



CITY OF DOVER, NEW HAMPSHIRE
Cochecho Waterfront Development Advisory Committee

DESIGN GUIDELINES



COCHECHO WATERFRONT DEVELOPMENT

Adopted September 19, 2017



Table of Contents

Introduction and Scope of the Design Guidelines	Page 3
Design Review Process	Page 4
Site Design Overview	Page 7
Introduction to Architecture and Landscape Guidelines	Page 10
Architecture Site Strategies	Page 14
Architecture Building Strategies	Page 17
Architecture Development Parcels	Page 21
Landscape	Page 29
Appendix	Page 39

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INTRODUCTION AND SCOPE OF THE DESIGN GUIDELINES

GUIDELINES TO ENSURE VISUAL QUALITY FOR WATERFRONT DEVELOPMENT

These Design Guidelines have been assembled by the Cochecho Waterfront Development Advisory Committee (“CWDAC”) to establish standards for the visual quality of the design and subsequent development of the Dover Waterfront along the Cochecho River. The City of Dover has now assumed responsibility for all public components of the redevelopment project, and as such, these Design Guidelines apply to the components of the project which will be privately developed. The primary goal of the CWDAC is to promote development which, from a design perspective, is consistent with the interests and objectives of the City of Dover and its residents. An equally important goal of the CWDAC is to ensure a procedural process which is streamlined and responsive from the perspective of potentially interested developers.


The Design Guidelines are specifically intended to address those design characteristics of the redevelopment which are directly associated with established public purposes and interests. The design characteristics include:

- Architecture
- Landscape
- Site Design
- Streets and sidewalks
- Infrastructure (visible elements)
- Open Space
- Lighting

DESIGN GUIDELINES IMPLEMENTED THROUGH REVIEW AND APPEAL PROCESS

These Design Guidelines have been created to specifically apply to the parcel of land designated as Map 22, Lot 1 on the Tax Map of the City of Dover. The guidelines will apply to all of land that will be transferred from public ownership to private sector ownership for redevelopment within the Land Disposition Agreement (LDA) eventually arrived at between the City of Dover and the designated developer for the site.

The Design Guidelines are intended to establish objective or qualitative standards that reasonably can be met in the design of improvements to the waterfront. They provide a clear framework for design and approval, while deliberately ensuring flexibility in the specific design approach that may be employed in meeting these standards.



Once approved, these standards will be implemented by the private sector owners and tenants. In addition to fulfilling established public interests, the guidelines are intended to help ensure appropriate design coordination with adjacent improvements in the public rights-of-way and public open space.

The means through which these Design Guidelines will be applied in the review, approval and implementation of improvements is described in Section II, Design Review Process.

The Design Guidelines have been prepared by the CWDAC, which is assisting the City and the Dover Housing Authority. These entities have certain associated responsibilities for oversight of the land transaction and development agreements. The preparation of the Design Guidelines has been conducted through a public process including meetings and distribution of drafts of the Guidelines to afford public input.

DESIGN REVIEW PROCESS

COMPLIANCE

These Design Guidelines provide a range of standards and concepts that are intended to fulfill the public purposes that are under the stewardship of the CWDAC, on behalf of the Dover Housing Authority and the City of Dover. Compliance with these Design Guidelines represents compliance with the underlying public interests, except to the degree that overriding regulations, approvals or reviews at the state and/or federal level are deemed to apply.

BACKGROUND

All improvements by a developer shall be subject to design approval by CWDAC and Site Plan approval by the City of Dover Planning Board and such other federal and/or state regulatory agencies having jurisdiction over matters required to be permitted pursuant to the City of Dover Site Plan Review Regulations (the Public Approvals).

Both the CWDAC and the Planning Board will have certain approval authority. In the case of the CWDAC, the scope of responsibility is to apply these Design Guidelines and any design-related requirements of any Land Development Agreement (“LDA”) between a developer and the City of Dover in reviewing and approving the design of the site. As with any development, the role of the Dover Planning Board will be to exercise its traditional site review responsibilities as provided in Chapter 149 of the City Ordinances. That review involves application of zoning requirements, subdivision and site plan regulations, technical and engineering requirements, and requiring that the Developer(s) comply with state and federal permitting obligations.

FIVE-STAR REVIEW PROCESS

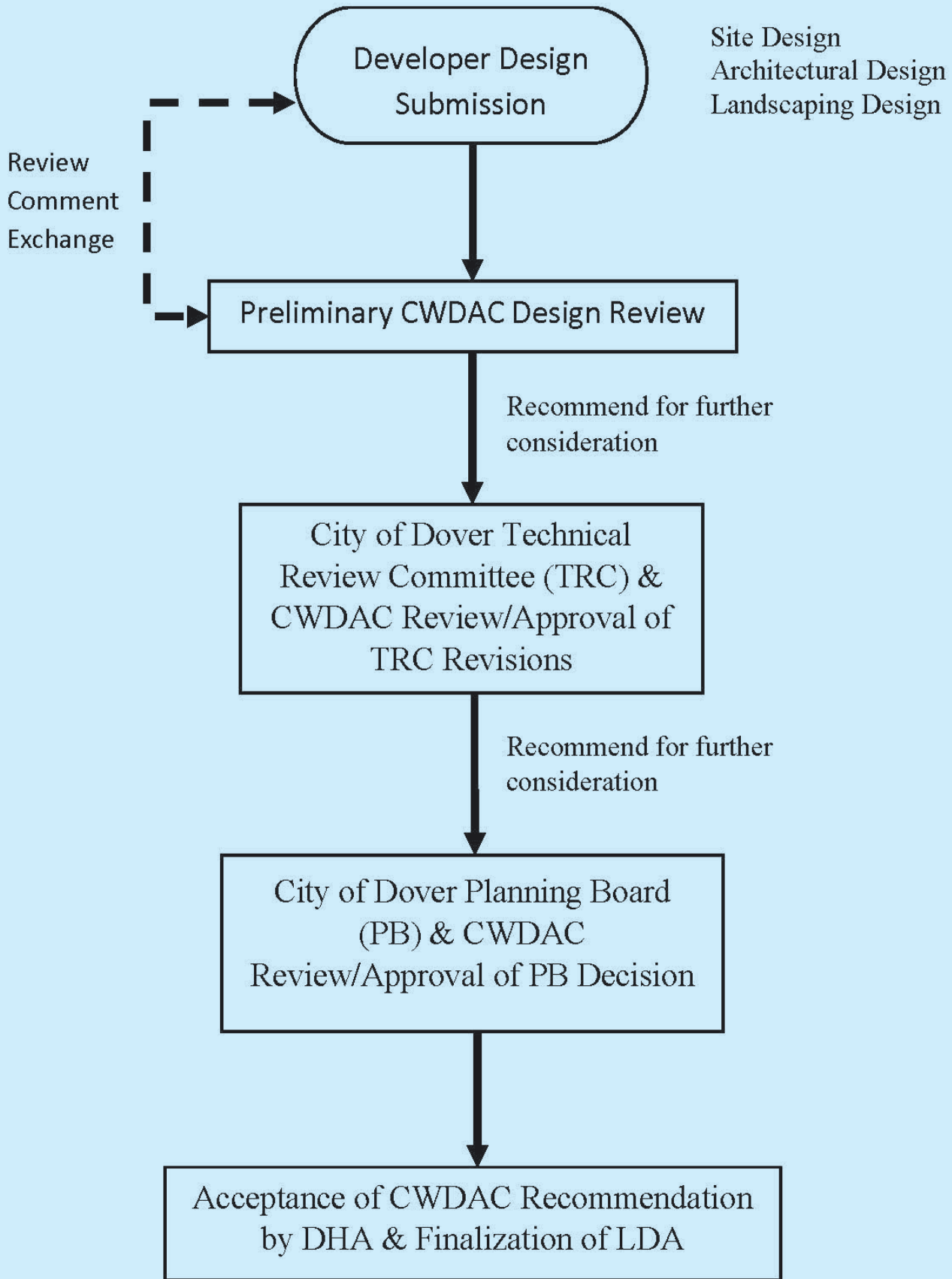
The process is verbally described below and a graphic appears on the following page. Subsequent to the development and acceptance of a Term Sheet and Preliminary LDA, the design review process which utilizes these Guidelines is expected to be as follows:

1. The Developer will submit to the CWDAC the proposed design for the project. This proposal should include the depiction of: streets, sidewalks, and parking areas; building sizes and locations; building uses, with minimum and maximum uses; phasing; utility design and layout; building design information including elevations, renderings and materials, and other information required by the CWDAC in order for it to make a recommendation as to whether the proposal complies with the Design Guidelines. In order for the process to continue, the CWDAC would have to issue preliminary approval of the design.
2. If the CWDAC issues preliminary approval of the design, then the City of Dover Technical Review Committee ("TRC") would review the site review application to review whether the application complies with the technical requirements of engineering and regulatory matters. The TRC will conduct its review and provide comments and recommendations for design revisions.
3. The CWDAC would then review the recommendations from TRC to determine if CWDAC would still recommend approval if the design would have to be modified to reflect the comments and recommendations from TRC. Based on its further review, CWDAC would then vote on a final recommendation as to whether the revised design complies with the design standards and the LDA.
4. The Planning Board would conduct its own full review of the subdivision and/or site plan application, to apply the regulations and requirements which it customarily applies. This review may result in a revision of the proposed development.
5. If the Planning Board votes to approve the subdivision and/or site plan application, then within fifteen days of the Planning Board's vote, the CWDAC and DHA would again review that approved plan and the conditions of approval to determine if the revised plan complies with the design standards and the LDA.

Final approval would also include any state or federal approvals. If conditions imposed on those approvals required revision of the design, the Planning Board may, and CWDAC/DHA would, conduct further proceedings to determine if the respective agency would approve the design with the new requirements imposed by either the state or federal agencies. Any final CWDAC/DHA approval shall be given or denied within fifteen days of request.

COMPLIANCE ALTERNATIVES

While these Design Guidelines provide useful standards for approval of any proposed waterfront development project, they are not intended to preclude design solutions that both the City (through the CWDAC) and the proponent(s) for the private sector development mutually determine are appropriate. Rather than requiring amendments to the Design Guidelines, compliance alternatives for any of the specific guidelines in this document will be considered fully acceptable if they are defined in written form and approved by both parties as part of any formal review and approval process.





SITE DESIGN OVERVIEW

INTRODUCTION

The Cochecho Waterfront Development Advisory Committee (CWDAC) and citizenry of Dover have worked diligently to encapsulate the community's vision of the redevelopment of the Cochecho Waterfront. Through a methodical process of public input and site constraint analysis, the graphic representation of this vision is presented in the attached Cochecho Waterfront Site Layout (Figure 1) prepared by Union Studio.

The following is a general summary of the goals and visions, as well as an overview of the key elements of the site development concepts. The specific Design Review process is found in Section I.

PROJECT GOALS AND VISION

GOALS

The Dover Waterfront should provide an opportunity for redevelopment into a mixed-use environment that recognizes its unique situation on the Cochecho River and with adjacent residential, business, recreational and open space uses. The following goals have been set forth by the community:

- Encourage mixed-use development, including retail businesses and urban residences, at a design scale that is compatible with existing surrounding uses and Dover's architectural heritage.
- Establish strong visual and physical vehicular and pedestrian connections to downtown Dover and the areas adjacent to the Waterfront Area, such as Maglaras Park, Henry Law Park and the Washington Street corridor.
- Provide opportunities that encourage visitors and tourists to experience the Waterfront Area and Dover's downtown as a recreational, cultural and historic environment.
- Ensure orderly development of the Waterfront Area that will augment the economic well-being of the City.
- Create a positive image for the Waterfront that will stimulate private and public investment within the area.

VISION

These goals resulted in creation of the following vision statement by CWDAC:

The vision of the CWDAC is to provide a vibrant waterfront with public gathering places and access to the water, a place for people to live, meet, relax, encounter nature, conduct business and learn of Dover's past. The CWDAC also seeks to ensure that the social and economic benefits derived from a revitalized waterfront are shared by all of Dover's residents.



PREVIOUS DESIGN CONCEPTS

In 1996, a Charrette team prepared two (2) conceptual plans that represented alternative approaches to redevelopment of the waterfront rather than blueprints for construction. Although the approaches differed in the intensity of development, each offered an orderly and cost effective approach to the redevelopment effort compatible with the existing downtown.

In 2005, a “Preferred Concept” was offered as part of an updated Charrette. The preferred concept incorporated qualities of the two concepts developed in 1996. It emphasized that the waterfront area should act as a transition area from the urban downtown and the more rural neighborhoods to the south. There is an emphasis on pedestrian-orientated development minimizing a reliance on automobile access and parking. This concept viewed the waterfront development as a seamless continuation of the mixture of uses present in the established downtown.

The concept approach incorporated the following key elements, among others:

- Creation of public gathering places along the river’s edge for community functions and meeting space.
- Construction of a vehicular bridge with pedestrian access linking Washington Street to the City property.
- Continuation of the Riverwalk from Henry Law Park to Maglaras Park and adjacent public properties.
- Provide the opportunity for public/private boating facilities and points of interest.
- Development of mixed-use (shops, offices, apartments) structures set back from the river and facing the Riverwalk and including detailed landscaping.
- Development of housing clusters, where appropriate, consistent with the scale and overall vision of the project.
- Development of a number of walking paths throughout the property, providing a linkage between riverfront uses and cultural/historical and recreational uses in the areas further away from the river.


CURRENT DESIGN CONCEPT

In 2016, the CWDAC, with support from the City of Dover, retained the services of Union Studio to assist with development of a Market and Development Analysis and Site Layout Package for use in guiding the overall waterfront development project that would be:

- Feasible and marketable given current economic conditions;
- In conformance with community vision and goals;
- Capable to being implemented in concert with City supported improvements (park, streets, water access);
- Developable by a single or multiple private sector partners.

