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## City of Dover Department of Planning and Community Development

# Rezoning Analysis

### PROPOSED AREAS FOR REZONING

## Overview

### Background

In January 2018, the Dover City Council set a goal of reviewing the balance between commercial and residential property valuations within the City, and pursuing changes to that balance. Rezoning property is one way to adjust this balance. The Planning Board appointed the following members to a committee to review opportunities for rezoning in the community:

- Marcia Gasses, City Council
- Scott Johnson (Chair), DBIDA
- Zachary Koehler, School Board
- Sean O'Connell, Chamber of Commerce
- Lee Skinner, Planning Board
- Chris Wyskiel, Resident

Beginning February 27, 2018, the committee met 15 times.

### Process Description

The committee elected to review the City as a whole and through review of potential growth areas along established transportation networks and areas supported by utilities.

The committee looked at ways to create mixed use areas where higher density single family homes are located near commercial areas to

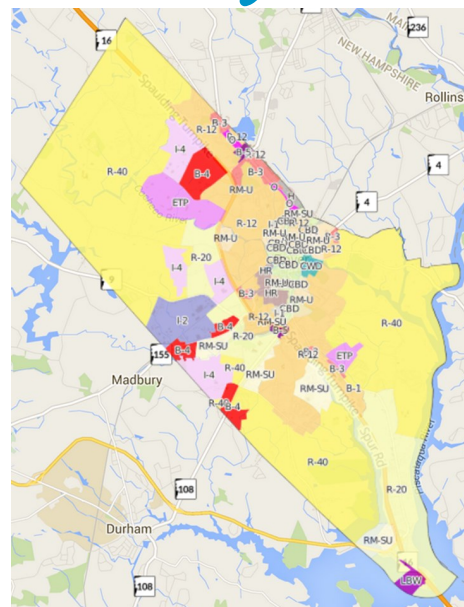
create a balance between the need for affordable homes and increased commercial uses.

Furthermore, it looked at revising existing land uses in the commercial districts to ensure uses allowed are ones Dover wants.

Following this process, the committee systematically analyzed sections of the city to propose multiple geographic rezoning concepts. Committee recommendations, logic, environmental, transportation and other facts considered are summarized for each Rezoning Concept (3 pages for each). Concepts are indexed, as titled, at page 3.

Current “Permitted Use” tables were examined, with consideration given to consolidating Dover’s multiple “B,” and “I-4/ETP” zones, and modernizing the “I-2” zone. These concepts are listed near the end of the page 3 Index of Concepts.

Expansion of mixed use in other parts of the city was also discussed. See Concept: “Modernize RCM.” Without reaching conclusive recommendations, the Committee encourages the Planning Board and staff to explore this desired concept further.



Concepts were prioritized as Short Term (or Immediate), Intermediate and Long Term goals. Priorities are listed at Page 3 and noted in each concept’s summary box (upper left hand corner of each concept’s first summary page). No lots are identified for change, as the Planning Board will review and ID those. A graphic “big picture” showing existing and proposed zoning is included on pages 4 and page 5. The Planning Board/City Council with a public input process will consider implementing recommendations.

## AT A GLANCE:

Total Acreage (Land Use): <sup>1,2</sup>	
Citywide:	15,557
Residential:	8,016
Non-Residential:	3,620
Area of Interest :	16

Current percent of land zoned:	
Residential:	84%
Non-Residential:	16%
Potential percent of land zoned:	
Residential:	82%
Non-Residential:	18%

# Why Look at Rezoning?

- In Dover, after taking office, a new City Council will meet and create goals for its term. The 2018—2019 Council goals include the following:
  - Goal: Implement Long-Term Economic Development Strategic, Objective 2: Establish by June 30, 2018 a Rezoning Committee to research, review and recommend areas to be rezoned (December 30, 2018)
- Dover's Master Plan includes the following in its vision for 2023:
  - Dover attracts and retains stable, well-paying employers because it is business friendly and has a high quality of life.
  - Rural character is preserved and well designed development is encouraged in and around the downtown core and waterfront.
- Dover's Master Plan Land Use Chapter encourages the following:
  - Maintain and adequate supply of well paying jobs
  - Maintain Dover's state of the art medical facilities
  - Incorporate mixed use development where appropriate.
  - Grow a leading edge and innovative economic base
  - Investigate ways to grow the city's economic base utilizing existing and new office/industrial spaces
    - In order to accomplish the above, land must be reviewed and considered for zoning changes

# Public Input

- Rezoning Committee
  - As part of each meeting, the Committee held a Citizen Forum encouraging public comment. On January 17, 2019, the committee held an open session seeking public proposals on zoning amendments and also seeking feedback on ideas considered to that point. Following that, on April 4, the committee held a public hearing on the ideas generated. Input was also received on the May 13, June 6 and July 11.
- Planning Board
  - The Planning Board will hold all its deliberations in public. Each meeting has a Citizen's Forum for residents, business and property owners to discuss land use issues, including rezoning opportunities. Any rezoning will have a neighborhood meeting, a letter mailed to property owners, and at least one public hearing, before a public vote is taken.
- City Council
  - The City Council will hold all its deliberations in public. Each meeting has a Citizen's Forum as well. Any rezoning will have a public hearing, before a public vote is taken.

# Frequently Asked Questions

- I own property that is in an area shown to be rezoned, what are my rights?
  - Even if your property is being rezoned, your existing use and property may not necessarily change and therefore would be considered "legal non-conforming". If you wanted to redevelop your property, you may need to follow certain regulations due to the new zoning.
- My residential property has been rezoned to non-residential-do I need to sell or convert my use to non-residential ?
  - You don't have to do anything if your property is rezoned. It will remain your property with the existing use (residential, etc.) as a legal non-conforming use. You will not be forced to sell or need to convert anything until you are ready to.
- My property was rezoned, am I grandfathered?
  - Your property would remain "legal non-conforming" if you don't make any changes to your property. If you do want to make changes, the changes would need to meet the new zoning.
- How will the rezoning near my property affect my property taxes?
  - You can certainly reach out to the Assessing Office with specific questions but all properties have the same tax rate in Dover.
- What about noise and lights for future rezoning uses?
  - The City of Dover does not currently have a noise ordinance. However certain uses can have conditions placed upon them through the Dover code or Planning Board review. Any new lighting proposed on a private property would need to meet the lighting regulations outlined in the Site Review Chapter 149.
- What are the buffer requirements for the newly rezoned land?
  - There is a general requirement in all non-residential zones that residentially zoned abutters have a 150' buffer between their structure and a new non-residential structure.
- How can the roads handle the increased traffic?
  - Traffic studies whether Standard or Advanced levels, are required during the site review process. Rezoning does not necessarily equal increased traffic counts.
- Why my property?
  - The City as a whole was reviewed, and access to utilities, transportation corridors and surrounding land uses were reviewed. No specific areas were targeted.
- Is this a done deal?
  - NO!
- Why not?
  - Because this report recommends areas the Planning Board should consider. The Planning Board will process its review of some or all of the proposals and evaluate to a greater degree the areas, and will determine which parcels are included.
- Will that take long?
  - It could take as little as three months, or as long as years. The Planning Board reviews recommendations, holds neighborhood meetings, public hearings and public deliberations. It needs to take its time.
- Are we done once the Planning Board acts?
  - No. The City Council reviews and ratifies the Planning Board's determination and can overturn the Planning Board with a 2/3rds vote.
- What factors does the Planning Board consider?
  - The proposed uses, dimensions (lot size, setbacks etc) impact on the neighborhood, utilities, the environment and traffic of the area being recommended.
- How can I stay informed?
  - You can follow on Channel 22, subscribe to the Dover Download, or email [planning@dover.nh.gov](mailto:planning@dover.nh.gov) and be added you to an update list.

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# Sources

Throughout the report there is data and other information that is provided to the reader. This information primarily is from the City’s Zoning Code, or from staff reports, knowledge and expertise. Footnotes at the header for the section indicate the source.

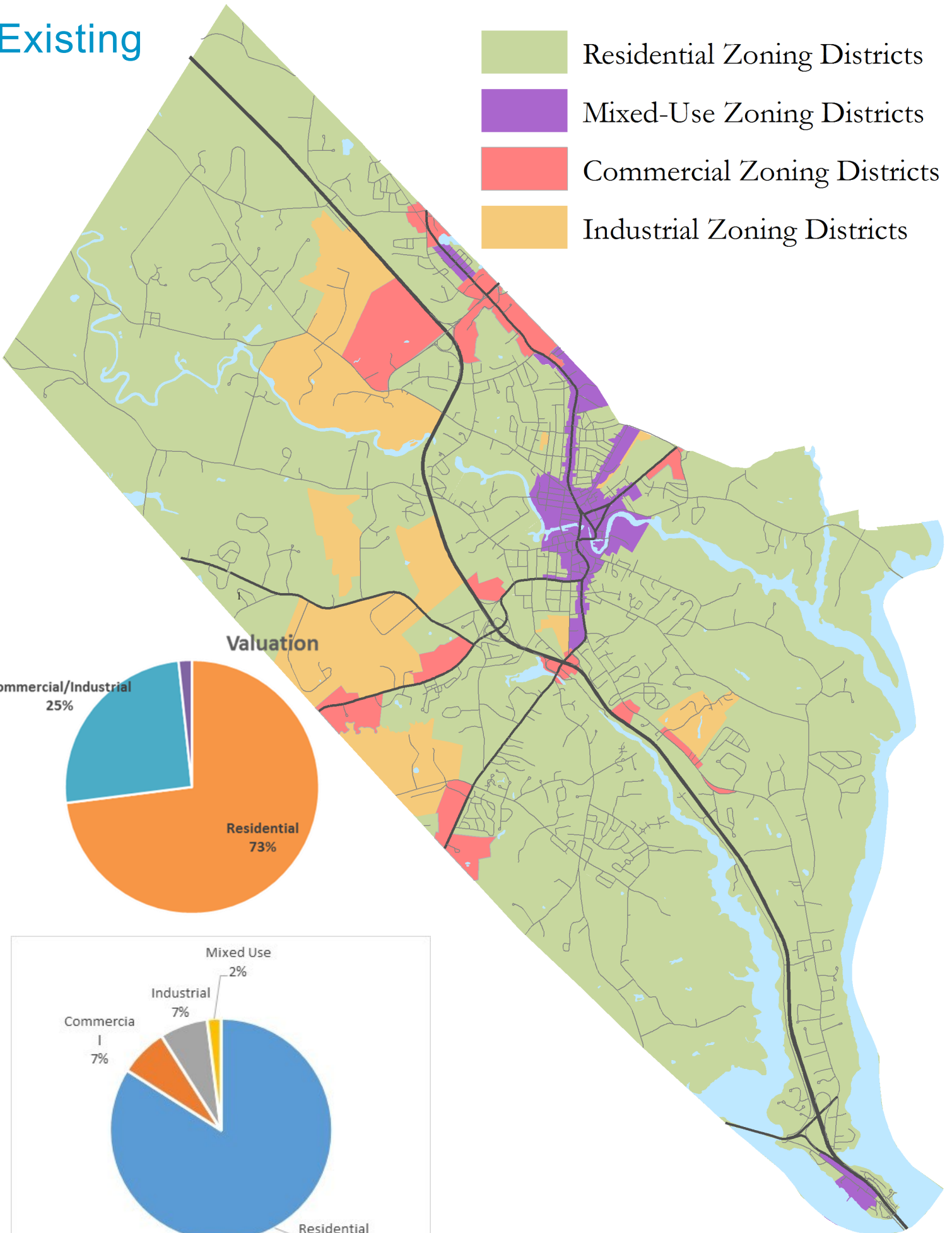
- 1 = Chapter 170, Zoning, of the City Code
- 2 = Planning Department Land Use Data/Analysis

# Concepts by Priority

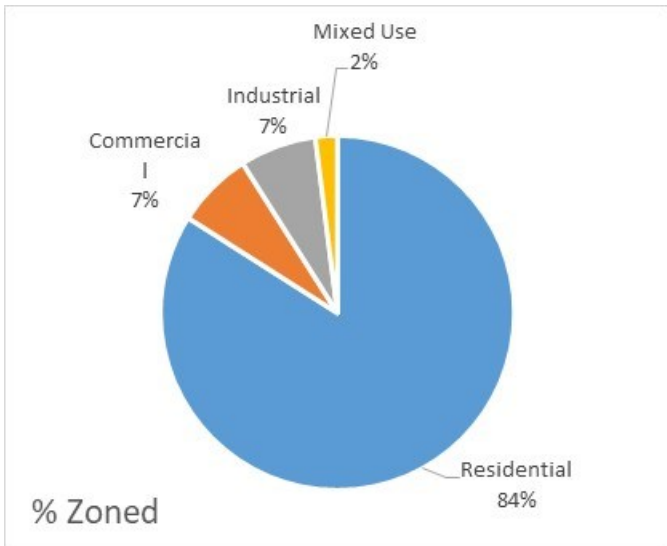
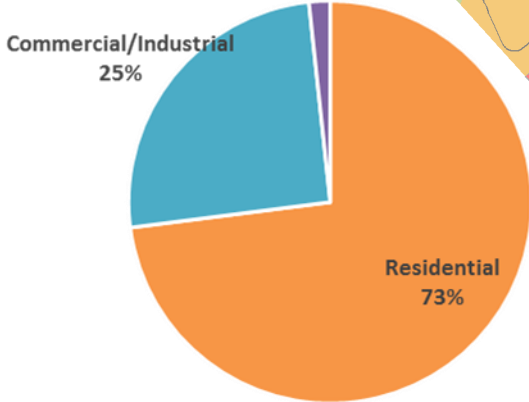
- Short
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# Existing

- Residential Zoning Districts
- Mixed-Use Zoning Districts
- Commercial Zoning Districts
- Industrial Zoning Districts



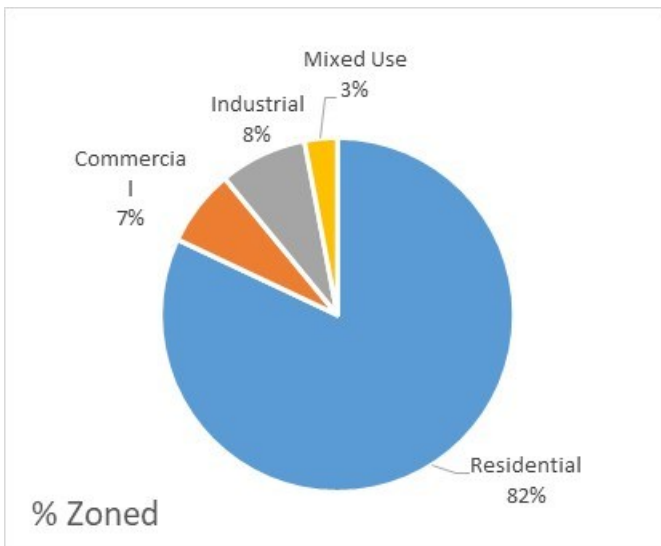
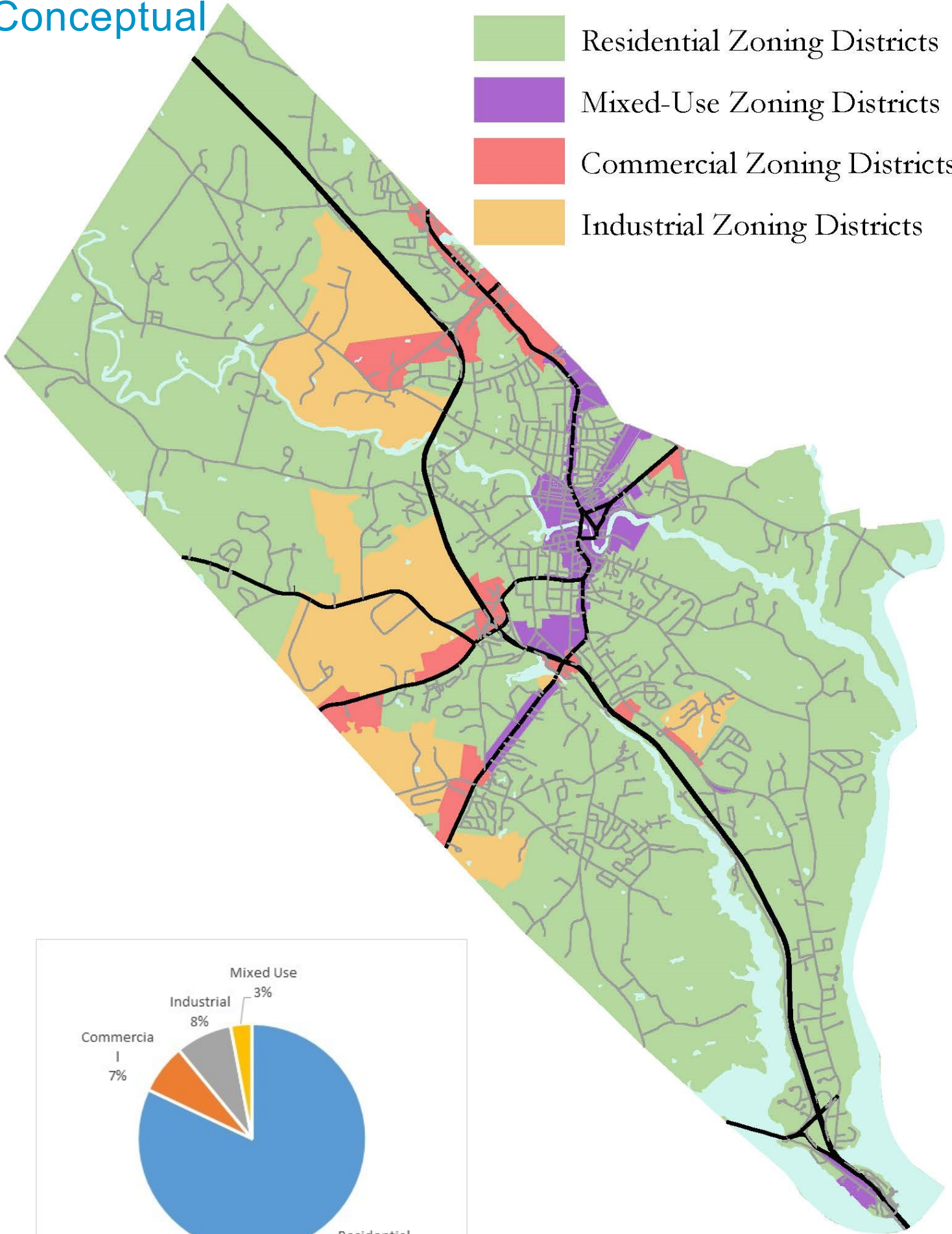
Valuation





# Conceptual

- Residential Zoning Districts
- Mixed-Use Zoning Districts
- Commercial Zoning Districts
- Industrial Zoning Districts



# Rezoning Concept: Exit 7 <sup>1,2</sup>

Where: Locust St, Rutland Street, Cataract Ave  
 Current Zone: I-1, R-12  
 Potential Zone: Gateway  
 Acres: 23  
 Percent of Dover (0.12)  
 Priority: Short

## Description

The area along Locust Street, Rutland Street, Central Avenue and Cataract Avenue is a mixture of residential and commercial zones, including industrial and mixed use zoning.

The proposal is to rezone the whole area to be a new “Gateway” district based upon the existing “Downtown Gateway”. This would create a mixed use scenario allowing for commercial uses, residential uses within the same structures or as separate uses. The zone requires architectural design standards be adhered to and encourages walkability.

## Purpose of CDB-DG Zone

A gateway is an area that marks a transition point where you move from one existing condition to another. In terms of land use, Gateways generally indicate transition points from a less developed area (the highway, the rural landscape, etc.) to a more formal, densely developed urban core (multi-story buildings, civic buildings, etc.). In Dover the primary Downtown Gateways (Central Avenue north and south of the downtown core, Broadway, and Portland Avenue) are generally dominated by commercial activity, with buildings of a lower height than those located downtown. Some residual residential activity occurs occasionally as stand-alone buildings, but frequently residential activity is located above ground floor commercial uses. A modest distance between the building and the street exists, with a fair amount of landscaping.

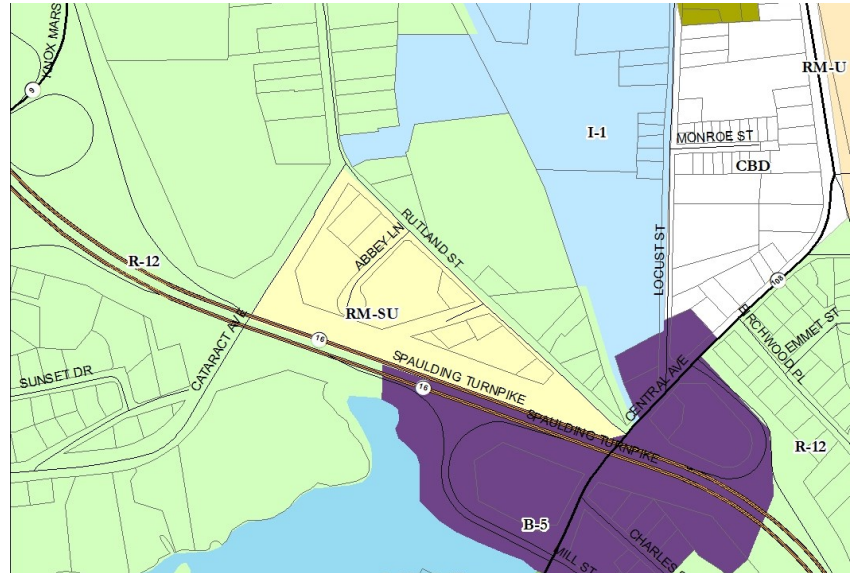
## Why Rezone this area?

