floor, which requires relief for its use, and a second unit on the second floor, which is permitted by right.

Within the CBD-G, conditional use approval may be granted by the Planning Board to adjust certain zoning standards, provided that the proposed project complies with the criteria in §170-20B(2).

Jake Valley, 28 Mount Vernon St represented the application and explained the proposal including units, bedrooms and parking.

Motion: G. DeBoer moved to accept the application and declared no regional impact. Seconded by: D. Dunn. Vote: U/A

Public hearing opened.
No one spoke
Public hearing closed.

STAFF RECOMMENDATION: Non-Environmental CUP Criteria and CBD CUP Criteria (COND-2026-0001)
Chapter 170-19.B.1 outlines the criteria for granting a Conditional Use Permit for relief. Staff feels this proposal meets those criteria which include:

(a) That both public and private buildings and landscaping shall contribute to the physical definition of rights-of-way as civic spaces.
(b) That development shall adequately accommodate automobiles, while respecting the pedestrian and the spatial form of public areas.
(c) That the design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.
(d) That architecture and landscape design shall grow from local climate, topography, history, and building practice.
(e) That buildings shall provide their inhabitants with a clear sense of geography and climate through energy-efficient methods via a mixture of elements including windows, floor plan, and public and private space.
(f) That encourage civic buildings and other public gathering places be provided as locations that reinforce community identity and activity.
(g) That civic buildings shall be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the City.
(h) That the preservation and renewal of historic buildings shall be facilitated.
(i) That the harmonious and orderly evolution of urban areas shall be advanced by the proposed building and/or use.
(j) That if the relief is granted, the surrounding neighborhood is not negatively impacted.

Staff feels that the applicant has met the stated criteria. The applicant is not proposing any changes to the exterior of the existing structure or accessway, and the existing driveway and parking area will continue to be used for vehicle access and parking. While interior improvements are proposed, the exterior of the historic structure will remain unchanged and in character with the surrounding neighborhood.

Chapter 170-20.B.2 outlines the criteria for granting a Conditional Use Permit for relief within the Gateway Zoning District. Staff feels this proposal meets those criteria which include:

(a) The requested use shall be compatible with abutting uses and the surrounding neighborhood.
(b) The requested use will not create undue traffic congestion, or unduly impair pedestrian safety.
(c) The requested use will not result in objectionable noise or odor which would constitute a nuisance.

Planning Staff feels that the applicant has adequately shown compliance with the stated criteria. The proposed use is compatible with the surrounding primarily residential area, and the site provides up to four parking spaces with adequate turnaround space to avoid backing onto Fifth Street.

The Planning Department recommends the Planning Board make the necessary and supporting findings of fact, and approve the Conditional Use Permit with the following subsequent condition, as the plans meet the standards outlined:

Subsequent Condition to Be Met Prior to Issuance of a Conditional Use Permit:

1. Work with the Planning Department to endorse a development agreement per Chapter 170-20B(3) and then record at SCRD.

The applicant answered questions from the board relating to the reason for proposing all residential use at this location.

Motion: D. Dunn moved to approve the Conditional Use Permit with the subsequent condition. Seconded by J. Sanborn. Vote: U/A

The Vice-Chair announced that the applicant requested that Item H be continued to the March 10, 2026 Planning Board meeting.

H. Consideration and acceptance Site Review for 5 Sherman Street, LLC, Assessor's Map 19, Lot 8, zoned R-12, located at 103 Court Street. (Proposal is to maintain an existing single-family dwelling and construct four (4) new single-family homes for a total of five (5) dwelling units with two (2) of the new single-family homes size-restricted to 1,400 square feet each. (SITE-2024-0012)

K. Mavrogeorge noted an email was received to the board on this item with concerns about a conflict of interest for him. G. Cruikshank noted she is also in that position.

No one on the board felt there is a conflict of interest for either of them, and were comfortable leaving the decision up to them to recuse themselves if they felt there was a conflict.
Neither K. Mavrogeorge nor G. Cruikshank believe they have a conflict of interest on this matter and intend to hear and vote on the matter.

Motion: D. Glennon moved to continue the item to the March 10, 2026 Regular Planning Board meeting at 7pm in this room. Seconded by: K. Mavrogeorge. Vote: U/A

5. STAFF COMMENT

- Land Use edits
- Looking for members for our Transportation Chapter Steering committee
- TRCs since last meeting:
  - On January 22nd: Site Plan proposal at 9-11 Mechanic St. to construct a five-story mixed-use building with commercial space on the first floor (also going to Council for parking licensing agreement on January 28th.)

6. MEMBER COMMENTS

- E. Salovitch
  - Expressed concerns with the New York St survey in the packet tonight
- Chair
  - Signed TDR site plan for 141 Sixth St

7. ADJOURNMENT

Motion: K. Mavrogeorge moved to adjourn at 9:22 pm. Seconded by E. Salovitch. Vote: U/A

DRAFT

DISTINCTLY DOVER

A Pathway for the Future

Planning for Future Land Use and Development








City of Dover Master Plan

February 10, 2026

CITY OF DOVER INC. 1855 · INDUSTRIA ET COPIA · TOWN SETTLED 1623

ACKNOWLEDGMENTS

The preparation of this Land Use Chapter would not have been possible without the insight, commitment, and collaboration of many individuals. The City of Dover extends its sincere appreciation to the Land Use Steering Committee and City staff, whose dedication and vision for Dover's future helped shape the direction and content of this chapter. Gratitude is also extended to the consulting team for their expertise and support throughout the planning process. The collective contributions of all involved are instrumental in guiding this important work.

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RESILIENCE
Planning & Design LLC

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1. INTRODUCTION



Dover has spent the past two decades laying the groundwork for a strong and vibrant future. As one of the fastest-growing City in New Hampshire, it has established a reputation for thoughtful land use planning, strategic investment, and community visioning. At the same time, the City recognizes there is still important work ahead.

From its revitalized, walkable downtown to its growing mixed-use centers, well-maintained public spaces, and commitment to community resilience, Dover continues to evolve while staying true to what makes it distinct. Land use planning has played a central role in this success, guiding development to the right places, creating local assets, like the Community Trail, and supporting infrastructure improvements, while preserving the city's scenic riverfronts, rural areas, and distinctive neighborhoods.

Dover's Land Use Chapter builds on Dover's progress, aligning the next phase of land use strategies with the "Distinctly Dover" vision—ensuring that growth continues to reflect community values and enhances the quality of life for all who call Dover home.

PURPOSE OF DOVER'S LAND USE CHAPTER

The 2026 Land Use Chapter of Dover's Master Plan offers a clear strategy and roadmap for guiding future growth while preserving the city's most valued resources—its vibrant downtown, diverse neighborhoods, historic charm, and natural landscapes—and addressing emergent challenges and issues that impact the city. Rooted in the Distinctly Dover Vision, the chapter provides direction for where and how development should occur, while balancing housing choice, economic opportunity, and environmental stewardship. Informed by recent planning efforts, local data, and broad community input, the chapter outlines a Future Land Use Strategy that supports infill development, redevelopment, and open space protection, ensuring Dover remains desirable, resilient, and inclusive for generations to come.

OUR COMMUNITY VALUES

Dover's community values were shaped through an inclusive outreach process during the creation of the city's Vision Master Plan Chapter that invited residents, business owners, and community members to share their priorities for the city's future. Through workshops, surveys, and public forums, participants consistently expressed a desire to preserve Dover's unique character while embracing thoughtful, sustainable growth. These community conversations highlighted values such as environmental stewardship, housing choice, walkability, civic participation, and respect for Dover's historic and natural assets. The resulting values reflect what people love most about Dover today—and their shared vision for what the city should continue to be tomorrow.

2. DOVER TODAY





LAND USE TRENDS AND ISSUES

Dover is a growing city of over 33,000 residents, encompassing nearly 17,000 acres of land that includes a historic, walkable downtown, several emerging mixed-use development areas, and large tracts of open space and conserved land. The more densely developed portions of the city are balanced with the surrounding neighborhoods, working farms, forested hillsides, and scenic riverfront shorelines along the Cochecho and Bellamy Rivers that reflect the city's identity within the Seacoast region. These assets attract a wide variety of people and contribute to why so many residents choose Dover as a place to live, raise families, work, and age in place. As housing demand and development pressures increase, Dover has both the opportunity and responsibility to guide future growth in ways that support livability, economic resilience, and environmental stewardship.

Existing Land Use

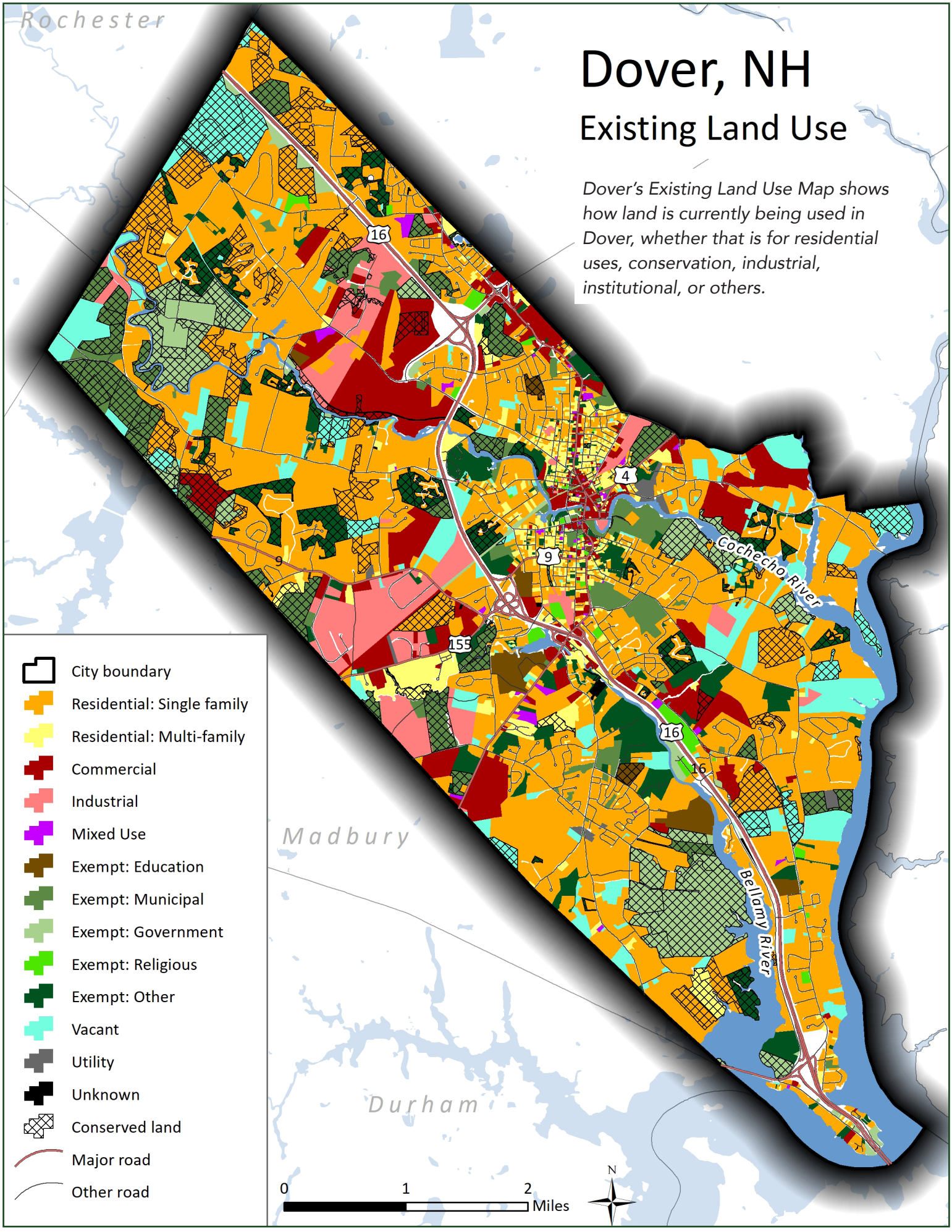
Overall, Dover's land use pattern today reflects a thoughtful balance of urban vibrancy, residential neighborhoods, and rural landscapes.

Residential uses make up the largest share of land use in the city—more than half (52%) of Dover's total land area—with a range of housing types that include compact neighborhoods near downtown and more dispersed, larger-lot homes in rural areas. Commercial and industrial development, which support Dover's strong and growing economy, is concentrated along key corridors like Route 108, Central Avenue, and Sixth Street, and together account for about 14% of the city's land. Open space, conservation land, and undeveloped parcels are defining features of Dover's landscape.

Roughly 22% of the city's land area is permanently conserved, helping to preserve natural resources and rural character. Separately, approximately 9% of the city—about 1,400 acres—is classified as vacant land, of which one-third overlaps with land already under permanent conservation. Vacant land could be defined as land that lacks permanent buildings or structures and has not been substantially altered or improved for a specific developed use. And, according to the 2020 Culture and Recreation Master Plan chapter, recreation properties account for ~8% of Dover's land area.
As housing and economic development continues, particularly in mixed-use districts and infrastructure-supported areas, Dover must carefully direct growth to suitable locations while protecting its rural edges, agricultural lands, recreation assets, and natural resources.

Dover has 18 primary zoning districts and 9 overlay districts—each designed to regulate land use intensity, dimensional standards, and permitted activities. A significant portion of the city's land area is zoned for low-density residential development, with approximately 37% of parcels located in the R-20 and R-40 zoning districts. At the same time, Dover allows mixed uses (defined on page 16) throughout their zoning districts, reflecting the city's efforts to support development diversity and adaptability.

However, there is an opportunity to continue working to modernize the zoning ordinance to better reflect the "Distinctly Dover" vision. This includes enabling a wider variety of housing types—especially small-scale infill and missing middle housing (defined on page 19) —and further supporting mixed-use design in appropriate locations that meet evolving housing, mobility, and sustainability goals.


Rochester
Dover, NH
Existing Land Use
Dover's Existing Land Use Map shows how land is currently being used in Dover, whether that is for residential uses, conservation, industrial, institutional, or others.
16
4
9
155
Cocheco River
Bellamy River
Madbury
Durham
City boundary
Residential: Single family
Residential: Multi-family
Commercial
Industrial
Mixed Use
Exempt: Education
Exempt: Municipal
Exempt: Government
Exempt: Religious
Exempt: Other
Vacant
Utility
Unknown
Conserved land
Major road
Other road
0
1
2
Miles
N

Demographics and Housing

Dover is experiencing steady housing and population growth, but challenges remain in meeting the needs of all residents.



Dover's population grew by 9.4% between 2013 and 2023, making it one of the fastest-growing city in New Hampshire over that time period. The city is seeing an increase in single-person households, a growing senior population, and sustained demand from younger adults and families drawn to its many amenities and walkable neighborhoods. In 2023, Dover's median age was 37.6, similar to the county and below the state. Currently, the 25–34 age group is the largest, growing 37% from 2013–2023. School enrollment data indicates a decline in the number of school-age children attending Dover's public schools, reflecting broader census trends showing fewer youths in the community. Between 2019 and 2023, enrollment fell by 9%.



Although approximately 1,440 housing units are approved for construction in the coming years, housing costs in Dover continue to rise faster than incomes. Driven by a persistently tight housing market, the median home price in Dover rose by 36% between 2020-2023 resulting in a median home price of $450,000 by March of 2025. Between 2013 and 2023, median rents nearly doubled, surpassing both county and state averages and placing growing pressure on younger residents, lower-income households, and the local workforce.



The homeownership rate—that is, the percentage of occupied homes that are owner-occupied—is about 51.3% in 2023, with a renter-occupied share of around 48.7%. Roughly 38% of renters are considered cost-burdened, paying more than 30% of their income on housing. And, Dover continues to be a high demand city, where people want to live and work. While new units are primarily multi-family developments and infill development near downtown, there remains a shortage of housing types that are affordable and accessible across all life stages and income levels.

Land use policies play a key role in addressing these challenges. Encouraging compact, mixed-use development, further incentivizing accessory dwelling units (ADUs), and revisiting zoning standards can help support a broader range of housing types. ***As demand grows, Dover will need to continue planning for housing in ways that support walkable neighborhoods, promote equity, and align new development with infrastructure and transportation access.***

Economic Development

Dover's economy is growing steadily, driven by strong employment in healthcare, education, and professional services. The city has become a regional job center with increasing demand for mixed-use development and supportive infrastructure.



Dover's economy plays a central role in shaping land use needs and trends throughout the city. With over 1,500 business establishments, according to the 2020 U.S Census, Dover is the largest employment center in Strafford County and among the top ten employment hubs in New Hampshire. Major employers include Wentworth-Douglass Hospital, Lincoln Financial Group, and Community Partners.



These institutions, among others, clustered in and around downtown, along the Route 108 corridor, and near the hospital campus, drive demand for transportation infrastructure, commercial space, and housing to support a growing workforce. Dover's Central Business District also remains an important commercial area in the city, featuring a diverse array of businesses, offices, and service providers. As Dover continues to experience population and job growth, land use planning will play a critical role in ensuring space for economic expansion while maintaining the city's livability.

To support continued economic vitality, Dover's planning efforts must balance commercial growth with quality design, housing affordability, transportation needs, and the preservation of open space. Economic growth in healthcare, education, professional services, and advanced manufacturing requires thoughtful land use strategies that direct new development toward designated nodes and corridors. ***By aligning land use policies with economic priorities, Dover can sustain its momentum as a regional employment center while reinforcing its identity as a vibrant, inclusive, and well-designed city.***

Transportation

Dover is increasingly prioritizing multimodal transportation—expanding its pedestrian, bicycle, transit, and rail infrastructure—to support walkable development, reduce congestion, and align future land use investments with sustainable mobility options.

Dover's transportation system plays a critical role in shaping land use patterns and supporting future development. Major corridors like Central Avenue, Sixth Street, and Broadway serve as critical arteries for both local circulation and regional access. Traffic congestion—especially during peak commuting hours—has become a challenge in some areas.

At the same time, the presence of the Amtrak Downeaster station positions Dover as a regional hub for rail transit, enhancing access to Boston, Portland, and beyond and supporting transit-oriented development opportunities near the station.

Land use and transportation are closely linked in Dover's growth strategy. The city is actively promoting multimodal connectivity and walkable developments, especially in its downtown and surrounding mixed-use areas, and safe streets for all users, including youth traveling to school. Improvements to sidewalk networks, bicycle infrastructure, and intersection safety continue to be essential to supporting higher-density, pedestrian-oriented land use in these locations. ***Dover's ongoing planning efforts aim to align future land use decisions with investments in transportation infrastructure to ensure that new development is accessible, efficient, and consistent with the city's sustainability and mobility goals.***





Community Resilience

Dover's community resilience efforts focus on sustainable land use, proactive climate adaptation, and thoughtful infrastructure planning that protects natural resources while supporting a healthy, connected, and prepared community.

Dover's approach to land use planning is increasingly centered on building community resilience—ensuring that people, infrastructure, neighborhoods, and ecosystems are prepared for and can adapt to changing environmental conditions. As a city within the Seacoast region with riverfront areas, Dover is vulnerable to flooding, sea level rise, and more frequent extreme weather events. In response, the city is incorporating resilience planning into zoning, infrastructure investments, and capital improvement decisions to reduce risks and improve safety for residents and businesses. This includes mapping hazard areas, supporting and deploying green infrastructure, and encouraging development patterns that reduce exposure to climate threats.

Community resilience in Dover also means protecting the systems and places that contribute to quality of life. To that point, climate resilient lands were also a priority in the 2024 Open Space & Conservation Chapter of the Master Plan. Preserving wetlands, forests, and open space helps manage stormwater and buffer neighborhoods from natural hazards. At the same time, promoting compact, energy-efficient, and walkable development can lower emissions and reduce long-term infrastructure costs. ***As Dover continues to grow, integrating resilience into land use policies will help ensure that neighborhoods remain safe, livable, and sustainable in the face of future challenges.***

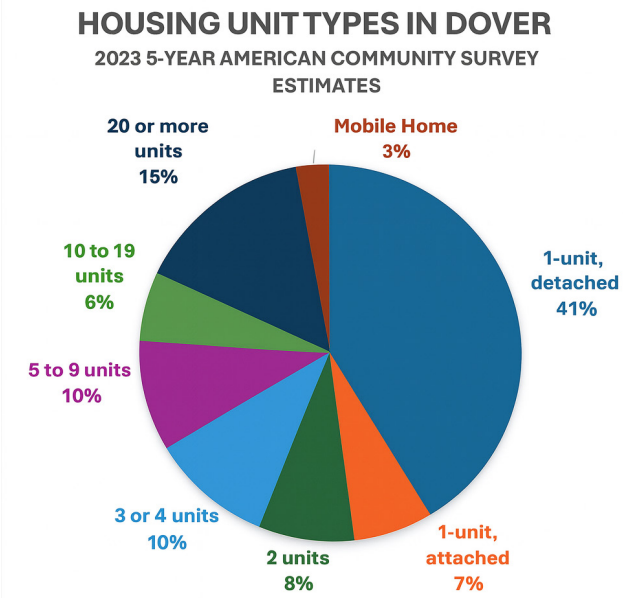
Land use impacts everything.

Land use planning is a crucial process that shapes many aspects of our community. It determines how we travel within our community, the look and feel of our neighborhoods and public spaces, where homes are built, how traffic flows, the locations of parks, and what types of businesses are permitted.

Thoughtful land use planning protects what people value most—scenic views, natural resources, and neighborhood character—while guiding new development to the right places with the right infrastructure. Planning balances growth and preservation, supports affordability and walkability, and helps create livable, inclusive, and resilient communities. Local policies, regulations, and investments ultimately shape the kind of place a community becomes.

A SNAPSHOT OF DATA

2024 MAJOR EMPLOYERS IN DOVER		
Business Name	**Industry**	**Employees**
Wentworth-Douglass Hospital	Healthcare Services	2,668
Lincoln Financial Group	Financial Services	1,032
Community Partners	Counseling and Mental Health Services	494
Strafford County	County	487
Dover Schools/SAU 11	Education	410
City of Dover	Local Government Services	363
Stonewall Kitchen	Manufacturing	225
Hannaford Supermarkets (combined locations)	Retail/Distribution	118
HiRel Systems/Vishay	Manufacturing	94
Randy Whitney	Manufacturing	54
Nemo Equipment	Manufacturing	38
Forward Merch	Manufacturing	37
Agility Manufacturing	Manufacturing	36
Reylco	Distribution	28
Children's Museum of NH	Arts and Entertainment	14
Source: City of Dover (includes only those businesses that responded to employer outreach)		



MEDIAN HOUSEHOLD INCOME TRENDS			
Med. Household Income	**2013**	**2023**	**Growth Rate**
Strafford County	$58,825	$84,869	+44.2%
Dover	$57,389	$92,748	+61.6%
Durham	$71,250	$126,658	+77.7%
Portsmouth	$64,577	$105,756	+63.7%
Somersworth	$53,223	$79,677	+49.7%
Rochester	$62,398	$79,388	+27.2%
Source: 2023 American Community Survey 5-Year Estimates			

HOUSING COST TRENDS						
Year	**Median Purchase Prices**			**Median Rental Prices**		
	Dover	**Strafford County**	**NH**	**Dover**	**Strafford County**	**NH**
2013	$248,475	$200,000	$220,000	$953	$942	$1,108
2014	$243,500	$210,000	$219,000	$958	$974	$1,037
2015	$228,100	$205,000	$221,000	$1,026	$992	$1,069
2016	$233,500	$211,500	$230,000	$1,073	$1,043	$1,113
2017	$268,000	$229,000	$240,000	$1,143	$1,108	$1,143
2018	$290,000	$244,900	$254,000	$1,166	$1,146	$1,177
2019	$288,000	$255,000	$270,000	$1,347	$1,259	$1,251
2020	$315,000	$284,500	$302,300	$1,439	$1,210	$1,283
2021	$365,000	$320,000	$350,000	$1,470	$1,356	$1,373
2022	$403,000	$390,000	$400,000	$1,801	$1,518	$1,510
2023	$430,000	$390,000	$418,000	$1,981	$1,571	$1,644
Source: New Hampshire Housing and Finance Authority						

A SNAPSHOT OF COMMUNITY FEEDBACK

Feedback collected from residents on the complexity of land use planning in Dover indicated some tensions that should be recognized. This feedback illustrates some foundational dilemmas for Dover to be aware of while implementing this Chapter. These are not problems to solve, but priorities to balance in the years ahead:

- **Growth and Preservation:**

  Residents value targeted growth and also emphasize preserving open spaces, rural character, and wildlife habitat.

- **Housing Diversity and Neighborhood Integrity:**

  The need for affordable, flexible housing options (including accessory dwelling units and rental units) appears alongside a strong desire to maintain established neighborhood character and support homeownership opportunities.

- **Fiscal Sustainability and Quality of Life:**

  Some residents stress thoughtful development to support the tax base and fund city services, while others worry about impacts on long-term livability, community feel, walkability, access to amenities, and rising costs.

These notable tensions — growth/preservation, housing diversity/neighborhood integrity, fiscal sustainability/quality of life — are important to understand. They each need to be addressed as dual priorities, not solved separately. By recognizing the need for this work we have a better chance of accessing the upsides of each and avoiding the downsides.



3. WHERE WE ARE GOING



As the city implements a future land use strategy that reflects community priorities, growth trends, and the existing land use pattern, it is important to keep in mind Dover's recently adopted Vision Statement and Pillars. The Future Land Use Strategy presented in this chapter is a direct expression of the **Distinctly Dover Vision**, adopted as part of the Vision Chapter on July 25, 2023. This vision translates community values into a geographic strategy for how and where the city should grow. It reflects the community's desire for walkable neighborhoods, a thriving downtown, protected natural resources, housing choices, and resilient infrastructure. By aligning land use policies and investments with this vision, the strategy helps ensure that growth in Dover is intentional, inclusive, and reinforces what makes the city special.

VISION PILLARS

1. We are a welcoming, connected, and engaged community with a high level of civic participation and a transparent, responsible local government.

Dover fosters meaningful civic engagement by providing consistent opportunities for residents to participate in decision-making and community life. The City prioritizes clear communication, accessible information, and responsive governance to build trust and strengthen community connections.

2. We are a City with an emerging urban vibrancy, guided by intentional growth to create connected neighborhoods, attractive streetscapes, and accessible open space, while maintaining what makes Dover distinct.

Growth is directed toward walkable, mixed-use neighborhoods with high-quality design, complete streets, and convenient access to parks and open space. Development respects historic character while promoting compact land use patterns, infill, and connectivity between neighborhoods.

3. We have an attractive, thriving downtown, connected to a lively waterfront, that serves as a City center and gathering place, and is known as a destination for visitors, businesses, and community events.

Downtown and the waterfront function as vibrant social, cultural, and economic hubs with active public spaces, diverse businesses, and community gathering areas. Pedestrian-oriented design, enhanced public amenities, and seamless connections to surrounding neighborhoods support year-round activity.

VISION PILLARS

4. We have affordable and attainable housing and support services that are accessible to, and utilized by, individuals, families, and households of diverse backgrounds and needs.

Dover's vision emphasizes a diverse mix of housing types across income levels, ages, and household sizes, supported by policies that increase availability and reduce barriers. Integration of housing with transportation, services, and amenities ensures households can thrive and access daily needs.

5. We are a community committed to supporting, attracting, and expanding business and employment opportunities that foster economic growth and community well-being.

The City supports a resilient and diverse economy by nurturing local businesses, attracting new industries, and providing space and infrastructure for job growth. Workforce development, entrepreneurship, and strategic economic planning ensure long-term prosperity and broad community benefit.

6. We have a robust transportation system that encourages safe and appealing pedestrian, transit, and other alternative transportation options that connect us to the broader region.

Dover prioritizes multimodal mobility through safe sidewalks, bike routes, transit access, and transportation options that reduce reliance on cars. Regional connections and complete streets improve accessibility, safety, and convenience for all travelers.

7. We have outstanding schools, recreation, and cultural activities for all ages, and our community organizations collaborate to provide us a strong foundation and promising future.

High-quality education, diverse recreation opportunities, and strong cultural assets contribute to residents' quality of life. Partnerships among schools, nonprofits, and cultural institutions expand programming, foster lifelong learning, and build a vibrant, inclusive community.

8. We are leaders in incorporating innovation to create resilient and environmentally focused infrastructure, energy, and utility systems to responsibly steward our resources and cherished environment.

The City advances environmental sustainability through resilient infrastructure, renewable energy, modern utility systems, and climate adaptation strategies. Stewardship of natural resources—such as water, open space, and ecological systems—ensures long-term environmental health and community resilience.

4. HOW WE WILL GET THERE





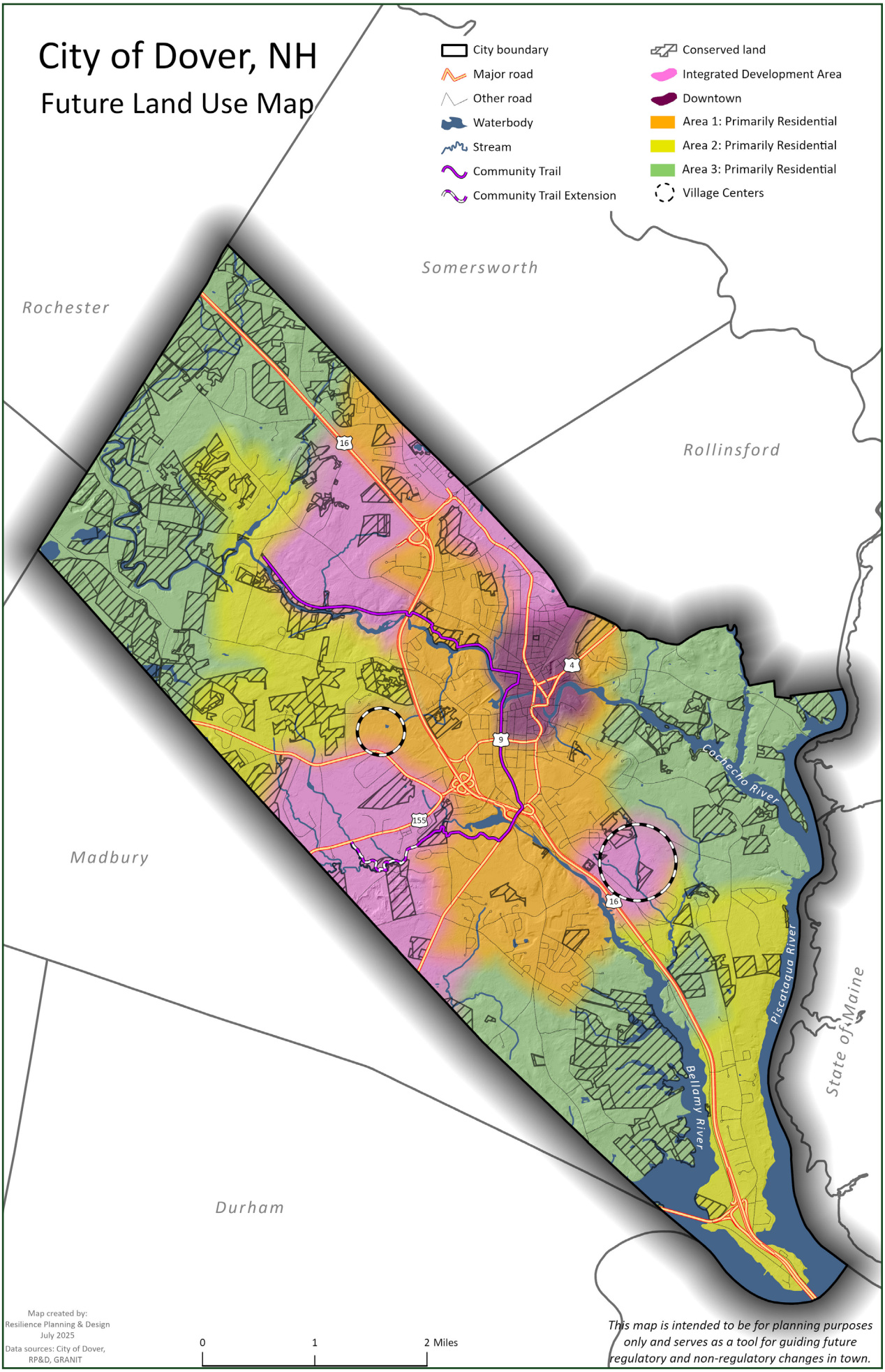
A FUTURE LAND USE STRATEGY

The **Future Land Use Strategy**, provides a visual overview of how land use change, new development activity, infrastructure investment, and resource protection will be guided over the next ten years and beyond. It examines the distinct areas of the community and describes how land use activity will be guided in different ways depending on the location, existing character, desired character, opportunities, and needs of those areas. The Strategy also brings forward elements of Dover's other Master Plan Chapters and incorporates them into a broad policy statement that is a companion to the vision statement. Together they will guide the city over the next decade. Overall, Dover's Future Land Use Strategy aims to balance development needs with the protection of natural resources and open space assets.

The **Future Land Use Map**, shown on page 15, is the visual representation of the Strategy and illustrates primary areas where land use will be guided and shaped. These areas include:

- **Downtown** - which serves as the anchor and community hub within the city
- **Integrated Development Areas** - with two identified village centers for compact, mixed use development and areas characterized by existing or expanding industrial and commercial uses
- **Primarily Residential Areas** - with three sub-areas that each have their own character, land use pattern, and level of development intensity

Each of these areas is connected, to varying degrees, by Dover's transportation network, while the city's open space and conservation land weave between developed areas.


City of Dover, NH
Future Land Use Map
City boundary
Major road
Other road
Waterbody
Stream
Community Trail
Community Trail Extension
Conserved land
Integrated Development Area
Downtown
Area 1: Primarily Residential
Area 2: Primarily Residential
Area 3: Primarily Residential
Village Centers
Somersworth
Rochester
Rollinsford
Madbury
Durham
State of Maine
Cocheco River
Piscataqua River
Bellamy River
16
4
9
155
Map created by:
Resilience Planning & Design
July 2025
Data sources: City of Dover, RP&D, GRANIT
0
1
2 Miles
This map is intended to be for planning purposes only and serves as a tool for guiding future regulatory and non-regulatory changes in town.



DOWNTOWN

Dover's Downtown is the heart of the city—a place where people come to connect, gather, and experience a sense of community.

Dover aims to focus on increasing mixed-use activity—residential, commercial, and social—in this area to support a vibrant sense of place where people can live, shop, dine, recreate, and work. To this end, future land use change in the Downtown will prioritize infill development and the thoughtful redevelopment of underutilized sites that enhance the area's character and vitality. This activity-rich district should continue to be a hub for small business development and entrepreneurship, fostering spaces where businesses can thrive and residents can easily access goods, services, and jobs within walking distance of their homes.

To strengthen community connections, the Downtown must support a mix of housing types—ranging from upper-story units in mixed-use buildings and medium- to large-scale multi-family housing—designed to fit seamlessly into the historic fabric. The vision is for a mixed income Downtown to ensure a diverse and inclusive community where people of all ages and incomes can live and engage with one another.

To this end, the Downtown should offer a higher level of activity and intensity than other areas of the city, while remaining welcoming, accessible, and human-scaled. The continued use of form-based zoning and design standards that emphasize building relationships and the surrounding physical environment will guide context-sensitive redevelopment that integrates harmoniously with existing structures and reinforces a walkable, attractive streetscape Prioritizing public access to the waterfront, open space areas, and green infrastructure is equally important—because Dover aims to bring nature into the city center to support community well-being, environmental sustainability, and climate resilience. Public parks, the riverfront, and green corridors are essential gathering places that promote social cohesion and access to nature for all.

WHAT IS MIXED-USE? Mixed use refers to development that combines residential, commercial, cultural, institutional, or industrial uses within a single building, site, or neighborhood, designed to promote walkability, reduce reliance on cars, and create vibrant, connected communities.

WHAT IS MULTIMODAL? Multimodal transportation refers to a system that supports multiple forms of travel—such as walking, biking, driving, and public transit—ensuring people can move safely and efficiently using the mode that best suits their needs.

Transportation connectivity is also a central goal. Dover intends to create safe, multimodal routes that link Downtown to other parts of the city, especially the surrounding neighborhoods and mixed-use nodes—making it easy to get there by foot, bike, bus, or car. Reducing car dependence and encouraging walkability and transit use will improve accessibility, reduce congestion, and support Dover's climate and sustainability goals. A Downtown for everyone means accessible public spaces, affordable housing options, and inclusive community design that fosters civic pride, prosperity, and connection.

NATURE-BASED CLIMATE

NATURE BASED CLIMATE SOLUTIONS are strategies that use natural systems—such as forests, wetlands, rivers, and soils—to help reduce greenhouse gas emissions, improve resilience to climate impacts, and enhance overall ecosystem health. These solutions include protecting and restoring forests, expanding tree canopy in urban areas, conserving wetlands to manage flooding, and using green infrastructure like rain gardens and vegetated buffers to absorb stormwater. Integrating these strategies into zoning, subdivision design, and land use planning supports climate resilience while enhancing quality of life and preserving Dover's natural character.



INTEGRATED DEVELOPMENT AREAS

Dover's Integrated Development Areas are characterized by a blend of commercial, light industrial and residential land uses.

Some serve as key entry corridors into the city, while others are distinct mixed use development nodes or active industrial parks. These areas—such as the Central Avenue corridor, the Spaulding Turnpike exits, and the Knox Marsh Road and Littleworth Road corridors—offer critical opportunities to:

- promote mixed-use development that support both economic and housing goals
- encourage growth of high-employment commercial and industrial development (such as manufacturing, life sciences, or medical sectors), and;
- support Dover's growing workforce and existing businesses, while reinforcing Dover's identity as a dynamic, connected community.

While each of these areas has its own mix of uses and distinct character, the intent is to encourage the transformation of corridors into multi-modal, walkable, internally connected places, similar to the Pointe Place development off of Dover Point Road, where commercial and residential development coexist in cohesive neighborhoods. Littleworth Road presents a promising opportunity for future development that aligns with Dover's land use and economic goals. Situated near existing infrastructure and in close proximity to employment centers, the area is well-positioned to support a mix of light industrial, commercial, and potentially residential development. Improved transportation connections from Downtown and the surrounding neighborhoods to Littleworth Road are a priority, especially to enhance access for the local workforce and reduce reliance on personal vehicles. With strategic planning, this corridor can support job creation, increase tax revenue, and serve as a key mixed-use employment hub in Dover's future growth strategy.

Future land use policy should promote redevelopment and infill development that includes a diversity of housing types—from single-family homes to townhouses and multi-family dwellings—alongside retail, office, and service-oriented businesses. However, existing industrial development should also be maintained, as it plays an important and unique role in the city's economy. Transfer of Development Rights (TDR) programs can be strategically used to focus growth in these areas, relieving development pressure from more rural parts of the city.

Given their proximity to the Community Trail, many of these areas are well-positioned to support sustainable, multimodal transportation that could also serve as city-wide connectivity corridors. As development continues, future investments should expand and connect the Community Trail to each Integrated Development Area and to the Downtown and key residential neighborhoods. Improved transit service and road connections—particularly between Downtown, Dover's industrial parks, and Littleworth Road—will be essential to better serve workers, residents, and businesses.

In areas such as the Central Avenue and Knox Marsh corridors, land use planning must also consider natural resource protection. These gateways contain important groundwater recharge areas that should be preserved through smart design, open space integration, and low-impact development practices. The goal is to guide growth that is vibrant, inclusive, and environmentally responsible, while strengthening transportation access, housing diversity, and economic vitality.



PRIMARILY RESIDENTIAL AREAS

Dover's Primarily Residential Areas vary from each other by their intensity of development and the mix of land use activity, but they are all similar because residential uses are the predominant land use type. There are three distinct primarily residential areas in Dover where the primary focus is on maintaining and creating neighborhoods that have a distinct sense of place and community, ensuring a variety of housing types for people of all ages, incomes, and abilities, and balancing the protection of natural resources as future development occurs.

AREA 1:

Encircling Dover's vibrant Downtown, this area serves as a critical transition between the city center and the more suburban and rural parts of the community. It encompasses neighborhoods found in parts of Central Avenue and Back River Road and within the Heritage Residential District, such as the Silver Street and Locust Street neighborhoods. It is characterized by a higher intensity of development, walkable streets, diverse housing types, and a strong sense of identity. Dover envisions these neighborhoods remaining primarily residential, supported by thoughtful infill and redevelopment that reinforces their historic charm and neighborhood character.

These neighborhoods currently include a variety of housing options—from single-family homes to accessory dwelling units, two-, three-, and four-family structures. Dover intends to preserve this diversity to promote multigenerational and transitional housing that can meet the needs of residents at different life stages and income levels. Any new development or redevelopment should reflect the established scale and pattern of the neighborhood, ensuring that change integrates smoothly with its surroundings while building on the area's history and character.

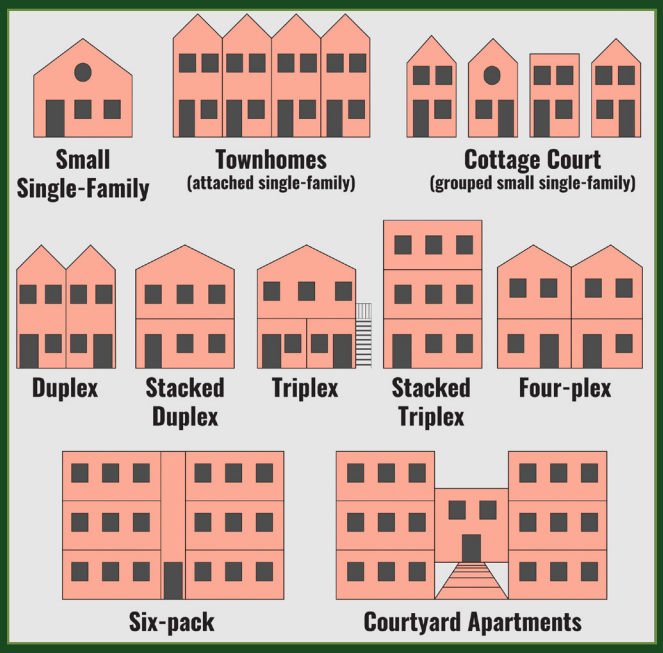
Maintaining strong connections—both physical and social—is central to the future of these neighborhoods. These areas are well-served by sidewalks and are ideal for biking and walking, especially for residents commuting to Downtown or accessing nearby parks, schools, and civic spaces. Improving these connections further—through bike infrastructure, safe crossings, and greenways—will support active transportation and strengthen neighborhood-to-downtown ties. Portions of these neighborhoods also connect to Dover's surrounding conserved lands along the Bellamy and Cochecho Rivers, offering opportunities for outdoor recreation and deeper integration with the city's natural landscape.



EXPANDING DOVER'S HOUSING DIVERSITY

Dover is aiming to create a balanced and diverse housing stock within the city. Often this is referred to as missing middle housing or a range of housing types—such as duplexes, triplexes, fourplexes, townhomes, and cottage courts—that offer a scale between single-family homes and large apartment buildings. These housing types can blend into existing neighborhoods while providing more diverse, attainable options for residents of all phases of life.

In Dover, missing middle housing can be thoughtfully integrated across a variety of land use areas—from infill housing above shops in the Downtown, to small clusters of duplexes in walkable neighborhood corridors, to open space subdivisions in more semi-rural areas that offer smaller homes while preserving natural resources. This flexibility helps support affordability, walkability, and a vibrant community fabric across the city.



AREA 2:

This area represents transitional residential development that bridges the city's in-town neighborhoods adjacent to Downtown with its more rural and conservation-focused residential development on the outskirts of Dover. This area is characterized by conventional single-family housing patterns, including open space subdivision developments, typically found in the R-40 district, with some areas served by municipal sewer and water infrastructure. The layout of these areas supports gradual shifts in development intensity—from higher-density areas via main roads and sidewalks to low-density areas via smaller roads, trails, and green buffers.

Dover envisions these neighborhoods continuing to function as primarily residential places that offer privacy, community, and connectivity. Future development should promote compatible alternative housing options such as smaller-lot single-family homes, duplexes, or cottage-style subdivisions where appropriate. Continuing to encourage open space subdivision designs in this area can help protect Dover's valuable groundwater resources and wildlife habitat—particularly important in this part of the city—while also introducing more attainable housing types that support a broader range of household needs.

While commercial uses are not envisioned within these neighborhoods themselves, maintaining strong non-vehicular connections to services and amenities remains a high priority. Many subdivisions in this area have included open space set-asides, though much of this land is currently not publicly accessible. Over time, expanding the network of open space set-asides could strengthen neighborhood identity while displaying the creative balance Dover strikes between development and natural resource protection.

AREA 3:

These areas, located primarily in the southern, northwestern, and eastern parts of the city, are defined by their interspersed residential neighborhoods, scenic landscapes, important wildlife habitats, forested land, and natural resources that provide vital ecosystem services—including flood mitigation, water quality protection, carbon storage, and recreational benefits. They reflect the city's commitment to protecting its natural assets, supporting climate resilience, and maintaining the open spaces that many residents value.

Dover aims to preserve the natural character of these areas to support environmental health, biodiversity, and climate resilience. To this end, land use policies should prioritize permanent open space conservation and encourage residential development patterns that are compatible with natural resource protection. Most land in these areas is low-density residential, typically featuring larger single-family lots, or conservation land. However, Dover can guide future development by encouraging or requiring open space subdivisions where appropriate. This approach protects priority environmental areas while allowing for a more diverse range of single-family homes—including smaller, more affordable homes—within a rural context.

In certain parts of the city, open space priorities overlap with residential land use. For example, conserved lands in southern portions of Dover support critical climate resilience objectives such as stormwater absorption and habitat connectivity, while the northwest and eastern conservation areas contain significant wildlife corridors. These goals should shape future land use decisions, with a focus on preserving contiguous open space, maintaining ecosystem functions, and avoiding habitat fragmentation.

Some of these areas are served by municipal water and sewer, while others rely on private wells and septic systems, making thoughtful planning around infrastructure particularly important. As the city continues to grow, enhancing trail connectivity, signage, and bike/pedestrian access will be key to integrating these lands into Dover's broader recreation and mobility network. The goal is to create lasting public and environmental benefits while allowing for limited, well-designed development that is sensitive to the natural setting.



5. NEXT STEPS





The following implementation actions are designed to help Dover translate its future land use strategy and vision into action - supporting intentional growth, protecting natural resources, and preserving the character and vitality of our neighborhoods.

Grounded in community input, local data, and best practices in planning, the recommendations provide a roadmap for how zoning, infrastructure investments, and conservation efforts can work together to promote affordability, sustainability, resilience, and a high quality of life for all residents. Dover has a long history of carefully tracking and reporting on Master Plan implementation efforts, and the effort to implement this chapter will be no different.

These recommendations are organized by type of activity and identify the local department and entities that will be most responsible for carrying out the actions. Each action also identifies a time period for implementation. The following are the time periods for implementation:

- Ongoing Actions, which are continuous or are already being carried out
- Immediate Actions, which should be undertaken in 1-2 years
- Short Term Actions, which should be undertaken within 3-5 years
- Long Term Actions, which will take more than 5 years to be initiated or completed

IMPLEMENTATION RESOURCES

This Master Plan chapter was informed by these resources, and they should continue to be instrumental in working towards the vision for future land use in Dover.

DOVER'S MASTER PLAN

Dover's Master Plan is a long-range planning document that outlines the community's vision and strategic goals to guide future growth, development, and preservation efforts. The Land Use Chapter is interrelated to other chapters like the 2023 Vision Chapter, the 2024 Open Space and Conservation Chapter, and the 2016 Stewardship of Resources Chapter, and should work cohesively together.

NATURAL RESOURCE INVENTORY

Dover's Natural Resource Inventory identifies and maps the city's critical environmental assets—such as wetlands, floodplains, wildlife habitats, forests, and groundwater resources—to support informed land use decisions and long-term resource protection. This should be a driving resource in future open space protection efforts.

2024 LAND USE REGULATION AUDIT REPORT

Dover's 2024 Land Use Regulation Audit Report provides a comprehensive review of the city's zoning and development regulations, identifying barriers to housing diversity, sustainability, and economic development, and offering recommendations to modernize and streamline the code. This should be a helpful resource in determining future zoning changes, especially pertaining to housing, as they align with the future land use vision.

2023 CITYWIDE RESILIENCE PLAN

The Citywide Resilience Plan outlines strategies to prepare Dover for climate-related risks, promote sustainability, and strengthen the city's ability to adapt and thrive in the face of environmental and social change. This should guide the city as it works towards maintaining and ensuring a sustainable land use pattern that meets the city's resiliency goals.

CAPITAL IMPROVEMENT PROGRAM

Dover's Capital Improvement Program (CIP) outlines the city's planned investments in public infrastructure, facilities, and equipment over a multi-year period, helping prioritize projects that support growth, safety, and quality of life. Dover's Capital Improvement Program supports implementation of the Land Use Chapter by prioritizing infrastructure investments in designated growth areas, guiding development, and aligning budgeted projects with long-term goals for livability, sustainability, and resilience.

THE DOVER BUSINESS AND INDUSTRIAL DEVELOPMENT AUTHORITY'S STRATEGIC ECONOMIC DEVELOPMENT PLAN

This Plan outlines a forward-looking strategy to strengthen the city's economic vitality by supporting business growth, workforce development, and placemaking initiatives that align with Dover's community values and long-term vision. As the city directs business growth strategically in the city, this will be a resource to ensure consistency with economic development efforts and ensure they are grounded in the city's vision for future land use.

SRPC REGIONAL MASTER PLAN

The Strafford Regional Planning Commission (SRPC) is updating its regional plan in 2026 that will guide land use, housing, transportation, economic development, natural resources, and quality-of-life policies across its 18 member municipalities. This updated plan will serve as a strategic tool for coordinating cross-town policies, projects, and investments over the coming decade.

The following action items will be tracked and reported on annually to clarify progress being made on implementation efforts.

ACTION MATRIX FOR DOVER'S LAND USE CHAPTER				
#	**Action Item**	**Priority (High, Med, Low)**	**Responsible Party**	**Timeframe (Long, Med, Short, Ongoing)**
1. Transportation				
1.1	Improve multi-modal connectivity, including bike and pedestrian infrastructure, between mixed-use nodes and key destinations (e.g., Pointe Place, Downtown, neighborhoods, businesses, schools) to reduce car dependence and improve safety.	Medium	Planning, Community Services	Medium
1.2	Implement recommendations from Dover's recently completed Transit Access Study, which identifies future investments to address needed last-mile access improvements. Last-mile access improvements enhance the connection between major transportation routes and final destinations by adding sidewalks, bike paths, and other facilities that make it easier and safer to walk, bike, or take transit.	Medium	Planning, Community Services	Medium
1.3	Monitor Amtrak and Downtown transit loop ridership to inform future transit investments.	Low	Planning	Ongoing
1.4	Continue to expand, and improve, the Community Trail to further connect distinct areas of Dover.	Medium	Planning, Recreation, Community Trail Advisory Committee	Long
1.5	Continue to strategically expand public EV charging infrastructure and promote this infrastructure as part of a broader economic development strategy to increase visitation to Dover's Downtown and other key destinations.	Low	Planning, Office of Business Development, Energy Commission	Medium
2. Housing				
2.1	Review, prioritize, and implement recommendations aimed at addressing Dover's housing challenges provided by the Ad-Hoc Committee to Address Community Housing Needs. These include actions like increasing community engagement and education on the benefits of affordable housing and housing programs, expanding affordable and workforce housing options, addressing homelessness and housing insecurity.	Medium	Planning, Planning Board	Ongoing

#	Action Item	Priority (High, Med, Low)	Responsible Party	Timeframe (Long, Med, Short, Ongoing)
2.2	Expand opportunities for Missing Middle Housing by allowing a wider range of 2–4 unit dwellings by right in appropriate zoning districts, in an effort to increase housing diversity and walkable neighborhood living.	Medium	Planning	Medium
2.3	Promote mixed-income neighborhoods by implementing equitable housing policies that ensure a range of housing options within new developments, supporting economic diversity and housing choice throughout the city.	High	Planning	Ongoing
2.4	Encourage the development of pocket neighborhoods and cottage courts—small clusters of homes oriented around shared open space—to provide diverse, community-scaled housing options that fit within existing neighborhoods. Update zoning and design standards to allow this form of infill development in walkable areas while maintaining or enhancing the character of existing neighborhoods.	Medium	Planning	Medium
2.5	Promote adaptive reuse of existing structures and historic buildings to support housing and mixed-use development opportunities while preserving Dover's architectural character.	High	Planning	Medium
2.6	Incentivize mixed-income and upper-story housing in the Downtown to foster diversity and livability.	Medium	Planning	Medium
2.7	Continue to identify and promote financing tools that make it easier for homeowners to build or convert accessory units, expanding housing options for residents of all ages and incomes.	Medium	Planning	Short
2.8	Collaborate with local businesses and financial institutions to develop programs designed to increase housing access in appropriate locations within the city.	Medium	Planning, Office of Business Development	Short
2.9	Develop an online Housing Dashboard to track and share information on current and recently approved housing developments in Dover.	High	Planning	Short
3. Economic Development				
3.1	Collaborate with the Dover Business and Industrial Development Authority and other partners to ensure Dover's regulations, within appropriate areas of the city, are business friendly.	Medium	Planning, Office of Business Development	Medium

#	Action Item	Priority (High, Med, Low)	Responsible Party	Timeframe (Long, Med, Short, Ongoing
3.2	Review and update land use ordinances to expand opportunities for context-sensitive and small-scale commercial development, such as incremental business spaces, accessory commercial units, or refined home occupation standards.	Low	Planning, Office of Business Development	Medium
3.3	Identify strategies and locations to support small business development, including a possible small business incubator.	Low	Planning, Office of Business Development	Medium
3.4	Support opportunities for small businesses to own their buildings through targeted programs, partnerships, and flexible zoning.	Medium	Planning, Office of Business Development	Medium
3.5	Review current Economic Revitalization Zone and RSA 79-E policies, and target locations and areas identified for future commercial growth.	Low	Planning, Office of Business Development	Short
3.6	Expand "Discover Dover" initiatives to market conservation land, open space, recreation, and quality of life as economic assets.	Medium	Planning, Office of Business Development	Short
3.7	Educate local employers and property owners about the Transfer of Development Rights (TDR) Program to encourage reinvestment and efficient land use in Dover's employment areas.	Low	Planning, Office of Business Development	Medium
4. Natural Resource Protection and Community Resilience				
4.1	Continue the protection and stewardship of Dover's natural resources and open space resources according to the Natural Resource Inventory and the plan laid out in Dover's Open Space and Conservation Master Plan Chapter.	High	Planning, Open Lands Committee, Conservation Commission	Ongoing
4.2	Expand public access to the waterfront and open space parcels, including green corridors, riverfront parks, and urban green spaces.	High	Planning, Recreation, Open Lands Committee	Medium
4.3	Integrate nature-based climate solutions (e.g., green roofs, rain gardens, urban tree canopy, no and low mow areas, pollinator gardens) into municipal land management and future redevelopment projects.	Medium	Planning, Conservation Commission	Medium

#	Action Item	Priority (High, Med, Low)	Responsible Party	Timeframe (Long, Med, Short, Ongoing)
4.4	Ensure climate resilience strategies are embedded in growth scenarios and infrastructure planning, especially in vulnerable areas and flood prone locations.	High	Planning, Community Services	Short
4.5	Partner with regional universities, environmental organizations, or state agencies to conduct a study that quantifies the value of Dover's ecosystem services—such as flood mitigation, water filtration, and carbon storage—to inform land use planning and highlight the economic and environmental importance of conservation.	Medium	Planning, Open Lands Commission, Conservation Commission	Medium
5. Land Use				
5.1	Continue implementing and refining form-based zoning and design standards to ensure high-quality, context-sensitive infill development and redevelopment projects.	Medium	Planning	Medium
5.2	Encourage infill and redevelopment of underutilized sites to increase housing, mixed-use, commercial and industrial development opportunities.	Medium	Planning	Medium
5.3	Implement changes to the Transfer of Development Rights (TDR) Ordinance based on recommendations from the TDR subcommittee.	High	Planning	Short
5.4	Explore the use of pattern zoning as a tool to guide context-sensitive residential development. Pattern zoning identifies and codifies the scale, form, and design of existing neighborhoods so that new development fits seamlessly with Dover's character while allowing for more predictable, streamlined permitting.	Medium	Planning	Long
5.5	Promote mixed-use redevelopment while preserving existing industrial activity within the Integrated Development Areas, including along Central Avenue, Knox Marsh Road, and Littleworth Road.	High	Planning	Ongoing
5.6	Guide density increases in residential areas in a reasonable and context-sensitive way according to Dover's Future Land Use Strategy.	High	Planning	Ongoing
5.7	Balance the protection of Dover's open space assets and future compatible housing development in the residential areas on the outskirts of the city.	High	Planning, Open Lands Committee	Ongoing

APPENDICES

Existing Land Use

Successful land use planning reveals its impact over time, and Dover is now seeing the results of decades of thoughtful effort. These planning efforts have shaped a vibrant, historic downtown; a mixed-use core that serves residents and visitors; protected rural areas; and distinct neighborhoods. Infill development has preserved community character, while open space and recreation areas connect rural and urban parts of the city. As a regional leader in planning, Dover continues to guide growth with recent work, like the Conservation and Open Space Chapter. The upcoming Land Use Chapter will build on this legacy, aiming to balance natural resource protection with the city's ongoing growth needs by first understanding existing land use patterns.

Existing Land Use

With the help of the Land Use Chapter Committee, the existing land use classifications in this section were created from the nearly 100 unique land use codes in the City of Dover's Assessing data. The codes were aggregated to determine the 13 existing land use classifications seen in Table 1. The simplified Assessing data was then linked to the nearly 9,000 individual parcels in Dover, such that each parcel in Dover is associated to one land use classification, which is seen in Map 1, while Map 2 includes conserved lands with land use.

Residential uses account for more than half of Dover's existing land use. Single-family residential properties account for most of Dover's land area with an average size of each lot being 1.2 acres. While multi-family residential properties are found throughout the City, they are mostly congregated within 1 mile of the downtown area (as measured from the Cochecho Mill Courtyard).

Table 1: Dover Existing Land Use
Source: City Assessing and GIS data

Existing Land Use	Acres	Percent of Dover's land area	Acres conserved	Percent conserved
Commercial	1,429	9%	113	8%
Exempt: Education	196	1%	32	16%
Exempt: Government (county, state, federal)	1,027	7%	845	82%
Exempt: Municipal	1,209	8%	845	70%
Exempt: Other	1,189	8%	511	43%
Exempt: Religious	104	1%	-	-
Industrial	814	5%	32	4%
Mixed Use	64	0%	-	-
Residential: Multi-family	621	4%	83	13%
Residential: Single-family	7,405	48%	868	12%
Unknown	40	0.3%	-	-
Utility	52	0.3%	-	-
Vacant	1,391	9%	430	31%
Total	15,541		3,759	24%

Although commercial uses only account for 9% of the City's land area – with an additional 5% of industrial use – they are dense, highly productive, and represent the primary economic drivers in Dover.

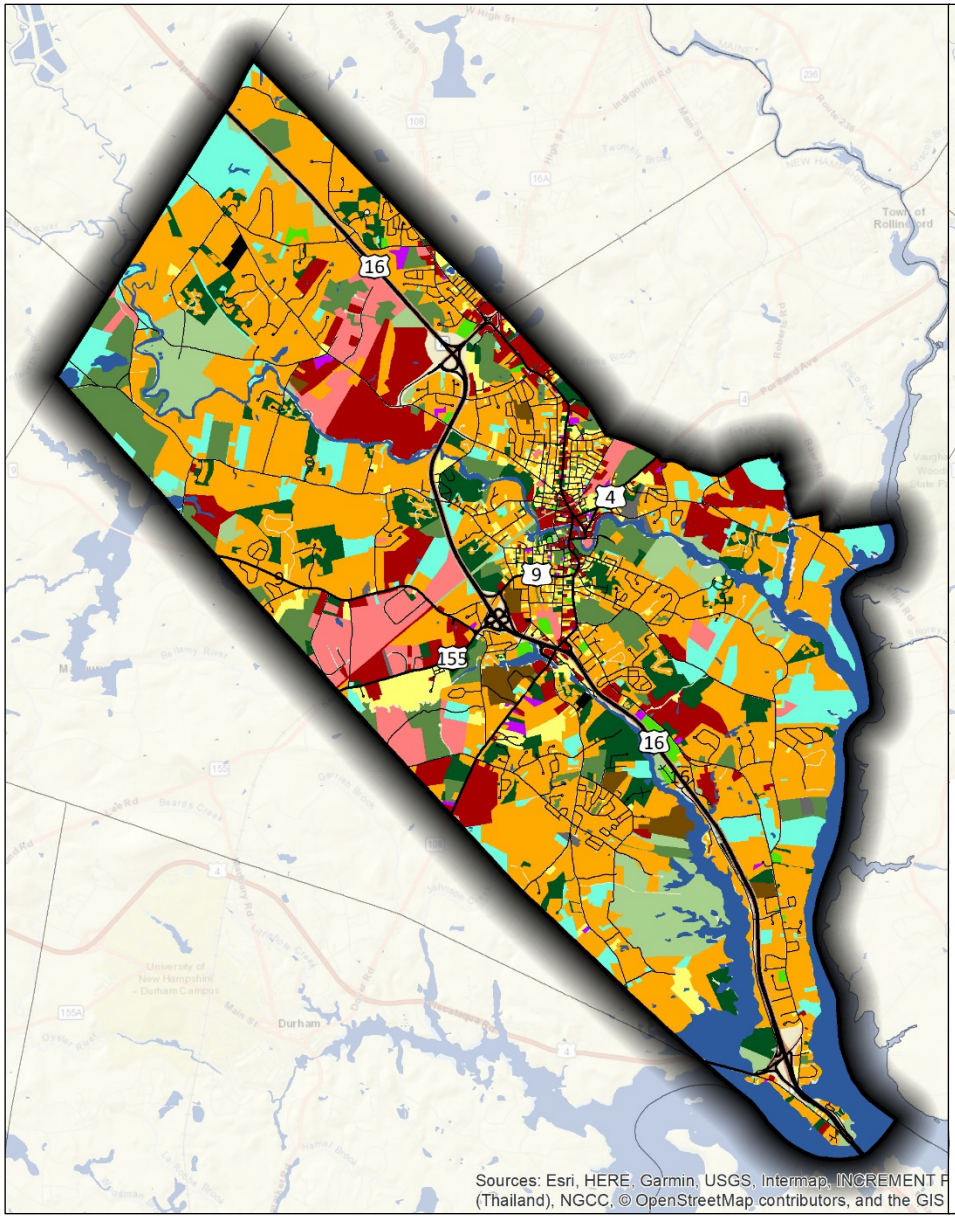
There is also a significant amount of tax-exempt land (combined 24% of land uses in Dover), much of which is owned by the City of Dover or other governmental agencies. Although not exclusively, much of the tax-exempt lands are permanently conserved, which speaks to Dover's continued efforts in protecting its natural resources. To that end, 60% of all tax-exempt lands in Dover are permanently conserved. Furthermore, 70% of municipally exempt lands and more than 80% of government exempt lands are permanently conserved, which, again, displays the importance the City of Dover places on natural resource protection and open space.

