

**DOVER PLANNING BOARD  
MINUTES OF MEETING  
SEPTEMBER 12, 2000**

**MEMBERS PRESENT:** Reuben Hull, Anthony McManus, Jeff Mason, David Landry,  
Frank Torr, Margaret Stevenson, Beth Thompson, Jerry Reese

**MEMBERS ABSENT:** Pete Lavoie, Charles Maglaras, Jeff Peasley, Ron Cole

**STAFF PRESENT:** Steven Stancel, Planning Director; Bruce Woodruff, City Planner,  
and Jacqueline Freeman Recording Secretary

Vice Chairman Reuben Hull brought the meeting to order at 7:03 PM.

**ITEM #1: Approval of the minutes**

Approval of the minutes of the meeting of August 22, 2000.

Frank Torr made the motion to approve.

Jerry Reese seconded.

**VOTE U/A**

**Abstained – Beth Thompson**

Approval of the minutes of the workshop of August 29, 2000.

Margaret Stevenson made the motion to approve.

Jerry Reese seconded.

**VOTE U/A**

**Abstained – Jeff Mason, Beth Thompson**

Rueben Hull announced that Motiva, on Silver St., Item a. under Old Business, would not be heard this evening.

The Board members welcomed Economic Director Beth Thompson, who will be taking the Manager's seat, to the Board.

**ITEM #2: Consideration and acceptance of an application for a minor lot line adjustment of land for Kevin McEneaney (Owners: Scott Wentworth, Stefanie Schintzius and Elizabeth Canada, Trustee) Assessor's Map I, Lots 47 & 46B, zoned R-12, located on Back River Road.**

Kevin McEneaney stated that he was representing the applicants, and went over the plan with the Board.

Tony McManus made the motion to accept the application.

Margaret Stevenson seconded.

**VOTE U/A**

The public hearing was opened.

Harold Clark, 131 Back River Road, was concerned with the slope of the land and if there was a lot width requirement in order to count it as all one piece of land.

Steve Stancel stated that the portion of the land he was referring to still counted as density and it is all still considered as one parcel.

The public hearing was closed.

Frank Torr made the motion to approve with the following conditions:

1. Add both owner's signatures to the plat.
2. Revise plat to add GIS coordinates.
3. Revise plat to add bearings and dimensions for property line "L1".

Jeff Mason seconded.

**VOTE U/A**

**ITEM #3: Old Business**

**a. Possible discussion on Motiva Enterprises, located on Silver Street.**

Steve Stancel stated that the applicant requested that this not be heard. He said that the City's traffic engineer has not completed the review of the traffic proposal. He said that he suspects that it will come up on the September 26 Planning Board Meeting.

Jerry Reese left the meeting.

**b. Request of extension of approval for Albert & Christine Estes, Longhill Road Ext.**

This extension was approved at the last meeting.

**a. Review and discussion of draft Transportation Chapter of the Dover Master Plan.**

Bruce Woodruff stated that he is the liaison to the consultant to the City, Strafford Regional Planning Commission, and Steve Pesci in putting together the Transportation Chapter of the Master Plan. He said that this is a timely topic because of the dramatic increase in traffic. He said that this document is a different approach from the last one.

Steve Pesci, of Strafford Regional Planning Commission, thanked the Board for the opportunity of doing this chapter for the City. He also stated that he wanted to acknowledge the work of several of the Transportation Working Group Committee members, who helped them in this process for the passed ten weeks and read the

following names: Reuben Hull, Dana Lynch, Jeff Mason, Mark Miller, Art Mitchel, Dan Morse, Dick Proulx, John Scruton and Steve Wells, of COAST. Steve said that the Vision Statement encapsulates what they, as a committee, tried to do with the Transportation Chapter. He said that the Master Plan sets the policy and principles and direction for the City. He said that this is a very different document than what was done in 1988 and he feels that in many ways it is far superior. He said that the first sentence "Dover will invest in, maintain and properly manage or regulate a coordinated, safe, efficient and effective transportation system that promotes the long-term goals of its citizens and businesses expressed in this Master Plan", is the key in what they are trying to do. He said that the committee has done a wonderful job, they started in December with a public forum that had over 70 people in attendance making it very clear to him the level of interest and concern about this issue in the City.