The committee found that:

- The area offers a natural extension of the existing non-residential uses.
- It would remove the option of industrial uses so close to residential uses.
- It would make the former McIntosh College site conforming.
- Some property owner support
- Design standards protect abutters

## Cautions

- Intersections on Central are congested
- Add public recreation uses to enhance the Community Trail
- Consider adjusting the G density to 1 unit per 4,000 sf which is the density in the I-1.
- Consider adding a density bonus (1/2,500 sf) if project is mixed use
- Consider removing cap of 10 units



Please see back cover for full map/legend



	Medium Density Res (R-12)	Restricted Industrial (I-1)	Gateway (G)
<b>LOT</b>			
Minimum LOT Size	12,000 sf	40,000 sf	N/A
Maximum Lot Coverage	30%	50%	50%
Minimum Frontage	100 ft	150 ft	60% min
<b>PRINCIPAL BUILDING</b>			
Front Setback	15-25 ft	50 ft	5-20 ft
Abut a Street Setback	15-25 ft	50 ft	5-20 ft
Side Setback	15 ft	15 ft	5 ft
Rear Setback	30 ft	25 ft	0 ft
Distance to existing res (in res zone)	N/A	N/A	N/A
<b>OUTBUILDING/ACCESSORY USE</b>			
Front Setback	15-25 ft	50 ft	20 ft plus bldg. setback
Abut a Street Setback	15-25 ft	50 ft	20 ft plus bldg. setback
Side Setback	10 ft	10 ft	5 ft
Rear Setback	10 ft	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>			
Principal Building	35 ft max	50 ft max	4 story max
Outbuilding	35 ft max	40 ft max	2 story max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	R-12	I-1	G
ACCESSORY DWELLING UNIT	P		P
ASSEMBLY HALL	P		P
AUTO SERVICE STATION		S	
Bank			P
Beauty and barbershop			P
BED AND BREAKFAST	P		P
CHILD CARE FACILITY	P	P	P
CHILD CARE HOME	P		P
COMMERCIAL PARKING FACILITY		P	
Computer and data processing			P
DWELLING, 2 Family	P		P
DWELLING, 3-4 Family			P
DWELLING, MULTI-FAMILY			P
DWELLING, Single Family	P		P
Eating and Drinking Establishment			P
EDUCATIONAL INSTITUTION, K-12	P		P
EDUCATIONAL INSTITUTION, POST SECONDARY	P		P
ELDERLY ASSISTED CARE HOME	S		
FARM	P	P	
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P		
Fuel, Oil, or Gas Storage		P	
Funeral Parlor			P
GROUP HOME FOR MINORS			P
Helicopter Take Offs & Landings		P	
HOTEL/Motel		P	P
LIGHT INDUSTRY		P	
New Car Sales		P	
OFFICE	P	P	P
Open Storage		P	
PERSONAL SERVICE ESTABLISHMENT		P	P
PUBLIC RECREATION	P	P	
Public Utility	P	P	
PUBLISHING FACILITY		P	
Research Institutes			P
Retail Sale of Agricultural or Farm Products Raised on Site		P	
Retail Store			P
ROADSIDE FARMSTAND	P		
ROOMING HOUSE			P
Trucking Terminal		P	
VEHICLE REFUELING/RECHARGING STATION		S	
Veterinary Office, Animal Hospital or KENNEL		P	P
WAREHOUSING		P	
WHOLESALING		P	



# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 23 acre area is roughly arranged in a triangular shape, with a width of 2,400 feet and a depth of 1,900 feet. It has a wider portion that stretches along the Spaulding Turnpike bounded by Cataract Avenue and Rutland Street.

## Wetlands/Soils

The area appears to have an area of wetlands around the former rail bed and off Rutland Street in a small ravine area

## Floodplain Development

There appear to be no major flooding concerns for the property, other than normal shore land requirements common along rivers.

## Topography

The parcel is relatively flat with an elevation of approximately 80 feet above sea level. The former rail bed, now the Community Trail, runs through part of the area, parallel to Locust Street. This provides a higher elevation along the ridge of trail.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Spaulding Turnpike and NH Route 108 (Central Avenue). The infrastructure in Locust Street has been upgraded to accommodate multiple modes of transit, including delivery truck traffic, and mass transit.

Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

The extension of the Community Trail south of Fisher Street also provides greater connectivity in the area

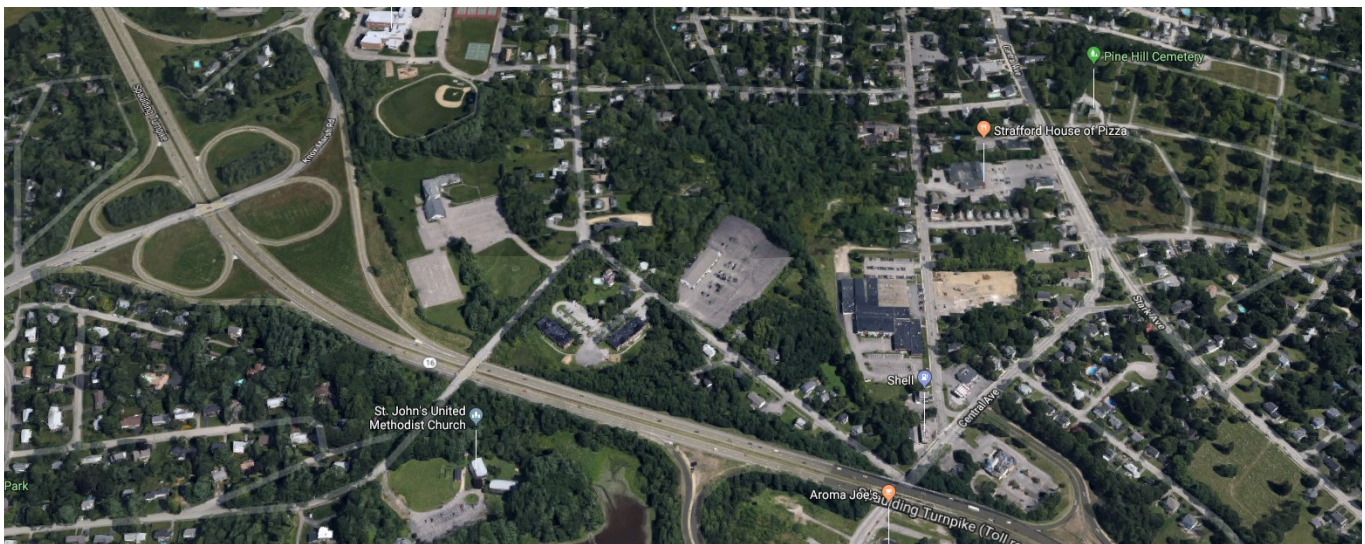
Any development of the proposed area would include a traffic analysis, which would look, amongst other things, at any improvements necessary to the road network to mitigate congestion.

## Utilities—Public

All of the streets in the area are served by municipal water and sanitary sewer. Additionally, the area north of this section of Locust Street is under design review for improvements to the stormwater systems.

## Utilities—Private

Eversource provides electric power to the parcel via service off Locust Street. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Exit 8<sup>1,2</sup>

Where: Between the Spaulding and Littleworth Road  
 Current Zone: R-12  
 Potential Zone: B-3/B-4 or B-5  
 Acres: 35  
 Percent of Dover (0.19)  
 Priority: Long

## Description

The area along Littleworth Road and the Spaulding Turnpike and Knox Marsh Road is a residential area with established single family homes along a business roadway network with high commercial visibility.

The proposal is to rezone the whole area to be a commercial zone, whether the B-4, as exists on Knox Marsh Road, or the B-3/B-5 which exists along Silver Street and near other exists off the Spaulding.

## Purpose of B-5 Zone

The purpose of this business district is to provide an environment that encourages efficient and attractive commercial development along major highways that are gateways to the city. The minimum LOT size of twenty thousand (20,000) square feet encourages a mix of various sized commercial uses. The district provides economic development opportunities for a mix of land uses, including retail sales, personal services, restaurants, VEHICLE REFUELING/ RECHARGING STATION, automobile sales, HOTELS, OFFICES, banks, and theaters.

## Why Rezone this area?

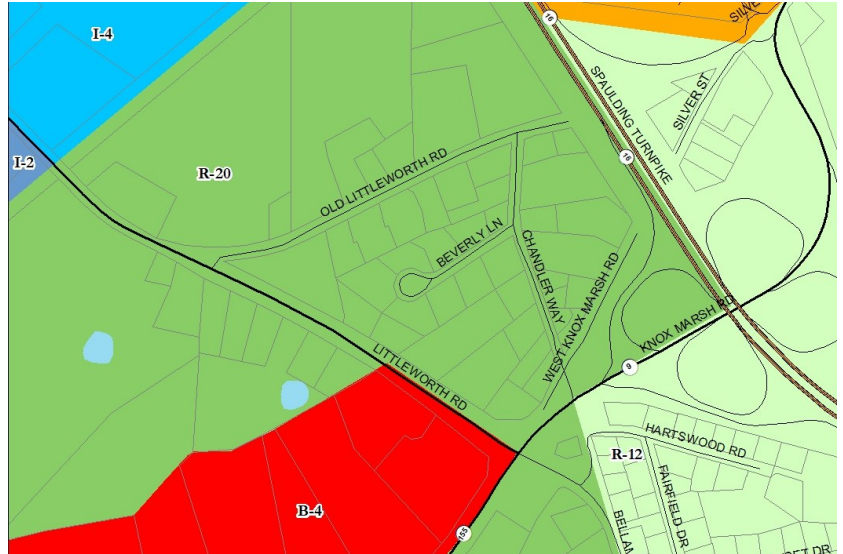
The committee found that:

- The area offers a natural extension of the existing non-residential uses.
- Some property owner support

## Cautions

The committee did note that this is a Long priority as:

- There needs to be an analysis of residential homes in the area
- It should coincide with the creation of a new Commercial District, which needs further definition and analysis
- Analysis of where actual boundaries needs to be performed with wetlands and other limiters considered.
- Need to review boundaries with established residential neighborhood.
- Need to consider impact of 150' buffer if residential abutting zone remains



Please see back cover for full map/legend



	Medium Density Res (R-12)	Thoroughfare Business (B-3)	Hotel/Retail (B-4)	Highway Business (B-5)
<b>LOT</b>				
Minimum LOT Size	12,000 sf	20,000 sf	5 Acres	20,000 sf
Maximum Lot Coverage	30%	50%	33%	50%
Minimum Frontage	100 ft	125 ft	400 ft	125 ft
<b>PRINCIPAL BUILDING</b>				
Front Setback	15-25 ft	30 ft	30 ft	30 ft
Abut a Street Setback	15-25 ft	30 ft	30 ft	30 ft
Side Setback	15 ft	12 ft	75 ft	12 ft
Rear Setback	30 ft	15 ft	75 ft	15 ft
Distance to existing res (in res zone)	N/A	150 ft	150 ft	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>				
Front Setback	15-25 ft	50 ft	75 ft	75 ft
Abut a Street Setback	15-25 ft	50 ft	75 ft	75 ft
Side Setback	10 ft	10 ft	10 ft	10 ft
Rear Setback	10 ft	10 ft	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>				
Principal Building	35 ft max	40 ft max	55 ft max	40 ft max
Outbuilding	35 ft max	40 ft max	55 ft max	40 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	R-12	B-3	B-4	B-5
ACCESSORY DWELLING UNIT	P			
ADULT BOOKSTORE AND/ OR VIDEO STORE		S		
ADULT CABARET		S		
ADULT DAY CARE				P
ASSEMBLY HALL	P			
AUTO SERVICE STATION		P		P
Bank		P	P	P
Beauty and barbershop		P		P
BED AND BREAKFAST	P	P		
CHILD CARE FACILITY	P	P	P	P
CHILD CARE HOME	P			
Clinic				P
COMMERCIAL PARKING FACILITY		P	P	P
COMMERCIAL RECREATION FACILITY		P	P	P
CONSERVATION LOT	P			
Drive In Theater			P	
DWELLING, 2 Family	P			
DWELLING, MULTI-FAMILY		S		S
DWELLING, Single Family	P			
Eating and Drinking Establishment		P	P	P
EDUCATIONAL INSTITUTION, K-12	P			
EDUCATIONAL INSTITUTION, POST SECONDARY	P	P	P	P
ELDERLY ASSISTED CARE HOME	S			
FARM	P		P	
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	P		
Helicopter Take Offs & Landings		S	S	S
HOTEL/Motel		P	P	P
Liquor Store			P	P
New Car Sales		P		P
OFFICE	P	P	P	P
PERSONAL SERVICE ESTABLISHMENT		P	P	P
PUBLIC RECREATION	P			S
Public Utility	P	P		
PUBLISHING FACILITY		P	P	P
Retail Sale of Agricultural or Farm Products Raised on Site			P	
Retail Store		P	P	P
ROADSIDE FARMSTAND	P			
Theater		P	P	P
USED CAR LOT		P		P
VEHICLE REFUELING/RECHARGING STATION		S		S
Veterinary Office, Animal Hospital or KENNEL			P	

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 35 acre area is roughly arranged in a triangular shape, with a width of 1,200 feet and a depth of 1,000 feet. It is bounded by Old Littleworth Road, the Spaulding Turnpike, Littleworth Road (Route 9) and Knox Marsh Road (Route 155).

## Wetlands/Soils

The area appears to not have significant areas of wetlands, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the property.

## Topography

The parcel is relatively flat with an elevation of approximately 100 feet above sea level. There are few undulations in the area, with a general flat contour, and natural vegetation and no streams or water courses in the area.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Spaulding Turnpike and NH Routes 9 and 155. All of these roadways are under the jurisdiction of the State of New Hampshire and can be upgraded to accommodate multiple modes of transit, including delivery truck traffic, and mass transit, if necessary.

Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

All of the streets in the area are served by municipal water and sanitary sewer. With the Capital Improvements Program exists a project to upgrade the waterlines along Old Littleworth Road

## Utilities—Private

Eversource provides electric power to the parcel via service off Littleworth Road. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Exit 8<sup>1,2</sup>

Where: Between the Spaulding and Silver Square

Current Zone: R-12  
 Potential Zone: B-3/B-4 or B-5  
 Acres: 4  
 Percent of Dover (0.02)  
 Priority: Long

## Description

The area along Silver Street and the Spaulding Turnpike is a residential area with established single family homes along a business roadway network with high commercial visibility.

The proposal is to rezone the whole area to be a commercial zone, whether the B-4, as exists on Knox Marsh Road, or the B-3/B-5 which exists along Silver Street and near other exists off the Spaulding.

## Purpose of B-5 Zone

The purpose of this business district is to provide an environment that encourages efficient and attractive commercial development along major highways that are gateways to the city. The minimum LOT size of twenty thousand (20,000) square feet encourages a mix of various sized commercial uses. The district provides economic development opportunities for a mix of land uses, including retail sales, personal services, restaurants, VEHICLE REFUELING/ RECHARGING STATION, automobile sales, HOTELS, OFFICES, banks, and theaters.

## Why Rezone this area?

The committee found that:

- The area offers a natural extension of the existing non-residential uses.

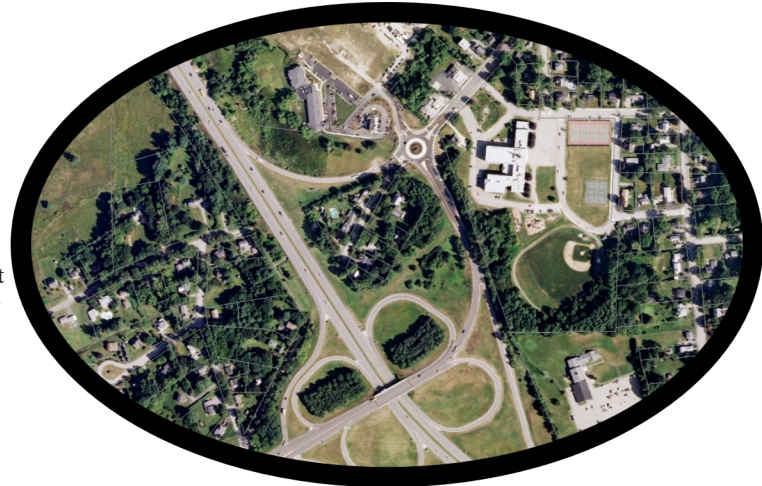
## Cautions

The committee did note that this is a long priority as:

- There needs to be an analysis of residential homes in the area
- It should coincide with the creation of a new Commercial District, which needs further definition and analysis
- Consider at same time as Littleworth and Knox Marsh
- Need to consider the transportation impact and if there is the ability to utilize some DOT right of way in developing a commercial project.
- The area is small and any development may require purchasing all of the parcels



Please see back cover for full map/legend



	Medium Density Res (R-12)	Thoroughfare Business (B-3)	Hotel/Retail (B-4)	Highway Business (B-5)
<b>LOT</b>				
Minimum LOT Size	12,000 sf	20,000 sf	5 Acres	20,000 sf
Maximum Lot Coverage	30%	50%	33%	50%
Minimum Frontage	100 ft	125 ft	400 ft	125 ft
<b>PRINCIPAL BUILDING</b>				
Front Setback	15-25 ft	30 ft	30 ft	30 ft
Abut a Street Setback	15-25 ft	30 ft	30 ft	30 ft
Side Setback	15 ft	12 ft	75 ft	12 ft
Rear Setback	30 ft	15 ft	75 ft	15 ft
Distance to existing res (in res zone)	N/A	150 ft	150 ft	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>				
Front Setback	15-25 ft	50 ft	75 ft	75 ft
Abut a Street Setback	15-25 ft	50 ft	75 ft	75 ft
Side Setback	10 ft	10 ft	10 ft	10 ft
Rear Setback	10 ft	10 ft	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>				
Principal Building	35 ft max	40 ft max	55 ft max	40 ft max
Outbuilding	35 ft max	40 ft max	55 ft max	40 ft max

Dimensional Review<sup>3</sup>



# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	R-12	B-3	B-4	B-5
ACCESSORY DWELLING UNIT	P			
ADULT BOOKSTORE AND/ OR VIDEO STORE		S		
ADULT CABARET		S		
ADULT DAY CARE				P
ASSEMBLY HALL	P			
AUTO SERVICE STATION		P		P
Bank		P	P	P
Beauty and barbershop		P		P
BED AND BREAKFAST	P	P		
CHILD CARE FACILITY	P	P	P	P
CHILD CARE HOME	P			
Clinic				P
COMMERCIAL PARKING FACILITY		P	P	P
COMMERCIAL RECREATION FACILITY		P	P	P
CONSERVATION LOT	P			
Drive In Theater			P	
DWELLING, 2 Family	P			
DWELLING, MULTI-FAMILY		S		S
DWELLING, Single Family	P			
Eating and Drinking Establishment		P	P	P
EDUCATIONAL INSTITUTION, K-12	P			
EDUCATIONAL INSTITUTION, POST SECONDARY	P	P	P	P
ELDERLY ASSISTED CARE HOME	S			
FARM	P		P	
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	P		
Helicopter Take Offs & Landings		S	S	S
HOTEL/Motel		P	P	P
Liquor Store			P	P
New Car Sales		P		P
OFFICE	P	P	P	P
PERSONAL SERVICE ESTABLISHMENT		P	P	P
PUBLIC RECREATION	P			S
Public Utility	P	P		
PUBLISHING FACILITY		P	P	P
Retail Sale of Agricultural or Farm Products Raised on Site			P	
Retail Store		P	P	P
ROADSIDE FARMSTAND	P			
Theater		P	P	P
USED CAR LOT		P		P
VEHICLE REFUELING/RECHARGING STATION		S		S
Veterinary Office, Animal Hospital or KENNEL			P	

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 4 acre area is roughly arranged in a rectangle shape, with a width of 600 feet and a depth of 400 feet. It is bounded by Silver Street, the Spaulding Turnpike and Knox Marsh Road (Route 155).

## Wetlands/Soils

The area appears to not have significant areas of wetlands, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the property.

## Topography

The parcel is relatively flat with an elevation of approximately 100 feet above sea level. There are few undulations in the area, with a general flat contour, and natural vegetation and no streams or water courses in the area.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Spaulding Turnpike and NH Routes 9 and 155. In-bound from this area is controlled by the City, while the Spaulding Turnpike and the Exist 8 overpass are under the jurisdiction of the State of New Hampshire.