1. City Commitments

The proposed waterfront development is intended to be a shared commitment by both the City of Dover and the selected developer(s). As such, the City has established a Tax Increment Finance (TIF)



District which includes the subject land. This financing mechanism has facilitated investment by the City in multiple studies and site preparation activities as well as design and eventual construction of many City-owned improvements. Among these improvements:

- Extension of Washington Street from the Makem Bridge to Maglaras Park, to the east of the project site;
- Construction of a loop road from Washington Street, generally paralleling the Cochecho River, to a terminus at the north east corner of the development parcel;
- Construction of a short connector road between Washington Street and running generally to the north to a connection point near the terminus of the above mentioned loop road;
- Construction of a public park and rivers edge improvements including docking and paddle-boating facilities.

It is envisioned that initial City street improvements will extend to the curblineline. The intent is to maximize site design and landscaping flexibility along street frontages. Typically, post- construction the City will be responsible for all street improvements within the right-of-way as it is ultimately defined.

2. Private Sector Opportunities

The Cochecho Waterfront Site Layout prepared by Union Studio, dated April 25, 2017. Figure 2 depicts a development scenario that incorporates the general findings of the Market and Development Analysis, prior Design Charrettes, site topography, and the scope of anticipated City improvements. Highlights include:

- A 4,000 square-foot restaurant at the corner of the Washington Street and the future loop road, and facing onto the Cochecho River and public park;
- Two (2) “pods” of multi-use buildings that incorporate retail space (9,000 s.f.) on the first floor and apartments on the second and third floors (52 units);
- Eighteen (18) townhouse units facing River Street;
- Two (2) 3-story apartment buildings, one (1) on Washington Street with 40 units and one (1) with 46 units located on the connector road between Washington Street and the loop road;
- Fifty-eight (58) townhouse units interspersed between the multi-use buildings on the loop road and the forty-six (46) unit apartment building;
- Twelve (12) single-family homes located on the “bluffs” overlooking the remainder of the site and accessed from the Paul Street area.

SUMMARY

The Cochecho Waterfront Site Layout attached to this document is intended to depict a plan that reflects the goals and visions of the City of Dover, constraints and opportunities posed by the site, and the realities of the current economy relative to real estate market demand.

Alternative site layouts that both the City (through CWDAC and the Site Plan Review process) and the proponents for the sector development mutually determine are appropriate, will not be precluded by the Site Layout.

INTRODUCTION

These Architectural Guidelines are provided to promote proven design practices that sustain long term community value.



Figure 1 - Site Layout

Maintaining Dover's New England character is essential to the continued economic health and the quality of life of its residents. Therefore, as the region's population and popularity continue to grow, towns will increasingly need to pay attention to the design of projects within their borders.

Sensitive design that responds to, and respects, its surroundings promotes continued vitality for the City of Dover. This also reinforces the unique identity of the City therefore creating a strong sense of place.

This chapter is intended to provide guidance on the issues of Architectural Site and Building Strategies, as well as Landscape solutions, as they relate to the Cochecho Waterfront and is intended to be used by architects, designers, developers, and those guiding the form of development.

KEY POINTS

- Maintain and preserve the individual identity of Dover.
- Recognition of New England architectural values.
- Maintain value inherent in walkable communities.
- Create environmentally responsible and sustainable landscapes for residents and visitors alike.

SITE STRATEGIES

TERMINATING VISTAS | PRIMARY CORNERS | LINER BUILDINGS



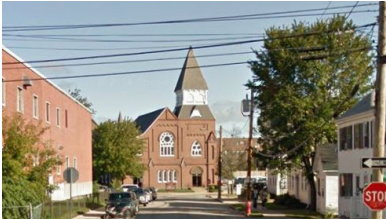
Figure 2 - Conceptual Rendering with Major Corners and Vistas

A terminating vista is a building or focal point that stands at the end of a road or greenway. These high visibility areas are suitable for feature elements of the building design. When one is looking up the street the view should end with a design statement.

Prominent vistas are also formed by areas of the Park where central gathering spaces focus views onto the adjacent buildings.

The Primary Corners of development sites contain opportunities for areas of interest and the architectural expression. Corners can contain entries and be rounded or angled to widen the views at intersections.

Use liner buildings to screen transformers, dumpsters, and other utilities from street views.



Example of a terminal vista.



Orient the façade to the street.



Corners and parks provide water views and opportunities to engage pedestrian activity.

KEY POINTS:

- Create visual impact at terminating vista locations.
- Evaluate prominent corners to add interest from all vantage points.
- Use liner buildings to shield parking and utilities from view.

SITE STRATEGIES

DEFINE AND ENHANCE THE STREET EDGE



RESIDENTIAL: Fences, low walls, arbors, and plantings should be used to continue the building line close to the road edge and to maintain a sense of enclosure along the roadway. Edge treatments also define individual front yards and provide buffers between sidewalks and residents.

COMMERCIAL: Placing larger buildings behind smaller structures will screen the larger structures and create a pedestrian friendly building mass along the sidewalk. Continuation of a traditional streetscape pattern, and storefront design where applicable, is desired.

PARKING: Parking areas create a barrier between buildings and the public. Locate parking under or behind buildings.



ABOVE AND BELOW: Successful retail streets offer a continuous line of shops with no drives or parking.



Definition of yards and entries create interest and security.

KEY POINTS:

- Create front yard definition in residential areas.
- Design new buildings to front on the street and interact with pedestrian traffic.
- Place structures with more modest forms at the street edge to create pedestrian friendly scale.

BUILDING STRATEGIES

VOLUME AND MASSING STRATEGIES

Break large building masses into apparent smaller individual structures with significant breaks in the volume, and footprint.

Reduce the apparent size of a large building by designing a main mass with several smaller, attached components.

Smaller building forms along the edges of the site will also screen and break up larger building masses as viewed from the park.



Varied massing



Example of small frontage building to screen mass and significant breaks in overall volume.

Visually reduce building height by setting back top floors, using varied eave heights and introducing pitched rooflines with dormers.

KEY POINTS:

- Avoid large building volumes with flat facades and long continuous rooflines.
- Break down the building mass visually into multiple buildings.
- Shield large buildings with smaller frontage buildings.



A complex of smaller scale buildings is preferable to a single large structure because the varied massing provides visual interest and human scale.

BUILDING STRATEGIES

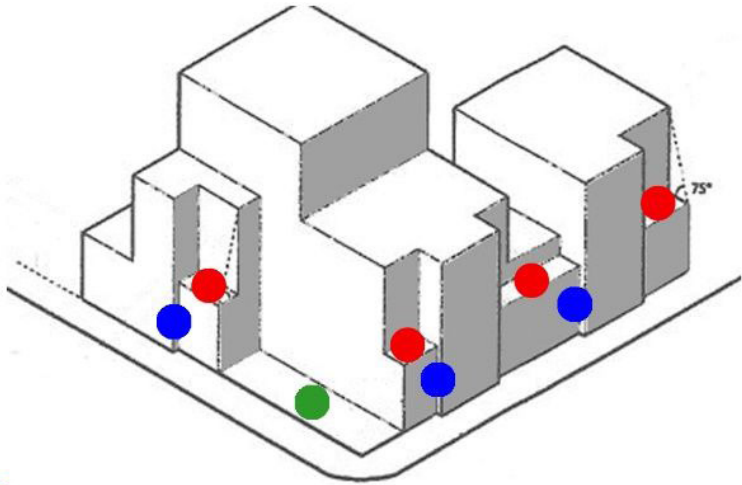
SETBACKS

For long facades, vary the setback, height, and roof form to establish a rhythm and proportion of facades along the street and corners of the site.