Bruce Woodruff stated that several people who attended the forum expressed an interest in being on the Transportation Working Group. He said that at that forum, concerns, challenges, problems and possible solutions were outlined. They have had at least 4 meetings and have had several drafts and he thinks that they have a very good transportation plan. He said that the important thing is that in 1988, the transportation section that has been in effect for over 10 years was not a policy document, it was not based on the needs of the community, but on trying to solve engineering problems. What it did was focus on three areas; the Central Avenue downtown circulation problem; NH Route 9/Littleworth Road congestion problem, which at the time was very severe, and finally it focussed on problem facilities and intersections throughout the City and engineering solutions to those problems. He said that the City has been pretty successful in taking care of all of those solutions through the years, but that does not address the systemic approach to the transportation system in Dover. It didn't address arterial transportation loads, trails, intermodal systems, trains, passenger rail, bicycles and trying to live within the roads that we have in the City. We have a new document that serves as a model for the region and includes a clear set of principles and policies. Bruce said that there is a full set of updated GIS Maps to use as a tool for the next 10 years to expand on and to use to make improvements. This will re-institutionalize the local TIP process as a way of prioritizing and rationalizing resources and planning for long-term infrastructure vessels including the approval of expenditures from the new Automobile Registration Fund into the TIP Fund. He said that the master plan recommends a Transportation Committee for a more direct link between Planning and Community Services, Engineering and the City Manager and the creation of an authority to deal with parking and downtown access issues. The document identifies and recommends improvements, both short and long-term, on critical corridors and intersections in the City.

At this point, the Board went to the back of the room to look at the maps that were on display. Steve Pesci expanded on each of the maps. Richard Proulx stated that they were a very broad and diverse group. Dick made a point of saying that trucks have to have access to the downtown or the downtown dies. Mark Miller felt that sidewalks and crosswalks were very important to the City to encourage walking rather than having to take a car to go just a few blocks. He said that the train station is the key to Dover and tourism. John Scruton stated that he went to the 2<sup>nd</sup> Annual Bicycle Pedestrian

Conference in Manchester this year. He went over some of the ideas that were brought out at the conference.

Steve Pesci went over some of the highlights of the document. He said that page 9, second bullet, talks about a rational basis for transportation improvement fees and why the City should look into that in the future. He said that the City should work as a team and should formalize a semi-annual staff meeting with the department heads from Planning, Community Services, Police and Fire Departments to review all pending transportation related or funded projects in progress. Steve said that the City Manager should be asked to hold a community forum every year. He said there is a full list of issues to be brought up at that meeting in one of the appendices.

Steve Pesci stated that Dover has been successful in attracting Federal and State funds. He said that a critical section is Intersection Deficiencies, Page 20. Recommendations – Road Surface on page 28. Steve spoke on abandoning the strategy of widening Central Avenue, which was alluded to very strongly in the 1988 Master Plan. He said that this master plan calls for looking at redesigning sections of the roadway, reviewing the existing corridor and changing the traffic flow patterns to improve the capacity and the flow. Steve spoke on access management saying that it means limiting access, controlling access and choosing a design.

Steve said that another recommendation is working towards eliminating the tolls between Dover and Portsmouth. He said that the City doesn't have authority or control over that but may want to encourage the State towards moving away from the toll system.

Steve said that sometimes in the Urban Core of our historic cities, it is impractical and inappropriate to use the same engineering standards that might apply for a suburban intersection and this document clearly appreciates the difference between an urban intersection in the downtown core and a suburban intersection. He said that they appreciate the functionality and the character of some of the urban core intersections and realize that there are more sophisticated ways of improving their efficiency.

On page 30, he said that the Washington Street Bridge is a priority project for the City and, if necessary, the City needs to look at a way to do it with it's own funds. It is that much of a priority that it should be moved ahead with or without assistance of outside parties. Another is to rebuild the County Farm Road Bridge and to reconnect this road to the regional system. Steve said that the reconstruction of the Cochecho River Bridge on County Farm Road is a priority and it should be coordinated with the reconstruction of County Farm Road.

Page 34, speaks of job retention and one way that we can maintain a good transportation system is by removing or reducing unnecessary travel demand that occurs if all we have is housing and not jobs. He said that if you keep the jobs in the City, you are reducing the traffic demand. He said that Transportation Demand Management ties into the Land Use and Economic Development section of the Master Plan. He said that they are trying to reinforce what is being said in the other chapters.

Page 38, refers to the intermodal transportation center around Third and Chestnut St. and the importance of taking advantage of that opportunity. He said that until the train is here and we've ridden it, you have to put yourself into that reality because we haven't been thinking that way for the past 35 years. He said that there are two transit systems serving the area, C&J Trailways and COAST. He spoke on improving the transit shelters, bike racks, etc and thinking in those terms when someone builds something along one of the existing or future bus routes.

He is calling for the change of the Parking and Traffic Committee to a Transportation Committee but also encourages the establishment of a parking authority. He said an authority is the mechanism that allows a City to pursue some new venues with a new dedication to acquiring funding, and proposing projects. He said that the key thing is that we are trying to set up some new mechanisms to get Dover out of what has become a repetitive review of parking. He said that there is a different approach in this section.

Steve Pesci said that working with DOT for full width paving of roadways may seem like a very mundane issue but it is a very life or death issue to cyclists and it has been made very clear to them by the committee. Secondly, a long term issue is preserving rights-of-way for future transportation corridors, not just for cycling but for future roadway systems. He said that they have given a lot of time and attention to the pedestrian section and there are 56 recommendations.