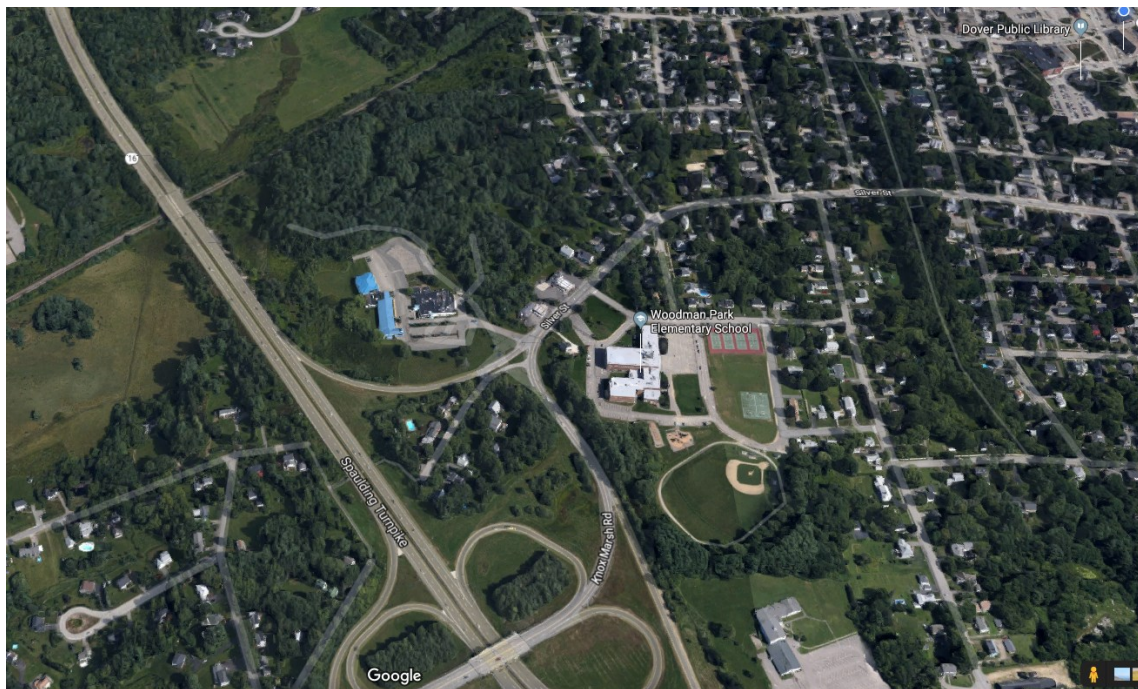
Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

All of the streets in the area are served by municipal water and sanitary sewer. The utilities within Silver Street, east of the roundabout, were all reviewed and upgraded as part of the Silver Street reconstruction project.

## Utilities—Private

Eversource provides electric power to the parcel via service off Silver Street. Natural Gas and Telecommunications lines are located within the ROW as well.



# Rezoning Concept: Exit 9<sup>1,2</sup>

Where: Indian Brook from Sixth Street to Spaulding  
 Current Zone: R-12  
 Potential Zone: B-4  
 Acres: 16  
 Percent of Dover (0.09)  
 Priority: Short

## Description

The area along Indian Brook Drive has non-residential uses to the north and the rear of residential uses to the south, along with the park n ride facility owned by the State.

The proposal is to rezone the south side of Indian Brook, into the properties fronting on Glenwood Avenue, but not fully to Glenwood Avenue to be "Hotel/Retail". This would create a commercial strip with businesses to support the existing commercial and residential uses within the area.

## Purpose of B-4 Zone

The purpose of this business district is to provide an environment that encourages efficient and attractive commercial development on a larger scale along major highways outside of the downtown. The minimum LOT size of five acres encourages larger commercial development. The district provides economic development opportunities for a mix of land uses, including retail sales, personal services, restaurants, HOTELS, OFFICES, banks, and theaters.

## Why Rezone this area?

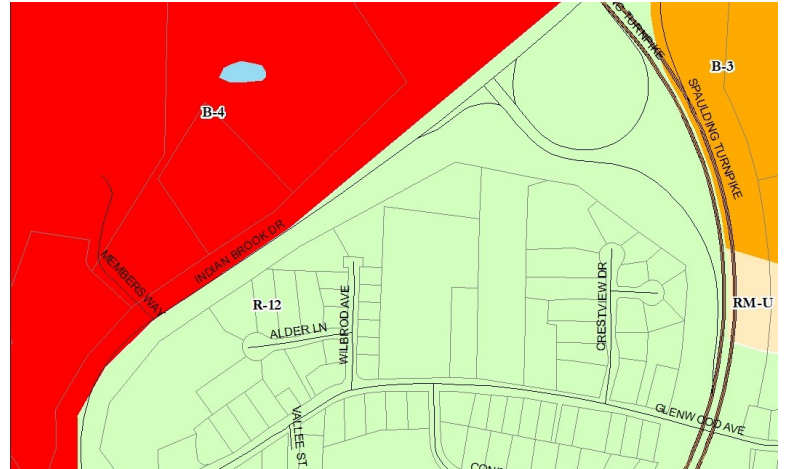
The committee found that:

- Existing Commercial uses along Indian Brook Drive
- Access would be limited to Indian Brook Drive, and abutter impact can be addressed with site plan review

## Cautions

The committee found that:

- Residential lots are smaller and multiple would need to be purchased for development
- The Indian Brook Drive right of way is very wide in places here and may impact the actual area of development
- Need to consider impact of 150' buffer if residential abutting zone remains
- No public utilities



Please see back cover for full map/legend



	Medium Density Res (R-12)	Hotel/Retail (B-4)
<b>LOT</b>		
Minimum LOT Size	12,000 sf	5 Acres
Maximum Lot Coverage	30%	33%
Minimum Frontage	100 ft	400 ft
<b>PRINCIPAL BUILDING</b>		
Front Setback	15-25 ft	30 ft
Abut a Street Setback	15-25 ft	30 ft
Side Setback	15 ft	75 ft
Rear Setback	30 ft	75 ft
Distance to existing res (in res zone)	N/A	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>		
Front Setback	15-25 ft	75 ft
Abut a Street Setback	15-25 ft	75 ft
Side Setback	10 ft	10 ft
Rear Setback	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>		
Principal Building	35 ft max	55 ft max
Outbuilding	35 ft max	55 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	R-12	B-4
ACCESSORY DWELLING UNIT	P	
ASSEMBLY HALL	P	
AUTO SERVICE STATION		
Bank		P
BED AND BREAKFAST	P	
CHILD CARE FACILITY	P	P
CHILD CARE HOME	P	
COMMERCIAL PARKING FACILITY		P
COMMERCIAL RECREATION FACILITY		P
CONSERVATION LOT	P	
Drive In Theater		P
DWELLING, 2 Family	P	
DWELLING, Single Family	P	
Eating and Drinking Establishment		P
EDUCATIONAL INSTITUTION, K-12	P	
EDUCATIONAL INSTITUTION, POST SECONDARY	P	P
ELDERLY ASSISTED CARE HOME	S	
FARM	P	P
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	
Helicopter Take Offs & Landings		S
HOTEL/Motel		P
Liquor Store		P
New Car Sales		
OFFICE	P	P
PERSONAL SERVICE ESTABLISHMENT		P
PUBLIC RECREATION	P	
Public Utility	P	
PUBLISHING FACILITY		P
Retail Sale of Agricultural or Farm Products Raised on Site		P
Retail Store		P
ROADSIDE FARMSTAND	P	
Theater		P
Veterinary Office, Animal Hospital or KENNEL		P



# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 16 acre area is roughly arranged in a triangle shape, with a width of 2,300 feet and a depth of 400 feet. It is bounded by Indian Brook Drive and the Spaulding Turnpike.

Much of the area to be rezoned would include area that is part of the State of NH Right of Way.

## Wetlands/Soils

The area appears to not have significant areas of wetlands, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the property.

## Topography

The parcel is relatively flat with an elevation of approximately 170 feet above sea level. The elevation rises as the land moves towards Glenwood, where it flattens off and includes field areas.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Spaulding Turnpike Indian Brook Drive. Inbound from this area is controlled by the City, while the Spaulding Turnpike is under the jurisdiction of the State of New Hampshire.

Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

This is an area that is not served by municipal water and sanitary sewer.

## Utilities—Private

Eversource provides electric power to the parcel via service off Indian Brook Drive and Sixth Street. Natural Gas and Telecommunications lines are located within the ROW as well.



# Rezoning Concept: Exit 9<sup>1,2</sup>

Where: Sixth Street from Spaulding to Glenwood

Current Zone: R-12  
 Potential Zone: ETP  
 Acres: 15  
 Percent of Dover (0.08)  
 Priority: Short

## Description

The area along Sixth Street has non-residential uses to the south and residential uses to the north.

The proposal is to rezone the north side of Sixth Street, into the properties fronting on Glenwood Avenue, but not fully to Glenwood Avenue to be "Executive Technology". This would create an extension of the larger business park centered around Liberty Mutual.

## Purpose of ETP Zone

The purpose of this executive and technology district is to provide appropriate locations for large-scale high technology, research, professional OFFICE, and clean manufacturing uses that need large sites and high aesthetic standards. The general character of the district is intended to be a campus or park-like setting that encourages creative design and innovation is site planning and development, while protecting the natural resources. In this district the minimum LOT size is three acres and there is no FRONTAGE requirement, which encourages larger users in campus settings. Some of the city's largest employers are located in this district. This district includes special design standards for BUILDINGS, parking LOTs and landscaping.

## Why Rezone this area?

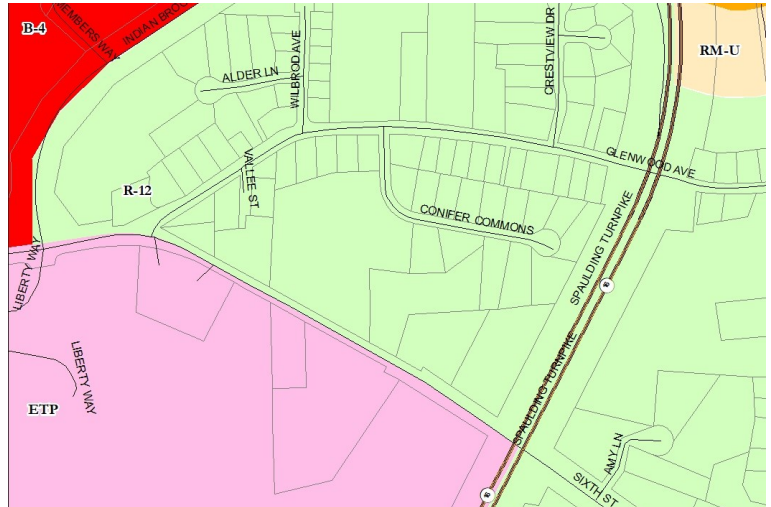
The committee found that:

- Extend ETP use across the street is consistent with existing growth pattern
- Residential impacts would be low due to existing trees and vegetation

## Cautions

The committee found that:

- No utilities, so commercial uses (restaurant etc) would be limited, however the executive technology uses may thrive under septic system and well scenarios.



Please see back cover for full map/legend



	Medium Density Res (R-12)	Executive Technology (ETP)
<b>LOT</b>		
Minimum LOT Size	12,000 sf	3 Acres
Maximum Lot Coverage	30%	33%
Minimum Frontage	100 ft	400 ft
<b>PRINCIPAL BUILDING</b>		
Front Setback	15-25 ft	50 ft
Abut a Street Setback	15-25 ft	50 ft
Side Setback	15 ft	50 ft
Rear Setback	30 ft	50 ft
Distance to existing res (in res zone)	N/A	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>		
Front Setback	15-25 ft	50 ft
Abut a Street Setback	15-25 ft	50 ft
Side Setback	10 ft	10 ft
Rear Setback	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>		
Principal Building	35 ft max	55 ft max
Outbuilding	35 ft max	55 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	R-12	ETP
ACCESSORY DWELLING UNIT	P	
ASSEMBLY HALL	P	
BED AND BREAKFAST	P	
CHILD CARE FACILITY	P	P
CHILD CARE HOME	P	
Computer and data processing		P
CONSERVATION LOT	P	
Conversion of Existing Dwelling to Accommodate not more than 2 units	P	
DWELLING, 2 Family	P	
DWELLING, Single Family	P	
EDUCATIONAL INSTITUTION, K-12	P	
EDUCATIONAL INSTITUTION, POST SECONDARY	P	P
ELDERLY ASSISTED CARE HOME	S	
Establishments for the manufacture assembly, services and repair of the products listed below:		P
• Drugs		
• Office, computing and accounting machines		
• Radio and television receiving equipment		
Communication equipment		
• Electronic components and Engineering, laboratory, scientific and research instruments and associated equipment		
• Measuring and controlling instruments		
• Optical instruments and lenses		
• Surgical, medical and dental instruments and supplies		
• Photographic equipment and supplies		
• Electrotherapeutic, electro-medical and X-ray apparatus		
EXCAVATION		
FARM	P	P
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	
Helicopter Take Offs & Landings		P
Laboratories (scientific, medical chemical) and testing facilities devoted to experimental production, research, product development or similar activity		P
OFFICE	P	P
Open Storage		
Other		P
PUBLIC RECREATION	P	
Public Utility	P	
PUBLISHING FACILITY		P
Recreational Camp		
Research Institutes		P
Retail Sale of Agricultural or Farm Products Raised on Site		P
ROADSIDE FARMSTAND	P	
Veterinary Office, Animal Hospital or KENNEL		P



# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 16 acre area is roughly arranged in a triangle shape, with a width of 1,900 feet and a depth of 400 feet. It is bounded by Glenwood Avenue and the Spaulding Turnpike.

## Wetlands/Soils

The area appears to have significant areas of wetlands towards Glenwood Avenue, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the property.

## Topography

The parcel is relatively flat with an elevation of approximately 150 feet above sea level. The elevation rises as the land moves towards Glenwood, and includes steep areas along the Spaulding Turnpike.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Spaulding Turnpike, Sixth Street and Indian Brook Drive. This area is controlled by the City.

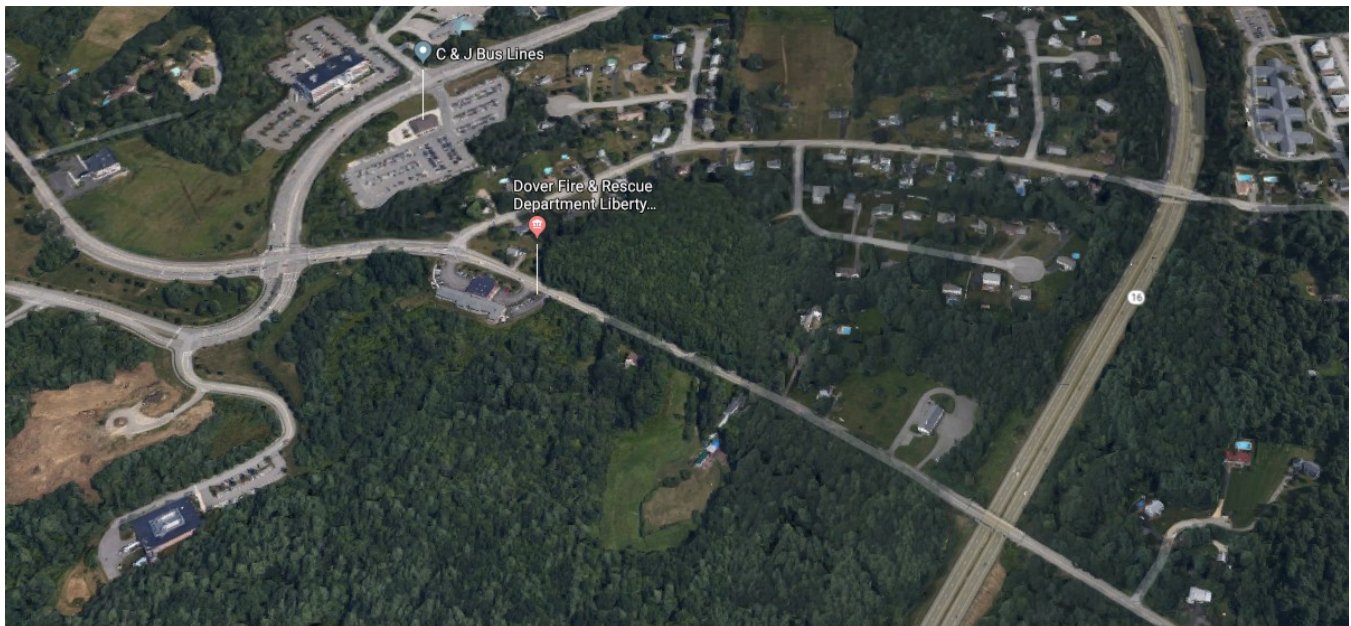
Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

This is an area that is not served by municipal water and sanitary sewer.

## Utilities—Private

Eversource provides electric power to the parcel via service off Sixth Street. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: New Rochester Road <sup>1, 2</sup>

Where: North of Week's Crossing  
 Current Zone: Office  
 Potential Zone: Gateway  
 Acres: 26  
 Percent of Dover (0.00)  
 Priority: Short

## Description

The area along New Rochester Road between Hotel Drive and Willand Pond is a residential area with established single family homes along a business roadway network with high commercial visibility.

The proposal is to rezone the whole area to be a new "Gateway" district based upon the existing "Downtown Gateway". This would create a mixed use scenario allowing for commercial uses, residential uses within the same structures or as separate uses. The zone requires architectural design standards be adhered to and encourages walkability.

## Purpose of G Zone

A gateway is an area that marks a transition point where you move from one existing condition to another. In terms of land use, Gateways generally indicate transition points from a less developed area (the highway, the rural landscape, etc.) to a more formal, densely developed urban core (multi-story buildings, civic buildings, etc.). In Dover the primary Downtown Gateways (Central Avenue north and south of the downtown core, Broadway, and Portland Avenue) are generally dominated by commercial activity, with buildings of a lower height than those located downtown. Some residual residential activity occurs occasionally as stand-alone buildings, but frequently residential activity is located above ground floor commercial uses. A modest distance between the building and the street exists, with a fair amount of landscaping.

## Why Rezone this area?

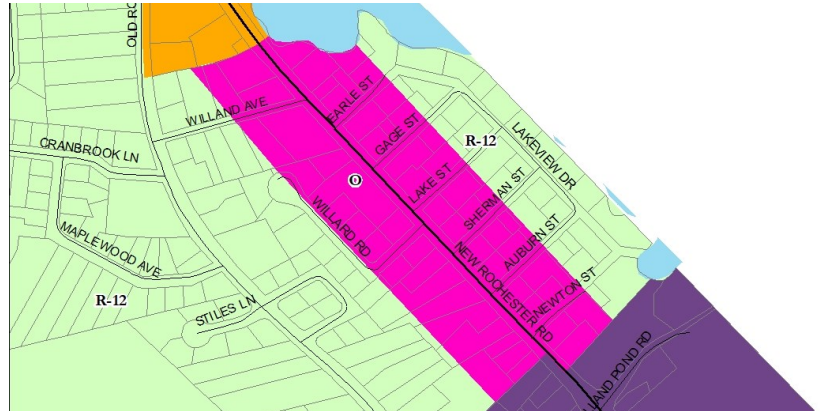
The committee found that:

- The area offers a natural extension of the existing non-residential uses.
- Already non-residential zone
- Property owner support

## Cautions

The committee found that:

- The area is small and any development may require purchasing all of the parcels
- When reviewed, the Planning Board should review how far north the boundaries are.



Please see back cover for full map/legend



	Office (O)	Gateway (G)
<b>LOT</b>		
Minimum LOT Size	10,000 sf	N/A
Maximum Lot Coverage	50%	50%
Minimum Frontage	100 ft	60% min
<b>PRINCIPAL BUILDING</b>		
Front Setback	12 ft	5-20 ft
Abut a Street Setback	12 ft	5-20 ft
Side Setback	10 ft	5 ft
Rear Setback	15 ft	0 ft
Distance to existing res (in res zone)	N/A	N/A
<b>OUTBUILDING/ACCESSORY USE</b>		
Front Setback	12 ft	20 ft plus bldg. setback
Abut a Street Setback	12 ft	20 ft plus bldg. setback
Side Setback	10 ft	5 ft
Rear Setback	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>		
Principal Building	45 ft max	4 story max
Outbuilding	40 ft max	2 story max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	O	G
ACCESSORY DWELLING UNIT		P
ADULT DAY CARE	P	
ASSEMBLY HALL	P	P
ASSISTED LIVING FACILITY	S	
Bank	P	P
Beauty and barbershop	P	P
BED AND BREAKFAST		P
CHILD CARE FACILITY	P	P
CHILD CARE HOME		P
Clinic	P	
Computer and data processing		P
CONGREGATE CARE FACILITY	P	
CONSERVATION LOT		
CONTINUING CARE COMMUNITY FACILITY	S	
DWELLING, 2 Family	P	P
DWELLING, 3-4 Family	P	P
DWELLING, MULTI-FAMILY		P
DWELLING, Single Family	P	P
Eating and Drinking Establishment	C	P
EDUCATIONAL INSTITUTION, K-12	P	P
EDUCATIONAL INSTITUTION, POST SECONDARY	P	P
ELDERLY ASSISTED CARE HOME	S	
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	
Fuel, Oil, or Gas Storage		
Funeral Parlor	P	
GROUP HOME FOR MINORS	S	P
HOTEL/Motel		P
NURSING HOME	P	
OFFICE	P	P
PUBLIC RECREATION	P	
Public Utility	P	
Research Institutes		P
Retail Store	C	P
ROOMING HOUSE	P	P
Veterinary Office, Animal Hospital or KENNEL		P

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 26 acre area is roughly arranged in a triangle shape, with a width of 1,900 feet and a depth of 300 feet. It is centered on New Rochester Road.

