



Cochecho Waterfront Development Advisory Committee

Jack Mettee, chair
j.mettee@dover.nh.gov

Stephen Brewer
s.brewer@dover.nh.gov

Dana Lynch
d.lynch@dover.nh.gov

Thom Hindle
t.hindle@dover.nh.gov

Kimberly Schuman
k.schuman@dover.nh.gov

Sean Fitzgerald
s.fitzgerald@dover.nh.gov

Carla Goodknight
c.goodknight@dover.nh.gov

Brian Gottlob
b.gottlob@dover.nh.gov

Jack Buckley
j.buckley@dover.nh.gov

Dennis Ciotti
d.ciotti@dover.nh.gov

March 25, 2015

A Message from the Chair

Dear Friends of the Waterfront,

Welcome to the third edition of the Cochecho Waterfront Development Advisory Committee (the Committee) newsletter. Our last newsletter was posted in late December and discussed the action of the Committee to support a Waterfront Tax Increment Finance District (TIF). We also discussed the selection of Abramson & Associates to conduct a market study for the waterfront parcel.



Jack Mettee

The market study was completed in late February and the results of the study were presented to Committee at our last meeting on March 3. This study was intended to provide the City with guidance about the most suitable mix of future uses on our waterfront property. A summary of this presentation is presented below. Please also find the full report on the city's [website here](#).

Now that the market study is completed the committee will focus its attention on selecting a design team to assist with the final clean-up of the waterfront site, as well as the design and construction of public improvements, such as a waterfront park.

Norm Fracassa
n.fracassa@dover.nh.gov

EX OFFICIO MEMBERS:

J. Michael Joyal, Jr.
City Manager

Allan Krans
Dover Housing Authority
Executive Director

Karen Weston
Mayor

To contact the committee, or to share comments, visit our contact form on the project [website here](#).

The TIF district plan is an important element in waterfront redevelopment, as it will provide an opportunity for the city to support such public infrastructure as a waterfront park and stabilization of the Cochecho River shoreline.

We will continue to update you about the progress of the Committee and our waterfront redevelopment efforts. If you know of friends or neighbors who you think would like to be more informed about our work, please [click here](#) and sign up, or contact City Planner Steve Bird at s.bird@dover.nh.gov and we would be happy to include them on our mailing list.

Thank you again for your support of our efforts to develop a historic waterfront that we can all be proud of.

Your Chairman,

Jack Mettee

Upcoming meetings:

Cochecho Waterfront Development Advisory Committee

- The next meeting of CWDAC is scheduled for **Tuesday, March 31, 2015, at 5 p.m.**, in Room 305 at the McConnell Center. The complete agenda can be [viewed here](#).

More Information

For more information about the Cochecho Waterfront Development Advisory Committee and development of the City's waterfront property, or to contact the committee, visit the City of Dover's

ABRAMSON & ASSOCIATES, Inc.
Real Estate Advisory Services

Home Firm Info Services **Projects** Contact

See representative projects for:

- All Services
- Strategic Planning
- Market & Financial Analyses
- Disposition/RFP Processes
- Public-Private Ventures & Financing
- Acquisition Due Diligence & Implementation
- Development Management
- Revitalization/Economic Development
- Nonprofit Development

Representative Projects - Public-Private Ventures & Financing

Cochecho Waterfront Redevelopment - Dover, NH - Provided City with disposition transaction services for redevelopment of 30 acre waterfront site for \$60 million, 300,000 SF mixed-use development including public riverfront park. Services included working in collaboration with committee representing public and citizen interests to prepare RFP, coordinate with developers, evaluate proposals, and negotiate disposition and development agreements.



"Abramson's assistance enabled us to realistically identify opportunities and deal from a position of knowledge with the development community and understand how a deal can be shaped... to get the most for the public..." [more](#)

Study: Housing is primary market for City's waterfront parcel

At the last meeting of the Cochecho Waterfront Development Advisory Committee, Barry Abramson of Abramson & Associates presented the results of a real estate marketing study for the 21-acre waterfront parcel. He indicated there is a strong market for residential uses in multifamily buildings and townhouses. The site could accommodate up to 40 units per year over the next five to 10 years. He also indicated that such uses as a restaurant, office, retail and a hotel are not as marketable at present, though should be considered more viable in future years.

