

COCHECHO WATERFRONT DESIGN CHARRETTE

2005 VERSION



Prepared By:

Cochecho Waterfront Development Advisory Committee

City of Dover, New Hampshire

2005 Waterfront Design Charrette

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Acknowledgments

Special thanks to all those individuals who have given so much of their time toward the redevelopment of Dover's waterfront. Thanks also to those businesses that have supported the waterfront redevelopment efforts through generous donations of goods and services. The tireless effort of all those involved will serve to make Dover a better place to live.

Cochecho Waterfront Development Advisory Committee

Jack Buckley - Joyce El Kouarti – Jack Mettee – Frank Torr – Art Corte – Steve Brewer – Dean Trefethen – Wendy Scribner – Earle Goodwin – Dana Lynch – Chris Wyskiel – Norm Fracassa – Pete Hamblett



Cochecho River Pedestrian Bridge Linking Waterfront Area and Downtown Dover

I. Preface

“Opportunity is not a roaming wanderer that blesses households at random. It seeks only those individuals that are well prepared to meet it.”

Reed Thomas

Waterfront Represents Opportunity for Growth

This report represents the efforts of many volunteers and civic leaders who have worked together for a number of years to prepare the City of Dover for the opportunities that exist along the Cochecho River in downtown Dover. The river and the associated waterfront area, serve as a common thread between the original settlement of Dover in 1623, the growth of the Port of Dover in the 1800's, and the creation of a vibrant manufacturing economy from the 1800's into the early 1900's. The community is now turning again to the river and the downtown waterfront area as an opportunity for economic growth and public access.

Advisory Committee Guides Planning Effort

On April 14, 2004, the City Council created the Cochecho Waterfront Development Advisory Committee to review all aspects of redeveloping the City's River Street Parcel. Specifically, the advisory committee has been directed to present a redevelopment plan to the Council consistent with the Cochecho Waterfront Design Charette (July 1996) including a solicitation of potential developers. Oversight of this Committee has since been transferred to the Dover Housing Authority to streamline the process of developing the site.

The Cochecho Waterfront Development Advisory Committee consists of thirteen members representing the community of Dover. The members were chosen for their varied backgrounds including an engineer, a landscape architect, a land construction expert, and a representative from the local neighborhood.

The advisory committee began the redevelopment process by reviewing and updating the Cochecho Waterfront Design Charrette completed in 1996. This document is a result of this process and includes concepts from the original design Charette conducted in 1996 and includes a new recommended “preferred alternative.” In an effort to illustrate the Committee’s vision for the waterfront, pictures and illustrations have been added to the document. These images, some that are from Dover and some from other locations, represent design elements that the Committee would like to see incorporated into any redevelopment plan. Photographs and diagrams throughout this document are not intended to dictate specific layouts or designs, but are included to show possibilities that meet our overall vision for the project.

II. 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 purpose of this redevelopment should be to:

- 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 vehicular and pedestrian circulation that recognizes the unique historic and waterfront environment of the site.
- Encourage public access to the Cochecho River for the citizens of Dover.
- 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 enhance the revitalization of downtown Dover and augment the economic well being of the City.
- Conserve valuable natural elements of the Waterfront through a strategy of protection, conservation and appropriate land management.
- Create a positive image for the Waterfront that will stimulate private and public investment within the area.

The Cochecho Waterfront Development Advisory Committee (CWDAC) used these goals to create a vision for the waterfront, thereby creating the "recipe" to be followed by the City in its efforts to market the property and guide the redevelopment process.

Vision

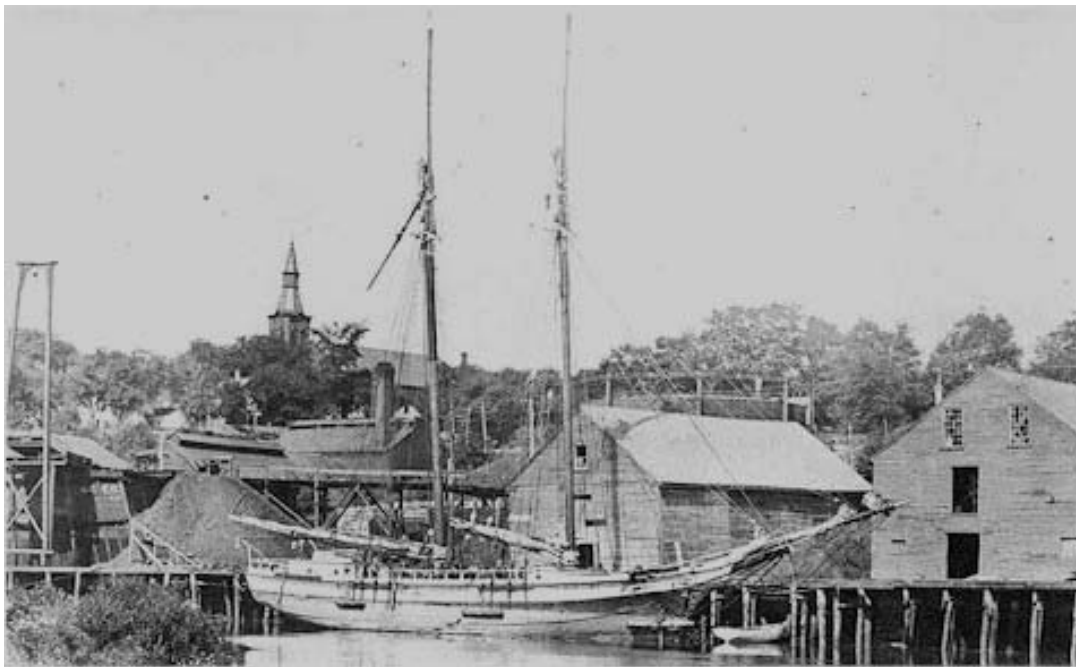
The CWDAC has been given the task to establish a vision and a plan for Dover Landing that is not only visually pleasing and economically viable, but also provides an area of social activity.