These areas provide relief, soften the street edge, and provide an opportunity for gathering and interaction that contributes to the vitality of the community.

Increased setbacks may accommodate a small landscaped gathering area.

Top floor setbacks create an apparent lower building height as well as opportunity for balconies or other varied roof forms.



- Upper floor setbacks
- Footprint setbacks
- Small gathering area

KEY POINTS:

- Provide setbacks greater than two feet.
- Provide setbacks along the building footprint.
- Provide setbacks on upper floors
- Combine smaller and larger setbacks to provide variation and rhythm.



Corner setbacks provide relief and create interest.



Building setbacks can create a small gathering area.



Setbacks should be greater than two feet for desired effect.

BUILDING STRATEGIES

VARYING THE ROOFLINE

Vary the height and style of the roof line and eave line to break down large roof masses into smaller elements.

Large overhangs are desirable. Significant overhangs provide both protection from the weather and are more proportional and balanced with larger building masses.

Pitched roofs are compatible with regional styles and can be effectively combined to break down the scale of a single large building. Pitched roof forms including, gables, hips, mansards, and dormers are encouraged.



Varying the height, orientation and setbacks create interest and continue the rhythm of facades along the streetscape.



Varied rooflines and dormer adds visual interest.



Larger gables flank this roof deck to provide elevated outdoor space.

KEY POINTS:

- Vary the setback, height and roof forms of the building.
- Incorporate different roof forms on various parts of a large building.
- Flat roofs are discouraged but not prohibited.

BUILDING STRATEGIES

BRING DOWN THE BUILDING EDGES



Use horizontal banding and single-story roofed masses along a larger structure at street level to create a more pedestrian-scaled environment.

Provide eave line transition from high roof lines to the ground level to further reduce the apparent mass.

Create a unique identity for the first floor level.



A change in scale distinguishes the change between uses. The pronounced first floor cornice creates the impression of a single story building along the sidewalk.

KEY POINTS:

- Bring the edges of the building down to reduce the appearance of large vertical building faces.
- Use single story forms such as arcades, entrance forms, awnings or cornices.
- Lower roof eaves and gables.
- Add upper level decks and porches



As shown in this sketch, lower roof eaves on attached masses reduce the apparent scale of the building.

BUILDING STRATEGIES

MAINTAIN PEDESTRIAN SCALE

In both commercial and large scale residential buildings first floor design carries significant importance. Pedestrian traffic is in direct contact with this level. First floor design is enhanced by alcoves, covered walkways, awnings, windows, public seating, bicycle amenities, architectural details, and other single story features that relate to pedestrians.

A significant portion of the building facade should be devoted to windows and doors to maintain the pedestrian relationship. Natural wood finishes create focal points at critical areas of interest.

Residential porches should be used to accentuate variations in the footprint of the building, but should not take the place of setbacks in the exterior building walls.



KEY POINTS:

- Buildings must relate to the pedestrian environment.
- Incorporating pedestrian-scaled features creates a sense of community and security, and invites greater activity in front of the building.



Provide pedestrian scale detail and three dimensional elements.



Residential porches are encouraged.

BUILDING STRATEGIES

FACADE SCALING STRATEGIES



A collection of complimentary architectural styles and window patterns.

Large building masses can be made to look like smaller individual buildings by combining setbacks with varied architectural design styles.

Provide appropriate window scale and patterns to complement the massing.

KEY POINTS:

- Use a collection of complementary architectural styles to define the identities of separate buildings.
- A variety of window patterns create visual interest.
- Use horizontal banding, brackets and cornices.
- Vary the materials.



Varied materials and window patterns.



Varied materials and window patterns and horizontal banding



Brackets



Cornice

BUILDING STRATEGIES

ENTRIES



Well defined entry

The building entry is an important functional element that needs to be clearly articulated through a variety of means. The use of residential porches and stoops, as well as recessed doors create a sense of entry.

In first floor retail spaces, provide a street-oriented entry and storefront glazing to encourage a variety of uses.



At left, a recessed entry example with expanded storefront glass. Above, a corner serves customers arriving from multiple directions.



Above, recessed entries highlighted by natural materials and quality details. At left, covered entries help maintain pedestrian scale and add character to the building. Below, separate retail and residential entries express individual purposes.



KEY POINTS:

- Use landscaping, signage, architectural features and thoughtful details to highlight entries.
- Face entries toward the street.
- Incorporate pedestrian-scaled entrance elements such as porches and stoops.

BUILDING STRATEGIES

QUALITY MATERIALS AND SUSTAINABLE DEVELOPMENT

In prominent areas with entrances, display windows, and other pedestrian amenities, the use of high-quality, traditional building materials and greater architectural detail is strongly recommended.

Use a complementary combination of materials to effectively break up a large facade.

Non-traditional materials may be used if they accomplish the overall goal of adding interest and depth to the facade.

Promote sustainable development by incorporating energy-saving building envelope features and by using building materials from recycled or renewable sources.



KEY POINTS:

- Vary building materials to add depth and interest to the facade.
- Use traditional and natural building materials appropriate for each building type.
- Take advantage of alternative energy sources.



The LEED program outlines strategies for energy efficient design.