## Wetlands/Soils

The area appears to not have significant areas, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the property.

## Topography

The area is relatively flat with an elevation of approximately 210 feet above sea level.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Spaulding Turnpike and Indian Brook Drive. This area is controlled by the City.

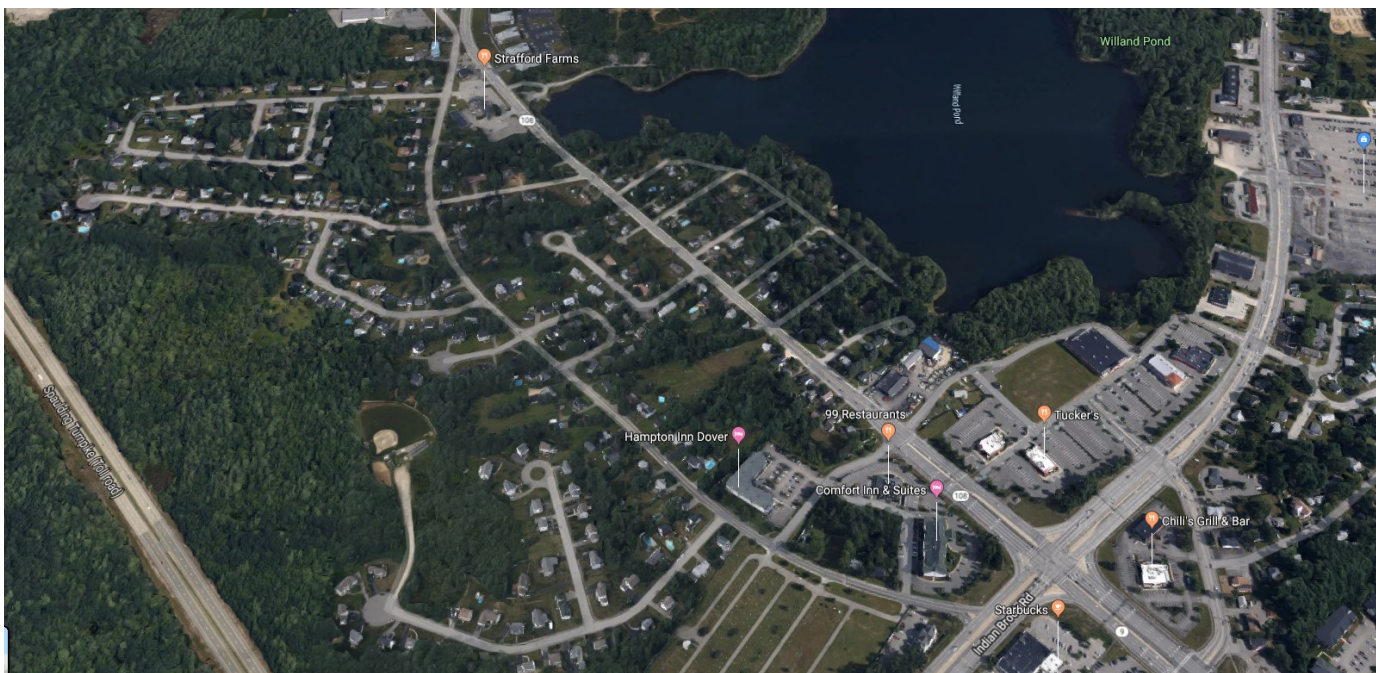
Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

This is an area that is served by municipal water and sanitary sewer.

## Utilities—Private

Eversource provides electric power to the parcel via service off New Rochester Road. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Week's Lane<sup>1,2</sup>

Where: East of Week's Crossing  
 Current Zone: B-1, R-12  
 Potential Zone: B-5  
 Acres: 2  
 Percent of Dover (0.00)  
 Priority: Short

## Description

The area along Weeks Lane between Central Avenue and Indian Brook Drive is a commercial area along a business roadway network with high commercial visibility, with a very small residential zone and neighborhood business, and older commercial zone.

The proposal is to rezone the whole area to B-5 which exists along Central Avenue south of the area.

## Purpose of B-5 Zone

The purpose of this business district is to provide an environment that encourages efficient and attractive commercial development along major highways that are gateways to the city. The minimum LOT size of twenty thousand (20,000) square feet encourages a mix of various sized commercial uses. The district provides economic development opportunities for a mix of land uses, including retail sales, personal services, restaurants, VEHICLE REFUELING/ RECHARGING STATION, automobile sales, HOTELS, OFFICES, banks, and theaters.

## Why Rezone this area?

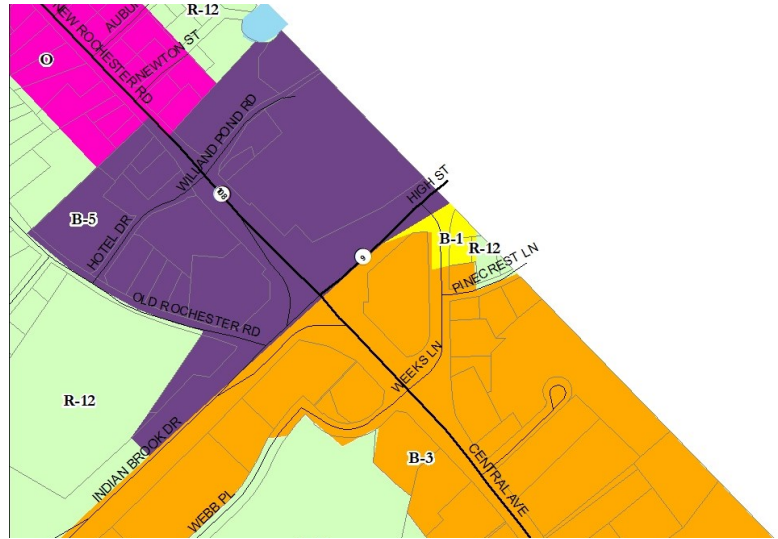
The committee found that:

- Already non-residential zone and functions like a non-residential area
- Evolution of commercial growth in the area

## Cautions

The committee found that:

- Will create non-conforming lot sizes
- Interesting interplay with neighboring residential in Rollinsford



Please see back cover for full map/legend



	Medium Density Res (R-12)	Neighborhood Business (B-1)	Highway Business (B-5)
<b>LOT</b>			
Minimum LOT Size	12,000 sf	10,000 sf	20,000 sf
Maximum Lot Coverage	30%	50%	50%
Minimum Frontage	100 ft	100 ft	125 ft
<b>PRINCIPAL BUILDING</b>			
Front Setback	15-25 ft	15 ft	30 ft
Abut a Street Setback	15-25 ft	15 ft	30 ft
Side Setback	15 ft	10 ft	12 ft
Rear Setback	30 ft	15 ft	15 ft
Distance to existing res (in res zone)	N/A	150 ft	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>			
Front Setback	15-25 ft	15 ft	75 ft
Abut a Street Setback	15-25 ft	15 ft	75 ft
Side Setback	10 ft	10 ft	10 ft
Rear Setback	10 ft	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>			
Principal Building	35 ft max	40 ft max	40 ft max
Outbuilding	35 ft max	40 ft max	40 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	R-12	B-1	B-5
ACCESSORY DWELLING UNIT	P	P	
ADULT DAY CARE			P
ASSEMBLY HALL	P	P	
AUTO SERVICE STATION			P
Bank		P	P
Beauty and barbershop		P	P
BED AND BREAKFAST	P	P	
CHILD CARE FACILITY	P	P	P
CHILD CARE HOME	P	P	
Clinic			P
COMMERCIAL PARKING FACILITY			P
COMMERCIAL RECREATION FACILITY			P
CONSERVATION LOT	P		
Conversion of Existing Dwelling to Accommodate not more than 2 units	P		
DWELLING, 2 Family	P		
DWELLING, MULTI-FAMILY			S
DWELLING, Single Family	P	P	
Eating and Drinking Establishment		P	P
EDUCATIONAL INSTITUTION, K-12	P		
EDUCATIONAL INSTITUTION, POST SECONDARY	P	P	P
ELDERLY ASSISTED CARE HOME	S		
FARM	P		
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	P	
Helicopter Take Offs & Landings			S
HOTEL/Motel			P
Liquor Store			P
New Car Sales			P
OFFICE	P	P	P
PERSONAL SERVICE ESTABLISHMENT		P	P
PUBLIC RECREATION	P		S
Public Utility	P	P	
PUBLISHING FACILITY			P
Retail Store		P	P
ROADSIDE FARMSTAND	P		
Theater			P
USED CAR LOT			P
VEHICLE REFUELING/RECHARGING STATION			S

# Environmental Review<sup>2</sup>

## Introduction.

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 2 acre area is roughly arranged in a triangle shape, with a width of 200 feet and a depth of 300 feet. It is centered on Pinecrest Lane.

## Wetlands/Soils

The area appears to not have significant areas of wetlands, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the property.

## Topography

The area is relatively flat with an elevation of approximately 210 feet above sea level.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Central Avenue and Indian Brook Drive. This area is controlled by the City.

Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

This is an area that is served by municipal water and sanitary sewer.

## Utilities—Private

Eversource provides electric power to the parcel via service off Weeks Lane. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Durham Road<sup>1,2</sup>

Where: Opposite Back River Road  
 Current Zone: R-20/B-5  
 Potential Zone: Gateway  
 Acres: 6  
 Percent of Dover (0.03)  
 Priority: Short

## Description

The area along Durham Road across the street from Back River Road is a residential along a busy roadway network with high commercial visibility. The area adjacent to exit 7 of the Spaulding Turnpike is a gateway to the City and matches up with the proposed changes to Exit 7.

The proposal is to rezone the whole area to be a new “Gateway” district based upon the existing “Downtown Gateway”. This would create a mixed use scenario allowing for commercial uses, residential uses within the same structures or as separate uses. The zone requires architectural design standards be adhered to and encourages walkability.

## Purpose of G Zone

A gateway is an area that marks a transition point where you move from one existing condition to another. In terms of land use, Gateways generally indicate transition points from a less developed area (the highway, the rural landscape, etc.) to a more formal, densely developed urban core (multi-story buildings, civic buildings, etc.). In Dover the primary Downtown Gateways (Central Avenue north and south of the downtown core, Broadway, and Portland Avenue) are generally dominated by commercial activity, with buildings of a lower height than those located downtown. Some residual residential activity occurs occasionally as stand-alone buildings, but frequently residential activity is located above ground floor commercial uses. A modest distance between the building and the street exists, with a fair amount of landscaping.

## Why Rezone this area?

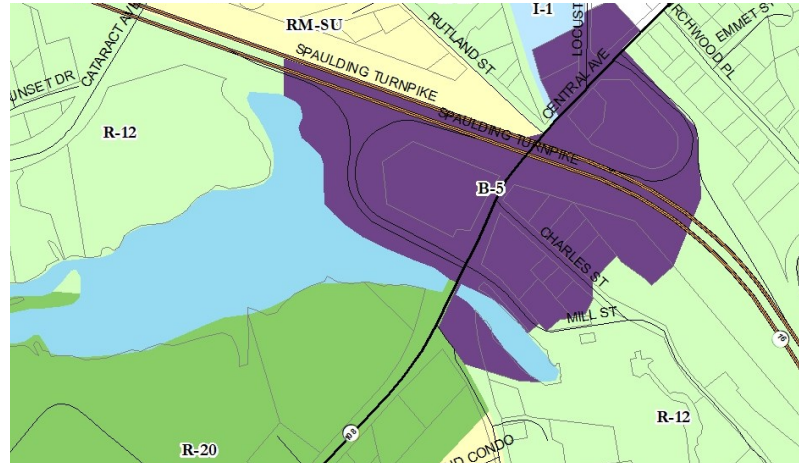
The committee found that:

- Property owner support
- A mixed use gateway would create a transition between the downtown and the more residential areas in the Back River neighborhood.
- Evolution of commercial growth in the area
- Architectural design standards would protect residential abutters from drastic change

## Cautions

The committee found that:

- City parcel will probably be required to improve intersection at Durham and Back River Roads
- Traffic congestion would need to be mitigated through site plan review.



Please see back cover for full map/legend



	Low Density Res (R-20)	Highway Business (B-5)	Gateway (G)
<b>LOT</b>			
Minimum LOT Size	20,000 sf	20,000 sf	N/A
Maximum Lot Coverage	30%	50%	50%
Minimum Frontage	125 ft	125 ft	60% min
<b>PRINCIPAL BUILDING</b>			
Front Setback	20-35 ft	30 ft	5-20 ft
Abut a Street Setback	20-35 ft	30 ft	5-20 ft
Side Setback	20 ft	12 ft	5 ft
Rear Setback	30 ft	15 ft	0 ft
Distance to existing res (in res zone)	N/A	150 ft	N/A
<b>OUTBUILDING/ACCESSORY USE</b>			
Front Setback	20-35 ft	75 ft	20 ft plus bldg. setback
Abut a Street Setback	20-35 ft	75 ft	20 ft plus bldg. setback
Side Setback	10 ft	10 ft	5 ft
Rear Setback	10 ft	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>			
Principal Building	35 ft max	40 ft max	4 story max
Outbuilding	35 ft max	40 ft max	2 story max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

USE (see zoning tables for footnotes)

	R-20	B-5	G
ACCESSORY DWELLING UNIT	P		P
ADULT DAY CARE	P	P	
ASSEMBLY HALL	P		P
ASSISTED LIVING FACILITY	S		
AUTO SERVICE STATION		P	
Bank	P	P	P
Beauty and barbershop	P	P	P
BED AND BREAKFAST	P		P
CHILD CARE FACILITY	P	P	P
CHILD CARE HOME	P		P
Clinic		P	
COMMERCIAL PARKING FACILITY		P	
COMMERCIAL RECREATION FACILITY		P	
Computer and data processing			P
CONGREGATE CARE FACILITY	S		
CONSERVATION LOT	P		
CONTINUING CARE COMMUNITY FACILITY	S		
DWELLING, 2 Family	P		P
DWELLING, 3-4 Family	P		P
DWELLING, MULTI-FAMILY		S	P
DWELLING, Single Family	P		P
Eating and Drinking Establishment		P	P
EDUCATIONAL INSTITUTION, K-12	P		P
EDUCATIONAL INSTITUTION, POST SECONDARY	S	P	P
ELDERLY ASSISTED CARE HOME	S		
FARM	P		
FARM ANIMALS FOR FAMILY USE	P		
GROUP HOME FOR MINORS			P
Helicopter Take Offs & Landings	S	S	
HOTEL/Motel		P	P
New Car Sales		P	
NURSING HOME	S		
OFFICE	P	P	P
PERSONAL SERVICE ESTABLISHMENT	P	P	
PUBLIC RECREATION	P	S	
Public Utility	P		
PUBLISHING FACILITY		P	
Research Institutes			P
Retail Store		P	P
ROADSIDE FARMSTAND	P		
ROOMING HOUSE			P
Theater	P	P	
USED CAR LOT		P	
VEHICLE REFUELING/RECHARGING STATION		S	
Veterinary Office, Animal Hospital or KENNEL	P		P

Legend:

P: Permitted Use

S: Special Exception (ZBA review)

C: Conditional Use (Planning Board Review)

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 6 acre area is roughly arranged in a rectangle shape, with a width of 600 feet and a depth of 300 feet. It is centered on Durham Road.

## Wetlands/Soils

The area appears to not have significant areas of wetlands, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the property, as the development area is well above the elevation of the flood zone.

## Topography

The area is relatively flat with an elevation of approximately 70 feet above sea level. There are steep slopes along the Bellamy River

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Spaulding Turnpike and Durham Road. This area is controlled by the City.

Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review. This would be required as the route gets very congested.

## Utilities—Public

This is an area that is served by municipal water and sanitary sewer.

## Utilities—Private

Eversource provides electric power to the parcel via service off Durham Road. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Durham Road<sup>1,2</sup>

Where: Back River to Bellamy Road  
 Current Zone: R-20  
 Potential Zone: Office  
 Acres: 45  
 Percent of Dover (0.24)  
 Priority: Long

## Description

The area along Durham Road from Back River Road to Bellamy Road is a residential along a busy roadway network with high commercial visibility.

The proposal is to rezone the whole area to office.

## Purpose of Office Zone

The purpose of this OFFICE district is to provide appropriate locations for a mixture of residential and OFFICES uses along higher volume STREETS. The remaining large historic homes are no longer suitable for single family residential due to the high traffic. This district is a transition area between the more commercial areas and the urban residential areas on the side STREETS. Residential uses up to four DWELLING UNITS per STRUCTURE are permitted, along with commercial uses such as offices, banks, funeral parlors, churches, schools, hospitals, NURSING HOMES and CONGREGATE CARE FACILITIES. The density for residential uses is about eight units per acre and in new BUILDINGS residential is only allowed on the second floor or higher.

## Why Rezone this area?

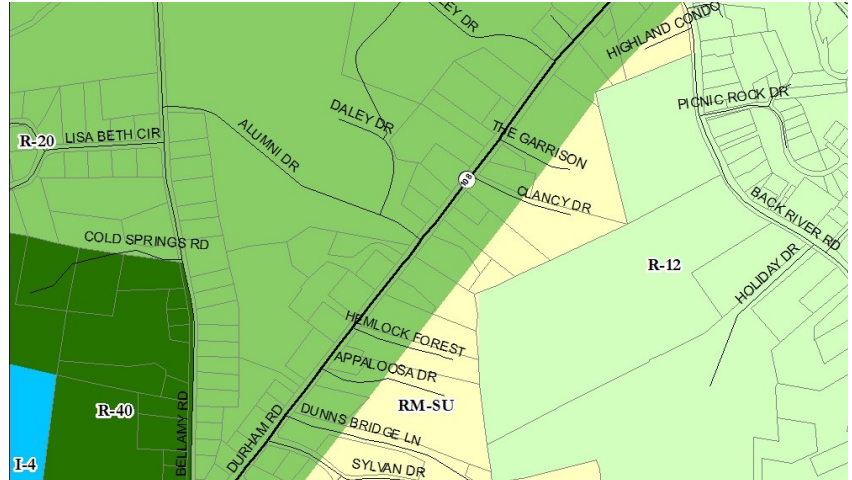
The committee found that:

- Transition zone, allows continue expansion of limited commercial while infrastructure improvements are designed
- Evolution of commercial growth in the area

## Why Rezone this area?

The committee found that:

- Analysis of where actual boundaries needs to be performed with wetlands and other limiters considered.
- Depth of zone may be a challenge
- Traffic congestion needs to be reviewed against plan for up-graded pedestrian, bike and travel way improvements plan



Please see back cover for full map/legend



	Low Density Res (R-20)	Office (0)
<b>LOT</b>		
Minimum LOT Size	20,000 sf	10,000 sf
Maximum Lot Coverage	30%	50%
Minimum Frontage	125 ft	100 ft
<b>PRINCIPAL BUILDING</b>		
Front Setback	20-35 ft	12 ft
Abut a Street Setback	20-35 ft	12 ft
Side Setback	20 ft	10 ft
Rear Setback	30 ft	15 ft
Distance to existing res (in res zone)	N/A	N/A
<b>OUTBUILDING/ACCESSORY USE</b>		
Front Setback	20-35 ft	12 ft
Abut a Street Setback	20-35 ft	12 ft
Side Setback	10 ft	10 ft
Rear Setback	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>		
Principal Building	35 ft max	45 ft max
Outbuilding	35 ft max	40 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	R-20	O
ACCESSORY DWELLING UNIT	P	
ADULT DAY CARE	P	P
ASSEMBLY HALL	P	P
ASSISTED LIVING FACILITY	S	S
Bank	P	P
Beauty and barbershop	P	P
BED AND BREAKFAST	P	
CHILD CARE FACILITY	P	P
CHILD CARE HOME	P	
Clinic		P
CONGREGATE CARE FACILITY	S	P
CONSERVATION LOT	P	
CONTINUING CARE COMMUNITY FACILITY	S	S
Conversion of Existing Dwelling to Accommodate not more than 2 units	P	
DWELLING, 2 Family	P	P
DWELLING, 3-4 Family	P	P
DWELLING, Single Family	P	P
Eating and Drinking Establishment		C
EDUCATIONAL INSTITUTION, K-12	P	P
EDUCATIONAL INSTITUTION, POST SECONDARY	S	P
ELDERLY ASSISTED CARE HOME	S	S
FARM	P	
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	P
Funeral Parlor		P
GROUP HOME FOR MINORS		S
Helicopter Take Offs & Landings	S	
NURSING HOME	S	P
OFFICE	P	P
PERSONAL SERVICE ESTABLISHMENT	P	
PUBLIC RECREATION	P	P
Public Utility	P	P
Retail Sale of Agricultural or Farm Products Raised on Site	P	
Retail Store		C
ROADSIDE FARMSTAND	P	
ROOMING HOUSE		P
Theater	P	
Veterinary Office, Animal Hospital or KENNEL	P	

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 6 acre area is roughly arranged in a rectangle shape, with a width of 300 feet and a depth of 3,800 feet. It is centered on Durham Road.