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.

III. Study Area

History of Study Area

Early Dover relied upon its rivers and waterfalls for transportation, commerce and industry. The Dover Landing area on the Cochecho River was once a lively trading center with wharfs, warehouses, docks and trading ships from many parts of the world. Numerous industries were housed in nearby large brick mills. Following the advent of the railroad and the 1896 spring floods, most of this water-borne commercial activity went into decline.



Picture of Dover Landing - Source: *Drowned Valley: The Piscataqua River Basin*, Adams

Since those days of waterfront commercial and industrial activity, the Cochecho waterfront has become neglected and blighted. Only a few city services such as the public works building and wastewater treatment facility came to occupy this area. With the removal of these facilities and the dredging of the Cochecho River, the City now has an opportunity to redevelop the waterfront area for all of Dover's citizens to enjoy. With its proximity and access to downtown Dover, the waterfront can provide a complementary mixed use area that will benefit the city.



During the past two decades, the City of Dover has embarked on an aggressive campaign to redevelop and revitalize its central business district. The City has been successful in its endeavors and generally has a relatively low vacancy rate among retail, residential and office space in the urban core. In fact, the 750,000 square foot Pacific Mills and One Washington Center complexes, once vacant for many years, are now more than 78 percent occupied.

During this same period, one of Dover's most valuable assets, the Cochecho River, remained neglected. Once a thriving port with deep-water access, the waterfront has been left to decline with limited boat traffic and minimal public access to this beautiful river.

Existing Site

The study area for the Design Charrette and subsequent Program for Implementation, show on Figure 1, on the following page, is bounded as follows:

- On the North by Chapel Street and Cochecho Street
- On the West by Central Avenue
- On the South by Henry Law Avenue
- On the East by City owned land, including Maglaras Park

What makes the waterfront area particularly attractive for redevelopment is that it consists of large tracts of publicly-owned land. In addition, privately-held land in the area generally consists of underutilized land and a mixture of commercial and residential buildings.

FIGURE 1 – AREA OF INTEREST



Within the waterfront area there are a total of 176 acres of land. Of this number, 57 acres are vacant, 50 acres are considered underutilized, 45 acres are used for recreation, 13 acres are residential and 11 acres are commercial.

Given the large number of acres in the waterfront area that are either vacant or underutilized and the limited number of landowners controlling the parcels, large-scale new development may become a reality. Estimates using local and national standards indicate that approximately 400,000 square feet of new commercial/residential space could be supported within the riverfront area. Employment from such growth could be substantial and, depending on the mix, could be well over 1,000 additional employees.

The largest parcel is owned by the City of Dover on River Street. Consisting of 32 acres, the site which previously housed the City's Public Works operation and wastewater treatment plant, currently sits vacant. The parcel has become a prime site for development.

Two marketing studies completed in 1991 by Applied Economic Research (AER) of Laconia, NH and RKG Associates, Inc. from Durham, NH, have indicated that the site is well suited for a mixed use development such as a 100-slip marina, a 200-seat restaurant and conference facility, 50,000 square feet of office space and residential units.

Previous Studies

In recent years, the City of Dover has renewed its commitment to utilizing the full potential of its river resources. Eight studies have been completed, including:

- The Pacific Mills Master Plan, 1984
- The City of Dover Master Plan, 1988
- The Land Acquisition and Protection Study, 1989
- The Cochecho River Harbor Management Plan, 1990
- The Cochecho Waterfront Master Plan, 1991
- The Cochecho Waterfront Charrette, 1996
- The Economic and Land Use Chapter of the Master Plan, 1998
- The Open Space and Conservation Chapter of the Master Plan, 2000

These studies have all recommended that the City increase public access, recreational opportunities and mixed uses along the Cochecho River. See Appendix A for a more thorough discussion of the specific recommendations from each of these reports.

Recent Public and Private Investments in the Waterfront Area

Since the late 1980's, more than \$1.5 million of City and Community Development Block Grant funds have been expended for infrastructure improvements and other projects

aimed at achieving the recommendations of these studies. The following projects have been implemented to date. See Appendix A for further detail on these projects.