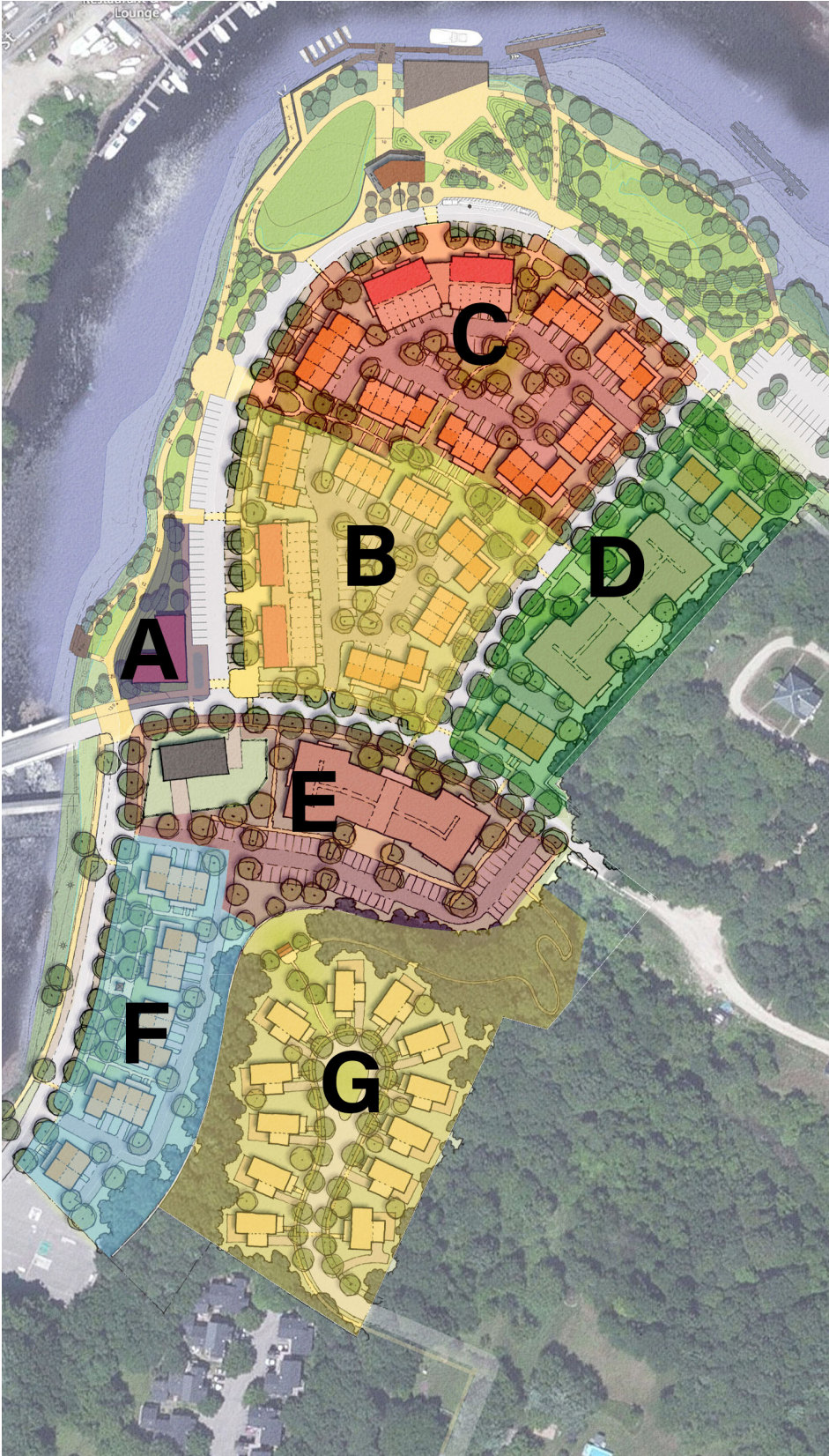


Solar panels can be used to absorb energy and give back to the community.



Incorporate natural materials and earth tones to help buildings blend into the landscape.

DEVELOPMENT PARCELS



A WATERFRONT
COMMERCIAL
0.4 ACRES

B MIXED USE
TOWN HOMES
2.3 ACRES

C MIXED USE
TOWN HOMES
2.6 ACRES

D MULTI FAMILY
TOWN HOMES
2.0 ACRES

E MULTI FAMILY
2.1 ACRES

F TOWN HOMES
1.8 ACRES

G SINGLE FAMILY
DUPLEX
4.0 ACRES



A

WATERFRONT COMMERCIAL



This Waterfront Retail Location provides a gateway to the Central Waterfront Community and Park.

USE

GATEWAY WATERFRONT

First Floor Restaurant / Commercial / Retail

BUILDING TYPE

- Pitched Roof
- Rooftop deck
- Glass at Pedestrian level
- 1.5 Stories
- Well defined entry with cover
- Visible connection to the street
- Height: 25 Feet : 1-2 Stories
- Parking: On Street

DESIGN GOALS:

- Provide an inviting activated use that complements the park
- Capture water views
- Extend the occupied space into the landscape with outdoor seating.
- Landscape zones are to be developed in accordance with the Landscape Development Guidelines.



B

MIXED USE TOWNHOMES



This Mixed Use Location has frontage on the Park and abuts the Greenway.

USE

MIXED USE: First Floor Commercial / Retail Upper Levels
Residential / Office

TOWNHOMES

MIXED USE BUILDING TYPE

- Varied rooflines – step back top floor.
- Residential balconies
- Glass at pedestrian level
- Well defined residential entry
- Individual retail entries with direct sidewalk connection
- Height: 40 Feet : 3 Stories
- Parking: Under buildings and behind buildings

TOWNHOME BUILDING TYPE

- Pitched roof
- Well-defined covered entries and porches are encouraged.
- Live-work encouraged fronting on primary streets.
- Main entries fronting on the street or greenway.
- **Height:** 35 Feet : 2.5 Stories
- **Parking:** One-car garage minimum with additional spaces located behind buildings.

DESIGN GOALS:

- Commercial component should create an active pedestrian street edge and relationship with the public park.
- Townhomes should maintain an appropriate scale that creates a backdrop for adjacent parks and allows views from Parcel D.
- Landscape Zones are to be developed in accordance with the Landscape Development Guidelines.



C

MIXED USE TOWNHOMES



This Location has frontage on the Park and abuts the Greenway. There is opportunity for activated office, retail and live-work.

USE

MIXED USE: First Floor Commercial / Retail Upper Levels
Residential / Office

TOWNHOMES

MIXED USE BUILDING TYPE

- Varied rooflines – step back top floor.
- Residential balconies
- Glass at pedestrian level
- Well defined residential entry
- Individual retail entries with direct sidewalk connection
- Height: 40 Feet : 3 Stories
- Parking: Under buildings and behind buildings

TOWNHOME BUILDING TYPE

- Pitched roof
- Well defined covered entries and porches are encouraged.
- Live-work encouraged fronting on primary streets.
- Main entries fronting on the street or greenway.
- **Height:** 35 Feet : 2.5 Stories
- **Parking:** One-car garage minimum with additional spaces located behind buildings.

DESIGN GOALS:

- Commercial component should create an active pedestrian street edge and relationship with the public park.
- Townhomes should maintain an appropriate scale that creates a backdrop for adjacent parks and allows views from Parcel D.
- Landscape Zones are to be developed in accordance with the Landscape Development Guidelines.



D

MIXED USE TOWNHOMES



This location contains a retaining wall along the east side creating opportunity for underground parking.

USE

MULTI-FAMILY: Underground Parking

TOWNHOMES

MULTI-FAMILY BUILDING TYPE

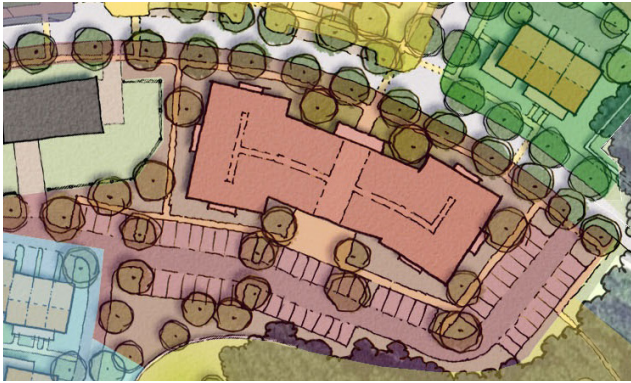
- Provide balconies or decks for each unit
- Create a visible connection to park and pedestrian sidewalk
- Use building setbacks, varied rooflines and varied façade. Use banding detail to break down scale. Varied glazing patterns.
- Well defined covered entry with interest and detail
- **Height:** 45 Feet : 4.5 Stories
- **Parking:** Under Building

TOWNHOME BUILDING TYPE

- Pitched roof
- Well defined covered entries and porches are encouraged
- Live-work encouraged fronting on primary streets.
- Main entries fronting on the street or greenway.
- **Height:** 35 Feet : 2.5 Stories
- **Parking:** One-car garage minimum with additional spaces located behind buildings.