## Wetlands/Soils

The area appears to not have significant areas of wetlands, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the property, as the development area is well above the elevation of the flood zone.

## Topography

The area is relatively flat with an elevation of approximately 70 feet above sea level.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Spaulding Turnpike and Durham Road. This area is controlled by the City.

Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review. This would be required as the route gets very congested.

## Utilities—Public

This is an area that is served by municipal water and sanitary sewer.

## Utilities—Private

Eversource provides electric power to the parcel via service off Durham Road. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Durham Road<sup>1,2</sup>

Where: Bellamy Road to Mast Road  
 Current Zone: R-20/R-40  
 Potential Zone: B-4  
 Acres: 34  
 Percent of Dover (0.18)  
 Priority: Short

## Description

The area along Durham Road from Bellamy Road to Mast Road is a residential along a busy roadway network with high commercial visibility.

The proposal is to rezone the whole area to Hotel/Retail similar to below Mast Road.

## Purpose of B-4 Zone

The purpose of this business district is to provide an environment that encourages efficient and attractive commercial development on a larger scale along major highways outside of the downtown. The minimum LOT size of five acres encourages larger commercial development. The district provides economic development opportunities for a mix of land uses, including retail sales, personal services, restaurants, HOTELS, OFFICES, banks, and theaters.

## Why Rezone this area?

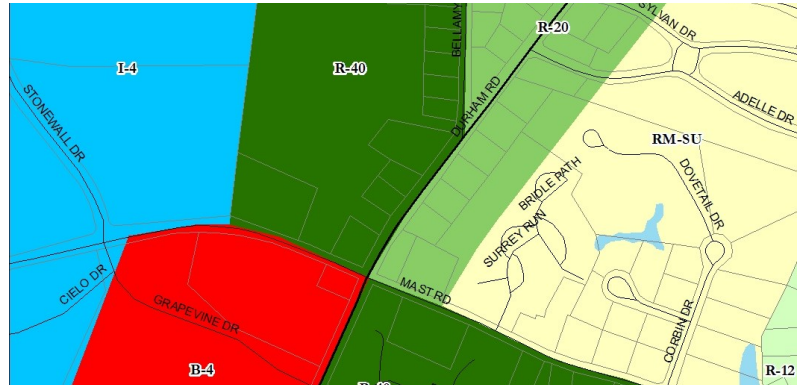
The committee found that:

- Evolution of commercial growth in the area
- There are larger lots that would be good for commercial use
- As residential values rise, the larger lots will be desirable for residential subdivision

## Cautions

The committee found that:

- Review uses as part of consolidated commercial zone



Please see back cover for full map/legend



	Low Density Res (R-20)	Rural Density Res (R-40)	Hotel/Retail (B-4)
<b>LOT</b>			
Minimum LOT Size	20,000 sf	40,000 sf	4 acres
Maximum Lot Coverage	30%	30%	33%
Minimum Frontage	125 ft	125 ft	400 ft
<b>PRINCIPAL BUILDING</b>			
Front Setback	20-35 ft	40 ft	30 ft
Abut a Street Setback	20-35 ft	40 ft	30 ft
Side Setback	20 ft	25 ft	75 ft
Rear Setback	30 ft	30 ft	75 ft
Distance to existing res (in res zone)	N/A	N/A	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>			
Front Setback	20-35 ft	40 ft	75 ft
Abut a Street Setback	20-35 ft	40 ft	75 ft
Side Setback	10 ft	10 ft	10 ft
Rear Setback	10 ft	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>			
Principal Building	35 ft max	35 ft max	55 ft max
Outbuilding	35 ft max	35 ft max	55 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	R-40	R-20	B-4
ACCESSORY DWELLING UNIT	P	P	
ADULT DAY CARE	P	P	
ASSEMBLY HALL	P	P	
ASSISTED LIVING FACILITY	S	S	
Bank			P
CHILD CARE FACILITY	P	P	P
CHILD CARE HOME	P	P	
Clinic	P		
COMMERCIAL PARKING FACILITY			P
COMMERCIAL RECREATION FACILITY			P
CONGREGATE CARE FACILITY	S	S	
CONSERVATION LOT	P	P	
CONTINUING CARE COMMUNITY FACILITY	S	S	
COUNTRY CLUB	P		
Drive In Theater			P
DWELLING, Single Family	P	P	
Eating and Drinking Establishment			P
EDUCATIONAL INSTITUTION, K-12	P	P	
EDUCATIONAL INSTITUTION, POST SECONDARY	S	S	P
ELDERLY ASSISTED CARE HOME	S	S	
EXCAVATION	P		
FARM	P	P	P
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	P	
Helicopter Take Offs & Landings	S	S	S
Hospital	P		
HOTEL/Motel			P
JUNKYARD	S		
MANUFACTURED HOUSING	P		
MANUFACTURED HOUSING Park	S		
NURSING HOME	S	S	
OFFICE	P	P	P
PERSONAL SERVICE ESTABLISHMENT			P
PUBLIC RECREATION	P	P	
Public Utility	P	P	
PUBLISHING FACILITY			P
Recreational Camp	P		
Retail Sale of Agricultural or Farm Products Raised on Site	P	P	P
Retail Store			P
ROADSIDE FARMSTAND		P	
Theater	P	P	P
Veterinary Office, Animal Hospital or KENNEL	P	P	P
WHOLESALING of Farm Products	P		

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 34 acre area is roughly arranged in a rectangle shape, with a width of 600 feet and a depth of 1,200 feet. It is centered on Mast Road.

## Wetlands/Soils

The area appears to not have significant areas of wetlands, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the area.

## Topography

The area is relatively flat with an elevation of approximately 70 feet above sea level.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Grapevine Drive and Bellamy Road. This area is controlled by the City.

Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review. This would be required as the route gets very congested.

## Utilities—Public

This is an area that is served by municipal water and sanitary sewer.

## Utilities—Private

Eversource provides electric power to the parcel via service off Durham Road. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Durham Road<sup>1,2</sup>

Where: East Side from Jensen's MHP to Madbury  
 Current Zone: B-4, R-40  
 Potential Zone: I-4  
 Acres: 53 (47 already Non-res)  
 Percent of Dover (0.29)  
 Priority: Short

## Description

The area along Durham Road from the Madbury line to Mast Road is a commercial area a busy roadway network with low commercial visibility.

The proposal is to rezone the whole area to Assembly and Office to take advantage of the transportation network, but recognizing visibility concerns.

## Purpose of I-4 Zone

The purpose of this industrial district is to provide appropriate locations for manufacturing, assembly, fabrication, packaging, distribution, laboratory, testing facility, WAREHOUSING, WHOLESALING, PUBLISHING and shipping activities that expand the economic base of the city and provide employment opportunities. These areas are located along major collector roads away from the downtown area. The newest industrial park developed by the city is located in this district. The minimum LOT size in this district is five acres, which encourages larger industrial users.

## Why Rezone this area?

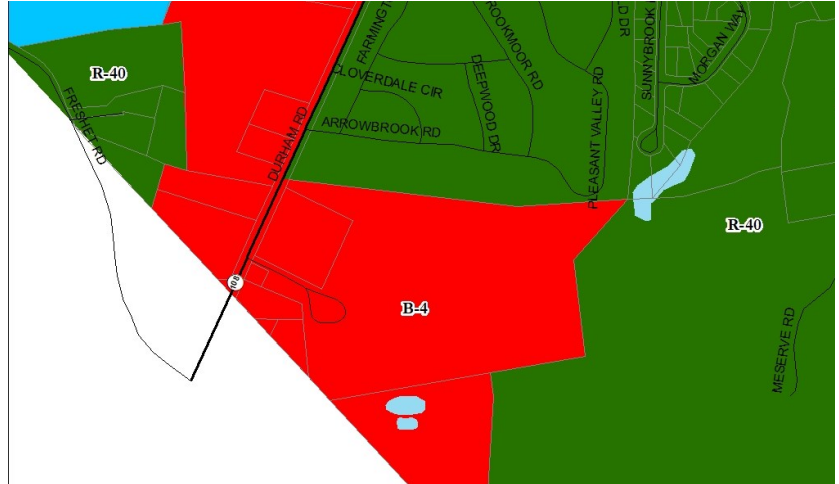
The committee found that:

- Part is already zoned commercial
- Expands assembly and manufacturing

## Cautions

The committee found that:

- Need to consider impact of 150' buffer if residential abutting zone remains
- Access should be from Durham Road not from Spruce Lane



Please see back cover for full map/legend



	Hotel/Retail (B-4)	Rural Density Res (R-40)	Assembly Office (I-4)
<b>LOT</b>			
Minimum LOT Size	4 acres	40,000 sf	5 acres
Maximum Lot Coverage	33%	30%	33%
Minimum Frontage	400 ft	125 ft	400 ft
<b>PRINCIPAL BUILDING</b>			
Front Setback	30 ft	40 ft	75 ft
Abut a Street Setback	30 ft	40 ft	75 ft
Side Setback	75 ft	25 ft	75 ft
Rear Setback	75 ft	30 ft	75 ft
Distance to existing res (in res zone)	150 ft	N/A	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>			
Front Setback	75 ft	40 ft	75 ft
Abut a Street Setback	75 ft	40 ft	75 ft
Side Setback	10 ft	10 ft	10 ft
Rear Setback	10 ft	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>			
Principal Building	55 ft max	35 ft max	40 ft max
Outbuilding	55 ft max	35 ft max	55 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	R-40	B-4	I-4
ACCESSORY DWELLING UNIT	P		
ADULT DAY CARE	P		
ASSEMBLY HALL	P		
ASSISTED LIVING FACILITY	S		
Bank		P	
CHILD CARE FACILITY	P	P	P
CHILD CARE HOME	P		
Clinic	P		
COMMERCIAL PARKING FACILITY		P	
COMMERCIAL RECREATION FACILITY		P	
Computer and data processing			P
CONGREGATE CARE FACILITY	S		
CONSERVATION LOT	P		
CONTINUING CARE COMMUNITY FACILITY	S		
COUNTRY CLUB	P		
Drive In Theater		P	
DWELLING, Single Family	P		
Eating and Drinking Establishment		P	
EDUCATIONAL INSTITUTION, K-12	P		
EDUCATIONAL INSTITUTION, POST SECONDARY	S	P	
ELDERLY ASSISTED CARE HOME	S		
Establishments for the manufacture assembly, services and repair of the enumerated products (see table for uses)			P
EXCAVATION	P		P
FARM	P	P	P
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P		
Helicopter Take Offs & Landings	S	S	P
Hospital	P		
HOTEL/Motel		P	
JUNKYARD	S		
Laboratories (scientific, medical chemical) and testing facilities devoted to experimental production, research, product dev			P
MANUFACTURED HOUSING	P		
MANUFACTURED HOUSING Park	S		
NURSING HOME	S		
OFFICE	P	P	P
PERSONAL SERVICE ESTABLISHMENT		P	
PUBLIC RECREATION	P		
Public Utility	P		P
PUBLISHING FACILITY		P	P
Recreational Camp	P		
Retail Sale of Agricultural or Farm Products Raised on Site	P	P	P
Retail Store		P	
Self Storage Facility			C
Theater		P	
Veterinary Office, Animal Hospital or KENNEL	P	P	P
WAREHOUSING			P
WHOLESALING			P
WHOLESALING of Farm Products	P		

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 100 acre area is roughly arranged in a rectangle shape. 53 of the acres are zoned residential and have a width of 1,500 feet and a depth of 1,200 feet.

## Wetlands/Soils

The area appears to have areas of wetlands, an analysis would need to be provided.

## Floodplain Development

There appear to be potential major flooding concerns for the area, centered around the Johnson Creek.

## Topography

The area is relatively flat with an elevation of approximately 70 feet above sea level.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Durham Road and Spruce Lane. This area is controlled by the City.

Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

This is an area that is served by municipal water and sanitary sewer, through a private force main. The Capital Improvements Program has a feasibility study within it to look at bringing public utilities to this area.

## Utilities—Private

Eversource provides electric power to the parcel via service off Durham Road. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Littleworth Road <sup>1,2</sup>

Where: Old Littleworth to Railroad tracks

Current Zone: R-20  
 Potential Zone: I-2  
 Acres: 93  
 Percent of Dover (0.50)  
 Priority: Short

## Description

The area along the easterly side of Littleworth Road from Old Littleworth to the railroad tracks, and from the existing B-4 zone to the railroad tracks on the west, are residential along a busy roadway network with high commercial visibility.

The proposal is to rezone the whole area to Rural Restricted Industrial similar to the northerly side of the railroad tracks.

## Purpose of I-2 Zone

The purpose of this industrial district is to provide appropriate locations for manufacturing, assembly, fabrication, packaging, distribution, storage, WAREHOUSING, WHOLESALING and shipping activities that expand the economic base of the city and provide employment opportunities. This area is the location of one of the first industrial parks in the city, located off Littleworth Road and Knox Marsh Road in a more rural area. The smaller minimum LOT size of twenty thousand (20,000) square feet also encourages business uses such as PUBLISHING, HOTELS, VEHICLE REFUELING/RECHARGING STATION, restaurants, car sales, OFFICES, and personal services.

## Why Rezone this area?

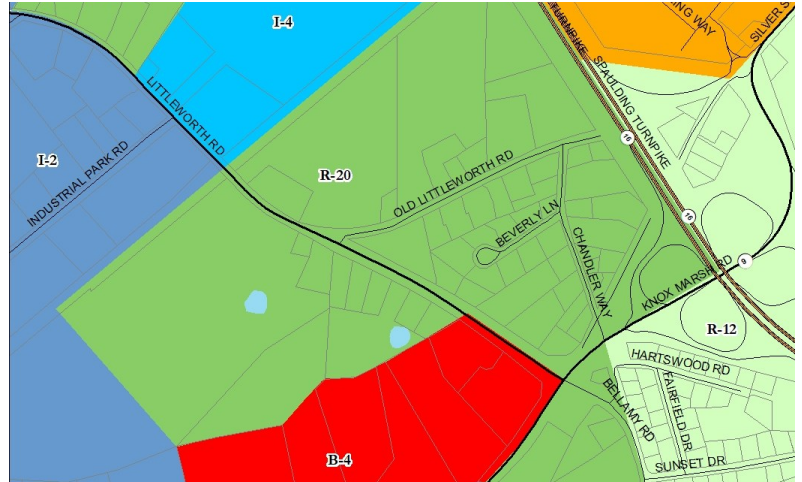
The committee found that:

- Property owner support
- Area already has non-residential uses
- Farm is an allowed use in I-2, as is Auto Service, the two main uses in this area, currently.

## Cautions

The committee found that:

- Need to consider impact of 150' buffer if residential abutting zone remains, depending on zoning along remaining area of Old Littleworth Road/Beverly Lane
- Consider allowing Roadside Farm Stands as an allowed use



Please see back cover for full map/legend



	Low Density Res (R-20)	Rural Restricted Industrial (I-2)
<b>LOT</b>		
Minimum LOT Size	20,000 sf	20,000 sf
Maximum Lot Coverage	30%	60%
Minimum Frontage	125 ft	100 ft
<b>PRINCIPAL BUILDING</b>		
Front Setback	20-35 ft	35 ft
Abut a Street Setback	20-35 ft	35 ft
Side Setback	20 ft	10 ft
Rear Setback	30 ft	10 ft
Distance to existing res (in res zone)	N/A	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>		
Front Setback	20-35 ft	35 ft
Abut a Street Setback	20-35 ft	35 ft
Side Setback	10 ft	10 ft
Rear Setback	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>		
Principal Building	35 ft max	50 ft max
Outbuilding	35 ft max	40 ft max

Dimensional Review <sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	R-20	I-2
ACCESSORY DWELLING UNIT	P	
ADULT DAY CARE	P	
Alternative Treatment Center		C
ASSEMBLY HALL	P	
ASSISTED LIVING FACILITY	S	
AUTO SERVICE STATION		S
BED AND BREAKFAST	P	
CHILD CARE FACILITY	P	P
CHILD CARE HOME	P	
Clinic		P
COMMERCIAL PARKING FACILITY		P
COMMERCIAL RECREATION FACILITY		P
CONGREGATE CARE FACILITY	S	
CONSERVATION LOT	P	
CONTINUING CARE COMMUNITY FACILITY	S	
DWELLING, Single Family	P	
Eating and Drinking Establishment		P
EDUCATIONAL INSTITUTION, K-12	P	
EDUCATIONAL INSTITUTION, POST SECONDARY	S	P
ELDERLY ASSISTED CARE HOME	S	
Establishments for the manufacture assembly, services and repair of the enumerated products (See table for list)		P
FARM	P	P
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	
Fuel, Oil, or Gas Storage		P
Helicopter Take Offs & Landings	S	P
HOTEL/Motel		P
Industry		P
LIGHT INDUSTRY		P
New Car Sales		P
NURSING HOME	S	
OFFICE	P	P
Open Storage		P
PERSONAL SERVICE ESTABLISHMENT	P	P
PUBLIC RECREATION	P	
Public Utility	P	P
PUBLISHING FACILITY		P
Retail Sale of Agricultural or Farm Products Raised on Site	P	P
ROADSIDE FARMSTAND	P	
Self Storage Facility		C
Trucking Terminal		P
VEHICLE REFUELING/RECHARGING STATION		S
Veterinary Office, Animal Hospital or KENNEL	P	P
WAREHOUSING		P
WHOLESALING		P

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 93 acre area is roughly arranged in a rectangle shape, with a width of 2,500 feet and a depth of 1,200 feet.

## Wetlands/Soils

The area appears to have areas of wetlands, an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the area.

## Topography

The area is relatively flat with an elevation of approximately 120 feet above sea level.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Old Littleworth Road and the railroad. This area is controlled by the State of New Hampshire.

Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

This is an area that is served by municipal water but not by sanitary sewer. Sanitary sewer is present on Chandler Way and Beverly Lane.

## Utilities—Private

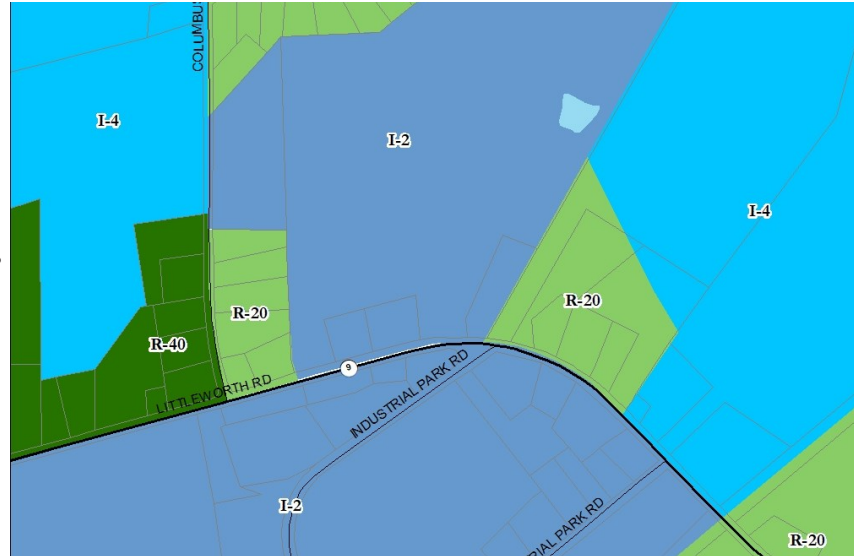
Eversource provides electric power to the parcel via service off Littleworth Road. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Littleworth Road <sup>.1,2</sup>

Where: East of Industrial Park Drive  
 Current Zone: R-20  
 Potential Zone: I-2  
 Acres: 21  
 Percent of Dover (0.1)  
 Priority: Long



Please see back cover for full map/legend

## Description

The area along Littleworth Road from across from Industrial Park Drive is a pocket residential area along a busy roadway network with high commercial visibility. An additional area along Columbus Avenue should be considered, if the area across Columbus is rezoned I-4.

The proposal is to rezone the whole area to Rural Restricted Industrial similar to the westerly side of the road.

## Purpose of I-2 Zone

The purpose of this industrial district is to provide appropriate locations for manufacturing, assembly, fabrication, packaging, distribution, storage, WAREHOUSING, WHOLESALING and shipping activities that expand the economic base of the city and provide employment opportunities. This area is the location of one of the first industrial parks in the city, located off Littleworth Road and Knox Marsh Road in a more rural area. The smaller minimum LOT size of twenty thousand (20,000) square feet also encourages business uses such as PUBLISHING, HOTELS, VEHICLE REFUELING/RECHARGING STATION, restaurants, car sales, OFFICES, and personal services.