- Reconstruction of Cochecho Street
- School/Mechanic Street Rehabilitation and Associated Parking
- Upgrade to Maglaras and Henry Law Parks
- Dredging of portion of Cochecho River 1986
- Creation of Immigrants Park
- Portland Avenue Parking Area
- Miscellaneous infrastructure Improvements on Main, Washington Streets
- Preliminary Marketing and Environmental Studies, City-Owned Land
- Construction of the Pedestrian Bridge
- Riverwalk Extension along Henry Law Park
- Preliminary Environmental Cleanup and analysis of the area
- Construction of the Rotary bandshell in Henry Law Park
- Creation of a dredge spoils containment cell for 2004-2006 dredging

In addition to the above, more than \$34 million dollars (\$34,000,000) in public funds has been expended on the construction of a new secondary wastewater treatment plant. The location of the new facility further downstream allowed for the demolition of the City's primary treatment facility on River Street. Additionally, in 2000 a new Public Works Facility was constructed elsewhere, paving the way for the demolition of the River Street facility.

Significant investments have also come from the private sector. More than \$2 million dollars in improvements have been made to buildings within the study area, particularly to the Pacific Mills and One Washington Center. Pacific Mills has been completely rehabilitated and today houses between 600 and 700 employees. One Washington Center, formerly Clarostat, has had almost two-thirds of its 300,000 square feet of floor space reconstructed. The Picker House, located at 42 Main Street, has recently undergone a change of use. This former mill building served as office space for many years, and in 2000 an \$800,000 renovation was completed to convert it into 27 garden style apartments.

Phase I of the Riverwalk was completed in the mid 1990s. More than \$100,000 was expended on the creation of 1,400 feet of new sidewalks immediately adjacent to the river, including a cantilevered lookout, picnic shelters, Victorian lighting and park benches. Phase II included the creation of a brick plaza next to the parking area behind the Butterfield Gym and the construction of a pedestrian bridge across the river at the end of Washington Street.

Funding for Phase II came primarily from the \$130,000 private fundraising drive conducted by the Greater Dover Chamber of Commerce. The City pledged an additional \$250,000 for construction of the pedestrian bridge and the demolition of the old wastewater treatment plant.

In summary, the revitalization of the riverfront that has been ongoing for almost a decade is in full swing. The private and public sectors have teamed up to create an environment primed for capital investment. Additional infrastructure and physical improvements still need to take place to insure the expansion of long-term opportunities.

IV. Previous Charette Design Concepts

1996 Design Charrette Resulted in Two Conceptual Plans and Development Guidelines

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. It was recognized that the actual timing and intensity of redevelopment would in large part be market driven. Both concepts incorporated many of the same themes and uses, with Concept 1 proposing a lower density of development, as compared with Concept 2 (see Appendix B)

V. Preferred Charrette Concept 2005

The preferred concept incorporates qualities of the two concepts developed in 1996. It emphasizes 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 embellished pedestrian theme promotes linkages to the existing downtown and surrounding areas. This concept views the waterfront development as a seamless continuation of the mixture of uses present in the established downtown. Through the use of context driven architecture and design, this area will complement and not replace or compete with the core downtown existing in Dover today. This area will seem like it was naturally developed as an outgrowth of the Central Avenue/Main Street corridor. The Preferred Concept Diagram (Figure 2 on the following page) was developed by the CWDAC to depict one potential placement scenario for the various mixed uses, open spaces, water access features and other development areas throughout the site.

This approach incorporates the following key elements:

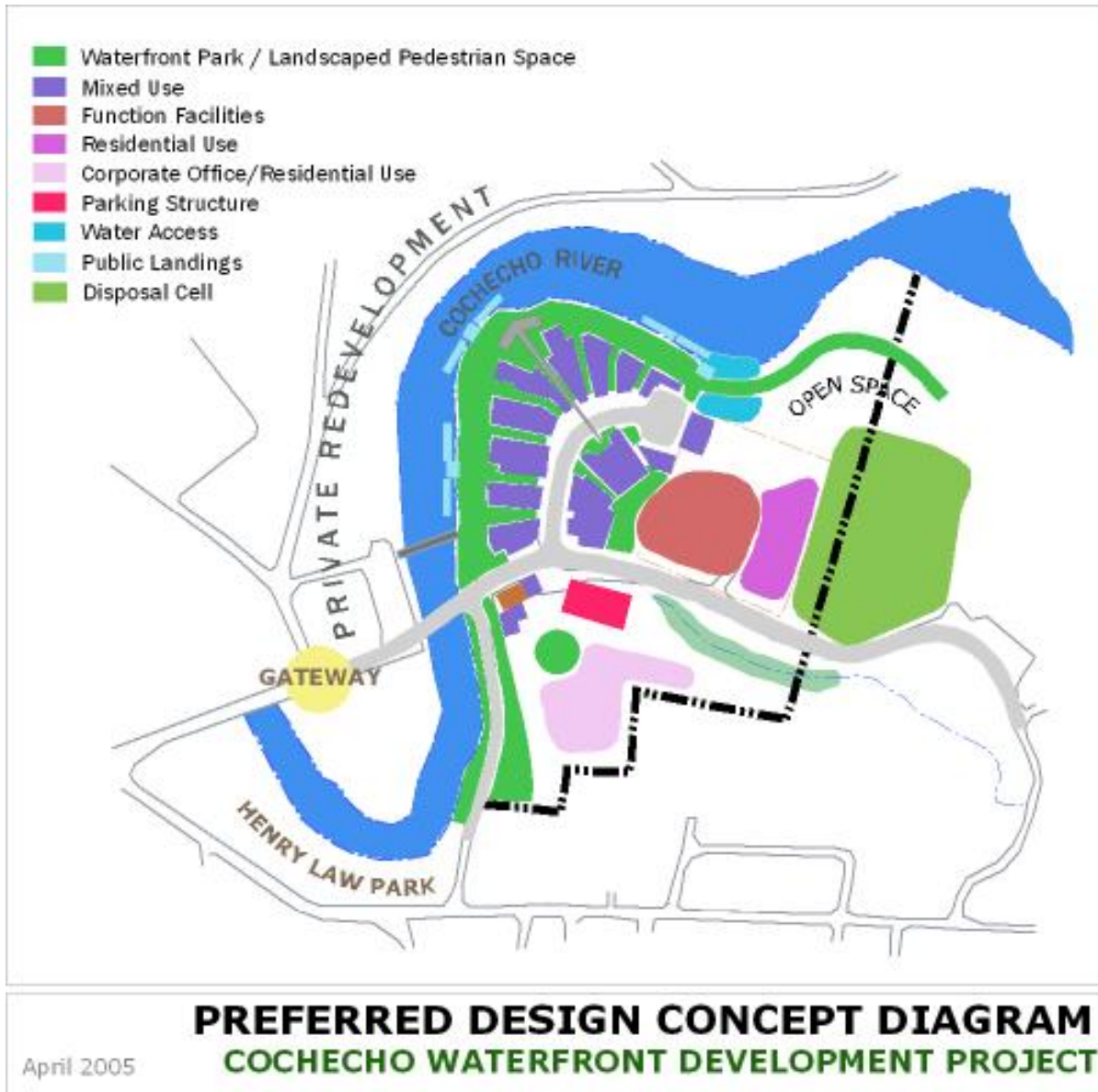
Creation of public gathering places along the river's edge for community functions and meeting space.