DESIGN GOALS:

- Multi-family buildings create a high density housing alternative.
- Townhomes should maintain an appropriate scale that acts as a buffer between large scale Multi-Family and pedestrian sidewalks.
- Landscape Zones are to be developed in accordance with the Landscape Development Guidelines.



E

MULTI-FAMILY



This Location has opportunity for activated office, retail and live-work. Screened surface parking is allowed.

USE

MULTI-FAMILY: Underground parking

TOWNHOMES

MULTI-FAMILY BUILDING TYPE

- Provide balconies or decks for each unit
- Create a visible connection to park and pedestrian sidewalk
- Use building setbacks, varied rooflines and varied facade/banding detail to break down scale. Mix glazing patterns to create interest.
- Well defined covered entry with interest and detail
- Height: 40 Feet : 4 Stories
- Parking: Under building, behind building

DESIGN GOALS:

- Multi-family buildings create a high density housing alternative.
- Screen parking lot completely using liner building strategy.
- Landscape Zones are to be developed in accordance with the Landscape Development Guidelines.



F

TOWNHOMES



This Location abuts the park.

USE TOWNHOMES

TOWNHOME BUILDING TYPE

- Pitched Roof
- Well defined covered entries and Porches are encouraged
- Live-Work encouraged fronting on primary streets.
- Main Entries fronting on the street or greenway.
- **Height:** 35 Feet : 2.5 Stories
- **Parking:** One-car garage minimum with additional spaces located behind buildings.

DESIGN GOALS:

- Multi-family buildings create a high density housing alternative.
- Townhomes should maintain an appropriate scale that acts as a buffer between large scale Multi-Family and pedestrian sidewalks.
- Landscape Zones are to be developed in accordance with the Landscape Development Guidelines.



G

SINGLE FAMILY DUPLEX



EXAMPLES: Single-family homes



EXAMPLE: Duplex

USE SINGLE FAMILY / DUPLEX

SINGLE-FAMILY BUILDING TYPE

- Create a diversity of housing options
- Front porches are encouraged to promote interaction among residents.
- **Height:** 35 Feet : 2.5 Stories
- **Parking:** One-car garage minimum. Garage side entries preferred. Garage door setbacks preferred.

DESIGN GOALS:

- Create a pleasant environment for everyone living in or passing through the neighborhood.
- Designs should be complimentary to existing neighborhood character nearby.
- Single family and Duplex options are considered appropriate.



LANDSCAPE ZONES

- A** STREETScape
- B** GREENWAY
- C** BUILDING YARDS
- D** INTERIOR PARKING
- E** SINGLE FAMILY NEIGHBORHOOD

PURPOSE

The proposed site layout of the development parcel shown here illustrates five distinct landscape zones, each with its own function and character. This section describes the desired character of each zone and provides guidelines and recommendations to assist developers and their design teams to in their efforts to create unified, livable landscape spaces that reflect Dover's vision for the future.

STREETSCAPE

Streetscape elements create character and sense of place. Consistent use of quality materials is highly encouraged.

CURBING – Vertical granite curbing

PLANTING STRIP – 8' Wide minimum

WALKWAYS

- 5' wide minimum, brick set on asphalt with 1" sand setting bed and polymeric sand swept joints.

STREET TREES

- Minimum height 15' at installation
- Minimum caliper 3" at installation
- Minimum spacing 35' on center
- Prune limbs to 6' in height
- See planting and landscape section for specific requirements.

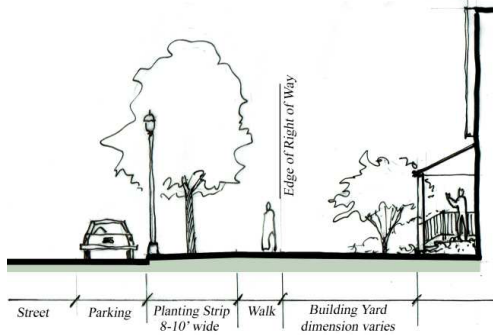
LIGHTING – Provide standard street lights. See Lighting section.

SITE FURNITURE –

Include trash receptacles, benches, one of each per every 200 feet of street. See Site Furnishings section for specific requirements.

DUMPSTERS – Are not allowed in this zone.

SIGNAGE – Per City of Dover regulations.



Streetscape section



Commercial streetscape

KEY POINTS:

- Wide planter strips and street trees create a continuous greenspace along streets.
- Although CWD zone allows for zero lot line development, varied setbacks from the Right of Way are encouraged in this zone to create pedestrian scale and interest.
- Planting strips, although part of the right of way, shall be maintained by adjacent property owners.

GREENWAY CONNECTOR

Greenways have been designed as part of the suggested site layout to provide usable park-like open space for pedestrians, creating connections between residences, the park and waterfront.

Greenways should include:

WALKWAYS – Brick (as described in streetscape section) or concrete minimum 5' wide.

PLANTING

- Use street trees or Ornamental Trees
- Foundation plantings to soften structures.
- See planting and landscape section for specific requirements.

SITE FURNITURE

Include trash receptacles, benches, one of each per every 200 feet of walkway.

LIGHTING – Pedestrian scale lighting to be provided for safety, see Lighting section.

DUMPSTERS – Are not allowed in this zone.

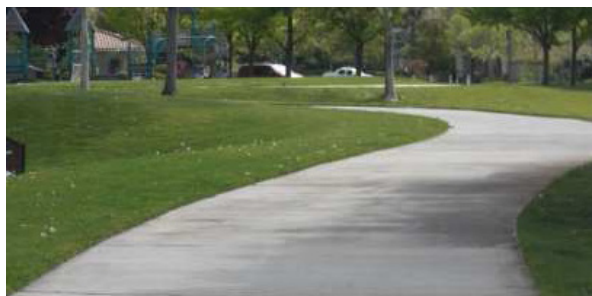
SIGNAGE – Provide pedestrian scale wayfinding.



Pedestrian and bicycle friendly



Interesting layout and plantings



Visually open with safe view lines

KEY POINTS:

- The Greenway Connectors are considered “semi-private” open space for the enjoyment of the residents and public as well as providing off street pedestrian connections to and from the park, street, businesses and residences.

BUILDING YARDS

The Building Yard is the space between the front face of structures and the near side of the walkway at streets. It should be considered the “front yard” and have “curb appeal” providing a handsome inviting arrival space.

