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City of Dover Department of Planning and Community Development

Rezoning Analysis

PROPOSED REZONING OF ASSESSORS MAP G
 LOTS 19-B, 29, 29-A, 29-B, 29-C, 30-B.

Proposed

Background

In November of 2016, Planning staff received a citizen petition from USA Training and Richard and Anna Kay requesting that the City rezone 63.5 Acres from R-20 (low density residential) to I-2 (Rural Restricted Industrial), and 38.1 Acres from I-4 (Office and Assembly) to I-2 (Rural Restricted Industrial).

Area Description

Map G, Lots 19-B, 29, 29-A, 29-B, 29-C, 30-B, contain 101.6 acres of land located between Tolend Road and the Spaulding Turnpike. The area abuts residential neighborhoods off Columbus Avenue and Tolend Road. The surrounding area is a mixture of zoning, with Industrial (I-2 and I-4) along Littleworth Road, and the westerly side of Columbus Avenue. The easterly side of Columbus Avenue is zoned R-20. The area is adjacent to the Crosby Road, Industrial Park Drive industrial land as well as Cambridge Tool and other land within the Office and Assembly (I-4) zone. The area is a mixture of fields and woods. There are topographic changes as one goes northeast towards the Spaulding Turnpike. The property has wetlands along the northerly

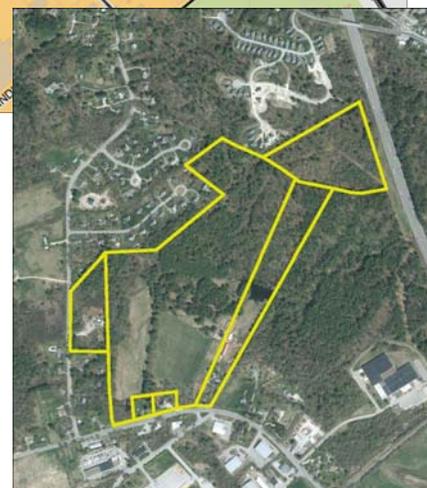
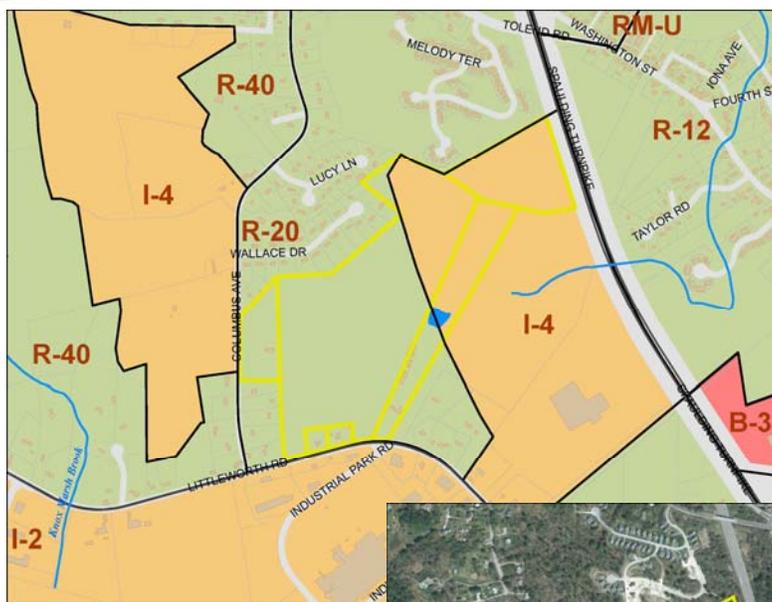
portion abutting Wallace Drive and the Wynbrook subdivision.

Amendment

Currently, the boundary between the R-20 and I-2 districts runs along the centerline of Littleworth

Road. Furthermore, the boundary between the R-20 and I-4 runs 1,500 feet off the Spaulding Turnpike, shown above.

The proposed change relocates this boundary to include the 101 acres within the I-2 district. This new boundary would be at the northerly property boundaries. It would exchange 63.5 acres between residential and non-residentially zoned land.