Construction of a vehicular bridge with pedestrian access linking Washington Street to the City property.

Study the possible discontinuation (or conversion to one way) of River Street at Henry Law Avenue.

FIGURE 2 – THE PREFERRED CONCEPT DIAGRAM

The Preferred Concept Diagram provides a graphical representation of various key elements and design guideline components as they could be incorporated throughout the site.



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.

Incorporate the former County Administration building into any overall site design plan.

Construction of an inn or function center consistent with the scale and overall vision of the project.

Development of housing clusters, where appropriate, consistent with the scale and overall vision of the project.

Relocation of the pedestrian bridge to accommodate pedestrian access the area.

Redevelopment of properties along Portland, Main, Water, Washington and Cochecho Streets that incorporates mixed uses and is consistent with waterfront/downtown architecture with an emphasis on the historic waterfront area.

Encourage the creation of a walkway on the westerly shore of the river linking the One Washington Center building with the pedestrian bridge and properties fronting on the river from Washington Street to the existing marina.

Provide increased parking facilities as appropriate on the west side of the river, and minimize the visual impact of parking areas on the east side.

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.

VI. Design Guidelines for Development

This section presents a set of recommended guidelines that are based upon the themes and conceptual plans from the Charrette and are intended to ensure that the future development of the Cochecho waterfront site reflects the goals of the community. These guidelines are intended to meet the following purposes:

1. To encourage mixed-use development at a scale compatible with existing surrounding uses.



Example of buildings oriented toward river and pedestrian plaza along the river – Source: Greater Dover Chamber of Commerce/AG Architects

2. To provide appropriate vehicular and pedestrian circulation that recognizes the unique historic and working waterfront environment of the site.
3. To provide opportunities that encourages visitors and tourists to experience the waterfront area as a recreational, cultural and historic environment.
4. To ensure orderly development of the waterfront that will enhance ongoing downtown revitalization and will augment the economic well-being of the City of Dover.
5. To conserve the natural environment through a strategy of protection, conservation and appropriate land management.
6. To provide for opportunities for the public to safely engage the water surface itself.

Design Guidelines for Development

The development guidelines were organized into the four (4) following categories: scale and land use; environmental quality; circulation and access; and management of development.

Scale and Use

1. New development should allow for the following year-around types of uses or activities: recreation, museum/cultural center, restaurant, professional offices, public meeting space, destination docking facilities or similar water-dependent use, housing, automobile parking, open space and scenic vistas. Evening and week-end activities are to be encouraged. Please refer to Chapter 170, Zoning, of the Code of the City of Dover, for specific uses allowed by regulation.



Public docking facilities and public access to the river

2. Ground floors of buildings should be considered for such active uses as restaurants, shops and other retail uses, especially when adjacent to public spaces.

3. Buildings should be a mixture of two to four stories. Buildings may share a common wall and should be staggered with areas of public access located between and/or around them.



Example of buildings oriented toward river and pedestrian plaza along the river – Source: Greater Dover Chamber of Commerce/AG Architects

4. Density pattern of new development should complement current adjacent development and the unique historic waterfront environment.

5. Incorporate a mixture of building types, footprints, architectural forms, materials and colors that are compatible with existing downtown built forms and reflect Dover's architectural heritage.



Jewelry Creations Building – Downtown Dover

6. Incorporate the existing privately held historic structure (former County administration building) within the new development.