## Why Rezone this area?

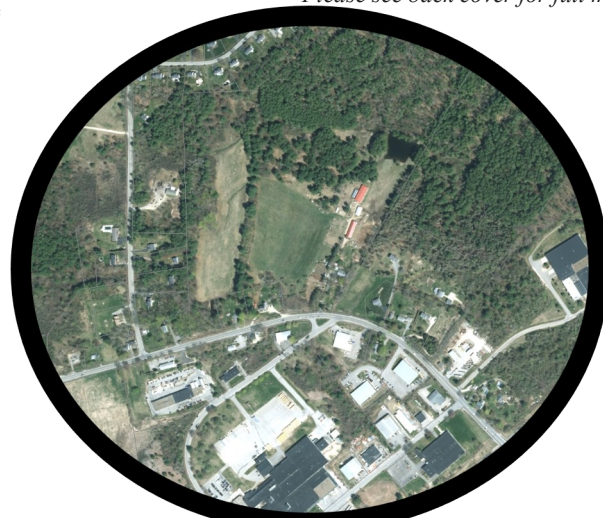
The committee found that:

- Area surrounded by non-residential uses
- Fills in gap

## Cautions

The committee found that:

- Analysis of where actual boundaries needs to be performed with wetlands and other limiters considered.
- Sewer is across Littleworth Road, and behind the area, but no direct access exists.



	Low Density Res (R-20)	Rural Restricted Industrial (I-2)
<b>LOT</b>		
Minimum LOT Size	20,000 sf	20,000 sf
Maximum Lot Coverage	30%	60%
Minimum Frontage	125 ft	100 ft
<b>PRINCIPAL BUILDING</b>		
Front Setback	20-35 ft	35 ft
Abut a Street Setback	20-35 ft	35 ft
Side Setback	20 ft	10 ft
Rear Setback	30 ft	10 ft
Distance to existing res (in res zone)	N/A	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>		
Front Setback	20-35 ft	35 ft
Abut a Street Setback	20-35 ft	35 ft
Side Setback	10 ft	10 ft
Rear Setback	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>		
Principal Building	35 ft max	50 ft max
Outbuilding	35 ft max	40 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	R-20	I-2
ACCESSORY DWELLING UNIT	P	
ADULT DAY CARE	P	
Alternative Treatment Center		C
ASSEMBLY HALL	P	
ASSISTED LIVING FACILITY	S	
AUTO SERVICE STATION		S
BED AND BREAKFAST	P	
CHILD CARE FACILITY	P	P
CHILD CARE HOME	P	
Clinic		P
COMMERCIAL PARKING FACILITY		P
COMMERCIAL RECREATION FACILITY		P
CONGREGATE CARE FACILITY	S	
CONSERVATION LOT	P	
CONTINUING CARE COMMUNITY FACILITY	S	
DWELLING, Single Family	P	
Eating and Drinking Establishment		P
EDUCATIONAL INSTITUTION, K-12	P	
EDUCATIONAL INSTITUTION, POST SECONDARY	S	P
ELDERLY ASSISTED CARE HOME	S	
Establishments for the manufacture assembly, services and repair of the enumerated products (See table for list)		P
FARM	P	P
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	
Fuel, Oil, or Gas Storage		P
Helicopter Take Offs & Landings	S	P
HOTEL/Motel		P
Industry		P
LIGHT INDUSTRY		P
New Car Sales		P
NURSING HOME	S	
OFFICE	P	P
Open Storage		P
PERSONAL SERVICE ESTABLISHMENT	P	P
PUBLIC RECREATION	P	
Public Utility	P	P
PUBLISHING FACILITY		P
Retail Sale of Agricultural or Farm Products Raised on Site	P	P
ROADSIDE FARMSTAND	P	
Self Storage Facility		C
Trucking Terminal		P
VEHICLE REFUELING/RECHARGING STATION		S
Veterinary Office, Animal Hospital or KENNEL	P	P
WAREHOUSING		P
WHOLESALE		P

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 14 acre area is roughly arranged in a rectangle shape, with a width of 950 feet and a depth of 1,100 feet at the widest parts. The 7 acre area along Columbus is 800 feet wide and 400 feet deep.

## Wetlands/Soils

The area appears to not have significant areas of wetlands, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the area.

## Topography

The area is relatively flat with an elevation of approximately 120 feet above sea level.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Old Littleworth Road and the railroad. This area is controlled by the State of New Hampshire.

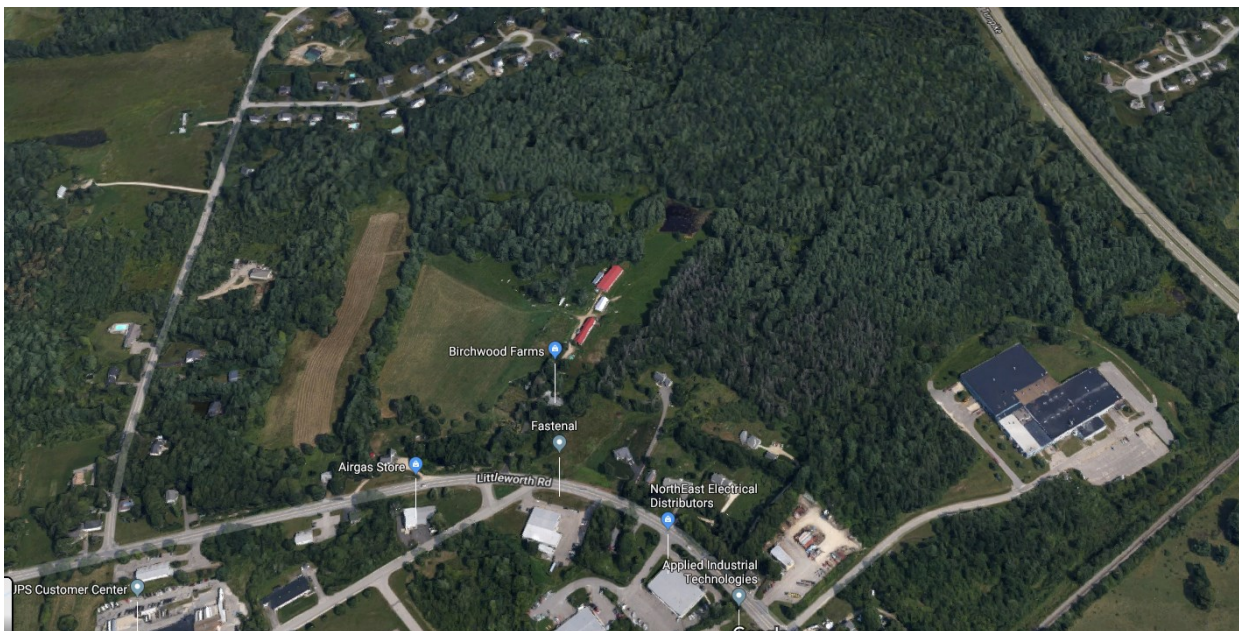
Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

This is an area that is served by municipal water and sanitary sewer is in the area, but does not directly service the existing homes.

## Utilities—Private

Eversource provides electric power to the parcel via service off Littleworth Road. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Littleworth Road <sup>.1,2</sup>

Where: Railroad to Grossman Property  
 Current Zone: I-4  
 Potential Zone: I-2  
 Acres: 94  
 Percent of Dover (0.00)  
 Priority: Intermediate

## Description

The area along Littleworth Road from the railroad tracks to the Kay property is along a busy roadway network with high commercial visibility.

The proposal is to rezone the whole area to Rural Restricted Industrial similar to the westerly side of the road.

## Purpose of I-2 Zone

The purpose of this industrial district is to provide appropriate locations for manufacturing, assembly, fabrication, packaging, distribution, storage, WAREHOUSING, WHOLESALING and shipping activities that expand the economic base of the city and provide employment opportunities. This area is the location of one of the first industrial parks in the city, located off Littleworth Road and Knox Marsh Road in a more rural area. The smaller minimum LOT size of twenty thousand (20,000) square feet also encourages business uses such as PUBLISHING, HOTELS, VEHICLE REFUELING/RECHARGING STATION, restaurants, car sales, OFFICES, and personal services.

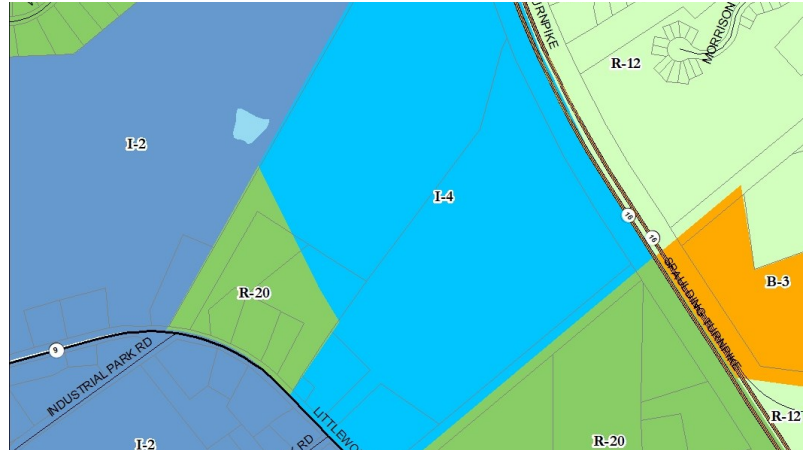
## Why Rezone this area?

The committee found that:

- Area already has non-residential uses
- Common industrial zone for the whole stretch makes better sense than mixing zones.

## Cautions

The committee found none.



Please see back cover for full map/legend



	Rural Restricted Industrial (I-2)	Assembly and Office (I-4)
<b>LOT</b>		
Minimum LOT Size	20,000 sf	5 Acres
Maximum Lot Coverage	60%	33%
Minimum Frontage	100 ft	400 ft
<b>PRINCIPAL BUILDING</b>		
Front Setback	35 ft	75 ft
Abut a Street Setback	35 ft	75 ft
Side Setback	10 ft	75 ft
Rear Setback	10 ft	75 ft
Distance to existing res (in res zone)	150 ft	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>		
Front Setback	35 ft	75 ft
Abut a Street Setback	35 ft	75 ft
Side Setback	10 ft	10 ft
Rear Setback	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>		
Principal Building	50 ft max	40 ft max
Outbuilding	40 ft max	55 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	I-2	I-4
Alternative Treatment Center	C	
AUTO SERVICE STATION	S	
CHILD CARE FACILITY	P	P
Clinic	P	
COMMERCIAL PARKING FACILITY	P	
COMMERCIAL RECREATION FACILITY	P	
Computer and data processing		P
Eating and Drinking Establishment	P	
EDUCATIONAL INSTITUTION, POST SECONDARY	P	
Establishments for the manufacture assembly, services and repair of the products listed below:	P	P
<ul style="list-style-type: none"> <li>• Drugs</li> <li>• Office, computing and accounting machines</li> <li>• Radio and television receiving equipment</li> </ul> Communication equipment <ul style="list-style-type: none"> <li>• Electronic components and Engineering, laboratory, scientific and research instruments and associated equipment</li> <li>• Measuring and controlling instruments</li> <li>• Optical instruments and lenses</li> <li>• Surgical, medical and dental instruments and supplies</li> <li>• Photographic equipment and supplies</li> <li>• Electrotherapeutic, electro-medical and X-ray apparatus</li> </ul>		
EXCAVATION		P
FARM	P	P
Fuel, Oil, or Gas Storage	P	
Helicopter Take Offs & Landings	P	P
HOTEL/Motel	P	
Industry	P	
Laboratories (scientific, medical chemical) and testing facilities devoted to experimental production, research, product development or similar activity		P
LIGHT INDUSTRY	P	
New Car Sales	P	
OFFICE	P	P
Open Storage	P	
PERSONAL SERVICE ESTABLISHMENT	P	
Public Utility	P	P
PUBLISHING FACILITY	P	P
Retail Sale of Agricultural or Farm Products Raised on Site	P	P
Self Storage Facility	C	C
Trucking Terminal	P	
VEHICLE REFUELING/RECHARGING STATION	S	
Veterinary Office, Animal Hospital or KENNEL	P	P
WAREHOUSING	P	P
WHOLESALE	P	P

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 94 acre area is roughly arranged in a rectangle shape, with a width of 2,200 feet and a depth of 2,400 feet.

## Wetlands/Soils

The area appears to potentially significant areas of wetlands closer to the Spaulding Turnpike, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the area.

## Topography

The area is relatively flat with an elevation of approximately 120 feet above sea level.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Old Littleworth Road and the railroad. This area is controlled by the State of New Hampshire.

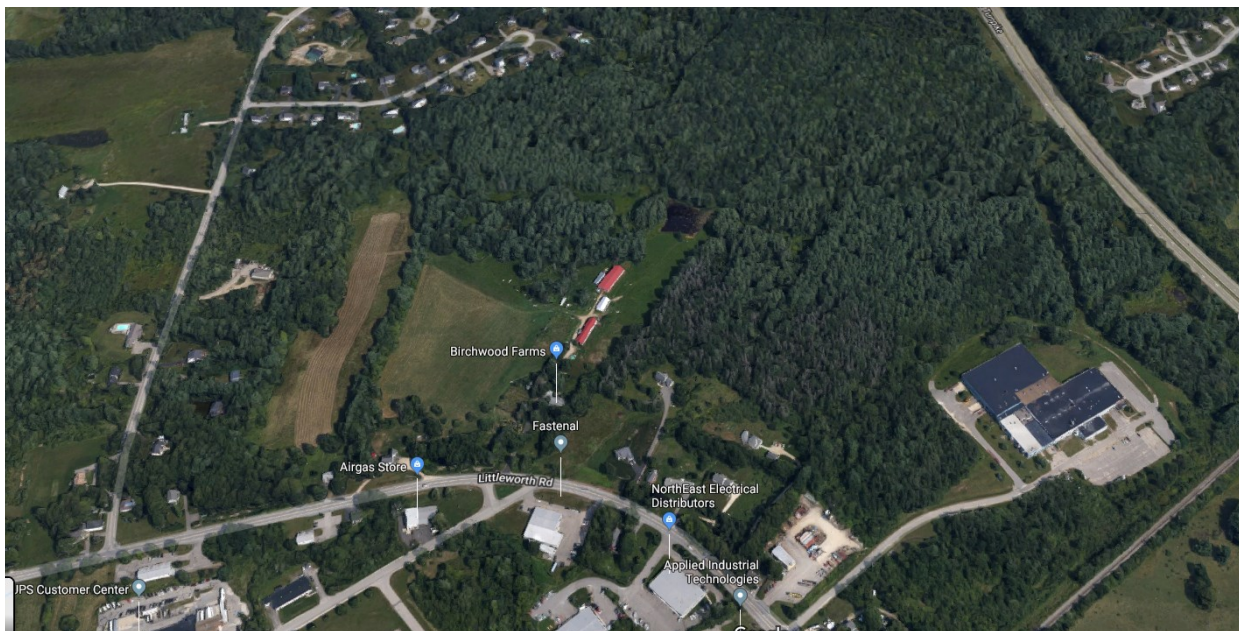
Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

This is an area that is served by sanitary sewer. Municipal water is along Littleworth Road, and through a parcel in the area.

## Utilities—Private

Eversource provides electric power to the parcel via service off Littleworth Road. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Littleworth Road <sup>.1,2</sup>

Where: Columbus Ave to Ezra's Way  
 Current Zone: R-40  
 Potential Zone: I-4  
 Acres: 56  
 Percent of Dover (0.30)  
 Priority: Long

## Description

The area along Littleworth Road from Columbus to Crosby Road is a residential along a busy roadway network with high commercial visibility.

The proposal is to rezone the whole area to Assembly and Office similar to the northerly side of Columbus.

## Purpose of I-4 Zone

The purpose of this industrial district is to provide appropriate locations for manufacturing, assembly, fabrication, packaging, distribution, laboratory, testing facility, WAREHOUSING, WHOLESALING, PUBLISHING and shipping activities that expand the economic base of the city and provide employment opportunities. These areas are located along major collector roads away from the downtown area. The newest industrial park developed by the city is located in this district. The minimum LOT size in this district is five acres, which encourages larger industrial users.

## Why Rezone this area?

The committee found that:

- Area surrounded by non-residential uses
- Fills in gap

## Cautions

The committee found that:

- Analysis of where actual boundaries needs to be performed with wetlands and other limiters considered.
- Sanitary Sewer does not directly access the area.



Please see back cover for full map/legend



	Rural Density Res (R-40)	Assembly and Office (I-4)
<b>LOT</b>		
Minimum LOT Size	40,000 sf	5 acres
Maximum Lot Coverage	30%	33%
Minimum Frontage	125 ft	400 ft
<b>PRINCIPAL BUILDING</b>		
Front Setback	40 ft	75 ft
Abut a Street Setback	40 ft	75 ft
Side Setback	25 ft	75 ft
Rear Setback	30 ft	75 ft
Distance to existing res (in res zone)	N/A	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>		
Front Setback	40 ft	75 ft
Abut a Street Setback	40 ft	75 ft
Side Setback	10 ft	10 ft
Rear Setback	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>		
Principal Building	35 ft max	40 ft max
Outbuilding	35 ft max	55 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	R-40	I-4
ACCESSORY DWELLING UNIT	P	
ADULT DAY CARE	P	
ASSEMBLY HALL	P	
ASSISTED LIVING FACILITY	S	
Bank		
CHILD CARE FACILITY	P	P
CHILD CARE HOME	P	
Clinic	P	
COMMERCIAL PARKING FACILITY		
COMMERCIAL RECREATION FACILITY		
Computer and data processing		P
CONGREGATE CARE FACILITY	S	
CONSERVATION LOT	P	
CONTINUING CARE COMMUNITY FACILITY	S	
COUNTRY CLUB	P	
Drive In Theater		
DWELLING, Single Family	P	
Eating and Drinking Establishment		
EDUCATIONAL INSTITUTION, K-12	P	
EDUCATIONAL INSTITUTION, POST SECONDARY	S	
ELDERLY ASSISTED CARE HOME	S	
Establishments for the manufacture assembly, services and repair of the enumerated products (see table for uses)		P
EXCAVATION	P	P
FARM	P	P
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	
Helicopter Take Offs & Landings	S	P
Hospital	P	
HOTEL/Motel		
JUNKYARD	S	
Laboratories (scientific, medical chemical) and testing facilities devoted to experimental production, research, product dev		P
MANUFACTURED HOUSING	P	
MANUFACTURED HOUSING Park	S	
NURSING HOME	S	
OFFICE	P	P
PERSONAL SERVICE ESTABLISHMENT		
PUBLIC RECREATION	P	
Public Utility	P	P
PUBLISHING FACILITY		P
Recreational Camp	P	
Retail Sale of Agricultural or Farm Products Raised on Site	P	P
Retail Store		
Self Storage Facility		C
Theater		
Veterinary Office, Animal Hospital or KENNEL	P	P
WAREHOUSING		P
WHOLESALING		P
WHOLESALING of Farm Products	P	

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 56 acre area is roughly arranged in a rectangle shape, with a width of 1,500 feet and a depth of 1,200 feet.

## Wetlands/Soils

The area appears to not have significant areas of wetlands, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the area.

## Topography

The area is relatively flat with an elevation of approximately 120 feet above sea level.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Littleworth Road and Columbus Avenue. This area is controlled by the State of New Hampshire.

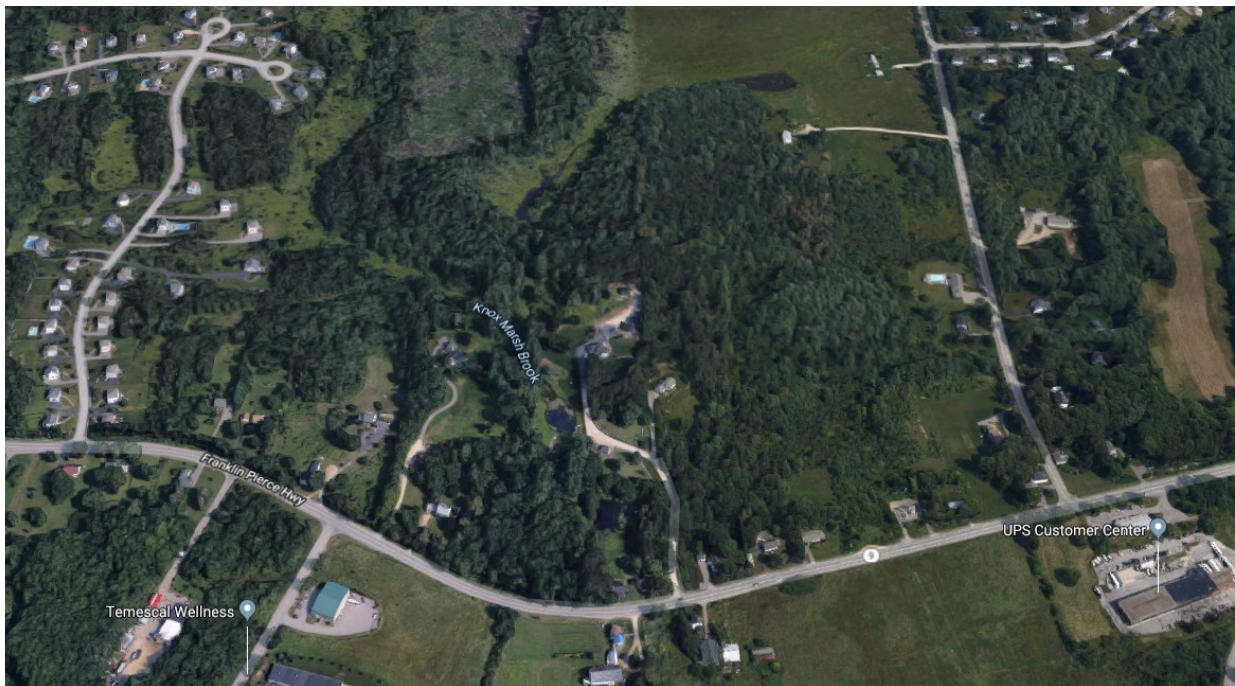
Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

This is an area that is served by municipal water and sanitary sewer is within Crosby Road, on the other side of Littleworth Road.