AT A GLANCE:

Total Acreage (Land Use):	1,2
Citywide:	15,557
Residential:	8,000
Non-Residential:	3,636
Rezoning Area:	101
Current Unit in area #:	2

Potential Unit # (No zone change):	102
Commercial Development potential	400,000 sf
Public Road Potential? (Y/N):	Y
Open Space Subdivision? (Y/N):	Y
Water (Y/N):	Y
Sewer (Y/N):	Y

Purpose Statements

Purpose statements for each zoning district assist planners and property owners in understanding the spirit and intent of the specific zone. This ensures more efficient and clear use of property.

Low Density Residential (R-20):

The purpose of this residential district is to provide for conventional single-family neighborhoods on lots not less than twenty thousand (20,000) square feet. The homes in this district are likely served by municipal sewer and water, but there are some areas that still have on-site septic systems and wells. These districts are located near major roadways. The development of parcels with at least fifteen (15) acres can be done as open space subdivisions. Agriculture and farming are promoted in this district. Some non-residential uses that are compatible with single-family homes are permitted, including churches, elementary schools, high schools and Child Care Facilities.

Assembly and Office (I-4):

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.

Rural Restricted Industrial (I-2):

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 stations, restaurants, car sales, offices, and personal services.

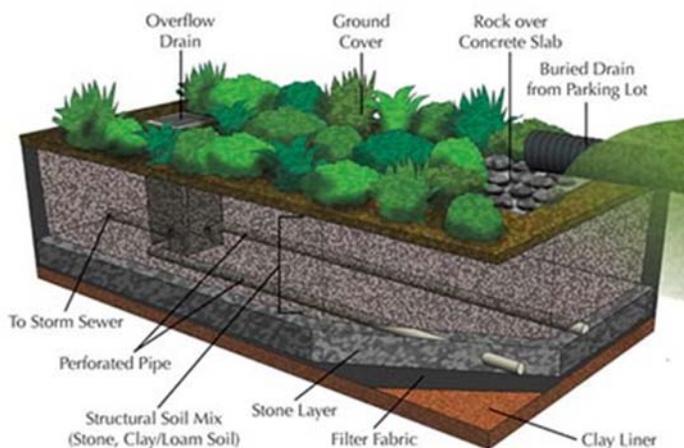
Mitigating Abutter Impact

Dover's zoning and site regulations are sensitive to impacts on residential abutters from commercial development. Examples of protections include, retention of existing trees as a landscape buffer between projects, extensive landscaping and lighting requirements, and requirements that loading facilities, parking and accessory elements be screened and away from abutters. These protections are only regulated for non-residentially zoned property, and not residential, per site plan approval.

During development review, the context of all projects is reviewed, to ensure that impacts are analyzed and mitigated on a site by site basis, understanding that each project and parcel is unique.



Stormwater Management



Dover leads the state with recently amended regulations related to Stormwater Management, within our Site Plan Regulations. The effects of development whether residential, parking lots, or commercial all impact stormwater management. The regulations manage stormwater runoff, protect water quality and quantity, minimize the contribution of a pollutant for which a water body is impaired to the maximum extent practicable, cause no discharge of runoff to an adjacent property in excess of runoff discharge in the existing developed or undeveloped condition, and encourage the use of low impact development strategies.

For new development, runoff of impervious surfaces, total suspended solids, pollutants, infiltration, water table, and plantings are all considered and regulated. The minimum protections and management standards require that all development comply with EPA Phase II stormwater rules and the City's MS4 permit. Existing waters are to be protected by buffers, with best management practices in place, such as low impact development strategies, reduced use of salt and other winter maintenance items, so that no discharge of pollutants to receiving waters is possible. To prevent issues such as pollutants entering the water system, flooding, and more, new developments must go through the City's stormwater regulations.