Vacant land accounts for 9% of Dover's land area and represents nearly 1,400 acres. Approximately 1/3rd of these lands (430 acres) are permanently conserved. Another 181 acres have some other type of development constraint as defined by the 2025 Conservation & Open Space Chapter of the Master Plan. This leaves 780 acres of vacant land unspoken for.

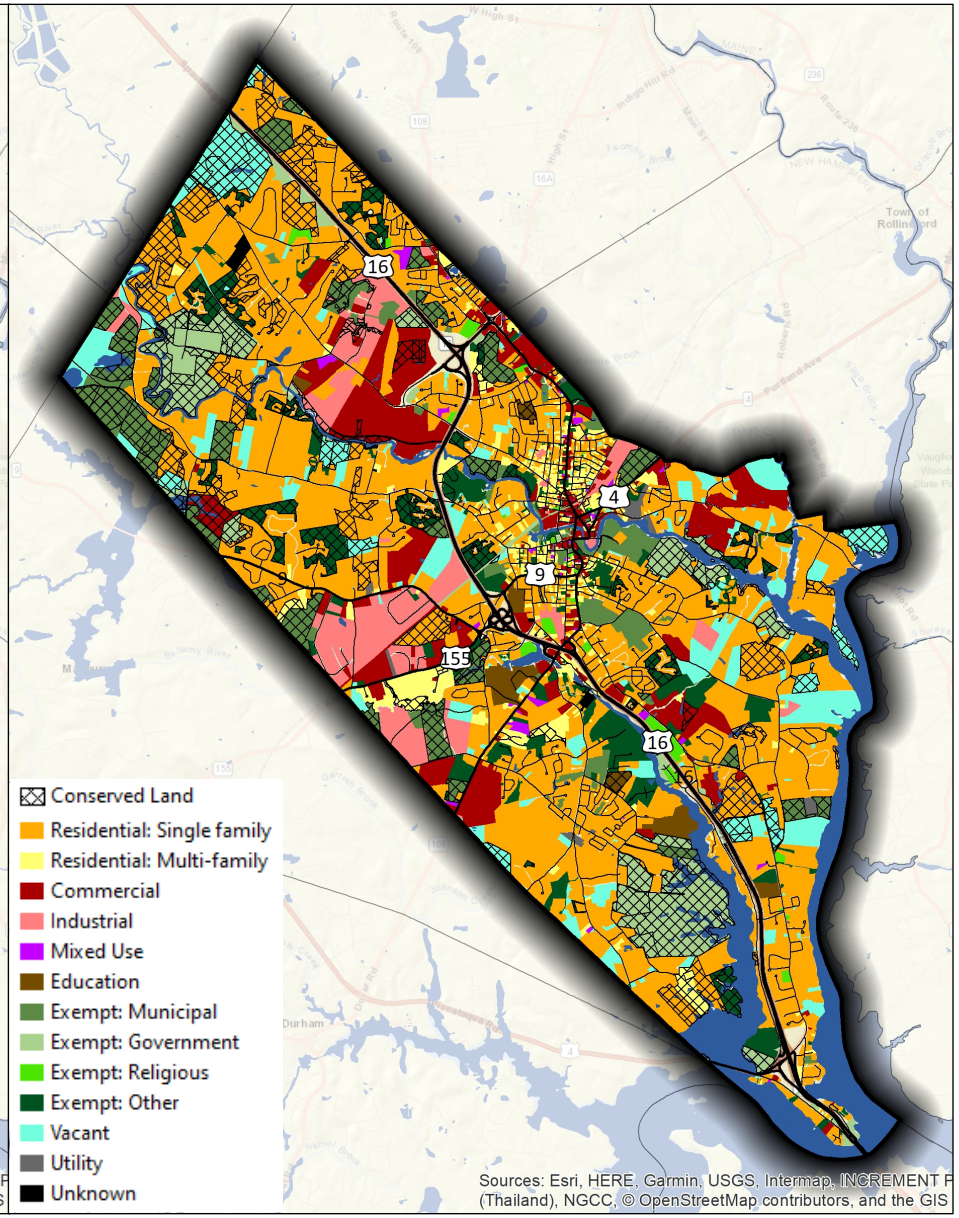
A note about recreation: it has been determined that recreation isn't sufficient to be a standalone land use classification. Although it was included as such in the 2015 Land Use Chapter, it is unclear how that classification was determined. Furthermore, recreation has many definitions and can include, but is not limited to, public playgrounds, municipal athletic fields, private golf courses, and individual properties with trails. Because of the varied definitions for recreation, the overlying land uses provide greater insight into how a particular property is actively being used. For example, a privately owned single-family residence that allows trail access is not a predominantly recreational use. Rather, that property would be single-family residential. Another example would be a private golf course, which would more broadly be considered a commercial use rather than recreational. Because of these recreational nuances, rather than having a recreation land use classification, recreation will be discussed as it relates to the various land uses.

According to the 2020 Culture & Recreation Chapter of the Master Plan recreation properties account for ~8% of Dover's land area totaling 1,470 acres. A more detailed breakdown of the specific recreation properties can be found in the 2020 Chapter, which further differentiates between recreation "sites" and recreation "areas".

Map 1: Existing Land Use



Map 2: Existing Land Use with Conserved Land



Zoning District Analysis

The City of Dover has 15 primary zoning districts and 9 overlay districts. Table 2 provides the details on the area covered by each zoning district. The Zoning Districts Map shows the distribution of these districts throughout Dover. Conducting a zoning and land use analysis provides helpful insight into how each zoning district is actively being used. The following subsections discuss specific zoning districts in detail and provide their subsequent land use breakdown. This analysis is conducted on the parcels within each zoning district and, thus, removes road networks and waterbodies from the calculations. Because of this, the actively used land acres – exclusive of roads and waterbodies – of each zoning district are also shown in Table 2.

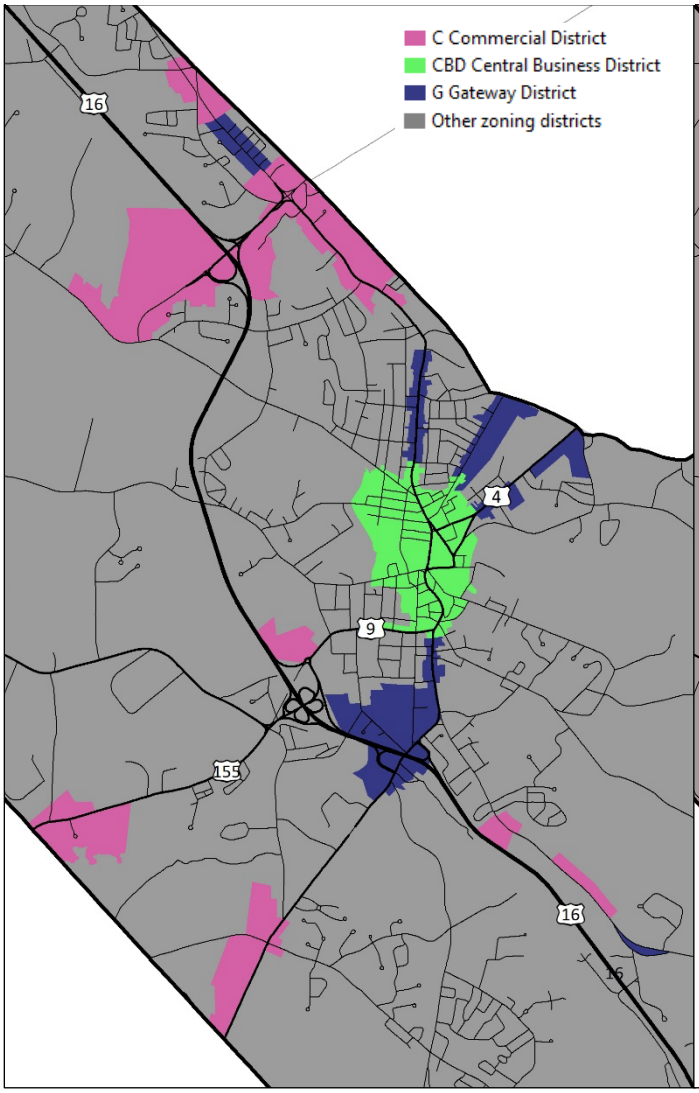
Table 2: Dover Zoning Districts
Source: City Assessing and GIS data

Category	Zoning District	Total Acres	Percent of Dover	Land Acres	Percent of Land in Dover
Core Commercial Districts	C: Commercial	608	3%	484	3%
	CBD: Central Business District	235	1%	172	1%
	G: Gateway	281	2%	214	1%
Additional Commercial Districts	IT: Innovative Technology	1,457	8%	1,377	9%
	CM: Commercial Manufacturing	700	4%	657	4%
	CWD: Cochecho Waterfront District	102	1%	86	1%
Low to Medium Density Residential Districts	R-40: Rural Residential	9,259	50%	8,205	53%
	R-12: Medium-Density Residential	2,552	14%	2,098	13%
	R-20: Low-Density Residential	2,135	11%	1,266	8%
Medium to High Density Residential Districts	RM-SU: Suburban Density Resident	576	3%	456	3%
	RM-U: Urban Density Residential	379	2%	314	2%
	HR: Heritage Residential	166	1%	137	1%
Other Districts	LBW: Little Bay Waterfront	89	0.5%	28	0.2%
	O: Office	17	0.1%	14	0.1%
	H: Hospital	37	0.2%	35	0.2%
	Total	18,593		15,543	

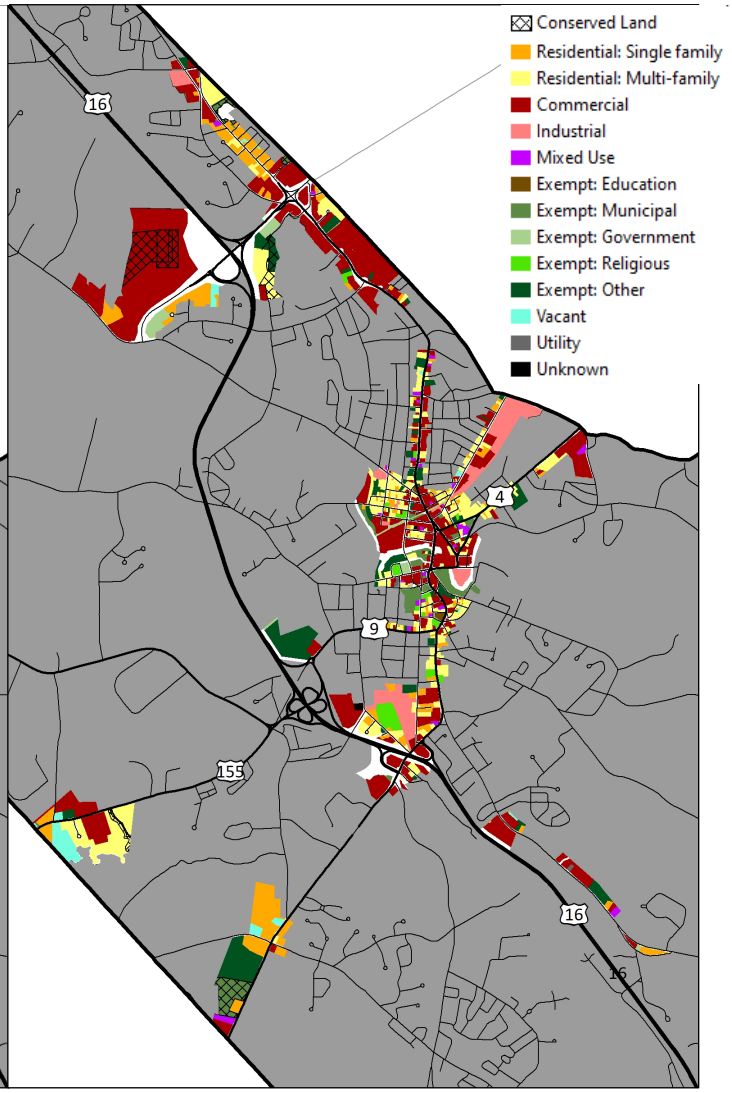
Because of the number and complexity of Dover's zoning districts, this analysis grouped districts into 5 broad categories – Core Commercial, Additional Commercial, Low to Medium Density Residential, Medium to High Density Residential, and Other Districts. These categories will be used to discuss districts with similar themes while allowing space to discuss districts individually.

<u>Core Commercial Districts</u>: Commercial District, Central Business District, Gateway District

Map 3: Core Commercial Districts



Map 4: Land Uses within the Core Commercial Districts



These three core commercial districts – Commercial, Central Business and Gateway – are the three economic drivers of Dover and are shown in Map 3. Although they represent a relatively small percentage – 6% – of Dover's total area, significant economic activity exists in these areas. Collectively, more than half of these districts are actively being used for commercial or industrial activities, which can be seen in Table 3. The Commercial District has the highest percentage of commercial/industrial activity, which accounts of 54% of the district. The Gateway District has nearly the same total combined percentage but has noticeably more industrial uses.

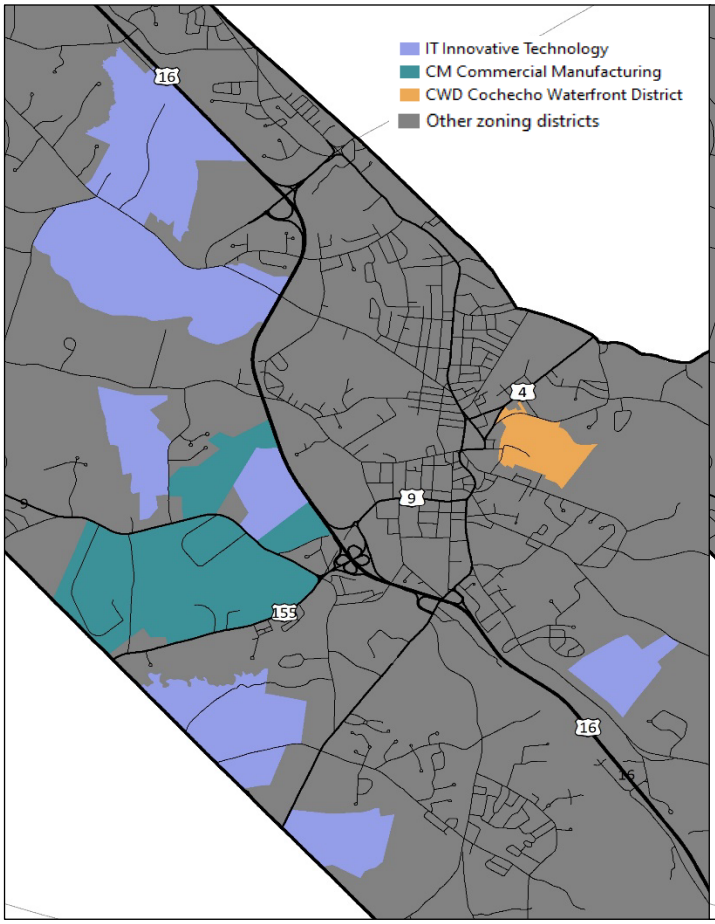
These districts also average more than ¼ of the area as residential uses. The Commercial District has nearly the same amount of single- and multi-family residential uses at 12% and 11% respectively. The Central Business District has 24% multi-family residential with another 5% single-family, whereas the Gateway District has 18% multi-family residential and another 15% single-family. The relatively high percentage of residential uses in these districts shows the density of them. Equally, mixed with the high amounts of commercial/industrial uses in these districts, these downtown drivers are offering dense areas for economic and residential opportunities. Map 4 shows the land uses within these primary commercial districts. These districts contain about ¼ of the ~75 properties that support recreation in Dover. Although several of these properties are owned by the City of Dover, many of them are privately owned with different land uses.

Table 3: Core Commercial Districts
Source: City Assessing and GIS data

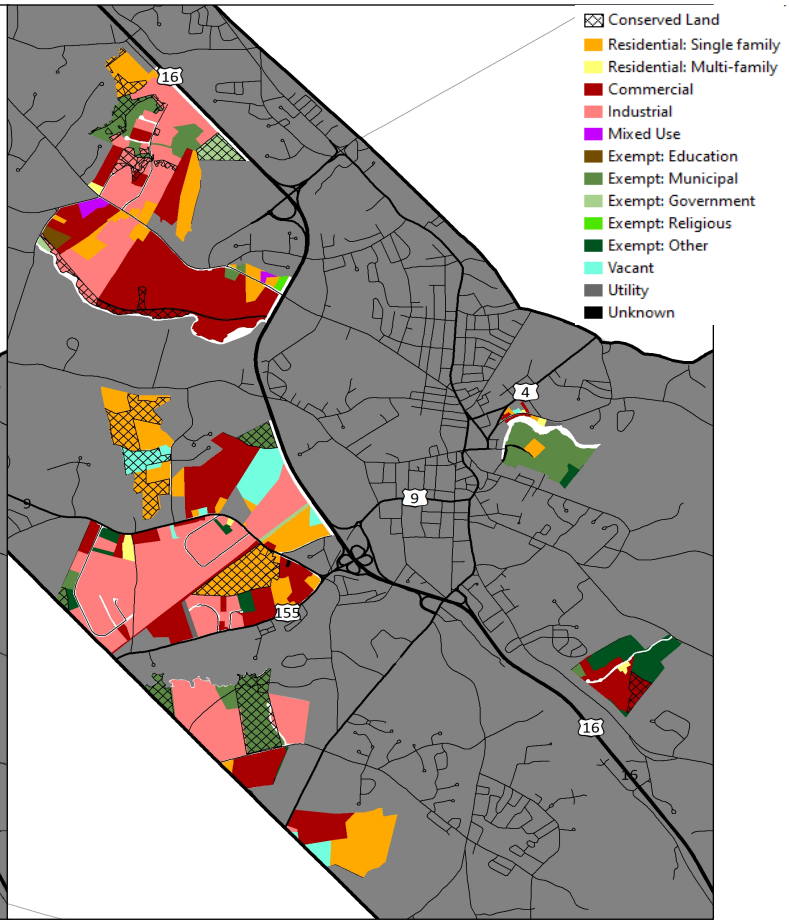
	C: Commercial District		CBD: Central Business District		G: Gateway District	
Land Use	Acres	Percent of District	Acres	Percent of District	Acres	Percent of District
Commercial	254	53%	63	37%	70	33%
Exempt: Education	-	-	1	1%	-	-
Exempt: Govt (county, state, federal)	10	2%	4	2%	-	-
Exempt: Municipal	18	4%	21	12%	1	0%
Exempt: Other	59	12%	14	8%	13	6%
Exempt: Religious	-	-	5	3%	10	5%
Industrial	4	1%	8	5%	43	20%
Mixed Use	4	1%	5	3%	3	1%
Residential: Multi-Family	55	11%	42	24%	39	18%
Residential: Single-Family	60	12%	8	5%	33	15%
Utility	-	-	1	1%	-	-
Vacant	19	4%	-	-	1	0%
Unknown	-	-	-	-	-	-
Total	483	100%	172	100%	213	100%

<u>Additional Commercial Districts</u>: Innovative Technology District, Central Manufacturing District, Cochecho Waterfront District

Map 5: Additional Commercial Districts



Map 6: Land Uses within Additional Commercial Districts



While these districts have a heavy commercial/industrial emphasis, they are not broadly seen as Dover's economic powerhouse mostly because they are not part of the core downtown. Additionally, the density of activity is less than the primary commercial districts. Maps 5 and 6 show the extent of these districts and their associated land uses. Table 4 shows the land use breakdown for these three districts in tabular form.

The Innovative Technology and Commercial Manufacturing Districts still have high amounts of commercial/industrial activities accounting for an average of 63% of the land area. While the land area of these activities is greater than the primary commercial districts, they are much less dense and have limited sense of place being located outside of Dover's core downtown. In contrast to the primary commercial districts, the residential uses in these secondary commercial districts are almost exclusively single-family residential. This again speaks to the lower density

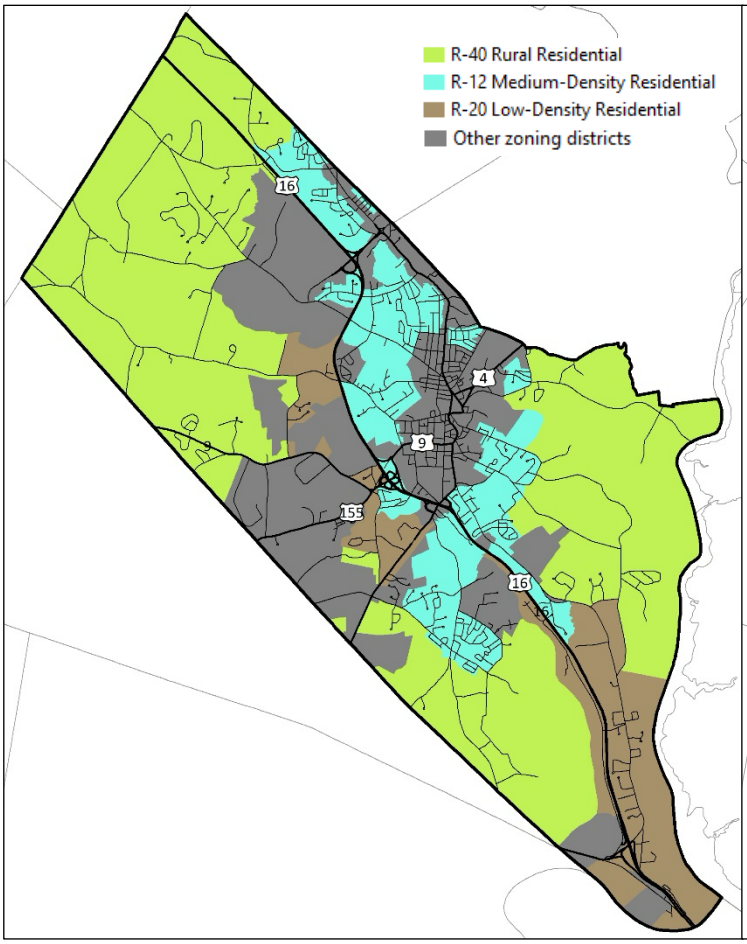
found in these districts. Additionally, 3/4ers of the Cochecho Waterfront is municipally owned, which impacts the density of activity in the district.

Table 4: Additional Commercial Districts
Source: City Assessing and GIS data

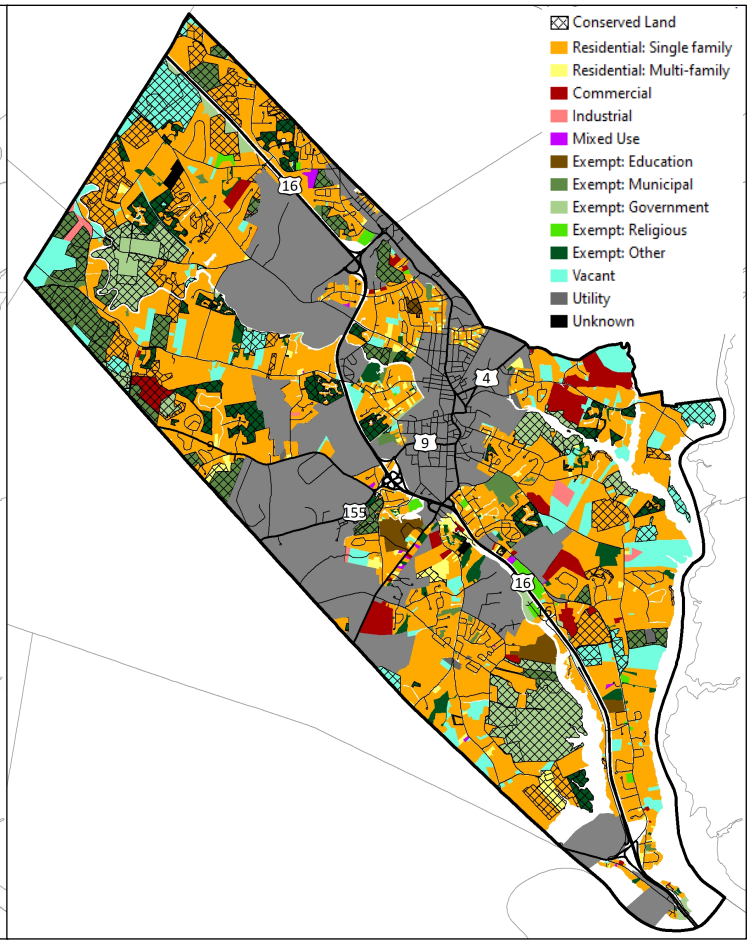
	IT: Innovative Technology District		CM: Commercial Manufacturing District		CWD: Cochecho Waterfront District	
Land Use	Acres	Percent of District	Acres	Percent of District	Acres	Percent of District
Commercial	417	30%	177	27%	3	3%
Exempt: Education	8	1%	-	-	-	-
Exempt: Govt (county, state, federal)	23	2%	2	0%	-	-
Exempt: Municipal	137	10%	24	4%	65	75%
Exempt: Other	50	4%	19	3%	5	6%
Exempt: Religious	3	0%	-	-	-	-
Industrial	378	27%	304	46%	-	-
Mixed Use	9	1%	-	-	-	-
Residential: Multi-Family	4	0%	7	1%	2	2%
Residential: Single-Family	278	20%	113	17%	7	8%
Utility	-	-	4	1%	2	2%
Vacant	70	5%	6	1%	1	1%
Unknown	-	-	1	0%	2	2%
Total	1,377	100%	657	100%	87	100%

<u>Low to Medium Density Residential Districts</u>: Rural Residential District, Medium-Density Residential District, Low-Density Residential District

Map 7: Low to Medium Density Residential Districts



Map 8: Land Uses within the Low to Medium Density Residential Districts



These three districts represent 75% of Dover's total area; because of that, they also represent the largest residential land use by area in the City. Maps 7 and 8 show the extent of these districts and their associated land uses. Table 5 shows the land use breakdown for these three districts in tabular form.

An average of 60% of these districts are residential uses. However, in the Medium- and Low-Density Residential Districts that percentage increases to 69% and 71% respectively. With that said, most residential uses are single-family with only 2% of these total districts being used for multi-family residential. With minimum lot sizes ranging from ~1/4-acre in the Medium-Density Residential District to ~1/2-acre in the Low-Density Residential District to ~1-acre in the Rural Residential District, it's clear to see these districts as residing a large percentage of Dover's residents.

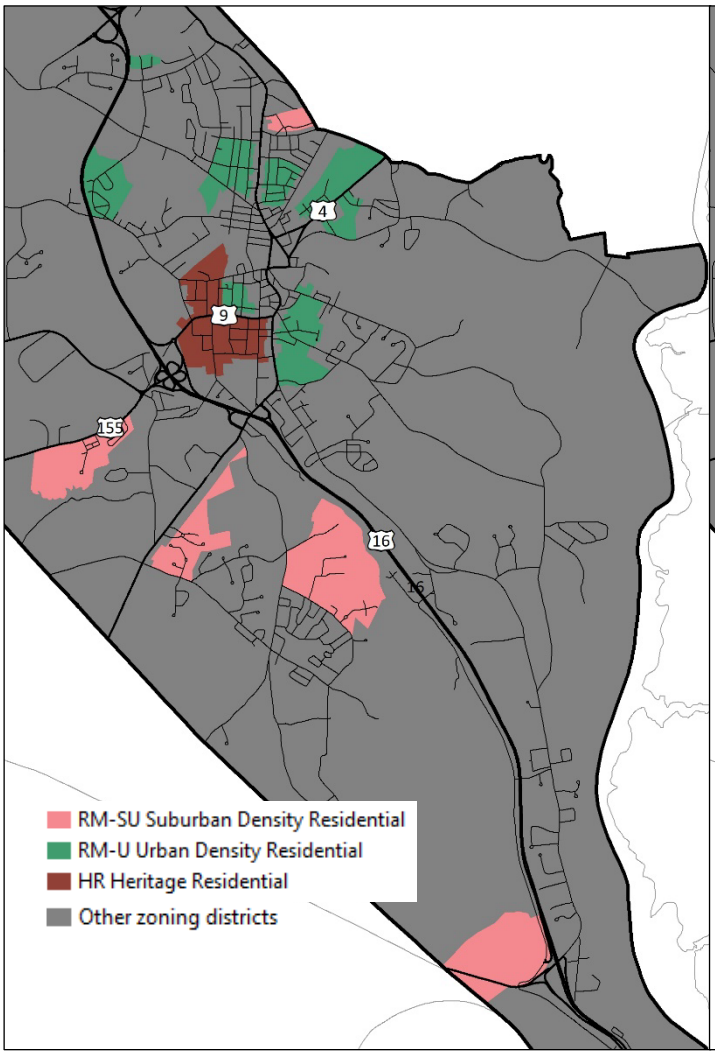
Worth noting is the nearly 25% of exempt land uses in these districts. Of the more than 2,700 acres of exempt land uses in these districts, nearly 3/4ers is permanently conserved. Another 11% (nearly 750 acres) of single-family residential uses have also been permanently conserved. There are also many properties that support recreation in these districts. Of the ~75 properties that support recreational in Dover, more than 40% found in these districts. While several of these properties are owned by the City of Dover and are likely designed primarily for recreation, there are others where the line is less clear. For example, three properties are privately owned single-family residences that allow recreation. Similarly, there are other exempt properties that are privately owned but still support recreation.

Table 5: Low to Medium Density Residential Districts
Source: City Assessing and GIS data

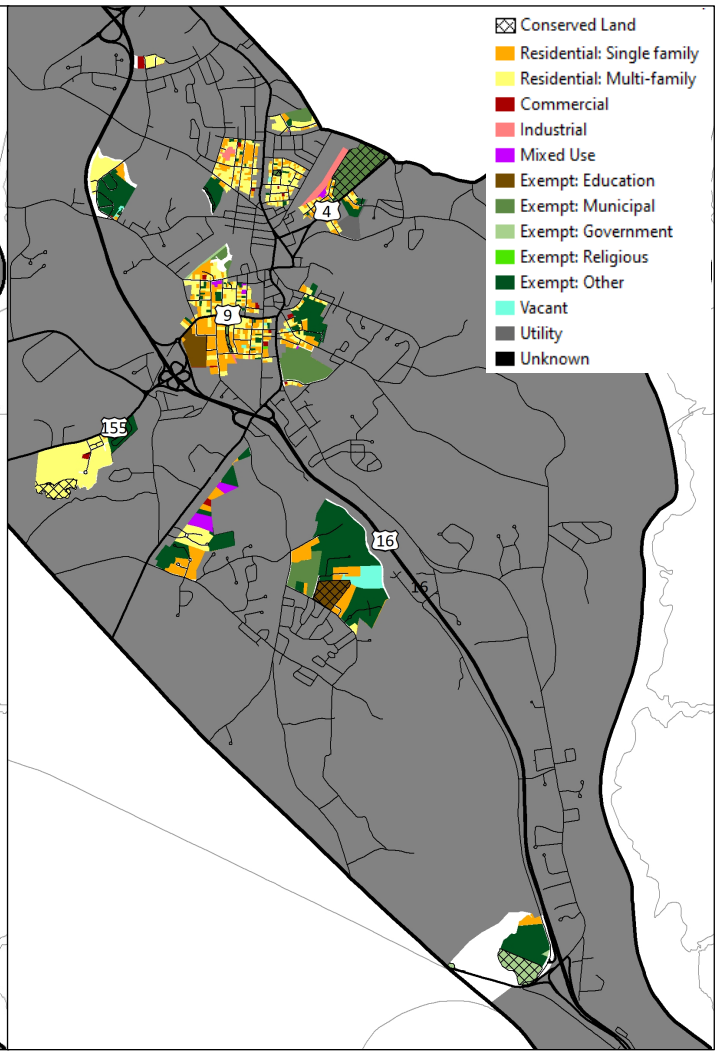
	R-40: Rural Residential District		R-12: Medium-Density Res District		R-20: Low-Density Res District	
Land Use	Acres	Percent of District	Acres	Percent of District	Acres	Percent of District
Commercial	353	4%	56	3%	12	1%
Exempt: Education	55	1%	14	1%	83	7%
Exempt: Govt (county, state, federal)	871	11%	62	3%	26	2%
Exempt: Municipal	574	7%	212	10%	40	3%
Exempt: Other	511	6%	145	7%	75	6%
Exempt: Religious	11	0%	57	3%	16	1%
Industrial	60	1%	-	-	2	0%
Mixed Use	2	0%	16	1%	8	1%
Residential: Multi-Family	96	1%	123	6%	21	2%
Residential: Single-Family	4,524	55%	1,323	63%	877	69%
Utility	26	0%	6	0%	-	-
Vacant	1,098	13%	74	4%	103	8%
Unknown	24	0%	10	0%	3	0%
Total	8,205	100%	2,098	100%	1,266	100%

Medium to High Density Residential Districts: Suburban Density Residential District, Urban Density Residential District, Heritage Residential District

Map 9: Medium to High Density Residential Districts



Map 10: Land Uses within the Medium to High Density Residential Districts



Although these districts account for only 6% of the total area in Dover, they represent dense residential neighborhoods with a mixture of exempt lands. An average of 43% of these districts represent some form of residential land use. Multi-family residential accounts for between 23-28% of these districts. Single-family residential uses account for nearly half (45%) of the Heritage Residential District, while the other districts are closer to ~13%. These numbers show a residential density that does not exist elsewhere in Dover and, thus, presents a distinctly

different neighborhood feel. Table 6 shows the land use breakdown within these districts. Maps 9 and 10 show the extent of these districts and their associated land uses.

Table 6: Medium to High Density Residential Districts
Source: City Assessing and GIS data

	RM-SU: Suburban Density Res District		RM-U: Urban Density Res District		HR: Heritage Residential District	
Land Use	Acres	Percent of District	Acres	Percent of District	Acres	Percent of District
Commercial	2	0%	4	1%	2	1%
Exempt: Education	18	4%	-	-	17	12%
Exempt: Govt (county, state, federal)	23	5%	-	-	3	2%
Exempt: Municipal	30	7%	75	24%	8	6%
Exempt: Other	197	43%	73	23%	6	4%
Exempt: Religious	-	-	-	-	-	-
Industrial	-	-	14	4%	1	1%
Mixed Use	11	2%	-	-	1	1%
Residential: Multi-Family	106	23%	88	28%	36	26%
Residential: Single-Family	52	11%	47	15%	62	45%
Utility	-	-	12	4%	-	-
Vacant	17	4%	1	0%	1	1%
Unknown	-	-	-	-	-	-
Total	456	100%	314	100%	137	100%

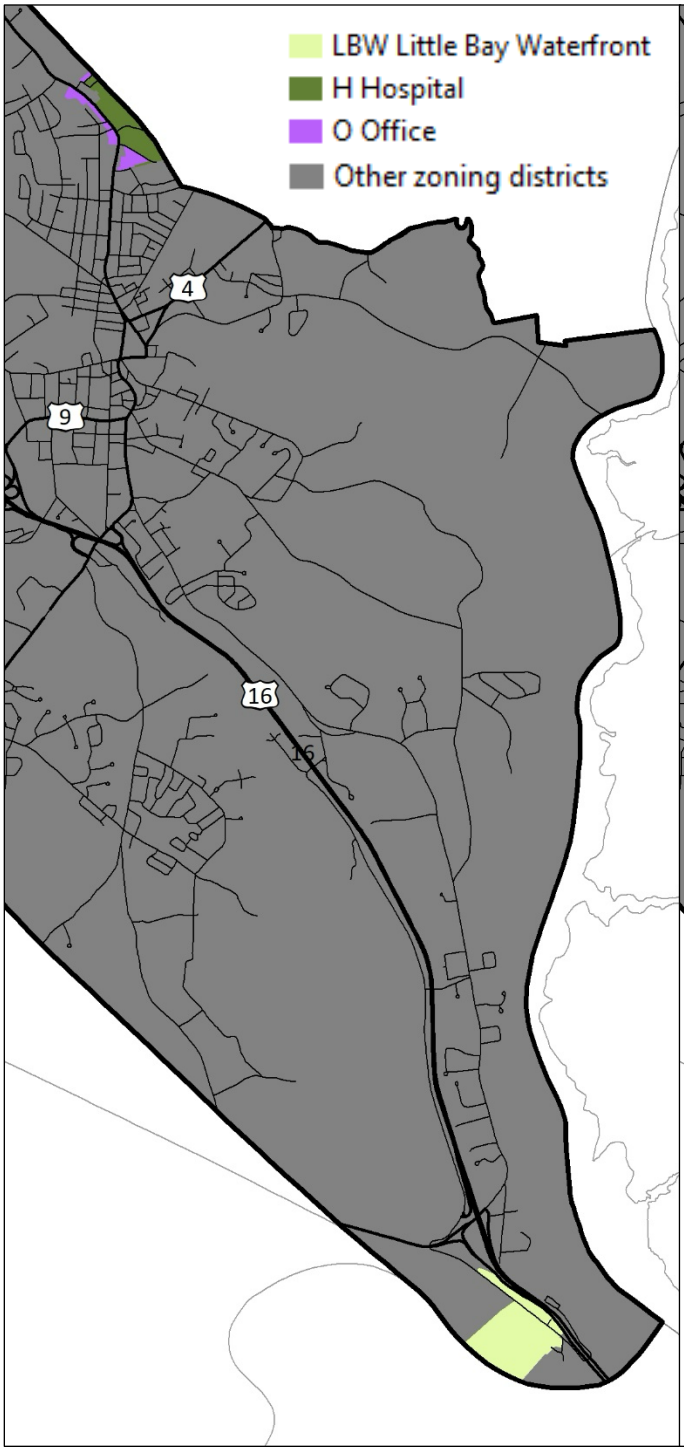
Exempt land uses are also high in these districts, representing an average of 50% of the area. The exempt uses are divers, however, and include education, municipal or government ownership, and others including but not limited to land trusts. To that point, some of Dover's most well-known recreational and open spaces are found in these districts including but not limited to the following:

- Dover ice arena
- Dover skatepark
- Guppey Park
- Jenny Thompson outdoor pool
- Bellamy River WMA east

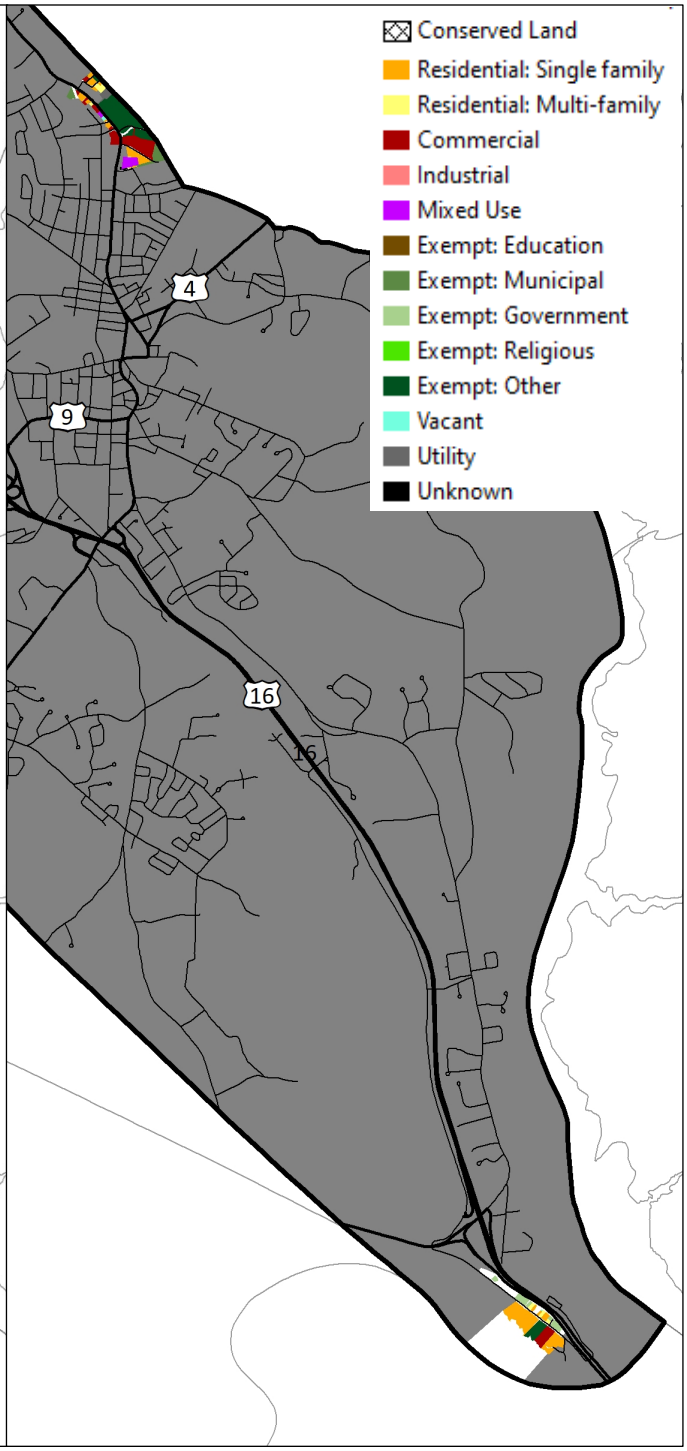
Although many of these properties supporting recreation are municipally owned and, thus, exempt, many others are privately owned. In fact, several properties are primarily classified as multi-family land uses with another being industrial.

Other Districts: Little Bay Waterfront District, Office District, Hospital District

Map 11: Other Districts



Map 12: Land Uses within the Other Districts



These three districts make up less than one-half percent of Dover's total land area. Instead, more than half of the Hospital District is considered an exempt land use because the hospital functions as a non-profit organization. To a similar extent, most of the Little Bay Waterfront District is single-family residential, which gives its primary function. Table 7 shows the land use breakdown within these districts. Maps 11 and 12 show the extent of these districts and their associated land uses.

Table 7: Other Districts
Source: City Assessing and GIS data

	LBW: Little Bay Waterfront District		O: Office District		H: Hospital District	
Land Use	Acres	Percent of District	Acres	Percent of District	Acres	Percent of District
Commercial	4	14%	4	29%	8	23%
Exempt: Education	-	-	-	-	-	-
Exempt: Govt (county, state, federal)	4	14%	-	-	-	-
Exempt: Municipal	-	-	1	7%	4	11%
Exempt: Other	4	14%	-	-	19	54%
Exempt: Religious	-	-	-	-	-	-
Industrial	-	-	-	-	-	-
Mixed Use	-	-	3	22%	-	-
Residential: Multi-Family	1	4%	0.3	2%	1	4%
Residential: Single-Family	15	54%	5	37%	1	3%
Utility	-	-	-	-	2	6%
Vacant	-	-	0.3	2%	-	-
Unknown	-	-	-	-	-	-
Total	28	100%	14	100%	35	100%

2024 Dover Land Use Regulation Audit Report

An Ad-Hoc Committee to address community housing needs was created in 2023 to recommend to the City a list of actions to "encourage and incentivize thoughtful development to meet the housing needs of residents…" In support of those efforts, the Strafford Regional Planning Commission (SRPC) was tasked with completing a regulatory audit of Dover's Land Use regulations and preparing recommendations to assist the City in meeting its housing goals. In addition to the regulatory audit, SRPC conducted a developable land analysis for Dover to "establish a baseline estimate of land available to meet projected housing demand." Once certain constraints to development were removed (conserved land, steep slopes, water, wetlands, and currently developed land), about 26% of the city was "developable" (SRPC made it clear this does not mean "available for development").

With 29% developable acreage, the Rural Residential District (R-40) has the most developable area, which is by design based on the City's zoning design for less dense development and more open space. This zone provides an opportunity for "gentle infill in the form of Accessory Dwelling Units (ADUs) and two-to-four-unit structures." This exercise also identified the Urban Density Residential District (RM-U) with having 64% of the lots as nonconforming, which are lots that are smaller in area than is required by the zoning. In these areas, the City could consider "adjusting zoning standards to bring more lots into conformity to provide more opportunities for infill development."

In Summary

Dover's land use patterns across zoning districts reflect a clear alignment with the City's planning goals. Core commercial areas like the Central Business District, Gateway, and Commercial zones successfully balance residential and commercial uses, creating a vibrant, mixed-use downtown. Other commercial districts—such as Innovative Technology, Commercial Manufacturing, and Cochecho Waterfront—appropriately emphasize non-residential activity. Residential zones also align with their intended densities, with lower-density districts dominated by single-family homes and higher-density areas supporting more multi-family housing near jobs and services. Looking ahead, it will be important for Dover to build on this foundation by continuing to balance development with resource protection, addressing ongoing housing needs, and supporting a strong, resilient economy.

Demographics and Housing

Understanding demographic trends and housing needs is essential to guiding land use decisions that support a vibrant and sustainable future for Dover. As the city's population grows, becomes more diverse, and household compositions shift, there is increasing demand for housing that reflects a range of needs—whether that means smaller units for aging residents, affordable options for young families, or proximity to jobs and services. These changing dynamics directly influence how and where Dover plans for residential development and underscore the importance of aligning housing policy with long-term land use goals.

Population Trends

Based on estimates provided by the US Census, Dover had a 2023 population of 33,070 representing an increase of 2,863 (9.4 percent) since 2013. Dover became the State's fifth most populated community in 2010, as well as the most populated in Strafford County, and this standing continues today. In general, the population has grown in all the neighboring communities within the region Dover is situated. Between 2013 and 2023, Dover's population increased by 9.4 percent, growing faster than Portsmouth (5.1%) and Somersworth (2.4%), but slightly slower than Rochester (10.3%). Dover's rate of population growth has been higher than the county's and the state's. According to population projections from the NH Office of Planning and Development, Dover's population is anticipated to continue increasing looking out to 2050.

Table 1:	**Population**		**Change 2013 to 2023**	
Community	2013	2023	Number	Percent
Dover	30,207	33,070	2,863	9.4%
Durham	9,907	10,577	670	6.8%
Eliot, ME	6,234	6,978	744	11.9%
Madbury	2,055	2,121	66	3.2%
Newington	798	899	101	12.7%
Portsmouth	21,237	22,332	1,095	5.1%
Rochester	29,801	32,866	3,065	10.3%
Somersworth	11,780	12,060	280	2.4%
Strafford County	123,836	133,243	9,407	7.6%
New Hampshire	1,323,458	1,402,054	78,596	5.9%

American Community Survey 5-Year Estimates

Age

Dover's median age as of 2023 was 37.6 years old, which is comparable to the median age of the county and lower than the state. The most prominent age group in Dover is the 25-34 year old age cohort, which increased by 37% between 2013-2023, while the 34-44 year old age cohort grew 8% in that timeframe. The number of youths below 19 years of age in Dover have been declining, showing a 17% decrease between 2013 and 2023. The 60-64 year age cohort has increased by 34% between 2013 and 2023, while the 65-74 year age cohort has increased by 68%, indicating an aging population in Dover which mirrors trends seen county and state wide. Dover's aging population and its growing young adult and working professional population are all seeking a range of housing

opportunities, and the community should consider the tools available to create the diverse types of housing desired.

Table 2: Median Age

Year	Dover	Strafford County	New Hampshire
2013	36.1	36.9	41.5
2018	36.1	36.9	42.7
2023	37.6	37.9	43.2

American Community Survey 5-Year Estimates

Table 3: Population by Age Group

	Dover				Strafford County			New Hampshire		
Age Group	2013	2018	2023	2023 % of Pop.	2013	2018	2023	2013	2018	2023
Under 10 years	3,432	3,564	2,850	8%	13,537	13,114	12,045	114,630	136,082	131,707
10-19 years	3,560	2,664	2,965	9%	17,937	17,813	17,498	176,224	165,261	166,381
20-24 years	3,154	2,897	3,442	10%	12,988	14,069	13,131	85,126	90,164	85,524
25-34 years	4,463	6,079	6,131	18%	14,767	16,252	18,018	147,022	161,541	175,865
35-44 years	3,966	3,541	4,312	13%	15,599	14,370	15,737	172,458	155,671	168,194
45-54 years	4,376	3,940	3,754	11%	18,833	17,390	15,535	222,200	200,920	177,065
55-59 years	2,061	2,131	2,199	7%	8,796	8,980	9,740	99,383	110,487	107,739
60-64 years	1,291	1,779	1,734	5%	5,994	8,087	8,268	85,046	95,512	109,834
65-74 years	1,872	2,590	3,160	10%	8,414	10,749	13,231	104,075	135,715	165,496
75+ years	2,032	2,131	2,523	8%	6,971	7,413	8,540	83,007	92,269	105,029

American Community Survey 5-Year Estimates

School Enrollment

School enrollment numbers show a decrease in the population of school-age children enrolled in Dover's school system, and this matches the declining number of youths seen in the census figures. From 2019 to 2023, the enrolled school-age population decreased by 9%.

Table 4: Fall School Enrollment Numbers

School Enrollment	2019	2020	2021	2022	2023
Kindergarten	264	193	247	249	244
Elementary	1,361	1,335	1,238	1,244	1,210
Middle	885	834	856	814	798
High School	1,204	1,244	1,242	1,199	1,123
Total	3,714	3,606	3,583	3,506	3,375

NH Department of Education

Households

The number of households continue to increase in Dover, while household sizes are decreasing. Strafford County is also seeing a similar trend, with Dover having a smaller average household size comparatively. The need for additional housing units in New Hampshire communities of all sizes is expected to continue to increase as the number of small households of one to two people increases. Older adults often look to downsize, either upon becoming "empty nesters" or when seeking more accessible, single-story-living arrangements. Young and emerging adults similarly

seek modestly sized units as "starter homes." In some cases, both groups find they are competing for the same types of units, which often leaves out young and emerging adults who may lack existing assets/capital.

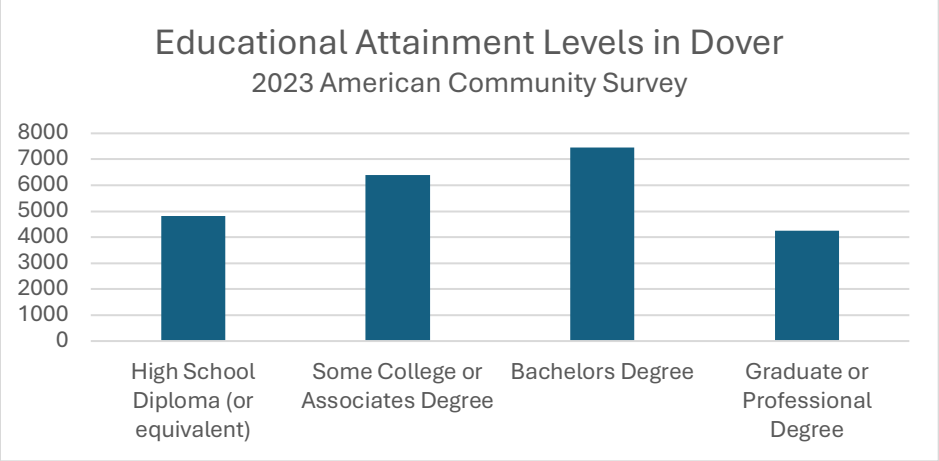
Table 5: Household Types

	Dover		Strafford County	
Households	2019	2023	2019	2023
Total Households	13,489	15,000	48,982	51,684
Family Households	7,429	8,087	31,210	32,061
Non-Family Households	6,060	6,913	17,772	19,623
One-Person	4,224	5,039	12,804	14,345
Multiple People	1,836	1,874	4,968	5,278
Average Household Size	2.27	2.14	2.45	2.39

American Community Survey 5-Year Estimates

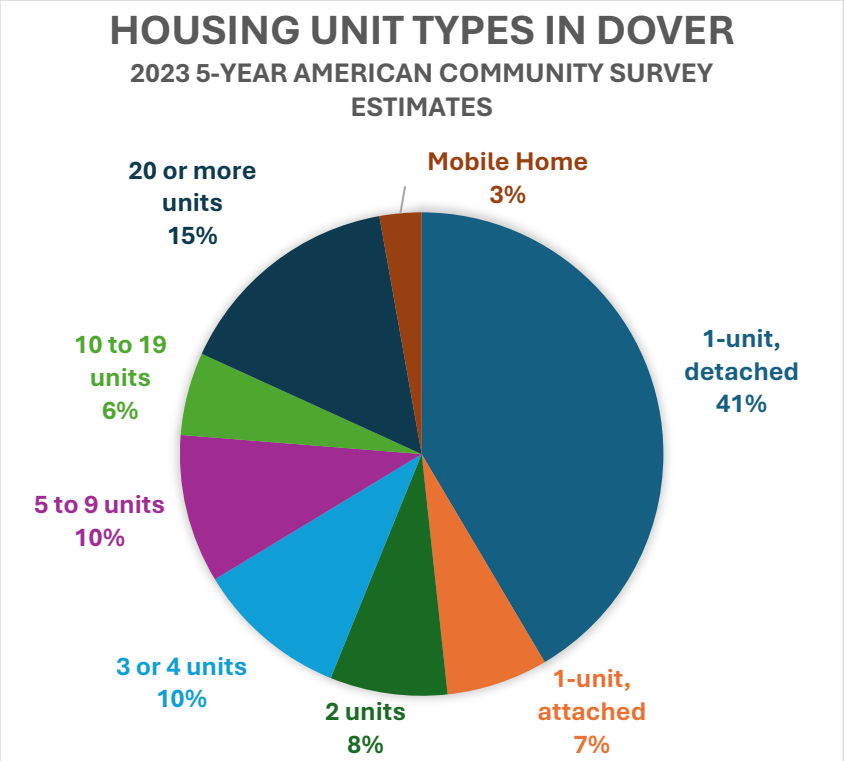
Educational Attainment

Dover continues to attract a more educated demographic compared to the State of New Hampshire and many area communities, and existing residents are also pursuing higher degrees. According to the American Community Survey, nearly 50 percent of Dover residents that are aged 25 and over have a bachelor's or graduate degree. Educational attainment has a profound impact on the local economy, and the eligibility of residents for available jobs. While this level of education is difficult to guarantee, the city is looking to continue to attract jobs within the top job growth fields (health care or technology-related), which require high levels of education.



Housing Trends

The 2024 Dover Regulatory Audit identified housing affordability as the biggest challenge facing Dover today, based on public engagement and data analysis, and homelessness and housing insecurity continue to be issues in the city. The median home sale price and rental prices have been increasing significantly. Dover's fast population growth rate intensifies the demand for housing, further straining the already limited supply. While the city has a higher diversity of housing types and price points than some neighboring communities, the housing market remains tight with high demand for rentals and homeownership, accessible/transitional housing, and workforce housing. Such escalating prices and the lack of available units pose challenges for prospective homebuyers and renters, particularly those with moderate incomes.



Housing Types

According to the 2023 American Community Survey, there are 15,000 occupied housing units and 439 vacant housing units. Of the occupied housing units in the city, 7,694 units are owner-occupied, while 7,306 units are renter-occupied. Homeownership dominates the rural areas of the city, while renter-occupied units are largely in the more developed areas of Dover, closer to services and amenities. Many housing units in Dover are single-family units, making up 48% of the community's housing stock. Smaller complexes of multi-family units (range from 2-9 units), make up 28% of the city's housing stock, while larger complexes of 10 or more units make up 21% of the city's housing stock.

Housing Construction

Table 6: Permitted New Buildings – 2024 Regulatory Audit

Year	Residential			Other	Total
	Single Family	Multifamily	Manufactured Housing		
2008	31	30	0	0	61
2009	48	20	0	0	68
2010	0	0	0	0	0
2011	51	7	0	0	58
2012	71	19	1	0	91
2013	66	40	0	0	106
2014	64	18	0	0	82
2015	45	27	0	0	72
2016	61	5	3	0	69
2017	61	138	4	0	203
2018	54	212	2	0	268
2019	43	145	1	0	189
2020	32	65	4	0	101
2021	30	64	tel:0%2019%201%2018%200%205%203%20212%202%2065		
2022	41	48	0	3	92

Source: SRPC and City of Dover 2008-2022

According to Dover's 2024 Regulatory Audit, building permit data from both Dover and New Hampshire show a sharp decline in housing production of all types following the 2008–09 Recession. However, Dover rebounded more quickly than many other Seacoast communities and saw 58 net housing units created in 2011 and more units each year after. As two of the region's more populous cities, Dover and Rochester have also seen higher levels of multifamily housing development. In 2018 alone, Dover approved up to 212 multifamily units. Data from the American Community Survey indicates that between 2017 and 2022, single-family housing grew by just 11%, while conversions and new developments with 10 or more units increased by 58%. During the same period, "missing middle" housing—typically buildings with 3 to 9 units—grew by 15%. However, it is important to note that permitted new buildings is not the same as units actually built and more tracking is required to understand these patterns better.

Recent and Pending Housing Projects

In more recent years, Dover has seen important housing developments get constructed, including the Orpheum Apartment Complex in the downtown, and a cottage court on Back River Road that responded to the need for workforce housing. Currently, about 1,440 housing units are approved to be built over the next several years and include the projects referenced below. Roughly 640 of these units have been built as of March, 2025. Many more housing developments are in the works for 2026 and beyond. The 2023 Strafford Regional Housing Needs Assessment shows Dover needs an additional 2,077 homes by 2040 with an additional 250 homes needing replacement to meet projected growth in the city. If approximately 600 homes are expected to be built in 2025, that represents 29% of the total number of homes Dover needs by 2040.

Cochecho Waterfront Development - Situated along the Cochecho River in Dover, this new mixed-use development will provide 415 residential units, including 45 condominiums, 346 apartments ranging from studios to three-bedroom units, and 24 townhouses. The project also includes 30,000 square feet of retail space designed to enhance the vibrancy of the area. The first phase consists of two apartment buildings with a total of 197 units, along with a cluster of townhouses. The development is a collaboration with Cathartes, a Boston-based firm. According to Cathartes, apartment rental rates will reflect current market prices, comparable to their Orpheum property in Dover, where rents are $2,365 for a studio, $2,548 for a one-bedroom, $3,312 for a two-bedroom, and $4,350 for a three-bedroom unit.

Residential Development at Littleworth Business Park

Construction of the Littleworth Business Park—a public-private partnership with the city—is progressing steadily. The project is expected to eventually deliver nearly 1 million square feet of industrial space along with up to 800 residential units. Work on the industrial component is already underway. The development spans two parcels: an 85-acre site south of Littleworth Road designated for industrial use, and a 75-acre site to the north planned for mixed-use residential and commercial development. The residential portion will offer a diverse mix of housing options, including garden-style condominiums, townhomes, duplexes, a dedicated "55 and older" area, and single-family homes.

Mixed-use Development of Former Asia Restaurant Property

A five-story, mixed-use development is planned on the former Asia Restaurant property onThird St. The project was approved by the Planning Board in October of 2024, and construction of the 58 residential units is expected to begin in 2025.

McIntosh West Apartments

Construction of the McIntosh West Apartments is expected to occur in 2025 on the former McIntosh College site on Cataract Avenue. The development will include 158 housing units, 78 of which will be designated as workforce housing, with leasing anticipated to begin in late 2025. This project represents another significant step toward addressing the city's affordable housing needs. Rent for the 78 workforce units will align with the New Hampshire Housing Finance Authority's (NHHFA) area median income (AMI) guidelines. To qualify, tenants must earn 60% or less of the area median income, which is currently $131,200 for a family.

Cost of Housing

Median purchase prices have been increasing in Dover, in the county, and throughout the state at a very high rate, especially since 2020. In just three years, between 2020 and 2023, median home purchase prices in Dover rose 36%, exacerbated by an ever-tightening housing market. Similarly, median rental prices have been increasing in Dover, in the county, and throughout the state. Between 2013 and 2023, median rents nearly doubled in Dover and are currently higher than the median average for both the county and the state. The increasing cost of homes has also shifted many potential homeowners into the rental market.

Table 7:	**Median Purchase Prices**			**Median Rental Prices**		
Year	Dover	Strafford County	NH	Dover	Strafford County	NH
2013	$248,475	$200,000	$220,000	$953	$942	1,108
2014	$243,500	$210,000	$219,000	$958	974	1,037
2015	$228,100	$205,000	$221,000	$1,026	992	1,069
2016	$233,500	$211,500	$230,000	$1,073	1,043	1,113
2017	$268,000	$229,000	$240,000	$1,143	1,108	1,143
2018	$290,000	$244,900	$254,000	$1,166	1,146	1,177
2019	$288,000	$255,000	$270,000	$1,347	1,259	1,251

2020	$315,000	$284,500	$302,300	$1,439	1,210	1,283
2021	$365,000	$320,000	$350,000	$1,470	1,356	1,373
2022	$403,000	$390,000	$400,000	$1,801	1,518	1,510
2023	$430,000	$390,000	$418,000	$1,981	1,571	1,644

New Hampshire Housing and Finance Authority

According to the New Hampshire Housing and Finance Authority, Dover's median income for renter households is $63,988. In 2012, the median income for renter households was $37,533, much closer to the $38,680 needed to afford a two-bedroom unit at that time. In the rest of Strafford County, an income of $64,520 is needed to rent a housing unit without fear of being cost burdened. The term "cost burdened" refers to a household that spends more than 30% of its gross income on housing costs.

Rental Vacancy Rates

A healthy rental vacancy rate is approximately 5%, and southeastern New Hampshire has not reliably seen a vacancy rate above 1% since 2019, nor a 5% vacancy rate since 2015 according to the annual rental survey conducted by NHHFA. As a result, more households than ever are experiencing the additional burden of housing costs. According to the 2024 Land Use Regulatory Audit, as many as 35% of all households, and 44% of renting households, must now pay 30% or more of their household income on housing in Dover.

Housing Opportunity Zones

In Dover, a Housing Opportunity Zone (HOZ) is a designated area where qualifying mixed-income housing developments can receive property tax relief for up to 10 years. To qualify, a development must allocate at least 30% of its units to low-income households or meet other income mix criteria defined under state law. This program aims to encourage the construction of affordable housing by providing financial incentives to developers, thereby addressing housing shortages and promoting economic development in targeted areas. The HOZ initiative is part of New Hampshire's broader efforts to increase housing affordability and availability across the state.

Future Housing Needs

The 2023 Strafford Regional Planning Commission Regional Housing Needs Assessment determined that the City of Dover needs at least 1,754 additional housing units by 2035 to constitute a balanced housing supply. With 1,440 units approved to be built over the next several years, including 600 expected to be built in 2025, Dover is on track for achieving – and possibly exceeding – 1,754 units by 2035. However, new units need to be a combination of rental and owner-occupied units at varying price points, as well as housing for specific populations, such as those with disabilities.

Dover recently adopted a new Master Plan Vision titled *Distinctly Dover*, which envisions:

- **Affordable and attainable housing** and support services that are accessible to, and utilized by individuals, families, and households of diverse backgrounds and needs.