Newport, R.I. – Example of mixed building types, materials and colors

7. Ensure that new development is compatible with adjacent City recreation area and green space and provides opportunities for waterfront recreational activities such as a community boat docking facility, a small-boat launch ramp and an outdoor public gathering place for cultural activities.
8. All lighting and fences utilized within the site and along walkways shall be consistent with the style and height as installed along the existing Riverwalk in Henry Law Park.



Existing lighting and fencing at Henry Law Park

9. The front of buildings located adjacent to the river shall be no closer than 35 feet from the shoreline and no further than 100 feet unless the building is for a water-dependent use. Building heights can vary and may increase as the building setback increases. Structures should have variable setbacks so as to create a staggered wall appearance and to provide spaces for public enjoyment and outdoor activities related to the structure. Greater or lesser setbacks will be considered depending on the use and provision for public access.

The following provides a general standard for building placement along the waterfront:

<u>Setback from shoreline</u>	<u>Max. height</u>
0 ft. (water-dependent only)	15 ft.
35 ft.	35 ft. (2 1/2 stories)
50 ft.	40 ft. (3 stories)
75-100 ft.	45 ft. (3 1/2 stories)

10. Coverage, building height and footprint requirements may be modified in specific instances as long as the overall development is consistent with goals and other design guidelines outlined in this charrette document.
11. Locate new structures, landscape features or other uses so as to encourage opportunities for public use of the river from nearby public roads or spaces and upland area.
12. The layout of structures within the site shall preserve views to the river to the greatest extent possible.
13. Length of contiguous structures shall be planned so as to establish and protect view corridors to the waterfront and to preserve pedestrian access routes from upland areas to the waterfront.
14. All new development shall be integrated into the existing landscape where applicable so as to minimize its visual impact and enhance shoreline areas through use of vegetative and structural screening, landscaping and grading.



Activities to attract families down to the waterfront

15. Within the developable portions of the waterfront, there should be an appropriate intermingling of structures and impervious surfaces and landscaping.



Lexington, MA – Inviting Public Spaces – Source: *Non-Residential Development: Community Character Guidelines*, Nashua Regional Planning Commission

16. Signage shall conform to the regulations outlined in Chapter 170, Zoning, subsection 170-32 (F) and, in general, be of historical or mill motif character as defined in the ordinance.

Environmental Quality

1. Recognize the transition from a “rural” river environment to an urban waterfront.
2. New landscaping should include strategic placement of native, non-invasive species to ensure that new development maintains and enhances the visual quality of the shoreline and overall waterfront site.



Lexington, MA – Example of intermingling of landscaping, building and walkways
Source: *Non-Residential Development: Community Character Guidelines*, Nashua Regional Planning Commission

3. Employ environmentally-sound land management practices during land development and long-term maintenance of the waterfront parcel. Conform to local, state, and federal permitting requirements.

Circulation and Access

1. Incorporate a waterfront walkway of variable character in an area between the shoreline and building frontage. Where other uses may encroach upon this walkway, ensure provision of continuous pedestrian circulation along the waterfront.



Existing Riverwalk in Henry Law Park – Dover, NH

2. Work with Dover Heritage Walk or similar organizations to place interpretive signage at appropriate locations along the riverwalk or in public spaces consistent with current historic markers/signage.

3. Ensure that historic/interpretive signage motif is compatible with that established in the Henry Law/Cochecho Riverwalk project.

4. Ensure access to the river by activities such as lowering the seawall in certain locations and by providing public landing facilities for river excursion vessels, as well as tourist and recreational navigation.



5. Walkways shall be of natural materials and consistent with the surrounding downtown (such as brick, cobblestones, granite etc) to the greatest extent possible.

Exeter, NH – Example of riverwalk with access points to the river

6. All pedestrian walkways shall be separated from roadways by landscaped areas, where possible, or granite curbing, at a minimum.
7. Link waterfront environment with upland areas by establishing pedestrian routes.
8. Off-street parking shall: (1) be consistent with the City of Dover Zoning Ordinance; (2) may be provided off-site within a reasonable walking distance; (3) may be provided by the creation of a parking facility; and (4) incorporate appropriate landscape features to break up the expanse of pavement. (See the Framingham, MA, Highway Overlay District Regulations section of Site Plan Review Regulations).
9. Internal roadways should be designed in a curvilinear fashion in order to take advantage of existing topography and encourage low vehicle speeds.



Dover, NH

10. Internal roadway pavement should not exceed 24' in width and shall maintain a parkway appearance. No parking shall be allowed on the primary circulation roadway.

Management of Development

1. The Cochecho Waterfront Development Advisory Committee shall be responsible for the review and approval of development proposals subject to the Dover Housing Authority's Board of Commissioners confirmation.
2. Any proposed development shall conform to existing City of Dover site plan regulations for:

- Drainage and stormwater management
- Grading and erosion control
- Noise, vibration, odors and similar concerns, and
- Natural resource protection



Existing Pedestrian Bridge Connecting
Downtown to Riverfront – Future site of vehicular
bridge



Newport, RI – Example of public gathering place for festivals and other community events

VII. Program for Implementation

To assist the City in making reasonable and well-planned investments in the redevelopment effort, the CWDAC prepared the following Action Plan. This plan is intended to be a guidance document subject to modification as development opportunities arise. Additionally, many of the actions listed, although meaningful and necessary in reaching the desired goals, are intended to make the investment manageable and to maintain the momentum already established by the community.