Development Concept Scenarios^{1,2,4}

Existing Residential/Industrial:



Description

A residential development, similar in style, and layout to that of the Wynbrook subdivision, would be realistic (both are within the R-20 district). Wynbrook encompasses 57 acres, the R-20 land is 63.72 new homes is realistic. A residential developer would seek a variance to allow the 24 remaining Kay acres to be used for residential development. This could bring the unit count to 100 new single family homes, with public roads, off Littleworth Road and Columbus Ave. Similar to Wynbrook homes, the average assessed value of the homes is estimated at \$310,825**.

The remaining I-4 land would be developed similar to Stonewall Kitchen, an 80,000 square foot facility. An approximate assessed value would be \$4,000,000.

Tax Impact

Dover's estimated tax rate is \$26.29. This provides tax revenue of approximately \$8,171 per house. This revenue is applied to the City, School, State School and County taxes. A typical single family home in Dover provides 0.5 students into the public school system. The cost to educate a child is approximately \$15,000.

4 new 1,000 foot public roads would be constructed. There would be cost for maintaining and plowing this roadway and providing other

services.

The manufacturing use would provide tax revenue of approximately \$105,160. In addition the buildings provide approximately 16 jobs to the local economy.

Traffic Impact

The Institute of Transportation Engineers identifies that 1 PM Peak hour vehicle trip per unit is generated for a single family home, resulting in 100 new trips, in the evening.

The manufacturing facility would generate 0.73 PM Peak hour vehicle trips per 1,000 sf of space. This results in 58 vehicle trips per building, in the evening. Trip generation would be more isolated due to shifts and variables such as flextime.

Abutter Impact

As this would be a major subdivision, it would be required to set aside open space, and have a 50 foot no cut buffer along the perimeter. Street trees would be required.

There is no restriction on lighting or placement of sheds/garages, other than 10 feet off a property line.

The manufacturing facility would provide 33% of the parcel as landscaped and open. A 75' setback is required from property lines.

** Lucy Ln/Ct avg is \$343,952 |Wallace is \$347,330

Proposed Rezoning:

Description

A commercial recreation complex is proposed. This would consist of four practice facilities, a 1,500 seat ball park, two hotels, a 60,000 sf indoor facility, a restaurant, and an additional commercial pad. Researching similar complexes and uses, within the City of Dover (Hotels and Restaurants) and similar sized communities, at full build out, the site could have an assessed value of \$20,000,000.

Tax Impact

Dover's estimated tax rate is \$26.29. This provides tax revenue of approximately \$525,800. The complex would provide 100 jobs to the local economy. In addition, the tourism draw this project would have could replicate the tourism draw of the Dover Arena and Outdoor pool, which bring in \$300,000 in tourism dollars each event.

Traffic Impact

The Institute of Transportation Engineers identifies that the hotels generate 0.6 PM Peak hour vehicle trips per unit. The multi-purpose facility generates 5.77 per acre. A sit

down restaurant generates 11.15 trips per 1,000 sf. The concept shows 200 hotel rooms, 4,500 sf of restaurant and there is approximately 11 acres of recreational area. This results in 120 vehicle trips for the hotel, at full occupancy, 50 trips for the restaurant and 63 vehicle trips for the recreational uses, in the evening. Trip generation would be more isolated for the tournaments and other activities where an attendee stayed at a hotel, ate at the restaurant and attended a baseball event.

Abutter Impact

Through the site plan review process, the facility would be required to contain light to the project area, conduct a sound analysis, and mitigate noise through hours of operation or methods. Regulations require that non-residential uses protect against negative impact on residential abutters.



The businesses would have typical hours of operation. Loading facilities, parking and accessory elements would be screened and located away from abutters.