- **Diversity of housing options are available,** including single-family and multi-family homes, and safe, well-maintained rental units, assisted living, and long-term care options to meet the needs of residents of all ages and abilities.
- **Low barrier shelter and support services** are available for people experiencing housing insecurity.
- **Housing types are interspersed** to foster multigenerational neighborhoods.
- **Housing in the downtown area** that is available for walkable, car-less living.

The 2024 Regulatory Audit also identified some specific actions and recommendations Dover should pursue to achieve its housing goals. These include:

- Utilizing underutilized lots and non-conforming lots for gentle infill, ADUs, and small-scale multifamily housing.
- Encouraging ADUs (removing barriers & increasing public awareness).
- Expanding Missing Middle Housing (more 2-4 unit dwellings allowed by right).
- Revising multi-family zoning (increase density, revise height & parking limits).
- Improving conversion policies (allow easier subdivision of large homes).
- Strengthening financial incentives (Housing Opportunity Zone, TIF expansion, new Affordable Housing Fund).
- Increasing disability-accessible housing (ADA incentives & emergency shelters)

Economic Development

Dover serves as an economic hub for surrounding communities in Maine and New Hampshire. Together, the communities in the region also attract workers from other areas of New Hampshire, Maine and Massachusetts, and serve as a home for many people who commute out of the region daily. As one of the fastest-growing city in New Hampshire, Dover offers a dynamic environment for businesses and residents alike. The city's economic landscape is diverse, with significant contributions from manufacturing, healthcare, and educational services.

Strategic land use planning is essential for Dover to foster a resilient and thriving economy. By proactively designating areas for diverse economic activities—such as commercial hubs, industrial zones, and mixed-use developments—Dover can attract new businesses, support existing enterprises, and create job opportunities. By integrating strategic land use policies that accommodate emerging industries, foster workforce development, and enhance infrastructure, Dover can position itself to effectively navigate post-COVID-19 economic trends and ensure a robust and diversified economy for the future.

Major Employers

Although Dover has several large employers, most businesses in the city are quite small, and there is a notable self-employed population as well. The hospital is the largest employer in the city, by far, compared to other local businesses and organizations. In 2023, Liberty Mutual, one of Dover's other large employers closed two of their campuses in Dover, consolidating activity at their Portsmouth campus, in response to the adoption of a more hybrid work model. Many employees of Liberty Mutual still live in Dover today and will likely continue supporting local businesses.

The major employers table below lists employee information by employer. The City of Dover collects this information annually by asking each large employer for their employee numbers. Not all businesses respond with their numbers, which may be why some major employers are not listed.

Table 8: 2024 Major Employers in Dover

Business Name	Industry	Employees
Wentworth-Douglass Hospital	Healthcare services	2,668
Lincoln Financial Group	Financial services	1,032
Community Partners	Counseling and mental health services	494
Strafford County	County government services	487
Dover Schools/SAU 11	Education	410
City of Dover	Local government services	287
Stonewall Kitchen	Manufacturing	225
Hannaford Supermarkets (combined locations)	Retail/Distribution	118
HiRel Systems/Vishay	Manufacturing	94
Rand Whitney	Manufacturing	54
Nemo Equipment	Manufacturing	38

Forward Merch	Manufacturing	37
Agility Manufacturing	Manufacturing	36
Relyco	Distribution	28
Children's Museum of NH	Arts and Entertainment	14

City of Dover, NH

Dover's Central Business District

Dover's Central Business District (CBD) serves as the city's vibrant economic and cultural hub. This area of the city features a diverse array of businesses, including retail shops, restaurants, professional offices, and personal service providers. It is a mixed-use area that also includes housing units, making it a rich and active live/work community. The district's dynamic mix of commerce and community activities fosters a lively atmosphere that attracts both residents and visitors. Strategically located with access to major highways and rail services, the CBD offers prime opportunities for business growth and redevelopment. The city's commitment to revitalizing historic mill buildings and investing in infrastructure has further enhanced the district's appeal.

Median Household Income

As of 2023, Dover's median household income was $92,748, according to the American Community Survey, which is higher than the county's median of $84,869. Among the five communities outlined in Table 9, Dover had relatively high growth rate between 2013 and 2023, with Portsmouth and Durham the only communities growing faster during that timeframe. The median household income for homeowners in Dover is a bit higher at $128,734, while the median household income for renters was $63,988. The poverty rate in Dover as of the 2023 American Community Survey was 8.1%, which is slightly lower than Strafford County's (8.8%). This number has been increasing slightly in Dover since 2019.

Table 9: Median Household Income

Median Household Income	2013	2018	2023	Growth Rate between 2013 and 2023
Strafford County	$58,825	$70,650	$84,869	+44.2%
Dover	$57,389	$70,757	$92,748	+61.6%
Durham	$71,250	$75,066	$126,658	+77.7%
Portsmouth	$64,577	$78,027	$105,756	+63.7%
Somersworth	$53,223	$64,786	$79,677	+49.7%
Rochester	$62,398	$58,427	$79,388	+27.2%

2023 American Community Survey 5-Year Estimates

Labor Force

The civilian labor force refers to individuals who either have a job or are actively looking for a job. Dover's civilian labor force grew by 3,280 people from 2010 to 2024. In 2024, new metrics were employed so comparing the growth between 2010 and 2024 is less straight forward. Employment figures also rose during this time. Unemployment rates showed a significant decline over this period, decreasing from 5.4% in 2010 to 2.0% in 2024. A notable deviation occurred in 2020, when the unemployment rate spiked to 6.5%, likely due to the COVID-19 pandemic's impact on the

economy. Overall, these trends indicate a strengthening local economy with increasing employment opportunities and a growing workforce.

Table 10: Labor Force Rates in Dover

Year	Civilian Labor Force	Employed	Unemployed	Unemployment Rate
2010	17,390	16,458	932	5.4%
2011	17,411	16,583	828	4.8%
2012	17,494	16,662	832	4.8%
2013	17,600	16,846	754	4.3%
2014	17,731	17,090	641	3.6%
2015	17,854	17,338	516	2.9%
2016	18,226	17,798	428	2.3%
2017	18,297	17,871	426	2.3%
2018	18,670	18,250	420	2.2%
2019	18,991	18,581	410	2.2%
2020	18,674	17,465	1,209	6.5%
2021	18,469	17,880	589	3.2%
2022	18,606	18,239	367	2.0%
2023	18,438	18,079	359	1.9%
2024	20,670	20,260	410	2.0%

Employment Sectors

Educational services and health care dominate the labor force in Dover**.** Nearly 5,000 workers are employed in this combined sector, making it the largest industry by a significant margin. This reflects Dover's role as a regional hub for healthcare and education, with institutions like Wentworth-Douglass Hospital and local schools and area colleges driving employment. Professional/scientific/management services and manufacturing sectors are also strong, making up a major share of the labor force. Retail and hospitality also remain key support sectors, and finance/insurance/real estate industries are also well-represented in Dover.

Table 11: Employment Sectors

Industry	2023	% of Total
Agriculture, forestry, fishing, hunting, and mining	157	1%
Construction	602	3%
Manufacturing	2,616	13%
Wholesale trade	285	1%
Retail trade	2,177	11%
Transportation and warehousing, and utilities	344	2%
Information	331	2%
Finance and insurance, and real estate and rental and leasing	1,596	8%
Professional, scientific, management, administrative, and waste management services	2,550	12%
Educational services, and health care and social assistance	4,935	25%

Arts, entertainment, recreation, accommodation, and food service	1,916	10%
Other services, except public administration	954	4%
Public administration	998	5%
TOTAL	**19,461**	**----**

American Community Survey 5-Year Estimates

Recent, Pending, or Potential Economic Development Initiatives

Strategic Plan for Fiscal Years 2026–2029

The Dover Business and Industrial Development Authority (DBIDA) has had an economic development strategy that primarily focused on buying and selling land for business park development. As available land decreases, the economic development strategy of DBIDA is also evolving as it recently adopted a comprehensive strategic plan on April 1, 2025, to create a conducive environment for businesses to thrive in Dover. This plan focuses on:

- **Eliminating Barriers for Businesses:** Identifying and addressing city policies or processes that may hinder business operations and proposing more business-friendly alternatives.
- **Enhancing Infrastructure:** Investing in infrastructure improvements to support business growth and expansion.
- **Promoting Workforce Development:** Collaborating with educational institutions and training programs to ensure a skilled workforce that meets the needs of local employers.

Strafford Regional Planning Commission's Regional Comprehensive Economic Development Strategy

The Strafford County CEDS report highlights Dover as a regional economic hub facing both opportunity and transition. The report notes that while the city experienced a setback with Liberty Mutual vacating 600,000 square feet of office space—pushing vacancy rates to over 38%—economic momentum remains strong in Dover, with Northeast Credit Union relocating its headquarters to the city and robust industrial development continuing due to demand spilling over from the Portsmouth area. Dover was the only submarket in the state to see a decrease in industrial vacancy rates in 2023, while rents rose nearly 8%. The CEDS includes multiple Dover-based priority projects—such as infrastructure investments, redevelopment of the Liberty Mutual site, downtown business incubators, and pedestrian improvements—that aim to revitalize key areas and enhance the city's economic resilience. SRPC plans to continue supporting Dover's future development through technical assistance, workforce development programs, and partnerships that align local planning with regional economic goals.

Cochecho Waterfront Development

In partnership with the Boston-based developer Cathartes, Dover is transforming its waterfront area into a vibrant mixed-use district that includes housing, commercial space, and a riverfront park. The project encompasses 415 residential units—including apartments, condominiums, and townhouses—and approximately 30,000 square feet of retail space.

Littleworth Business Park

The Littleworth Business Park is a significant economic development initiative in Dover resulting from a public-private partnership between the city and private developers. This expansive project encompasses two primary parcels:

- **Industrial Development:** An 85-acre site south of Littleworth Road, designated for industrial and commercial use, with plans to develop approximately 700,000 to 800,000 square feet **of** non-residential spaces.
- **Mixed-Use Residential/Commercial Development:** A 75-acre parcel north of Littleworth Road, proposed for up to 800 residential units alongside commercial spaces, aiming to create a vibrant mixed-use community.

The project includes constructing a road connecting Crosby Road and Industrial Park Drive**,** along with installing essential public utilities such as water and sewer systems. Plans feature a 1.6-megawatt solar array**,** reflecting a commitment to sustainable energy solutions within the industrial park. The Littleworth Business Park project is envisioned as a multi-phase, decade-long endeavor, poised to significantly enhance Dover's economic landscape by attracting businesses, creating jobs, and providing diverse housing options. The mixed-use development aims to emulate the success of similar projects like Pointe Place, fostering a community-centric environment that integrates residential and commercial spaces seamlessly.

Liberty Mutual Property Redevelopment

In 2023, Liberty Mutual announced plans to vacate its Dover, New Hampshire, campus, which includes two substantial buildings: Dover East (235,000 square feet) and Dover West (350,000 square feet). This decision prompted city officials to begin exploring redevelopment opportunities for the site. In 2024, the city began exploring a potential vision to transform the property into a vibrant mixed-use community, considering ideas like elderly care, attainable housing, hotel or conference center, residential towers, schools, a shelter, and removing a floor in one of the buildings to create a manufacturing hub. With many potential new uses being considered, this could present another successful opportunity for a public-private partnership in the years to come.

Economic Development Tools and Programs in Dover

Community Development Block Grant Funding

Dover continues to leverage CDBG funds to support a wide range of community development activities, including:

- **Revitalizing Neighborhoods**: Implementing projects that enhance the livability and aesthetic appeal of residential areas.
- **Economic Development**: Funding initiatives that stimulate economic growth and create job opportunities.
- **Improving Community Facilities and Services**: Upgrading infrastructure and public services to benefit lower-income residents

Tax Increment Financing (TIF) Districts

Dover utilizes Tax Increment Financing (TIF) as a strategic economic development tool to stimulate investment in designated areas of the city. Through a TIF, the city can finance public infrastructure improvements—such as roads, utilities, and streetscapes—within specific districts by capturing the incremental increase in property tax revenues that result from development activity and the enhanced property values in those areas. Dover has established TIF districts, including the Downtown Dover TIF District and the Waterfront TIF District, which are overseen by a dedicated advisory board. The city employed TIF funds to finance essential public enhancements for the Cochecho Waterfront Development project, including the construction of a new street system to provide site access, installation of necessary utilities, and the creation of a 3.4-acre public riverfront park.

Dover Economic Loan Program

The Dover Economic Loan Program (DELP) is designed to promote the growth and expansion of small businesses in Dover through gap financing. It primarily targets existing small businesses in Dover seeking to expand, businesses considering relocation to Dover, and new small businesses aiming to establish themselves in the city. The program offers loans to finance activities such as land and building acquisition, construction, equipment purchase, and working capital. By providing this financial assistance, DELP aims to stabilize and expand Dover's economic foundation and tax base by promoting the growth of small enterprises. The city has administered two DELP loans to local businesses in the last 10 years.

Economic Revitalization Zones

Dover has established several Economic Revitalization Zones (ERZs) to stimulate economic redevelopment, expand the commercial and industrial base, create new jobs, and increase tax revenues within the city. These zones offer short-term business tax credits to companies that invest in infrastructure and create jobs in designated areas. Dover's ERZs include the Central Business District, Industrial Park, Locust Street, Mast Road Site, and Sixth Street Site. By leveraging this program, Dover aims to attract and support businesses, thereby enhancing the city's economic vitality.

Dover's RSA 79-E Program

Dover adopted the Community Revitalization Tax Relief Incentive, known as RSA 79-E, to encourage the rehabilitation of underutilized buildings within designated areas such as the Central Business District. This program offers temporary property tax relief to property owners who undertake substantial rehabilitation projects that provide public benefits, including enhancing the economic vitality of downtown, preserving culturally or historically significant structures, and increasing residential housing in urban centers. To qualify, rehabilitation costs must be at least 15% of the building's pre-rehabilitation assessed value or $75,000, whichever is less. Approved projects may receive tax relief for up to five years, with potential extensions if the project includes affordable housing or historic preservation. Property owners must also enter into a covenant with the city to ensure the public benefit is maintained throughout the tax relief period. The Orpheum Apartment

Complex was the first 79-E approved project in the city. The adaptive reuse of Dover's Courthouse Apartment Complex was another approved project approved through the 79-E program.

Federal Opportunity Zone

Dover features one federally designated Opportunity Zone located in census tract 33017081400. This area encompasses parts of the city with a population of approximately 2,000 residents—about 6% of Dover's total population. The median household income within this tract is around $57,000, aligning with the state average for Opportunity Zones. Established under the 2017 Tax Cuts and Jobs Act, Opportunity Zones are designed to spur economic development in low-income communities by offering tax incentives to investors. Investments made through Qualified Opportunity Funds can defer capital gains taxes, and gains from long-term investments held over 10 years may be excluded from taxation.

A Vision for Dover's Future Economy

Dover's recently adopted vision for 2035, Distinctly Dover, emphasized the importance of planning for a strong and resilient economy. This vision emphasized:

- **Establish Dover as a regional economic and innovation hub** by attracting diverse industries and maintaining a strong, resilient economic base.
- **Support a skilled and inclusive workforce** by offering quality of life, housing options, and career opportunities across all sectors.
- **Foster a thriving downtown and small business environment** with clear regulations, cultural diversity, and entrepreneurial support.
- **Redevelop and reuse underutilized properties** to maximize economic potential and support strategic growth.
- **Promote sustainable and tech-ready business practices** by expanding broadband access and encouraging environmentally responsible operations.

Transportation

Dover's transportation system is critical to land use planning because it influences how the city functions, the quality of life of residents, and the potential for new development. Access to roads, transit, and other infrastructure influences development patterns, housing choices, and economic activity. Coordinated planning of this infrastructure ensures people can reach jobs, schools, and services efficiently while minimizing environmental impacts. By aligning transportation and land use, Dover can also support more sustainable, accessible, and efficient development activity in the future.

What is multimodal transportation?

Multimodal transportation includes accommodations for automobiles, public transportation, bicycles and pedestrians. Multimodal access supports the needs of all users whether they choose to walk, bike, use transit or drive. It means more connections and more choices.

Transportation Today

With a vibrant and growing downtown, a strong multimodal transportation foundation, and ongoing infrastructure improvements, Dover is building toward a more connected, accessible, and resilient future. As of 2023, the average annual daily traffic on Central Avenue near City Hall was 17,015 vehicles per day. Along the Spaulding Turnpike by the toll plaza, the average annual daily traffic has grown to 42,315 vehicles per day. This is a 15% increase since 2013 when the average annual daily traffic at the toll plaza was 36,930 vehicles per day.

Dover is also home to the second-busiest Amtrak station in New Hampshire. In FY24, the Dover Transportation Center served over 63,000 passengers with five daily Downeaster round trips. This number has been increasing over the years. Compared to the other Amtrak Stations, the Durham station serviced 54,000 passengers in FY24, and the Exeter station serviced 74,000 passengers. Continued support for rail and regional transportation connections aligns with Dover's broader regional coordination goals.

Dover's commitment to multimodal transportation is also seen in its Downtown Transit Loop, which encourages intracity travel using public transportation. Initiated in collaboration with COAST in 2008–2009, the loop supports local mobility and reduces car dependency. The COAST ridership of the Dover Downtown Loop was 233,165 passengers in FY2024.

The continued expansion of the Dover Community Trail system also provides additional multimodal transportation opportunities year-round. This includes recreational access and non-motorized transportation alternatives for walkers, cyclists, and runners—further reducing vehicle trips in Dover and enhancing quality of life.

Transportation Efficiency and Mobility

Downtown Dover is the center of land use, transportation, community, and economic activity. The compact land use pattern in the Downtown is the result of coordinated land use regulations, infrastructure investments, and private sector development activity. The result is a more productive use of land, higher land values, and a pattern that is easier to support with a variety of transportation options.

This concentration of economic activity supports the case for continued investment in multimodal transportation in the Downtown, particularly walkable and transit-oriented infrastructure that reinforces the area's accessibility and performance. However, there is also a need to connect the Downtown to other areas of Dover and the surrounding region.

Efforts such as the *Downtown Pedestrian and Vehicular Access Study* (initiated in 2013) aim to enhance connectivity between the Transportation Center and central business district, as well as improve pedestrian flow between the Upper and Lower Squares. This work directly supports land use goals by enabling denser development patterns and more efficient land utilization through improved circulation.

A key challenge remains *last-mile access*—the distance between a home and the nearest transit stops. The city, in collaboration with the Strafford Regional Planning Commission (SRPC), is currently developing a *Transit Access Study*, which evaluates Pedestrian Level of Traffic Stress (PLTS) based on sidewalk quality and other walkability factors. This data will guide targeted improvements near identified transit corridors in Dover so that future investments address needed last-mile access improvements.

Electric bikes (e-bikes) are emerging as a significant component of micromobility, offering a viable and sustainable alternative for short-distance travel, particularly for "first-and-last-mile" connections to public transit and for minimizing congestion. Electric Vehicle (EV) infrastructure is another evolving aspect of the future of mobility within Dover and into the surrounding region. Dover has begun integrating electric vehicles into its municipal fleet and has installed several public charging stations to support EV adoption. It is also part of a broader economic strategy to attract and retain visitors to Dover's downtown, especially if they have to explore while their vehicles charge. Dover requires all private developers to either be EV charger ready or to install chargers if they want extra parking. To fully transition toward sustainable transportation, Dover is planning for the strategic expansion of public EV charging infrastructure. Prioritized locations include:

- **Downtown areas and public transit hubs**, to support multimodal use and to drive local economic activity.
- **Shopping centers**, enabling convenient vehicle charging during errands or work hours.

Proposed chargers include both Level 2 (longer duration) and DC Fast Chargers (quick turnover), ensuring compatibility with diverse trip patterns and further encouraging adoption of cleaner vehicles.

Multimodal Access and Investment

Dover constructed the first complete street project in New Hampshire in 2016 when it reconstructed Silver Street. This project serves as an example of the Complete Streets and Traffic Calming Policy adopted by the City. Recent roadway and streetscape projects reflect Dover's continued efforts to modernize its infrastructure in ways that support safe, complete streets and improved land use compatibility. These projects include:

- **Court Street & Union Street Reconstruction**: New sidewalks, bike lanes, water main replacement, and improved drainage.
- **Fifth & Grove Street Upgrades**: Focused on roadway and sidewalk conditions, as well as utility modernization.
- **Whittier Street Sidewalk Improvements**: Added pedestrian access on upper Whittier Street and filled connectivity gaps.

These investments support walkability, multimodal connections, and neighborhood revitalization—and are core components of sustainable land use planning. Additionally, Pointe Place is a thoughtfully designed mixed-use community in Dover that offers a blend of residential, commercial, and recreational spaces, creating a vibrant neighborhood atmosphere. It's been noted that this area is not connected well to Dover's Downtown and improvements are needed to enhance its multi-modal connectivity.

Upcoming Transportation Projects

Dover's Capital Improvement Plan identifies several transportation improvement projects planned for the next five years. These include:

- A CMAQ-funded project to reconstruct Durham Road near the High School and Middle School campuses, following recommendations that were made in a 2016 Route 108 South Corridor Study. In New Hampshire, "CMAQ" (Congestion Mitigation and Air Quality) funding is a federal program, administered by the New Hampshire Department of Transportation (NHDOT), that provides up to 80% reimbursement for projects aimed at improving air quality by reducing congestion and promoting alternative transportation modes.
- The next phase of the Community Trail is in the design and engineering phase with potential construction occurring in 2026 or 2027. This project was referenced in the Statewide Transportation Improvement Program.
- Several Complete Streets projects for various roadways in town.

A pedestrian access improvement project for Chestnut Street was also just entered into the state's four-year Transportation Improvement Program.

Transportation Tomorrow

Building on the work completed under the 2000 and 2016 Transportation Master Plans, Dover's recently adopted vision for 2035, Distinctly Dover, prioritizes a "robust transportation system" that supports:

- **Complete Streets**: Infrastructure for walking, biking, and transit to reduce congestion and reliance on personal vehicles.
- **Traffic Calming**: Managing volumes and speeds through urban design, making streets safer and more pleasant for all users.

- **Enhanced Transit**: Expanding access and improving reliability to ensure equitable mobility for all residents.
- **Multimodal Resilience**: Promoting systems that reduce greenhouse gas emissions and improve adaptability to climate impacts.

This solidifies transportation planning as a central pillar of Dover's land use strategy. Dover is also working on a city-wide bicycle and pedestrian plan that will identify needed transportation policy and infrastructure improvements. By enhancing multimodal infrastructure, supporting a vibrant urban center, and expanding access to sustainable transportation, the city is positioning itself to meet the demand for future growth while preserving quality of life, economic productivity, and environmental health.

Natural Resources, Open Space, and Conservation

Dover's natural resources and network of open spaces and conserved land have influenced the city's character and development over time, while enhancing resident's quality of life. Whether it's the Cochecho River downtown, or the larger swaths of protected land in the outskirts of the city, Dover has a variety of natural resources that exist in both the developed and rural areas of the city. Dover's diverse ecosystems, including wetlands, forests, and water bodies, provide essential services to the city's residents, such as water filtration, wildlife habitat, and recreational opportunities. Recognizing and preserving these resources within future land use planning ensures that development respects the natural environment, mitigates flood risks, and supports biodiversity.

Dover's Natural Resources

Currently, 22% of Dover's land area (or 3,700 acres) are permanently protected. About two-thirds of these conserved lands are northwest of Routes 4 and 155, in the more rural parts of our city. Nearly 90% of all conserved lands are within a quarter of a mile of the main stem and tributaries of the Cochecho and Bellamy Rivers. Dover's conservation lands include wildlife management areas, subdivision set aside land, and state-owned open space, among others. Notable open space resources in the city include the Dover Community Trail, Willand Pond, the Bellamy River Wildlife Management Area, and the County Farm Road Conservation Land. The Bellamy River and Cochecho Rivers also have various access points where residents can enjoy the water for boating access, fishing, and more. As part of its water resources, Dover has wetlands, vernal pools, floodplains, lakes and ponds, estuarine, and coldwater, warmwater, and tidal rivers and streams. The city also has aquifers and groundwater resources that provide drinking water to the residents and developments within the city.

Key Definitions

Open Space: broadly refers to undeveloped public and private land offering scenic, natural, recreational, agricultural, or historical benefits. Open space lands could be developed at any time.

Conservation Land: refers to properties that have a legal agreement prohibiting future development protecting its conservation values including water quality, wildlife habitat, recreational offerings, scenic views, agricultural resources, and more.

Natural Resources: refer to the physical and ecological features of a parcel of land that provide essential services that support environmental health and human activity. These include water resources, soils, steep slopes, forests, fields, and more.

A Legacy of Land Conservation

Dover has a long history of environmental protection, land conservation, and stewardship, with its current network of open spaces and recreational areas reflecting over 50 years of thoughtful planning and commitment by the city's residents and staff. Between 2000 and 2012, more than 1,000 acres of land were added to Dover's protected areas through conservation easements. Since 2012, the amount of permanently conserved land has grown by 22%, with nearly all of the 672 acres added since then expanding existing protected areas, much of which is now managed by the City of Dover.

The City of Dover oversees nearly half of all existing conserved lands. Other conservation organizations, such as New Hampshire Fish and Game, Society for the Protection of NH Forests, and Southeast Land Trust, oversee the remaining lands. Nearly 90% of conserved lands in Dover are protected through conservation easements and fee ownership. Other land protection tools used to conserve land in the city include flowage rights and protective easements (which help protect water supply resources), open space subdivision land set asides, and deed restrictions.

Regulatory Strategies

Dover's land use regulations aim to direct development away from sensitive natural resources. They also ensure ecosystem services are produced or protected (through mechanisms like stormwater management and carbon sequestration through vegetation) during development and redevelopment projects. The city's wetland protection ordinance, stormwater management design standards, environmental review process, cluster subdivision regulations, floodplain protection regulations, and tree protection requirements are a few ways the city prioritizes natural resource protection when guiding future development.

One of Dover's regulatory strategies used to protect valuable open space, such as wetlands, groundwater recharge zones, forested areas, and farmland, is called Transfer of Development Rights (TDR). The TDR Ordinance encourages more intensive development in areas with public infrastructure but fewer conservation features, while preserving lands with significant environmental value. The ordinance currently applies broadly across the city, including in Rural Residential areas. As awareness of the TDR grows, there has been an increase in development proposals in these rural areas, raising concerns about intensification beyond the downtown's walkable limits. Periodic review of the TDR Ordinance will be necessary to balance open space protection with development needs, including the possibility of adjusting density allowances in certain areas. Examining both the open space subdivision ordinance and the TDR ordinance are high priority actions the City will be exploring in the near term and a TDR Ordinance Sub-Committee has been developed to begin this process.

Recreation and Accessibility

Public access to protected lands is important. Access to nature is linked to improved community health and wellbeing and leads to a collective sense of shared stewardship and appreciation for the natural lands that sustain us. Currently, one-third of all permanently protected land in Dover allow full public access for various types of recreation including walking, hiking, skiing, snowshoeing, cross country skiing, birding, and simply being in nature. Increasing public access will allow more opportunities for community members to utilize the open space assets currently available in Dover.

Dover's recently adopted Conservation and Open Space Master Plan chapter prioritizes public access improvements as a major component of Dover's future open space planning. Accessibility improvements ensure residents and visitors can access the city's open space properties safely and easily. Examples include publicizing lesser-known locations, developing and installing appropriate signage, ensuring trails are accessible to diverse users, ensuring sufficient parking, and ensuring the properties are physically accessible to those that visit. Dover's Conservation and Open Space

Chapter also identified as a high priority for future planning the connection of Dover's open spaces and conservation lands to existing neighborhoods to ensure all residents have safe access natural land and recreation opportunities.

The Community Trail is Dover's most well-known stretch of open space and recreation resource. Following a former railroad bed along sections of the Cochecho and Bellamy Rivers, the Community Trail is a popular greenway linking conservation and open space lands with the urban downtown and other key locations such as the Transportation Center Lot. Future plans for the Community Trail are already underway and include exploring expansion of the trail into more rural parts of Dover and eventually connecting with trail networks in surrounding communities.

Dover's open space network is part of the Economic Development Department's new "Discover Dover" website and a component of its economic strategy to promote Dover's quality of life to residents and visitors.

Water Quality

Dover has identified groundwater quality and quantity as a primary focus in its future planning priorities. This emphasis is articulated in the city's Conservation and Open Space Master Plan update, which identifies groundwater protection as a key conservation priority. One of the high priority actions from this chapter is to invest in additional groundwater studies to identify potential locations for subsurface wells and to inform the protection of corresponding lands.

Dover is also an MS4 community under the Environmental Protection Agency's (EPA) regulations. The goal of this program is to reduce pollutants in stormwater runoff to the maximum extent practicable, thereby protecting and improving water quality in the city's receiving waters. This designation requires the city to manage and regulate stormwater discharges to reduce pollution in local water bodies. Dover follows a Stormwater Management Program (SWMP) and an Illicit Discharge Detection and Elimination (IDDE) Plan to comply with these MS4 permit requirements.

Addressing nitrogen pollution is a priority for Dover to protect water quality and the health of ecosystems in the Great Bay estuary. The city is actively seeking collaborative solutions with neighboring communities to manage and reduce nitrogen discharges and collaborates with organizations like the Piscataqua Region Estuaries Partnership (PREP) to promote a healthy Great Bay estuary system.

Economic Benefits of Open Space

Conserved land is less expensive for communities to maintain than developed areas, as undeveloped open space requires a lower level of municipal services. Conserved spaces also increase adjacent property value. Conserved land can also benefit the tourism economy. A recent study referenced by The Highland Center analyzed 1,500 New England cities and towns over 25 years and found that when conservation increased, employment increased. This may be due to a burgeoning tourism economy or by investing in quality of life factors, which result in employees being attracted to the area. There is opportunity to better understand the return on investment for conserved lands in the city.

Dover's Natural Resource and Open Space Network Tomorrow

In 2024, Dover updated its Natural Resource Inventory and its Open Space and Conservation Master Plan chapter which outlined clear directives for future open space protection efforts. This included mapping all natural resource types in the city and the development of co-occurrence maps to identify areas within Dover that have the highest concentration of important natural resources. These will serve as tools for future conservation planning and should directly inform the future land use strategy.

Dover's recently adopted vision for 2035, Distinctly Dover, and the recently adopted 2025 Open Space and Conservation Master Plan chapter envisions:

- **Accessible Open Spaces:** Ensuring Dover's open space network is accessible to the community for a variety of recreation purposes including walking, biking, and other activities.
- **An Interconnected Conservation Network**: Conserving parcels already adjacent to protected lands and connecting river corridors, trails, and green roadways to larger open spaces.
- **Protection of Critical Natural Resources:** Protecting ecosystems that provide critically important services including clean water, clean air, flood protection, and habitat. These include groundwater resources, floodplains, forests, and other resources.
- **Preservation of Rural Character:** Preserving natural resources and rural areas by focusing commercial activity in and around the urban core.

Community Climate Resilience

As a coastal community, climate resilience is especially relevant to land use planning in Dover. This proactive planning will help the city, and its residents, adapt to and recover from climate-related challenges like flooding, heat, and extreme weather. By guiding development away from high-risk areas and investing in durable infrastructure, resilient planning protects people, property, and ecosystems. It also promotes long-term sustainability, supports the local economy, and addresses the needs of vulnerable populations by improving equity and public health. As climate impacts intensify, continuing to integrate resilience into Dover's land use decisions will ensure a safer, healthier, and more sustainable community for all.

Dover's Resilience Efforts

As climate change increasingly affects the New England region, the City of Dover is advancing a land use approach that strengthens community resilience across environmental, economic, and social systems. This effort reflects a proactive stance guided by equity, sustainability, and fiscal responsibility, and is designed to prepare Dover for a future of climate uncertainty while improving the quality of life for all residents.

One of the key elements of this commitment is the Citywide Resilience Plan, launched in 2023. This plan defines Dover's approach to confronting climate-related challenges through collaborative governance, local innovation, and sustainable land use. The plan also supports the core goals of the City Council and highlights the integral role that land use decisions play in energy transition, ecosystem preservation, food security, and infrastructure planning. Key partners in this work include the Planning and Community Development Department, Planning Board, Conservation Commission, Energy Commission, and Open Lands Committee.

Flooding, Equity, and Adaptation

Dover's vulnerability to climate hazards—especially flooding—is well documented in the 2018 Climate Adaptation Master Plan. The low-lying areas along the Bellamy, Piscataqua, and Cochecho Rivers, as well as Little Bay, which are particularly at risk were also identified in the 2025 Conservation and Open Space Chapter as priority lands for hazard mitigation. These and other areas in the city that are most likely to be impacted by climate change may result in disproportionate impacts on vulnerable populations including the elderly, disabled, and historically marginalized communities. Land use strategies that address these risks align with six guiding principles from the NH Coastal Risk and Hazards Commission (CRHC), emphasizing early action, coordinated planning, risk-informed design, and no-regrets solutions that deliver multiple community benefits. There are also financial benefits to being more resilient to natural hazards. The 2019 Natural Hazard Mitigation Saves Report produced by the National Institute of Building Sciences (NIBS), in collaboration with the Federal Emergency Management Agency (FEMA), determined that every $1 spent on mitigation saves $6 on future disaster losses.

Energy Resilience and Emissions Reduction

Dover is a founding member of the Community Power Coalition of New Hampshire, and as of October 2024, Dover Community Power has provided over 91,500 megawatt-hours of energy with

estimated customer savings of more than $2 million. While recent rate shifts have narrowed the price gap with traditional utilities, the program remains a cornerstone of Dover's transition to a more resilient and independent energy future. Other related efforts include the establishment of Commercial Property Assessed Clean Energy (C-PACE) financing to support clean energy retrofits in commercial buildings; a planned solar array at the wastewater treatment plant that could save the City up to $16.4 million over 25 years; and a second 1.5 MW solar project now advancing through city review processes.

Local Food Systems and Urban Agriculture

Land use policies also directly impact the resilience of Dover's food systems. The Resilience Plan promotes establishing community gardens, practicing urban agriculture, and supporting food waste reduction strategies that enhance food security and reduce environmental impacts. Highlights of this work include:

- Dover Community Garden: A resident-driven initiative that promotes healthy eating and local food access.
- Municipal composting: A program operated in partnership with Mr. Fox Composting, which diverts organic waste and supports soil health.
- Zoning recommendations: To support urban agriculture, farmers' markets, and composting operations in more parts of the city.

Dover is also eligible to pursue grant funding through the Resilient Food Systems Infrastructure (RFSI) Program, which could support new infrastructure investments for food processing, storage, and distribution.

Greening Urban Land and Forest Management

Undeveloped parcels and healthy ecosystems are also central to climate resilience. Dover's urban forests filter air and water, reduce the heat island effect, and buffer storm impacts. As a Tree City USA community, Dover has embraced urban forestry through annual tree planting goals with a target of a 10% increase in canopy cover over the next decade. Implementing new strategies for invasive species management are also important to address habitat degradation. Ongoing community education initiatives and partnerships are also essential to encouraging stewardship and engaging residents in forest conservation efforts across the city.

Land use regulations will increasingly need to balance growth with habitat preservation and ecosystem function, ensuring that Dover's green infrastructure remains a fundamental component of the built environment.

A Resilient Tomorrow

Dover's path to resilience is guided by science, equity, and a long-term vision for sustainability. Through land use planning that promotes renewable energy, green infrastructure, and community-scale food and mobility systems, the city is laying the groundwork for a climate-ready future that works for everyone. Resilience is not only about preparing for what is next—it is about creating

lasting value and shared prosperity through the way we shape and use our land today. It is also about the relationships and sense of community that are built in the process

To accomplish this Distinctly Dover, the city's recently adopted vision for 2035, prioritizes the creation of "resilient and environmentally focused infrastructure" that supports:

- Resilience plan goals and reducing long-term costs through climate adaptation, watershed management, and environmentally focused utilities.

- Renewable energy and innovation, with widespread adoption of solar power, community solar for public facilities, and new development designed for energy efficiency and future technologies like Electric Vehicle charging.

- Environmental stewardship and regeneration, including reducing solid waste and plastics, integrating nature-based infrastructure like stormwater infiltration and street trees, and responsibly managing the Cochecho River's ecological and cultural value.

- Land use planning, emergency response plans, and facilities that position the city as a regional hub for climate resilience and potential climate migration.

Polco

Future Land Use in Dover

Survey Results
INTERIM

10/08/2025

What do you *value* most about your neighborhood or area of Dover?

Walkability with side walks safely linking different neighborhoods.

Rural character, forested land, privacy

Pedestrian access to local businesses, community organizations, and city offices

Open Space

The residential character. Very few accessory dwelling units, duplexes, and small multi-family structures which is optimal.

walkability

walkable to downtown

Proximity to downtown yet surrounded by trees and large house lots. Lots of wildlife turkeys and deer etc.

Trees which are so important especially with climate change and as noise buffers. We are also within walking distance of downtown, a great asset.

We live in “Primarily Residential Area-2” on Tolend Road. We value the rural feel, the wildlife diversity, the numerous existing conservation areas (with wildlife habitat and connecting wildlife corridors), and limited future developments.

Easy access to Coast bus routes, downtown, Community Trail, restaurants, parks, Great Bay and more.

I value the walkability; sidewalks, paths, and shops and public buildings that I can access on foot.

It's safe and quiet with a good balance of land and housing. Not too dense, and close to living and work needs.

Dover of the of is getting smaller and smaller

Beautiful properties that aren’t on top of each other. Field across the street with wildlife.

Single family housing

Space between neighbors

Space between houses, privacy. We live in a single family home neighborhood for exactly that reason. Not in a neighborhood full of apartment buildings or small houses squished onto tiny pieces of land. Or where it’s allowed to sell your land next door and put in 20 new houses on 2 acres. That should not be allowed.

Ease of access to downtown & single family homes with long time Dover residents.

When we purchased our home the things we loved about the area was the open space and wildlife. I am saddened that this is being taken away with developers taking advantage of the TDR program and cramming in as much density as possible to increase their profits at the expense of the abutters.

Woods, spacing between houses, quiet. Not highly dense with homes.

Large lot sizes

Open space

Dense neighborhood with small lots and small houses suitable for single people and couples or families

Not a lot of traffic.

It’s walkability and access to downtown/businesses.

Trees and forest land, the incredible biodiversity, from deer and foxes to birds of prey and many types of amphibians.

Open land. Conservation

Residential with proximity to downtown.

The open land

it is dark and quiet at night. There are no businesses open in the evening.

Privacy and conservation land

That it’s quiet, safe, and welcoming, and that it’s close to local business and the community trail (nature).

Open space and Old Dover city charm

Sidewalks and easy access to major roadways

Proximity to downtown stores & restaurants (area 1).

Near downtown. Community trail for my dog. Restaurants.

I live in the Downtown area and most value the proximity to essential community services (hospital, fire/EMS responders, public schools, restaurants/shops)

I value the proximity to downtown Dover.

Looking across the future land use areas, what *qualities or features* should Dover work to preserve or strengthen?

Preserve the services available and strengthen the shopping available.

Maintain open space/forested land, minimize conflicting uses with well planned zoning, maintain diversity of min lot sizes, encourage infill higher density in core downtown area, lower density in outer regions with certain areas designated for more dense/village development (ie Pointe Place, future Littleworth Rd development, Liberty Mutual reuse).

1. Preserve the environmental buffer areas to protect the area's ecosystem including wetlands, groundwater, and habitats. 2. Continue and strengthen the plans for affordable housing for people in the service industry, public servants, educators, and first-time homeowners. 3. Preserve Dover's historic legacy throughout any expansion plans with careful consideration of building design conformity to existing structures.

Open Space

Slow down on construction of mixed use, condos and apartment complexes.

bikeability

open lands, in-fill, walkability/cyclability

Don't put houses on top of each other! We do not need to morph into a big city! Knock it off with planning board variances to increase population density!

Preserving land. Adding more crosswalks especially at community trail crossings.

Consider purchasing more conservation easement lands in the "Primarily Residential Area-2" in order to expand and connect the existing protected lands and wildlife corridors that already exist there (not just in the "Primarily Residential Area-3"...)

Construct ADA compliant wheelchair accessible intersections and street crossings. Preserve rural and urban green spaces. Construct safe bike lanes. Construct sidewalks on routes Dover public school students use to walk to and from school. Expand Dover Housing Authority and other affordable residential opportunities.

I think it is important to preserve the urban core and make sure we don't lose it to more parking lots. I also think that the Open spaces and green spaces and the more rural areas of Dover should be maintained.

We need to strengthen our sidewalks and bike lanes to make the city easier to navigate for all. Due to the large increases in our tax bills from all of the multi million dollar projects, at this time I would like to see more development and less preservation to widen our tax base. We cannot continue on this path of "build now and tax later" while trying to maintain community support. We need to focus on attainable improvements within a fiscally responsible budget.

You should leave it alone

We must preserve green space. The wildlife keeps losing habitats due to developments and its unsightly to see neighborhoods with houses on top of each other. I am very happy to see my neighborhood is in area 3.

Value historic homes with big lots

I wish Dover would stop cramming in developments on top of one another, while property taxes continue to soar. Also, stressors on our infrastructure and utilities continue to occur. I would love to see a pause on development. It is just added more traffic woes, stresses on first responders services, stressors on infrastructure and schools. Parking is horrible and so aren't the property taxes. Property developers are getting sweet heart, tax deals. Enough is enough!

Space, privacy, conservation land. Green space. Do not allow a bunch of small homes to be built on a small piece of land in a neighborhood of single family homes.

Dover should work to preserve conservation land, natural areas city wide & historical aspects of downtown.

The description for area 2 needs to be more clear. When you state that expanded housing choices without altering the overall feel it leaves this way to subjective. During a planning board meeting for 512 6th street the abutters argued that the approval of this project would not meet the look and feel of the neighborhood. A planning board member stated that he couldn't deny the project on this ground cause it wasn't like the developer was asking for a 5 story building on this lot. This project was to add 5 homes on a 1.4 lot where all the surrounding homes are 1 home per one acre so drastically different from the look and feel. This is just one example of the need for me precise wording in the regulations.

R-40 areas to keep the rural feel. Look to expand on edges of town vs rural areas. If with rural add no more than 50% increase in units

Sidewalks on sixth street extending past county farm rd toward Rochester

Open space

More density where it's appropriate - between locust and central, infill buildings etc. Keep the woods out at the edges where it can thrive.

Smartly located Commercial space to help defray tax costs.

Broadening the area of focus for mixed use development. If it's within walking distance to downtown/the transportation center, it should be mixed use. IMO, we should expand the integrated development area to include all of Horne St and beyond, as well as Dover's south end.

Wooded lots, these are least protected under zoneing regulations

Open land and conservation

Preserve and strengthen a vibrant downtown.

Conservation of wilderness and open landscape

We do not need any more rental properties. Home ownership - encourage the development of Small affordable single family homes.

Save the trees and forests!!!!!! No more developments!!!

CHARM AND NATURE. Dover is quaint and welcoming, but is quickly becoming gentrified, which the residents DO NOT want and speak out against consistently in social spaces in person and online. Keeping the gentle, quaint, community feel alongside nature is what attracts actual long-term residents to the city.

Open space! Stop building new paces and revive the old, stop allowing developers to build large developments on previous long standing open spaces. And bending every rule they can to get the maximum amount of houses in, including moving wet land boundaries . The city is way too money hungry vs preserving the charm and character of Dover. I moved here 23 years ago , while some change and growth is great, it is now completely gone overboard and is extremely disappointing.

Traffic flow in downtown

Transit connectivity, more interspersed neighborhood stores outside of downtown core (i.e. Area 1)

Dog parks are very limited. General open space. Community trail connectivity through downtown is unsafe. Put a median on central ave in town. Remove the dam. The running water will be much nicer and healthier. Bike lanes

I believe Dover should emphasize pedestrian accessibility. This would mean bolstering the "Walkability" of the city by installing more sidewalks or walking paths between areas.

I think Dover should preserve or improve its affordability. Dover has great charm now and is popular with many young adults, but many are also being displaced by rising costs of living. I don't want Dover to turn into the type of town where the people who work there can't afford to live there.

Are there places on the draft future land use map where you think *change or improvement* is especially important? What should that change look like?

Keeping development near the community trail to a minimum to preserve the natural beauty is important.

Appears to be well balanced

Pedestrian safety in all areas of future land use utilizing high visibility traffic signals/signs

Around downtown seems to offer no preserved open space. That is the heart of the most walkable area - no open space for recreation is a severe oversight.

The map primarily looks okay as long as there are no or minimal increases in accessory dwelling units, duplexes, and small multi-family structures.

correct coloring of Area 2 and Area 3 to be consistent across document. In text boxes to right of map, colors are reversed.

Traffic calming on gateway roads. Integrated Cycleways

Yes less pink areas!

There's much talk about affordable housing, but haven't seen any in the new buildings. I may be unaware.

It would be helpful to display the existing and planned city sewage lines on the map, in order to inform the residents where to expect increased density developments (e.g. TDR's, OSS's) now and 5-10 years into the future.

No

Safe bicycle passages that exists to go to places like grocery stores etc. rather than just for recreation.

In order to establish generational housing, areas 1 and 2 should have more of a mix of housing opportunities. We need smaller options. Right now the young and old are essentially stuck. The young can't afford a big house, and there are little to no options for older people to downsize. Smaller developments for home OWNERS and not renters is badly needed.

No MORE BUILDING. We d not have the infrastructure for it.

I feel there are a few spots that are very dangerous and require sidewalks. One of these places is Oak St. The road is narrow and the bridge is even narrower. I've seen kids on bikes trying to get to the skate park and nearly get hit by cars in the process. The hill makes it dangerous too as you can't see. I also feel there should be a sidewalk on Atlantic Ave. There is no where to safely walk. People park on the side of the road which leaves pedestrians no place to walk other than in the road. Many of the streets in the Oak, Atlantic, Gulf, Cocheco neighborhood have tons of poison ivy on the side of the road so you're stuck between poison ivy and cars with no sidewalk. I love the community trail and I'd love to see extensions of it. The extension to the Shell Station/ BK was a great idea! It's nice that part of the trail is paved to make it accessible to those with mobility issues. I really enjoy the Watson side too. I grew up next to the county complex on the horse farm and know there are tons of trails back there. Is there a way to connect the old rail bed that runs to Rochester to the Dover community trail? That would be awesome!! Thanks for your consideration. Courtney Murphy. 111 Gulf Road.

Draft map lacks transparency because it does not identify enough streets to allow the viewer to understand the vision.

Down town and upper Central Ave traffic flow and parking are issues. The lights are off as far as timing.

Less buildings and more green space.

Minimize the integrated development areas, expanding primarily residential areas.

i feel the TDR needs to be updated to have better guardrails on it. As it sits currently as long as a developer has enough money to pay the fee they are able to ignore current zoning regulations and drastically change a neighborhood. While i understand the need to update the land use map i feel the TDR needs to be updated first as that is the tool the developers have been using to change the look and feel over neighborhoods for their own profit.

Parts of r-40 look to not be in conservation area while others abutting it do. That should not be the case or you'll quickly lose the look and feel of why so many buy where they do. Look and feel should also include number of units being added. Does the density fit the look and feel of the neighborhood and surrounding homes should be included in consideration.

Sidewalks on sixth street extending past county farm rd toward Rochester

Less development of housing, more industry!!!!!

There are a lot of parking lots along Locust, Rutland, and Central that seem prime for development. I'd like to see neighborhood scale development there, with small frontages (30-60 ft) and narrow set backs to promote the neighborhood feel. It's not necessarily the place for 4-5 story buildings, but it is the place for density.

No

The greatest development opportunity is the Central Ave Shaws plaza. So much empty space exists that could be redeveloped into mixed use housing/businesses, practically extending downtown. And those residents would get walkable access to grocery stores, gyms, the hospital, and other key amenities without needing to drive, and still be within a 5 min bike ride to downtown Dover. Of course this would require traffic calming measures to be implemented on and around Central Ave.

Dover point is tributary to two rivers that are important to the health of the bay. Areas around our rivers should be better protected from over development. Giving developers the ability to do more with less land means one home lots with many trees become 2 home lots with no trees. Look at aerial maps of Dover over time we are losing our canopy and wildlife corridors. The way we are currently building in sensitive areas is in sustainable.

Reduce number of expanding housing opportunities in areas that are open lands/ wooded. We are truncating wildlife areas. Stop giving massive tax breaks for builders creating unaffordable housing

Install traffic calming measures on Stark Avenue. Construct sidewalks on both sides of Stark Avenue to connect to downtown and Pointe Place.

The proposed integrated development between Dover point and middle road should not be allowed. It is a place a home to wildlife and has a beautiful country feel. This will change the vibe of the area and is absolutely unnecessary to add more development. There is already point place and that should suffice. I absolutely oppose this change. Instead, I urge Dover to consider conserving this important land.

The proposed development of another Pointe Place-style “city center” on Littleworth Road should be reconsidered and ultimately abandoned. Even the developer/property owner has acknowledged that Littleworth Road functions primarily as a commuter route. Introducing destination commercial businesses and high-density rental units into this quiet, residential part of Dover would cause significant disruption—not only to neighboring homeowners but also to daily commuters. The surrounding neighborhood consists entirely of single-family, owner-occupied homes. Adding a dense, commercialized development here is out of character with the area and unnecessary for the city. Dover does not need another cluster of overpriced rental units like those at Pointe Place. The ongoing Waterfront project and the proposed Liberty Mutual development already promise an ample—and arguably excessive—supply of high-cost rental and commercial properties.

Just clean up what is already here! My road needs paved ✅ !!!

I am an advocate of keeping as much green/open/natural space as possible,

Once again stop allowing what’s left of the towns open space to be build on, preserve the land.

See above

Back River Road should be considered a major road. It's currently un-served by public transit despite having medium density housing and multiple schools (key destinations).

Definitely need to connect the community trail under the train vs going into town. The green areas should connect if assuming to improve wildlife corridors. Increased public open space Replace wood on community path bridge Remove dam in town will add running water effect and better biodiversity vs stagnant river.

I believe improving sidewalk access throughout downtown areas would create a safer environment for our kids. For instance, building sidewalks on the stretch of Oak Street that connects Broadway to Route 4. This would allow better access to the public pool and skatepark for neighborhood kids.

Transportation for pedestrians and cyclists could be improved. Many people bike on busy roads such as Dover Point Rd and it would be nice to have protected bike lanes so cyclists can do so safely.

CITY OF DOVER

PLANNING BOARD - STAFF MEMO FILE #SUBM-2025-0008

Application Type:	Minor Subdivision
Applicant(s):	Diversified Building and Maintenance, LLC
Owner(s):	Diversified Building and Maintenance, LLC
Location:	6 Granite Street (Assessor's Map 25, Lot 46)
Meeting Date:	February 10, 2026

This item has requested a continuance to the February 24, 2026 Planning Board Meeting.

From: crberry@berrysurveying.com <crberry@berrysurveying.com>
Sent: Thursday, February 5, 2026 5:28 PM
To: Bassegio, Erin <E.Bassegio@dover.nh.gov>; Benton, Donna <d.benton@dover.nh.gov>; Crouser, Paul <P.Crouser@dover.nh.gov>
Subject: DB 2020-133 - Dover - Diversified Builders - 6 Granite Street Continuance Request

Security Notice: External sender. Use caution with hyperlinks or attachments.

Good Evening,

On behalf of our client Diversified Builders, we would request the Dover Planning Board continue the case concerning the two-lot subdivision to the second scheduled meeting in February. We have recently filed the required CUP requests and we would like them heard on the same agenda.

Christopher R. Berry, LLS
Principal, President
crberry@metrocast.net
335 Second Crown Point Road
Barrington, NH 03825
603-332-2863



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CITY OF DOVER

PLANNING BOARD - STAFF MEMO FILE #COND-2025-0029

Application Type:	Conditional Use Permit
Applicant(s):	James Farrell Construction, LLC
Owner(s):	Monroe Resilient Homes, LLC
Location:	13 Monroe St. (Tax Map 15, Lot 81)
Meeting Date:	February 10, 2026

INTENT: Proposal is for a Conditional Use Permit (CUP) to allow for increased density to four (4) units, where three (3) are allowed by right on the subject property in the Gateway District. The four units would be within 2 structures. *(This item was continued from the January 27, 2026 Planning Board Meeting)*

AGENDA ITEM #: 4-B

FILE: COND-2025-0029

LOTS/UNITS PROPOSED: Four residential units (one unit existing)

OWNER: Monroe Resilient Homes, LLC

APPLICANT: James Farrell Construction, LLC

LOCATION: 13 Monroe St. (Tax Map 15, Lot 81)

SQUARE FOOTAGE: 7,974± s.f.

ZONING DISTRICT: Gateway (G)

EXISTING/PROPOSED LAND USE: Residential

SURROUNDING LAND USE: Commercial, Residential

WAIVERS REQUESTED: N/A

ZBA ACTION: N/A for proposal.

PERMITS REQUIRED: City of Dover Conditional Use Permit (CUP) for a one-unit increase in allowed residential density.

TECHNICAL REVIEW COMMITTEE: N/A

CONSERVATION COMMISSION: N/A

ATTACHMENTS: CUP Application Materials, Concept Plan

Summary of Request and Background

Proposal is for a Conditional Use Permit to allow a one-unit increase in the permitted residential density for the subject parcel at 13 Monroe Street. The applicant proposes to demolish the existing deteriorated single-family home and construct two, two-family structures, resulting in a total of four units on the site.

Within the Gateway Zoning District, multiple primary structures are permitted on the property by-right and, as the lot is legally nonconforming with less than 75 feet of frontage, the side setbacks for this property are 6 feet, and the separation between buildings is determined by NFPA 1. Also, residential density is calculated at 2,000 square feet per unit when rents are restricted to HUD Fair Market Rent limits for the Portsmouth-Rochester, NH HUD Metro Area. The applicant is proposing to deed-restrict all units to these rental rates.

Based on the lot size of approximately 7,974 square feet, the allowable density calculation yields three residential units, therefore, the applicant is requesting approval for an additional unit through the CUP proposal.

Within the Gateway Zoning District, conditional use approval may be granted by the Planning Board to adjust certain zoning standards, including permitted residential density, provided that the proposed project complies with the criteria in §170-20B(2), as outlined below.

Consistency with Land Use Regulations – Non-Environmental CUP Criteria

Chapter 170-19.B.1 outlines the criteria for granting a Conditional Use Permit for relief. Staff feels this proposal meets those criteria which include:

(a) That both public and private buildings and landscaping shall contribute to the physical definition of rights-of-way as civic spaces.

(b) That development shall adequately accommodate automobiles, while respecting the pedestrian and the spatial form of public areas.

(c) That the design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.

(d) That architecture and landscape design shall grow from local climate, topography, history, and building practice.

(e) That buildings shall provide their inhabitants with a clear sense of geography and climate through energy-efficient methods via a mixture of elements including windows, floor plan, and public and private space.

(f) That encourage civic buildings and other public gathering places be provided as locations that reinforce community identity and activity.

(g) That civic buildings shall be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the City.

(h) That the preservation and renewal of historic buildings shall be facilitated.

(i) That the harmonious and orderly evolution of urban areas shall be advanced by the proposed building and/or use.

(j) That if the relief is granted, the surrounding neighborhood is not negatively impacted.

CITY OF DOVER

PLANNING BOARD - STAFF MEMO FILE #COND-2025-0029

Application Type:	Conditional Use Permit
Applicant(s):	James Farrell Construction, LLC
Owner(s):	Monroe Resilient Homes, LLC
Location:	13 Monroe St. (Tax Map 15, Lot 81)
Meeting Date:	February 10, 2026

Staff feels the applicant has met said criteria as the proposal complies with underlying zoning for setbacks and the allowance of a multiple primary structures while not adversely affecting public spaces, pedestrian safety, and maintains the existing streetscape. The structures are proposed to be built with traditional New England architectural elements, and incorporate sustainable design. The applicant has also included six total parking spaces, including two accessible spaces designated for the proposed first floor units.

Consistency with Land Use Regulations – Gateway CUP Criteria

Chapter 170-19.B(2) outlines the criteria for granting a Conditional Use Permit for relief within the Gateway Zoning District. Staff feels this proposal meets those criteria which include:

(a) The requested use shall be compatible with abutting uses and the surrounding neighborhood.

(b) The requested use will not create undue traffic congestion, or unduly impair pedestrian safety.

(c) The requested use will not result in objectionable noise or odor which would constitute a nuisance.

The surrounding area of the subject property is a mix of single-family homes, commercial properties, and a multi-family development to the immediate rear. Reviewing the neighborhood of Monroe Street, each property is consistent in scale and massing as the neighborhood was constructed as a singular development around 1900. Each lot is approximately 0.08 acres or 3,484 square feet and the single-family homes range from 700-750 square feet. This averages to approximately 20.8% lot coverage and a density calculation of one unit per approximately 3,484 square feet for the properties on Monroe Street.

The property at 13 Monroe St. is the largest on the street at approximately 0.18 acres or 7,974 square feet. The density being proposed is approximately one unit per 1,994 square feet meaning the neighboring properties therefore have a slightly lower density ratio than the proposal. However, the two structures being proposed, each at 700 square feet, are in line with the massing and placement of existing structures with a proposed lot coverage of 17.8%.

As mentioned above, the applicant has included six total parking spaces for the four proposed units, including two accessible spaces designated for the proposed first floor units. The parking spaces appear to allow vehicles to turn around within the driveway, preventing the need to back out onto Monroe Street; however, staff recommends a vehicle turning template to confirm the traffic flow.

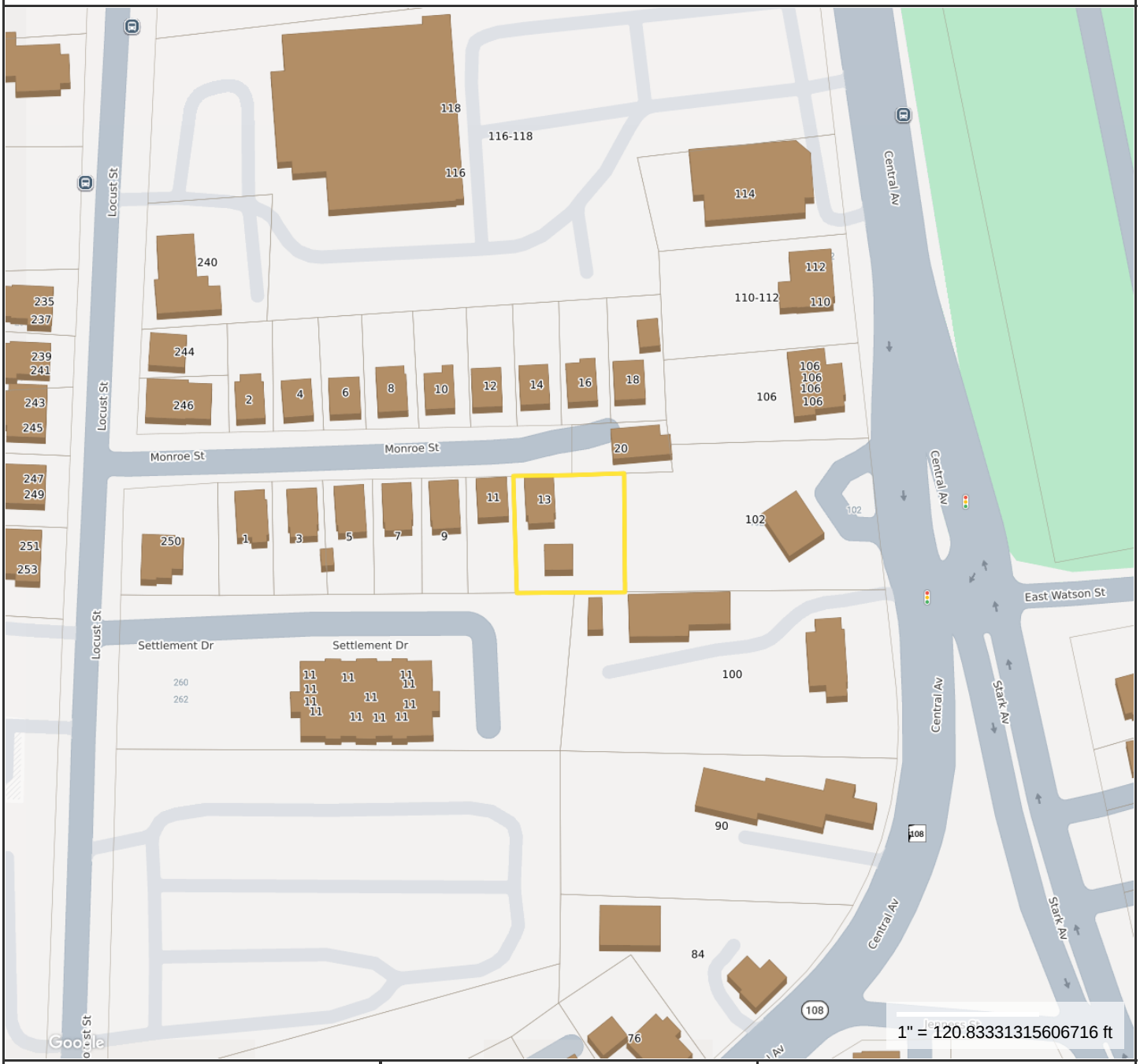
STAFF RECOMMENDATION:

The Planning Department recommends that the Planning Board vote to accept the application and determine it not to have regional impact, open a public hearing, close the public hearing, make the necessary and supporting findings of fact, and vote to approve the Conditional Use Permit with the following subsequent condition of approval:

Subsequent Condition to Be Met Prior to Issuance of a Conditional Use Permit:

1. Revise plan to include the following:
   1.1. Property setbacks;
   1.2. Driveway and parking aisle widths to meet current code;
   1.3. Add a note that the density was allowed by a Conditional Use Permit and the criteria of Chapter 170-19.B (1) and (2) have been met.
2. Add a note that a foundation certification to ensure setback compliance be provided during the Building Permit process;
3. Work with the Planning Department to endorse a development agreement per Chapter 170-20B(3) and then record at SCRD which shall include the HUD Fair Market restricted rental rates.
4. A deed restriction shall be recorded at SCRD indicating the HUD Fair Market restricted rental rates.

COND-2025-0029 13 MONROE STREET



Property Information

Location	13 MONROE ST
Owner	MONROE RESILIENT HOMES LLC
Land Use	101R
Zoning Code	G
Property Id	15081-000000

MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

City of Dover, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 10/30/2023
Data updated Daily

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

PERMIT SNAPSHOT REPORT COND-2025-0029
FOR CITY OF DOVER, N.H.

Permit Type	Conditional Use	**Project:**		**App Date:**	10/28/2025
Work Class:	Non-Environmental	**District:**	None	**Exp Date:**	NOT AVAILABLE
Status:	Fees Due	**Square Feet:**	0.00	**Completed:**	NOT COMPLETED
Valuation:	$0.00	**Assigned To:**	Blonigen, Rachel	**Approval Expire Date:**	

Description: I am asking the Dover Planning Board to increase the allowed density of this site to 4 units, from the by-right 3 units that are currently allowed per the Gateway District Zoning.