ACTION PLAN		
Short Term (during 2004)		
Action	Responsibility	Status
Cosmetic Clean Up of Site	Community Services indicates this will be complete 11/04	Ongoing
Initiate Discussions with Private Parcel Owner	City Staff - Fall 2004	Ongoing
Accomplish Lot Line Adjustment	City Staff - Fall 2004	On hold
Formalize Vision/ Update Charrette	Charrette Sub-Committee and Full Committee	Complete – April 2005
- Define Unacceptable Business Types	Include Zoning Information with RFP and Include Building Size Limitations in Charrette	Available online
Develop Graphical Display of Preferred Design - Acquire photos of Other Waterfronts - Put together Before and After (or current) photos of parcel and adjacent areas (ex. riverwalk, and site with and without public works material)	Committee members and City staff - Sept. 2004	Completed
Hire firm to take new aerial photo	CWDAC - September 2004	Completed
Communicate with Private Owners Across the River about vision for City parcel	October 2004	Completed 10/25/04
Communicate with Abutters About Waterfront Vision	October 2004	Completed 11/15/04
Public Hearing on Vision/Charrette	October 2004	Completed
Update City Council	December 2004	Completed
Dredge River	City - Winter 2004/05 & 2005/06	Ongoing
Develop RFP/RFQ - Address/Incorporate existing environmental studies into RFP process - Include expansion of quarry as possibility in RFP - Hire Marketing Consultant to develop marketing plan/strategy	CWDAC – Now through January 2005	Ongoing Available online

Develop Motif	Committee/Developer	On hold
Mid Term (during 2005)		
Action	Responsibility	Status
Planning/Construction of new vehicular bridge begins	City & NHDOT	Ongoing
Determine New Location for Pedestrian Bridge (Young Street?)	Committee with City Engineer	Ongoing
Resolve/ Improve Sewer Smell	City Community Services	Ongoing
Parking Facility and traffic flow	Coordinate with recommendations from Downtown Traffic Study. What does the developer propose? ...it must meet community standards	
Determine use of River Street	Committee look at Traffic Study, City Council	
Long Term (2006, and some on-going activities)		
Action	Responsibility	Status
Parking – shall be addressed adequately for both downtown and waterfront	City Council	
Determine Ownership Status and Timing for the 35 acres - What areas will be common areas? - What areas will be privately owned? - What are the infrastructure needs and responsibilities? - Who is responsible for management and maintenance?	Committee and Developer	
Promote Waterfront & Downtown Together Facilitate a coordination of development strategies	Main Street, Chamber, City	
Maximize Public Access	Developer	
Extend Riverwalk	City and Developer	
Create Waterfront Development Review Committee	Committee, City Council	Completed
Evaluate stabilizing of seawall	Private consultant	

The CWDAC will continue to monitor accomplishments and activities and modify as appropriate.

APPENDICES

Appendix A – Previous Studies and Recent Construction Projects



Downtown Dover – Cochecho Mill Courtyard

Previous Studies

Cochecho River Diversion Study - 1970

- Redevelopment would include open space areas, active and passive recreational areas, additional off-street parking, marina facilities, housing and commercial areas.
- Development plan recommends the maintenance dredging to restore the river to its authorized depth and width.

Pacific Mills Master Plan - 1984

- Encourage and promote private and public development of the Cochecho Riverfront including the creation of a new riverfront park, marina, and public boat access.
- Market a portion of the City owned land for residential and mixed use development.
- Relocation of the sewage treatment plant and department of public works facilities.
- Construct a new Washington Street bridge over the Cochecho River.

City of Dover Master Plan - 1988

- Restoration of the Cochecho Waterfront to optimize open space, recreation and water access, with a private development scheme.
- Relocation of the wastewater treatment plant and department of public works facilities.
- Development of a comprehensive strategy for the public lands adjacent to the Cochecho River.
- Conversion of the Clarostat building.

Land Acquisition and Protection Study - 1989

- Public access to the Cochecho River should be a high priority particularly in downtown Dover or the immediate area. The City owned parcels were recommended for this use.
- An existing pipe bridge which crosses over the Cochecho River between the City owned land and the end of Washington Street should be upgraded to allow for pedestrian and possibly vehicular traffic.
- The City may need to dredge portions of the Cochecho River in order to provide increased boater traffic.

Cochecho River Waterfront Master Plan - 1990

- Boat ramp and canoe launch.
- Riverfront park, public plaza, and river walk.
- River widening.
- Commercial and residential buildings.
- Relocate Recreation Department to new headquarters.
- Ice rink, basketball courts, tennis courts, and expand recreation fields.
- Parking garage with commercial, office space and hotel
- Close River Street.
- Add parking lots and renovate existing parking lots.

Cochecho River Harbor Management Plan - 1990

- The City should continually dredge and maintain, to a depth of at least 6 feet Mean Low Water, a 60 foot wide navigation channel in the upper portions of the Cochecho River.
- The City should provide additional boating access through increased dockage, public mooring opportunities, and boat launching facilities.
- The City should develop a Master/Site Plan for the public land currently occupied by the Sewerage Treatment Plant and Public Works Facility. Use the Master/Site Plan to prepare a developers kit and solicit proposals for development of the property.
- The City should encourage the private development of a mix of office, retail, and residential uses on the City owned land.
- The City should develop a riverfront park on the City owned land.
- The City should reconstruct a new Washington Street Bridge over the Cochecho River.
- The City should establish a waterfront greenbelt to connect downtown's population center with riverfront recreational opportunities and facilities such as Henry Law and Maglaras Parks.
- The City should continue to investigate and eliminate direct and indirect sewage flows and storm water runoff to the Cochecho River.