Dimensional Review₃

	Rural Residential (R-20)	Open Space Subdivision	Rural Restricted Industrial (I-2)	Notes
LOT				
Minimum LOT Size	20,000 sf	12,000 sf	20,000 sf	R-20 excludes wetlands
Maximum Lot Coverage	30%	10%	50%	R-20 excludes driveway
Minimum Frontage	125 ft	30 ft	100 ft	
PRINCIPAL BUILDING				
Front Setback	20 –35 ft	15 ft	50 ft	R-20 is Build to Line
Abut a Street Setback	20 –35 ft	15 ft	35 ft	R-20 is Build to Line
Side Setback	20 ft	15 ft	10 ft	
Rear Setback	30 ft	15 ft	10 ft	
Distance to existing structures	N/A	75 ft	N/A	
OUTBUILDING/ACCESSORY USE				
Front Setback	35 ft max	35 ft max	35 ft	
Abut a Street Setback	35 ft max	35 ft max	35 ft	
Side Setback	10 ft	10 ft	10 ft	
Rear Setback	10 ft	10 ft	10 ft	
HEIGHT OF BUILDING				
Principal Building	35 ft max	35 ft max	50 ft max	
Outbuilding	35 ft max	35 ft max	40 ft max	

	Office/Assembly (1-4)		Rural Restricted Industrial (I-2)	Notes
LOT				
Minimum LOT Size	5 Acres		20,000 sf	
Maximum Lot Coverage	33%		50%	
Minimum Frontage	400 ft		100 ft	
PRINCIPAL BUILDING				
Front Setback	75 ft		50 ft	
Abut a Street Setback	75 ft		35 ft	
Side Setback	75 ft		10 ft	
Rear Setback	75 ft		10 ft	
Distance to existing structures	N/A		N/A	I-4 buffer does not apply here.
OUTBUILDING/ACCESSORY USE				
Front Setback	75 ft		35 ft	In I-4, parking setback is 25 ft
Abut a Street Setback	75 ft		35 ft	
Side Setback	10 ft		10 ft	
Rear Setback	10 ft		10 ft	
HEIGHT OF BUILDING				
Principal Building	40 ft max		50 ft max	
Outbuilding	55 ft max		40 ft max	

Allowed Uses³

Rural Residential (R-20)

- ACCESSORY DWELLING UNIT
- ADULT DAY CARE ^
- ASSEMBLY HALL
- Bank ^
- Beauty and Barber Shop ^
- BED and BREAKFAST
- CHILD CARE HOME
- CONSERVATION LOT
- Dwelling, 2 Family ^
- Dwelling, 3 To 4 family ^
- DWELLING, SINGLE FAMILY
- EDUCATIONAL INSTITUTION, K-12
- FARM ANIMALS FOR FAMILY USE, for non-commercial purposes, on lots containing a one or two family dwelling*
- PUBLIC RECREATION
- ROADSIDE FARM STAND*
- Theater ^
- Veterinary Office, Animal Hospital or KENNEL*

- CHILD CARE FACILITY
- FARM *
- OFFICE ^
- PERSONAL SVC ESTAB ^
- Public Utility*
- Retail Sale of Agricultural or Farm Products Raised on Site

- Clinic
- COMMERCIAL PARKING FACILITY
- COMMERCIAL RECREATION
- Eating and Drinking Establishment*
- EDUCATIONAL INSTITUTION, POST-SECONDARY
- Establishments for the manufacture assembly*
- Fuel, Oil, or Gas Storage
- Helicopter Take Offs & Landings*
- HOTEL/MOTEL
- Industry
- LIGHT INDUSTRY
- Liquor Store
- New Car Sales
- Open Storage*
- PUBLISHING FACILITY
- Trucking Terminal
- WAREHOUSING
- WHOLESALING

Rural Restricted Industrial (I-2)

Common

Rural Residential (R-20) Uses Permitted by Special Exception*

- ASSISTED LIVING FACILITY
- CONGREGATE CARE FACILITY
- CONTINUING CARE COMMUNITY FACILITY
- EDUCATIONAL INSTITUTION, POST SECONDARY
- ELDERLY ASSISTED CARE HOME
- Helicopter Take Offs & Landings
- NURSING HOME

Rural Restricted Industrial (I-2) Uses Permitted by Special Exception

- AUTO SERVICE
- VEHICLE REFUELING AND RECHARGING STATION

Rural Restricted Industrial (I-2) Uses Permitted by Conditional Use

- Alternative Treatment Center
- SELF-SERVICE STORAGE FACILITY*

^ Allowed if Subdivision is greater than 50 acres
* see zoning tables for footnotes.