Parcel: 15081-000000 Main	**Address:** 13 Monroe St Main Dover, NH	**Zone:** G(Gateway District)

Plan Preparer	Applicant	Owner
Northam Survey LLC	James Farrell	Monroe Resilient Home LLC
750 Central Avenue Suite N	2 Mayflower Lane	4 Mayflower Lane
DOVER, NH 03820	South Berwick, ME 03908	South Berwick, ME 03908
Business: (603) 953-3164	Business: (603) 312-2942	
Mobile: (603) 819-1092		

Permit Custom Fields

Select Permit Type	Gateway District	General Purpose	New Construction	Project Zone	Residential
What is the parcel zoned?	G	New Change in Impervious/Paved Area (sq ft)	2000	Work	Existing structure will remain within the existing footprint and be renovated. Three additional structure will be constructed. The total number of proposed units will increase to 4, from the 3 allowed by Gateway District Zoning.
permitstatefed	N/A				

Attachment File Name	Added On	Added By	Attachment Group	Notes
Signature_James_Farrell_10/28/2025.jpg	10/28/2025 11:56	Farrell, James		Uploaded via CSS
Permit Snapshot Report.pdf	10/28/2025 11:57	Service, EnerGov		Attached by IO - ATTACH: Initial Permit Snapshot
2025.12.09_PlanningBoard.Agenda.pdf	11/26/2025 10:43	Blonigen, Rachel		PB Agenda
1. PB12-09-2025 COND-2025-0029.pdf	12/05/2025 9:23	Blonigen, Rachel		Staff Memo
2025.12.09_PlanningBoard.Agenda.Rev.pdf	12/05/2025 15:33	Blonigen, Rachel		Revised PB Agenda
H.Igoe_abuttercorrespondence_2025.12.09.pdf	12/09/2025 15:18	Blonigen, Rachel		Abutter Correspondence
P.Chamberlin_abuttercorrespondence_2025.12.05.pdf	12/09/2025 15:18	Blonigen, Rachel		Abutter Correspondence
S.Chamberlin_abuttercorrespondence_2025.12.08.pdf	12/09/2025 15:18	Blonigen, Rachel		Abutter Correspondence
2025.12.09 PlanningBoard.Minutes.draft.pdf	12/18/2025 16:37	Blonigen, Rachel		Draft PB Minutes
2026.01.27_PlanningBoard.Agenda_Rev.pdf	01/13/2026 13:21	Blonigen, Rachel		PB Agenda
2025.12.09 PlanningBoard.Minutes.pdf	01/14/2026 16:29	Blonigen, Rachel		Final PB Minutes
2026.02.10_PlanningBoard.Agenda_Final.1.pdf	01/28/2026 12:21	Blonigen, Rachel		PB Agenda

Invoice No.	Fee	Fee Amount	Amount Paid
INV-2025014393	Planning General Application Fee	$200.00	$200.00

	Planning Impervious Paved Area Fee		$140.00	$140.00
		Total for Invoice INV-2025014393	$340.00	$340.00
INV-2025014708	Planning Creation / Printing of Abutter Labels		$30.00	$30.00
	Planning Verified Mailing to Abutters		$338.00	$338.00
	Planning Legal Notice		$120.00	$120.00
		Total for Invoice INV-2025014708	$488.00	$488.00
INV-2025014837	Planning Residential Fee		$300.00	$300.00
		Total for Invoice INV-2025014837	$300.00	$300.00
INV-2026000222	Planning Creation / Printing of Abutter Labels		$30.00	$0.00
	Planning Verified Mailing to Abutters		$338.00	$0.00
	Planning Legal Notice		$120.00	$0.00
		Total for Invoice INV-2026000222	$488.00	$0.00
		Grand Total for Permit	**$1,616.00**	**$1,128.00**

Activity Type	Activity Number	Name	Workflow Action Name	User	Created On
Recommendation to Planning Board (Permit)			Planner Creates Staff Recommendations v.1.00	Rachel Blonigen	11/26/2025

Activity Custom Fields

Agenda Item	4-J	Application Complete?	Yes	Summary Request & Background	INTENT: Proposal is for a Conditional Use Permit (CUP) to allow for increased density to four (4) units, where three (3) are allowed by right on the subject property in the Gateway District. AGENDA ITEM #: 4-J FILE: COND-2025-0029 LOTS/UNITS PROPOSED: Four residential units (one unit existing) OWNER: Renewed Homes, LLC APPLICANT: James Farrell Construction, LLC LOCATION: 13 Monroe St. (Tax Map 15, Lot 81) SQUARE FOOTAGE: 7,974± s.f. ZONING DISTRICT: Gateway (G) EXISTING/PROPOSED LAND USE: Residential SURROUNDING LAND USE Commercial, Residential WAIVERS REQUESTED: N/A ZBA ACTION: N/A PERMITS REQUIRED: City Dover Conditional Use Permit (CUP) for a one-unit increase in allowed residential density. TECHNICAL REVIEW COMMITTEE: N/A

CONSERVATION COMMISSION: N/A

ATTACHMENTS: CUP Application Materials, Concept Plan

Summary of Request and Background
Proposal is for a Conditional Use Permit to allow a one-unit increase in the permitted residential density for the subject parcel at 13 Monroe Street. The applicant proposes to renovate the existing deteriorated single-family home and construct three new single-family cottages, resulting in a total of four units on the site.
Within the Gateway Zoning District, multiple primary structures are permitted on the property by-right and, as the lot is legally nonconforming with less than 75 feet of frontage, the side setbacks for this property are 6 feet, and the separation between buildings is determined by NFPA 1. Also, residential density is calculated at 2,000 square feet per unit when rents are restricted to HUD Fair Market Rent limits for the Portsmouth-Rochester, NH HUD Metro Area. The applicant is proposing to deed-restrict all units to these rental rates.
Based on the lot size of approximately 7,974 square feet, the allowable density calculation yields three residential units, therefore, the applicant is requesting approval for an additional unit through the CUP proposal.
Within the Gateway Zoning District, conditional use approval may be granted by the Planning Board to adjust certain zoning standards, including permitted residential density, provided that the proposed project complies with the criteria in §170-20B(2), as outlined below.
Consistency with Land Use Regulations – Non-Environmental CUP Criteria
Chapter 170-19.B.2 outlines the criteria for granting a Conditional Use Permit for relief. Staff feels this proposal meets those criteria which include:
(a) That both public and private buildings and landscaping shall contribute to the physical definition of rights-of-way as civic spaces.
(b) That development shall adequately accommodate automobiles, while respecting the pedestrian and the spatial form of public areas.
(c) That the design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.
(d) That architecture and landscape design shall grow from local climate, topography, history, and building practice.
(e) That buildings shall provide their inhabitants with a clear sense of geography and climate through energy-efficient methods via a mixture of elements including windows, floor plan, and public and private space.
(f) That encourage civic buildings and other public gathering places be provided as locations that reinforce community identity and activity.
(g) That civic buildings shall be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the City.
(h) That the preservation and renewal of historic buildings shall be facilitated.
(i) That the harmonious and orderly evolution of urban areas shall be advanced by the proposed building and/or use.
(j) That if the relief is granted, the surrounding neighborhood is not negatively impacted.
Consistency with Land Use Regulations – Gateway CUP Criteria
Chapter 170-19.B(2) outlines the criteria for granting a Conditional Use Permit for relief within the Gateway Zoning District. Staff feels this proposal meets those

PERMIT SNAPSHOT REPORT (COND-2025-0029)

Workflow Step / Action Name	Action Type	Start Date	End Date
Review v.1			11/21/2025 11:21
Confirm application complete v.1	Generic Action		10/29/2025 10:53
~~Conditional Use Review v.1~~	Receive Submittal		11/21/2025 11:21
Planning Board v.1		11/21/2025 11:21	01/13/2026 13:19
Planning Board Agenda v.1	Task	11/21/2025 11:21	11/26/2025 10:28
Planning Board Agenda v.1	Task	01/28/2026 13:10	01/28/2026 13:11
Planning Board Agenda v.1	Task	01/13/2026 13:19	01/13/2026 13:20
~~Invoice for Notices v.1~~	Task		01/13/2026 13:20
Invoice for Notices v.1	Task	01/28/2026 13:10	01/28/2026 13:11
Invoice for Notices v.1	Task	11/26/2025 10:28	11/26/2025 10:28
Send Notices v.1	Task	11/26/2025 10:28	11/26/2025 10:28
Send Notices v.1	Task	01/28/2026 13:11	
~~Send Notices v.1~~	Task		01/13/2026 13:20
~~Planner Creates Staff Recommendations v.1~~	Permit Activity		01/28/2026 13:08
Planner Creates Staff Recommendations v.1	Permit Activity		
Planner Creates Staff Recommendations v.1	Permit Activity	11/26/2025 10:46	12/05/2025 9:25
Distribute Planning Board Materials v.1	Task	12/05/2025 9:25	12/05/2025 15:33
Distribute Planning Board Materials v.1	Task		
~~Distribute Planning Board Materials v.1~~	Task		01/28/2026 13:08
~~Planning Board Hearing v.1~~	Hold Hearing		01/28/2026 13:08
~~Planning Board Hearing v.1~~	Hold Hearing		01/13/2026 13:18
Planning Board Hearing v.1	Hold Hearing		
~~Planning Board Decision v.1~~	Permit Activity		01/13/2026 13:18
Planning Board Decision v.1	Permit Activity		
~~Planning Board Decision v.1~~	Permit Activity		01/28/2026 13:08
NOD Sent to Applicant v.1	Create Report		
~~NOD Sent to Applicant v.1~~	Create Report		01/13/2026 13:19
~~NOD Sent to Applicant v.1~~	Create Report		01/28/2026 13:08
Issue Permit v.1			
Verify Fees Prior to Permit v.1	Generic Action		
Issue and Review Permit v.1	Generic Action		
Print and Email Permit v.1	Generic Action		
Plans uploaded to Treeno v.1	Generic Action		
Internal Notification of Plan Completion v.1	Generic Action		
Recording v.1	Task		

CITY OF DOVER, NEW HAMPSHIRE
PLANNING APPLICATION OWNER AUTHORIZATION

OWNER AUTHORIZATION

I/We hereby submit this application to the City of Dover / City of Dover Planning Board and attest that to the best of my knowledge all of the information on this application form and in the accompanying application materials and documentation is true and accurate. As applicant or as agent, I attest that I am duly authorized to act in this capacity.

Property Owner Name: Monroe Resilient Homes LLC

Signature(s) of Property Owner(s): _____ Date: 1-27-26

Signature of Applicant: _____ Date: _____
if different from owner

AUTHORIZATION TO ENTER SUBJECT PROPERTY

I/We hereby submit this application to the City of Dover Planning Board and attest that to the best of my knowledge all of the information on this application form and in the accompanying application materials and documentation is true and accurate. As applicant or as agent, I attest that I am duly authorized to act in this capacity..

Property Owner Name: Monroe Resilient Homes LLC

Signature(s) of Property Owner(s): _____ Date: 1-27-26

Signature of Applicant: _____ Date: _____
if different from owner

IF SIGN PERMIT, SIGN PERMIT APPLICATION INFORMATION

If the sign permit applicant is not the property owner, this form must be completed and included as part of application submission.

I have read this application and state that, to the best of my knowledge, the information provided is true and that the proposed sign(s) will comply with all applicable regulations in Section 170-32 of the Zoning Ordinance of the City of Dover and shall conform to the submitted materials and designs. Furthermore, after 90 days, any application still waiting information will be denied.

Address of Sign Location: _____

Sign Permit Application Type:
(check one)

- ☐ Permanent Sign
- ☐ Temporary Sign
- ☐ Community Sign

COND-2025-0029 **13 MONROE STREET**

Property ID	Location	Owner 1	Owner 2	Owner Address 1	City	State	Zip
15094-000000	8 MONROE ST	EDMUNDS ZACHARY	MORRISON EMILY J	8 MONROE ST	DOVER	NH	03820
15099-000000	18 MONROE ST	HANSEN KASI		18 MONROE STREET	DOVER	NH	03820
15082-000000	11 MONROE ST	CHAMBERLIN PAUL D & SUSAN &	CHAMBERLIN SCOTT	15 BLUE HERON DR	DOVER	NH	03820
15067-000000	11 SETTLEMENT DR	DRVP DEVELOPERS LLC		242 CENTRAL AVE	DOVER	NH	03820
15078-000000	90 CENTRAL AV	90 CENTRAL AVE DOVER LLC		25 TIDEWATER FARM ROAD	GREENLAND	NH	03840
15092-000000	4 MONROE ST	WIESNER ANDREW C		4 MONROE ST	DOVER	NH	03820
15093-000000	6 MONROE ST	COLBURN CHRISTOPHER G &	COLBURN DEIRDRE ANN	6 MONROE STREET	DOVER	NH	03820
15080-000000	102 CENTRAL AV	PHASE ONE CENTRAL LLC		36 GROVE ST	DOVER	NH	03821
15101-000000	106 CENTRAL AV	PHASE ONE CENTRAL LLC		36 GROVE ST	DOVER	NH	03820
15083-000000	9 MONROE ST	BEYER LILY WINSOR		9 MONROE ST	DOVER	NH	03820
15086-000000	3 MONROE ST	LANDFORD FRANK TRUSTEE	LANDFORD FRANK 2024 REVOCABLE TRUST	3 MONROE ST	DOVER	NH	03820
15087-000000	1 MONROE ST	FELISZAK JEFF	L'HEUREUX ALLISON	1 MONROE ST	DOVER	NH	03820
15100-000000	20 MONROE ST	LADRIE MARK W & ROBERTAL REV INTER VIVOS	LADRIE MARK W AND ROBERTA L CO-TRUSTEES	20 MONROE STREET	DOVER	NH	03820
15102-000000	110 CENTRAL AV	GAGNON DEBRA J		112 CENTRAL AVE	DOVER	NH	03820
15068-000000	LOCUST ST	DOUBLE DIAMOND HOLDINGS LLC		340 CENTRAL AVE #202	DOVER	NH	03820
15103-000000	114 CENTRAL AV	CENTRAL AVENUE MANAGEMENT LLC		601 CENTRAL AVENUE	DOVER	NH	03802
15098-000000	16 MONROE ST	IGOE HANNAH M &	IGOE PAULABETH J	16 MONROE STREET	DOVER	NH	03820
15095-000000	10 MONROE ST	PERKINS BRENDA S		10 MONROE STREET	DOVER	NH	03820
15097-000000	14 MONROE ST	CULLINANE DANIELLE R &	CULLINANE ADAM J	14 MONROE ST	DOVER	NH	03820
15091-000000	2 MONROE ST	HEINDSELMAN ERICA-JENEE		40 WOOD ST	GROVELAND	MA	01834
15096-000000	12 MONROE ST	MCDERMOTT KERRY W		12 MONROE STREET	DOVER	NH	03820
15085-000000	5 MONROE ST	BUZZELL ANN L	BUZZELL JOHN D	5 MONROE STREET	DOVER	NH	03820
15084-000000	7 MONROE ST	DEMOTT RUTH D		7 MONROE ST	DOVER	NH	03820
15113-000000	118 CENTRAL AV	CENTRAL AVENUE MANAGEMENT LLC		601 CENTRAL AVE	DOVER	NH	03802
15079-000000	100 CENTRAL AV	100 CENTRAL AVENUE LLC	RYAN BURNS/BURNS SECURITY	100 CENTRAL AVE SUITE 1	DOVER	NH	03820
15081-000000	13 MONROE ST	MONROE RESILIENT HOMES LLC		4 MAYFLOWER LANE	SOUTH BERWICK	ME	03908
		JAMES FARRELL CONSTRUCTION	JAMES FARRELL	2 MAYFLOWER LANE	SOUTH BERWICK	ME	03908
		NORTHAM SURVEY, LLC	ERIC SALOVITCH	239 LONG HILL ROAD	DOVER	NH	03820

Narrative Description for Site Plan of 13 Monroe Street

Total Coverage (Built Area): 1400 sq ft (18% coverage), existing coverage is 1080 sq ft, 220 sq ft in new coverage

Total Impervious Surface: 3,640 sq ft, existing surface is 1900 sq ft, 1,740 sq ft in new coverage

Buildings:

This site plan proposes two separate structures that will both have a footprint of 700 square feet (20 feet by 35 feet). Both buildings will house two units, with the bottom unit being ADA and the upstarts unit being conventional. The upstairs units will be accessed from an exterior staircase on each of the buildings. Building A is positioned as close as possible to the footprint of the existing home at 13 Monroe is order to create continuity with the rest of the street. Building B will be set back from the lot line to a distance of 20 ft to comply with the "build to" line, to allow for ADA parking out front, and in order to allow for distance between this building and the immediate abutter. Both buildings will be identical in design and this design will attempt to fit into the historical nature that exists on Monroe Street while also being built to a modern standard of energy efficiency and material resilience.

Parking:

This plan proposes 6 total parking spaces for the total of 4 units. 2 of these spaces will adhere to ADA parking requirements and measure 20 ft by 11 ft, with an adjoining 20 ft by 5 ft space. The other 4 spaces will be constructed at 10 ft by 20 ft dimensions. The driveway will also be built at 10 ft wide. This is the maximum width that is possible given the placement of Buidling A, the fact that this lot is non-conforming due to the lack of frontage, and the existing fire hydrant. The parking spaces and the driveway are being designed to be built with pervious pavement. This is not reflected in the total for new impervious surface, as it is possible that the previous pavement won't be used due to budgetary constraints.

Stormwater:

This project does not meet any of the thresholds for scale that would require on site stormwater treatment. However, this project aims to minimize the effects of increased rainfall events which are increasing because of our changing climate. This onsite stormwater management will be employed. Each of the two buildings proposed will be fully guttered and direct all roof runoff to rainwater catchment barrels. A bioswale will be constructed to deal with the additional runoff from both this site and the abutting property. The bioswale will be built to maximize infiltration and be planted with locally appropriate vegetative species.

Snow Storage:

This design allows for ample snow storage in the case of consecutive storms in front of each of the parking spots, as well as to the rear of the property. Additionally, the bioswales could hold any snow that can not be accommodated in these areas.

Conditional Use Criteria

1. a. The proposed private buildings will contribute to the physical definition of rights -of-way as civic spaces by not impeding the current existing sidewalk or roadway.

b. The development will accommodate automobiles by allowing for parking spaces for each dwelling while also respecting pedestrian travel by keeping the scale of the project small.

c. The design of the streets and building will reinforce safe environments by being built to the highest standard of residential construction. The new units will be built under ADA requirements and in conjunction with the New England ADA Center in order to maximize accessibility.

d. The architecture of the proposed buildings will lean on the traditions of New England historic construction, while also taking advantage of new sustainable technologies to create homes that fit into the local building fabric while also pushing the limits of energy efficiency and healthy building design. The landscape will be designed to work with the realities of New Hampshires climate to be ready for an increase in rainfall and by utilizing only native species.

e. The buildings will invite the outside environment into the homes through the use of effective window design while also being built to passive house standards to maintain a healthy and energy efficient shell. The use of local wood products will also enhance the local identity and beauty of the buildings.

f. The project will reinforce community identity by maintaining the existing historical value of the existing house and designing the new units with the traditional architecture of Dover in mind.

g. There will be no civic buildings involved in this project.

h. The new buildings will be designed to specifically fit into the existing architectural palate of Dover by including a two pitch roofline, traditional siding and window treatments and color that is historical.

i. The orderly evolution of the surrounding urban area with be advanced by the project using the unused space that has stood vacant for a number of decades and by rebuilding the existing home to reflect its former beauty.

j. The surrounding neighborhood will not be negatively effected. In contrast, it will be positively effected in that the current dilapidated state of the property will be transformed, the current issue with runoff from the abutting property will be remedied, and the unused space will be utilized at a scale that is appropriate for the neighborhood.

2. a. The project will be compatible with the surrounding uses and the neighborhood in that two of the abutting properties are relatively dense multi family, and the surrounding neighborhood already supports much multi family housing but at a scale that is mostly single and double story structures. (See attached pictures of abutting properties and neighborhood)

b. The use will not create undue traffic or impair pedestrian safety as it will provide parking spaces for all new proposed units that are off the street, and because the units are located within 1/4 walk of an existing bus route.

c. The requested use will not result in objectionable noise or odor as the use proposed is residential housing.

DOVER HOUSING AUTHORITY
62 Whittier Street
Dover, New Hampshire 03820-2994

November 18th, 2025

To Whom It May Concern:

The Dover Housing Authority has partnered with James Farrell of Monroe Resilient Homes to develop the parcel located at 13 Monroe Street in Dover, NH. This letter is intended to document our ongoing relationship and help provide shared understanding for City staff, lenders, and supportive partners.

13 Monroe Street is an older single family home on a slightly oversized lot with limited frontage, which needs significant renovation for occupancy. In addition to the primary dwelling, there is an existing garage will be demolished but whose foundation footprint is usable. Zoning for this parcel allows construction of an additional three (3) units on this site without site review. This should allow a minimum of four units (ideally five) to be constructed on this site. It is the intent of Monroe Resilient Homes and Dover Housing Authority to partner in development, with Dover Housing Authority slated to purchase and manage this property upon completion. This property will be designed to support low-to-moderate income residents, and resident selection will be in accordance with HUD rules for the Housing Choice Voucher Program and the Dover Housing Authority (DHA) Administrative Plan, as well as the Admissions and Continued Occupancy Policy (ACOP). All units on this property will be leased at HUD Fair Market Rents (FMR). This development supports the mission of the Dover Housing Authority to provide income-based housing to families, older adults and adults with disabilities. This development will utilize Housing Choice Vouchers and the property will be deed restricted as affordable for 30+ years, and will be managed by DHA, ensuring the units will remain affordable and subsidized, well managed, and maintained, for many years to come.

Assuming all planning, permitting, and other needed permissions can be obtained, and lenders are willing to finance this project, groundbreaking is scheduled for December 2025, with substantial completion by August 2026.

Please contact me with any questions or inquiries related to this project at 603-742-5804 or via email at ryan@doverhousingauthority.org

Sincerely,

Ryan Crosby
Executive Director
Dover Housing Authority

13 Monroe Street

Driscoll, Brendan
to me

1:40 PM (58 minutes ago)

Jamie,

Thanks for stopping by and giving us at Dover Fire a look at your plans for the end of Monroe Street. I just want to start by saying that I would refer to Inspection Services for any questions regarding required setback, distance, or construction requirements that are currently in place. But with a cursory look at the lay out of the property, the fire department would be able to access all of the proposed buildings from Monroe Street, without using the driveway/ access road to the cottages. With the axillary units being single story, there would be no need to attempt to get a ladder truck close to the buildings and ground ladders would allow us access to the roof for ventilation. I see no issues with access for Fire and Rescue response.

Thanks
Brendan Driscoll
Deputy Chief Dover Fire and Rescue
262 Sixth Street Dover, NH 03820
603-516-6154

Please consider conserving our natural resources before printing this e-mail and/or any attachments.

This electronic message and any attachments may contain information that is confidential and/or legally privileged in accordance with NH RSA 91-A and other applicable laws or regulations. It is intended only for the use of the person and/or entity identified as recipient(s) in the message. If you are not an intended recipient of this message, please notify the sender immediately and delete the material. Do not print, deliver, distribute or copy this message, and

MONROE
RESILIENT HOMES LLC

BUILDING ETHOS

Efficiency
Efficient buildings are cheaper to operate and place a smaller burden on our earth systems. Units will be built to Passive House Standards. (BPI.org, PHIUS.org, prettygoodhouse.org)

Resilience
Climate change is testing out current building stock and energy infrastructure. This project will incorporate resilient design principles for the building design, site design and systems design. (Institute for Business and Home Safety fortifiedhiome.org, US Dept. of Energy Microgrids NREL.gov)

Energy
The project will aim to be Net-Zero, all appliances will be electric, systems will be zero emission. Onsite energy storage will ensure operations when the grid is stressed.
(energy star.gov, energy.gov, hers index.com)

Accessibility
New units will be built to be fully ADA compliant, New England ADA Center will help inform the design from the outset instead of as an afterthought. (Institute for Human Centered Design newenglandada.org)

Low Carbon
Materials will be chosen to minimize embedded carbon, and to maximize carbon storing potential. (BEAM calculator buildersforclimateaction.org)

Water
Water use will be minimized by using low flow fixtures and native plantings supplied by rainwater collection. Stormwater will be managed onsite to lessen the impact on Dover's stormwater System.
(UNH Stormwater Center une.extension.gov, Green Home Institute Water Use Guide greenhomeinstitute.org/resources)

Healthy
Designed with the occupants health as the defining decision making criteria for construction materials and design. (International Well Building Standard wellcertified.com, Building Performance Institute Healthy Building Principles BPI.org)

Locally Sourced Materials
Prioritize locally sourced materials to help maintain Northern New England's timber and mill industry and minimize the environmental and monetary costs associated with material transportation. (Maine Wood Guide local woodworks.org, UNH Directory of Sawmills and lumber wholesalers extension.unh.edu)

Affordability
ALL (100%) units will be offered at HUD FMR rates and managed by Dover Housing through the Housing Choice Voucher Program. Units will be deed restricted for a 30 year period. (HUDuser.gov)

Project Partners

We are actively collaborating and in discussions with local vendors and subcontractors to support the successful delivery of this project.

- James Farrell Construction LLC
- Dover Housing
- NHCLF
- Genesis
- Revision Energy
- Maine Cedar Store
- Timber HP
- FW Webb
- Granite Group
- Performance Building Supply
- RNA Drywall
- Seacoast Hardwood Lumber & Plywood
- Stonehouse Plumbing
- Sage Electric
- Ross Engineering
- Northam Survey
- Farrell Contracting Services LLC
- UNH Stormwater Center
- New England ADA Center

MONROE
RESILIENT HOMES
LLC

To Whom it May Concern,

This letter stands to answer the questions of who I am, why I care about this project, and what I bring to the project that will set it apart from other similar affordable developments and help steward the project towards a successful conclusion.

Who I Am

My name is Jamie Farrell and I grew up in Durham, New Hampshire. I am a builder and a father of three, now living across the border in South Berwick, Maine. I have been in the construction industry since I was a teen, and for the past 12 years have worked for myself as a contractor and sub contractor in New England as well as many other places across the United States. During this time I received an undergraduate degree in Sustainable Building Design as well as received certifications in building science and related fields. These include certifications and trainings from the Green Building Council (LEED), the Building Performance Institute, the US Permaculture Institute, HERS rater training from RESNET, the International WELL Building Institute and the GreenHome Institute. I have been privileged to work on many high end, energy efficient building projects. Working on these projects allowed me to use high end materials, cutting edge energy efficiency technologies and employ techniques that ensured quality and endurance in the finished product. Throughout my tenure in high end building, I have watched the housing affordability crisis proliferate across the country. My goal for the past decade has been to find a way to employ the techniques and knowledge that I have gained on affordable housing projects.

Why I Care About This Project

My whole life I have been acutely aware of my relative privilege in comparison to many of the people in this country and the world. I have been yearning for a way to use my position of relative privilege and my background in building to make a difference in the lives of those who are in a worse economic condition than my own.

603-312-2942
jameshafnerfarrell@gmail.com

MONROE
RESILIENT HOMES
LLC

Raising a family has further illustrated the need for more affordable housing. As a father I have felt the pressures, both economic and emotional, of parenting in this chaotic world. I have been lucky because I have never been in a position as a father to not have housing or food for the table. I cannot imagine the added pressure for a parent that would come from an unstable housing position. It is this personal experience that further cemented my need to help address this problem.

What I Bring To The Project

As illustrated, I hope to bring my prior education, continuing education, years of building experience, and life experience to inform the design and execution of this project. I also intend to bring an economically efficient building perspective to this project in order to maintain the same high quality that I have practiced on high end projects while keeping costs down in order to offer the units affordably. I will be able to bring lower costs to the project because of the lean structure of my building team and my extensive relationships with subcontractors, vendors and other building partners. The vendors with whom I already have relationships are also excited to be involved with a project that is aiming to achieve a high level of efficiency and quality, and most importantly add to the existing affordable building stock. They have expressed that they intend to offer pricing that reflects their support for the ideals that are guiding this project. The large network that I have cultivated locally, both personally and professionally, will also serve to help me in the event that any difficulties arise. I am sure that both my network and my own strong wish to address the housing affordability crisis will be able to overcome any obstacle on the path to a favorable conclusion to this project.

Thank you for your consideration,



Jamie Farrell

603-312-2942

jameshafnerfarrell@gmail.com

Abutting Property Pictures

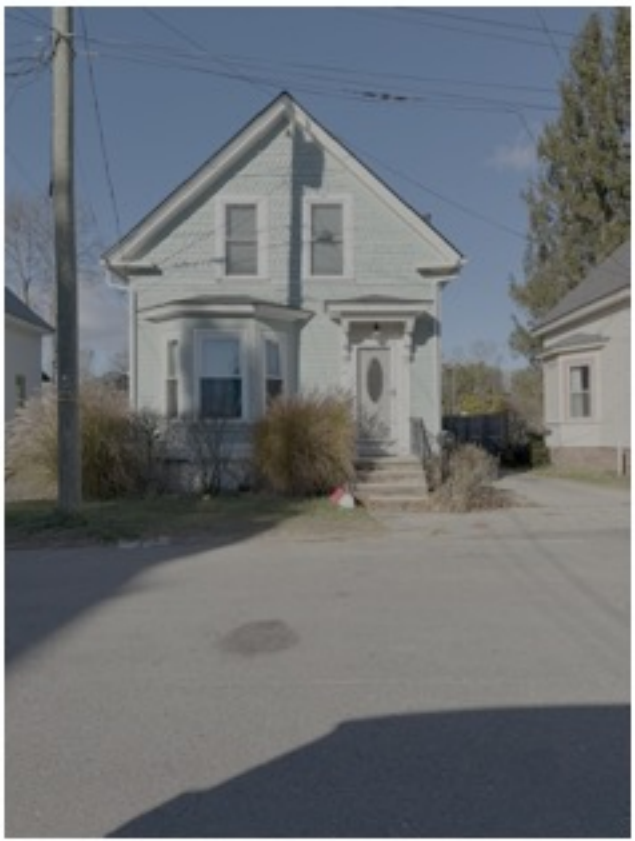




Current State of Property vs. Other Homes on Monroe

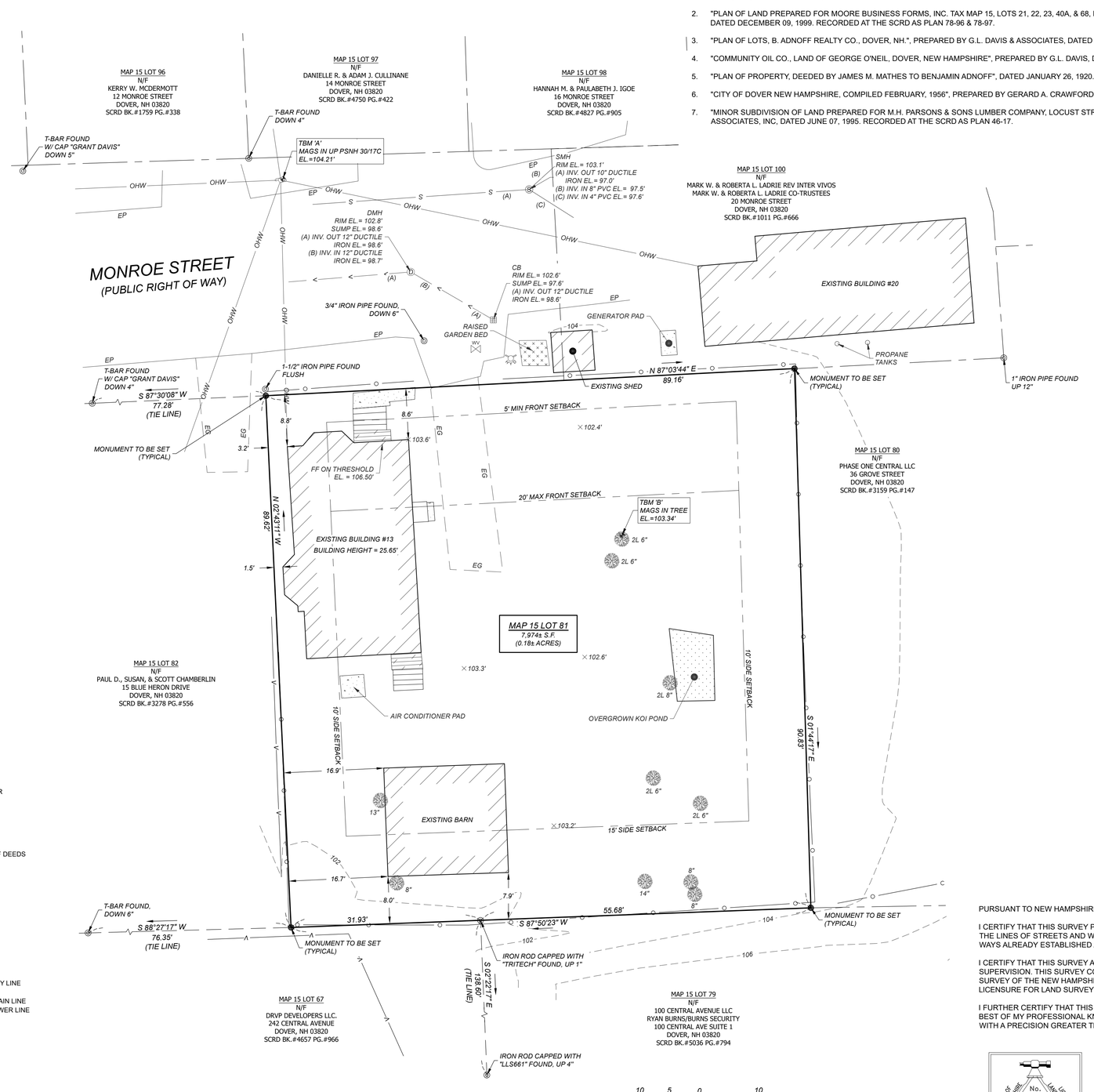


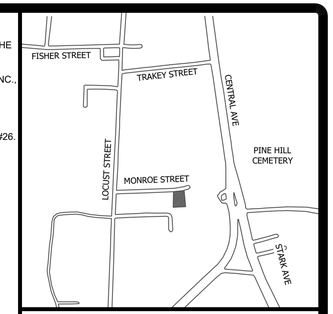




Neighborhood Picture







LOCUS

PLAN REFERENCES:

1. "EXISTING CONDITIONS PLAN, LAND OF THE LEE ANN BURNS REVOCABLE TRUST OF 1994", PREPARED BY BERRY ENGINEERING AND SURVEYING, DATED JULY 02, 2018. ON RECORD WITH THE CITY OF DOVER, NH PLANNING DEPARTMENT.
2. "PLAN OF LAND PREPARED FOR MOORE BUSINESS FORMS, INC. TAX MAP 15, LOTS 21, 22, 23, 40A, & 68, LOCUST AND FISHER STREETS", PREPARED BY MCENEANEY SURVEY ASSOCIATES, INC., DATED DECEMBER 09, 1999. RECORDED AT THE SCRD AS PLAN 78-96 & 78-97.
3. "PLAN OF LOTS, B. ADNOFF REALTY CO., DOVER, NH.", PREPARED BY G.L. DAVIS & ASSOCIATES, DATED OCTOBER, 1963. RECORDED AT THE SCRD AS POCKET #6, FOLDER #02, PLAN #40.
4. "COMMUNITY OIL CO., LAND OF GEORGE O'NEIL, DOVER, NEW HAMPSHIRE", PREPARED BY G.L. DAVIS, DATED AUGUST, 1961. RECORDED AT THE SCRD AS POCKET # 04, FOLDER #02, PLAN #26.
5. "PLAN OF PROPERTY, DEEDED BY JAMES M. MATHES TO BENJAMIN ADNOFF", DATED JANUARY 26, 1920. RECORDED AT THE SCRD AS POCKET #06, FOLDER #02, PLAN #15.
6. "CITY OF DOVER NEW HAMPSHIRE, COMPILED FEBRUARY, 1956", PREPARED BY GERARD A. CRAWFORD, CITY SURVEYOR. RECORDED AT THE SCRD AS POCKET #03, FOLDER #04, PLAN #26.
7. "MINOR SUBDIVISION OF LAND PREPARED FOR M.H. PARSONS & SONS LUMBER COMPANY, LOCUST STREET & CENTRAL AVENUE, DOVER, NH", PREPARED BY MCENEANEY SURVEY ASSOCIATES, INC, DATED JUNE 07, 1995. RECORDED AT THE SCRD AS PLAN 46-17.

NOTES:

1. SUBJECT PARCEL: TAX MAP 15 LOT 81
   13 MONROE STREET
   DOVER, NH 03820
   NS PROJECT # 1861
2. OWNER OF RECORD: RENEWED HOMES LLC.
   144 CHARLES STREET
   ROCHESTER, NH 03867
   SCRD BOOK 5277, PAGE 959
3. PARCEL AREA: 7,974± S.F. OR 0.18± AC
4. THE PURPOSE OF THIS PLAN IS TO SHOW EXISTING CONDITIONS OF THE SUBJECT PARCEL.
5. DIMENSIONAL REQUIREMENTS: ZONE: G (GATEWAY DISTRICT)

MIN LOT SIZE:	N/A
MAX LOT COVERAGE:	50%
MIN LOT FRONTAGE:	N/A
FRONT BUILDOUT:	60%
FRONT SETBACK:	MIN 5' / MAX 20'
SIDE SETBACK:	10'
REAR SETBACK:	15'
MAX BUILDING HEIGHT:	MIN 2 STORY / MAX 4 STORY

   ZONING INFORMATION SHOWN HEREON IS PER THE TOWN OF DOVER ZONING ORDINANCE DATED NOVEMBER 13, 2013 LAST REVISED OCTOBER 9, 2024. ADDITIONAL REGULATIONS APPLY, THE LAND OWNER IS RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE TOWN, STATE, AND FEDERAL REGULATIONS.
6. FLOOD HAZARD ZONE: "X" WITH NO BASE FLOOD ELEVATION, PER FIRM MAP #33017C0320E, WITH AN EFFECTIVE DATE OF 9/30/2015.
7. THE INTENT OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE WITH THE CURRENT LEGAL DESCRIPTIONS. IT IS NOT AN ATTEMPT TO DEFINE UNWRITTEN RIGHTS, DETERMINE THE EXTENT OF OWNERSHIP, OR DEFINE THE LIMITS OF TITLE.
8. FIELD SURVEY COMPLETED BY NORTHAM SURVEY IN OCTOBER 2025 USING A TRIMBLE S5 TOTAL STATION WITH A TRIMBLE TSC5 DATA COLLECTOR, A TRIMBLE R12 GPS RECEIVER AND A SOKKIA B31 AUTO LEVEL.
9. HORIZONTAL DATUM IS NAD83(2011) NEW HAMPSHIRE STATE PLANE COORDINATES PER STATIC GPS OBSERVATIONS.
10. THE VERTICAL DATUM IS NAVD88 PER STATIC GPS OBSERVATIONS. THE CONTOUR INTERVAL IS 2 FEET.
11. EASEMENTS, RIGHTS, AND RESTRICTIONS SHOWN OR IDENTIFIED ARE THOSE WHICH WERE FOUND DURING RESEARCH PERFORMED AT THE STRAFFORD COUNTY REGISTRY OF DEEDS. OTHER RIGHTS, EASEMENTS, OR RESTRICTIONS MAY EXIST WHICH A TITLE EXAMINATION OF SUBJECT PARCEL(S) WOULD DETERMINE.
12. THE LOCATION OF UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. NORTHAM SURVEY LLC MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UNDERGROUND UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE.
13. WETLANDS WERE NOT DELINEATED IN PART OF THIS SURVEY. NORTHAM SURVEY LLC RECOMMENDS THE SITE BE CLEARED BY A CERTIFIED WETLAND SCIENTIST.

LEGEND:

MAP 137 LOT 11	ASSESSORS MAP AND LOT NUMBER
BK. PG.	BOOK / PAGE
CONC.	CONCRETE
EM	ELECTRIC METER
EP	EDGE OF PAVEMENT
FF	FINISHED FLOOR
N/F	NOW OR FORMERLY
SCRD	STRAFFORD COUNTY REGISTRY OF DEEDS
S.F.	SQUARE FEET
TBM	TEMPORARY BENCHMARK
	IRON PIPE/ROD/T-BAR FOUND
	UTILITY POLE
	DRAIN MANHOLE
	CATCH BASIN
	DECIDUOUS TREE
	SEWER MANHOLE
	HYDRANT
	WATER GATE VALVE
	SIGN
	APPROXIMATE ABUTTER BOUNDARY LINE
PL	APPROXIMATE BOUNDARY LINE
	APPROXIMATE UNDERGROUND DRAIN LINE
S	APPROXIMATE UNDERGROUND SEWER LINE
	CHAINLINK FENCE
	EDGE OF WETLAND
100	EXISTING CONTOUR
OHW	OVERHEAD WIRE
	PICKET FENCE
	SETBACK LINE
	SHRUB LINE
	STOCKADE FENCE
	STONEWALL
	TREE LINE
	CONCRETE
	WOODEN DECK

PURSUANT TO NEW HAMPSHIRE RSA 676:18 III

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.

I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED BY ME OR THOSE UNDER MY DIRECT SUPERVISION. THIS SURVEY CONFORMS TO THE ACCURACY REQUIREMENTS OF AN URBAN SURVEY OF THE NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS.

I FURTHER CERTIFY THAT THIS SURVEY WAS MADE ON THE GROUND AND IS CORRECT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE. RANDOM TRAVERSE SURVEY BY TOTAL STATION WITH A PRECISION GREATER THAN 1:15,000.

STATE OF NEW HAMPSHIRE — No. 1052 — ERIC J. SALOVITCH — LICENSED LAND SURVEYOR — SIGNATURE

LICENSED LAND SURVEYOR

OCTOBER 28, 2025
DATE

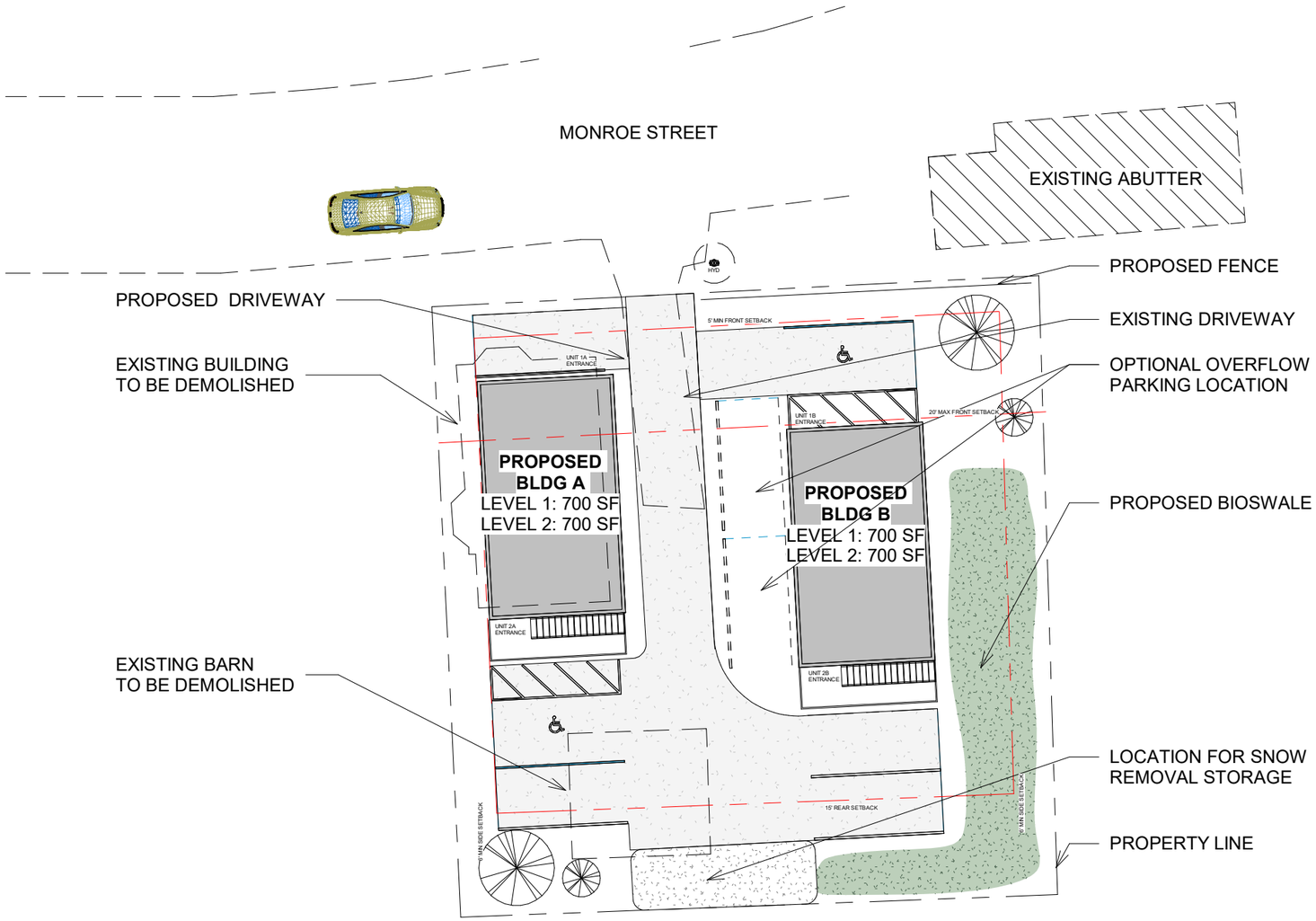
EXISTING CONDITIONS
FOR
RENEWED HOMES LLC.
OF
TAX MAP 15 LOT 81
13 MONROE STREET
DOVER, NEW HAMPSHIRE
STRAFFORD COUNTY

SCALE: 1"=10' (22x34) 1"=20' (11x17)

JOB NO.	1861	DATE:	2025-10-28
DRAWN BY:	JIR & TJR	DRAWING:	1861 SURVEY.DWG
CHECKED BY:	EJS	SHEET:	1 OF 1

NO.	DATE	DESCRIPTION	BY

NORTHAM SURVEY LLC
750 Central Ave, Ste N, Dover, NH 03820 | (603) 953-3164 | www.northamsurvey.com



N

NOTES:

MAX LOT COVERAGE: 50%
FRONT SETBACK: MIN 5' / MAX 20'
SIDE SETBACK: MIN 0' / MAX 10'
REAR SETBACK: 15'
MAX BUILDING HEIGHT MIN 2 STORY / MAX 4 STORY

REFERENCE NORTHAM SURVEY, LLC 10-28-2025 SURVEY FOR ADDITIONAL INFORMATION

13 Monroe Street, Dover NH 03820

No.	Description	Date

Concept Site Plan

Project number	Project Number	C1
Date	1/28/26	
Drawn by	Author	
Checked by	Checker	Scale 1" = 20'-0"

1/27/2026 4:54:21 PM

CITY OF DOVER

PLANNING BOARD - STAFF MEMO FILE #SUBM-2026-0001

Application Type:	Minor Subdivision
Applicant(s):	Recon Realty, LLC
Owner(s):	Recon Realty, LLC
Location:	80 Industrial Park Road (Assessor's Map G, Lot 3-A-100)
Meeting Date:	February 10, 2026

INTENT: Proposal is to subdivide the parcel to make one (1) new lot for a total of two (2) lots.

AGENDA ITEM #: 4-C

FILE: SUBM-2026-0001

OWNER/APPLICANT: Recon Realty, LLC

LOCATION: 80 Industrial Park Road (Assessor's Map G, Lot 3A-100)

LOTS/UNITS PROPOSED: One (1) new lot, two (2) lots total

ACREAGE:
Existing Acreage of Map G, Lot 3A-100: 352,425± sq. ft./8.091± ac.

Proposed adjustment to Map G, Lot 3A-100: 189,656± sq. ft. /4.354± ac.

Proposed new lot, Map G, Lot 3A-100-1: 162,769± sq. ft. /3.737± ac.

ZONING DISTRICT: Commercial Manufacturing (CM)

EXISTING/PROPOSED LAND USE: Commercial

SURROUNDING LAND USE: Commercial

WAIVERS REQUESTED: N/A

ZBA ACTION: N/A for proposal.

PERMITS REQUIRED: No

APPLICATION IS COMPLETE: Yes

REGIONAL IMPACT: No

NOTICES SENT: Abutter notices were sent by certified mail to all abutters.

ATTACHMENTS: Subdivision Plan

Summary of Request and Background:
The applicant proposes subdividing the parent parcel located at 80 Industrial Park Drive (Assessor's Map G, Lot 3A-100), creating one (1) new lot directly next to the parent parcel, with the newly proposed lot totaling approximately 162,769± square feet, or 3.737± acres. As this proposal only involves a Minor Subdivision, no review was required by the Technical Review Committee.

Consistency with Land Use Regulations:
Noteworthy features of this lot include the presence of wetlands in the northern end of the lot, with associated 50' buffer, in addition to several easements for access and utilities held by the City, Eversource, and Consolidated Communications. Notwithstanding the area unsuitable for development, there exists substantial buildable area on the new lot for a future commercial use.

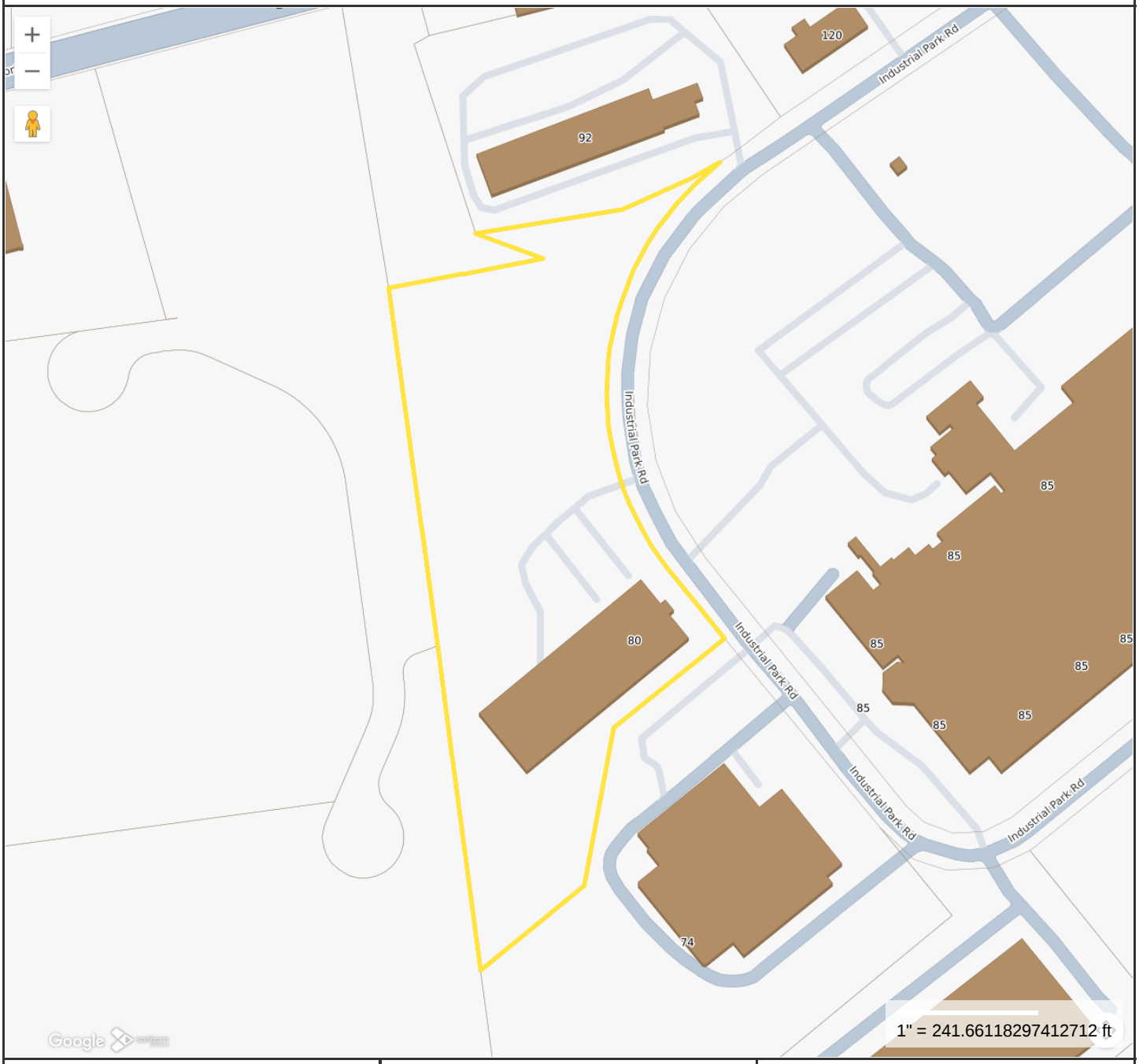
Staff confirms this plat is consistent with §157-14 of the City of Dover's Land Subdivision Regulations, which provides for subdivision of existing lots.

STAFF RECOMMENDATION:
The Planning Department recommends that the Planning Board vote to accept the application and determine it not to have regional impact, open a public hearing, close the public hearing, make the necessary and supporting findings of fact, and vote to approve the minor subdivision with the following subsequent conditions:

Subsequent Conditions to be Met Prior to Signing of Plans:

1. Provide physical and digital copies (including CAD) of complete plan set for recording at Strafford Country Registry of Deeds, which additionally shall include:
   1.1. The owner's signatures;
   1.2. The Planning File #SUBM-2026-0001;
   1.3. The stamp and signature of the LLS on the final plans; and
2. Confirm lot numbering with City Assessor and include approved numbering on plan set;
3. Correct new lot's parcel ID (C listed instead of G)

SUBM-2026-0001 80 INDUSTRIAL PARK ROAD



Property Information

Location	80 INDUSTRIAL PARK RD
Owner	RECON REALTY LLC
Land Use	400C
Zoning Code	CM
Property Id	G0003-A00100

MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

City of Dover, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 10/30/2023
Data updated Daily

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

PLAN SNAPSHOT REPORT SUBM-2026-0001
FOR CITY OF DOVER, N.H.

Plan Type:	Subdivision Plan - Minor	**Project:**		**App Date:**	01/20/2026
Work Class:	New Construction	**District:**	None	**Exp Date:**	03/26/2026
Status:	In Review	**Square Feet:**	352,425.00	**Completed:**	NOT COMPLETED
Valuation:	$0.00	**Assigned To:**	Blonigen, Rachel	**Approval Expire Date:**	
Description:	To create one new lot.				

Parcel:	G0003-A00100 Main	**Address:**	80 Industrial Park Rd Main Dover, NH	**Zone:**

Applicant
Civilworks New England
Steve Haight
181 Watson Road PO Box 1166
Dover, NH 03820
Business: (603) 749-0443
Mobile: (603) 817-6651

Surveyor
McEneaney Survey Associates
P.O. Box 1166
DOVER, NH 03821
Business: (603) 742-0911

Owner
White Birch Armory
80 Industrial Park Drive
Dover, NH 03820
Business: (603) 330-0146

Plan Custom Fields

Proposed Number of New Lots	1	Existing Number of Lots	1	Parcel Map/Lot	H/34
Parcel Zoning Overlay		Select Subdivision Type	Conventional	Parcel Zoning	G
Property Address	80 Industrial Park Road	Existing Parcel Size (Ac)	352425	Existing Parcel Size (sqft)	1.53516e+010
Proposed Use Detail		Owner Name	Recon Realty, LLC	Deed Page	625
Deed Book	4713	Owner Address	80 Industrial Park Drive	Deed Date	
Refuse Removal	Private	Owner Phone	603-330-0146	Parcel Feedback	
Owner EMail	sean@wbarmory.com	Existing Use Detail	Commercial	TDR Detail	
subdroadtype	Municipal	Water Source?	Municipal	Distance to City Water (ft)	25
Distance to City Sewer (ft)	25	Sewer Service?	Municipal	Subdivision Regulations section(s) to be waived	
Justification for waiver request(s)					

Attachment File Name	Added On	Added By	Attachment Group	Notes
Signature_Steve_Haight_1/20/2026.jpg	01/20/2026 12:07	Haight, Steve		Uploaded via CSS

Invoice No.	Fee	Fee Amount	Amount Paid
INV-2026000166	Planning Subdivision Lot Fee	$150.00	$150.00
	Planning Subdivision Application Fee	$200.00	$200.00
	Total for Invoice INV-2026000166	$350.00	$350.00
	Grand Total for Plan	**$350.00**	**$350.00**

Workflow Step / Action Name	Action Type	Start Date	End Date
Review v.1		01/27/2026 14:28	01/27/2026 14:28
Confirm application complete v.1	Generic Action		01/27/2026 14:28
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 Final Review v.1	Receive Submittal
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
Create/Link to Records v.1	
Create / Link to Permit - Building Major v.1	Create Sub Permit

City of Dover, New Hampshire
MINOR SUBDIVISION APPLICATION

[Revision Date: July 1, 2021]

Office Use Only	Project #:		Date Received:	
	Amount Paid:		Time Received:	

APPLICANT AND OWNER INFORMATION

Name of Applicant: Recon Realty, LLC Telephone # 603-330-0146

Address of Applicant: 80 Industrial Park Drive Dover, NH 03820

Name of Property Owner (*if different from applicant*): _____ Telephone #_____

Address of Property Owner: _____

E-Mail Address: sean@wbarmory.com

PROPERTY INFORMATION

Address of Property: 80 Industrial Park Road

Assessor's Map # G Lot(s) # 3A-100

Zoning District(s) Rural Restricted Industrial (I-2) Overlay District(s) _____

Size of Parcel: 352,425 S.F. (8.09 ac) Property Deed: Book 4713 Page: 625

Existing Use of Property: Commercial building consisting of White Birch Armory

SUBDIVISION INFORMATION

Existing Number of Lots: 1 Proposed Number of Lots: 2

TDR Relief sought (Check All That Apply): ☐ Lot Size ☐ Frontage ☐ Setback ☐ 30' Buffer ☐ Purchase ____ units

Describe Proposed Use or Activity that requires TDR; describe any impacts and document mitigation:

_____

_____

_____

Circle one for each category:

Water: City / Well (circle one) How far is city water from the property? _____

Sewer: City / Septic (circle one) How far is city sewer from the property? _____

Highway Access: City Street / State Highway (circle one) | Roadway: Public or Private Road (circle one)

Refuse removal: Public / Private (circle one) | Estimated Length of Proposed Road: _____ feet

Estimated value of construction: N/A New impervious area (in s.f.): N/A

WAIVER REQUESTS

Subdivision Regulations section(s) to be waived: N/A

Justification for waiver request(s) (*attach additional sheets as needed*): N/A

SURVEYOR INFORMATION

Name of Surveyor and Company (Licensed in N.H.) Kevin McEneaney, LLS- McEneaney Survey Associates

Address P.O. Box 1166 Dover, NH 03821 Telephone #: 603-742-0911

Professional License #: NH LLS # 661 E-mail address: kevin@surveynh.com

ENGINEER INFORMATION

Name of Engineer and Company (Licensed in N.H.) N/A

Address _____ Telephone #: _____

Professional License #: _____ E-mail address: _____

LANDSCAPE ARCHITECT INFORMATION

Name of Landscape Architect and Company (Licensed in N.H.) N/A

Address _____ Telephone #: _____

Professional License #: _____ E-mail address: _____

SOIL SCIENTIST INFORMATION

Name of Soil Scientist and Company (Licensed in N.H.) Bruce A. Gilday, CWS- BAG Land Consultants

Address 43 Rockingham Street Concord, NH 03301 Telephone #: _____

Professional License #: CWS # 088 E-mail address: _____

CONSERVATION EASEMENT HOLDER

Name of Easement Holder: N/A Telephone #_____

Address Easement Holder: _____

SIGNATURES

I/We hereby submit this application to the City of Dover Planning Board and attest that to the best of my knowledge all of the information on this application form and in the accompanying application materials and documentation is true and accurate. Furthermore, I/We submit that the existing conditions sheet of the plan represents the lot in question, and that no alteration of the site shall take place during Planning Board review up to and including the pre-construction meeting. As applicant or as agent, I attest that I am duly authorized to act in this capacity.

Signature of Property Owner: _____ Date: _____

Signature of Applicant (*if different from owner*): _____ Date: _____

Signature of Agent: _____ Date: _____

AUTHORIZATION TO ENTER SUBJECT PROPERTY

I, and my successors, hereby authorize members of the Dover Planning Board, Planning Department and other pertinent City Departments and boards to enter my property for the purpose of evaluating this application, including performing inspections during the application phase, post-approval phase, construction phase and occupancy phase. It is understood that these individuals must use all reasonable care, courtesy, and diligence when on the property.

Signature of Property Owner: _____ Date: 1/16/26

AUTHORIZATION TO COMPLETE THE PROJECT ON SUBJECT PROPERTY

I, and my successors, hereby authorize the City of Dover and its assigns to enter my property for the purpose of completing the site work as required by the approved plan should the letter or credit or other surety be called. It is understood that these individuals must use all reasonable care, courtesy, and diligence when on the property.

Signature of Property Owner: _____ Date: 1/16/26

Signature of Applicant (*if different from owner*): _____ Date: _____

CERTIFICATION OF FEES

I, and my successors, hereby certify that I understand that the City of Dover collects impact fees, utility investment fees and inspection fees for projects developed in Dover. Said fees must be paid before a Certificate of Occupancy can be obtained for a structure, unless a different payment schedule is agreed to by the applicant and the City prior to approvals being issued by the Dover Planning Board. Additionally, should the property be in "Current Use" it will be subject to the Land Use Change Tax.

Signature of Property Owner: _____ Date: 1/16/26

Signature of Applicant (*if different from owner*): _____ Date: _____

CERTIFICATION OF PUBLIC ROADWAY ACCEPTANCE

I, and my successors, hereby certify that I understand that the acceptance of a roadway as a public road is an action of the City Council in its sole and complete discretion. In order for the City Council to consider accepting a road as public, it must be free of encumbrances. No roadway with private utility easements shall be accepted as a public road by the City unless the easements are expunged prior to the transfer of land to the City. License agreements for any and all private utilities within the right of way may be granted by the City upon acceptance of the unencumbered roadway consistent with applicable state law.

Signature of Property Owner: _____ Date: 1/16/26

Signature of Applicant (*if different from owner*): _____ Date: _____

CITY OF DOVER SUBDIVISION
LIST OF ABUTTERS

Pursuant to RSA 676:4, the State Law of New Hampshire, the City of Dover is required to notify the applicant, abutters (including holders of conservation easements), and any professional whose seal is on the plan, of the public hearing by certified mail, return receipt requested. Staff will provide the abutter information, while the applicant must provide accurate contact information for the owner, applicant and professional agents representing the project.