The purpose of the study was to provide an objective analysis of the most marketable uses that would be

[waterfront development page here.](#)

CWDAC Mission Statement

". . . [T]o 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."

attracted to this site. In essence, the primary market for the waterfront is residential, both rental and condominiums, although there is a market over time for limited office and retail as well as the possibility of a waterfront restaurant.

Since the property is outside the downtown core and not close to a highway interchange, Abramson indicated it is a challenge to attract both retail and hotel uses. He did point out that a greater mix of uses including a hotel would be more likely if the waterfront area secured the aquatic center that is currently in its formative stages or a science museum that has also been in discussion. He also pointed out that Dover is growing more than other communities in Strafford County and this gives the city an advantage in attracting development to the waterfront.

Abramson also projected the financial benefits if the site were to be developed in a conservative fashion over the next 10 years. He estimated the site could attract 1,000-square-foot condominiums for about \$275,000, while 900-square-foot unit rentals would go for about \$1,600.

Townhouses with parking could sell for up to \$385,000.

While initially a portion of projected property tax revenues would go to pay off the Waterfront TIF bond, the city could realize approximately \$500,000 after the seventh year of project start-up and over \$1 million at year 10.

A more detailed discussion can be viewed at the City's [website here.](#)

Committee member update

Two long-time members of CWDAC recently resigned - Jim Schulte and Frank Torr.

Frank was originally appointed in 2005 as representative of the Planning Board. He was instrumental in providing the committee with a strong voice for waterfront development that recognized the importance of citizen input to the final outcome. As a member of the planning board he also brought keen perspective from the city's primary land use board.

Jim was a long-standing member of the committee. He was instrumental in drafting the original Land Development Agreement in 2009 with Dickinson Development. This required hours of his personal time for which we are all indebted. Jim was also a strong advocate

for ensuring the city manage development of the waterfront to meet the expectations of our citizens.

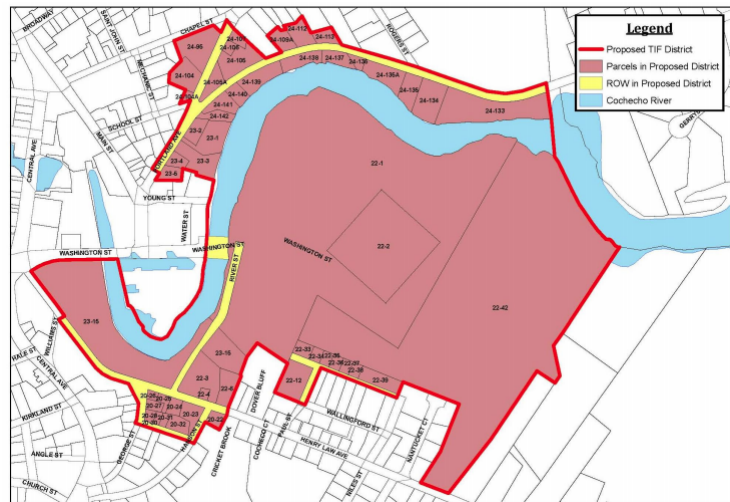
Much thanks goes to both individuals for their dedication to the committee and sound waterfront development.

Jack Mettee, CWDAC Chair

Two new members appointed to CWDAC

Two new members, Dennis Ciotti and Norm Fracassa, were recently appointed to serve on the Cochecho Waterfront Development Advisory Committee. Dennis currently serves as the Planning Board Chair and previously served as a City Councilor and Zoning Board of Adjustment member. Having the perspective of a Planning Board member will be of great value to the committee.

Norm is back on the committee for a second time, having served three years from 2005 to 2008. During that period he served on the waterfront park design sub-committee, where his professional expertise as a landscape architect was much appreciated. Recently, he authored Dover's Recreation Chapter of the master plan, which was adopted in 2009. He also designed and led the 2010 construction of Park Street Park here in the city. Norm and his family reside in Dover where he leads his landscape design-build business.