WORDS IN ALL CAPS are defined in ordinance

Allowed Uses³

Office and Assembly (I-4)

- Computer and data processing
- EXCAVATION
- Laboratories and testing facilities
- Veterinary Office, Animal Hospital or Kennel*

- CHILD CARE FACILITY
- Establishments for the manufacture assembly*
- FARM *
- Helicopter Take Offs/Landing *
- OFFICE
- Public Utility*
- PUBLISHING FACILITY
- Retail Sale of Agricultural or Farm Products Raised on Site
- WAREHOUSING
- WHOLESALING

- Clinic
- COMMERCIAL PARKING FACILITY
- COMMERCIAL RECREATION
- Eating and Drinking Establishment*
- EDUCATIONAL INSTITUTION, POST-SECONDARY
- Fuel, Oil, or Gas Storage
- HOTEL/MOTEL
- Industry
- LIGHT INDUSTRY
- Liquor Store
- New Car Sales
- Open Storage*
- Trucking Terminal

Rural Restricted Industrial (I-2)

Common

Office and Assembly (I-4) Uses Permitted by Conditional Use

- SELF-SERVICE STORAGE FACILITY*

Rural Restricted Industrial (I-2) Uses Permitted by Special Exception

- AUTO SERVICE
- VEHICLE REFUELING AND RECHARGING STATION

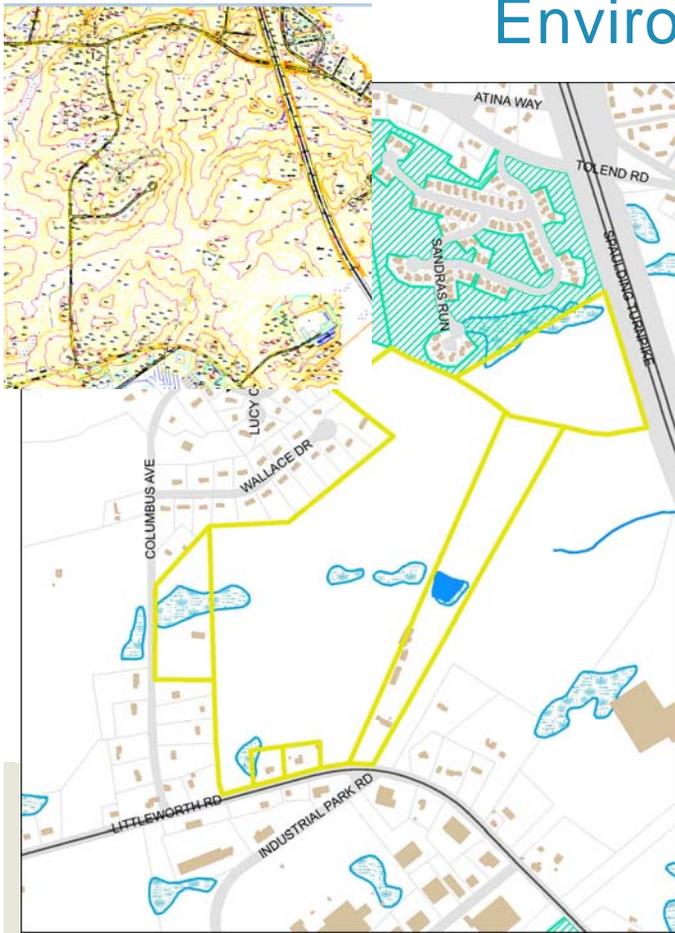
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- Alternative Treatment Center
- SELF-SERVICE STORAGE FACILITY*

* see zoning tables for footnotes.

WORDS IN ALL CAPS are defined in ordinance

Environmental Review²



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. This concept review was completed using the City's Geographic Information System Data.