## Utilities—Private

Eversource provides electric power to the parcel via service off Littleworth Road. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Sixth Street<sup>1,2</sup>

Where: Venture Drive to Indian Brook  
 Current Zone: B-4  
 Potential Zone: I-4  
 Acres: 123  
 Percent of Dover (0.0)  
 Priority: Short

## Description

The area along Sixth Street from Indian Brook Drive to Venture Drive is a commercial area along a busy roadway network with high commercial visibility, however much of the land mass is off Sixth Street.

The proposal is to rezone the area off Sixth Street to Office and Assembly.

## Purpose of I-4 Zone

The purpose of this industrial district is to provide appropriate locations for manufacturing, assembly, fabrication, packaging, distribution, laboratory, testing facility, WAREHOUSING, WHOLESALING, PUBLISHING and shipping activities that expand the economic base of the city and provide employment opportunities. These areas are located along major collector roads away from the downtown area. The newest industrial park developed by the city is located in this district. The minimum LOT size in this district is five acres, which encourages larger industrial users.

## Why Rezone this area?

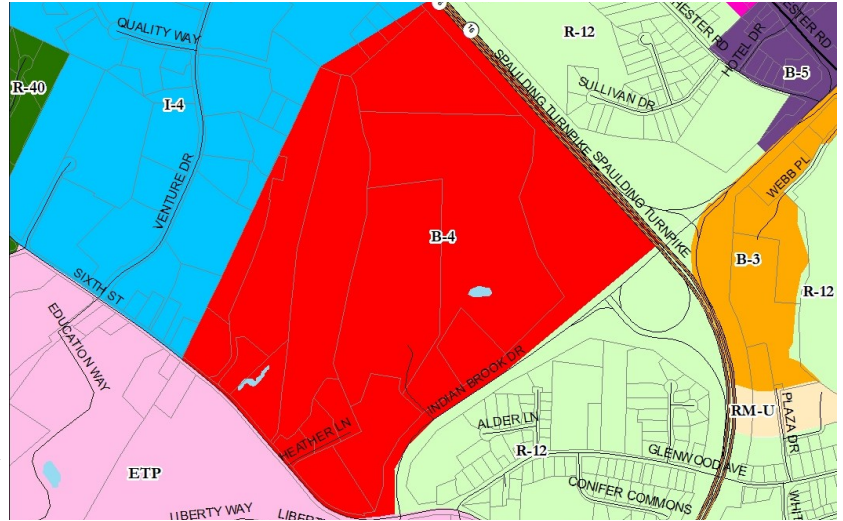
The committee found that:

- The bulk of the developable area is off the visible commercial corridor and would be better suited for non-residential uses that don't need high visibility.
- Area already has non-residential uses

## Cautions

The committee found that:

- Much of the back land is in conservation and has the presence of wetlands



Please see back cover for full map/legend



	Hotel/Retail (B-4)	Assembly and Office (I-4)
<b>LOT</b>		
Minimum LOT Size	4 acres	5 acres
Maximum Lot Coverage	33%	33%
Minimum Frontage	400 ft	400 ft
<b>PRINCIPAL BUILDING</b>		
Front Setback	30 ft	75 ft
Abut a Street Setback	30 ft	75 ft
Side Setback	75 ft	75 ft
Rear Setback	75 ft	75 ft
Distance to existing res (in res zone)	150 ft	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>		
Front Setback	75 ft	75 ft
Abut a Street Setback	75 ft	75 ft
Side Setback	10 ft	10 ft
Rear Setback	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>		
Principal Building	55 ft max	40 ft max
Outbuilding	55 ft max	55 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	B-4	I-4
Bank	P	
CHILD CARE FACILITY	P	P
COMMERCIAL PARKING FACILITY	P	
COMMERCIAL RECREATION FACILITY	P	
Computer and data processing		P
Drive In Theater	P	
Eating and Drinking Establishment	P	
EDUCATIONAL INSTITUTION, POST SECONDARY	P	
Establishments for the manufacture assembly, services and repair of the enumerated products (see table for uses)		P
EXCAVATION		P
FARM	P	P
Helicopter Take Offs & Landings	S	P
HOTEL/Motel	P	
Laboratories (scientific, medical chemical) and testing facilities devoted to experimental production, research, product dev		P
OFFICE	P	P
PERSONAL SERVICE ESTABLISHMENT	P	
Public Utility		P
PUBLISHING FACILITY	P	P
Retail Sale of Agricultural or Farm Products Raised on Site	P	P
Retail Store	P	
Self Storage Facility		C
Theater	P	
Veterinary Office, Animal Hospital or KENNEL	P	P
WAREHOUSING		P
WHOLESALING		P

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 123 acre area is roughly arranged in a rectangle shape, with a width of 2,300 feet and a depth of 1,900 feet.

## Wetlands/Soils

The area appears to have areas of wetlands, an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the area.

## Topography

The area is relatively flat with an elevation of approximately 160 feet above sea level.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Spaulding Turnpike and Sixth Street. This area is controlled by the City.

Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

This is an area that is served by municipal water sanitary sewer.

## Utilities—Private

Eversource provides electric power to the parcel via service off Sixth Street. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Dover Point Road<sup>1,2</sup>

Where: Old Dover Point/Dover Point Road  
 Current Zone: B-1  
 Potential Zone: O  
 Acres: 5  
 Percent of Dover (0.03)  
 Priority: Short

## Description

The area along Dover Point Road forming an island with Old Dover Point Road a non-residential area along a busy roadway network with high commercial visibility.

The proposal is to rezone the whole area to Office.

## Purpose of Office Zone

The purpose of this OFFICE district is to provide appropriate locations for a mixture of residential and OFFICES uses along higher volume STREETS. The remaining large historic homes are no longer suitable for single family residential due to the high traffic. This district is a transition area between the more commercial areas and the urban residential areas on the side STREETS. Residential uses up to four DWELLING UNITS per STRUCTURE are permitted, along with commercial uses such as offices, banks, funeral parlors, churches, schools, hospitals, NURSING HOMES and CONGREGATE CARE FACILITIES. The density for residential uses is about eight units per acre and in new BUILDINGS residential is only

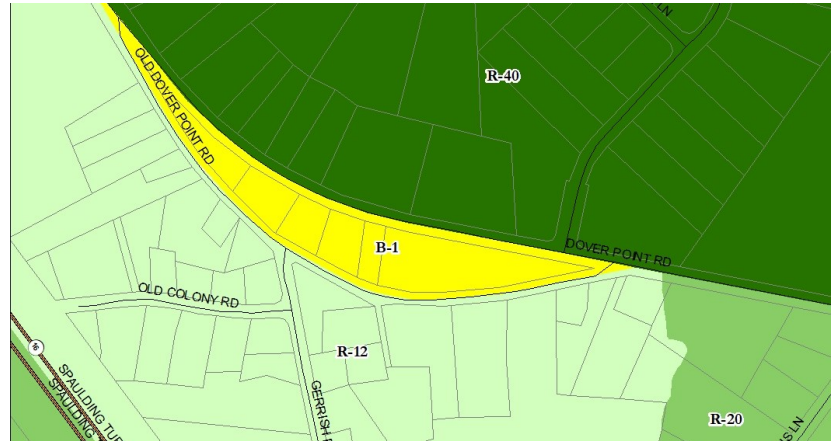
## Why Rezone this area?

The committee found that:

- Remove the last area currently B-1
- Uses are similar and actually expanded under Office

## Cautions

The committee found none.



Please see back cover for full map/legend



	Neighborhood Business (B-1)	Office (O)
<b>LOT</b>		
Minimum LOT Size	10,000 sf	10,000 sf
Maximum Lot Coverage	50%	50%
Minimum Frontage	100 ft	100 ft
<b>PRINCIPAL BUILDING</b>		
Front Setback	15 ft	12 ft
Abut a Street Setback	15 ft	12 ft
Side Setback	10 ft	10 ft
Rear Setback	15 ft	15 ft
Distance to existing res (in res zone)	150 ft	N/A
<b>OUTBUILDING/ACCESSORY USE</b>		
Front Setback	15 ft	12 ft
Abut a Street Setback	15 ft	12 ft
Side Setback	10 ft	10 ft
Rear Setback	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>		
Principal Building	40 ft max	45 ft max
Outbuilding	40 ft max	40 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	B-1	O
ACCESSORY DWELLING UNIT	P	
ADULT DAY CARE		P
ASSEMBLY HALL	P	P
ASSISTED LIVING FACILITY		S
Bank	P	P
Beauty and barbershop	P	P
BED AND BREAKFAST	P	
CHILD CARE FACILITY	P	P
CHILD CARE HOME	P	
Clinic		P
CONGREGATE CARE FACILITY		P
CONTINUING CARE COMMUNITY FACILITY		S
DWELLING, 2 Family		P
DWELLING, 3-4 Family		P
DWELLING, Single Family	P	P
Eating and Drinking Establishment	P	C
EDUCATIONAL INSTITUTION, K-12		P
EDUCATIONAL INSTITUTION, POST SECONDARY	P	P
ELDERLY ASSISTED CARE HOME		S
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	P
Funeral Parlor		P
GROUP HOME FOR MINORS		S
NURSING HOME		P
OFFICE	P	P
PERSONAL SERVICE ESTABLISHMENT	P	
PUBLIC RECREATION		P
Public Utility	P	P
Retail Store	P	C
ROOMING HOUSE		P

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 5 acre area is roughly arranged in a rectangle shape, with a width of 200 feet and a depth of 1,200 feet.

## Wetlands/Soils

The area appears to not have significant areas of wetlands, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the area.

## Topography

The area is relatively flat with an elevation of approximately 50 feet above sea level.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

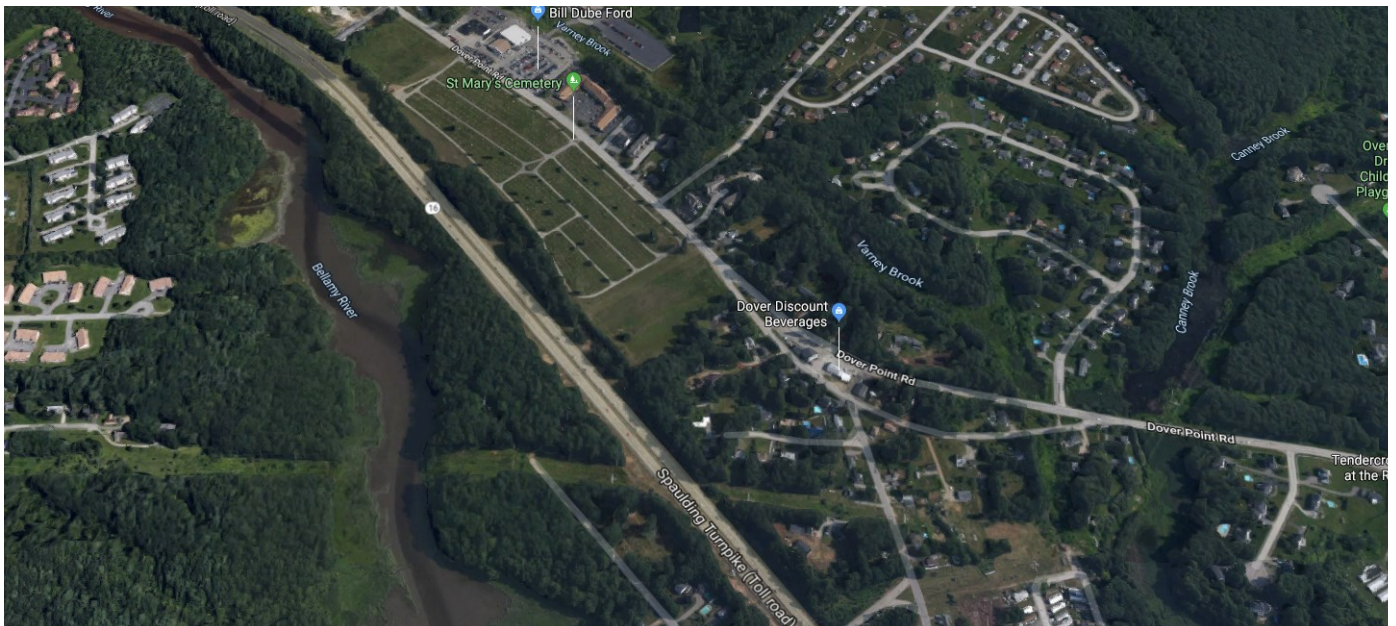
As seen above, the subject area is bounded by the Old Dover Point Road and Dover Point Road. This area is controlled by the State of New Hampshire.

## Utilities—Public

This is an area that is served by municipal water and sanitary sewer.

## Utilities—Private

Eversource provides electric power to the parcel via service off Dover Point Road. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Maple Street<sup>1,2</sup>

Where: Ash St to Hough Street to Horne Street

Current Zone: I-1,  
 Potential Zone: RM-U  
 Acres: 4.8  
 Percent of Dover (0.03)  
 Priority: Short

## Description

The area along Maple Street between Ash and Hough is an island non-residential zone surrounded by multi-family residential.

The proposal is to rezone the whole area to the Urban Density Multi-Residential District.

## Purpose of RM-U Zone

The purpose of this residential district is to provide an environment suitable for a variety of moderate/high density housing types, including SINGLE-FAMILY, two family, and 3-4 family dwellings. These districts are urban NEIGHBORHOODs located close to the downtown area and contain many historic homes that are built close to the SIDEWALKs and STREETS. The homes in this district are all served by municipal sewer and water. Some nonresidential uses that are compatible with residences are permitted, including churches, funeral parlors, elementary schools, high schools, and CHILD CARE FACILITIES.

## Why Rezone this area?

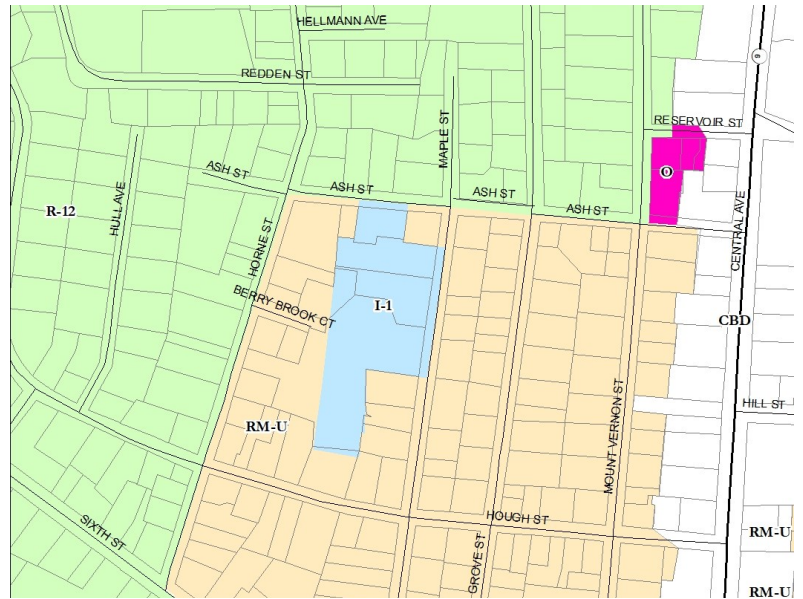
The committee found that:

- Property owner support
- Area is transitioning away from commercial/industrial and is within a dense residential neighborhood

## Cautions

The committee found that:

- The area is commercial today and would be rezoned residential



Please see back cover for full map/legend



	Urban Density Res (RM-U)	Restricted Industrial (I-1)
<b>LOT</b>		
Minimum LOT Size	10,000 sf	40,000 sf
Maximum Lot Coverage	40%	50%
Minimum Frontage	80 ft	150 ft
<b>PRINCIPAL BUILDING</b>		
Front Setback	Nbhd Avg	50 ft
Abut a Street Setback	Nbhd Avg	50 ft
Side Setback	15 ft	15 ft
Rear Setback	15 ft	15 ft
Distance to existing res (in res zone)	N/A	150 ft
<b>OUTBUILDING/ACCESSORY USE</b>		
Front Setback	Nbhd Avg	50 ft
Abut a Street Setback	Nbhd Avg	50 ft
Side Setback	10 ft	10 ft
Rear Setback	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>		
Principal Building	40 ft max	50 ft max
Outbuilding	40 ft max	40 ft max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	RM-U	I-1
ACCESSORY DWELLING UNIT	P	
ADULT DAY CARE	P	
ASSEMBLY HALL	P	
ASSISTED LIVING FACILITY	S	
AUTO SERVICE STATION		S
Beauty and barbershop	S	
CHILD CARE FACILITY	P	P
CHILD CARE HOME	P	
COMMERCIAL PARKING FACILITY		P
CONGREGATE CARE FACILITY	S	
CONSERVATION LOT	P	
CONTINUING CARE COMMUNITY FACILITY	S	
Conversion of Existing Dwelling to Accommodate not more than 4 units	S	
Conversion of Existing Dwelling to Accommodate not more than 2 units	P	
DWELLING, 2 Family	P	
DWELLING, 3-4 Family	S	
DWELLING, Single Family	P	
EDUCATIONAL INSTITUTION, K-12	P	
ELDERLY ASSISTED CARE HOME	S	
Establishments for the manufacture assembly, services and repair of enumerated products (see table for list)		P
FARM		P
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P	
Fuel, Oil, or Gas Storage		P
Funeral Parlor	P	
GROUP HOME FOR MINORS	S	
Helicopter Take Offs & Landings		P
HOTEL/Motel		P
LIGHT INDUSTRY		P
New Car Sales		P
NURSING HOME	S	
OFFICE	P	P
Open Storage		P
PERSONAL SERVICE ESTABLISHMENT		P
PUBLIC RECREATION	P	P
Public Utility	P	P
PUBLISHING FACILITY		P
Retail Sale of Agricultural or Farm Products Raised on Site		P
Retail Store	S	
ROOMING HOUSE	P	
Trucking Terminal		P
VEHICLE REFUELING/RECHARGING STATION		S
Veterinary Office, Animal Hospital or KENNEL		P
WAREHOUSING		P
WHOLESALING		P

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 4.8 acre area is roughly arranged in a rectangle shape, with a width of 900 feet and a depth of 600 feet.

## Wetlands/Soils

The area appears to have significant areas of wetlands, around the Berry Brook area, which runs through the area. An analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the area.

## Topography

The area is relatively flat with an elevation of approximately 70 feet above sea level.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

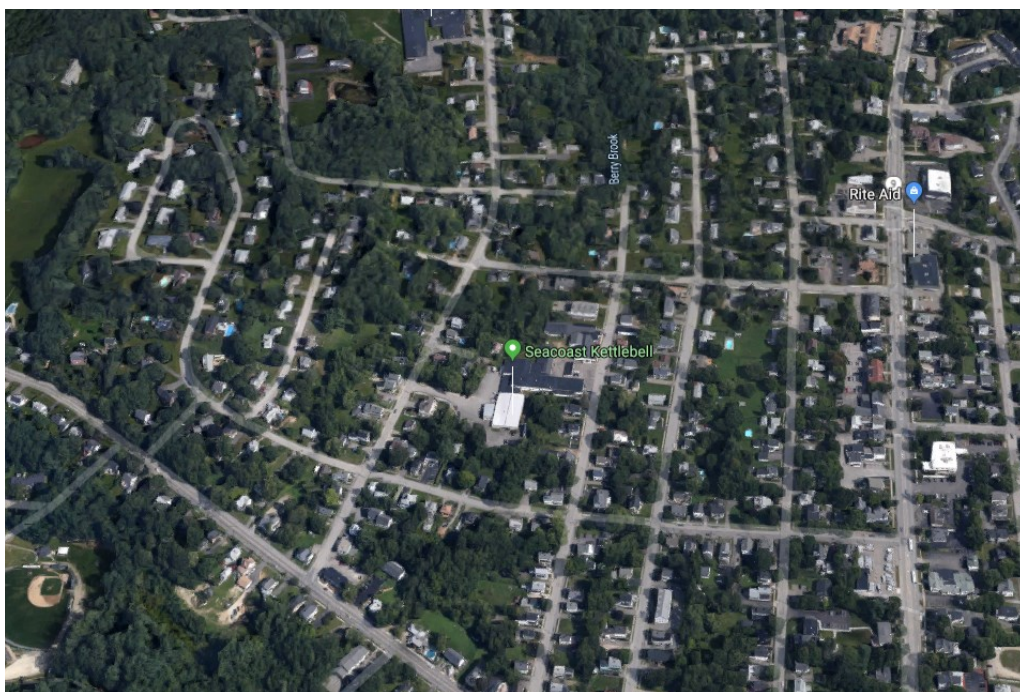
As seen above, the subject area is bounded by Maple Street, Ash Street and Hough Street. This area is controlled by the City.

## Utilities—Public

This is an area that is served by municipal water and sanitary sewer.