Follow City of Dover Zoning and Site Plan Review and Regulations

The Building Yard should include:

WALKWAYS – Brick as described above, concrete pavers or concrete min 5’ wide.

FOUNDATION PLANTINGS – Required for residential structures, optional for mixed use building

The building yard may include:

FENCING – Allowed, maximum height 42”, preferred material, wood, metal, vinyl. Preferred to be perforated, not opaque.

WALLS – Stone or brick preferred, maximum height 36”

SITE LIGHTING – Provide pedestrian scale lighting, see Site Lighting Section.

DUMPSTERS – Are not allowed in the Building Yards.



Residential building yards



Commercial building yards



Interesting separation of spaces at a residential building yard

KEY POINTS:

- Building yards for town homes and mixed use structures may differ. For example, mixed use buildings may have more paved area to accommodate associated outdoor uses such as outdoor seating and gathering areas.
- Townhomes, on the other hand, may include porches and private gardens. Foundation plantings are required for residential structures.

INTERIOR PARKING AREAS

Parking areas to the rear of buildings, including town house driveways and common parking. Although these areas are more private and “functional” than streetscape spaces, these are shared spaces that should also have pedestrian character and scale and be pleasant places in which to live.

Follow City of Dover Zoning and Site Plan Review Regulations.

CURBS – May be vertical or sloped granite curb.

ISLANDS – End caps to be provided with a minimum width of 8’

TREES AND PLANTINGS –

- Street trees – min. 30’ on center, min. caliper 3”
- Ornamental trees – min spacing 25’ on center, min caliper 2”.
- Shrubs and decorative plantings should be used to screen cars without limiting view lines.

LIGHTING – Provide standard street lights. See Lighting Section requirements.

DUMPSTERS – Are allowed in interior parking areas. See Screening and Buffering Section.



Vegetated Planting Islands buffering parking aisles



Trees and varied perennials in parking islands



Overhead canopies providing shade mitigating solar gain

KEY POINTS:

- Attention should be given to creating vegetated islands where plant material can provide shade as well as break up wide expanses of asphalt.
- Islands can also be used as stormwater management areas.
- Consider using pavements other than asphalt for private driveway areas adjacent to travel lanes and common parking.
- H-20 rated pavers or brick can provide added interest and cues to the separation of private and public paved areas.

SINGLE FAMILY RESIDENCE ZONE

The Single Family Residence zone is an infill area within an existing neighborhood separated from the rest of the development by topography. Proposed designs should reflect existing character and scale of the surrounding residences.

Follow City of Dover Zoning and Site Plan Review Regulations.

- Provide an overlook and pedestrian trail connecting residences to the extension of Washington Street below.
- Maintain woodland as a buffer as much as possible, screening full view of the residences from the park below.



KEY POINTS:

- The location of this section of the waterfront allows the developer to create an infill neighborhood separated from the rest of the waterfront.
- This neighborhood should respect the existing surrounding structures and mesh with it neighbors.
- A pedestrian connection from the existing neighborhood, through the new to the waterfront area below is envisioned for this parcel.

SCREENING AND BUFFERING

Screening and buffers allow for those functional items we all need to be easily available, such as utilities and dumpsters but effectively hidden from view. Screens and buffers also provide added privacy for residents

The following should be screened or buffered:

- **Loading Areas**
- **Dumpsters**
- **Utilities - generators, chillers etc.**

Effective Screens or Buffers can be:

- **Fencing** – 6’ height. Wood, composite or vinyl materials are preferred. Design should reflect or even repeat building materials
- **Hedges** – height as needed to screen elements.
- **Mixed plantings** – a mix of deciduous and evergreen plantings can create an effective buffer without looking like a big green wall.
- **Walls** - Wood, stone or masonry can also make effective screening options.

Chain Link and slated chain link are not allowed.



Vinyl screen fence



Mixed planting buffer



Cedar screen fence

KEY POINTS:

- Privacy need not be accomplished with a solid fence, hedge or wall. Often the use of metal picket fencing in addition to select plantings can create a less restrictive level of separation, providing privacy totally enclosing the user or separating them from the surrounding neighborhood.

PLANTING AND IRRIGATION

Wise planting and irrigation choices can protect the investments made in urban landscapes

Follow City of Dover Zoning and Site Plan Review Regulations

Plants

- **Trees** - Shade trees minimum caliper 3-3.5," caliper balled and burlapped.
- Ornamental Trees minimum caliper 2-2.5," caliper balled and burlapped.
- **Loam** - 6" minimum depth of loam for lawn areas, 12" minimum depth of planting soils for plant beds.
- **Planting soil** to be a mix of 75% loam and 25% compost, recommended depth 12".
- **Mulch** - dark brown with no dyes. 2-3" maximum depth.
- Use plants suited to climate of Dover, NH.
- Do not use species designated as invasive by the State of New Hampshire.
- Avoid monocultures.
- Use salt tolerant species in areas within 10' of salt operations
- When possible use native plant materials and plants with lower water requirements.



Wide tree pits provide room to grow



Mass plantings and drifts



Rotary and drip irrigation are recommended

KEY POINTS:

- Use of irrigation is required for the first two years of a plantings establishment.
- Following the establishment period, the system may be turned off or used periodically as needed.
- In most cases drip irrigation in plant beds is most efficient.

SITE FURNITURE

Thoughtful use of site furnishings can provide pedestrian scale and character. A consistent, palette of related elements can unify a site that has varying architectural styles and spaces.

Functional and attractive, furniture placed in strategic locations help create a sense of space, encouraging people to socialize, relax, and enjoy their surroundings.



Specialty benches for key locations can create interesting gathering spots.
 Victor Stanley NRBO-225



Cycle Safe Vintage Series "The Plymouth"
 Bike Rack



Landscape Forms Plainwell Bench - suggested for Greenways



Iron or aluminum picket fence for separation of spaces



Landscape forms - Scarborough Litter and Recycle Receptacle

KEY POINTS:
 The City of Dover recently completed the reconstruction of Silver Street, a gateway corridor to downtown. The street furniture and lighting on this street are to be the baseline standard for the waterfront district. The use of other varied site furniture styles is allowed and encouraged providing level of quality and workmanship are consistent.

SITE LIGHTING

Site lighting, like site furniture can provide pedestrian scale and character as well as safety for pedestrians. Lighting choices should reflect Dover’s urban character. The use of LED lighting uses less energy and is more efficient over time. Additionally, Dark Sky Friendly fixtures that light the ground and not the sky are recommended.