Cochecho Waterfront Design Charette - 1996

- Encourage mixed-use development at a scale compatible with existing surrounding uses.
- Provide appropriate vehicular and pedestrian circulation that recognizes the unique historic and waterfront environment of the site.
- Provide opportunities that encourage visitors and tourists to experience the waterfront area as a recreational, cultural and historic environment.
- Ensure orderly development of the waterfront that will enhance ongoing downtown revitalization and augment the economic well-being of the City of Dover.
- Conserve the natural environment through a strategy of protection, conservation and appropriate land management.



Cochecho River – Looking east from Chestnut Street Bridge

Economic and Land Use Analysis Chapter of the Dover Master Plan -1998

- Continue and expedite the riverfront development program, in accord with the Riverfront Concept Plan that integrates public access and private investment. A mixture of public, nonresidential, marina and residential uses at a medium density is in Dover's best interest.
- The City should identify the public interest in the riverfront and the best way to preserve public access to the river. That is, any private investment on the city's riverfront holdings should not preclude public access to the riverfront.
- Any private investment should balance residential and nonresidential uses.

- Any private investment should build on the potential for excitement and entertainment including, for example, a place for outdoor concerts and a marina facility.
- The city should preserve public dockage opportunity to support, for example, touring and dinner cruise boats that could attract a new market segment to downtown and strengthen the tie to other ports.

Open Space and Recreation Chapter of the Dover Master Plan - 2000

- Extend the Cochecho River Walk through Maglaras Park

Transportation Chapter of the Dover Master Plan - 2000

- Promote a transportation system that supports and encourages full revitalization and use of our waterfront with full access to recreational and transportation uses of the Cochecho River.
- Aggressively proceed with the reconstruction of the Washington Street Bridge using local funds. This bridge is vital to the Riverfront redevelopment effort.
- Encourage the highest and best use of Central Business District and Riverfront parcels. Revamp taxation policies to discourage parking lots on valuable parcels of downtown land.
- Continue efforts to find suitable redevelopment plans and designs appropriate for the unique qualities of the riverfront parcel of land.
- Design for the continuation of the River walk and full bicycle and pedestrian access along all new riverfront development.
- Design a new street network on the riverfront property that is in scale with the historical street design of the city, focused on livable streetscapes and constructed with a first class sidewalk system.

Greater Dover Chamber of Commerce Waterfront Committee - 2002

- Place waterfront property back on the tax rolls with mixed use development.
- Provide opportunity for greater public activity and waterfront access for residents and visitors.
- Significant public space. Out of the 30 acre City-owned parcel, the buildings, parking and landscaping will occupy less than half the total area.
- Clustered buildings of architectural styles consistent with others in downtown Dover.
- Mixed-use development.
- Pedestrian and/or vehicular linkage between waterfront and downtown Dover.
- Onsite parking.
- River walk extension.
- Public boat Launch & marina

Recent History of Construction Efforts

The City has embarked on an aggressive campaign to redevelop and revitalize its Central Business District and adjacent waterfront areas. Private developers and local businesses have joined with the City in a public/private partnership. The goal of this partnership is to fully utilize the Cochecho River's significant waterfront development and recreational potentials by developing an integrated, coordinated strategy, which takes into account future water and land issues and protects the environment at the same time.

Below is a more detailed description of some of the investments that have already taken place in the waterfront area:

Reconstruction of Cochecho Street - \$375,000

The project involved replacement of water lines, drainage lines, realignment and widening of the street, new curbing and construction of a retaining wall.

School and Mechanic Streets - \$209,000

The project included re-configuring of School Street, linking School Street with Mechanic Street, installation of drainage lines and sidewalks, and the creation of a sixty-six-car parking lot.

Upgrade to Maglaras and Henry Law Parks - \$175,000

Project involved road upgrades, recreational equipment, playing fields and handicapped accessibility measures.

Dredging of portion of Cochecho River - \$200,000

A 750-foot section of the Cochecho River adjacent to George' Marina and the City's riverfront parcels was dredged in 1984

Creation of Immigrants Park - \$40,000

A large, condemned structure was torn down in order to create an open green space enhancing several more historic buildings.

Portland Avenue Parking Area - \$20,000

A forty-five (45) car parking area was created at the intersection of Portland Avenue and Portland Street.

Miscellaneous Infrastructure Improvements - \$30,000

Miscellaneous infrastructure improvements, including sidewalks, curbing and lighting, on Main, Washington, and Portland Streets.

Preliminary Studies, City-owned Land - \$25,000

Preliminary environmental and marketing studies have been conducted on the City-owned parcel on River Street.

"Cochecho Riverwalk" Project - \$350,000

Layout and construction of walkway along Cochecho River in Henry Law Park

River Street Parking Lot Construction - \$68,000

A One Hundred twenty-two (122) car parking area was created behind the public works garage.