He said that the City should pursue a first-class Park & Ride Facility north of Exit 8 of the Spaulding Turnpike. He said that 30% of the users of the Portsmouth facility originate on the north side of the Bay. Steve said that new development zones requiring transportation infrastructure decisions is very key. This is where a lot of things come together, the Economic Development piece, preserving rights-of-way for future transportation, zoning issues, etc.

Steve Stancel thanked Steve Pesci, Strafford Regional Planning and the members of the Transportation Committee and Bruce Woodruff for a job well done.

#### **b. Scenic Road Ordinance**

Steve Stancel stated that he would like to get the Board's input. He said that he has a particular issue with c., where it talks about a natural buffer and goes on to #3., and #3 talks about not removing more than a maximum of fifty percent of the basal area. He said that he doesn't see those two as being compatible. He said that he doesn't think you can maintain and preserve the 25 foot area in a natural state and cut out 50% of the basal area. He said the question arises, do we want to build some flexibility to allow some cutting in the 25 ft. area, and if so, maybe we just need to take out "the preserved in its natural state" statement. He said that one option would be to take out the allowing removal of 50% of the basal area and see what the public comment is. Then fall back to the 25 or 50% if there is an outcry.

Tony asked if there is a state statute that allows for clearing within the right-of-way.

Steve Stancel responded that it allows the City to control the clearing of the right-of-way, but the State RSA is not clear about what we can not allow on private land, which is one reason why we created this as an overlay district in Zoning as opposed to adding it to the Scenic Road Ordinance. Steve Stancel stated that all the Scenic Roads are in the R-40 zone where there is a 50' building setback.

David Landry said that C. 1 and C. 3 are not simple and he wouldn't have any idea how somebody would know how to determine if the vegetation is damaged, diseased or unsafe. He said that a person could be concerned about their house being robbed and he thinks that it should have some visibility from the street. He feels that this is too vague and there is too much flexibility. He said #2 is the only obvious one.

Steve Stancel stated that they wanted to build in some opportunity for people to feel that they could take down a diseased or damaged tree without coming to an inspector.

Reuben Hull said that he doesn't know where the answer is but maybe it's more in the practices or if there is a tree or forest management document out there that can be referenced as opposed to just calling them damaged or diseased. He said that if the tree is falling or diseased you don't want this to preclude anyone from taking the tree down.

Tony McManus said that he agrees with Steve regarding taking out all of number 3, and see what the public comment is, then falling back to the 25 or 50% if there is an outcry. He said that there is an inconsistency there.

David Landry asked if that would have allowed the last case they had on the scenic road to clear their lot like they did.

Tony McManus answered that you could read it that way. If there is 100 feet on the front, they can clear 50 feet of it.

Peg Stevenson stated that her concern is when she looks at #1, the removal of the damaged and diseased vegetation, someone can come in and clear out a whole lot, taking away the buffer saying it was all damaged. We have to look at some means of safeguarding that there is a mechanism in there before they can cut.

David Landry added that a natural state does include the damaged and the diseased trees.

Steve Stancel stated that he will work with adding something to that first line so there is some type of review process.

Reuben Hull said that he will check to see if there is a document to properly thin a certain amount of trees. He said when he started looking at the amendment literally, there are all kinds of issues that he didn't see looking at it at face value. He said that we should look to see where the loop holes are before we put this out there.

Steve Stancel stated that the Shoreline Protection Ordinance may indicate that there has to be a continuous visual buffer maintained. He personally thinks that 50% is too much. He asked if the Board wanted to get into restricting overhead utilities and septic. He explained that the most recent 3 or 4 lots on Old Garrison Road, that come off Cullen Bay Road, have overhead utilities which is not in the best interest of Scenic Roads.

David Landry felt that that should be looked at.

Steve Stancel suggested that some type of Conditional Use Permit could be created that would allow the placement of septic fields in front if there wasn't a way that they could go in the back. He said what they are trying to do is promote putting them in the back, but that may be getting too restrictive.

Frank Torr asked if the stone walls should be address also. He said that if they remove the stones for the driveway they should incorporate the stones back into the surrounding wall. He said if we are going to protect them, lets protect them all the way.

Tony McManus left the meeting at 8:35 PM.

Steve Stancel stated that he will make some changes to C.1, requiring some type of review authority. He said that he will take a look at #3 and a minimum and continuous visual buffer but maybe instead of putting percentage, possibly a review authority. He said that they will look at overhead utilities, since he hasn't driven on all three roads he's not sure what is existing for utilities. He said that he will look at something for the protection of the stone walls and re-utilizing the stone.

David Landry asked if Scenic Roads were dirt or blacktop and whether sidewalks or street lights are precluded.

Steve Stancel said that there may be value to making it clear that there is no City trash pick up, sidewalks, or street lights so it will be in black and white. The City does plow.

### **Dover Main Street Design Guidelines**

Reuben Hull stated that he wanted to personally thank everyone that was at the Dover Main St. Design Guidelines workshop.

### **ITEM #5: Adjournment**

Frank Torr made the motion to adjourn.

Jeff Mason seconded.

**VOTE U/A**