## Utilities—Private

Eversource provides electric power to the parcel via service off Maple Street. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: Oak Street<sup>1,2</sup>

Where: Railroad to Broadway

Current Zone: I-1

Potential Zone: CBD– Downtown Gateway

Acres: 3

Percent of Dover (0.0)

Priority: Short

## Description

The area along Oak Street Centered on the railroad tracks is a non-residential area, and one of the few I-1 zones left..

The proposal is to rezone the whole area to Downtown Gateway, a mixed use district similar to Broadway.

## Purpose of CDB-DG Zone

A gateway is an area that marks a transition point where you move from one existing condition to another. In terms of land use, Gateways generally indicate transition points from a less developed area (the highway, the rural landscape, etc.) to a more formal, densely developed urban core (multi-story buildings, civic buildings, etc.). In Dover the primary Downtown Gateways (Central Avenue north and south of the downtown core, Broadway, and Portland Avenue) are generally dominated by commercial activity, with buildings of a lower height than those located downtown. Some residual residential activity occurs occasionally as stand-alone buildings, but frequently residential activity is located above ground floor commercial uses. A modest distance between the building and the street exists, with a fair amount of landscaping.

## Why Rezone this area?

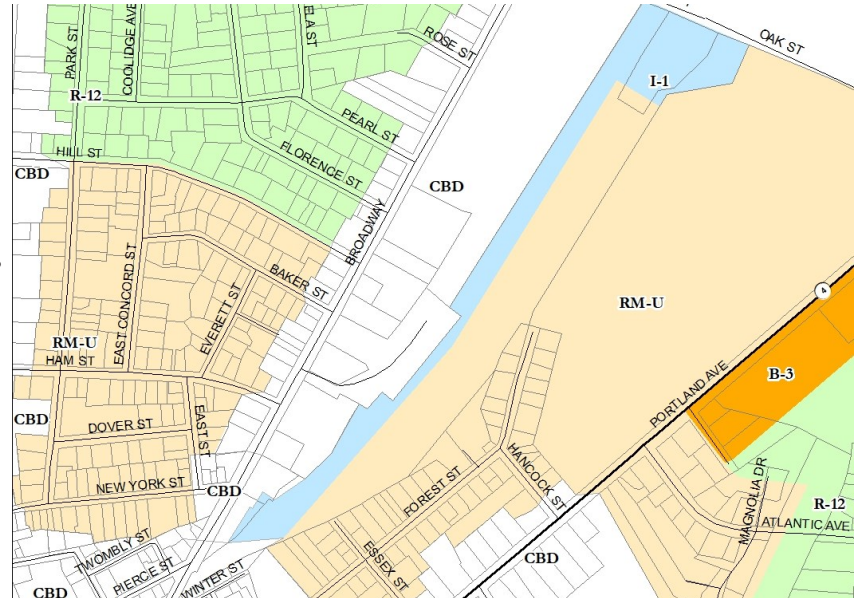
The committee found that:

- Eliminates the I-1 zone
- Uses compatible with adjacent zone

## Cautions

The committee found that:

- The Industrial use area allowed in the G might need to be reviewed to accommodate
- The Oak Street bridge needs to be rebuilt



Please see back cover for full map/legend



	Restricted Industrial (I-1)	Gateway (G)
<b>LOT</b>		
Minimum LOT Size	40,000 sf	N/A
Maximum Lot Coverage	50%	50%
Minimum Frontage	150 ft	60% min
<b>PRINCIPAL BUILDING</b>		
Front Setback	50 ft	5-20 ft
Abut a Street Setback	50 ft	5-20 ft
Side Setback	15 ft	5 ft
Rear Setback	25 ft	0 ft
Distance to existing res (in res zone)	N/A	N/A
<b>OUTBUILDING/ACCESSORY USE</b>		
Front Setback	50 ft	20 ft plus bldg. setback
Abut a Street Setback	50 ft	20 ft plus bldg. setback
Side Setback	10 ft	5 ft
Rear Setback	10 ft	10 ft
<b>HEIGHT OF BUILDING</b>		
Principal Building	50 ft max	4 story max
Outbuilding	40 ft max	2 story max

Dimensional Review<sup>3</sup>

# Allowed Uses<sup>1</sup>

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

USE (see zoning tables for footnotes)	I-1	G
ACCESSORY DWELLING UNIT		P
ASSEMBLY HALL		P
AUTO SERVICE STATION	S	
Bank		P
Beauty and barbershop		P
BED AND BREAKFAST		P
CHILD CARE FACILITY	P	P
CHILD CARE HOME		P
COMMERCIAL PARKING FACILITY	P	
Computer and data processing		P
DWELLING, 2 Family		P
DWELLING, 3-4 Family		P
DWELLING, MULTI-FAMILY		P
DWELLING, Single Family		P
Eating and Drinking Establishment		P
EDUCATIONAL INSTITUTION, K-12		P
EDUCATIONAL INSTITUTION, POST SECONDARY		P
FARM	P	
Fuel, Oil, or Gas Storage	P	
Funeral Parlor		P
GROUP HOME FOR MINORS		P
Helicopter Take Offs & Landings	P	
HOTEL/Motel	P	P
LIGHT INDUSTRY	P	
New Car Sales	P	
OFFICE	P	P
Open Storage	P	
PERSONAL SERVICE ESTABLISHMENT	P	P
PUBLIC RECREATION	P	
Public Utility	P	
PUBLISHING FACILITY	P	
Research Institutes		P
Retail Sale of Agricultural or Farm Products Raised on Site	P	
Retail Store		P
ROOMING HOUSE		P
Trucking Terminal	P	
VEHICLE REFUELING/RECHARGING STATION	S	
Veterinary Office, Animal Hospital or KENNEL	P	P
WAREHOUSING	P	
WHOLESALING	P	

# Environmental Review<sup>2</sup>

## Introduction

Prior to any development of a site, the developer would be required to review and document environmental and topographic constraints that exist on the parcel.

## Area Description

The 3 acre area is roughly arranged in a rectangle shape, with a width of 2,500 feet and a depth of 100 feet.

## Wetlands/Soils

The area appears to not have significant areas of wetlands, though an analysis would need to be provided.

## Floodplain Development

There appear to be no major flooding concerns for the area.

## Topography

The area is relatively flat with an elevation of approximately 80 feet above sea level. There are steep slopes along the railroad bed.

# Infrastructure Review<sup>2</sup>

## Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to understand development costs.

## Transportation Network

As seen above, the subject area is bounded by the Oak Street and is centered on the railroad. This area is controlled by the City, which has identified the Oak Street Bridge as in need of replacement.

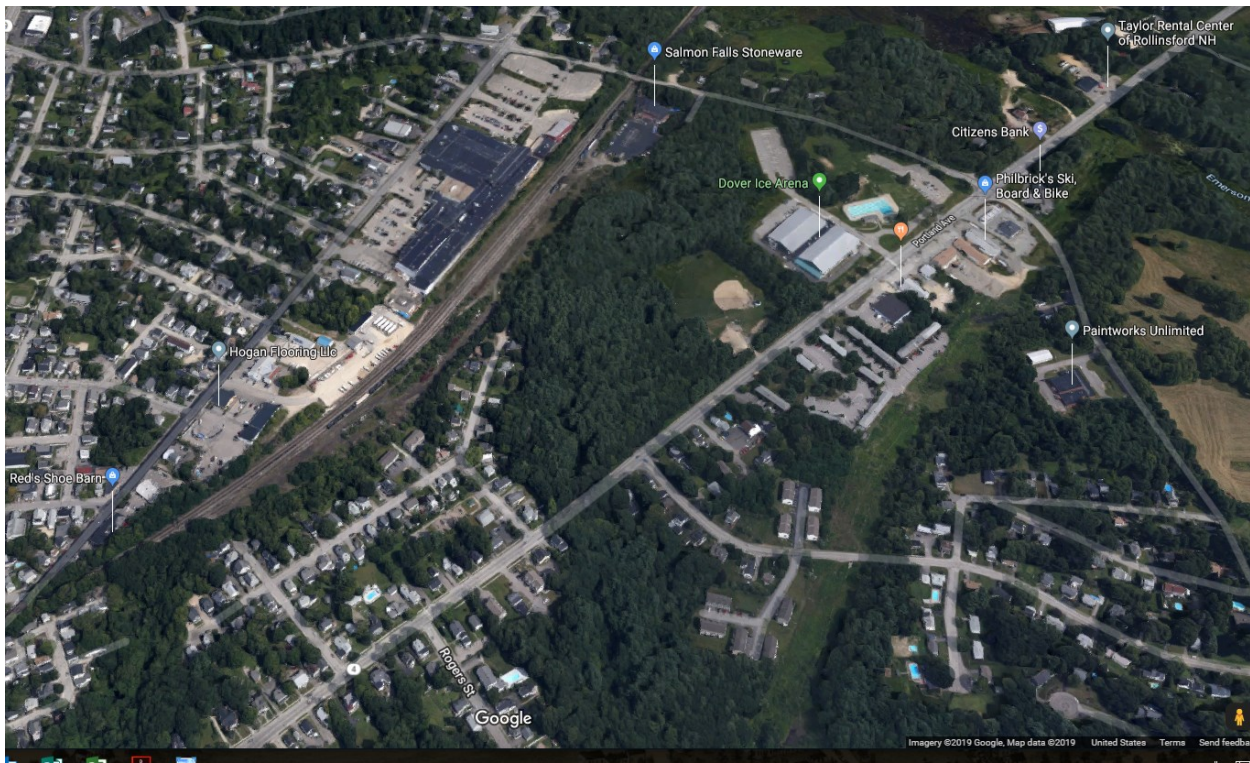
Should the area be developed, there are opportunities to improve sidewalks and other transportation elements through the site plan review.

## Utilities—Public

This is an area that is served by municipal water and sanitary sewer.

## Utilities—Private

Eversource provides electric power to the parcel via service off Broadway and Oak Street. Natural Gas and Telecommunications lines are located within the ROW as well.





# Rezoning Concept: B Zone Consolidation<sup>1,2</sup>

Where: Citywide  
 Current Zone: B-3, B-4 and B-5  
 Potential Zone: Commercial Zone  
 Acres: N/A  
 Percent of Dover: N/A  
 Priority: Intermediate



## Description

The City of Dover has three primary commercial districts. These are located along the main commercial thoroughfares in Dover, and are very automobile centric. In general the uses are similar, with main differences occurring in the dimensional tables.

The recommendation is to review an option of these commercial districts with the eye towards simplifying and combining the zones into one commercial district. There could be context based performance standards to assist with the various areas of the City.

Trends have changed since these zones were created and amended over the past 40+ years. Many traditional commercial uses are not found as in demand as they have been. Furthermore, many of today's customers seek a different interaction with commercial vendors and it makes sense to continue to evolve Dover's commercial zones, simplifying where possible.

The Committee believes that a more streamlined zone, combining uses, and focusing on context based height, lot size and other means to mitigate abutter concerns makes sense as Dover continues to grow and act as a regional hub for services and shopping.

The Committee found that while the uses have been reviewed, the dimensions need fleshing out. Furthermore, an analysis of certain uses and restrictions (drive thru) etc needs to be conducted. Finally, whenever you merge zones, an analysis of grandfathering needs to be considered, as impacts if uses are eliminated needs to be conducted.

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

## USE (see zoning tables for footnotes)

	B-3	B-4	B-5	C
ADULT BOOKSTORE AND/ OR VIDEO STORE	S			
ADULT CABARET	S			
ADULT DAY CARE			P	P
AUTO SERVICE STATION	P		P	P
Bank	P	P	P	P
Beauty and barbershop	P		P	P
BED AND BREAKFAST	P			
CHILD CARE FACILITY	P	P	P	P
Clinic			P	P
COMMERCIAL PARKING FACILITY	P	P	P	P
COMMERCIAL RECREATION FACILITY	P	P	P	P
Computer and data processing				P
Drive In Theater		P		
DWELLING, MULTI-FAMILY	S		S	S
DWELLING, Single Family				
Eating and Drinking Establishment	P	P	P	P
EDUCATIONAL INSTITUTION, POST SECONDARY	P	P	P	
Establishments for the manufacture assembly, services and repair of the enumerated products (see table for list)				CU
FARM		P		P
FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling	P			
Helicopter Take Offs & Landings	S	S	S	
HOTEL/Motel	P	P	P	P
Liquor Store		P	P	
New Car Sales	P		P	P
OFFICE	P	P	P	P
PERSONAL SERVICE ESTABLISHMENT	P	P	P	P
PUBLIC RECREATION			S	
Public Utility	P			P
PUBLISHING FACILITY	P	P	P	P
Retail Sale of Agricultural or Farm Products Raised on Site		P		
Retail Store	P	P	P	P
Theater	P	P	P	P
USED CAR LOT	P		P	P
VEHICLE REFUELING/RECHARGING STATION	S		S	S
Veterinary Office, Animal Hospital or KENNEL		P		P

# Rezoning Concept: Modernize I-2 Zone<sup>1,2</sup>

Where: Citywide  
 Current Zone: I-2  
 Potential Zone: Commercial/Manufacturing Zone  
 Acres: N/A  
 Percent of Dover: N/A  
 Priority: Short



## Description

The City of Dover has four primary industrial districts. The committee is recommending eliminating the I-1 zone, by merging it with others. That will leave two industrial zones, the I-2 and I-4.

The I-4 has a lot in common with the ETP zone, and the committee is recommending merging the two zones. That would leave the I-2 district as the sole industrial zone. As a result, the committee recommends updating the I-2 district, by recasting it as a mixture of commercial and manufacturing uses. This is closer to where economic trends are leaning.

Many manufacturing business want to be located within an area or campus that contains a mixture of similar uses, along with retail, eating and drinking and services. This campus style development is more in keeping with the City's desire to create diverse employment and service areas.

Many of the uses currently in the I-2 district would remain, and other compatible ones would be added. There could be context based performance standards to assist with the various areas of the City.

The committee found that while the uses have been reviewed, the dimensions need fleshing out. Furthermore, an analysis of certain uses and restrictions (drive thru) etc needs to be conducted. Finally, whenever you merge zones, an analysis of grandfathering needs to be considered, as impacts if uses are eliminated needs to be conducted.

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)

## USE (see zoning tables for footnotes)

	I-2	CM
ADULT BOOKSTORE AND/ OR VIDEO STORE		S
ADULT CABARET		S
ADULT DAY CARE		P
Alternative Treatment Center	C	C
AUTO SERVICE STATION	S	S
CHILD CARE FACILITY	P	P
Clinic	P	
COMMERCIAL PARKING FACILITY	P	
COMMERCIAL RECREATION FACILITY	P	P
Drive In Theater		P
DWELLING, MULTI-FAMILY		C
Eating and Drinking Establishment	P	P
EDUCATIONAL INSTITUTION, POST SECONDARY	P	C
Establishments for the manufacture assembly, services and repair of the enumerated products (see table for list)	P	P
FARM	P	P
Fuel, Oil, or Gas Storage	P	C
Helicopter Take Offs & Landings	P	P
HOTEL/Motel	P	C
Industry	P	P
LIGHT INDUSTRY	P	P
Liquor Store	P	
New Car Sales	P	
OFFICE	P	P
Open Storage	P	P
PERSONAL SERVICE ESTABLISHMENT	P	C
Public Utility	P	P
PUBLISHING FACILITY	P	P
Research Institutes		P
Retail Sale of Agricultural or Farm Products Raised on Site	P	P
Self Storage Facility	C	C
Trucking Terminal	P	C
VEHICLE REFUELING/RECHARGING STATION	S	S
Veterinary Office, Animal Hospital or KENNEL	P	P
WAREHOUSING	P	P
WHOLESALE	P	P

# Rezoning Concept: Consolidate I-4/ETP<sup>1,2</sup>

Where: Citywide  
 Current Zone: I-4, ETP  
 Potential Zone: Innovative Technology Zone  
 Acres: N/A  
 Percent of Dover: N/A  
 Priority: Intermediate



## Description

The City of Dover has four primary industrial districts. The committee is recommending eliminating the I-1 zone, by merging it with others. It also suggests updating the I-2 district, by recasting it as a mixture of commercial and manufacturing uses. Finally, it recommends merging the I-4 and ETP zones into one streamlined innovative technology zone.

In the 30 years since the I-4 and ETP zones were created the similarities between the two zones, and the allowed uses, has grown. Initially they were conceived as compatible, yet distinct zones. In recent years, the manufacturing and assembly sector has blended more with the office and campus headquarters sector.

The committee found that while the uses have been reviewed, the dimensions need fleshing out. As these are major employers in the community, the Committee believes that before merging the districts, there should be outreach to business to ensure compatibility of introducing commercial/retail uses into the mixture of uses. Finally, whenever you merge zones, an analysis of grandfathering needs to be considered, as impacts if uses are eliminated needs to be conducted.

## USE (see zoning tables for footnotes)

	I-4	ETP	IT
ADULT DAY CARE			P
CHILD CARE FACILITY	P	P	P
Computer and data processing	P	P	P
DWELLING, MULTI-FAMILY			C
Eating and Drinking Establishment			C
EDUCATIONAL INSTITUTION, POST SECONDARY		P	C
Establishments for the manufacture assembly, services and repair of the products listed below:	P	P	P
EXCAVATION	P		
FARM	P	P	P
Helicopter Take Offs & Landings	P	P	S
Industry			C
Laboratories (scientific, medical chemical) and testing facilities devoted to experimental production, research, product development or similar activity	P	P	P
LIGHT INDUSTRY			C
OFFICE	P	P	P
Other		P	
PERSONAL SERVICE ESTABLISHMENT			C
Public Utility	P		P
PUBLISHING FACILITY	P	P	P
Research Institutes		P	P
Retail Sale of Agricultural or Farm Products Raised on Site	P	P	
Self Storage Facility	CU		
Veterinary Office, Animal Hospital or KENNEL	P	P	P
WAREHOUSING	P		C
WHOLESALING	P		P
WHOLESALING of Farm Products			P

Legend:  
 P: Permitted Use  
 S: Special Exception (ZBA review)  
 C: Conditional Use (Planning Board Review)



# Rezoning Concept: Modernize RCM<sup>2</sup>

Where: Citywide  
Current Zone: Overlay  
Potential Zone: Overlay  
Acres: N/A  
Percent of Dover: N/A  
Priority: Intermediate



## Description

The Committee had considered an option for creating a mixed use zone, similar to the Residential Commercial Mixed Use Overlay District. This zone would have allowed a mixture of higher density homes, apartments and commercial uses.

The Committee felt that a full zone was not compatible with areas considered for this new zone. Instead, the Committee recommends that the RCM district be reviewed with an eye towards streamlining the overall concept, removing the age restrictions and the restriction on the location of the district.

A revised overlay could allow for a higher density of homes for workers closer to employment centers. There is a strong need for affordable homes in Dover and the market shows that all ages are seeking smaller more manageable homes within walking distance to services and employment.

## Areas to consider revisions to

A review of the RCM regulations (Chapter 170 of the City Code, Section 28.2) indicates at least the following sections should be considered for amendment:

- A Purpose and Intent
  - Update based upon changes proposed
- B Condition Use Permit
  - Remove the need for the Fiscal Impact Analysis
    - No longer required in site plan review
- C Location
  - Update to remove the need for areas within 500 feet of a State maintained road, allow context sensitivity to drive the site location
- D Permitted Uses
  - Remove the need for housing derived from a yield plan to be restricted to 55 or older residents
- E Procedural Concepts
  - Revise density calculation so that all units are based upon 1 unit per 10,000 square feet.
    - Currently the multi-family are 1 unit per 40,000 square feet
  - Require that single family be a maximum lot size of 5,000 or 10,000 square feet
    - This would encourage smaller homes for all ages/demographics
  - Architectural requirements should be updated to be consistent with the downtown standards adopted by the Planning Board
- F Standards and Regulations
  - Clarify setbacks:
    - From exterior boundaries
    - From internal boundaries
    - For cart/golf paths
  - Compare parking requirements with permitted parking in Site regulations

# Committee Agenda Topics:

- February 27, 2018
  - Introduction/Organizational topics
  - Review of goals
  - Background and Outreach
- April 10, 2018
  - Review Co-Occurrence Maps
  - Discuss market trends
  - Discuss tax valuations
  - Discuss general zoning
- May 29, 2018
  - Review of City Council Goals
  - Allowed uses per commercial zone
  - Review areas DBIDA had considered
  - Discuss transitional areas
- June 12, 2018
  - Definitions of taxation categories
  - Review Transportation routes
  - Review areas along Spaulding Turnpike
- July 17, 2018
  - Review areas along Route 108
- August 14, 2018
  - Review areas along Route 155
  - Review areas along Route 9
- September 11, 2018
  - Review areas along Sixth Street
  - Review areas along Dover Point
- October 9, 2018
  - Review areas along Dover Point
  - Recap work completed
  - Review RCM
- December 11, 2018
  - Review RCM
- January 17, 2019 and April 4, 2019
  - Public Forum
  - Public review of work review to date
- May 13, 2019
  - Review allowed uses in zones
  - Discuss public feedback
- June 6, 2019
  - Review allowed uses in zones
  - Prioritize concepts
  - Assign zone recommendations
- July 11, 2019
  - Review draft report
- August 8, 2019
  - Review final report
- August 20, 2019
  - Review final report

# Reader Notes:

# The Big Picture