Owner:

TAX MAP	LOT #	PROPERTY OWNER	MAILING ADDRESS
G	3A-100	Recon Realty, LLC	80 Industrial Park Road Dover, NH 03820

Applicant (if different from owner):

APPLICANT NAME	APPLICANT COMPANY	MAILING ADDRESS

Surveyor and/or Engineer/Professional Agent:

NAME	COMPANY	MAILING ADDRESS
Kevin McEneaney, LLS	McEneaney Survey Associates	P.O. Box 1166 Dover, NH 03821
Bruce A. Gilday	BAG Land Consultants	43 Rockingham Street Concord, NH 03301

Conservation Easement Holder:

TAX MAP	LOT #	NAME OF EASEMENT HOLDER	MAILING ADDRESS

PLANNING BOARD FEE SCHEDULE/INVOICE

(Revised July 24, 2023)

Below are the fees associated with plan review and are subject to a nonrefundable application fee to cover administrative expenses. Please complete the information below and provide payment with your application submittal. **Plan review fees shall be paid prior to technical review committee (TRC) being scheduled.** For plans not requiring TRC review, **fees are due 21 days prior** to the Planning Board meeting. Staff will coordinate abutter/notice fees, which will be invoiced and must be paid 28 hours before the Planning Board meeting for an application to be heard. Fees shall be paid by cash or check made payable to "City of Dover".

A. Plan Review Fees

1. Application fee for the following (SELECT ALL THAT APPLY):

- ☑ SUBDIVISION Application fee $200.00 + $150.00 x # 1 new lots created = $350.00
- ☐ LOT LINE ADJUSTMENT Application fee $200.00 + $100.00 X # ___ of lots involved = $_____
- ☐ TRANSFER OF DEVELOPMENT RIGHTS Application fee $200.00 = $_____
- ☐ SITE REVIEW – RESIDENTIAL Application fee $200.00+ $100.00 x # __ per dwelling unit =$_____
- ☐ SITE REVIEW – NON-RESIDENTIAL Application fee $200.00 + (not to exceed $10,000)
  - New construction $.15 sq. ft. x # _____ sq. ft.= $_____
  - Additions (new floor space) $.10 per sq. ft. x # _____sq. ft.= $_____
- ☐ MOTEL/HOTEL $35.00 x # ___ per lodging unit= $_____
- ☐ CHANGE OF USE Application fee $200.00 + (not to exceed $5,000)
  - Existing floor spaces $.10 per sq. ft. x # _____ sq. ft. = $_____
- ☐ CONDITIONAL USE PERMIT Application fee $200.00 x # _____ per Application = $_____
- ☐ GRAVEL PIT/ EXCAVATIONS
  - Application fee $50.00= $_____
  - Permit fee $75.00= $_____
- ☐ EXTENSIONS/AMENDMENTS/WAIVERS FOR AN APPROVED PLAN Application fee $200.00 = $_____
- ☐ REQUEST FOR REZONING Application fee $200.00 = $_____
- ☐ DRIVEWAY WAIVER Application fee $200.00 = $_____
- ☐ **TOTAL IMPERVIOUS PAVED AREA** (for new development, roadways or additions to existing parking lots, (not to exceed $10,000)) Application fee of $200.00 is N/A if it is part of a Site Review or Subdivision Plan. $200.00 + $.07 per sq. ft. x # _____ sq. ft. = $_____

SUBTOTAL PLAN REVIEW FEE = $350.00

AND

B. Abutter Notification/Mailing Labels - this office will create and print the abutter list and provide labels in triplicate for each abutter. The applicant/owner will review the list for accuracy and provide to us the engineer, architect, licensed land surveyor (LLS), licensed landscape architect (LLA) and/or soil scientist whose professional seal appears on the plan with names and addresses for notices.

- ☐ Applicant & Owner, engineer, architect, LLS, LLA and/or soil scientist
  - Certified letters fee # _____ of x $10.00= $_____
- ☐ Certified letters fee: # of abutters _____ X $10.00= $_____
- ☐ First Class Mail fee (for individual owner of units within a condominium or other collective form of ownership): # of abutters _____ X $1.00= $_____
- ☐ Creating/Printing Abutter Labels in triplicate per sheet _____ x $10.00= $_____

C. Foster's newspaper public notice fee $120.00 x # _____ applications = $_____

SUBTOTAL = $_____

TOTAL INVOICE AMOUNT = $_____

PLAN REVIEW FEE COLLECTED/PAID = $ _____

BALANCE DUE = $ _____

The amount due must be paid 28 hours prior to the Planning Board Meeting, to be heard.

Signature of Property Owner: _____ Date: 1/16/26

Signature of Applicant (*if different from owner*): _____ Date: _____

Signature of Agent: _____ Date: _____

AUTHORIZATION TO ENTER SUBJECT PROPERTY

I, and my successors, hereby authorize members of the Dover Planning Board, Planning Department and other pertinent City Departments and boards to enter my property for the purpose of evaluating this application, including performing inspections during the application phase, post-approval phase, construction phase and occupancy phase. It is understood that these individuals must use all reasonable care, courtesy, and diligence when on the property.

Signature of Property Owner: _____ Date: 1/16/26

AUTHORIZATION TO COMPLETE THE PROJECT ON SUBJECT PROPERTY

I, and my successors, hereby authorize the City of Dover and its assigns to enter my property for the purpose of completing the site work as required by the approved plan should the letter or credit or other surety be called. It is understood that these individuals must use all reasonable care, courtesy, and diligence when on the property.

Signature of Property Owner: _____ Date: 1/16/26

Signature of Applicant (*if different from owner*): _____ Date: _____

CERTIFICATION OF FEES

I, and my successors, hereby certify that I understand that the City of Dover collects impact fees, utility investment fees and inspection fees for projects developed in Dover. Said fees must be paid before a Certificate of Occupancy can be obtained for a structure, unless a different payment schedule is agreed to by the applicant and the City prior to approvals being issued by the Dover Planning Board. Additionally, should the property be in "Current Use" it will be subject to the Land Use Change Tax.

Signature of Property Owner: _____ Date: 1/16/26

Signature of Applicant (*if different from owner*): _____ Date: _____

CERTIFICATION OF PUBLIC ROADWAY ACCEPTANCE

I, and my successors, hereby certify that I understand that the acceptance of a roadway as a public road is an action of the City Council in its sole and complete discretion. In order for the City Council to consider accepting a road as public, it must be free of encumbrances. No roadway with private utility easements shall be accepted as a public road by the City unless the easements are expunged prior to the transfer of land to the City. License agreements for any and all private utilities within the right of way may be granted by the City upon acceptance of the unencumbered roadway consistent with applicable state law.

Signature of Property Owner: N/A Date: _____

Signature of Applicant (*if different from owner*): _____ Date: _____

SUBM-2026-0001 **80 INDUSTRIAL PARK ROAD**

Property ID	Location	Owner 1	Owner 2	Owner Address 1	City	State	Zip
G0004-E00000	92 INDUSTRIAL PARK RD	WILLMANCH CORP	C/O BT-NEWYO LLC ATTN CORP REAL ESTATE	55 GLENLAKE PARKWAY NE	ATLANTA	GA	30328
G0002-004000	LITTLEWORTH RD	WESTFIELD LLC		340 CENTRAL AVE STE 202	DOVER	NH	03820
G0002-003000	LITTLEWORTH RD	WESTFIELD LLC		340 CENTRAL AVE STE 202	DOVER	NH	03820
G0004-D00000	120 INDUSTRIAL PARK RD	GLOBAL INVENTORY MANAGEMENT LLC		120 INDUSTRIAL PARK RD	DOVER	NH	03820
G0003-B00000	85 INDUSTRIAL PARK RD	85 INDUSTRIAL PARK II LLC		210 COMMERCE DR STE 300	PORTSMOUTH	NH	03801
G0002-000000	LITTLEWORTH RD	WESTFIELD LLC		340 CENTRAL AVE STE 202	DOVER	NH	03820
G0003-A00101	74 INDUSTRIAL PARK RD	74 IP LLC		152 E 22ND ST APT 5E	NEW YORK	NY	10010-6348
G0041-000000	LITTLEWORTH RD	G-41 LLC		340 CENTRAL AVE STE 202	DOVER	NH	03820
G0003-A00100	80 INDUSTRIAL PARK RD	RECON REALTY LLC		80 INDUSTRIAL PARK DR	DOVER	NH	03820
		MCENEANEY SURVEY ASSOCIATES	KEVIN MCENEANEY, LLS	PO BOX 1166	DOVER	NH	03820
		BAG LAND CONSULTANTS	BRUCE A GILDAY, CWS	43 ROCKINGHAM STREET	CONCORD	NH	03301

REFERENCE PLANS:

1.) PROPOSED DEVELOPMENT S.E.N.H. INDUSTRIAL PARK PROPERTY LINES, DOVER, NEW HAMPSHIRE; SCALE: 1" = 100'; DATED: MARCH 31, 1958; BY G.L. DAVIS & ASSOCIATES; RECORDED S.C.R.D. POCKET 6, FOLDER 2, PLAN 38B.

2.) DIVISION OF LOT 3 S.E.N.H. INDUSTRIAL PARK PROPERTY LINES, DOVER, NEW HAMPSHIRE; SCALE: 1" = 100'; DATED: MAY 1966; BY G.L. DAVIS & ASSOCIATES; RECORDED S.C.R.D. VOLUME 815, PAGE 202.

3.) ACCESS & UTILITY EASEMENT PLAN PREPARED FOR RECON REALTY, LLC, TAX MAP G, LOT No. 3A–100, 80 INDUSTRIAL PARK ROAD, CITY OF DOVER, COUNTY OF STRAFFORD, STATE OF NEW HAMPSHIRE; SCALE: 1" = 50'; DATED: FEBRUARY 15, 2022; BY: McENEANEY SURVEY ASSOCIATES OF NEW ENGLAND; RECORDED S.C.R.D. PLAN 12739.

4.) PROPOSED EASEMENT PLAN PREPARED FOR WESTFIELD, LLC, TAX MAP G, LOT No. 2, NH ROUTE 9 – LITTLEWORTH ROAD, CITY OF DOVER, COUNTY OF STRAFFORD, STATE OF NEW HAMPSHIRE; SCALE: 1" = 100'; DATED: FEBRUARY 1, 2023, REVISED THROUGH 3/23/23; BY: McENEANEY SURVEY ASSOCIATES OF NEW ENGLAND; RECORDED S.C.R.D. PLAN 12883.

NH STATE PLANE NAD 83 – GPS OBS.

NOTES:

1.) OWNER OF RECORD:
RECON REALTY, LLC
80 INDUSTRIAL PARK DRIVE
DOVER, NEW HAMPSHIRE 03820
S.C.R.D. VOL. 4713, PAGE 625

2.) C/3A–100 – DENOTES TAX MAP AND PARCEL NUMBER.

3.) C/3A–100 EXISTING PARCEL AREA = 352,425 S.F. / 8.091 Ac.

C/3A–100 REMAINING PARCEL AREA = 189,656 S.F. / 4.354 AC.
UPLAND AREA = 188,228 S.F. / 4.321 AC.
UPLAND OUTSIDE OF WETLAND BUFFER = 163,192 S.F. / 3.746 AC. (ALL CONTIGUOUS)

C/3A–100–1 PROPOSED PARCEL AREA = 162,769 S.F. / 3.737 AC.
UPLAND AREA = 131,414 S.F. / 3.017
UPLAND OUTSIDE OF WETLAND BUFFER = 92,368 S.F. / 2.120 AC. (ALL CONTIGUOUS)

4.) THE INTENT OF THIS PLAN IS TO DEPICT A SUBDIVISION CONSISTING OF TWO (2) LOTS.

5.) ZONING DISTRICT IS COMMERCIAL MANUFACTURING (CM)

DIMENSIONAL REGULATIONS:

MINIMUM LOT SIZE	= 20,000 S.F.
MAXIMUM LOT COVERAGE	= 50 PERCENT
MINIMUM FRONTAGE	= 100 FEET
BUILDING REQUIREMENTS:	
FRONT SETBACK	= 35 FEET MIN.
SIDE SETBACK	= 10 FEET
REAR SETBACK	= 10 FEET
MAXIMUM BUILDING HEIGHT	= 50 FEET

6.) THE SUBJECT PARCEL IS LOCATED OUTSIDE THE 0.2 PERCENT ANNUAL CHANCE FLOODPLAIN AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY NUMBER 330145; PANELS 0310 & 0320; SUFFIX E; MAP NUMBERS 33017C0310E & 33017C0320E; EFFECTIVE DATE SEPTEMBER 30, 2015.

NOTES CONTINUED:

7.) BASIS OF BEARING IS NH STATE PLANE (NAD83) BASED ON GPS OBSERVATION, DATED NOVEMBER 30, 2018. VERTICAL DATUM IS NAVD88 BASED ON GPS OBSERVATION, DATED NOVEMBER 30, 2018.

8.) PROPERTY LINE INFORMATION HAS BEEN OBTAINED FROM A SURVEY PERFORMED BY MCENEANEY SURVEY ASSOCIATES OF NEW ENGLAND ON JULY 2, 2025 WITH AN ERROR NOT GREATER THAN 1 IN 10,000.

9.) WETLANDS SHOWN WERE DELINEATED ON OCTOBER 21, 2025 BY BRUCE A. GILDAY LICENSE No. 088, IN ACCORDANCE WITH THE 1987 CORPS. OF ENGINEERS WETLANDS DELINEATION MANUAL AND LOCATED BY THIS OFFICE.

10.) THE SOIL TYPES ON THE SUBJECT PARCEL ARE:

BE BIDDEFORD SILTY CLAY LOAM
BZA BUXTON SILT LOAM, 0 TO 3 PERCENT SLOPES
BZB BUXTON SILT LOAM, 3 TO 8 PERCENT SLOPES
SCA SCANTIC SILT LOAM, 0 TO 3 PERCENT SLOPES
SNB SUTTON FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES

THE SOURCE FOR THE SOIL TYPE DATA IS USDA NRCS WEB SOIL SURVEY
HTTP://WEBSOILSURVEY.NRCS.USDA.GOV/APP/WEBSOILSURVEY.ASPX.

11.) STREET ADDRESSES WILL BE ASSIGNED AT THE ISSUANCE OF A BUILDING PERMIT.

12.) "NO–CUT" BUFFER PLACARDS TO BE INSTALLED ALONG THE 50' NO CUT BUFFER AT 50' ON CENTER.

13.) SUBJECT PARCELS WILL BE SERVICED BY MUNICIPAL WATER AND SEWER.

14.) THE PARCEL IS SUBJECT TO AN ACCESS AND UTILITY EASEMENT AS SHOWN ON REFERENCE PLAN 3 AND DESCRIBED IN S.C.R.D. VOLUME 5064, PAGE 604.

15.) THE PARCEL IS SUBJECT TO AN EASEMENT TO PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE AND CONSOLIDATED COMMUNICATIONS OF NORTHERN NEW ENGLAND AS DESCRIBED IN S.C.R.D. VOLUME 4759, PAGE 736.

16.) PARCEL 3/3A–100 IS SUBJECT TO A 50' WIDE (19,172 S.F. /0.44 Ac.) ACCESS AND UTILITY EASEMENT. THIS ACCESS AND UTILITY EASEMENT IS INTENDED TO BECOME A PUBLIC STREET UPON COMPLETION OF IMPROVEMENTS AND ACCEPTANCE BY THE CITY OF DOVER, AS DESCRIBED IN S.C.R.D. PLAN #12739. (REFERENCE PLAN #3)

17.) THE BOTH PARCELS ARE SUBJECT TO A 20' WIDE WATER MAIN EASEMENT TO THE CITY OF DOVER, AS DESCRIBED IN S.C.R.D. VOLUME 859, PAGE 63.

18.) PARCEL 3/3A–100–1 IS SUBJECT TO A CITY WATER MAIN EASEMENT AS DESCRIBED IN S.C.R.D. VOLUME 288, PAGE 203 & VOLUME 510, PAGE 315.

C / 3B
85 INDUSTRIAL PARK II LLC
210 COMMERCE DRIVE, SUITE 300
PORTSMOUTH, NH 03801
2390 / 453

C / 4
WILLMANCH CORPORATION
C/O BT–NEWYO LLC
55 GLENLAKE PARKWAY NE
ATLANTA, GA 30328
1118/392

C / 41
BT–NEWYO LLC
55 GLENLAKE PARKWAY NE
ATLANTA, GQA 30328
1118/392

C / 2
WESTFIELD LLC
CENTRAL AVENUE, SUITE 202
DOVER, NH 03820
4733 / 471

"LOT 4C"
N/F INDUSTRIAL PARK AUTHORITY
(AN AGENCY OF THE STATE OF NH)
CONCORD, NH
825 / 305

C / 3A–101
74 IP, LLC
152 E 22ND STREET APARTMENT SE
NEW YORK, NY 10010–6348
5134/357

INDUSTRIAL PARK ROAD
{PUBLIC; 60' WIDE R.O.W.}

WESTFIELD ROAD

RILEY CONNECTOR

C/3A–100
PARCEL AREA
189,656 S.F.
4.354 Ac.

C/3A–100–1
PARCEL AREA
162,769 S.F.
3.737 Ac.

EXISTING BUILDING
80 INDUSTRIAL PARK ROAD

EXISTING DRIVEWAY AND PARKING AREA

EASEMENT TO PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE AND CONSOLIDATED COMMUNICATIONS OF NORTHERN NEW ENGLAND (S.C.R.D. 4759/736)

CITY WATER MAIN EASEMENT 510/315, 288/203

ACCESS & UTILITY EASEMENT (SEE REF. PLAN #3)

20' WIDE WATER LINE EASEMENT TO CITY OF DOVER S.C.R.D. 859/63.

APPROXIMATE WATER MAIN LOCATION

FENCED IN CONCRETE AREA

DRAINAGE STONE

OUTLET STRUCTURE

CONDUIT UPRIGHT

HEADWALL

EDGE OF WETLAND (TYP.)

50' WETLAND BUFFER

I.R.(fnd) N: 250812.85 E: 1187241.10

I.R.(fnd) N: 251367.44 E: 1186699.07

I.P.(fnd)

I.R.(set)

I.R.(tbs)

I.R.(fnd)

NHHD

SGC

BCC

CB

UGE

OHU

S 8"PVC

8"DI W

6"DI W

D 12"HDPE

D 15"HDPE

N78°32'54"E 210.35'

N59°48'37"W 113.17'

N78°32'54"E 249.06'

S39°59'20"E 132.11'

S50°43'32"W 228.51'

S10°11'15"W 256.16'

S50°02'34"W 212.60'

S46°33'05"W 248.85'

S46°33'05"W 274.85'

N08°12'12"W 522.60'

N08°12'12"W 576.75'

No.	Bearing	Distance
L1	S70°03'58"W	9.89'
L2	S70°03'58"W	7.71'
L3	N08°12'12"W	52.87'

No.	Central Angle	Radius	Arc Length	Chord Length	Chord Bearing
C1	82°24'44"	30.00'	43.15'	39.53'	S28°51'36"W
C2	23°30'54"	125.00'	51.30'	50.94'	S58°18'31"W
C3	13°38'47"	175.00'	41.68'	41.58'	S53°22'28"W
C4	23°45'23"	531.09'	220.20'	218.63'	N66°40'12"E
C5	67°08'17"	459.43'	538.35'	508.08'	S21°13'22"W
C6	12°54'25"	459.43'	103.50'	103.28'	S18°47'59"E
C7	84°40'51"	30.00'	44.34'	40.41'	N67°35'37"W
C8	23°30'54"	75.00'	30.78'	30.57'	S58°18'31"W
C9	18°36'31"	225.00'	73.08'	72.75'	S55°51'20"W
C10	27°38'34"	459.43'	221.66'	219.51'	S26°10'03"E

LOCATION PLAN
(NO SCALE)
COLUMBUS AVE
NH RTE. 9
LITTLEWORTH ROAD
INDUSTRIAL PARK ROAD
CROSBY RD
B & M RR
LOCUS

LEGEND

R.O.W. – RIGHT OF WAY
S.F. – SQUARE FEET
Ac. – ACRE
(TYP.) – TYPICAL
± – MORE OR LESS
ø – DIAMETER
S.C.R.D. – STRAFFORD COUNTY REGISTRY OF DEEDS
UP – UTILITY POLE
OHU – OVERHEAD UTILITIES
UGE – UNDERGROUND ELECTRIC
UGU – UNDERGROUND UTILITIES
D – DRAIN MANHOLE
SnB – TREELINE
SnB – SOILS TYPE
SOILS LINE
48 – CONTOUR LINE (2 FOOT INTERVAL)
EDGE OF WETLAND
WETLAND SYMBOL
DECIDUOUS TREE
CONIFEROUS TREE
CB – CATCH BASIN
S SMH – SEWER MANHOLE
HDPE – HIGH DENSITY POLYETHYLENE
CMP – CORRUGATED METAL PIPE
DI – DUCTILE IRON
RCP – REINFORCED CONCRETE PIPE
PVC – POLYVINYL CHLORIDE
I.R.(tbs) – IRON ROD WITH ID CAP TO BE SET
I.R.(fnd) – IRON ROD FOUND
I.P.(fnd) – IRON PIPE FOUND
NHHD – NH HIGHWAY DEPARTMENT CONCRETE BOUND
SGC – SLOPED GRANITE CURB
BCC – BITUMINOUS CONCRETE CURB
LIGHT POST
WATER GATE VALVE
WATER SHUT OFF

"I HEREBY CERTIFY THAT THIS PLAN IS BASED ON AN ACTUAL GROUND SURVEY PERFORMED WITH A TOTAL STATION, BY ME OR THOSE UNDER MY DIRECT SUPERVISION AND THAT, TO THE BEST OF MY KNOWLEDGE AND BELIEF, SAID SURVEY MEETS OR EXCEEDS THE MINIMUM PRECISION REQUIREMENTS FOR SURVEY CLASSIFICATION "U" AS SET FORTH IN TABLE 500.1 OF THE NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS."

STATE OF NEW HAMPSHIRE
BRUCE A. GILDAY
No. 088
CERTIFIED WETLAND SCIENTIST

NO.	DATE	DESCRIPTION	BY	CHK
1	1/29/26	REVISED PER PLANNING DEPARTMENT COMMENTS	JJH	KMM
(25032)		REVISIONS		

19003	SUBDIVISION	25–09	30–33
PROJECT NO	TYPE	FIELDBOOK & PAGES	

SUBDIVISION PLAN
PREPARED FOR
RECON REALTY, LLC
TAX MAP G, LOT No. 3A–100
80 INDUSTRIAL PARK ROAD
CITY of DOVER
COUNTY of STRAFFORD
STATE of NEW HAMPSHIRE

DOVER PLANNING FILE No.

DRAWN BY: JJH | FILE: P\25032\S\D\25032 SUB
SCALE: 1" = 50' | DATE: JANUARY 16, 2025

50 25 0 25 50 100 150 200

STATE OF NEW HAMPSHIRE LICENSED LAND SURVEYOR No. 661 KEVIN M. McENEANEY SIGNATURE

McEneaney Survey Associates of NEW ENGLAND
P.O. Box 1166 – 181 WATSON ROAD
DOVER, NH 03821 (603) 742–0911

SURVEYING – PLANNING – CONSULTING

12/9/2026 11:54:09 File: P\25032 - 80 Industrial Park Dover, NH Eneproven\Survey\Drawing\25032 SUB.dwg Layout: 22x34

REFERENCE PLANS:

1.) PROPOSED DEVELOPMENT S.E.N.H. INDUSTRIAL PARK PROPERTY LINES, DOVER, NEW HAMPSHIRE; SCALE: 1" = 100'; DATED: MARCH 31, 1958; BY G.L. DAVIS & ASSOCIATES; RECORDED S.C.R.D. POCKET 6, FOLDER 2, PLAN 38B.

2.) DIVISION OF LOT 3 S.E.N.H. INDUSTRIAL PARK PROPERTY LINES, DOVER, NEW HAMPSHIRE; SCALE: 1" = 100'; DATED: MAY 1966; BY G.L. DAVIS & ASSOCIATES; RECORDED S.C.R.D. VOLUME 815, PAGE 202.

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NH STATE PLANE NAD 83 – GPS OBS.

NOTES:

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RECON REALTY, LLC
80 INDUSTRIAL PARK DRIVE
DOVER, NEW HAMPSHIRE 03820
S.C.R.D. VOL. 4713, PAGE 625

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UPLAND AREA = 188,228 S.F. / 4.321 AC.
UPLAND OUTSIDE OF WETLAND BUFFER = 163,192 S.F. / 3.746 AC. (ALL CONTIGUOUS)

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5.) ZONING DISTRICT IS COMMERCIAL MANUFACTURING (CM)

DIMENSIONAL REGULATIONS:

MINIMUM LOT SIZE	= 20,000 S.F.
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MINIMUM FRONTAGE	= 100 FEET
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REAR SETBACK	= 10 FEET
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NOTES CONTINUED:

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10.) THE SOIL TYPES ON THE SUBJECT PARCEL ARE:

BE BIDDEFORD SILTY CLAY LOAM
BZA BUXTON SILT LOAM, 0 TO 3 PERCENT SLOPES
BZB BUXTON SILT LOAM, 3 TO 8 PERCENT SLOPES
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THE SOURCE FOR THE SOIL TYPE DATA IS USDA NRCS WEB SOIL SURVEY
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C / 4
WILLMANCH CORPORATION
C/O BT–NEWYO LLC
55 GLENLAKE PARKWAY NE
ATLANTA, GA 30328
1118/392

C / 41
BT–NEWYO LLC
55 GLENLAKE PARKWAY NE
ATLANTA, GOA 30328
1118/392

C / 3B
85 INDUSTRIAL PARK II LLC
210 COMMERCE DRIVE, SUITE 300
PORTSMOUTH, NH 03801
2390 / 453

C / 2
WESTFIELD LLC
CENTRAL AVENUE, SUITE 202
DOVER, NH 03820
4733 / 471

"LOT 4C"
N/F INDUSTRIAL PARK AUTHORITY
(AN AGENCY OF THE STATE OF NH)
CONCORD, NH
825 / 305

C / 3A–101
74 IP, LLC
152 E 22ND STREET APARTMENT SE
NEW YORK, NY 10010–6348
5134/357

INDUSTRIAL PARK ROAD
(PUBLIC; 60' WIDE R.O.W.)

WESTFIELD ROAD – RILEY CONNECTOR

G/3A–100
PARCEL AREA
189,656 S.F.
4.354 Ac.

C/3A–100–1
PARCEL AREA
162,769 S.F.
3.737 Ac.

EXISTING BUILDING
80 INDUSTRIAL PARK ROAD

EXISTING DRIVEWAY AND PARKING AREA

EASEMENT TO PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE AND CONSOLIDATED COMMUNICATIONS OF NORTHERN NEW ENGLAND (S.C.R.D. 4759/736)

ACCESS & UTILITY EASEMENT (SEE REF. PLAN #3)

CITY WATER MAIN EASEMENT 510/315, 288/203

20' WIDE WATER LINE EASEMENT TO CITY OF DOVER S.C.R.D. 859/63.

APPROXIMATE WATER MAIN LOCATION

FENCED IN CONCRETE AREA

DRAINAGE STONE

OUTLET STRUCTURE

CONDUIT UPRIGHT

BUILDING SETBACK LINE (TYP.)

EDGE OF WETLAND (TYP.)

HEADWALL

50' WETLAND BUFFER

I.R.(fnd) N: 250812.85 E: 1187241.10

I.R.(fnd) N: 251367.44 E: 1186699.07

I.R.(fnd)

I.R.(set)

I.P.(fnd)

I.R.(tbs)

N78°32'54"E 210.35'

N69°48'37"W 113.77'

N78°32'54"E 249.06'

N08°12'12"W 522.60'

N08°12'12"W 576.75'

S39°59'20"E 132.11'

S50°43'32"W 228.51'

S10°11'15"W 256.16'

S50°02'34"W 212.60'

S46°33'05"W 248.85'

S46°33'05"W 214.85'

No.	Bearing	Distance
L1	S70°03'58"W	9.89'
L2	S70°03'58"W	7.71'
L3	N08°12'12"W	52.87'

No.	Central Angle	Radius	Arc Length	Chord Length	Chord Bearing
C1	82°24'44"	30.00'	43.15'	39.53'	S28°51'36"W
C2	23°30'54"	125.00'	51.30'	50.94'	S58°18'31"W
C3	13°38'47"	175.00'	41.68'	41.58'	S53°22'28"W
C4	23°45'23"	531.09'	220.20'	218.63'	N66°40'12"E
C5	67°08'17"	459.43'	538.35'	508.08'	S21°13'22"W
C6	12°54'25"	459.43'	103.50'	103.28'	S18°47'59"E
C7	84°40'51"	30.00'	44.34'	40.41'	N67°35'37"W
C8	23°30'54"	75.00'	30.78'	30.57'	S58°18'31"W
C9	18°36'31"	225.00'	73.08'	72.75'	S55°51'20"W
C10	27°38'34"	459.43'	221.66'	219.51'	S26°10'03"E

LOCATION PLAN
(NO SCALE)
COLUMBUS AVE
NH RTE. 9
INDUSTRIAL PARK ROAD
LITTLEWORTH
CROSBY RD
B & M RR
LOCUS

LEGEND

R.O.W. – RIGHT OF WAY
S.F. – SQUARE FEET
Ac. – ACRE
(TYP.) – TYPICAL
± – MORE OR LESS
ø – DIAMETER
S.C.R.D. – STRAFFORD COUNTY REGISTRY OF DEEDS
UP – UTILITY POLE
OHU – OVERHEAD UTILITIES
UGE – UNDERGROUND ELECTRIC
UGU – UNDERGROUND UTILITIES
D – DRAIN MANHOLE
SnB – TREELINE
SnB – SOILS TYPE
SOILS LINE
48 – CONTOUR LINE (2 FOOT INTERVAL)
EDGE OF WETLAND
WETLAND SYMBOL
DECIDUOUS TREE
CONIFEROUS TREE
CB – CATCH BASIN
S SMH – SEWER MANHOLE
HDPE – HIGH DENSITY POLYETHYLENE
CMP – CORRUGATED METAL PIPE
DI – DUCTILE IRON
RCP – REINFORCED CONCRETE PIPE
PVC – POLYVINYL CHLORIDE
I.R.(tbs) – IRON ROD WITH ID CAP TO BE SET
I.R.(fnd) – IRON ROD FOUND
I.P.(fnd) – IRON PIPE FOUND
NHHD – NH HIGHWAY DEPARTMENT CONCRETE BOUND
SGC – SLOPED GRANITE CURB
BCC – BITUMINOUS CONCRETE CURB
LIGHT POST
WATER GATE VALVE
WATER SHUT OFF

"I HEREBY CERTIFY THAT THIS PLAN IS BASED ON AN ACTUAL GROUND SURVEY PERFORMED WITH A TOTAL STATION, BY ME OR THOSE UNDER MY DIRECT SUPERVISION AND THAT, TO THE BEST OF MY KNOWLEDGE AND BELIEF, SAID SURVEY MEETS OR EXCEEDS THE MINIMUM PRECISION REQUIREMENTS FOR SURVEY CLASSIFICATION "U" AS SET FORTH IN TABLE 500.1 OF THE NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS."

STATE OF NEW HAMPSHIRE
BRUCE A. GILDAY
No. 088
CERTIFIED WETLAND SCIENTIST

NO.	DATE	DESCRIPTION	BY	CHK
1	1/29/26	REVISED PER PLANNING DEPARTMENT COMMENTS	JJH	KMM
(25032)		REVISIONS		

19003	SUBDIVISION	25–09	30–33
PROJECT NO	TYPE	FIELDBOOK & PAGES	

TOPOGRAPHIC SUBDIVISION PLAN
PREPARED FOR
RECON REALTY, LLC
TAX MAP G, LOT No. 3A–100
80 INDUSTRIAL PARK ROAD
CITY of DOVER
COUNTY of STRAFFORD
STATE of NEW HAMPSHIRE

DOVER PLANNING FILE No.

DRAWN BY: JJH | FILE: P\25032\S\D\25032 SUB
SCALE: 1" = 50' | DATE: JANUARY 16, 2025

50 25 0 25 50 100 150 200

STATE OF NEW HAMPSHIRE No. 661 KEVIN M. McENEANEY LICENSED LAND SURVEYOR SIGNATURE

McEneaney Survey Associates of NEW ENGLAND
P.O. Box 1166 – 181 WATSON ROAD
DOVER, NH 03821 (603) 742–0911

SURVEYING – PLANNING – CONSULTING

12/9/2026 11:53:06 File: P:\25032 - 80 Industrial Park Dover, NH\Evenpower\Survey\Drawings\25032 SUB.dwg Layout: 22x34

CITY OF DOVER

PLANNING BOARD - STAFF MEMO FILE #COND-2025-0032

Application Type:	Conditional Use Permit
Applicant(s):	TFMoran
Owner(s):	Paul Sapienza and Angela Engel
Location:	3 Boston Harbor Road (Map 7, Lot 1)
Meeting Date:	February 10, 2026

INTENT: Proposal is for a Conditional Use Permit (CUP) to construct a hybrid living shoreline resulting in 19,382± s.f. of permanent impacts to the Conservation District.

AGENDA ITEM #: 4-D

FILE: COND-2025-0032

OWNER: Paul Sapienza and Angela Engel

APPLICANT: TFMoran

LOTS/UNITS PROPOSED: N/A (no change)

ACREAGE: 0.56 ± ac.

ZONING DISTRICT: R-20

EXISTING/PROPOSED LAND USE: Residential, Riverfront Overlay

SURROUNDING LAND USE: Residential, Piscataqua River

WAIVERS REQUESTED: N/A

ZBA ACTION: N/A for proposal.

PERMITS REQUIRED: City of Dover CUP for proposed Conservation District impacts, NHDES Standard Dredge & Fill Permit

APPLICATION IS COMPLETE: Yes

TECHNICAL REVIEW COMMITTEE: N/A

CONSERVATION COMMISSION: Reviewed and endorsed on January 12, 2026.

ATTACHMENTS: Impact Plan, Application Materials.

Summary of Request and Background:
The applicant is proposing to construct a living shoreline on their property that will result in approximately 19,382 square feet of permanent impacts within the Conservation District and approximately 4,997 square feet of temporary impacts, which are limited to an existing driveway area.

The applicant states that the proposal is intended to create a shoreline that is resilient to potential severe storm events and anticipated sea level rise.

The Conservation Commission reviewed the application and endorsed the proposal as presented on January 12, 2026.

Consistency with Land Use Regulations – CUP 170.27.C
The Conservation District ordinance §170.27.C provides for Conditional Use Permits to allow impacts to the Conservation District if standards related to demonstration that the use is essential to the productive use of land, a soil erosion and sedimentation control plan is submitted, state and federal approvals have been applied for, and a written review by the Conservation Commission has been sought.

Planning Staff feels that the applicant considered and met all of the criteria as specified in §170.27.C per their narrative. The proposal is driven by resiliency needs related to potential storm events and projected sea level rise. The applicant states the erosion control measures will be inspected and adjusted as needed throughout the construction process. NHDES permitting for the proposed impacts has been applied for, and the Conservation Commission reviewed and endorsed the application as presented on January 12, 2026.

STAFF RECOMMENDATION:
The Planning Department recommends that the Planning Board vote to accept the application and determine it not to have regional impact, open a public hearing, close the public hearing, make the necessary and supporting findings of fact, and vote to approve the Conditional Use Permit with the following subsequent conditions of approval:

Subsequent Conditions to be Met Prior to Issuance of Conditional Use Permit:

1. Submit a final site plan to the Planning Department that includes:
   1.1. Permit File #COND-2025-0032;
   1.2. Owner's signature;
2. Submit a copy of approved NHDES permitting when received.

COND-2025-0032 3 BOSTON HARBOR ROAD



Property Information

Location	3 BOSTON HARBOR RD
Owner	ENGEL ANGELA K &
Land Use	101R
Zoning Code	R-20
Property Id	07001-000000

MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

City of Dover, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 10/30/2023
Data updated Daily

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

PERMIT SNAPSHOT REPORT COND-2025-0032
FOR CITY OF DOVER, N.H.

Permit Type	Conditional Use	**Project:**		**App Date:**	11/11/2025
Work Class:	Environmental	**District:**	None	**Exp Date:**	NOT AVAILABLE
Status:	In Review	**Square Feet:**	0.00	**Completed:**	NOT COMPLETED
Valuation:	$0.00	**Assigned To:**	Edgecomb, Makayla	**Approval Expire Date:**	

Description: Development of a hybrid living shoreline to protect property from storm events and reduce shoreline erosion.

Parcel:	07001-000000 Main	**Address:**	3 Boston Harbor Rd Main Dover, NH	**Zone:**	RM-SU(Residential - Suburban Density) R-20(Residential - Low Density)

Plan Preparer	Applicant	Owner
Luke Taylor	Luke Taylor	Paul Sapienza
170 Commerce Way Suite 102	170 Commerce Way Suite 102	Home: (603) 431-2222
Suite 102	Suite 102	
Portsmouth, NH 03801	Portsmouth, NH 03801	
Business: (603) 431-2222	Business: (603) 431-2222	

Permit Custom Fields

Select Permit Type	Wetland Protection District	General Purpose	Alteration / Addition	Project Zone	Residential
What is the parcel zoned?	R-20	New Change in Impervious/Paved Area (sq ft)	0	Work	Impacts within the 50' City of Dover wetland buffer for the purpose of developing a hybrid living shoreline.
permitstatefed	NHDES Wetlands Dredge & Fill - Under review by NHDES				

Attachment File Name	Added On	Added By	Attachment Group	Notes
Signature_Luke_Taylor_11/11/2025.jpg	11/11/2025 12:45	Taylor, Luke		Uploaded via CSS
Permit Snapshot Report.pdf	11/11/2025 12:46	Service, EnerGov		Attached by IO - ATTACH: Initial Permit Snapshot
2026.01.12_ConservationCommission.MinutesDRAFT.pdf	01/16/2026 10:47	Blonigen, Rachel		Draft ConCom Minutes

Invoice No.	Fee	Fee Amount	Amount Paid
INV-2025014530	Planning General Application Fee	$200.00	$200.00
	Total for Invoice INV-2025014530	$200.00	$200.00
	Grand Total for Permit	**$200.00**	**$200.00**

Submittal Name	Status	Received Date	Due Date	Complete Date	Resubmit	Completed
Conditional Use Review v.1	Approved	11/13/2025	11/26/2025		No	No

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
Planning	Planning	Edgecomb, Makayla	Approved	11/13/2025	12/11/2025	01/13/2026

Comments: A. Lyons voted to endorse the Conditional use Permit as presented. R. Atwood seconded. Vote 5 in favor, 1 opposed.

For 191 Spur:

R. Warnock voted to endorse the Conditional Use Permit with the condition that the silt sock shown on the plan be adjusted to show its temporary impact. S. Fellows seconded. All in favor

Workflow Step / Action Name	Action Type	Start Date	End Date
Review v.1		11/13/2025 0:00	01/13/2026 12:58
Confirm application complete v.1	Generic Action		11/13/2025 15:15

PERMIT SNAPSHOT REPORT (COND-2025-0032)

Conditional Use Review v.1	Receive Submittal	11/13/2025 15:15	01/13/2026 12:58
Planning Board v.1		01/16/2026 11:24	
Planning Board Agenda v.1	Task	01/16/2026 11:24	
Invoice for Notices v.1	Task		
Send Notices v.1	Task		
Planner Creates Staff Recommendations v.1	Permit Activity		
Distribute Planning Board Materials v.1	Task		
Planning Board Hearing v.1	Hold Hearing		
Planning Board Decision v.1	Permit Activity		
NOD Sent to Applicant v.1	Create Report		
Issue Permit v.1			
Verify Fees Prior to Permit v.1	Generic Action		
Issue and Review Permit v.1	Generic Action		
Print and Email Permit v.1	Generic Action		
Plans uploaded to Treeno v.1	Generic Action		
Internal Notification of Plan Completion v.1	Generic Action		
Recording v.1	Task		

City of Dover, New Hampshire
CONDITIONAL USE PERMIT APPLICATION

[Revision Date: October 19, 2020]

Office Use Only	Project #:		Date Received:	
	Amount Paid:		Time Received:	

APPLICANT AND OWNER INFORMATION

Name of Applicant: Luke Taylor, TFMoran Inc. Telephone # Private

Address of Applicant: 170 Commerce Way, Suite 102, Portsmouth, NH

E-Mail Address: LTaylor@tfmoran.com (Agent)

Name of Property Owner (if different from applicant): Paul Sapienza & Angela Engle Telephone # Paul Sapienza

Address of Property Owner: 3 Boston Harbor Rd. Dover, NH

PROPERTY INFORMATION

Assessor's Map # 7 Lot(s) # 1

Address of Property: 3 Boston Harbor Rd. Dover, NH

Zoning District(s) R-20 Overlay District(s) Riverfront residential & Conservation

Existing Use of Property: Single family residential

CONDITIONAL USE PERMIT INFORMATION

Type of Conditional Use Permit (Check All That Apply):

☒ Conservation District	☐ RCM Use Overlay District	☐ Gateway District
☐ Groundwater Protection	☐ Off-Street Parking and Loading	☐ Alternative Treatment Center
☐ Wetland Protection District	☐ Central Business District	☐ Heritage Residential District

Describe Proposed Use or Activity That Requires Conditional Use Permit and Describe Any Impacts:

Impacts within the 100' City of Dover tidal wetland buffer for the purpose of developing a hybrid living shoreline.

List Any Associated State or Federal Permits That Have Been or Will Be Applied For and Indicate Their Status: NHDES Wetlands Dredge & Fill permit - Under review by NHDES

Name of Professional That Prepared Plans: Jack McTigue, PE, Jason Aube, CWS & Luke Taylor Environmental Scientist

Address 170 Commerce Way, Suite 102, Portsmouth, NH Telephone #: 603.431.2222

Professional License #: PE-#14950, CWS #313 E-mail address: LTaylor@tfmoran.com (Agent)

SIGNATURES

I/We hereby submit this application to the City of Dover Planning Board and attest that to the best of my knowledge all of the information on this application form and in the accompanying application materials and documentation is true and accurate. As applicant or as agent, I attest that I am duly authorized to act in this capacity.

Signature of Property Owner: See attached LOA Date: _____

Signature of Applicant (if different from owner): L S Taylor Date: 10/05/2025

Signature of Agent: L S Taylor Date: 10/05/2025

AUTHORIZATION TO ENTER SUBJECT PROPERTY

I, and my successors, hereby authorize members of the Dover Planning Board, Planning Department and other pertinent City Departments and boards to enter my property for the purpose of evaluating this application, including performing inspections during the application phase, post-approval phase, construction phase and occupancy phase. It is understood that these individuals must use all reasonable care, courtesy, and diligence when on the property.

Signature of Property Owner: See attached LOA Date: _____

CITY OF DOVER CONDITIONAL USE
LIST OF ABUTTERS

Pursuant to RSA 676:4, the State Law of New Hampshire, the City of Dover is required to notify the applicant, abutters (including holders of conservation easements), and any professional whose seal is on the plan, of the public hearing by certified mail, return receipt requested. Staff will provide the abutter information, while the applicant must provide accurate contact information for the owner, applicant and professional agents representing the project.

Owner:

TAX MAP	LOT #	PROPERTY OWNER	MAILING ADDRESS
7	1	Paul Sapienza & Angela Engle	3 Boston Harbor Rd. Dover, NH

Applicant (if different from owner):

APPLICANT NAME	APPLICANT COMPANY	MAILING ADDRESS
Luke Taylor	TFMoran, Inc.	170 Commerce Way, Suite 102, Portsmouth, NH

Surveyor and/or Engineer/Professional Agent:

NAME	COMPANY	MAILING ADDRESS
Jack McTigue, PE	TFMoran, Inc.	Same as above
Jason Aube, CWS	TFMoran, Inc.	Same as above

Conservation Easement Holder:

TAX MAP	LOT #	NAME OF EASEMENT HOLDER	MAILING ADDRESS

PLANNING BOARD FEE SCHEDULE/INVOICE

(Revised July 24, 2023)

Below are the fees associated with plan review and are subject to a nonrefundable application fee to cover administrative expenses. Please complete the information below and provide payment with your application submittal. **Plan review fees shall be paid prior to technical review committee (TRC) being scheduled.** For plans not requiring TRC review, **fees are due 21 days prior** to the Planning Board meeting. Staff will coordinate abutter/notice fees, which will be invoiced and must be paid 28 hours before the Planning Board meeting for an application to be heard. Fees shall be paid by cash or check made payable to "City of Dover".

A. Plan Review Fees

1. Application fee for the following (SELECT ALL THAT APPLY):

- ☐ SUBDIVISION Application fee $200.00 + $150.00 x # _____ new lots created = $_____
- ☐ LOT LINE ADJUSTMENT Application fee $200.00 + $100.00 X # ___ of lots involved = $_____
- ☐ TRANSFER OF DEVELOPMENT RIGHTS Application fee $200.00 = $_____
- ☐ SITE REVIEW – RESIDENTIAL Application fee $200.00+ $100.00 x # __ per dwelling unit =$_____
- ☐ SITE REVIEW – NON-RESIDENTIAL Application fee $200.00 + (not to exceed $10,000)
  - New construction $.15 sq. ft. x # _____ sq. ft.= $_____
  - Additions (new floor space) $.10 per sq. ft. x # _____sq. ft.= $_____
- ☐ MOTEL/HOTEL $35.00 x # ___ per lodging unit= $_____
- ☐ CHANGE OF USE Application fee $200.00 + (not to exceed $5,000)
  - Existing floor spaces $.10 per sq. ft. x # _____ sq. ft. = $_____
- ☒ CONDITIONAL USE PERMIT Application fee $200.00 x # __1__ per Application = $ 200
- ☐ GRAVEL PIT/ EXCAVATIONS
  - Application fee $50.00= $_____
  - Permit fee $75.00= $_____
- ☐ EXTENSIONS/AMENDMENTS/WAIVERS FOR AN APPROVED PLAN Application fee $200.00 = $_____
- ☐ REQUEST FOR REZONING Application fee $200.00 = $_____
- ☐ DRIVEWAY WAIVER Application fee $200.00 = $_____
- ☐ **TOTAL IMPERVIOUS PAVED AREA** (for new development, roadways or additions to existing parking lots, (not to exceed $10,000)) Application fee of $200.00 is N/A if it is part of a Site Review or Subdivision Plan. $200.00 + $.07 per sq. ft. x # _____ sq. ft. = $_____

SUBTOTAL PLAN REVIEW FEE = $ 200

AND

B. Abutter Notification/Mailing Labels - this office will create and print the abutter list and provide labels in triplicate for each abutter. The applicant/owner will review the list for accuracy and provide to us the engineer, architect, licensed land surveyor (LLS), licensed landscape architect (LLA) and/or soil scientist whose professional seal appears on the plan with names and addresses for notices.

- ☐ Applicant & Owner, engineer, architect, LLS, LLA and/or soil scientist
  - Certified letters fee # _____ of x $10.00= $_____
- ☐ Certified letters fee: # of abutters _____ X $10.00= $_____
- ☐ First Class Mail fee (for individual owner of units within a condominium or other collective form of ownership): # of abutters _____ X $1.00= $_____
- ☐ Creating/Printing Abutter Labels in triplicate per sheet _____ x $10.00= $_____

C. Foster's newspaper public notice fee $120.00 x # __1__ applications = $_____

SUBTOTAL = $_____

TOTAL INVOICE AMOUNT = $_____

PLAN REVIEW FEE COLLECTED/PAID = $ _____

BALANCE DUE = $ 200 (paid online)

The amount due must be paid 28 hours prior to the Planning Board Meeting, to be heard.

TFM Since 1968
Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

NEW HAMPSHIRE 200

Letter of Authorization

I, Paul Sapienza, hereby authorize TFMoran, Inc., located at 170 Commerce Way, Suite 102, Portsmouth, NH, to act on my behalf on all matters relative to permitting at 3 Boston Harbor Rd., Dover, NH, more specifically referenced as Tax Map: 7, Lot: 1.

Property Owner Name: PAUL L SAPIENZA

Property Owner Signature: Paul Sapienza

Date: 11/10/25

TFMoran, Inc.
48 Constitution Drive, Bedford, NH 03110
T(603) 472-4488 | www.tfmoran.com

TFMoran, Inc. Seacoast Division
170 Commerce Way–Suite 102, Portsmouth, NH 03801
T(603) 431-2222 | www.tfmoran.com

COND-2025-0032 **3 BOSTON HARBOR ROAD**

Property ID	Location	Owner 1	Owner 2	Owner Address 1	City	State	Zip
07002-000000	1 BOSTON HARBOR RD	FISHER WILLIAM CRAGG &	FISHER CHANEY N	1 BOSTON HARBOR RD	DOVER	NH	03820
07003-000000	5 BOSTON HARBOR RD	LEONARD MICHAEL K	WORTHINGTON LORAINE J	5 BOSTON HARBOR ROAD	DOVER	NH	03820
07027-000000	BOSTON HARBOR RD	BENSON DENISE		3 MERRYMEETING LN	RYE	NH	03870
07004-000000	7 BOSTON HARBOR RD	BENSON DENISE		3 MERRYMEETING LN	RYE	NH	03870
07005-000000	9 BOSTON HARBOR RD	BOSTON HARBOR CONDOMINIUM ASSOCIATION		9 1/2 BOSTON HARBOR RD	DOVER	NH	03820
07005-000001	9 BOSTON HARBOR RD	CTFC PROPERTIES LLC		23 BOSTON HARBOR RD	DOVER	NH	03820
07005-000002	9 BOSTON HARBOR RD	PHELPS ASHLEY		9 BOSTON HARBOR RD	DOVER	NH	03820
07006-000000	13 BOSTON HARBOR RD	ROSSIGNOL SHERYL J & MARK B TRUSTEES	ROSSIGNOL FAMILY REVOCABLE TRUST 2016	13 1/2 BOSTON HARBOR RD	DOVER	NH	03820
07007-000000	13 BOSTON HARBOR RD	OZKURT HALIL & MELISSA TRUSTEES	OZKURT FAMILY REVOCABLE TRUST 2024	13 BOSTON HARBOR RD	DOVER	NH	03820-4645
07001-000000	3 BOSTON HARBOR RD	ENGEL ANGELA K &	SAPIENZA PAUL L SR	3 BOSTON HARBOR RD	DOVER	NH	03820
		TF MORAN	LUKE TAYLOR	170 COMMERCE WAY, SUITE	PORTSM	NH	03801

Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

City of Dover - Conditional Use Permit (CUP) Application

Criteria for Approval

3 Boston Harbor Rd, Dover NH – Tax Map: 7, Lot: 1

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§ 170-27 Conservation District

(a) Practicable alternative

There is no practicable alternative that would result in a less adverse impact on the area. This project proposes to make the property more resilient to severe storm events and anticipated sea level rise. Constructing a *Hybrid Living Shoreline* is the prescribed approach to achieve this outcome.

(b) Avoidance

The proposed impacts cannot be avoided.

(c) Minimization

No direct impacts to the neighboring tidal resources are proposed. All work will occur entirely within the *Previously Developed Upland Tidal Buffer Zone*. A silt sock and a turbidity curtain will be installed prior to construction. These erosion control measures will be monitored, inspected, and adjusted as necessary throughout the duration of the project, and they will remain in place until the site is fully stabilized after the work has been completed.

Construction of a *Hybrid Living Shoreline* is a form of minimization as it allows the property to become more resilient to storm events through the planting of native vegetation.

(d) Mitigation

Under the NHDES Wetlands Bureau Administrative Rules, more particularly, Env-Wt 313.04, Compensatory Mitigation is not required for this project.

(e) Approval by the NHDES Wetlands Bureau

A NHDES Wetland Permit Application was submitted to NHDES on November 5th, 2025, and it has since been deemed *administratively complete,* and it has been assigned permit application number: 2025-03025.

(f) Wetlands Functions and Values

While this project proposes no direct impact to wetlands or undisturbed natural wetlands buffers, with oversight from NH Certified Wetland Scientist, Jason R. Aube, we assessed the functions and values of the neighboring aquatic resource using the U.S. Army Corps of Engineers Highway Methodology, NH Fish & Game Wildlife Action Plan (WAP), and the University of New Hampshire's Wetland Permit Planning Tool (WPPT). Given that this project will occur entirely within the *Previously Developed Upland Tidal Buffer Zone* and that a robust planting matrix of native vegetation is proposed along the shoreline, this project, as proposed, will not adversely affect the functions and values of the neighboring aquatic resources.



TFMoran, Inc.
48 Constitution Drive, Bedford, NH 03110
T(603) 472-4488 www.tfmoran.com

TFMoran, Inc. Seacoast Division
170 Commerce Way–Suite 102, Portsmouth, NH 03801
T(603) 431-2222

CITY OF DOVER

DOVER CONSERVATION COMMISSION – MINUTES

Meeting Type:	Regular Meeting
Meeting Location:	City Council Conference Room - 288 Central Avenue, Dover, NH
Meeting Date:	Monday January 12, 2026
Meeting Time:	**5:30 pm**

MEMBERS PRESENT: Bill Hunt (Chair), Steve Fellows (Vice Chair), Robert Atwood (Secretary), Russ Warnock, Brianna Group (Alternate), Kristen Murphy, Abigail Lyon, Brendan Mulhall (Alternate)
Absent (Excused):
Absent (Unexcused):
STAFF PRESENT: Makayla Edgecomb (Conservation Planner) Donna Benton (Director of Planning and Community Development)
OTHERS PRESENT:

1. CALL TO ORDER AND ROLL CALL
The meeting was convened at 5:30 PM.

2. CITIZENS' FORUM
The Chair gave instructions for Citizens' forum
(None)

3. APPROVAL OF THE PRIOR MEETING MINUTES- December 8, 2025
R. Warnock moved to approve the minutes of December 8th as submitted. R. Atwood seconded. Vote: 4 in favor with 4 abstentions.

4. MEMBER VOTING:
The current officers all agreed to serve another year unless someone else was interested.
The members voted all in favor for the slate of officers as is for another year.

5. OLD BUSINESS:
A. Grant Updates: Ash trees, Willand Pond, LCHIP
M. Edgecomb gave updates on various grant applications:
Ash Trees: Grant received
Willand Pond: Grant received
LCHIP: Grant received

All grants will go before Council on the 14th and 28th. Once accepted by the City, requests for bids will go out. M. Edgecomb updated the Commission on the next steps in the process for each project.

6. NEW BUSINESS
A. Conservation Fund Request for Staff Administration Cost
Chair Hunt and D. Benton presented the item and answered questions from the members regarding the fund status.
Discussion ensued whether the Conservation Fund should cover any staff salary fees. The members agreed they will fund it this time so nothing is held up, but they all want to discuss this further and gather more information about how this came to be before any future requests.

R. Warnock moved to approve the requested funding for staff. Seconded by: A. Lyon. Vote: 6 in favor with 0 opposed.

B. Review of Donated Conservation Easement: Stonearch Trail

M. Edgecomb and D. Benton explained the item giving background information.

A. Lyon moved to recommend acceptance of the donation with the condition the Open Lands Committee is in favor. Seconded by: R. Atwood. Vote: 6 in favor.

C. City of Dover Conditional Use Permit for Paul Sapienza, Assessor's Map 7, Lot 1 zoned R-20, Riverfront Residential located at 3 Boston Harbor Rd. Proposal is for 4,887 s.f. of temporary impacts and 19,382 s.f. of permanent impacts to the Conservation District to develop a hybrid living shoreline with the goal to become storm resilient and protect the property from anticipated sea level rise. (COND-2025-0032)

Luke Taylor presented the item and explained the hybrid living shoreline proposal and details. He answered clarifying questions about the proposal for the commission members.

A. Lyon moved to endorse the proposal as presented. Seconded by: R. Atwood. Vote: 5 in favor with 1 opposed and 0 abstaining.

D. City of Dover Conditional Use Permit for Rushmore Stepanek Family Revocable Trust Rushmore Stepanek Family Revocable Trust, Assessor's Map L Lot 47 B zoned R-20 located at 191 Spur Rd. Proposal is to rebuild a sunroom, deck, and patio within a similar footprint to the existing in the Conservation District. Proposal results in 1,214 s.f. of permanent impacts an 1,430 s.f. of temporary impacts. Please note that the changes will result in a 177 s.f. decrease in impervious surface. (COND-2025-0034).

Vincent Brigagliano, TF Moran presented the item and explained the details of the proposal. He answered questions from the commission members.

R. Warnock moved to endorse the project as presented with the condition the silt sock location be adjusted on the plan to reflect temporary impact. Seconded by: S. Fellows. Vote: 6 in favor with 0 opposed and 0 abstaining.

7. REPORT FROM THE CHAIR

A. Review of Correspondence Received from NH Department of Environmental Services

M. Edgecomb noted no correspondence received.

8. OTHER BUSINESS

A. Update from Forest Management Subcommittee

a. No meeting since the last Conservation meeting

B. Nature Groupie

a. B. Group gave an update and explained some ideas

Other Items
The commission members discussed with M. Edgecomb and D. Benton the HS athletic field project and whether conditions of approval are being adhered to.

Smith well signs: M. Edgecomb spoke to water treatment staff and they support no trespassing signage, as it is a public drinking supply area.
Members thought some recreation should be allowed, and mentioned no trespassing signs just around certain areas.
M. Edgecomb will discuss with Water Treatment and Community services on a solution.

9. ADJOURNMENT
A. Lyon moved to adjourn. S. Fellows seconded. Vote: U/A
The meeting was adjourned at 6:52 PM.

DRAFT

Wetland Function-Value Evaluation Form

Total area of wetland: >100 Acres | Human made?: No | Is wetland part of a wildlife corridor?: Yes | or a "habitat island"?: No

Adjacent land use: Residences, Roadways | Distance to nearest roadway or other development: 200 Ft.

Dominant wetland systems present: E2US3N,E1EMN,E1UBL | Contiguous undeveloped buffer zone present: No

Is the wetland a separate hydraulic system?: No | If not, where does the wetland lie in the drainage basin?: Lowest reach

How many tributaries contribute to the wetland?: 7 | Wildlife & vegetation diversity/abundance (see attached list)

Wetland I.D.: Tidal Waters

Latitude: 43.127781 | Longitude: -70.845200

Prepared by: Luke Taylor | Date: 08/23/2024

Wetland Impact:
Type: Previously Developed Upland Tidal Buffer | Area: 24,379 Sq. Ft.

Evaluation based on:
Office: yes | Field: yes

Corps manual wetland delineation completed? Y: X | N:

Function/Value	Suitability Y / N	Rationale (Reference #)*	Principal Function(s)/Value(s)	Comments
Groundwater Recharge/Discharge	N	5,6,15	N	No aquifer interface, tidal waters.
Floodflow Alteration	Y	1,3,4,5,6,7,8,9,10,12,13	Y	Capable of retaining flood waters from surrounding towns.
Fish and Shellfish Habitat	Y	1,3,4,5,6,7,9,10,12,14,16	Y	Shellfish and recreational fish species present.
Sediment/Toxicant Retention	Y	1,2,3,4,6,7,8,9,10,12,13,15	Y	Estuary can trap sediment and compounds from adjacent land uses.
Nutrient Removal	Y	1,2,3,4,5,6,7,10,11,12	Y	Salt marsh species able to remove and transform compounds.
Production Export	Y	1,2,3,4,5,6,7,9,13	Y	Estuarine environment, highly productive.
Sediment/Shoreline Stabilization	Y	1,2,3,5,8,9,10,11,13,14,15	Y	shrubs on the shoreline and fringe saltmarsh present.
Wildlife Habitat	Y	5,6,7,8,9,10,12,16,17,18,19,21	Y	Evidence of wildlife present. T & E species utilize this area.
Recreation	Y	1,2,3,4,5,7,8,9,10,12	Y	Private property, Boats and kayaks can utilize tidal resource.
Educational/Scientific Value	Y	1,3,5,6,8,9,10,11,13,16	Y	Valuable resource for education.
Uniqueness/Heritage	Y	2,4,6,10,11,12,14,16,18,19,22,24,25,26,27,30	Y	Unique resource. Project located on private property
Visual Quality/Aesthetics	Y	1,2,5,8,9,10,12	Y	Relatively undisturbed, visible open water, easily accessible.
ES Endangered Species Habitat	Y	1,2	Y	Near the project location T & E species could be present according to NHB.
Other Ecological Integrity	Y		Y	Tidal resource not heavily altered.

Notes: Ecological Integrity Score = .64

* Refer to backup list of numbered considerations.

Ecological Integrity of the Tidal Resource

Methods

Tidal resources are among the most productive and most disturbed ecosystems. Undeveloped, undisturbed natural buffers are critical to supporting the health of these aquatic ecosystems. Natural buffers protect tidal resources by anchoring and stabilizing the shoreline, reducing erosion, and absorbing nutrients and contaminants found in stormwater. *Ecological Integrity* is a measure of the extent to which natural ecosystems and their buffers have been altered.

The ecological integrity of the tidal resource was assessed using data from the NH Fish and Game *Wildlife Action Plan* (WAP) as well as data from the University of New Hampshire's online *Wetland Permit Planning Tool* (WPPT). A site visit was also completed on June 3rd, 2024, which informed the ecological integrity assessment.



Figure 1: Overview of the tidal resource.

Ecological Integrity of the Tidal Resource

EU= Evaluation Unit (the Tidal Resource)

Percent of Resource Plant Community Dominated by Invasive Plant Species	Score
Less than 5% of EU dominated by invasive species	**1.0**
5% to 20% of EU dominated by invasive species	**.5**
More than 20% of the EU dominated by invasive species	**.1**
Number of Tidal Restrictions	
No Tidal Restrictions	**1.0**
One Tidal Restriction between the EU and free tidal flow (bridge)	**.5**
More than one Tidal Restriction between the EU and free tidal flow	**.1**
Type of Tidal Restriction	
No restriction affecting tidal flow	**1.0**
Flow through bridge appears adequate	**.5**
Flow through bridge appears inadequate and/ or flow restricted by culvert(s)	**.1**
Ditching on the Surface of the EU	
No ditching within the EU	**1.0**
Ditches present in linear pattern	**.5**
Ditches present in grid pattern	**.1**
Dominant Land Use in the 500-Foot Zone of Influence Surrounding the EU	
Forested, Fields, Open Water or Open Space	**1.0**
Agriculture or Rural Residential	**.5**
Commercial, Industrial, High Density Residential or Heavily used Highways	**.1**
Ratio of the Number of Occupied Buildings within the EU or within the Zone of Influence Surrounding the EU	
Less than 0.1 Buildings/ acre.	**1.0**

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48 Constitution Drive, Bedford, NH 03110
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T(603) 431-2222

From 0.1 to 0.5 Buildings/ acre.	**.5**
More than 0.5 Buildings/ acre.	**.1**
Percent of the EU/ Upland Border which has a Buffer of Woodland or Idle Land at least 500-feet in Width.	
More than 70%	**1.0**
From 30% to 70%	**.5**
Less than 30%	**.1**
Square Footage of Roads, Driveways and Parking Lots within 150-feet of the EU.	
Ratio less than 1,500 square feet/ acre	**1.0**
Ration between 1,500 square feet to 6,000 square feet/ acre	**.5**
Ratio greater than 6,000 square feet/ acre	**.1**
SCORE = 1+0.5+0.5+1+1+0.5+0.1+0.5= 5.1/8 =	**.64**

Summary:

The tidal resource adjacent to the proposed project area is predominantly estuarine and consists of aquatic beds and muddy substrate. Due to the lack of vegetation, less than 5% of the resource is dominated by invasive species. There is one tidal restriction present, Scammell Bridge, to the north of the project area.