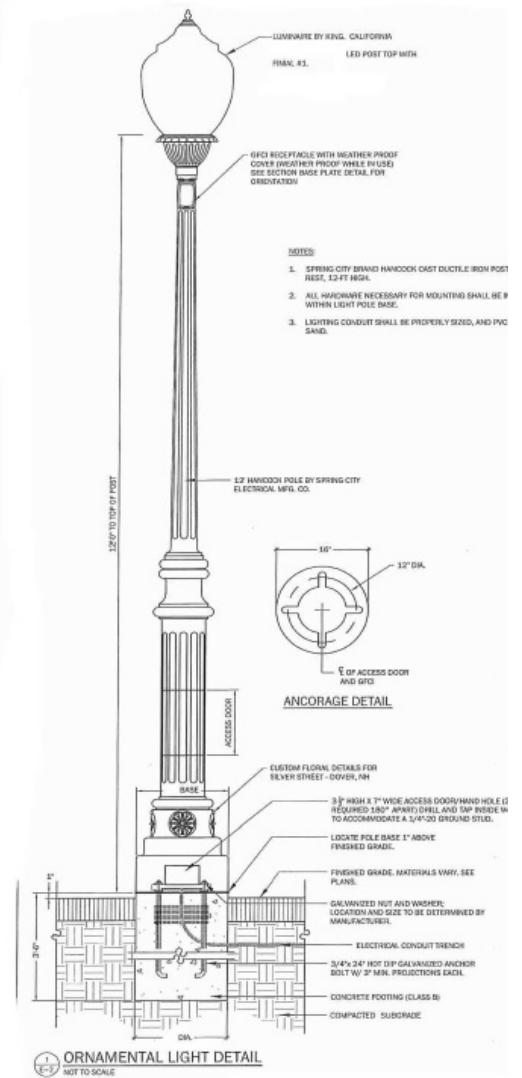
Pedestrian scale lighting



Low-voltage landscape lighting



Bollards are allowed



KEY POINTS:

To the extent possible, Dark Sky Friendly fixtures are desired as they are more suited to higher density locations. Companion fixtures similar to the street light used at Silver Street (pictured here) suggested below. A maximum pole height of 16' is recommended for the streetscape zone. Lower pole heights can be used in pedestrian spaces

CITY OF DOVER ARCHITECTURAL EXAMPLES

RESTAURANT EXAMPLES



Strafford Farms Restaurant, 58 New Rochester Road

MIXED-USE COMMERCIAL EXAMPLES



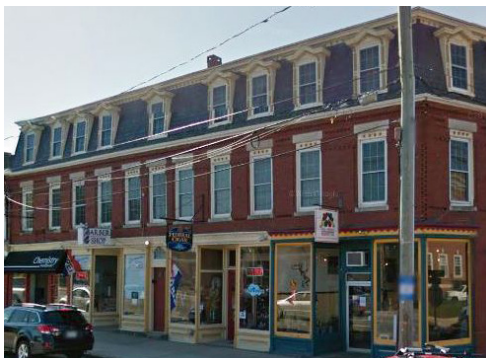
Hosea Sawyer Block, 29-31 Main St.
Constructed in 1825



Flight Coffee Co., 478 Central Ave.



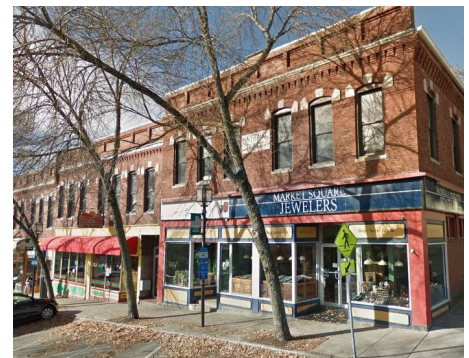
Merchant's Row, 364-386 Central Ave.



Woodman Block, 276-286 Central Ave.
Constructed in 1895



Kennedy Building, 505 Central Ave.
Constructed in 1902



Newberry's/National Block, 446 Central Ave.
Constructed in 1880

DOVER WATERFRONT DESIGN RECOMMENDATIONS APPENDIX

MULTI-FAMILY EXAMPLES



Brown Stick Style, 9-11 Hamilton St.



Silver Street, 84 Silver St.



Charles Woodman House, 182 Central Ave.
Constructed in 1818



Green Mansard, 25 Portland Ave.

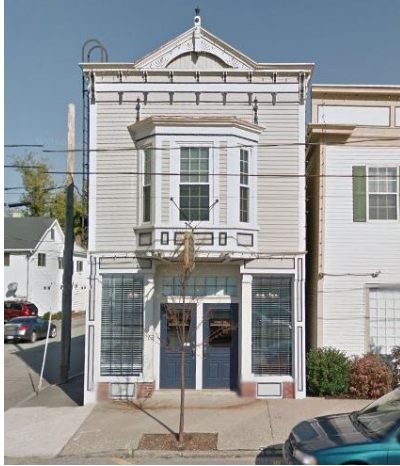


Dover Children's Home, 207 Locust St.
Constructed in 1898

DOVER WATERFRONT DESIGN RECOMMENDATIONS

APPENDIX

TOWNHOME EXAMPLES



Wyskiel, Boc and Tillinghast, 561 Central Ave.



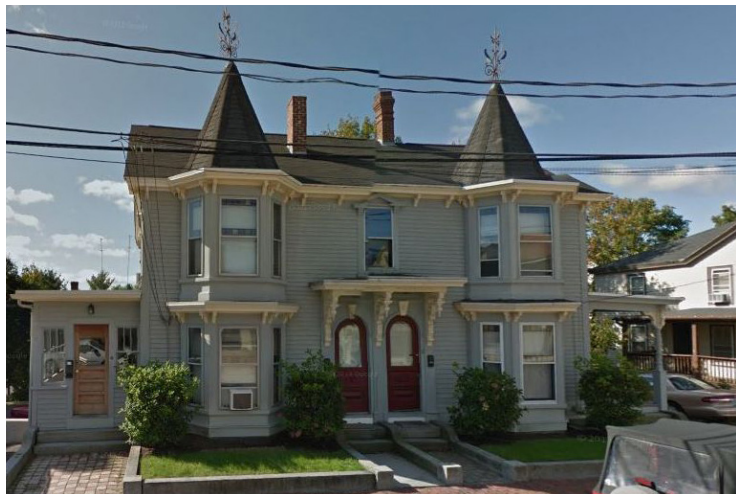
Queen Anne Townhomes, 582-588 Central Ave.



Nelson Street Townhouses, 2-8 Nelson St.



Langley-Porter-Hayes House, 14-16 West Concord St.
Constructed in 1886



Dunn-Anderton House, 14 and 16 Second St.

DOVER WATERFRONT DESIGN RECOMMENDATIONS APPENDIX

SINGLE-FAMILY EXAMPLES



Dr. Charles Tasker House, 35 Cushing St.
Constructed in 1898



Charles H. Hobbes House, 19-21 Lexington St.
Constructed in 1883



Belknap Colonial, 72 Belknap St.



Green Foursquare, 99 Belknap St.



Blue Craftsman, 574 Central Ave.



Kirkland Street Duplex, 11-13 Kirkland St.

DOVER WATERFRONT DESIGN RECOMMENDATIONS

APPENDIX

For further examples of Dover architecture, see the design guidelines prepared by the Cecil Group here:

<http://www.dover.nh.gov/Assets/government/city-operations/2document/planning/cocheco-waterfront/Studies/Cecil%20Group%20Dover%20Waterfront%20Design%20Guidelines.pdf>