Property Description

The main portion of the 101 acre area is roughly arranged in a rectangular shape. As the crow flies from Littleworth Rd to the City parcel, it is 3,600'. From Columbus Ave to the farm pond is 1,200'. The area is wooded with fields, used by cows today with two homes along Littleworth Road. It has access from both Littleworth Road and Columbus Avenue.

Wetlands/Soils

The area appears to have a few

swaths of wetlands contained within it. The primary area is south of the Wallace Drive subdivision, with another area south of the Wynbrook subdivision. This is consistent with soils found on adjacent parcels. Staff believes that the area of wetlands is under represented on the adjacent image.

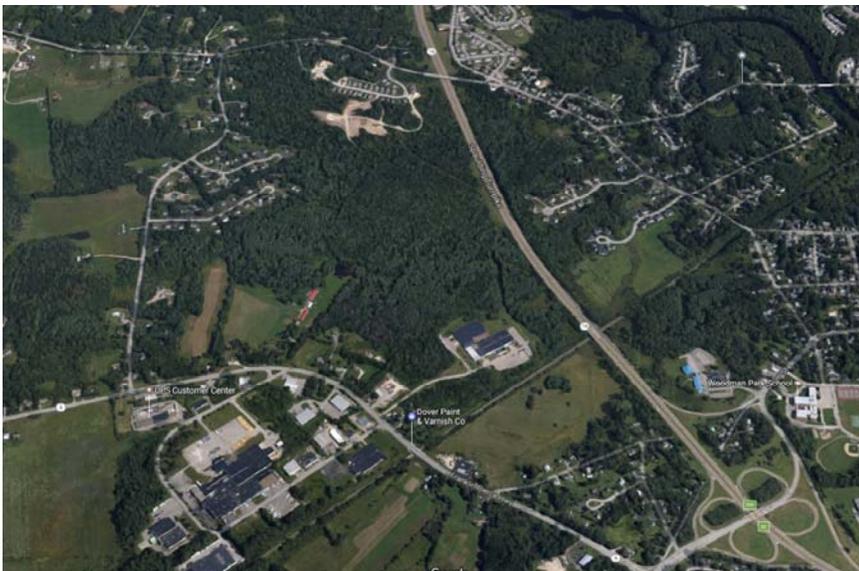
Floodplain Development

There appear to be no major flooding concerns for the area. A review of the FEMA mapping for the area, indicates that the property is 3,000' from the Cochecho River.

Topography

The area is 140' above sea level at Littleworth Road. Wallace Drive is at elevation of 150'. There are hills and valleys within the area. Along the Spaulding Turnpike the elevation is 100', level with the turnpike.

Transportation and Infrastructure²



parcel lies along NH Route 9, and is within approximately a mile of NH Route 16, accessible by Exit 8. The State of NH replaced the bridge over the rail line. It and other infrastructure along Littleworth Road can accommodate multiple modes of transit, including truck traffic and mass transit.

Access is also possible from Columbus Avenue and would be reviewed for proper traffic impacts and mitigation.

any improvements necessary to the road network, especially any intersections with Littleworth Road.

Utilities—Public

A 8" municipal water line, in need of upgrade, is located in Littleworth Road with an additional 12" line in Columbus Avenue. Sanitary sewer is located within the subject parcel in the City's property and runs along the Spaulding Turnpike. The land is vacant, so no tie ins are present.

Utilities—Private

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

Introduction

When reviewing the appropriateness of developing a parcel, transportation and utility infrastructure are reviewed to under-

stand development costs.