No ditches exist in the area as the resource is not suitable for ditching. The dominant land use within the zone of influence is single-family residential lots, and the ratio of the number of occupied buildings within the zone of influence is from 0.1 to 0.5 buildings per acre. Since the upland border is developed, less than 30% is woodland and between 1,500 to 6,000 square feet of impervious surface per acre exists within 150-feet of the resource.

In summary, as of today, this tidal resource has undergone moderate degradation by anthropogenic sources. There is only one tidal restriction with adequate flow, no ditches are present, and minimal invasive species have been observed on-site.

Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

Photo Exhibit

See attached Photo Orientation Key for reference.



Photo: 1



Photo:2



Photo: 3



Photo: 4



Photo: 5

Wetland Function-Value Evaluation Form

Total area of wetland: >100 Acres | Human made?: No | Is wetland part of a wildlife corridor?: Yes | or a "habitat island"?: No

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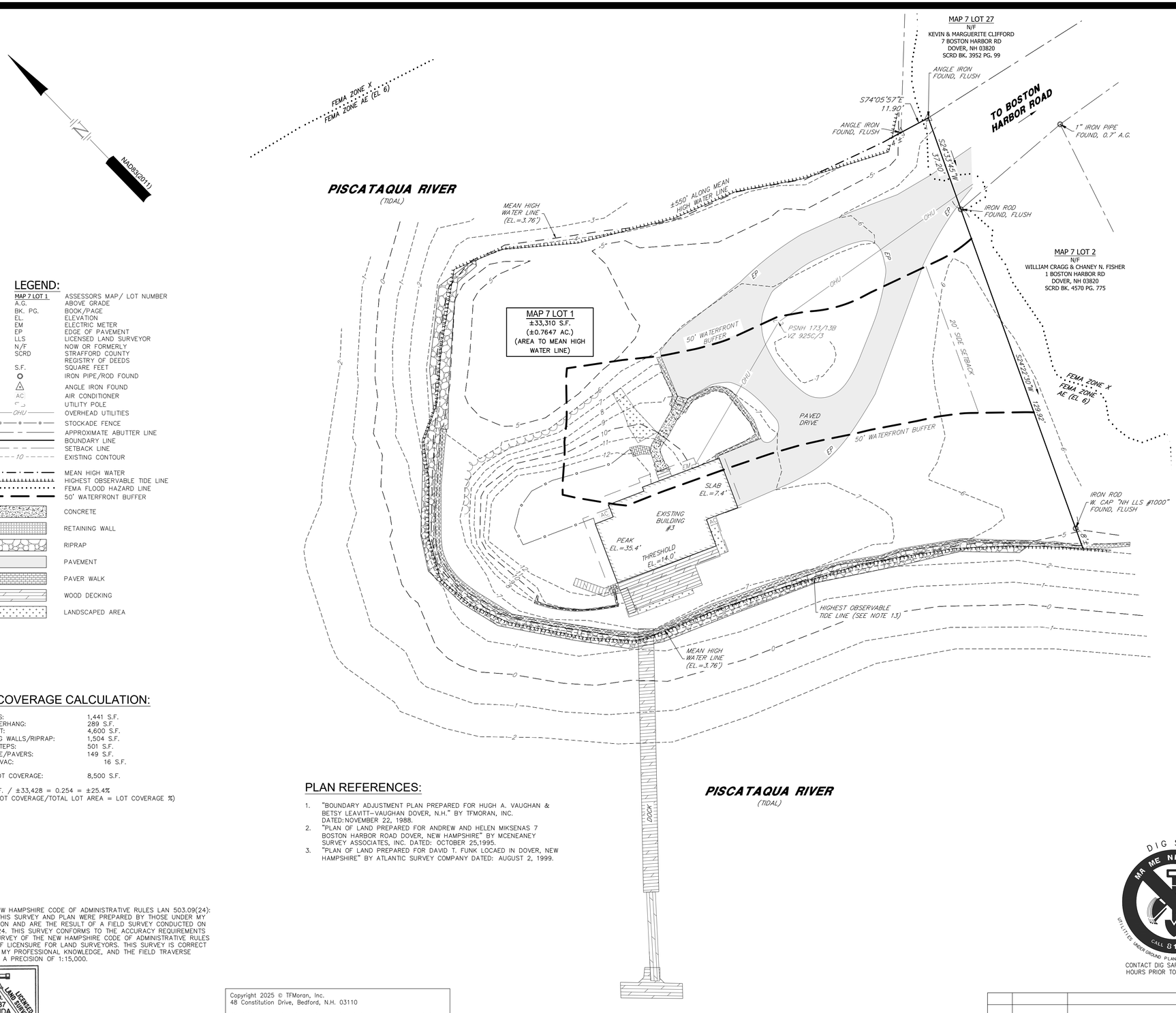
Evaluation based on:
Office: yes | Field: yes

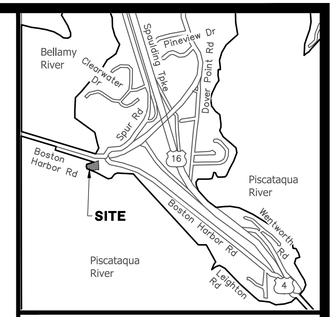
Corps manual wetland delineation completed? Y: X | N:

Function/Value	Suitability Y / N	Rationale (Reference #)*	Principal Function(s)/Value(s)	Comments
Groundwater Recharge/Discharge	N	5,6,15	N	No aquifer interface, tidal waters.
Floodflow Alteration	Y	1,3,4,5,6,7,8,9,10,12,13	Y	Capable of retaining flood waters from surrounding towns.
Fish and Shellfish Habitat	Y	1,3,4,5,6,7,9,10,12,14,16	Y	Shellfish and recreational fish species present.
Sediment/Toxicant Retention	Y	1,2,3,4,6,7,8,9,10,12,13,15	Y	Estuary can trap sediment and compounds from adjacent land uses.
Nutrient Removal	Y	1,2,3,4,5,6,7,10,11,12	Y	Salt marsh species able to remove and transform compounds.
Production Export	Y	1,2,3,4,5,6,7,9,13	Y	Estuarine environment, highly productive.
Sediment/Shoreline Stabilization	Y	1,2,3,5,8,9,10,11,13,14,15	Y	shrubs on the shoreline and fringe saltmarsh present.
Wildlife Habitat	Y	5,6,7,8,9,10,12,16,17,18,19,21	Y	Evidence of wildlife present. T & E species utilize this area.
Recreation	Y	1,2,3,4,5,7,8,9,10,12	Y	Private property, Boats and kayaks can utilize tidal resource.
Educational/Scientific Value	Y	1,3,5,6,8,9,10,11,13,16	Y	Valuable resource for education.
Uniqueness/Heritage	Y	2,4,6,10,11,12,14,16,18,19,22,24,25,26,27,30	Y	Unique resource. Project located on private property
Visual Quality/Aesthetics	Y	1,2,5,8,9,10,12	Y	Relatively undisturbed, visible open water, easily accessible.
ES Endangered Species Habitat	Y	1,2	Y	Near the project location T & E species could be present according to NHB.
Other Ecological Integrity	Y		Y	Tidal resource not heavily altered.

Notes: Ecological Integrity Score = .64

* Refer to backup list of numbered considerations.





LOCATION PLAN

LEGEND:

MAP 7 LOT 1	ASSESSORS MAP/ LOT NUMBER
A.G.	ABOVE GRADE
BK. PG.	BOOK/PAGE
EL.	ELEVATION
EM	ELECTRIC METER
EP	EDGE OF PAVEMENT
LLS	LICENSED LAND SURVEYOR
N/F	NOW OR FORMERLY
SCRD	STRAFFORD COUNTY REGISTRY OF DEEDS
S.F.	SQUARE FEET
	IRON PIPE/ROD FOUND
	ANGLE IRON FOUND
AC	AIR CONDITIONER
	UTILITY POLE
OHU	OVERHEAD UTILITIES
	STOCKADE FENCE
	APPROXIMATE ABUTTER LINE
	BOUNDARY LINE
	SETBACK LINE
10	EXISTING CONTOUR
	MEAN HIGH WATER
	HIGHEST OBSERVABLE TIDE LINE
	FEMA FLOOD HAZARD LINE
	50' WATERFRONT BUFFER
	CONCRETE
	RETAINING WALL
	RIPRAP
	PAVEMENT
	PAVER WALK
	WOOD DECKING
	LANDSCAPED AREA

LOT COVERAGE CALCULATION:

BUILDINGS:	1,441 S.F.
ROOF OVERHANG:	289 S.F.
PAVEMENT:	4,600 S.F.
RETAINING WALLS/RIPRAP:	1,504 S.F.
DECKS/STEPS:	501 S.F.
CONCRETE/PAVERS:	149 S.F.
OTHER/HVAC:	16 S.F.
TOTAL LOT COVERAGE:	8,500 S.F.

8,500 S.F. / ±33,428 = 0.254 = ±25.4%
(TOTAL LOT COVERAGE/TOTAL LOT AREA = LOT COVERAGE %)

PLAN REFERENCES:

1. "BOUNDARY ADJUSTMENT PLAN PREPARED FOR HUGH A. VAUGHAN & BETSY LEAVITT–VAUGHAN DOVER, N.H." BY TFMORAN, INC. DATED: NOVEMBER 22, 1988.
2. "PLAN OF LAND PREPARED FOR ANDREW AND HELEN MIKSENAS 7 BOSTON HARBOR ROAD DOVER, NEW HAMPSHIRE" BY MCENEANEY SURVEY ASSOCIATES, INC. DATED: OCTOBER 25,1995.
3. "PLAN OF LAND PREPARED FOR DAVID T. FUNK LOCAED IN DOVER, NEW HAMPSHIRE" BY ATLANTIC SURVEY COMPANY DATED: AUGUST 2, 1999.

NOTES:

1. THE PARCEL IS LOCATED IN THE (R–20) LOW DENSITY RESIDENTIAL ZONING DISTRICT, THE RIVERFRONT RESIDENTIAL OVERLAY DISTRICT, THE CONSERVATION DISTRICT AND THE NHDES 250' SHORELAND PROTECTION ZONE.
2. THE PARCEL IS SHOWN ON THE CITY OF DOVER ASSESSOR'S MAP 7 AS LOT 1.
3. THE PARCEL IS LOCATED IN ZONE AE, WITH A BASE FLOOD ELEVATION OF 6 FEET PER NAVD88 VERTICAL DATUM, AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP), FLOOD INSURANCE RATE MAP (FIRM) STRAFFORD COUNTY, NEW HAMPSHIRE, PANEL 340 OF 405, MAP NUMBER 33017C0340E, MAP REVISED SEPTEMBER 30, 2015.
4. DIMENSIONAL REQUIREMENTS:

	REQUIRED:
MINIMUM LOT SIZE:	20,000 S.F.
LOT FRONTAGE:	125'
MINIMUM YARD DIMENSIONS:	
FRONT:	20'
SIDE:	20'
REAR:	30'
MAXIMUM STRUCTURE DIMENSIONS:	
BUILDING HEIGHT:	35'
LOT COVERAGE:	30%

   OVERLAY DISTRICTS:
   RIVERFRONT RESIDENTIAL OVERLAY DISTRICT:
   "EXISTING LOTS OF RECORD ARE EXEMPT..." PER 170–28.1.E

   NHDES 250' SHORELAND ZONING DISTRICT:
   WETLAND SETBACK: 250'
5. OWNER OF RECORD:
   MAP 7 LOT 1:
   ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.
   3 BOSTON HARBOR ROAD
   DOVER, NH 03820
   SCRD BK#4260 PG#320
6. PARCEL AREA:
   MAP 7 LOT 1:
   ±33,310 S.F.
   (±0.7647 ACRES)
7. THE INTENT OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE WITH THE CURRENT LEGAL DESCRIPTIONS. IT IS NOT AN ATTEMPT TO DEFINE THE EXTENT OF OWNERSHIP OR DEFINE THE LIMITS OF TITLE.
8. THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY LINES, TOPOGRAPHY AND CURRENT SITE CONDITIONS OF MAP 7 LOT 1.
9. FIELD SURVEY COMPLETED BY TCE IN JUNE 2024 USING A LEICA TS16, GS–16, GS–18 AND CARLSON DATA COLLECTION SOFTWARE.
10. HORIZONTAL DATUM IS NAD83 (2011) PER REDUNDANT NETWORK RTK GPS OBSERVATIONS. THE VERTICAL DATUM IS NAVD88 PER REDUNDANT NETWORK RTK GPS OBSERVATIONS. THE CONTOUR INTERVAL IS 1 FOOT.
11. EASEMENTS, RIGHTS, AND RESTRICTIONS SHOWN OR IDENTIFIED ARE THOSE WHICH WERE FOUND DURING RESEARCH PERFORMED AT THE STRAFFORD COUNTY REGISTRY OF DEEDS. OTHER RIGHTS, EASEMENTS, OR RESTRICTIONS MAY EXIST WHICH A TITLE EXAMINATION OF SUBJECT PARCEL(S) WOULD DETERMINE.
12. THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. TFMORAN, INC. MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UNDERGROUND UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE.
13. THE HIGHEST OBSERVABLE TIDE LINE (HOTL) DEPICTED ON THIS PLAN WAS DETERMINED ON JUNE 3, 2024 BY QUALIFIED COASTAL PROFESSIONAL, JASON R. AUBE. THE HOTL WAS DETERMINED IN ACCORDANCE WITH THE NHDES WETLANDS BUREAU ADMINISTRATIVE RULES. UNDER ENV–WT 602.23, HIGHEST OBSERVABLE TIDE LINE MEANS A LINE DEFINING THE FARTHEST LANDWARD LIMIT OF TIDAL FLOW, NOT INCLUDING STORM EVENTS, THAT CAN BE RECOGNIZED BY INDICATORS SUCH AS THE PRESENCE OF A STRAND LINE OF FLOTSAM AND DEBRIS, THE LANDWARD MARGIN OF SALT–TOLERANT VEGETATION, OR A PHYSICAL BARRIER THAT BLOCKS INLAND FLOW OF THE TIDE.

PURSUANT TO NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES LAN 503.09(24): I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED BY THOSE UNDER MY DIRECT SUPERVISION AND ARE THE RESULT OF A FIELD SURVEY CONDUCTED ON JUNE 3 & 5, 2024. THIS SURVEY CONFORMS TO THE ACCURACY REQUIREMENTS OF AN URBAN SURVEY OF THE NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS. THIS SURVEY IS CORRECT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, AND THE FIELD TRAVERSE SURVEY EXCEEDS A PRECISION OF 1:15,000.

STATE OF NEW HAMPSHIRE — No. 01037 — BRENDA M. KOLBOW — LICENSED LAND SURVEYOR
SIGNATURE

LICENSED LAND SURVEYOR

2026-01-07
DATE

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This plan is not effective unless signed by a duly authorized officer of TFMoran, Inc.

20 10 0 20
Graphic Scale in Feet

REV.	DATE	DESCRIPTION	DR	CK

DIG SAFE — MA ME NH RI VT — UTILITIES UNDER GROUND PLANT DAMAGE PREVENTION SYSTEM — CALL 811 TOLL FREE
CONTACT DIG SAFE 72 BUSINESS HOURS PRIOR TO CONSTRUCTION

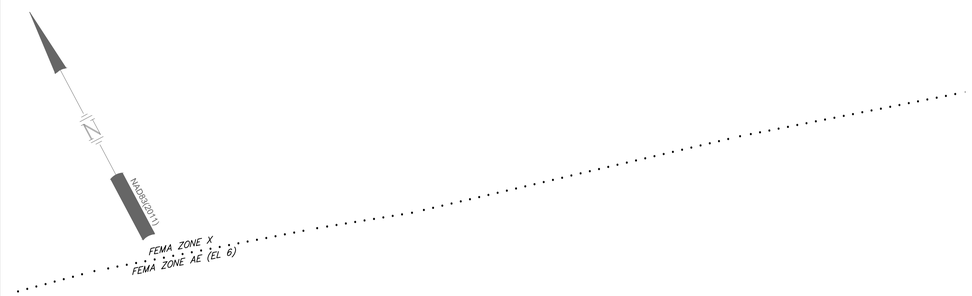
TAX MAP 7 LOT 1
EXISTING CONDITIONS PLAN
ENGEL/SAPIENZA
3 BOSTON HARBOR RD
DOVER, NEW HAMPSHIRE
COUNTY OF STRAFFORD
OWNED BY
ANGELA K. ENGEL &
PAUL L. SAPIENZA, SR.

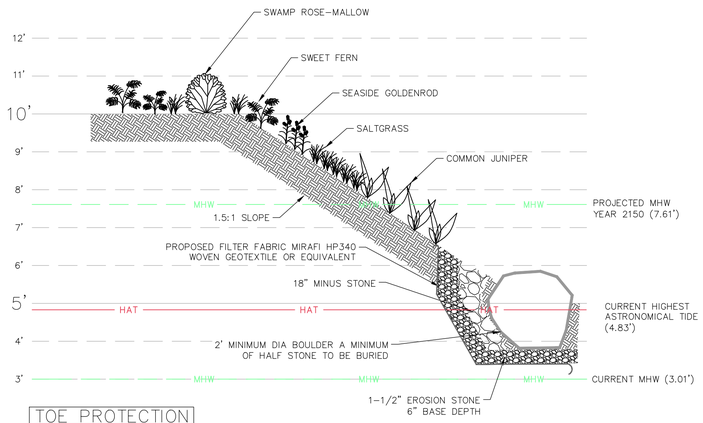
SCALE: 1" = 20' (22x34)
1" = 40' (11x17)
JULY 10, 2024

Seacoast Division
TFM
Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists
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Phone (603) 431–2222
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www.tfmoran.com

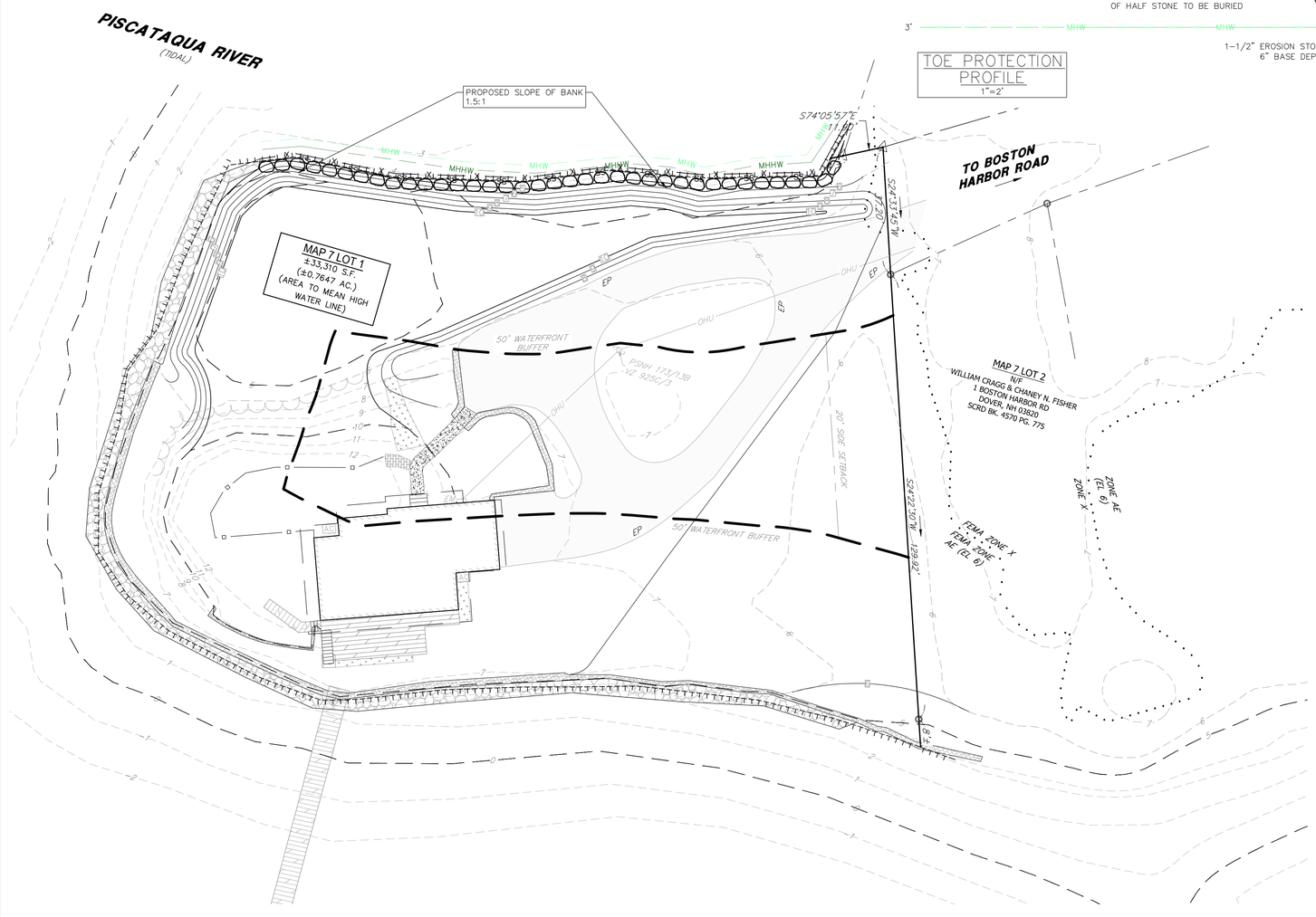
FILE	DR	RJB	FB	558	
47529-10	CK	BMK	CADFILE		S-1

Jan 07, 2026 - 3:41pm
F:\MSC Projects\47529 Boston Harbor Rd. Dover, NH\47529-10 Sapienza, 3 Boston Harbor Rd\Carlson Survey\Dwgs\47529-10 Survey.dwg





TOE PROTECTION PROFILE
1"=2'



SITE DATA

OWNER OF RECORD OF MAP 7 LOT 1: ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.
DEED REFERENCE TO PARCEL IS BK #4260 PG #320
AREA OF PARCEL = 33,310± SF OR ±0.7647 ACRES

THE PURPOSE OF THIS PLAN IS TO DEPICT A TIDAL RESILIENCE PROJECT. ELEMENTS INCLUDE: RAISING THE GRADE ON A PORTION OF THE LOT AND SHORELINE STABILIZATION PROJECT THAT INCORPORATES VEGETATION ELEMENTS

WORK SEQUENCE NOTES

1. REMOVE ALL INVASIVE VEGETATION
2. LAY FILTER FABRIC
3. 2-3 TON TOE STONES
4. IMPLEMENT WEEP HOLES TO ALLOW DRAINAGE
5. INTEGRATE VEGETATION BEHIND TOE STONES
6. SLOPE OF BANK IS 1.5:1
7. TO THE GREATEST EXTENT PRACTICABLE EXISTING TREES WILL REMAIN

NOTES

1. QUALIFIED COSTAL PROFESSIONAL, JASON R. AUBE (CWS #313), USING THE PUBLISHED NOAA DATA, DETERMINED THE TIDAL ELEVATIONS REPRESENTED ON THE PLANS.
2. NH LICENSED LAND SURVEYOR COREY COLWELL (LLS #844), ASSISTED WITH PLAN DEVELOPMENT.
3. TOPOGRAPHIC DATA ON MAP 7, LOT 2 BASED ON LIDAR FROM 2019-2020 U.S. GEOLOGICAL SURVEY LIDAR: NH COASTAL (QL1)
4. FINAL GRADE TO BE DETERMINED BY CONTRACTOR BASED ON SITE DATA

TIDAL ELEVATIONS			
	2024	2150 (PROJECTED)	
MHHW	3.38	7.98	MHHW
MHW	3.01	7.61	MHW
MTL	-0.37	4.23	MTL
MLW	-3.73	0.87	MLW
MLLW	-3.99	0.61	MLLW

TIDAL ELEVATIONS ARE BASED ON NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) STATION #423005, ATLANTIC TERMINALS, NH AND AS USED WITHIN THE CITY OF DOVER VULNERABILITY ASSESSMENT PREPARED BY THE ROCKINGHAM PLANNING COMMISSION, SEPTEMBER, 2015 AND INCLUDED WITH THE NHDES WETLANDS PERMIT APPLICATION. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

PRE-CONSTRUCTION IMPERVIOUS SURFACE AREA	
STRUCTURES	COVERAGE (S.F.)
PRIMARY STRUCTURES	2,231
DRIVEWAYS	4,600
ALL OTHER COMBINED SURFACES	1,669
IMPERVIOUS COVERAGE AREA = 25.4% (8,500 S.F. / 33,428 S.F. * 100%)	

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LEGEND	
SILT SOCKS	SS SS
EXISTING CONTOURS	16
PROPOSED CONTOURS	16
HOTL	
TURBIDITY CURTAIN	X

SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

PROPOSED GRADING PLAN

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

1"=40' (11"X17")
SCALE: 1"=20' (22"X34")

AUGUST 29, 2024

HORIZONTAL SCALE 1"=20'
20 10 0 20

REV	DATE	DESCRIPTION	DR	CK
1	5/22/2025	REVISED PROFILE VIEW/GRADING	LST	JJM

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47529.10	CK	JRA	CADFILE	47529.10-SITE-PLANS	C-01

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SITE DATA

OWNER OF RECORD OF MAP 7 LOT 1: ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.
DEED REFERENCE TO PARCEL IS BK #4260 PG #320
AREA OF PARCEL = 33,310± SF OR ±0.7647 ACRES

THE PURPOSE OF THIS PLAN IS TO DEPICT THE IMPACTS ASSOCIATED WITH THE TIDAL RESILIENCE PROJECT.

	IMPACT AREA
PROPOSED TEMPORARY IMPACTS WITHIN THE DOVER NH CONSERVATION DISTRICT	4,997 S.F.
PROPOSED PERMANENT IMPACTS WITHIN THE DOVER NH CONSERVATION DISTRIC	19,382 S.F.

SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

CUP IMPACT PLAN

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

1"=40' (11"X17")
SCALE: 1"=20' (22"X34")

AUGUST 29, 2024

HORIZONTAL SCALE 1"=20'
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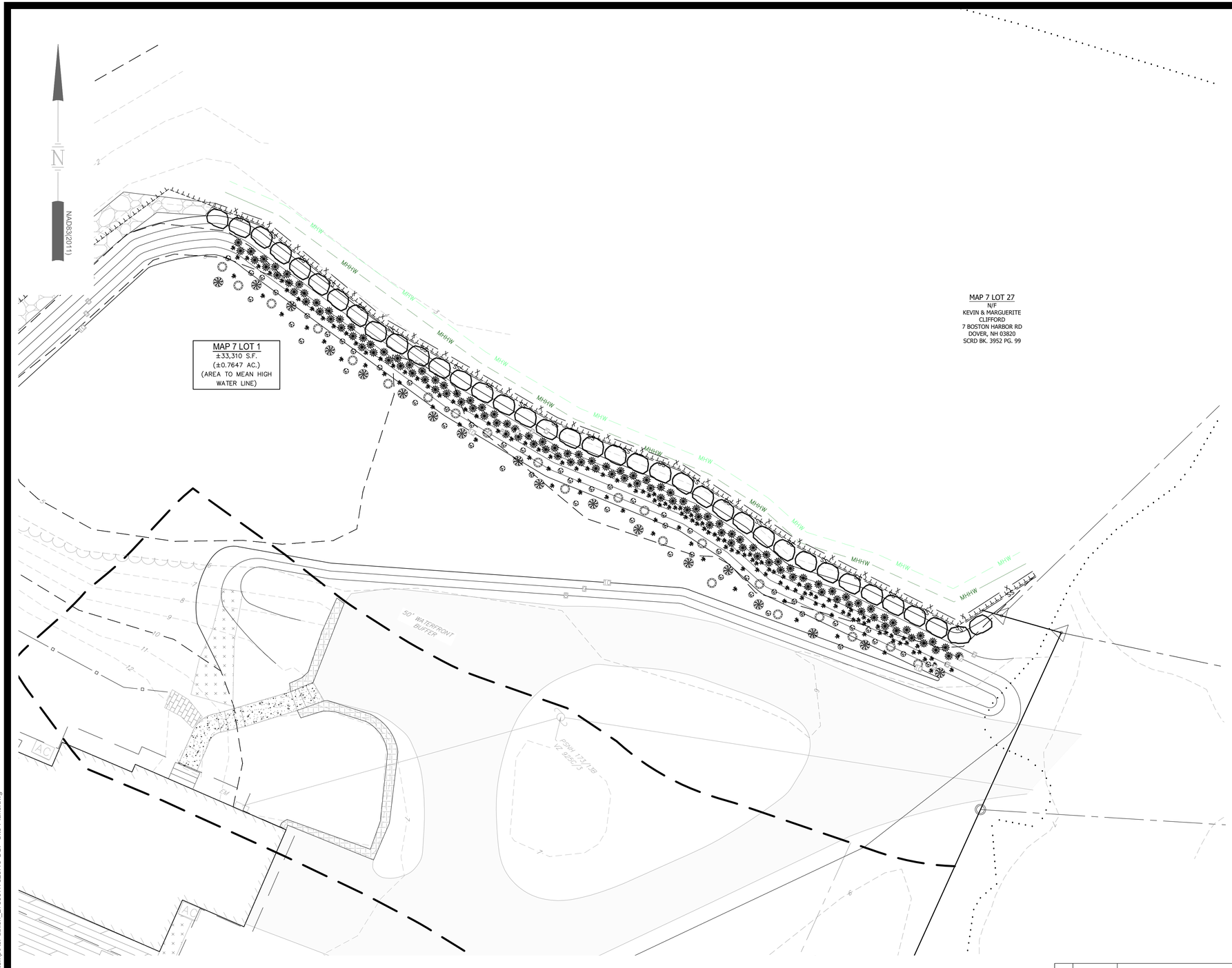
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SITE DATA

OWNER OF RECORD OF MAP 7 LOT 1: ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.
DEED REFERENCE TO PARCEL IS BK #4260 PG #320
AREA OF PARCEL = 33,310± SF OR ±0.7647 ACRES

THE PURPOSE OF THIS PLAN IS TO DEPICT A TIDAL RESILIENCE PROJECT. ELEMENTS INCLUDE: RAISING THE GRADE ON A PORTION OF THE LOT AND SHORELINE STABILIZATION PROJECT THAT INCORPORATES VEGETATION ELEMENTS

WORK SEQUENCE NOTES

1. REMOVE ALL INVASIVE VEGETATION
2. LAY FILTER FABRIC
3. 2-3 TON TOE STONES
4. IMPLEMENT WEEP HOLES TO ALLOW DRAINAGE
5. INTEGRATE VEGETATION BEHIND TOE STONES
6. SLOPE OF BANK IS 1.5:1
7. TO THE GREATEST EXTENT PRACTICABLE EXISTING TREES WILL REMAIN

PLANTINGS KEY

SPECIES TYPE	SYMBOL	QUANTITY
COMMON JUNIPER (JUNIPERUS COMMUNIS)		119
SALTGRASS (DISTICHLIS SPICATA)		138
SEASIDE GOLDENROD (SOLIGAGO SEMPERVIRENS)		51
SWAMP ROSE-MALLOW (HIBISCUS MOSCHEUTOS)		22
SWEET FERN (COMPTONIA PEREGRINA)		18

SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

PLANTINGS PLAN

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

1"=20' (11"X17")
SCALE: 1"=10' (22"X34")

AUGUST 29, 2024

HORIZONTAL SCALE 1"=10'
10 5 0 10

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WETLAND CLASSIFICATION	
E2EM1N	ESTUARINE, INTERTIDAL, EMERGENT, PERSISTENT, REGULARLY FLOODED
E2US3M	ESTUARINE, INTERTIDAL, UNCONSOLIDATED SHORE, MUD, IRREGULARLY EXPOSED
E1UBL	ESTUARINE, SUBTIDAL, UNCONSOLIDATED BOTTOM, MUD, SUBTIDAL

NOTES

1. QUALIFIED COASTAL PROFESSIONAL JASON R. AUBE, USING PUBLISHED NOAA DATA, COMPLETED THE WETLAND FUNCTIONAL ASSESSMENT AND WETLAND CLASSIFICATION.
2. THE U.S. FISH AND WILDLIFE SERVICE (USFWS) NATIONAL WETLANDS INVENTORY (NWI) WAS REFERENCED IN CREATION OF THIS PLAN.

SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

WETLAND CLASSIFICATION PLAN

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

1"=40' (11"X17")
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AUGUST 29, 2024

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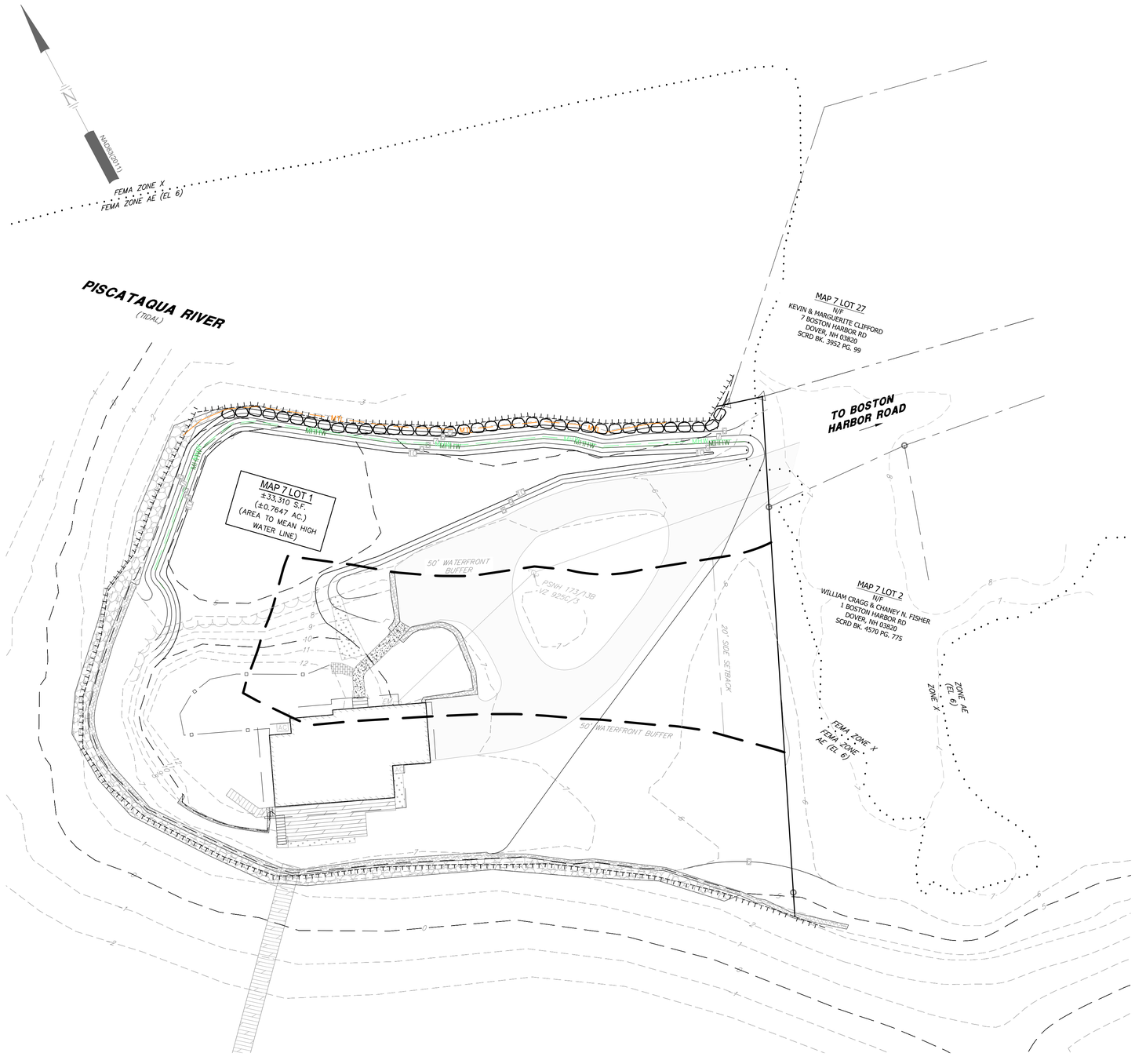
HORIZONTAL SCALE 1"=20'
20 10 0 20

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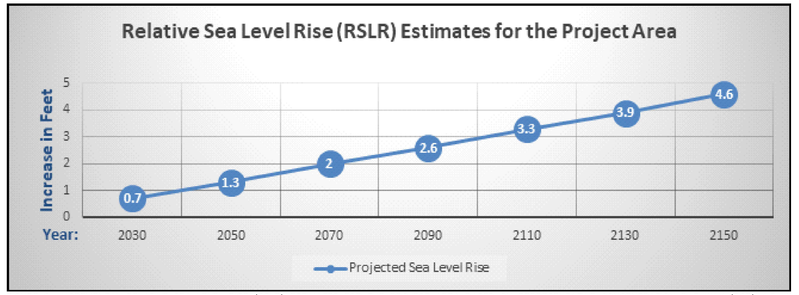


FIGURE 2: INCREMENTAL RELATIVE SEA LEVEL RISE (RSLR) ESTIMATES FOR THE PROJECT AREA BASED ON REPRESENTATIVE CONCENTRATION PATHWAY (RCP) 4.5, A HIGH TOLERANCE FOR FLOOD RISK, AND A PROJECT TIMEFRAME THAT EXTENDS BEYOND THE YEAR 2100.

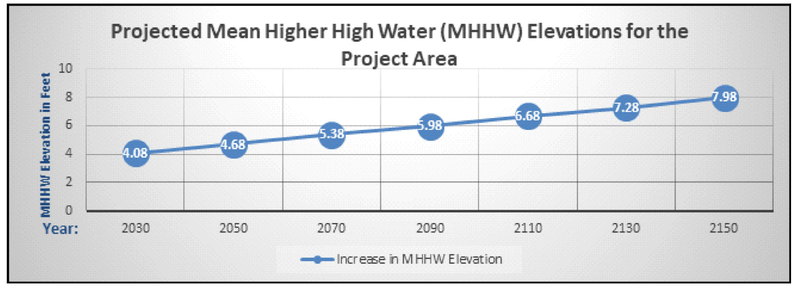


FIGURE 3: INCREMENTAL RELATIVE SEA LEVEL RISE (RSLR) FOR THE PROJECT AREA BASED ON REPRESENTATIVE CONCENTRATION PATHWAY (RCP) 4.5, A HIGH TOLERANCE FOR FLOOD RISK, AND THE CURRENT MEAN HIGHER HIGH WATER (MHHW) ELEVATION OF 3.38 FEET DETERMINED BY THE NATIONAL OCEANIC AND ATMOSPHERIC ASSOCIATION (NOAA) FOR THE ATLANTIC TERMINALS T14A NH STATION (#8423005) USING NAVD88 DATUM.

TIDAL ELEVATIONS			
	2024	2150 (PROJECTED)	
MHHW	3.38	7.98	MHHW
MHW	3.01	7.61	MHW
MTL	-0.37	4.23	MTL
MLW	-3.73	0.87	MLW
MLLW	-3.99	0.61	MLLW

TIDAL ELEVATIONS ARE BASED ON NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) STATION 8423005, ATLANTIC TERMINALS, NH AND AS USED WITHIN THE CITY OF DOVER VULNERABILITY ASSESSMENT PREPARED BY THE ROCKINGHAM PLANNING COMMISSION, SEPTEMBER, 2015 AND INCLUDED WITH THE NHDES WETLANDS PERMIT APPLICATION. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

NOTES

THE PURPOSE OF THIS PLAN IS TO DEPICT THE LOTS VULNERABILITY TO FUTURE SEA LEVEL RISE.

THE PROJECTED TIDAL DATUM LINES FOR THE YEAR 2150 ARE SHOWN.

SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

VULNERABILITY ASSESSMENT PLAN

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

SCALE: 1"=40' (11"x17")
1"=20' (22"x34")

AUGUST 29, 2024

HORIZONTAL SCALE 1"=20'
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C-05

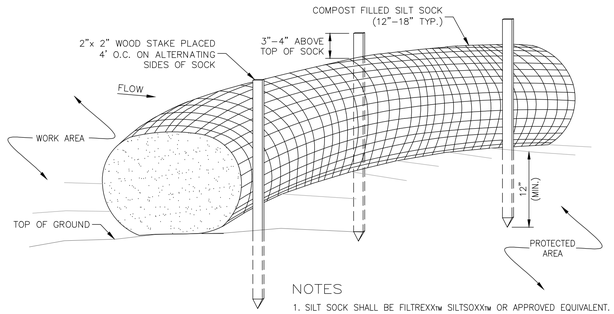
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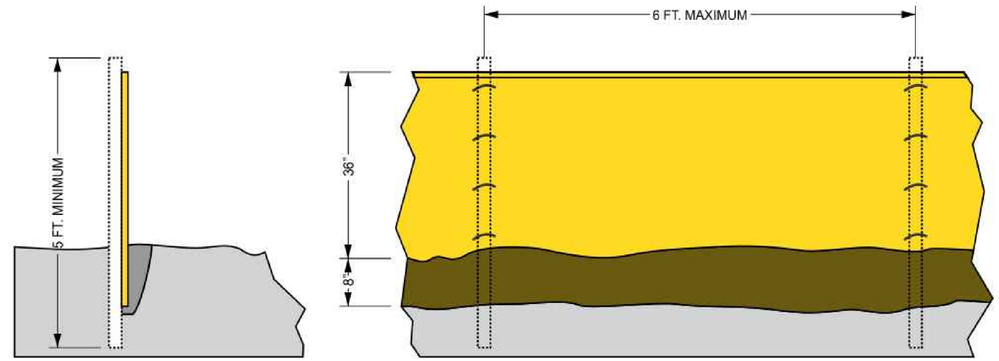


NOTES

1. SILT SOCK SHALL BE FILTREXX™ SILTSOXX™ OR APPROVED EQUIVALENT.
2. SEE SPECIFICATIONS FOR SOCK SIZE AND COMPOST FILL REQUIREMENTS.
3. SILT SOCK SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS, AND REPAIR OR REPLACEMENT SHALL BE PERFORMED AS NEEDED.
4. COMPOST MATERIAL SHALL BE DISPERSED ON SITE, AS DETERMINED BY THE ENGINEER.

SILT SOCK

NOT TO SCALE



TURBIDITY CURTAIN

NOT TO SCALE

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SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

DETAILS

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

SCALE: NTS **AUGUST 29, 2024**

Seacoast Division

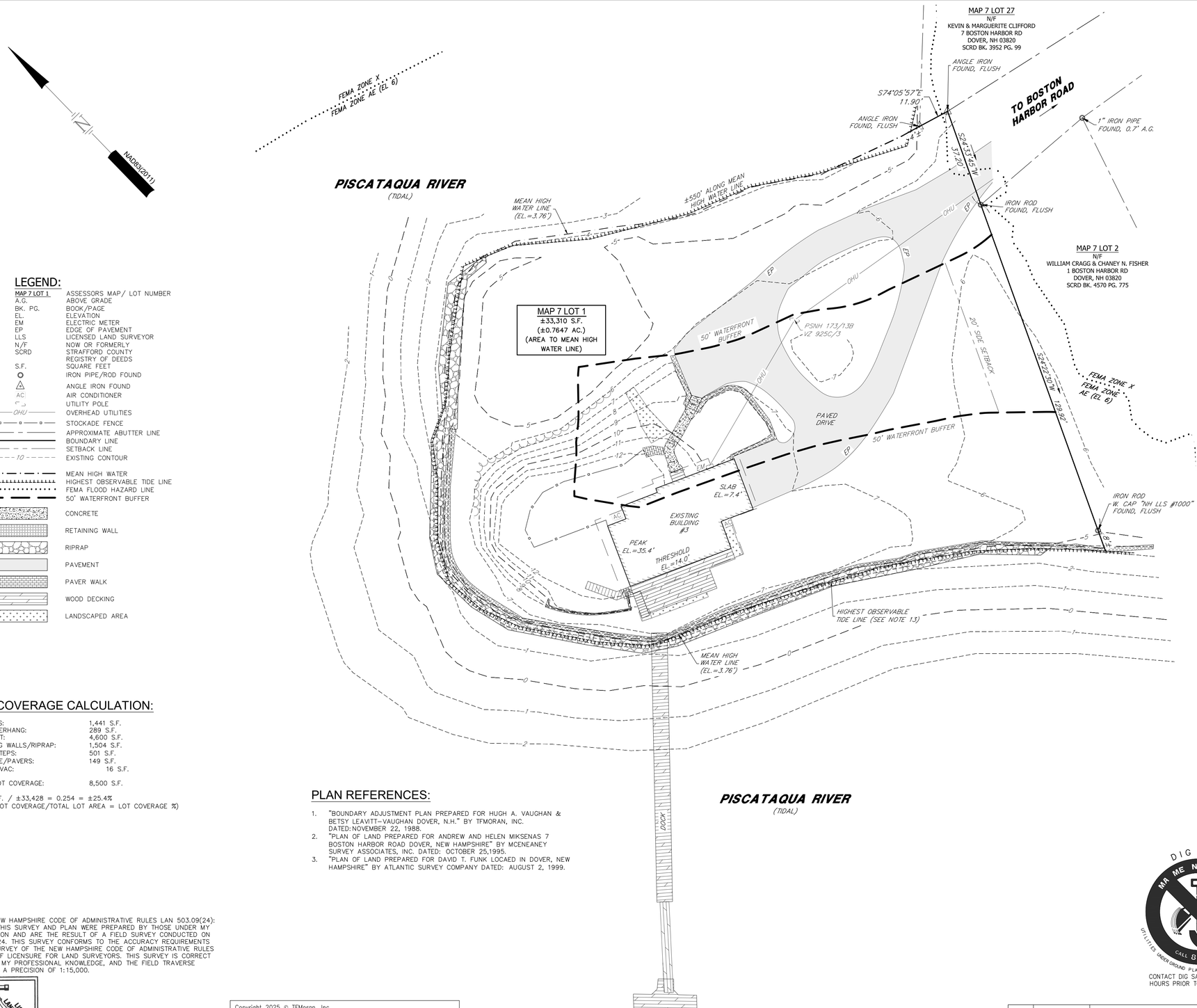
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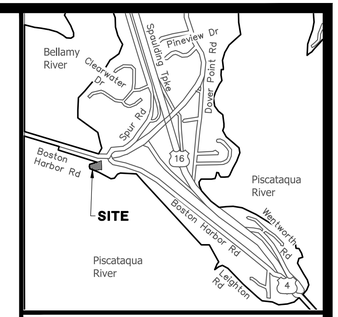
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LOCATION PLAN

LEGEND:

MAP 7 LOT 1	ASSESSORS MAP/ LOT NUMBER
A.G.	ABOVE GRADE
BK. PG.	BOOK/PAGE
EL.	ELEVATION
EM	ELECTRIC METER
EP	EDGE OF PAVEMENT
LLS	LICENSED LAND SURVEYOR
N/F	NOW OR FORMERLY
SCRD	STRAFFORD COUNTY REGISTRY OF DEEDS
S.F.	SQUARE FEET
	IRON PIPE/ROD FOUND
	ANGLE IRON FOUND
AC	AIR CONDITIONER
	UTILITY POLE
OHU	OVERHEAD UTILITIES
	STOCKADE FENCE
	APPROXIMATE ABUTTER LINE
	BOUNDARY LINE
	SETBACK LINE
10	EXISTING CONTOUR
	MEAN HIGH WATER
	HIGHEST OBSERVABLE TIDE LINE
	FEMA FLOOD HAZARD LINE
	50' WATERFRONT BUFFER
	CONCRETE
	RETAINING WALL
	RIPRAP
	PAVEMENT
	PAVER WALK
	WOOD DECKING
	LANDSCAPED AREA

LOT COVERAGE CALCULATION:

BUILDINGS:	1,441 S.F.
ROOF OVERHANG:	289 S.F.
PAVEMENT:	4,600 S.F.
RETAINING WALLS/RIPRAP:	1,504 S.F.
DECKS/STEPS:	501 S.F.
CONCRETE/PAVERS:	149 S.F.
OTHER/HVAC:	16 S.F.
TOTAL LOT COVERAGE:	8,500 S.F.

8,500 S.F. / ±33,428 = 0.254 = ±25.4%
(TOTAL LOT COVERAGE/TOTAL LOT AREA = LOT COVERAGE %)

PLAN REFERENCES:

1. "BOUNDARY ADJUSTMENT PLAN PREPARED FOR HUGH A. VAUGHAN & BETSY LEAVITT–VAUGHAN DOVER, N.H." BY TFMORAN, INC. DATED: NOVEMBER 22, 1988.
2. "PLAN OF LAND PREPARED FOR ANDREW AND HELEN MIKSENAS 7 BOSTON HARBOR ROAD DOVER, NEW HAMPSHIRE" BY MCENEANEY SURVEY ASSOCIATES, INC. DATED: OCTOBER 25,1995.
3. "PLAN OF LAND PREPARED FOR DAVID T. FUNK LOCAED IN DOVER, NEW HAMPSHIRE" BY ATLANTIC SURVEY COMPANY DATED: AUGUST 2, 1999.

NOTES:

1. THE PARCEL IS LOCATED IN THE (R–20) LOW DENSITY RESIDENTIAL ZONING DISTRICT, THE RIVERFRONT RESIDENTIAL OVERLAY DISTRICT, AND THE NHDES 250' SHORELAND PROTECTION ZONE.
2. THE PARCEL IS SHOWN ON THE CITY OF DOVER ASSESSOR'S MAP 7 AS LOT 1.
3. THE PARCEL IS LOCATED IN ZONE AE, WITH A BASE FLOOD ELEVATION OF 6 FEET PER NAVD88 VERTICAL DATUM, AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP), FLOOD INSURANCE RATE MAP (FIRM) STRAFFORD COUNTY, NEW HAMPSHIRE, PANEL 340 OF 405, MAP NUMBER 33017C0340E, MAP REVISED SEPTEMBER 30, 2015.
4. DIMENSIONAL REQUIREMENTS: — REQUIRED:
   MINIMUM LOT SIZE: 20,000 S.F.
   LOT FRONTAGE: 125'
   MINIMUM YARD DIMENSIONS:
   FRONT: 20'
   SIDE: 20'
   REAR: 30'
   MAXIMUM STRUCTURE DIMENSIONS:
   BUILDING HEIGHT: 35'
   LOT COVERAGE: 30%

   OVERLAY DISTRICTS:
   RIVERFRONT RESIDENTIAL OVERLAY DISTRICT:
   "EXISTING LOTS OF RECORD ARE EXEMPT..." PER 170–28.1.E

   NHDES 250' SHORELAND ZONING DISTRICT:
   WETLAND SETBACK: 250'
5. OWNER OF RECORD:
   MAP 7 LOT 1:
   ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.
   3 BOSTON HARBOR ROAD
   DOVER, NH 03820
   SCRD BK#4260 PG#320
6. PARCEL AREA:
   MAP 7 LOT 1:
   ±33,310 S.F.
   (±0.7647 ACRES)
7. THE INTENT OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE WITH THE CURRENT LEGAL DESCRIPTIONS. IT IS NOT AN ATTEMPT TO DEFINE THE EXTENT OF OWNERSHIP OR DEFINE THE LIMITS OF TITLE.
8. THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY LINES, TOPOGRAPHY AND CURRENT SITE CONDITIONS OF MAP 7 LOT 1.
9. FIELD SURVEY COMPLETED BY TCE IN JUNE 2024 USING A LEICA TS16, GS–16, GS–18 AND CARLSON DATA COLLECTION SOFTWARE.
10. HORIZONTAL DATUM IS NADB3 (2011) PER REDUNDANT NETWORK RTK GPS OBSERVATIONS. THE VERTICAL DATUM IS NAVD88 PER REDUNDANT NETWORK RTK GPS OBSERVATIONS. THE CONTOUR INTERVAL IS 1 FOOT.
11. EASEMENTS, RIGHTS, AND RESTRICTIONS SHOWN OR IDENTIFIED ARE THOSE WHICH WERE FOUND DURING RESEARCH PERFORMED AT THE STRAFFORD COUNTY REGISTRY OF DEEDS. OTHER RIGHTS, EASEMENTS, OR RESTRICTIONS MAY EXIST WHICH A TITLE EXAMINATION OF SUBJECT PARCEL(S) WOULD DETERMINE.
12. THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. TFMORAN, INC. MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UNDERGROUND UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE.
13. THE HIGHEST OBSERVABLE TIDE LINE (HOTL) DEPICTED ON THIS PLAN WAS DETERMINED ON JUNE 3, 2024 BY QUALIFIED COASTAL PROFESSIONAL, JASON R. AUBE. THE HOTL WAS DETERMINED IN ACCORDANCE WITH THE NHDES WETLANDS BUREAU ADMINISTRATIVE RULES. UNDER ENV–WT 602.23, HIGHEST OBSERVABLE TIDE LINE MEANS A LINE DEFINING THE FARTHEST LANDWARD LIMIT OF TIDAL FLOW, NOT INCLUDING STORM EVENTS, THAT CAN BE RECOGNIZED BY INDICATORS SUCH AS THE PRESENCE OF A STRAND LINE OF FLOTSAM AND DEBRIS, THE LANDWARD MARGIN OF SALT–TOLERANT VEGETATION, OR A PHYSICAL BARRIER THAT BLOCKS INLAND FLOW OF THE TIDE.

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PURSUANT TO NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES LAN 503.09(24): I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED BY THOSE UNDER MY DIRECT SUPERVISION AND ARE THE RESULT OF A FIELD SURVEY CONDUCTED ON JUNE 3 & 5, 2024. THIS SURVEY CONFORMS TO THE ACCURACY REQUIREMENTS OF AN URBAN SURVEY OF THE NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS. THIS SURVEY IS CORRECT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, AND THE FIELD TRAVERSE SURVEY EXCEEDS A PRECISION OF 1:15,000.

STATE OF NEW HAMPSHIRE — No. 01037 — BRENDA M. KOLBOW — LICENSED LAND SURVEYOR — SIGNATURE

LICENSED LAND SURVEYOR — 2025-09-04 — DATE

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Graphic Scale in Feet

REV.	DATE	DESCRIPTION	DR	CK

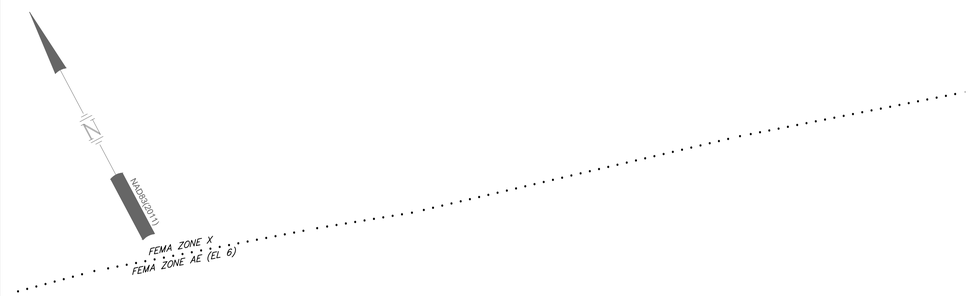
TAX MAP 7 LOT 1
EXISTING CONDITIONS PLAN
ENGEL/SAPIENZA
3 BOSTON HARBOR RD
DOVER, NEW HAMPSHIRE
COUNTY OF STRAFFORD
OWNED BY
ANGELA K. ENGEL &
PAUL L. SAPIENZA, SR.