Council approves Waterfront Tax Increment Finance District

By Jack Mettee, CWDAC Chair

At its Feb. 11, 2015 meeting, the City Council approved the Waterfront Tax Increment Finance District (WTIFD). This is good news for city. Through this measure we will be able to undertake public improvements on the city's waterfront parcel such as shoreline stabilization, site cleanup and construction of a waterfront park. These improvements will provide a clean, easily developable site along the Cochecho River and stimulate private investment to redevelop of this important waterfront parcel. Future tax revenues from a fully redeveloped site will exceed \$1 million.

With the city undertaking these initial costs, the selected developer or developers can focus on the private development of the site without the financial burden of paying for the public improvements. One of the limitations to previous development on this site was the expectation that a private developer would be responsible for these up front site development costs.

The WTIFD will also provide for administrative and project management expenses. The benefit of the TIF will be to provide the necessary funds to repay the bonding for the public improvements through the incremental taxes derived from the increased value on the properties in the district.

This action by the City Council provides a very important step in the redevelopment of the waterfront. For a more detailed description of the WTIFD, please [visit this link](#) on the city's webpage.



Missed the meeting? Catch it here

The Cochecho Waterfront Development Advisory Committee last met on Tuesday, March 3, 2015.

To view the meeting online, [click here](#).

The meeting agenda and minutes can be [viewed here](#).



A waterfront boom begins

During the 17th century, ships coming into Dover from foreign ports had little difficulty as the settlement's commercial center was at Dover Neck where the rivers were wide and channels deep. As the town moved northward to its present site, a landing was established below the falls of the Cochecho. About 1785, the inland settlement at Cochecho (now downtown Dover) became the population and business center of Dover. Importing goods to the Landing's piers became a more complicated operation. Most commercial shipping occurred on the Cochecho as the Back and Bellamy rivers were too shallow and too crooked for most sizeable vessels. Even so, the Cochecho was difficult to navigate for the larger ships except at high tide. It was during this period that the gundalows evolved. Each gundalow would carry over 30 tons of cargo and could dock at Dover Landing at half-tide.

Much of Dover's early commercial shipping success is due in large part to the flat bottomed gundalow, a watercraft indigenous to the Piscataqua region. Named after the Venetian gondolas, it was designed to carry freight and passengers, navigating the shallow rivers and dangerous currents. At first, they were square-ended, undecked, and had no permanent or attached rudder. During the early part of the nineteenth century, a rudder and tiller were adopted and in some cases, small square sails and removable masts. Later, the spoon-bow and round stern appeared, as did a short, stubby mast rigged with a lateen sail. With a crew of two or three men, these large gundalows made good speed on the river. The operators were described as a special breed of boatsmen.

By 1800, over a dozen brickyards were prospering along Dover's waterfronts, firing their kilns with 30,000 tons of cordwood delivered annually by the gundalows. Brick making in Dover began very early in the settlement at Dover Point and Dover Neck Brickyards. It became a very large and profitable business. Gundalows went down the coast to Boston and Cape Cod carrying bricks and granite, returning the next week with a load of bog hay or meadow grass. Much of Boston's fine architecture was constructed with Dover brick.

Small packets (keel boats 30 - 40 feet in length) sailed regularly into Portsmouth, Portland, and Boston, carrying light freight and passengers. By 1825, with the formation of the Cocheco Manufacturing Company's gigantic mills surrounding the downtown falls, Dover was the second largest town in New Hampshire, behind Portsmouth. Local shipyards built at least a half a dozen vessels each year ranging from 30 to 600 tons.

In 1835, after hearing rumors that the railroad was coming to Dover, previously in competition with each other, formed the Despatch Line of Packets, a fleet of seven vessels promising regular routes to other east coast cities. By 1840, nearly 200 ships came into the port of Dover (many having to be "lightered" by the gundalows) and the value of goods shipped just between Dover and Portsmouth was \$2.4 million.

From "Shipping in Dover," part of the Dover Public Library's historical resources online.

City of Dover, 288 Central Avenue, Dover, NH 03820

[SafeUnsubscribe™ {recipient's email}](#)

[Forward this email](#) | [Update Profile](#) | [About our service provider](#)

Sent by webmaster@dover.nh.gov in collaboration with

Constant Contact 

Try it free today