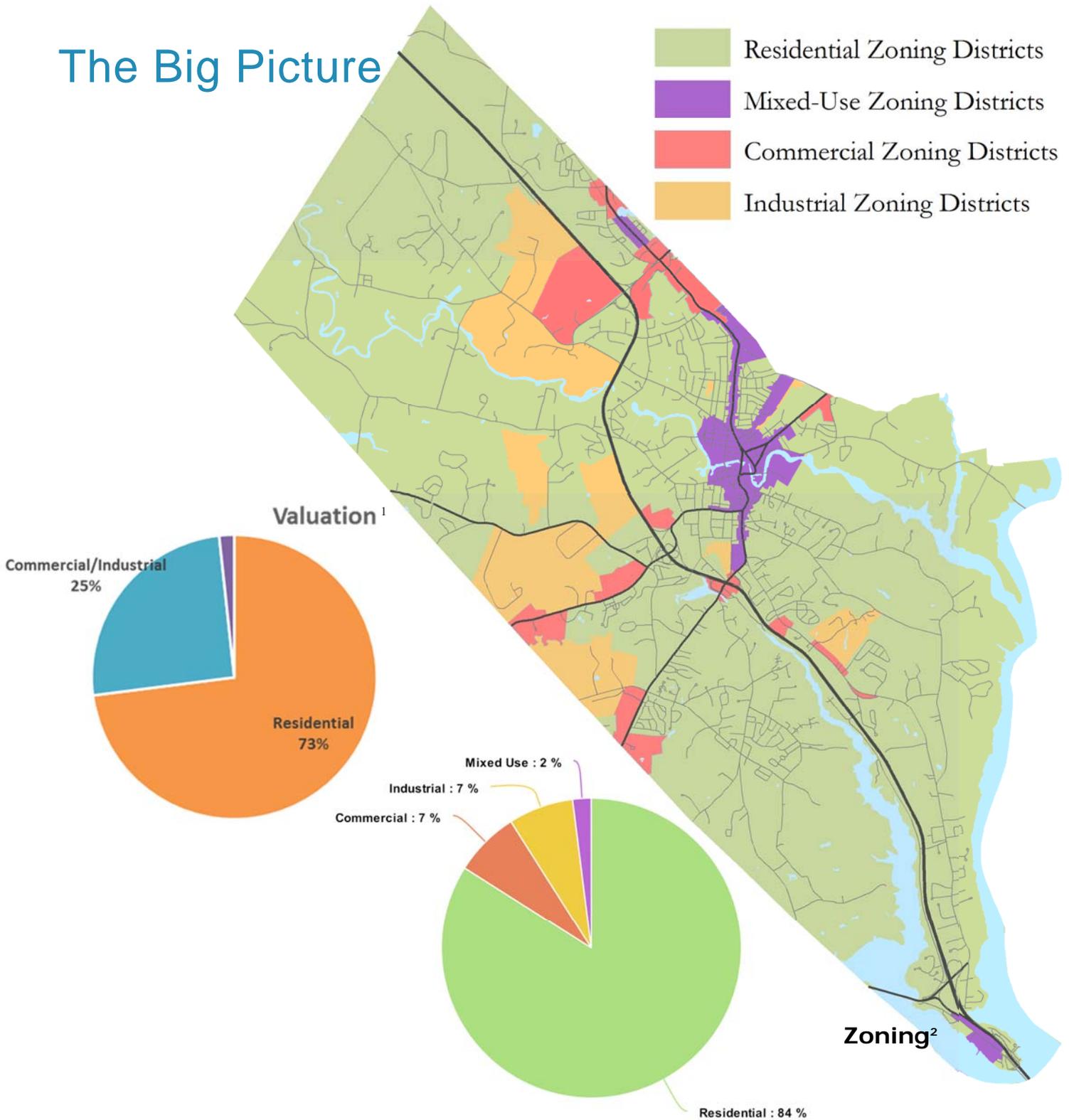
Transportation Network

As seen above, the subject

tion.

Any development of the proposed area would include a traffic analysis, which would look, amongst other things, at

The Big Picture



City Council Goal and Objective:

In Dover, a new City Council will meet and create goals for its term.

The 2016—2017 Council goals include the following:

“Goal: Implement Long-Term Economic Development

Strategic Objective 3: Identify and rezone appropriate property parcels to spur/enhance commercial development to further balance the commercial-to-residential ratio by five percent in 10 years (measured annually)”

Sources

1 = Tax Assessment Data

2 = Planning Department Land Use Data/Analysis

3 = Chapter 170, Zoning, of the City Code

4 = School District Enrollment Data and FY17 Budget