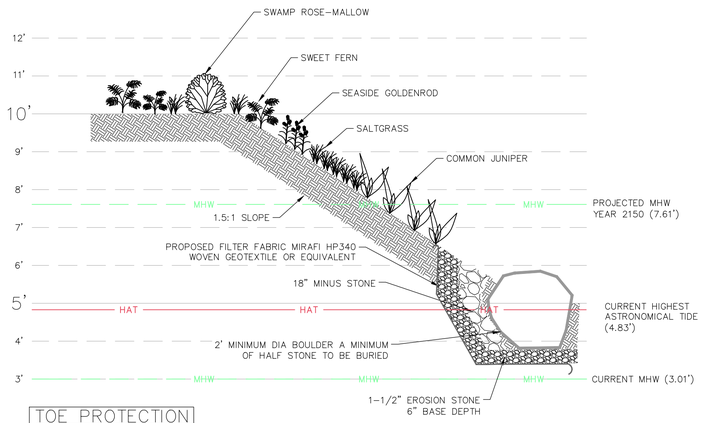
SCALE: 1" = 20' (22x34)
1" = 40' (11x17)
JULY 10, 2024

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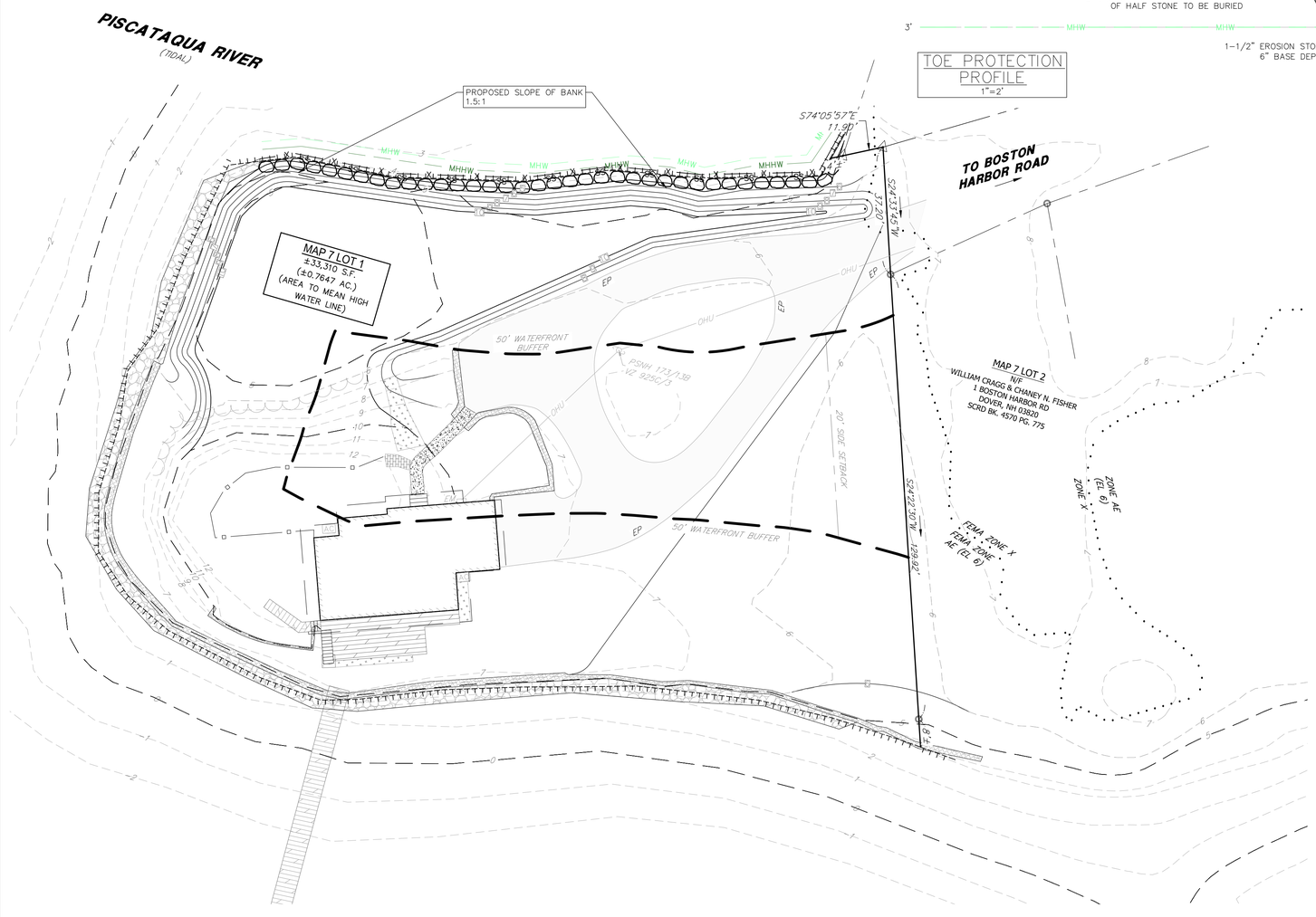
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TOE PROTECTION PROFILE
1"=2'



SITE DATA

OWNER OF RECORD OF MAP 7 LOT 1: ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.
DEED REFERENCE TO PARCEL IS BK #4260 PG #320
AREA OF PARCEL = 33,310± SF OR ±0.7647 ACRES

THE PURPOSE OF THIS PLAN IS TO DEPICT A TIDAL RESILIENCE PROJECT. ELEMENTS INCLUDE: RAISING THE GRADE ON A PORTION OF THE LOT AND SHORELINE STABILIZATION PROJECT THAT INCORPORATES VEGETATION ELEMENTS

WORK SEQUENCE NOTES

1. REMOVE ALL INVASIVE VEGETATION
2. LAY FILTER FABRIC
3. 2-3 TON TOE STONES
4. IMPLEMENT WEEP HOLES TO ALLOW DRAINAGE
5. INTEGRATE VEGETATION BEHIND TOE STONES
6. SLOPE OF BANK IS 1.5:1
7. TO THE GREATEST EXTENT PRACTICABLE EXISTING TREES WILL REMAIN

NOTES

1. QUALIFIED COSTAL PROFESSIONAL, JASON R. AUBE (CWS #313), USING THE PUBLISHED NOAA DATA, DETERMINED THE TIDAL ELEVATIONS REPRESENTED ON THE PLANS.
2. NH LICENSED LAND SURVEYOR COREY COLWELL (LLS #844), ASSISTED WITH PLAN DEVELOPMENT.
3. TOPOGRAPHIC DATA ON MAP 7, LOT 2 BASED ON LIDAR FROM 2019-2020 U.S. GEOLOGICAL SURVEY LIDAR: NH COASTAL (QL1)
4. FINAL GRADE TO BE DETERMINED BY CONTRACTOR BASED ON SITE DATA

TIDAL ELEVATIONS			
	2024	2150 (PROJECTED)	
MHHW	3.38	7.98	MHHW
MHW	3.01	7.61	MHW
MTL	-0.37	4.23	MTL
MLW	-3.73	0.87	MLW
MLLW	-3.99	0.61	MLLW

TIDAL ELEVATIONS ARE BASED ON NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) STATION 8423005, ATLANTIC TERMINALS, NH AND AS USED WITHIN THE CITY OF DOVER VULNERABILITY ASSESSMENT PREPARED BY THE ROCKINGHAM PLANNING COMMISSION, SEPTEMBER, 2015 AND INCLUDED WITH THE NHDES WETLANDS PERMIT APPLICATION. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

PRE-CONSTRUCTION IMPERVIOUS SURFACE AREA	
STRUCTURES	COVERAGE (S.F.)
PRIMARY STRUCTURES	2,231
DRIVEWAYS	4,600
ALL OTHER COMBINED SURFACES	1,669
IMPERVIOUS COVERAGE AREA = 25.4% (8,500 S.F. / 33,428 S.F. * 100%)	

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LEGEND	
SILT SOCKS	SS SS
EXISTING CONTOURS	16
PROPOSED CONTOURS	16
HOTL	
TURBIDITY CURTAIN	X

HORIZONTAL SCALE 1"=20'
20 10 0 20

REV	DATE	DESCRIPTION	DR	CK
1	5/22/2025	REVISED PROFILE VIEW/GRADING	LST	JJM

SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

PROPOSED GRADING PLAN

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

1"=40' (11"X17")
SCALE: 1"=20' (22"X34")

AUGUST 29, 2024

STATE OF NEW HAMPSHIRE
JASON R. AUBE
11/5/2025
No. 313
CERTIFIED WETLAND SCIENTIST

STATE OF NEW HAMPSHIRE
JOHN J. MCTIGUE
No. 14950
LICENSED PROFESSIONAL ENGINEER

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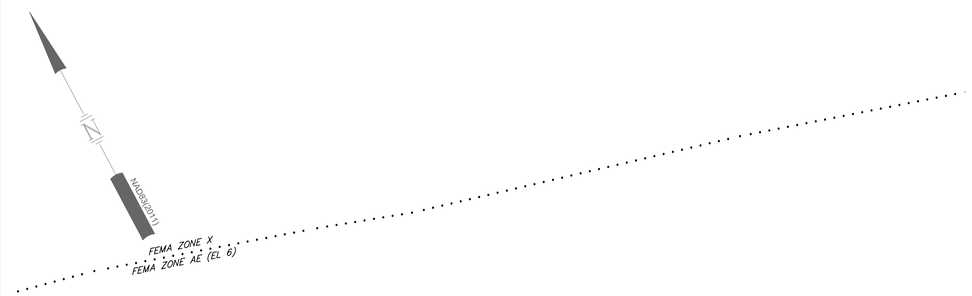
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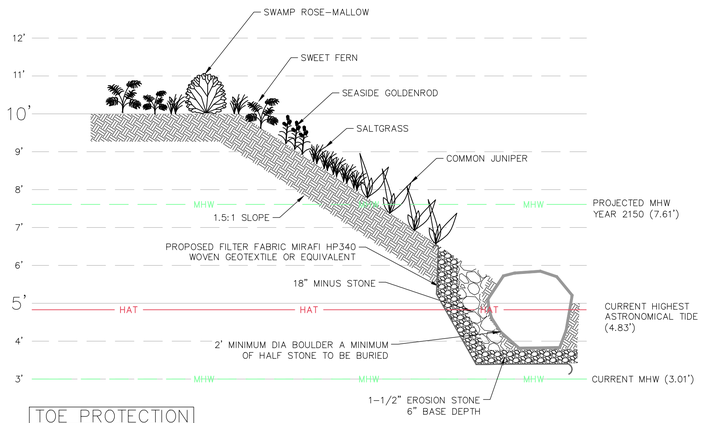
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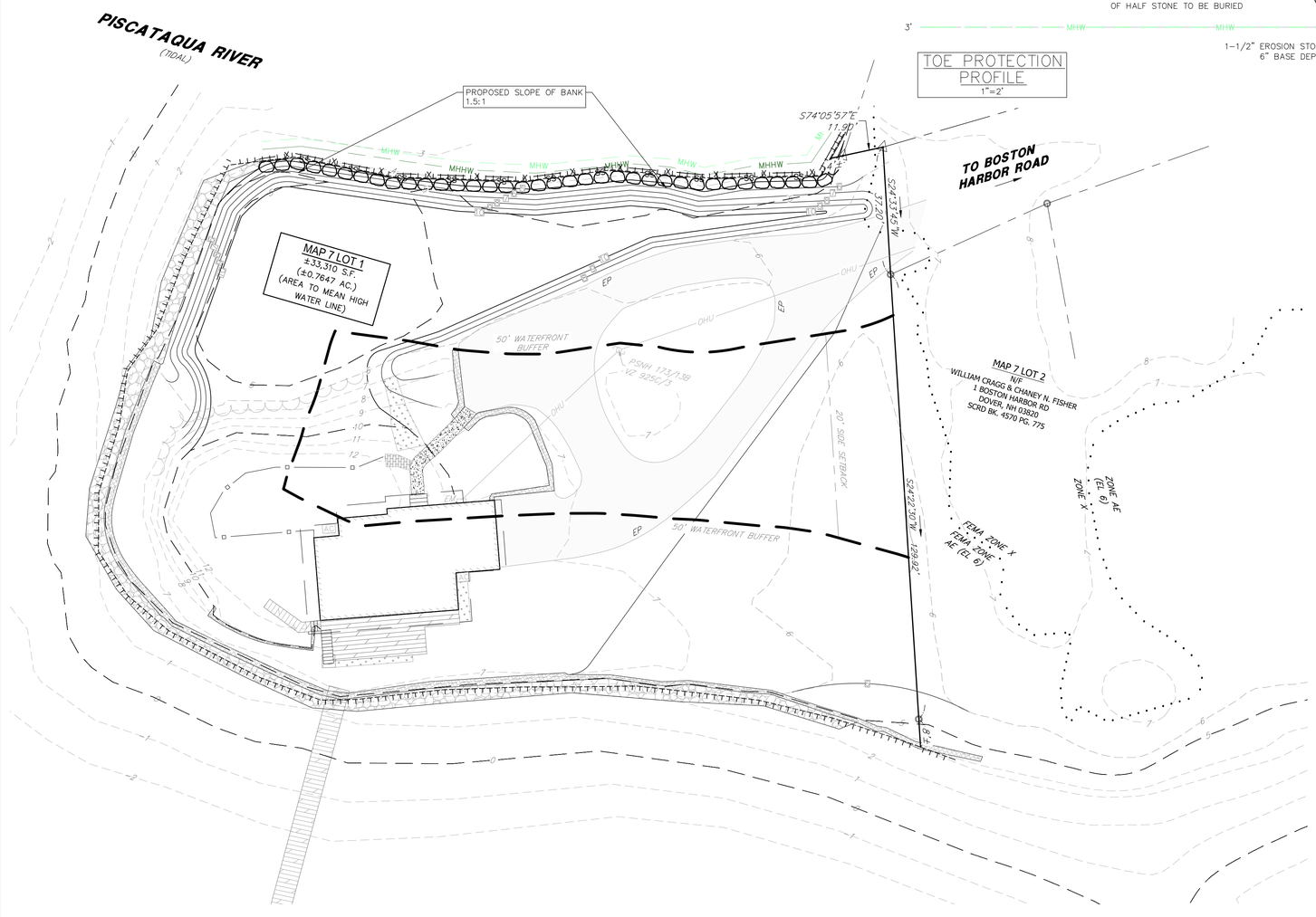
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TOE PROTECTION PROFILE
1"=2'



SITE DATA

OWNER OF RECORD OF MAP 7 LOT 1: ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.
DEED REFERENCE TO PARCEL IS BK #4260 PG #320
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NOTES

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2. NH LICENSED LAND SURVEYOR COREY COLWELL (LLS #844), ASSISTED WITH PLAN DEVELOPMENT.
3. TOPOGRAPHIC DATA ON MAP 7, LOT 2 BASED ON LIDAR FROM 2019-2020 U.S. GEOLOGICAL SURVEY LIDAR: NH COASTAL (QL1)
4. FINAL GRADE TO BE DETERMINED BY CONTRACTOR BASED ON SITE DATA

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MLW	-3.73	0.87	MLW
MLLW	-3.99	0.61	MLLW

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LEGEND	
SILT SOCKS	SS SS
EXISTING CONTOURS	16
PROPOSED CONTOURS	16
HOTL	
TURBIDITY CURTAIN	X

SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

PROPOSED GRADING PLAN

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

1"=40' (11"X17")
SCALE: 1"=20' (22"X34")

AUGUST 29, 2024

STATE OF NEW HAMPSHIRE JOHN J. MCTIGUE No. 14950 LICENSED PROFESSIONAL ENGINEER

HORIZONTAL SCALE 1"=20'
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SITE DATA

OWNER OF RECORD OF MAP 7 LOT 1: ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.
DEED REFERENCE TO PARCEL IS BK #4260 PG #320
AREA OF PARCEL = 33,310± SF OR ±0.7647 ACRES

THE PURPOSE OF THIS PLAN IS TO DEPICT THE IMPACTS ASSOCIATED WITH THE TIDAL RESILIENCE PROJECT.

	IMPACT AREA
PROPOSED TEMPORARY IMPACTS JURISDICTIONAL UNDER NH WETLAND LAW	4,997 S.F.
PROPOSED PERMANENT IMPACTS JURISDICTIONAL UNDER NH WETLAND LAW	19,382 S.F.

SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

WETLAND IMPACT PLAN

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

1"=40' (11"X17")
SCALE: 1"=20' (22"X34")

AUGUST 29, 2024

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SITE DATA

OWNER OF RECORD OF MAP 7 LOT 1: ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.
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6. SLOPE OF BANK IS 1.5:1
7. TO THE GREATEST EXTENT PRACTICABLE EXISTING TREES WILL REMAIN

PLANTINGS KEY

SPECIES TYPE	SYMBOL	QUANTITY
COMMON JUNIPER (JUNIPERUS COMMUNIS)		119
SALTGRASS (DISTICHLIS SPICATA)		138
SEASIDE GOLDENROD (SOLIGAGO SEMPERVIRENS)		51
SWAMP ROSE-MALLOW (HIBISCUS MOSCHEUTOS)		22
SWEET FERN (COMPTONIA PEREGRINA)		18

SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

PLANTINGS PLAN

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

1"=20' (11"X17")
SCALE: 1"=10' (22"X34")

AUGUST 29, 2024

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WETLAND CLASSIFICATION	
E2EM1N	ESTUARINE, INTERTIDAL, EMERGENT, PERSISTENT, REGULARLY FLOODED
E2US3M	ESTUARINE, INTERTIDAL, UNCONSOLIDATED SHORE, MUD, IRREGULARLY EXPOSED
E1UBL	ESTUARINE, SUBTIDAL, UNCONSOLIDATED BOTTOM, MUD, SUBTIDAL

NOTES

1. QUALIFIED COASTAL PROFESSIONAL JASON R. AUBE, USING PUBLISHED NOAA DATA, COMPLETED THE WETLAND FUNCTIONAL ASSESSMENT AND WETLAND CLASSIFICATION.
2. THE U.S. FISH AND WILDLIFE SERVICE (USFWS) NATIONAL WETLANDS INVENTORY (NWI) WAS REFERENCED IN CREATION OF THIS PLAN.

SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

WETLAND CLASSIFICATION PLAN

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

1"=40' (11"X17")
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AUGUST 29, 2024

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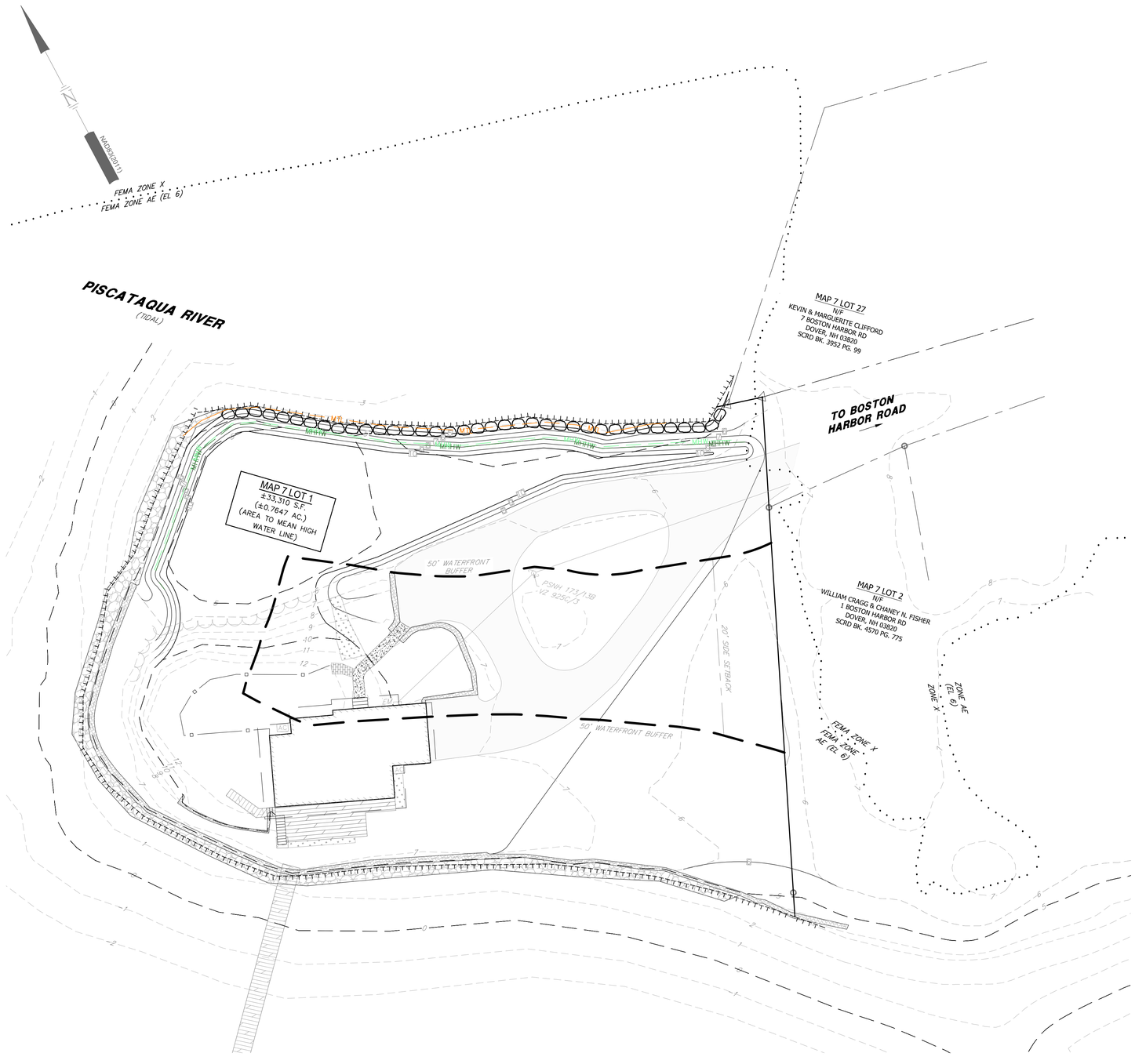
HORIZONTAL SCALE 1"=20'
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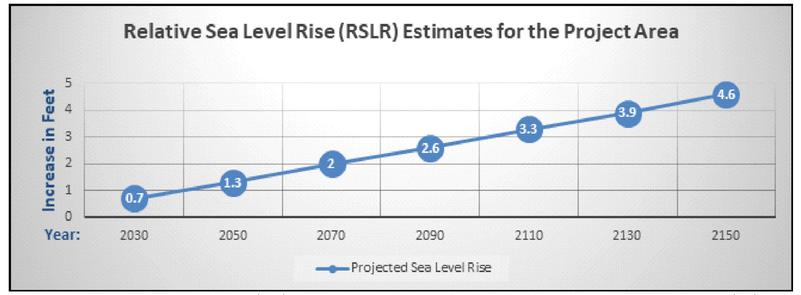


FIGURE 2: INCREMENTAL RELATIVE SEA LEVEL RISE (RSLR) ESTIMATES FOR THE PROJECT AREA BASED ON REPRESENTATIVE CONCENTRATION PATHWAY (RCP) 4.5, A HIGH TOLERANCE FOR FLOOD RISK, AND A PROJECT TIMEFRAME THAT EXTENDS BEYOND THE YEAR 2100.

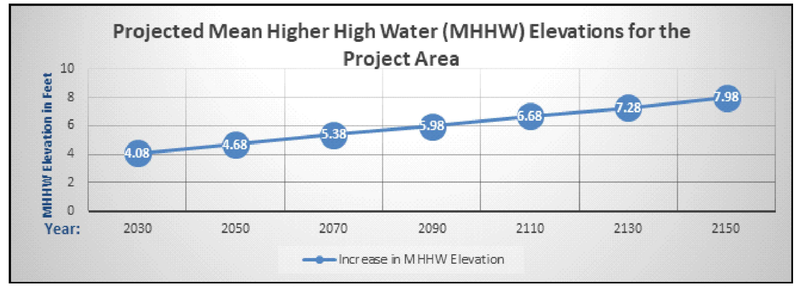


FIGURE 3: INCREMENTAL RELATIVE SEA LEVEL RISE (RSLR) FOR THE PROJECT AREA BASED ON REPRESENTATIVE CONCENTRATION PATHWAY (RCP) 4.5, A HIGH TOLERANCE FOR FLOOD RISK, AND THE CURRENT MEAN HIGHER HIGH WATER (MHHW) ELEVATION OF 3.38 FEET DETERMINED BY THE NATIONAL OCEANIC AND ATMOSPHERIC ASSOCIATION (NOAA) FOR THE ATLANTIC TERMINALS T14A NH STATION (#8423005) USING NAVD88 DATUM.

TIDAL ELEVATIONS			
	2024	2150 (PROJECTED)	
MHHW	3.38	7.98	MHHW
MHW	3.01	7.61	MHW
MTL	-0.37	4.23	MTL
MLW	-3.73	0.87	MLW
MLLW	-3.99	0.61	MLLW

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NOTES

THE PURPOSE OF THIS PLAN IS TO DEPICT THE LOTS VULNERABILITY TO FUTURE SEA LEVEL RISE.

THE PROJECTED TIDAL DATUM LINES FOR THE YEAR 2150 ARE SHOWN.

SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

VULNERABILITY ASSESSMENT PLAN

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

1"=40' (11"x17")
SCALE: 1"=20' (22"x34")

AUGUST 29, 2024

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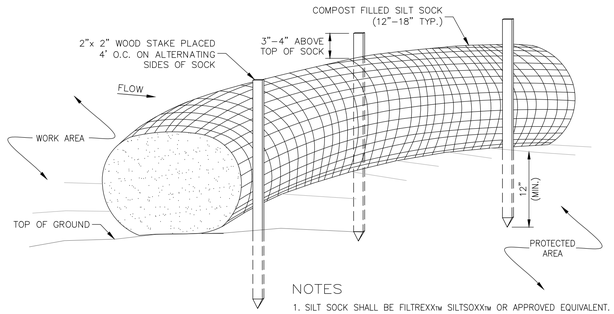
HORIZONTAL SCALE 1"=20'
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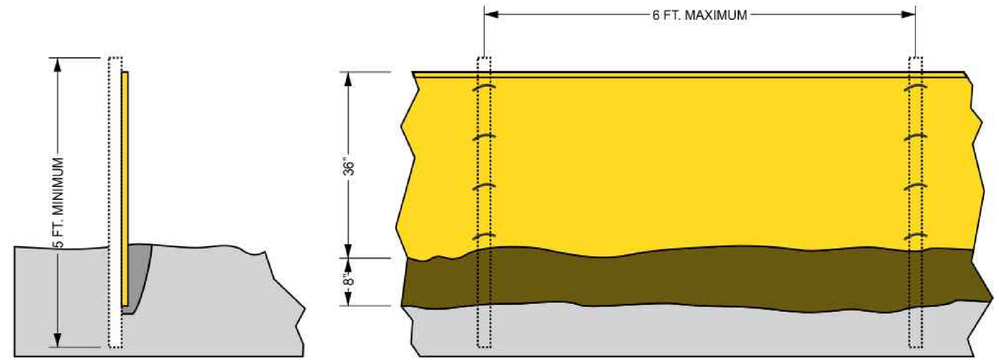


NOTES

1. SILT SOCK SHALL BE FILTREXX™ SILTSOXX™ OR APPROVED EQUIVALENT.
2. SEE SPECIFICATIONS FOR SOCK SIZE AND COMPOST FILL REQUIREMENTS.
3. SILT SOCK SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS, AND REPAIR OR REPLACEMENT SHALL BE PERFORMED AS NEEDED.
4. COMPOST MATERIAL SHALL BE DISPERSED ON SITE, AS DETERMINED BY THE ENGINEER.

SILT SOCK

NOT TO SCALE



TURBIDITY CURTAIN

NOT TO SCALE

SITE DEVELOPMENT PLANS

TAX MAP 7 LOT 1

DETAILS

SAPIENZA RESIDENCE

3 BOSTON HARBOR ROAD, DOVER NH

OWNED BY AND PREPARED FOR

ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.

SCALE: NTS **AUGUST 29, 2024**

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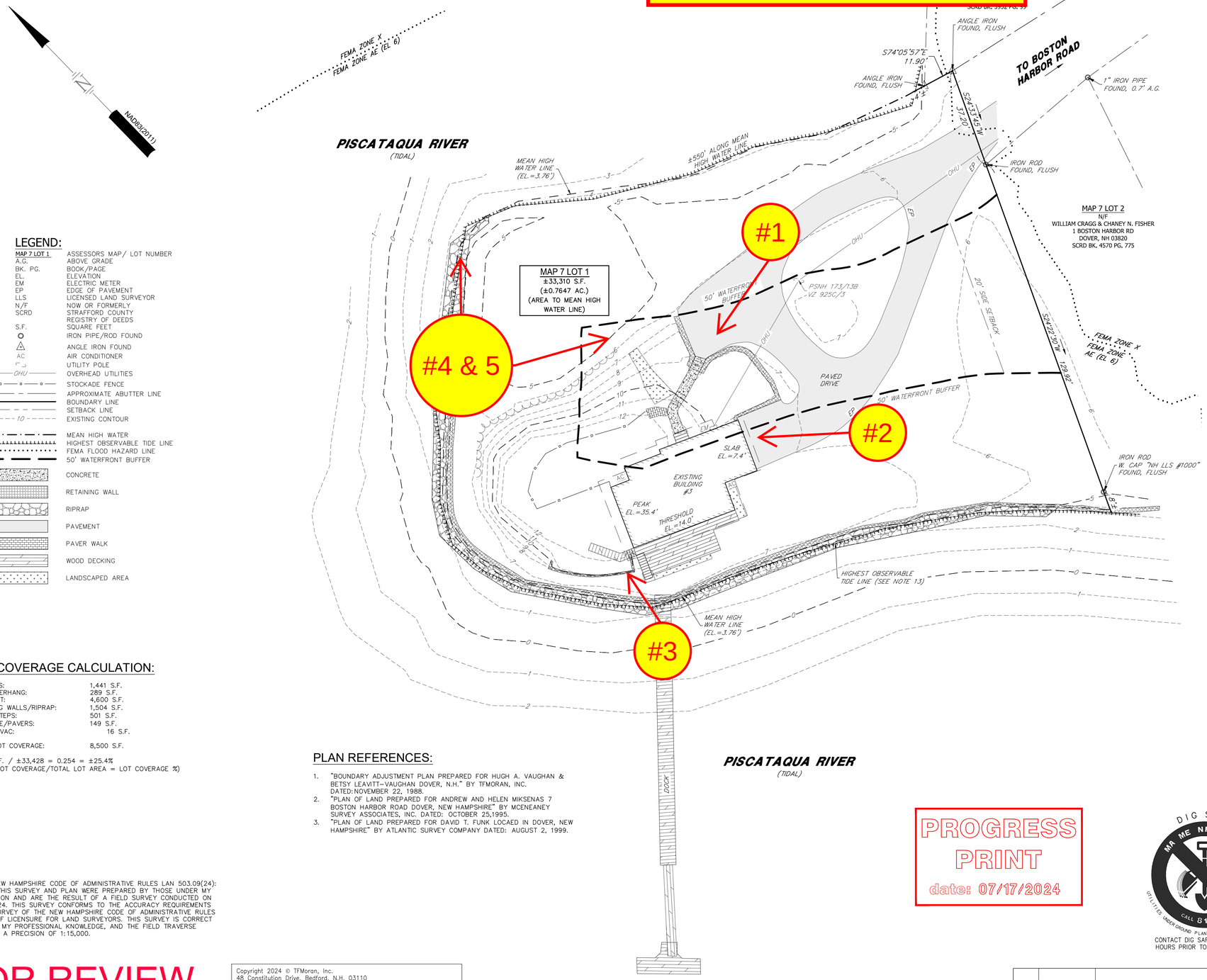
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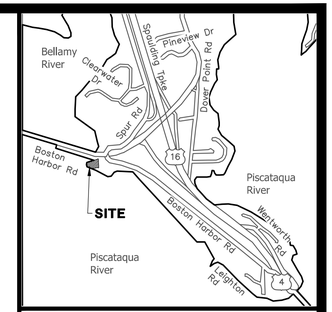
This plan is not effective unless signed by a duly authorized officer of TFMoran, Inc.

DIG SAFE
811 OR 1-888-DIG-SAFE
CONTACT DIG SAFE TO BUSINESS HOURS PRIOR TO CONSTRUCTION

Aug 26, 2025 - 1:04pm
C:\Users\LTaylor\appdata\local\temp\AcPublish_13740\47529.10-Site-Plans.dwg

Photo Orientation Key





LOCATION PLAN

LEGEND:

MAP 7 LOT 1	ASSESSORS MAP/ LOT NUMBER
A.G.	ABOVE GRADE
BK. PG.	BOOK/PAGE
EL.	ELEVATION
EM	ELECTRIC METER
EP	EDGE OF PAVEMENT
LLS	LICENSED LAND SURVEYOR
N/F	NOW OR FORMERLY
SCRD	STRAFFORD COUNTY REGISTRY OF DEEDS
S.F.	SQUARE FEET
	IRON PIPE/ROD FOUND
	ANGLE IRON FOUND
AC	AIR CONDITIONER
	UTILITY POLE
OHU	OVERHEAD UTILITIES
	STOCKADE FENCE
	APPROXIMATE ABUTTER LINE
	BOUNDARY LINE
	SETBACK LINE
10	EXISTING CONTOUR
	MEAN HIGH WATER
	HIGHEST OBSERVABLE TIDE LINE
	FEMA FLOOD HAZARD LINE
	50' WATERFRONT BUFFER
	CONCRETE
	RETAINING WALL
	RIPRAP
	PAVEMENT
	PAVER WALK
	WOOD DECKING
	LANDSCAPED AREA

LOT COVERAGE CALCULATION:

BUILDINGS:	1,441 S.F.
ROOF OVERHANG:	289 S.F.
PAVEMENT:	4,600 S.F.
RETAINING WALLS/RIPRAP:	1,504 S.F.
DECKS/STEPS:	501 S.F.
CONCRETE/PAVERS:	149 S.F.
OTHER/HVAC:	16 S.F.
TOTAL LOT COVERAGE:	8,500 S.F.

8,500 S.F. / ±33,428 = 0.254 = ±25.4%
(TOTAL LOT COVERAGE/TOTAL LOT AREA = LOT COVERAGE %)

PLAN REFERENCES:

1. "BOUNDARY ADJUSTMENT PLAN PREPARED FOR HUGH A. VAUGHAN & BETSY LEAVITT-VAUGHAN DOVER, N.H." BY TFMORAN, INC. DATED: NOVEMBER 22, 1988.
2. "PLAN OF LAND PREPARED FOR ANDREW AND HELEN MIKSENAS 7 BOSTON HARBOR ROAD DOVER, NEW HAMPSHIRE" BY MCENEANEY SURVEY ASSOCIATES, INC. DATED: OCTOBER 25,1995.
3. "PLAN OF LAND PREPARED FOR DAVID T. FUNK LOCAED IN DOVER, NEW HAMPSHIRE" BY ATLANTIC SURVEY COMPANY DATED: AUGUST 2, 1999.

NOTES:

1. THE PARCEL IS LOCATED IN THE (R-20) LOW DENSITY RESIDENTIAL ZONING DISTRICT, THE RIVERFRONT RESIDENTIAL OVERLAY DISTRICT, AND THE NHDES 250' SHORELAND PROTECTION ZONE.
2. THE PARCEL IS SHOWN ON THE CITY OF DOVER ASSESSOR'S MAP 7 AS LOT 1.
3. THE PARCEL IS LOCATED IN ZONE AE, WITH A BASE FLOOD ELEVATION OF 6 FEET PER NAVD88 VERTICAL DATUM, AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP), FLOOD INSURANCE RATE MAP (FIRM) STRAFFORD COUNTY, NEW HAMPSHIRE, PANEL 340 OF 405, MAP NUMBER 33017C0340E, MAP REVISED SEPTEMBER 30, 2015.
4. DIMENSIONAL REQUIREMENTS: — REQUIRED:
   MINIMUM LOT SIZE: 20,000 S.F.
   LOT FRONTAGE: 125'
   MINIMUM YARD DIMENSIONS:
   FRONT: 20'
   SIDE: 20'
   REAR: 30'
   MAXIMUM STRUCTURE DIMENSIONS:
   BUILDING HEIGHT: 35'
   LOT COVERAGE: 30%

   OVERLAY DISTRICTS:
   RIVERFRONT RESIDENTIAL OVERLAY DISTRICT:
   "EXISTING LOTS OF RECORD ARE EXEMPT..." PER 170-28.1.E

   NHDES 250' SHORELAND ZONING DISTRICT:
   WETLAND SETBACK: 250'
5. OWNER OF RECORD:
   MAP 7 LOT 1:
   ANGELA K. ENGEL & PAUL L. SAPIENZA, SR.
   3 BOSTON HARBOR ROAD
   DOVER, NH 03820
   SCRD BK#4260 PG#320
6. PARCEL AREA:
   MAP 7 LOT 1:
   ±33,310 S.F.
   (±0.7647 ACRES)
7. THE INTENT OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE WITH THE CURRENT LEGAL DESCRIPTIONS. IT IS NOT AN ATTEMPT TO DEFINE THE EXTENT OF OWNERSHIP OR DEFINE THE LIMITS OF TITLE.
8. THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY LINES, TOPOGRAPHY AND CURRENT SITE CONDITIONS OF MAP 7 LOT 1.
9. FIELD SURVEY COMPLETED BY TCE IN JUNE 2024 USING A LEICA TS16, GS-16, GS-18 AND CARLSON DATA COLLECTION SOFTWARE.
10. HORIZONTAL DATUM IS NAD83 (2011) PER REDUNDANT NETWORK RTK GPS OBSERVATIONS. THE VERTICAL DATUM IS NAVD88 PER REDUNDANT NETWORK RTK GPS OBSERVATIONS. THE CONTOUR INTERVAL IS 1 FOOT.
11. EASEMENTS, RIGHTS, AND RESTRICTIONS SHOWN OR IDENTIFIED ARE THOSE WHICH WERE FOUND DURING RESEARCH PERFORMED AT THE STRAFFORD COUNTY REGISTRY OF DEEDS. OTHER RIGHTS, EASEMENTS, OR RESTRICTIONS MAY EXIST WHICH A TITLE EXAMINATION OF SUBJECT PARCEL(S) WOULD DETERMINE.
12. THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. TFMORAN, INC. MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UNDERGROUND UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE.
13. THE HIGHEST OBSERVABLE TIDE LINE (HOTL) DEPICTED ON THIS PLAN WAS DETERMINED ON JUNE 3, 2024 BY QUALIFIED COASTAL PROFESSIONAL, JASON R. AUBE. THE HOTL WAS DETERMINED IN ACCORDANCE WITH THE NHDES WETLANDS BUREAU ADMINISTRATIVE RULES. UNDER ENV-WT 602.23, HIGHEST OBSERVABLE TIDE LINE MEANS A LINE DEFINING THE FARTHEST LANDWARD LIMIT OF TIDAL FLOW, NOT INCLUDING STORM EVENTS, THAT CAN BE RECOGNIZED BY INDICATORS SUCH AS THE PRESENCE OF A STRAND LINE OF FLOTSAM AND DEBRIS, THE LANDWARD MARGIN OF SALT-TOLERANT VEGETATION, OR A PHYSICAL BARRIER THAT BLOCKS INLAND FLOW OF THE TIDE.

PROGRESS PRINT
date: 07/17/2024

DIG SAFE
MA ME NH RI VT
UTILITIES UNDERGROUND PLANT DAMAGE PREVENTION SYSTEM
CALL 811 TOLL FREE

CONTACT DIG SAFE 72 BUSINESS HOURS PRIOR TO CONSTRUCTION

PURSUANT TO NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES LAN 503.09(24): I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED BY THOSE UNDER MY DIRECT SUPERVISION AND ARE THE RESULT OF A FIELD SURVEY CONDUCTED ON JUNE 3 & 5, 2024. THIS SURVEY CONFORMS TO THE ACCURACY REQUIREMENTS OF AN URBAN SURVEY OF THE NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS. THIS SURVEY IS CORRECT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, AND THE FIELD TRAVERSE SURVEY EXCEEDS A PRECISION OF 1:15,000.

FOR REVIEW

LICENSED LAND SURVEYOR _____ DATE _____

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This plan is not effective unless signed by a duly authorized officer of TFMoran, Inc.

20 10 0 20
Graphic Scale in Feet

REV.	DATE	DESCRIPTION	DR	CK

TAX MAP 7 LOT 1
EXISTING CONDITIONS PLAN
ENGEL/SAPIENZA
3 BOSTON HARBOR RD
DOVER, NEW HAMPSHIRE
COUNTY OF STRAFFORD
OWNED BY
ANGELA K. ENGEL &
PAUL L. SAPIENZA, SR.

SCALE: 1" = 20' (22x34)
1" = 40' (11x17)
JULY 10, 2024

Seacoast Division
TFM
Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists
170 Commerce Way, Suite 102
Portsmouth, NH 03801
Phone (603) 431-2222
Fax (603) 431-0910
www.tfmoran.com

FILE	47529-10	DR	RJB	FB	558	S-1
		CK	BMK	CADFILE		

Jul 17, 2024 - 8:14am
\\TFM-BEDFORD\Projects\Civil-Survey\MISC Projects\47529 Boston Harbor Rd, Dover, NH\47529-10 Sapienza, 3 Boston Harbor Rd\Carlson Survey\Dwgs\47529-10 Survey.dwg

CITY OF DOVER

PLANNING BOARD - STAFF MEMO FILE #COND-2025-0034

Application Type:	Conditional Use Permit
Applicant(s):	TFMoran
Owner(s):	Rushmore Stepanek Family Revocable Trust Rushmore Stepanek Family Revocable Trust
Location:	191 Spur Road (Map L, Lot 47-B)
Meeting Date:	February 10, 2026

INTENT: Proposal is for a Conditional Use Permit (CUP) to reconstruct a sunroom, deck, and patio, resulting in 1,214± square feet of permanent impacts and 1,430± square feet of temporary impacts within the Conservation District.

AGENDA ITEM #: 4-E

FILE: COND-2025-0034

OWNER: Rushmore Stepanek Family Revocable Trust

APPLICANT: TFMoran

LOTS/UNITS PROPOSED: N/A (no change)

ACREAGE: 1.02 ± ac.

ZONING DISTRICT: R-20

EXISTING/PROPOSED LAND USE: Residential

SURROUNDING LAND USE: Residential, Bellamy River

WAIVERS REQUESTED: N/A

ZBA ACTION: N/A for proposal.

PERMITS REQUIRED: City of Dover CUP for proposed Conservation District impacts, NHDES Minimum Impact Wetland Permit

APPLICATION IS COMPLETE: Yes

TECHNICAL REVIEW COMMITTEE: N/A

CONSERVATION COMMISSION: Reviewed and endorsed with a condition on January 12, 2026.

ATTACHMENTS: Impact Plan, Application Materials.

Summary of Request and Background:
The applicant is proposing to reconstruct a sunroom, deck, and patio. The alterations will be within a similar footprint as existing.

The proposed work will result in approximately 1,214 square feet of permanent impacts within the Conservation District and approximately 1,430 square feet of temporary impacts and the proposed project will result in a slight decrease in impervious surface.

The Conservation Commission met on January 12, 2026 where the commission endorsed the application with a condition that the silt sock location be adjusted on the plan to reflect the temporary impact.

Consistency with Land Use Regulations – CUP 170.27.C
The Conservation District ordinance §170.27.C provides for Conditional Use Permits to allow impacts to the Conservation District if standards related to demonstration that the use is essential to the productive use of land, a soil erosion and sedimentation control plan is submitted, state and federal approvals have been applied for, and a written review by the Conservation Commission has been sought.

Planning Staff feels that the applicant considered and met all of the criteria as specified in §170.27.C per their narrative. The proposal is to modify an existing single-family home, with all construction occurring within a similar existing footprint. Impervious area will be reduced by approximately 177 square feet and the proposed patio will be constructed with pervious pavers. Silt socks are proposed as part of the soil erosion and sedimentation control plan and will be installed and maintained throughout the duration of the project until all work is complete and the site is stabilized. NHDES permitting for the proposed impacts has been applied for, and the Conservation Commission met and endorsed the application with a condition to amend the site plan.

STAFF RECOMMENDATION:
The Planning Department recommends that the Planning Board vote to accept the application and determine it not to have regional impact, open a public hearing, close the public hearing, make the necessary and supporting findings of fact, and vote to approve the Conditional Use Permit with the following subsequent conditions of approval:

Subsequent Conditions to be Met Prior to Issuance of Conditional Use Permit:

1. Submit a final site plan to the Planning Department that includes:

Over please →

CITY OF DOVER

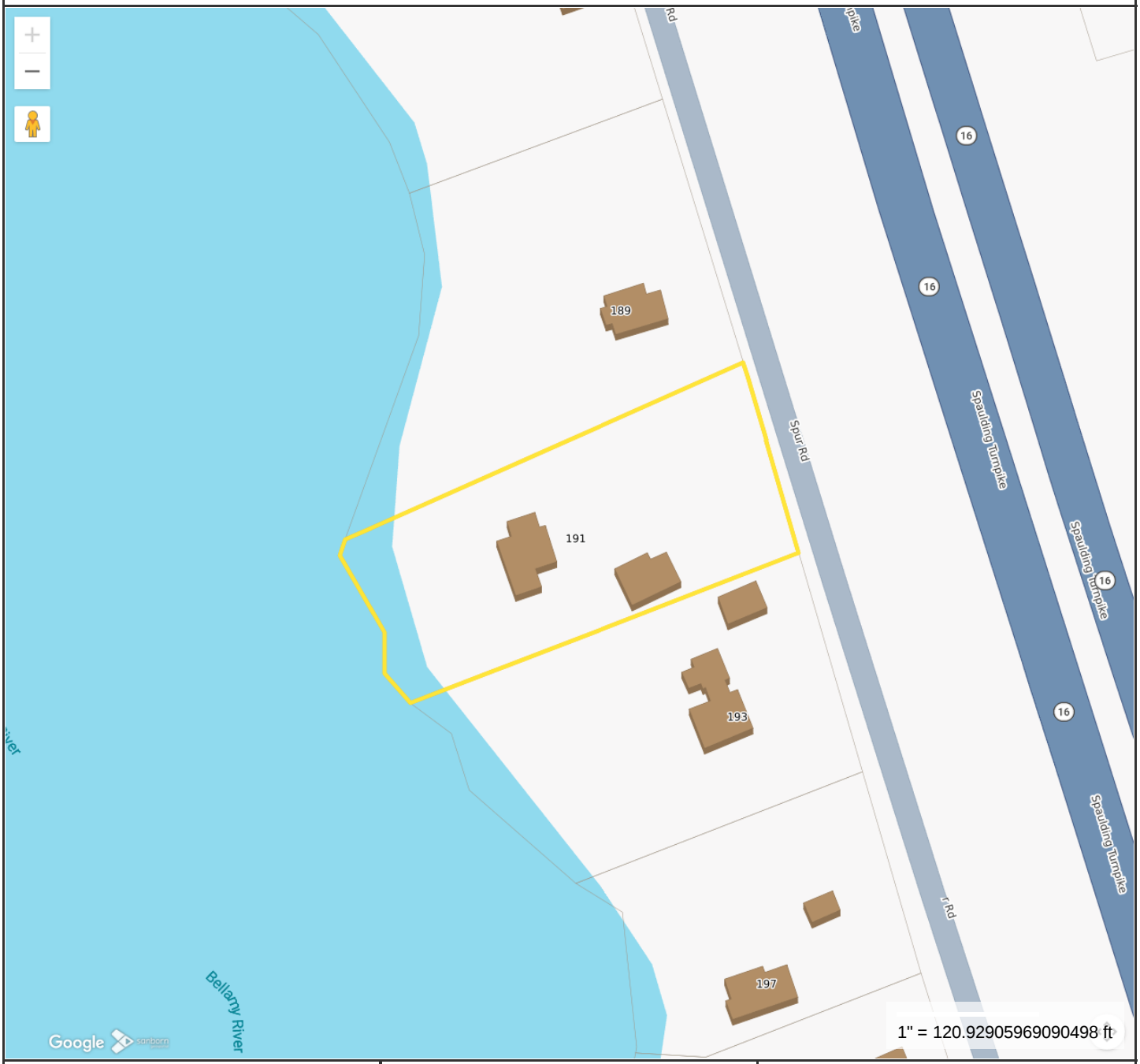
PLANNING BOARD - STAFF MEMO FILE #COND-2025-0034

Application Type:	Conditional Use Permit
Applicant(s):	TFMoran
Owner(s):	Rushmore Stepanek Family Revocable Trust Rushmore Stepanek Family Revocable Trust
Location:	191 Spur Road (Map L, Lot 47-B)
Meeting Date:	February 10, 2026

1.1. Permit File #COND-2025-0034;
1.2. Owner's signature;
1.3. Site plan be amended to show temporary impacts of the silt sock;

2. Submit a copy of approved NHDES permitting when received.

COND-2025-0034 191 SPUR ROAD



Property Information

Location	191 SPUR RD
Owner	RUSHMORE B &STEPANEK FRED TRUSTEES
Land Use	101R
Zoning Code	R-20
Property Id	L0047-B00000

MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

City of Dover, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 10/30/2023
Data updated Daily

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

PERMIT SNAPSHOT REPORT COND-2025-0034
FOR CITY OF DOVER, N.H.

Permit Type	Conditional Use	**Project:**		**App Date:**	12/29/2025
Work Class:	Environmental	**District:**	None	**Exp Date:**	NOT AVAILABLE
Status:	In Review	**Square Feet:**	0.00	**Completed:**	NOT COMPLETED
Valuation:	$0.00	**Assigned To:**	Edgecomb, Makayla	**Approval Expire Date:**	

Description: Impacts within the 50' City of Dover wetland buffer and 100' Local Buffer for the purpose of rebuilding a sunroom, deck, and previous patio in a similar footprint. As well as the required equipment access.

Parcel:	L0047-B00000	Main	**Address:** 191 Spur Rd Dover, NH	Main	**Zone:** R-20(Residential - Low Density)

Owner	Plan Preparer	Applicant
Rushmore Stepanek Family Revocable Trust Rushmore Stepanek Family Revocable Trust Business: (603) 431-2222	Vincent P Brigagliano 170 Commerce Way, Suite 102 Portsmouth, NH 03801 Business: (603) 431-2222	Vincent P Brigagliano 170 Commerce Way, Suite 102 Portsmouth, NH 03801 Business: (603) 431-2222

Permit Custom Fields

Select Permit Type	Wetland Protection District	General Purpose	Alteration / Addition	Project Zone	Residential
What is the parcel zoned?	R-20	New Change in Impervious/Paved Area (sq ft)	-177	Work	The applicant owns a 1.1207-acre parcel at 191 Spur Road in Dover, New Hampshire, developed with a 1 1/2-story wood-framed single-family residence and associated site improvements along the Bellamy River. The applicant is proposing to construct a sunroom, deck, and pervious patio within a similar footprint of an existing deck and sunroom. A temporary equipment access path is required to complete these improvements. The proposed activities occur within both the 50-foot Local Wetland Setback and the 100-foot Tidal Buffer of the Wetlands Protection Overlay District. All work will take place on manicured lawn or developed areas. The project is consistent with the purpose and intent of the Wetlands Protection District, as it results in a net reduction of impervious surface area and will not adversely affect the functions and values of the adjacent wetland or tidal

resources. Prior to construction, erosion and sedimentation controls consisting of a silt sock will be installed along the downslope limit of work to ensure no sediment or debris migrates toward the adjacent wetland or tidal resource. Construction will not begin until all erosion controls are properly installed and inspected. The existing deck and sunroom will be dismantled and removed from the site for proper disposal. The proposed sunroom, deck, and pervious patio will then be constructed within the depicted footprint. The pervious pavers will be installed and maintained in accordance with manufacturer specifications to ensure they function and remain pervious over time. Upon completion of construction, all disturbed soils will be loamed and seeded with an appropriate conservation or lawn seed mix, and monitored for successful stabilization. Once the site is fully stabilized and vegetation has been re-established, the silt socks will be removed.	permitstatefed	NHDES Shoreland Permit Application NHDES Expedited Minimur Impact Wetlands Permit Application

Attachment File Name	Added On	Added By	Attachment Group	Notes
Signature_Vincent_Brigagliano_12/29/2025.jpg	12/29/2025 13:07	Brigagliano, Vincent		Uploaded via CSS
Permit Snapshot Report.pdf	12/29/2025 13:08	Service, EnerGov		Attached by IO - ATTACH: Initial Permit Snapshot
2026.01.12_ConservationCommission.MinutesDRAFT.pdf	01/16/2026 10:50	Blonigen, Rachel		Draft ConCom Minutes

Invoice No.	Fee	Fee Amount	Amount Paid
INV-2025015056	Planning General Application Fee	$200.00	$200.00
	Total for Invoice INV-2025015056	**$200.00**	**$200.00**
	Grand Total for Permit	**$200.00**	**$200.00**

Submittal Name	Status	Received Date	Due Date	Complete Date	Resubmit	Completed
Conditional Use Review v.1	Approved	12/29/2025	01/02/2026		No	No

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
Planning	Planning	Edgecomb, Makayla	Approved	12/29/2025	01/26/2026	01/16/2026

Workflow Step / Action Name	Action Type	Start Date	End Date

PERMIT SNAPSHOT REPORT (COND-2025-0034)

Review v.1		12/29/2025 0:00	01/16/2026 11:04
Confirm application complete v.1	Generic Action		12/29/2025 13:20
Conditional Use Review v.1	Receive Submittal	12/29/2025 13:19	01/16/2026 11:04
Planning Board v.1		01/16/2026 11:04	
Planning Board Agenda v.1	Task	01/16/2026 11:04	
Invoice for Notices v.1	Task		
Send Notices v.1	Task		
Planner Creates Staff Recommendations v.1	Permit Activity		
Distribute Planning Board Materials v.1	Task		
Planning Board Hearing v.1	Hold Hearing		
Planning Board Decision v.1	Permit Activity		
NOD Sent to Applicant v.1	Create Report		
Issue Permit v.1			
Verify Fees Prior to Permit v.1	Generic Action		
Issue and Review Permit v.1	Generic Action		
Print and Email Permit v.1	Generic Action		
Plans uploaded to Treeno v.1	Generic Action		
Internal Notification of Plan Completion v.1	Generic Action		
Recording v.1	Task		

City of Dover, New Hampshire
CONDITIONAL USE PERMIT APPLICATION

[Revision Date: October 19, 2020]

Office Use Only	Project #:		Date Received:	
	Amount Paid:		Time Received:	

APPLICANT AND OWNER INFORMATION

Name of Applicant: Rushmore Stepanek Family Revocable Trust Telephone # Private

Address of Applicant: 191 Spur Road Dover, NH

E-Mail Address: Barbara Rushmore: wbrkc5@icloud.com & Fred Stepanek: ftools52@gmail.com

Name of Property Owner (if different from applicant): _____ Telephone #_____

Address of Property Owner: 191 Spur Road Dover, NH

PROPERTY INFORMATION

Assessor's Map # L-2 Lot(s) # 47B

Address of Property: 191 Spur Road Dover, NH

Zoning District(s) R-20 Overlay District(s) Wetland Buffer & Conservation District

Existing Use of Property: Single family residential

CONDITIONAL USE PERMIT INFORMATION

Type of Conditional Use Permit (Check All That Apply):

☒ Conservation District	☐ RCM Use Overlay District	☐ Gateway District
☐ Groundwater Protection	☐ Off-Street Parking and Loading	☐ Alternative Treatment Center
☒ Wetland Buffer	☐ Central Business District	☐ Heritage Residential District

Describe Proposed Use or Activity That Requires Conditional Use Permit and Describe Any Impacts:

Impacts within the 50' City of Dover wetland buffer and 100' Conservation District for the purpose of rebuilding a sun room, deck, and previous patio in a similar footprint. As well as the required equipment access.

List Any Associated State or Federal Permits That Have Been or Will Be Applied For and Indicate Their Status: NHDES Wetlands Dredge & Fill permit - Under review by NHDES

NHDES Shoreland permit - Under review by NHDES

Name of Professional That Prepared Plans: Corey Colwell NH LLS, Jason Aube CWS & Vincent Brigagliano Environmental Scientist

Address 170 Commerce Way, Suite 102, Portsmouth, NH Telephone #: 603.431.2222

Professional License #: NH LLS #844, CWS #313 E-mail address: vbrigagliano@tfmoran.com (Agent)

SIGNATURES

I/We hereby submit this application to the City of Dover Planning Board and attest that to the best of my knowledge all of the information on this application form and in the accompanying application materials and documentation is true and accurate. As applicant or as agent, I attest that I am duly authorized to act in this capacity.

Signature of Property Owner: _____ Date: 12/15/2025

Signature of Applicant (if different from owner): _____ Date: 12/09/2025

Signature of Agent: _____ Date: 12/09/2025

AUTHORIZATION TO ENTER SUBJECT PROPERTY

I, and my successors, hereby authorize members of the Dover Planning Board, Planning Department and other pertinent City Departments and boards to enter my property for the purpose of evaluating this application, including performing inspections during the application phase, post-approval phase, construction phase and occupancy phase. It is understood that these individuals must use all reasonable care, courtesy, and diligence when on the property.

Signature of Property Owner: _____ Date: 12/15/2025

CITY OF DOVER CONDITIONAL USE
LIST OF ABUTTERS

Pursuant to RSA 676:4, the State Law of New Hampshire, the City of Dover is required to notify the applicant, abutters (including holders of conservation easements), and any professional whose seal is on the plan, of the public hearing by certified mail, return receipt requested. Staff will provide the abutter information, while the applicant must provide accurate contact information for the owner, applicant and professional agents representing the project.

Owner:

TAX MAP	LOT #	PROPERTY OWNER	MAILING ADDRESS
L-2	47-B	The Rushmore Stepanek Family Revocable Trust	191 Spur Road. Dover, NH

Applicant (if different from owner):

APPLICANT NAME	APPLICANT COMPANY	MAILING ADDRESS
The Rushmore Stepanek Family Revocable Trust	N/A	191 Spur Road. Dover, NH

Surveyor and/or Engineer/Professional Agent:

NAME	COMPANY	MAILING ADDRESS
Corey Colwell, NH LLS	TFMoran, Inc.	170 Commerce Way, Suite 102, Portsmouth NH
Jason Aube, CWS	TFMoran, Inc.	170 Commerce Way, Suite 102, Portsmouth NH

Conservation Easement Holder:

TAX MAP	LOT #	NAME OF EASEMENT HOLDER	MAILING ADDRESS

PLANNING BOARD FEE SCHEDULE/INVOICE

(Revised July 24, 2023)

Below are the fees associated with plan review and are subject to a nonrefundable application fee to cover administrative expenses. Please complete the information below and provide payment with your application submittal. **Plan review fees shall be paid prior to technical review committee (TRC) being scheduled.** For plans not requiring TRC review, **fees are due 21 days prior** to the Planning Board meeting. Staff will coordinate abutter/notice fees, which will be invoiced and must be paid 28 hours before the Planning Board meeting for an application to be heard. Fees shall be paid by cash or check made payable to "City of Dover".

A. Plan Review Fees

1. Application fee for the following (SELECT ALL THAT APPLY):

- ☐ SUBDIVISION Application fee $200.00 + $150.00 x # _____ new lots created = $_____
- ☐ LOT LINE ADJUSTMENT Application fee $200.00 + $100.00 X # ___ of lots involved = $_____
- ☐ TRANSFER OF DEVELOPMENT RIGHTS Application fee $200.00 = $_____
- ☐ SITE REVIEW – RESIDENTIAL Application fee $200.00+ $100.00 x # __ per dwelling unit =$_____
- ☐ SITE REVIEW – NON-RESIDENTIAL Application fee $200.00 + (not to exceed $10,000)
  - New construction $.15 sq. ft. x # _____ sq. ft.= $_____
  - Additions (new floor space) $.10 per sq. ft. x # _____sq. ft.= $_____
- ☐ MOTEL/HOTEL $35.00 x # ___ per lodging unit= $_____
- ☐ CHANGE OF USE Application fee $200.00 + (not to exceed $5,000)
  - Existing floor spaces $.10 per sq. ft. x # _____ sq. ft. = $_____
- ☒ CONDITIONAL USE PERMIT Application fee $200.00 x # __1__ per Application = $ 200
- ☐ GRAVEL PIT/ EXCAVATIONS
  - Application fee $50.00= $_____
  - Permit fee $75.00= $_____
- ☐ EXTENSIONS/AMENDMENTS/WAIVERS FOR AN APPROVED PLAN Application fee $200.00 = $_____
- ☐ REQUEST FOR REZONING Application fee $200.00 = $_____
- ☐ DRIVEWAY WAIVER Application fee $200.00 = $_____
- ☐ **TOTAL IMPERVIOUS PAVED AREA** (for new development, roadways or additions to existing parking lots, (not to exceed $10,000)) Application fee of $200.00 is N/A if it is part of a Site Review or Subdivision Plan. $200.00 + $.07 per sq. ft. x # _____ sq. ft. = $_____

SUBTOTAL PLAN REVIEW FEE = $ 200

AND

B. Abutter Notification/Mailing Labels - this office will create and print the abutter list and provide labels in triplicate for each abutter. The applicant/owner will review the list for accuracy and provide to us the engineer, architect, licensed land surveyor (LLS), licensed landscape architect (LLA) and/or soil scientist whose professional seal appears on the plan with names and addresses for notices.

- ☐ Applicant & Owner, engineer, architect, LLS, LLA and/or soil scientist
  - Certified letters fee # _____ of x $10.00= $_____
- ☐ Certified letters fee: # of abutters _____ X $10.00= $_____
- ☐ First Class Mail fee (for individual owner of units within a condominium or other collective form of ownership): # of abutters _____ X $1.00= $_____
- ☐ Creating/Printing Abutter Labels in triplicate per sheet _____ x $10.00= $_____

C. Foster's newspaper public notice fee $120.00 x # _____ applications = $_____

SUBTOTAL = $_____

TOTAL INVOICE AMOUNT = $_____

PLAN REVIEW FEE COLLECTED/PAID = $ _____

BALANCE DUE = $ 200

The amount due must be paid 28 hours prior to the Planning Board Meeting, to be heard.

COND-2025-0034 **191 SPUR ROAD**

Property ID	Location	Owner 1	Owner 2	Owner Address 1	City	State	Zip
L0048-R00000	197 SPUR RD	BADGER MARK G &	DUDEVOIR-BADGER JULIE A	261 DANDI VIEW RD	NORTH CONWAY	NH	03860
L0047-A00000	193 SPUR RD	TURGEON MICHAEL T &	TURGEON KERRI A	39 INDIGO HILL RD	SOMERSWORTH	NH	03878
L0046-T00000	189 SPUR RD	WOODBURN FREDERICK C JR & ROBERTA N TRUS	THE WOODBURN FAMILY REVOCABLE TRUST OF 2	189 SPUR RD	DOVER	NH	03820
L0047-B00000	191 SPUR RD	RUSHMORE B &STEPANEK FRED TRUSTEES	RUSHMORE STEPANEK FAMILY REVOCABLE TRUST	191 SPUR RD	DOVER	NH	03820
		TF MORAN	VINCENT BRIGAGLIANO	170 COMMERCE WA	PORTSMOUTH	NH	3801

Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

Deck and Sunroom Rebuild and Required Machine Access

191 Spur Road, Dover NH – Tax Map: L-2, Lot: 47-B

Detailed Description of Project

The applicant owns a 1.1207-acre parcel at 191 Spur Road in Dover, New Hampshire, developed with a 1 1/2-story wood-framed single-family residence and associated site improvements along the Bellamy River. The applicant is proposing to construct a sunroom, deck, and pervious patio within a similar footprint of an existing deck and sunroom. A temporary equipment access path is required to complete these improvements.

The proposed activities occur within both the 50-foot Wetland Setback of the City of Dover Wetland Protection Buffer District and the 100-foot Tidal Buffer of the Conservation District. All work will take place on manicured lawn or developed areas. The project is consistent with the purpose and intent of the Conservation and Wetland Buffer District, as it results in a net reduction of impervious surface area and will not adversely affect the functions and values of the adjacent wetland or tidal resources.

Prior to construction, erosion and sedimentation controls consisting of a silt sock will be installed along the downslope limit of work to ensure no sediment or debris migrates toward the adjacent wetland or tidal resource. Construction will not begin until all erosion controls are properly installed and inspected.

The existing deck and sunroom will be dismantled and removed from the site for proper disposal. The proposed sunroom, deck, and pervious patio will then be constructed within the depicted footprint. The

pervious pavers will be installed and maintained in accordance with manufacturer specifications to ensure they function and remain pervious over time.

Upon completion of construction, all disturbed soils will be loamed and seeded with an appropriate conservation or lawn seed mix, and monitored for successful stabilization. Once the site is fully stabilized and vegetation has been re-established, the silt socks will be removed.

Civil Engineers
Structural Engineers
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Land Surveyors
Landscape Architects
Scientists

City of Dover - Conditional Use Permit (CUP) Application

Criteria for Approval

191 Spur Road, Dover NH – Tax Map: L-2, Lot: 47-B

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§ 170-28 (F) (1) Wetland Buffer

(a) Practicable alternative

There is no practicable alternative that would result in a less adverse impact on the area. This project simply proposes modifying an existing residential dwelling that will result in a 177-square foot decrease in impervious area. This project will have no direct impact on wetlands or natural, wooded, vegetated wetland buffers. The proposed sunroom and deck will almost be entirely within the existing footprint, and it will not extend any closer to the adjacent tidal or freshwater resources. The proposed construction access route represents the most direct and least impactful means of site access.

(b) Avoidance

By virtue of the dwelling being located within the Wetland Protection District and wetland buffers, impacts of this nature cannot be avoided. As stated above, the impacts proposed are the least impactful practicable alternative.

(c) Minimization

No direct impacts to the neighboring tidal or freshwater resources are proposed. All work will occur entirely within the *Previously Developed Upland Tidal Buffer Zone*. A silt sock will be installed at the limits of the ground disturbance prior to the start of construction. These erosion control measures will be monitored, inspected, and adjusted as necessary throughout the duration of the project, and it will remain in place until the site is fully stabilized, and all work has been completed.

As a form of minimization and as a measure to assist with stormwater management, a pervious patio is proposed. The details relative to how this pervious system will be installed and maintained are provided on the plans.

TFMoran, Inc.
48 Constitution Drive, Bedford, NH 03110
T(603) 472-4488 www.tfmoran.com

TFMoran, Inc. Seacoast Division
170 Commerce Way–Suite 102, Portsmouth, NH 03801
T(603) 431-2222

(d) Mitigation

This project is relatively de minimis and qualifies to use the NHDES Wetlands Minimum Impact Permitting process, and therefore, under the NHDES Wetlands Bureau Administrative Rules, more particularly, Env-Wt 313.04, Compensatory Mitigation is not required.

(e) Approval by the NHDES Wetlands Bureau

A NHDES Minimum Impact Wetland Permit Application was submitted to NHDES on December 24, 2025, and it has since been deemed *administratively complete,* and it has been assigned permit application number: 2025-03375.

(f) Wetlands Functions and Values

While this project proposes no direct impact to wetlands or undisturbed natural wetlands buffers, with oversight from NH Certified Wetland Scientist, Jason R. Aube, we assessed the functions and values of the neighboring aquatic resources using both, the NH Method and the U.S. Army Corps of Engineers Highway Methodology. Given that this project will occur entirely within the *Previously Developed Upland Tidal Buffer Zone* and a net reduction in impervious area is proposed, this project, as proposed, will not adversely affect the functions and values of the neighboring aquatic resources.



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CITY OF DOVER

DOVER CONSERVATION COMMISSION – MINUTES

Meeting Type:	Regular Meeting
Meeting Location:	City Council Conference Room - 288 Central Avenue, Dover, NH
Meeting Date:	Monday January 12, 2026
Meeting Time:	**5:30 pm**

MEMBERS PRESENT: Bill Hunt (Chair), Steve Fellows (Vice Chair), Robert Atwood (Secretary), Russ Warnock, Brianna Group (Alternate), Kristen Murphy, Abigail Lyon, Brendan Mulhall (Alternate)
Absent (Excused):
Absent (Unexcused):
STAFF PRESENT: Makayla Edgecomb (Conservation Planner) Donna Benton (Director of Planning and Community Development)
OTHERS PRESENT:

1. CALL TO ORDER AND ROLL CALL
The meeting was convened at 5:30 PM.

2. CITIZENS' FORUM
The Chair gave instructions for Citizens' forum
(None)

3. APPROVAL OF THE PRIOR MEETING MINUTES- December 8, 2025
R. Warnock moved to approve the minutes of December 8th as submitted. R. Atwood seconded. Vote: 4 in favor with 4 abstentions.

4. MEMBER VOTING:
The current officers all agreed to serve another year unless someone else was interested.
The members voted all in favor for the slate of officers as is for another year.

5. OLD BUSINESS:
A. Grant Updates: Ash trees, Willand Pond, LCHIP
M. Edgecomb gave updates on various grant applications:
Ash Trees: Grant received
Willand Pond: Grant received
LCHIP: Grant received

All grants will go before Council on the 14th and 28th. Once accepted by the City, requests for bids will go out. M. Edgecomb updated the Commission on the next steps in the process for each project.

6. NEW BUSINESS
A. Conservation Fund Request for Staff Administration Cost
Chair Hunt and D. Benton presented the item and answered questions from the members regarding the fund status.
Discussion ensued whether the Conservation Fund should cover any staff salary fees. The members agreed they will fund it this time so nothing is held up, but they all want to discuss this further and gather more information about how this came to be before any future requests.

R. Warnock moved to approve the requested funding for staff. Seconded by: A. Lyon. Vote: 6 in favor with 0 opposed.

B. Review of Donated Conservation Easement: Stonearch Trail

M. Edgecomb and D. Benton explained the item giving background information.

A. Lyon moved to recommend acceptance of the donation with the condition the Open Lands Committee is in favor. Seconded by: R. Atwood. Vote: 6 in favor.

C. City of Dover Conditional Use Permit for Paul Sapienza, Assessor's Map 7, Lot 1 zoned R-20, Riverfront Residential located at 3 Boston Harbor Rd. Proposal is for 4,887 s.f. of temporary impacts and 19,382 s.f. of permanent impacts to the Conservation District to develop a hybrid living shoreline with the goal to become storm resilient and protect the property from anticipated sea level rise. (COND-2025-0032)

Luke Taylor presented the item and explained the hybrid living shoreline proposal and details. He answered clarifying questions about the proposal for the commission members.

A. Lyon moved to endorse the proposal as presented. Seconded by: R. Atwood. Vote: 5 in favor with 1 opposed and 0 abstaining.

D. City of Dover Conditional Use Permit for Rushmore Stepanek Family Revocable Trust Rushmore Stepanek Family Revocable Trust, Assessor's Map L Lot 47 B zoned R-20 located at 191 Spur Rd. Proposal is to rebuild a sunroom, deck, and patio within a similar footprint to the existing in the Conservation District. Proposal results in 1,214 s.f. of permanent impacts an 1,430 s.f. of temporary impacts. Please note that the changes will result in a 177 s.f. decrease in impervious surface. (COND-2025-0034).

Vincent Brigagliano, TF Moran presented the item and explained the details of the proposal. He answered questions from the commission members.

R. Warnock moved to endorse the project as presented with the condition the silt sock location be adjusted on the plan to reflect temporary impact. Seconded by: S. Fellows. Vote: 6 in favor with 0 opposed and 0 abstaining.

7. REPORT FROM THE CHAIR

A. Review of Correspondence Received from NH Department of Environmental Services

M. Edgecomb noted no correspondence received.

8. OTHER BUSINESS

A. Update from Forest Management Subcommittee

a. No meeting since the last Conservation meeting

B. Nature Groupie

a. B. Group gave an update and explained some ideas

Other Items
The commission members discussed with M. Edgecomb and D. Benton the HS athletic field project and whether conditions of approval are being adhered to.

Smith well signs: M. Edgecomb spoke to water treatment staff and they support no trespassing signage, as it is a public drinking supply area.
Members thought some recreation should be allowed, and mentioned no trespassing signs just around certain areas.
M. Edgecomb will discuss with Water Treatment and Community services on a solution.

9. ADJOURNMENT
A. Lyon moved to adjourn. S. Fellows seconded. Vote: U/A
The meeting was adjourned at 6:52 PM.

DRAFT

Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

Photo Exhibit

Photos Taken on 06/04/2025

See attached Photo Orientation Key for reference.



Photo 1. The entrance to the residence from Spur Road.



Photo 2. The existing garage and residence from the driveway.



Photo 3. The landscaped driveway area.



Photo 4. The sunroom and deck, viewed from the side.



Photo 5. Another view of the sunroom and deck.

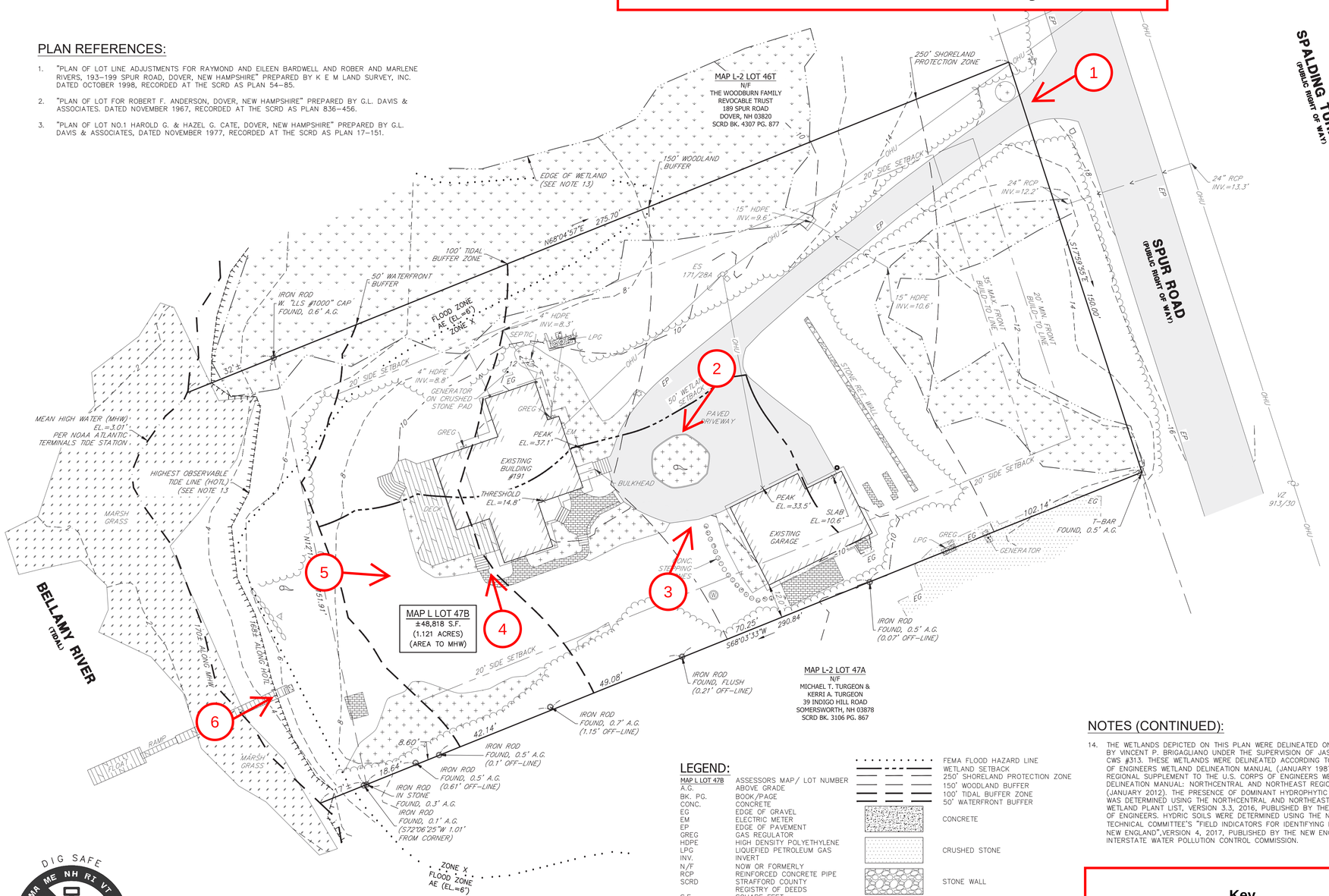


Photo 6. The water's edge and salt marsh on the western side of the property.

Photo Orientation Key

PLAN REFERENCES:

1. "PLAN OF LOT LINE ADJUSTMENTS FOR RAYMOND AND EILEEN BARDWELL AND ROBER AND MARLENE RIVERS, 193–199 SPUR ROAD, DOVER, NEW HAMPSHIRE" PREPARED BY K E M LAND SURVEY, INC. DATED OCTOBER 1998, RECORDED AT THE SCRD AS PLAN 54–85.
2. "PLAN OF LOT FOR ROBERT F. ANDERSON, DOVER, NEW HAMPSHIRE" PREPARED BY G.L. DAVIS & ASSOCIATES. DATED NOVEMBER 1967, RECORDED AT THE SCRD AS PLAN 836–456.
3. "PLAN OF LOT NO.1 HAROLD G. & HAZEL G. CATE, DOVER, NEW HAMPSHIRE" PREPARED BY G.L. DAVIS & ASSOCIATES, DATED NOVEMBER 1977, RECORDED AT THE SCRD AS PLAN 17–151.





LOCATION PLAN

NOTES:

1. THE PARCEL IS LOCATED IN THE LOW DENSITY RESIDENTIAL (R–20) ZONING DISTRICT & WETLAND PROTECTION DISTRICT.
2. THE PARCEL IS SHOWN ON THE CITY OF DOVER ASSESSOR'S MAP L–2 AS LOT 47B.
3. THE PARCEL IS LOCATED IN ZONES AE (EL.=6) & ZONE X (AREAS OF MINIMAL FLOODING) AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP), FLOOD INSURANCE RATE MAP (FIRM) STRAFFORD COUNTY, NEW HAMPSHIRE, PANEL 340 OF 405, MAP NUMBER 33017C0340E, WITH AN EFFECTIVE DATE OF SEPTEMBER 30, 2015.
4. DIMENSIONAL REQUIREMENTS:

	REQUIRED:	EXISTING:
MINIMUM LOT SIZE:	20,000 S.F.	48,818 S.F.
MINIMUM LOT FRONTAGE:	125'	150'
MINIMUM YARD DIMENSIONS:		
FRONT BUILD–TO LINE MIN./MAX:	20'/35'	>35'
SIDE SETBACK:	20'	12.0' (GARAGE)
REAR SETBACK:	30'	>30'
MAXIMUM STRUCTURE DIMENSIONS:		
BUILDING HEIGHT:	35'	±26'
MAXIMUM LOT COVERAGE:	30%	18.6%

5. OWNER OF RECORD:
   MAP L LOT 47B:
   THE RUSHMORE STEPANEK FAMILY REVOCABLE TRUST
   BARBARA J. RUSHMORE, TRUSTEE
   FRED H. STEPANEK, TRUSTEE
   191 SPUR ROAD
   DOVER, NH 03820
   SCRD BK#4571 PG#864
6. PARCEL AREA:
   MAP L–2 LOT 47B:
   48,818 S.F.
   (1.1207 ACRES)
   (AREA TO MEAN HIGH WATER (MHW))
7. THE INTENT OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE WITH THE CURRENT LEGAL DESCRIPTIONS. IT IS NOT AN ATTEMPT TO DEFINE THE EXTENT OF OWNERSHIP OR DEFINE THE LIMITS OF TITLE.
8. THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY LINES, TOPOGRAPHY AND CURRENT SITE CONDITIONS OF MAP L LOT 47B.
9. FIELD SURVEY COMPLETED BY TCE ON JUNE 3&4, 2025 USING A LEICA TS–16 TOTAL STATION, GS–16 & GS–18 GPS RECEIVERS AND CARLSON DATA COLLECTION SOFTWARE.
10. HORIZONTAL DATUM IS NAD83 (2011) PER REDUNDANT NETWORK RTK GPS OBSERVATIONS. THE VERTICAL DATUM IS NAVD88 PER REDUNDANT NETWORK RTK GPS OBSERVATIONS. THE CONTOUR INTERVAL IS 2 FOOT.
11. EASEMENTS, RIGHTS, AND RESTRICTIONS SHOWN OR IDENTIFIED ARE THOSE WHICH WERE FOUND DURING RESEARCH PERFORMED AT THE STRAFFORD COUNTY REGISTRY OF DEEDS. OTHER RIGHTS, EASEMENTS, OR RESTRICTIONS MAY EXIST WHICH A TITLE EXAMINATION OF SUBJECT PARCEL(S) WOULD DETERMINE.
12. THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. TFMORAN, INC. MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UNDERGROUND UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE.
13. THE HIGHEST OBSERVABLE TIDE LINE (HOTL) DEPICTED ON THIS PLAN WAS DETERMINED ON JUNE 3, 2024 BY QUALIFIED COASTAL PROFESSIONAL, JASON R. AUBE AND VINCENT BRIGAGLIANO. THE HOTL WAS DETERMINED IN ACCORDANCE WITH THE NHDES WETLANDS BUREAU ADMINISTRATIVE RULES, UNDER ENV–WT 602.23, HIGHEST OBSERVABLE TIDE LINE MEANS A LINE DEFINING THE FARTHEST LANDWARD LIMIT OF TIDAL FLOW, NOT INCLUDING STORM EVENTS, THAT CAN BE RECOGNIZED BY INDICATORS SUCH AS THE PRESENCE OF A STRAND LINE OF FLOTSAM AND DEBRIS, THE LANDWARD MARGIN OF SALT–TOLERANT VEGETATION, OR A PHYSICAL BARRIER THAT BLOCKS INLAND FLOW OF THE TIDE.

NOTES (CONTINUED):

14. THE WETLANDS DEPICTED ON THIS PLAN WERE DELINEATED ON JUNE 3, 2025 BY VINCENT P. BRIGAGLIANO UNDER THE SUPERVISION OF JASON R. AUBE CWS #313. THESE WETLANDS WERE DELINEATED ACCORDING TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL (JANUARY 1987) AND THE REGIONAL SUPPLEMENT TO THE U.S. CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION, VERSION 2.0 (JANUARY 2012). THE PRESENCE OF DOMINANT HYDROPHYTIC VEGETATION WAS DETERMINED USING THE NORTHCENTRAL AND NORTHEAST 2016 REGIONAL WETLAND PLANT LIST, VERSION 3.3, 2016, PUBLISHED BY THE ARMY CORPS OF ENGINEERS. HYDRIC SOILS WERE DETERMINED USING THE NH HYDRIC SOILS TECHNICAL COMMITTEE'S "FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND",VERSION 4, 2017, PUBLISHED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.

LEGEND:

MAP L LOT 47B	ASSESSORS MAP/ LOT NUMBER
A.G.	ABOVE GRADE
BK. PG.	BOOK/PAGE
CONC.	CONCRETE
EG	EDGE OF GRAVEL
EM	ELECTRIC METER
EP	EDGE OF PAVEMENT
GREG	GAS REGULATOR
HDPE	HIGH DENSITY POLYETHYLENE
LPG	LIQUEFIED PETROLEUM GAS
INV.	INVERT
N/F	NOW OR FORMERLY
RCP	REINFORCED CONCRETE PIPE
SCRD	STRAFFORD COUNTY REGISTRY OF DEEDS
S.F.	SQUARE FEET
	BOULLARD
	IRON PIPE/ROD FOUND
	GROUND LIGHT
	GUY WIRE
	LIGHT POLE
	UTILITY POLE
	UTILITY POLE W/LIGHT
	CATCH BASIN ROUND
	MAILBOX
	FLAG POLE
W	WELL
	WATER SHUT OFF
OHU	OVERHEAD UTILITY
	APPROXIMATE ABUTTER LINE
	BOUNDARY LINE
	SETBACK LINE
	TREE LINE
	DRAIN LINE
10	EXISTING CONTOUR
G	GAS/LPG LINE
	MEAN HIGH WATER
	EDGE OF WETLAND
	HIGHEST OBSERVABLE TIDE LINE
	FEMA FLOOD HAZARD LINE
	WETLAND SETBACK
	250' SHORELAND PROTECTION ZONE
	150' WOODLAND BUFFER
	100' TIDAL BUFFER ZONE
	50' WATERFRONT BUFFER
	CONCRETE
	CRUSHED STONE
	STONE WALL
	PAVEMENT
	PAVER WALK
	WOOD DECK
	LANDSCAPED AREA
	WETLANDS
	MARSH GRASS

COVERAGE CALCULATIONS:

BUILDINGS:	2,888 S.F.
PAVEMENT:	3,993 S.F.
PAVERS:	575 S.F.
DECKS&STEPS:	848 S.F.
GRAVEL:	205 S.F.
RET. WALLS:	139 S.F.
CONCRETE:	69 S.F.
ROOF OVERHANGS:	334 S.F.
OTHER:	32 S.F.
TOTAL IMPERVIOUS AREA:	9,083 S.F.
TOTAL LOT AREA:	48,818 S.F.

9,083S.F. / 48,818S.F. = 0.1860 x100 = **18.6% LOT COVERAGE**
(TOTAL IMPERVIOUS AREA / TOTAL LOT AREA = TOTAL LOT COVERAGE)

20 10 0 20
Graphic Scale in Feet

DIG SAFE
MA ME NH RI VT
CALL 811 TOLL FREE
UTILITIES UNDERGROUND PLANT DAMAGE PREVENTION SYSTEM
CONTACT DIG SAFE 72 BUSINESS HOURS PRIOR TO CONSTRUCTION

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This plan is not effective unless signed by a duly authorized officer of TFMoran, Inc.

Key

#

Photo Number, Location, Orientation

REV.	DATE	DESCRIPTION	DR	CK

TAX MAP L-2 LOT 47-B
EXISTING CONDITIONS PLAN

191 SPUR ROAD
DOVER, NEW HAMPSHIRE
COUNTY OF STRAFFORD
OWNED BY
THE RUSHMORE STEPANEK FAMILY REVOCABLE TRUST

SCALE: 1" = 20' (22x34)
1" = 40' (11x17)
JULY 8, 2025

Seacoast Division
TFM
Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists
170 Commerce Way, Suite 102
Portsmouth, NH 03801
Phone (603) 431–2222
Fax (603) 431–0910
www.tfmoran.com

FILE	DR	OMS/PJT	FB	608	S-1
42367-04	CK	BMK	CADFILE	SEE MARGIN	

Jul 08, 2025 - 10:40am
F:\MSC Projects\42367 Spur Rd, Dover, NH\42367-04 DMT Constr Inc. 191 Spur Rd\Carlson Survey\Dwgs\42367-04 Survey.dwg

Wetland Function-Value Evaluation Form

Total area of wetland >100 Acres Human made? No Is wetland part of a wildlife corridor? Yes or a "habitat island"? No

Adjacent land use Public Roadways, Residential, Wooded Distance to nearest roadway or other development 20-feet

Dominant wetland systems present E2EM1P, E2US3M, E1UBL Contiguous undeveloped buffer zone present No

Is the wetland a separate hydraulic system? No If not, where does the wetland lie in the drainage basin? Lowest reach

How many tributaries contribute to the wetland? 0 Wildlife & vegetation diversity/abundance (see attached list)

Wetland I.D. 191 Spur Road

Latitude 43.04473 Longitude 70.84219

Prepared by: Vincent Brigagliano Date 01/05/2026

Wetland Impact:
Type _____ Area 0 SF

Evaluation based on:
Office yes Field yes

Corps manual wetland delineation completed? Y x N _____

Function/Value	Suitability Y / N	Rationale (Reference #)*	Principal Function(s)/Value(s)	Comments
Groundwater Recharge/Discharge	N	5,6,15	N	No aquifer interface, tidal waters.
Floodflow Alteration	Y	1,3,4,6,7,8,9,12,13	Y	Capable of retaining flood waters from neighboring residential area.
Fish and Shellfish Habitat	Y	1,3,4,5,6,7,9,10,12,16,	Y	Shellfish and recreational fish species present.
Sediment/Toxicant Retention	Y	1,2,3,4,6,7,8,9,10,13,15	Y	Marsh can trap sediment and compounds from adjacent lawns and roadways.
Nutrient Removal	Y	1,2,3,5,6,7,10	Y	Not a wetland. Salt marsh species able to remove and transform compounds.
Production Export	Y	1,2,3,4,5,6,7,9,13	Y	Estuarine environment, highly productive.
Sediment/Shoreline Stabilization	Y	1,2,3,4,9,10,11,13,14,15	Y	Shoreline and saltmarsh species present.
Wildlife Habitat	Y	7,8,9,10,12,16,17,18,19,21,	Y	Evidence of wildlife present. T & E species utilize this area.
Recreation	Y	2,5,7,8,9,12	N	Private property, Boats and kayaks can utilize tidal resource.
Educational/Scientific Value	Y	1,5,	N	Project location on private property, no public access.
Uniqueness/Heritage	Y	2,4,6,10,12,24,25,26,27	N	Project location on private property, no public access.
Visual Quality/Aesthetics	Y	1,2,8,12	N	Project location on private property, development and wooded areas block view to public.
ES Endangered Species Habitat	Y	1,2	Y	According to NHB T & E species could at times be present in the tidal resource.
Other Ecological Integrity	N		N	Relatively low Ecological Integrity due to nearby developed areas.

Notes: Ecological Integrity Score = ..69

* Refer to backup list of numbered considerations.

Ecological Integrity of the Tidal Resource

Methods

Tidal resources are among the most productive and most disturbed ecosystems. Undeveloped, undisturbed natural buffers are critical to supporting the health of aquatic ecosystems. Natural buffers protect tidal resources by anchoring and stabilizing the shoreline, reducing erosion, and absorbing nutrients and contaminants found in stormwater. *Ecological Integrity* is a measure of the extent to which natural ecosystems and their buffers have been altered.

The ecological integrity of the wetlands was assessed using the *Method for Evaluation and Inventory of Vegetated Tidal Marshes in New Hampshire (June 1993)* and data from the NH Fish and Game Wildlife Action Plan (WAP).



Figure 1: Overview of project area and zone of influence.

Ecological Integrity of the Tidal Waters

EU= Evaluation Unit (the Tidal Resource)

Percent of marsh plant community dominated by invasive plant species	Score
Less than 5% of EU dominated by invasive species	**1.0**
5% to 20% of EU dominated by invasive species	**.5**
More than 20% of the EU dominated by invasive species	**.1**
Number of Tidal Restrictions	
No Tidal Restrictions	**1.0**
One Tidal Restriction between the EU and free tidal flow	**.5**
More than one Tidal Restriction between the EU and free tidal flow	**.1**
Type of Tidal Restriction	
No restriction affecting tidal flow	**1.0**
Flow through bridge appears adequate	**.5**
Flow through bridge appears inadequate and/ or flow restricted by culvert(s)	**.1**
Ditching on the Surface of the EU	
No ditching within the EU	**1.0**
Ditches present in linear pattern	**.5**
Ditches present in grid pattern	**.1**
Dominant Land Use in the 500-Foot Zone of Influence Surrounding the EU	
Forested, Fields, Open Water or Open Space	**1.0**
Agriculture or Rural Residential	**.5**

Commercial, Industrial, High Density Residential or Heavily used Highways	**.1**
Ratio of the Number of Occupied Buildings within the EU or within the Zone of Influence Surrounding the EU	
Less than 0.1 Buildings/ acre.	**1.0**
From 0.1 to 0.5 Buildings/ acre.	**.5**
More than 0.5 Buildings/ acre.	**.1**
Percent of the EU/ Upland Border which has a buffer of woodland or idle land at least 500-feet in width.	
More than 70%	**1.0**
From 30% to 70%	**.5**
Less than 30%	**.1**
Square footage of roads, driveways and parking lots within 150-feet of the EU.	
Ratio less than 1,500 square feet/ acre	**1.0**
Ration between 1,500 square feet to 6,000 square feet/ acre	**.5**
Ratio greater than 6,000 square feet/ acre	**.1**
SCORE = 1.0+1.0+1.0+1.0+.1+.5+.5+.5= 5.6 5.6 /8 = .7	**.69**

Summary:

The project location is directly adjacent to residential development, heavily used public roadways, and the tidally influenced Bellamy River. Less than 5 percent of the shoreline is dominated by invasive species (see Figure 1). Dominant land use within the 500-foot Zone of Influence surrounding the Evaluation Unit (EU) consists of residential development and heavily used roadways, with an occupied building density ranging from 0.1 to 0.5 buildings per acre. Less than 70 percent of the buffer surrounding the impact area remains intact. The combined area of roads and driveways within 150 feet of the EU is between 1,500 and up to 6,000 square feet per acre.

Overall, this tidal marsh resource has experienced substantial anthropogenic degradation. The surrounding buffer and Zone of Influence has been developed for residential use and transportation infrastructure, resulting in a high proportion of impervious surfaces that likely contribute untreated stormwater runoff to the tidal resource. The project site is located adjacent to the heavily traveled Spaulding Turnpike, contributing to reduced ecological integrity.

\References

Ammann, A.P. and A.L. Stone. 1993. *Method for Evaluation and Inventory of Vegetated Tidal Marshes in New Hampshire.*

Wetland Function-Value Evaluation Form

Total area of wetland 13,679 SF Human made? No Is wetland part of a wildlife corridor? No or a "habitat island"? No

Adjacent land use Public Roadways, Residential, Wooded Distance to nearest roadway or other development 0-feet

Dominant wetland systems present PFO1B Contiguous undeveloped buffer zone present No

Is the wetland a separate hydraulic system? No If not, where does the wetland lie in the drainage basin? Lowest reach

How many tributaries contribute to the wetland? 0 Wildlife & vegetation diversity/abundance (see attached list)

Wetland I.D. 191 Spur Road

Latitude 43.04473 Longitude 70.84219

Prepared by: Vincent Brigagliano Date 1/05/2026

Wetland Impact:
Type _____ Area 0 SF

Evaluation based on:
Office yes Field yes

Corps manual wetland delineation completed? Y X N _____

Function/Value	Suitability Y / N	Rationale (Reference #)*	Principal Function(s)/Value(s)	Comments
Groundwater Recharge/Discharge	N	5,15	N	No signs of groundwater recharge/discharge.
Floodflow Alteration	N	3,4,5,6,7,8,9,	N	Due to its limited size, the wetland provides minimal floodflow alteration.
Fish and Shellfish Habitat	N		N	No fish and shellfish habitat.
Sediment/Toxicant Retention	Y	1,2,4,7	Y	Wetland capable of trapping sediment and compounds from adjacent roadways.
Nutrient Removal	Y	4,6,8,9,10	Y	The wetland provides some capacity for the removal and transformation of compounds.
Production Export	N	2,7	N	Lacks wildlife food sources.
Sediment/Shoreline Stabilization	N	2	N	No stream bank or shoreline.
Wildlife Habitat	N	15	N	Adjacent uplands are developed.
Recreation	N		N	The wetland is relatively small and is located on private property.
Educational/Scientific Value	N		N	Project location on private property, no public access.
Uniqueness/Heritage	N		N	Project location on private property, no public access.
Visual Quality/Aesthetics	N		N	Project location on private property, development and wooded areas block view to public.
ES Endangered Species Habitat	N		N	Adjacent uplands are developed; NHB indicates potential use by New England cottontail.
Other Ecological Integrity	N	NH Method	N	Ecological integrity is low due to proximity to heavily used roadways and residential development.

Notes: Ecological Integrity Score = .58

* Refer to backup list of numbered considerations.

NH METHOD FOR EVALUATING FRESHWATER WETLANDS

Wetland Name/ Code: PFO1B **Evaluation Date:** 01/02/2026 **Evaluator:** Vincent Brigagliano

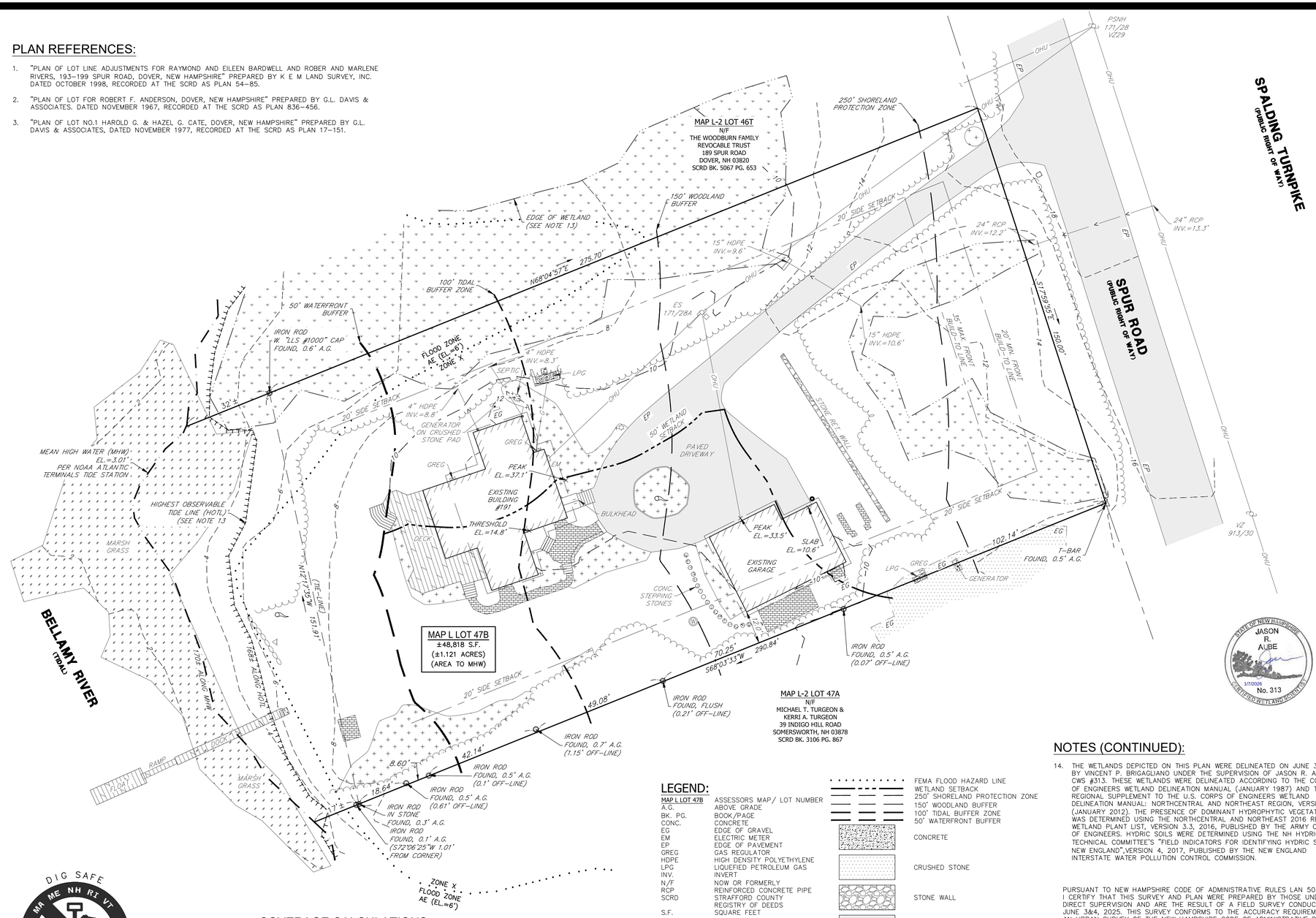
ECOLOGICAL INTEGRITY

Evaluation Question	Observations & Notes	Answers	Score
Are there land uses in the wetland's watershed that could degrade water quality in the wetland?	The wetland is located in close proximity to NH Route 16 and Spur Road. The nearby impervious areas likely contribute untreated runoff to the resource.	a. Less than 5% of the watershed has land uses that could degrade water quality. b. 5-10% of the watershed has land uses that could degrade water quality. c. >10% of the watershed has land uses that could degrade water quality.	10 **5** 1
Is there evidence of fill in the wetland?	A residential driveway crosses the wetland via an existing culvert.	a. Less than 1% b. From 1-3% c. More than 3%	10 **5** 1
What percentage of the wetland has been altered by agricultural activities?	No past agricultural use.	a. Less than 5% b. From 5% to 25 % c. More than 25%	**10** 5 1
What percentage of the wetland has been adversely impacted by logging activities within the last 10 years?	No logging has occurred in the past 10 years.	a. Less than 1% b. From 1 to 10% c. More than 10%	**10** 5 1
How much human activity is taking place in the wetland (e.g. ATV use, trails, cars, dumping of brush and garbage, etc.	Minor brush dumping was observed in an isolated area of the wetland.	a. Low: Few trails in use, little or no traffic, and little or no litter. b. Moderate: Some used trails, roads, litter. c. High: Many trails, roads, and/ or litter	10 **5** 1
What percentage of the wetland is occupied by invasive plant species?	Glossy buckthorn and Morrow's honeysuckle were observed in the adjacent uplands. No invasive plant species were observed within the wetland.	a. None b. 1-5% of the wetland has invasive species. c. > 5% of the wetland has invasive species.	**10** 5 1
Are there roads, driveways and/ or railroads crossing or adjacent to the wetlands or come within 500-feet of the wetland?	NH Route 16 and Spur Road are located within 500 feet of the wetland. A residential driveway crosses the wetland via a culvert that maintains hydrologic connectivity.	a. No roads, driveways, or railroads within 500-feet of, or in the wetlands. b. Roads, driveways, railroads are within 500-feet of the wetland. c. Roads, driveways, railroads cross, or are adjacent to, the wetland.	10 5 **1**
How much human activity is taking place in the upland within 500-feet of the wetland?	Public roadways and residential development are present within 500 feet of the wetland edge.	a. Less than 5% or no activity. b. 3-10% impervious area within 500-feet of the wetland edge c. Greater than 10% impervious area within 500-feet of the wetland edge.	10 **5** 1
What is the percent of impervious surface within 500-feet of the wetland edge?	Public roads and residential development is greater than 10% of impervious area within 500 feet of the wetland edge.	a. Less than 3% impervious area within 500-feet of the wetland edge. b. 3-10% impervious area within 500-feet of the wetland edge. c. Greater than 10% impervious area within 500-feet of the wetland edge.	**10** 5 1
Is there a human-made structure that regulates the flow of water through the wetland?	A culvert directs flow beneath the residential driveway and maintains wetland hydrologic connectivity.	a. No human-made structures present **upstream of, or in** the wetland. b. One or more human made structures present **upstream of, or** in the wetland but hydrologic modification in sight. c. One or more human made structures present **upstream of, or** in the wetland that severely block or alter surface hydrology.	10 **5** 1

SCORE: 5+5+10+10+10+10+1+1+1+5 = **58** **58**/10 **= 5.8**

PLAN REFERENCES:

1. "PLAN OF LOT LINE ADJUSTMENTS FOR RAYMOND AND EILEEN BARDWELL AND ROBER AND MARLENE RIVERS, 193–199 SPUR ROAD, DOVER, NEW HAMPSHIRE" PREPARED BY K E M LAND SURVEY, INC. DATED OCTOBER 1998, RECORDED AT THE SCRD AS PLAN 54–85.
2. "PLAN OF LOT FOR ROBERT F. ANDERSON, DOVER, NEW HAMPSHIRE" PREPARED BY G.L. DAVIS & ASSOCIATES. DATED NOVEMBER 1967, RECORDED AT THE SCRD AS PLAN 836–456.
3. "PLAN OF LOT NO.1 HAROLD G. & HAZEL G. CATE, DOVER, NEW HAMPSHIRE" PREPARED BY G.L. DAVIS & ASSOCIATES, DATED NOVEMBER 1977, RECORDED AT THE SCRD AS PLAN 17–151.





LOCATION PLAN

NOTES:

1. THE PARCEL IS LOCATED IN THE LOW DENSITY RESIDENTIAL (R–20) ZONING DISTRICT, THE WETLAND PROTECTION DISTRICT, THE CONSERVATION DISTRICT AND THE NHDES 250' SHORELAND PROTECTION ZONE.
2. THE PARCEL IS SHOWN ON THE CITY OF DOVER ASSESSOR'S MAP L–2 AS LOT 47B.
3. THE PARCEL IS LOCATED IN ZONES AE (EL.=6) & ZONE X (AREAS OF MINIMAL FLOODING) AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP), FLOOD INSURANCE RATE MAP (FIRM) STRAFFORD COUNTY, NEW HAMPSHIRE, PANEL 340 OF 405, MAP NUMBER 33017C0340E, WITH AN EFFECTIVE DATE OF SEPTEMBER 30, 2015.
4.

	REQUIRED:	EXISTING:
DIMENSIONAL REQUIREMENTS:		
MINIMUM LOT SIZE:	20,000 S.F.	48,818 S.F.
MINIMUM LOT FRONTAGE:	125'	150'
MINIMUM YARD DIMENSIONS:		
FRONT BUILD–TO LINE MIN./MAX:	20'/35'	>35'
SIDE SETBACK:	20'	12.0' (GARAGE)
REAR SETBACK:	30'	>30'
MAXIMUM STRUCTURE DIMENSIONS:		
BUILDING HEIGHT:	35'	±26'
MAXIMUM LOT COVERAGE:	30%	18.6%

5. OWNER OF RECORD:
MAP L LOT 47B:
THE RUSHMORE STEPANEK FAMILY REVOCABLE TRUST
BARBARA J. RUSHMORE, TRUSTEE
FRED H. STEPANEK, TRUSTEE
191 SPUR ROAD
DOVER, NH 03820
SCRD BK#4571 PG#864
6. PARCEL AREA:
MAP L–2 LOT 47B:
48,818 S.F.
(1.1207 ACRES)
(AREA TO MEAN HIGH WATER (MHW))
7. THE INTENT OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE WITH THE CURRENT LEGAL DESCRIPTIONS. IT IS NOT AN ATTEMPT TO DEFINE THE EXTENT OF OWNERSHIP OR DEFINE THE LIMITS OF TITLE.
8. THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY LINES, TOPOGRAPHY AND CURRENT SITE CONDITIONS OF MAP L LOT 47B.
9. FIELD SURVEY COMPLETED BY TCE ON JUNE 3&4, 2025 USING A LEICA TS–16 TOTAL STATION, GS–16 & GS–18 GPS RECEIVERS AND CARLSON DATA COLLECTION SOFTWARE.
10. HORIZONTAL DATUM IS NAD83 (2011) PER REDUNDANT NETWORK RTK GPS OBSERVATIONS. THE VERTICAL DATUM IS NAVD88 PER REDUNDANT NETWORK RTK GPS OBSERVATIONS. THE CONTOUR INTERVAL IS 2 FOOT.
11. EASEMENTS, RIGHTS, AND RESTRICTIONS SHOWN OR IDENTIFIED ARE THOSE WHICH WERE FOUND DURING RESEARCH PERFORMED AT THE STRAFFORD COUNTY REGISTRY OF DEEDS. OTHER RIGHTS, EASEMENTS, OR RESTRICTIONS MAY EXIST WHICH A TITLE EXAMINATION OF SUBJECT PARCEL(S) WOULD DETERMINE.
12. THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. TFMORAN, INC. MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UNDERGROUND UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE.
13. THE HIGHEST OBSERVABLE TIDE LINE (HOTL) DEPICTED ON THIS PLAN WAS DETERMINED ON JUNE 3, 2024 BY QUALIFIED COASTAL PROFESSIONAL, JASON R. AUBE AND VINCENT BRIGAGLIANO. THE HOTL WAS DETERMINED IN ACCORDANCE WITH THE NHDES WETLANDS BUREAU ADMINISTRATIVE RULES. UNDER ENV–WT 602.23, HIGHEST OBSERVABLE TIDE LINE MEANS A LINE DEFINING THE FARTHEST LANDWARD LIMIT OF TIDAL FLOW, NOT INCLUDING STORM EVENTS, THAT CAN BE RECOGNIZED BY INDICATORS SUCH AS THE PRESENCE OF A STRAND LINE OF FLOTSAM AND DEBRIS, THE LANDWARD MARGIN OF SALT–TOLERANT VEGETATION, OR A PHYSICAL BARRIER THAT BLOCKS INLAND FLOW OF THE TIDE.

NOTES (CONTINUED):

14. THE WETLANDS DEPICTED ON THIS PLAN WERE DELINEATED ON JUNE 3, 2025 BY VINCENT P. BRIGAGLIANO UNDER THE SUPERVISION OF JASON R. AUBE CWS #313. THESE WETLANDS WERE DELINEATED ACCORDING TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL (JANUARY 1987) AND THE REGIONAL SUPPLEMENT TO THE U.S. CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION, VERSION 2.0 (JANUARY 2012). THE PRESENCE OF DOMINANT HYDROPHYTIC VEGETATION WAS DETERMINED USING THE NORTHCENTRAL AND NORTHEAST 2016 REGIONAL WETLAND PLANT LIST, VERSION 3.3, 2016, PUBLISHED BY THE ARMY CORPS OF ENGINEERS. HYDRIC SOILS WERE DETERMINED USING THE NH HYDRIC SOILS TECHNICAL COMMITTEE'S "FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND",VERSION 4, 2017, PUBLISHED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.

PURSUANT TO NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES LAN 503.09(24): I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED BY THOSE UNDER MY DIRECT SUPERVISION AND ARE THE RESULT OF A FIELD SURVEY CONDUCTED ON JUNE 3&4, 2025. THIS SURVEY CONFORMS TO THE ACCURACY REQUIREMENTS OF AN URBAN SURVEY OF THE NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS. THIS SURVEY IS CORRECT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, AND THE FIELD TRAVERSE SURVEY EXCEEDS A PRECISION OF 1:15,000.

STATE OF NEW HAMPSHIRE — COREY COLWELL — No. 844 — LICENSED LAND SURVEYOR

LICENSED LAND SURVEYOR — 2026-01-07 — DATE

STATE OF NEW HAMPSHIRE — JASON R. AUBE — 1/7/2026 — No. 313 — CERTIFIED WETLAND SCIENTIST

LEGEND:

MAP L LOT 47B	ASSESSORS MAP/ LOT NUMBER
A.G.	ABOVE GRADE
BK. PG.	BOOK/PAGE
CONC.	CONCRETE
EG	EDGE OF GRAVEL
EM	ELECTRIC METER
EP	EDGE OF PAVEMENT
GREG	GAS REGULATOR
HDPE	HIGH DENSITY POLYETHYLENE
LPG	LIQUEFIED PETROLEUM GAS
INV.	INVERT
N/F	NOW OR FORMERLY
RCP	REINFORCED CONCRETE PIPE
SCRD	STRAFFORD COUNTY REGISTRY OF DEEDS
S.F.	SQUARE FEET
	BOULLARD
	IRON PIPE/ROD FOUND
	GROUND LIGHT
	GUY WIRE
	LIGHT POLE
	UTILITY POLE
	UTILITY POLE W/LIGHT
	CATCH BASIN ROUND
	MAILBOX
	FLAG POLE
W	WELL
	WATER SHUT OFF
OHU	OVERHEAD UTILITY
	APPROXIMATE ABUTTER LINE
	BOUNDARY LINE
	SETBACK LINE
	TREE LINE
	DRAIN LINE
10	EXISTING CONTOUR
G	GAS/LPG LINE
	MEAN HIGH WATER
	EDGE OF WETLAND
	HIGHEST OBSERVABLE TIDE LINE
	FEMA FLOOD HAZARD LINE
	WETLAND SETBACK
	250' SHORELAND PROTECTION ZONE
	150' WOODLAND BUFFER
	100' TIDAL BUFFER ZONE
	50' WATERFRONT BUFFER
	CONCRETE
	CRUSHED STONE
	STONE WALL
	PAVEMENT
	PAVER WALK
	WOOD DECK
	LANDSCAPED AREA
	WETLANDS
	MARSH GRASS

COVERAGE CALCULATIONS:

BUILDINGS:	2,888 S.F.
PAVEMENT:	3,393 S.F.
PAVERS:	575 S.F.
DECKS&STEPS:	848 S.F.
GRAVEL:	205 S.F.
RET. WALLS:	139 S.F.
CONCRETE:	69 S.F.
ROOF OVERHANGS:	334 S.F.
OTHER:	32 S.F.
TOTAL IMPERVIOUS AREA:	9,083 S.F.
TOTAL LOT AREA:	48,818 S.F.

9,083S.F. / 48,818S.F. = 0.1860 x100 = **18.6% LOT COVERAGE**
(TOTAL IMPERVIOUS AREA / TOTAL LOT AREA = TOTAL LOT COVERAGE)

20 10 0 20
Graphic Scale in Feet

DIG SAFE — MA ME NH RI VT — CALL 811 TOLL FREE — UTILITIES UNDERGROUND PLANT DAMAGE PREVENTION SYSTEM
CONTACT DIG SAFE 72 BUSINESS HOURS PRIOR TO CONSTRUCTION

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REV.	DATE	DESCRIPTION	DR	CK

TAX MAP L-2 LOT 47-B
EXISTING CONDITIONS PLAN
191 SPUR ROAD
DOVER, NEW HAMPSHIRE
COUNTY OF STRAFFORD
OWNED BY
THE RUSHMORE STEPANEK FAMILY REVOCABLE TRUST

SCALE: 1" = 20' (22x34)
1" = 40' (11x17) — **JULY 8, 2025**

Seacoast Division
TFM
Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists
170 Commerce Way, Suite 102
Portsmouth, NH 03801
Phone (603) 431–2222
Fax (603) 431–0910
www.tfmoran.com

FILE	DR	CM	PJT	FB	PAGE
42367-04	CK	BMK	CADFILE	608 / SEE MARGIN	S-1

Jan 07, 2026 - 3:42pm
F:\MSC Projects\42367 Spur Rd, Dover, NH\42367-04 DMT Constr Inc. 191 Spur Rd\Carlson Survey\Dwgs\42367-04 Survey.dwg



SITE DATA/NOTES

OWNER OF RECORD OF MAP L-2 LOT 47: THE RUSHMORE STEPANEK FAMILY REVOCABLE TRUST, 191 SPUR ROAD, DOVER, NH 03820
DEED REFERENCE TO PARCEL IS BK 3436 PG 573
AREA OF PARCEL = 48,818± SF OR 1.1207± ACRES

THE PARCEL IS LOCATED IN THE LOW DENSITY RESIDENTIAL (R-20) ZONING DISTRICT, WETLAND PROTECTION DISTRIC & CONSERVATION DISTRICT.

THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED DECK AND SUNROOM TO BE REBUILT AND TO DEPICT THE REQUIRED ACESS PATH FOR MACHINERY WITHIN THE LOCAL 50' WETLAND SETBACK AND 100' TIDAL BUFFER ZONE.

	IMPACT AREA
PROPOSED PERMANENT IMPACTS WITHIN THE DOVER NH WETLAND CONSERVATION DISTRICT * 422 S.F. WITHIN THE WETLAND BUFFER	1,214 S.F.
PROPOSED TEMPORARY IMPACTS WITHIN THE DOVER NH WETLAND CONSERVATION DISTRICT * 543 S.F. WITHIN THE WETLAND BUFFER	1,430 S.F.
SS — SILT SOCK	

WORK SEQUENCE

1. NO MORE THAN 7 DAYS PRIOR TO COMMENCING THE PROPOSED CONSTRUCTION ACTIVITIES, THE PROPERTY OWNER, OR THEIR AGENT, WILL NOTIFY NHDES VIA THE INITIATION OF CONSTRUCTION NOTIFICATION FORM.
2. PRIOR TO CONSTRUCTION ACTIVITIES, EROSION AND SILTATION CONTROL DEVICES WILL BE INSTALLED AT THE LIMITS OF THE APPROVED IMPACT AREAS AND AS DEPICTED ON THE APPROVED PLANS (SEE ATTACHED DETAILS).
3. THE EROSION AND SILTATION CONTROLS WILL BE MONITORED, INSPECTED, AND ADJUSTED AS NECESSARY THROUGHOUT CONSTRUCTION ACTIVITIES.
4. CONSTRUCTION MATERIALS, EQUIPMENT, AND MACHINERY WILL BE TRANSFERRED TO THE PROJECT AREA AND PROPERLY STORED IN UPLAND AREAS.
5. CONSTRUCTION EQUIPMENT WILL BE INSPECTED DAILY FOR LEAKING FUEL, OIL, AND HYDRAULIC FLUID, AND IF NECESSARY, REPAIRS WILL BE MADE IMMEDIATELY. CONTRACTORS RESPONSIBLE FOR OPERATING CONSTRUCTION EQUIPMENT WILL HAVE ADEQUATE OIL SPILL KITS ON-SITE AND READILY ACCESSIBLE DURING CONSTRUCTION, AND THEY WILL BE TRAINED IN DEPLOYING THIS EQUIPMENT SHOULD IT BE REQUIRED.
6. CONSTRUCTION WILL COMMENCE ONCE ALL STORMWATER CONTROLS ARE PROPERLY LOCATED AND INSTALLED. WORK WILL BE LOCATED AS DEPICTED WITHIN THE APPROVED PLANS ASSOCIATED WITH THIS PERMIT APPLICATION.
7. THE DECK AND SUNROOM WILL FIRST BE REMOVED, THEN RECONSTRUCTED WITHIN THE NEW FOOTPRINT.
8. AT THE SOUTHERN END OF THE DECK, PERVIOUS PAVERS WILL BE INSTALLED AS PER MANUFACTURER'S INSTRUCTIONS.
9. AFTER CONSTRUCTION ACTIVITIES ARE COMPLETE, ANY EXPOSED OR OTHERWISE DISTURBED SOILS WITHIN THE PREVIOUSLY DEVELOPED UPLAND TIDAL BUFFER ZONE WILL BE SEEDED WITH AN APPROPRIATE SEED MIX. RESEEDED AREAS WILL BE WATERED AS NECESSARY AND MONITORED FOR SUCCESSFUL ESTABLISHMENT AND GROWTH.
10. ONCE THE SITE IS FULLY STABILIZED, EROSION AND SILTATION CONTROLS WILL BE REMOVED. ALL DEBRIS GENERATED BY DEMOLITION AND REBUILDING ACTIVITIES WILL BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF.
11. UPON COMPLETING THE PROJECT, THE PROPERTY OWNER, OR THEIR AGENT, WILL NOTIFY NHDES VIA THE COMPLETION OF CONSTRUCTION NOTICE AND CERTIFICATE OF COMPLIANCE FORM.

CURRENT TIDAL ELEVATIONS	
MHHW	3.38
MHW	3.01
MTL	-0.37
MLW	-3.73
MLLW	-3.99

TIDAL ELEVATIONS ARE BASED ON NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) STATION 8423005, ATLANTIC TERMINALS T14A, NH. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

PRE-CONSTRUCTION IMPERVIOUS AREA WITHIN 250' OF THE REFERENCE LINE	
PRIMARY STRUCTURE/ DECK WITH OVERHANG	2,815 S.F.
DRIVEWAY	3,556 S.F.
OTHER	2,263 S.F.
TOTAL	8,634 S.F.
IMPERVIOUS COVERAGE =20.88% (8,634 S.F. / 41,350 S.F. * 100%)	

POST-CONSTRUCTION IMPERVIOUS AREA WITHIN 250' OF THE REFERENCE LINE	
PRIMARY STRUCTURE/ DECK WITH OVERHANG	2,638 S.F.
DRIVEWAY	3,556 S.F.
OTHER	2,263 S.F.
TOTAL	8,457 S.F.
IMPERVIOUS COVERAGE =20.45% (8,457S.F. / 41,350S.F. * 100%)	

SITE DEVELOPMENT PLANS

TAX MAP L-2 LOT 47-B

DOVER CUP PLAN

DECK AND SUNROOM REBUILD

191 SPUR ROAD, DOVER, NH

OWNED BY

THE RUSHMORE STEPANEK FAMILY REVOCABLE TRUST

PREPARED FOR

DMT CONSTRUCTION, INC.

DECEMBER 3, 2025

HORIZONTAL SCALE 1"=10'
10 5 0 10

REV	DATE	DESCRIPTION	DR	CK
REV	1/14/2026	SILT SOCK PLACEMENT	VPB	JRA
REV	1/7/2026	WETLAND CONSERVATION DISTRICT	VPB	JRA

Seacoast Division
TFM
Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists
170 Commerce Way, Suite 102
Portsmouth, NH 03801
Phone (603) 431-2222
Fax (603) 431-0910
www.tfmoran.com

FILE	DR	CK			
42367.04	VPB	JCC	FB	CADFILE	2026-1-7-CUP-PLAN
	–				C-01

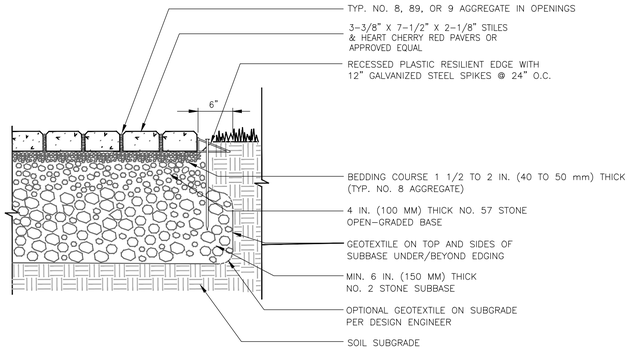
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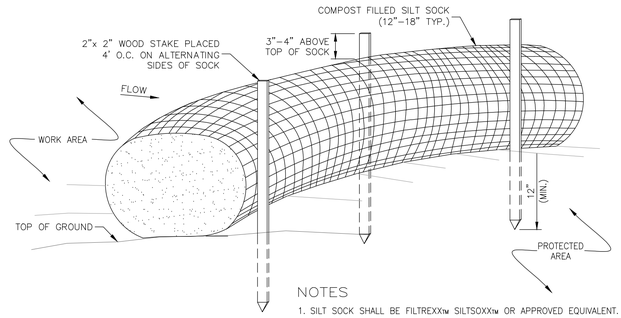
DIG SAFE
NH ME NH RI VT
CALL 811 DIAL BEFORE
UTILITIES UNDER-GROUND PLANT DAMAGE PREVENTION SYSTEM
CONTACT DIG SAFE 72 BUSINESS HOURS PRIOR TO CONSTRUCTION

Jan 14, 2026 - 4:09pm
F:\MSC Projects\42367 Spur Rd, Dover, NH\42367.04 DMT Constr Inc. 191 Spur Rd\Design\PRODUCTION DRWGS\2026-1-7-CUP-PLAN.dwg



PERMEABLE PAVER DETAIL

NOT TO SCALE



NOTES

1. SILT SOCK SHALL BE FILTREXX™ SILTSOXX™ OR APPROVED EQUIVALENT.
2. SEE SPECIFICATIONS FOR SOCK SIZE AND COMPOST FILL REQUIREMENTS.
3. SILT SOCK SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS, AND REPAIR OR REPLACEMENT SHALL BE PERFORMED AS NEEDED.
4. COMPOST MATERIAL SHALL BE DISPERSED ON SITE, AS DETERMINED BY THE ENGINEER.

SILT SOCK

NOT TO SCALE

NHB25-1828 NEW HAMPSHIRE FISH AND GAME RECOMMENDED CONSERVATION MEASURES

THE FOLLOWING SPECIES HAVE BEEN IDENTIFIED THROUGH THE DATACHECK TOOL SCREENING AS BEING POTENTIALLY AFFECTED BY ACTIVITIES AT THIS LOCATION: ATLANTIC STURGEON (STATE THREATENED), SHORTNOSE STURGEON (STATE ENDANGERED), CLIFF SWALLOW (STATE THREATENED), COMMON TERN (STATE THREATENED), EASTERN MEADOWLARK (STATE THREATENED), AND NEW ENGLAND COTTONTAIL (STATE ENDANGERED). UPON FURTHER REVIEW, NHFG DOES NOT ANTICIPATE ADVERSE IMPACTS TO CLIFF SWALLOW, COMMON TERN, EASTERN MEADOWLARK, AND NEW ENGLAND COTTONTAIL BASED ON THE ACTIVITIES ASSOCIATED WITH THIS PROJECT AS DESCRIBED BY THE APPLICANT; AND NO FURTHER CONSULTATION IS REQUIRED FOR THESE SPECIES UNLESS PROPOSED ACTIVITIES CHANGE. NHFG HAS DETERMINED THAT ATLANTIC STURGEON AND SHORTNOSE STURGEON WILL POTENTIALLY BE AFFECTED BY PROPOSED ACTIVITIES, AND PROVIDES THE FOLLOWING CONSERVATION MEASURES:

1. ALL OPERATORS AND PERSONNEL WORKING ON OR ENTERING THE SITE SHALL BE MADE AWARE OF THE POTENTIAL PRESENCE OF THESE SPECIES AND SHALL BE PROVIDED FLYERS THAT HELP TO IDENTIFY THESE SPECIES, ALONG WITH NHFG CONTACT INFORMATION. PROTECTED SPECIES INFORMATION (E.G. IDENTIFICATION, OBSERVATION AND REPORTING OF OBSERVATIONS, WHEN TO CONTACT NHFG IMMEDIATELY) SHALL BE COMMUNICATED DURING MEETINGS PRIOR TO WORK COMMENCEMENT THROUGHOUT THE CONSTRUCTION PHASE OF THE PROJECT. (FLYERS ATTACHED).
2. ALL WORK SHALL OCCUR ABOVE THE HIGHEST OBSERVABLE TIDE LINE (HOTL) AND NO WORK CONDUCTED IN THE TIDAL WATERS. APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES (E.G., SILT SOCK) SHOULD BE INSTALLED.
3. ALL MANUFACTURED EROSION AND SEDIMENT CONTROL PRODUCTS, WITH THE EXCEPTION OF TURF REINFORCEMENT MATS, UTILIZED FOR, BUT NOT LIMITED TO, SLOPE PROTECTION, RUNOFF DIVERSION, SLOPE INTERRUPTION, PERIMETER CONTROL, INLET PROTECTION, CHECK DAMS, AND SEDIMENT TRAPS SHALL NOT CONTAIN PLASTIC, OR MULTIFILAMENT OR MONOFILAMENT POLYPROPYLENE NETTING OR MESH WITH AN OPENING SIZE OF GREATER THAN 1/8 INCHES. PLAN SHEET C-02.
4. ALL OBSERVATIONS OF THREATENED OR ENDANGERED SPECIES ON THE PROJECT SITE SHALL BE REPORTED IMMEDIATELY TO THE NHFG NONGAME AND ENDANGERED WILDLIFE ENVIRONMENTAL REVIEW PROGRAM BY PHONE AT 603-271-2461 AND BY EMAIL AT NHFGREVIEW@WILDLIFE.NH.GOV,WITH THE EMAIL SUBJECT LINE CONTAINING THE NHB DATACHECK TOOL RESULTS LETTER ASSIGNED NUMBER, THE PROJECT NAME, AND THE TERM WILDLIFE SPECIES OBSERVATION. PHOTOGRAPHS OF THE OBSERVED SPECIES AND NEARBY ELEMENTS OF HABITAT OR AREAS OF LAND DISTURBANCE SHALL BE PROVIDED TO NHFG IN DIGITAL FORMAT AT THE ABOVE EMAIL ADDRESS FOR VERIFICATION, AS FEASIBLE.
5. IN THE EVENT A THREATENED OR ENDANGERED SPECIES IS OBSERVED ON THE PROJECT SITE DURING THE TERM OF THE PERMIT, THE SPECIES SHALL NOT BE DISTURBED, HANDLED, OR HARMED IN ANY WAY PRIOR TO CONSULTATION WITH NHFG AND IMPLEMENTATION OF CORRECTIVE ACTIONS RECOMMENDED BY NHFG.
6. THESE CONSERVATION MEASURES DO NOT CONSTITUTE COMPLIANCE WITH THE FEDERAL ENDANGERED SPECIES ACT (ESA). THERE MAY BE OCCURRENCES OF FEDERALLY LISTED SPECIES IN NEW HAMPSHIRE THAT ARE NOT INCLUDED ON THE DATACHECK LETTER. PLEASE VISIT THE US FISH AND WILDLIFE SERVICE'S (USFWS) INFORMATION FOR PLANNING AND CONSULTATION WEBSITE (IPAC; HTTPS://IPAC.ECOSPHERE.FWS.GOV/) FOR AN OFFICIAL LIST OF FEDERALLY LISTED SPECIES THAT MAY BE PRESENT IN YOUR PROJECT AREA. IF A FEDERAL AGENCY IS INVOLVED IN YOUR PROJECT THROUGH FUNDING, PERMIT, OR OTHER AUTHORIZATION, COORDINATE YOUR IPAC RESULTS WITH YOUR POINT OF CONTACT AT THE AGENCY FOR FURTHER ESA REVIEW. IF THERE IS NO FEDERAL AGENCY NEXUS TO YOUR PROJECT, AND YOU DETERMINE THROUGH IPAC, HABITAT EVALUATIONS, ETC. THAT A PROJECT MAY CAUSE TAKE OF A FEDERALLY LISTED SPECIES, WE RECOMMEND COORDINATING WITH THE USFWS'S NEW ENGLAND FIELD OFFICE (NEWENGLAND@FWS.GOV; 603-223-2541).
7. NHFG, INCLUDING ITS EMPLOYEES AND AUTHORIZED AGENTS, SHALL HAVE ACCESS TO THE PROPERTY DURING THE TERM OF THE PERMIT.

ADDITIONAL WILDLIFE PROTECTION RECOMMENDATIONS:

- NATIVE SPECIES SHOULD BE USED FOR RESEEDING OR LANDSCAPING DISTURBED AREAS.
- AVOID OR MINIMIZE THE USE OF FERTILIZERS IN UPLAND AREAS AND TRANSITION ZONES. IF FERTILIZERS ARE USED, NHFG RECOMMENDS ORGANIC INSTEAD OF SYNTHETIC FERTILIZER OPTIONS. IF SYNTHETIC IS USED NHFG RECOMMENDS THE USE OF CONTROLLED-RELEASE/SLOW-RELEASE AND AT LOW STRENGTHS TO MAINTAIN WATER QUALITY.

SITE DEVELOPMENT PLANS

TAX MAP L-2 LOT 47-B

DETAILS/CONSERVATION MEASURES

DECK AND SUNROOM REBUILD

191 SPUR ROAD, DOVER, NH

OWNED BY

THE RUSHMORE STEPANEK FAMILY REVOCABLE TRUST

PREPARED FOR

DMT CONSTRUCTION, INC.

NTS **DECEMBER 3, 2025**

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This plan is not effective unless signed by a duly authorized officer of TFMoran, Inc.

DIG SAFE NH ME RI VT 811 UTILITIES UNDERGROUND PLANT DAMAGE PREVENTION SYSTEM
CONTACT DIG SAFE 72 BUSINESS HOURS PRIOR TO CONSTRUCTION

REV	DATE	DESCRIPTION	DR	CK

Seacoast Division
TFM
Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists
170 Commerce Way, Suite 102
Portsmouth, NH 03801
Phone (603) 431-2222
Fax (603) 431-0910
www.tfmoran.com

FILE	42367.04	DR	VPB	FB	–	C-02
		CK	JCC	CADFILE	DETAILS-PLAN	

Dec 09, 2025 - 11:42am
F:\MSC Projects\42367 Spur Rd, Dover, NH\42367-04 DMT Const Inc. 191 Spur Rd\Design\PRODUCTION DRWGS\proposed-conditions-plan.dwg

CITY OF DOVER

PLANNING BOARD - STAFF MEMO FILE #COND-2026-0002

Application Type:	Conditional Use Permit
Applicant(s):	RY Development, LLC
Owner(s):	RY Development, LLC
Location:	99 Knox Marsh Road (Assessor's Map H, Lot 34)
Meeting Date:	February 10, 2026

***This item has requested a continuance** to the February 24, 2026 Planning Board Meeting.*

From: FX Bruton <fx@brutonlaw.com>
Sent: Thursday, January 29, 2026 2:12 PM
To: Benton, Donna <d.benton@dover.nh.gov>; Bassegio, Erin <E.Bassegio@dover.nh.gov>
Cc: Steve Haight (shaight@civilworksne.com) <shaight@civilworksne.com>
Subject: 99 Knox Marsh Road

Security Notice: External sender. Use caution with hyperlinks or attachments.

Dear Ms. Benton,

In order to provide additional information for the RCM CUP Application submitted for the above-referenced property, the Applicant respectfully requests that the matter be moved to the February 24, 2026 Planning Board meeting.

Thank you for your assistance!

Francis X. Bruton, III, Esquire
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