Skateboard Park Construction - \$15,000

A multi purpose skate board facility with a rink and obstacles.

Removal of the Public Works Garage and Recycling Center - \$60,000

Demolition of 1970s public work's garage after new facility opened in 2001 and removal of recycling center on River Street after the Goodwin Recycling Center was opened on Mast Road.

Appendix B – 1996 Charrette Concepts

Concept 1 – Low Intensity Concept

This approach incorporates the following key elements:

- Pedestrian* access from Washington Street to the City-owned land
- Substantial* redevelopment of properties along Portland and Cochecho Streets that incorporates mixed uses and emphasis on the historic waterfront area
- Creation* of a “formal” walkway on the westerly shore of the river linking the One Washington Center building with the pedestrian bridge and properties fronting on the river from Washington Street to the existing marina
- Expansion* of the marina uses along the westerly shore to serve recreational needs and possibly provide an historical like
- Parking* facilities adjacent to the Main Street/Washington Street intersection to serve both the Pacific Mills and One Washington Center sites, as well as the City land via the new pedestrian bridge
- Continuation* of a pedestrian walkway from Henry Law Park, past a proposed commercial/retail use adjacent to the easterly terminus of the pedestrian bridge, and continuing to another commercial/retail development at the pint of land adjacent to the former sewage treatment facility site
- 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
- Re-use* of the old County Jail site (privately owned) as a cultural/historical complex
- Creation* of an open, natural gathering place along the river edge for community functions (amphitheater)
- Expansion* of residential uses along the southerly boundary of the City property with views toward the north and west

Concept 1 is based on the transition from the “wilderness” quality of the Cochecho into a downtown environment. Consequently, the proposed concept focuses on enhancement of properties along the side of the River closest to the Central Business District as well as improvement to the parking needs within close proximity to the existing mill buildings and improves pedestrian access throughout the study area. Redevelopment of the City property occurs in “pods” interspersed among larger open areas and pedestrian walkways. Vehicular access is restricted to a parkway-type roadway, with low travel speeds and low volumes, between Henry Law Avenue and Maglaras Park.

This roadway would access parking at each of the commercial/retail/office “pods” along the River, as well as the proposed cultural/historical center at the County Jail House site. Residential development would be located adjacent to the existing residential area along Henry Law Avenue and would be accessed from Henry Law Avenue via Paul Street. No vehicular tie to Washington Street is proposed.

Concept 2 – Moderate Intensity Concept

This approach to redevelopment of the waterfront incorporates the following key elements:

A vehicular bridge linking Washington Street to the City property

Discontinuation of River Street at Henry Law Avenue

Continuation of the Riverwalk from Henry Law Park to Maglaras Park

Construction of a turning basin/docking area at the point of land opposite the existing marina (George's) with formalized walkways and points of interest

A restaurant/boutique shop adjacent to and facing the above mentioned "Dover Wharf"

A mixed use (shops, offices, apartments) row of structures set back from the river and facing the Riverwalk and green space

A parking garage built into the hillside to the southeast of a vehicular bridge crossing

A defined amphitheater with outdoor stage (possibly covered by a tent-like canopy in the summer concert season) and terraced seating arrangement on the hillside to the east of the above mentioned wharf

Reuse of the former County Jail site as a conference center

Construction of a small hotel/inn on the slope between the former jail site and the proposed parkway and overlooking the wharf area

Development of a small cluster of upscale housing above the parking garage, overlooking the waterfront area, and accessed via Paul Street

Generally, this concept provides for and requires an increased amount of vehicular access to the site. Development and "formalized" green space along the river is intended to bring more people and more commerce to the City-owned land. A redefined river's edge in the wharf area increases boat traffic capacity and creates a focal point for community gatherings and for enticement of tourism to the area. On-street parking along the proposed curvilinear parkway-type access road provides access for customers of shops, restaurants and offices. Larger, grassed parking areas adjacent to the amphitheater provide for overflow use for special events or for day-trip boaters with vehicles and trailers. A parking garage would provide for long-term parking for employees working on either side of the river and for residents of adjacent hilltop townhouses.

As with Concept 1, this concept also recommends reuse of the former County Jail. Due to its hilltop location, this historic building provides an excellent focal point with visibility of the river and downtown. The location of a modestly sized hotel/inn adjacent to a conference center provides for a year-round attraction for business groups to utilize the services and walkways and bridges. Expansive amounts of green space through the project area provides for a park-like atmosphere and transitions well to the recreational uses in Maglaras and Henry Law Parks.

Concept 1 – Low Intensity Concept



Concept 2 – Moderate Intensity Concept



Appendix C – 1996 Charrette Team

Cochecho Waterfront – Charrette Team

The 1996 Charrette Team was comprised of guest team members from throughout the New England region and local team members from Dover. The following is a list of Charrette Team members and a brief summary of their background and/or areas of expertise:

Guest Team:

Paul Buckhurst, Leader – Founding principal of Buckhurst, Fish & Jaquemart, Mr. Buckhurst has worked on a variety of urban development/design studies, including open space, waterfront and tourism-related studies throughout the USA. Mr. Buckhurst has been a member of the Design Committee of the New York Parks Council since 1991. He is currently Chairman of the American Planning Association Waterfront Committee for New York City.

Bissera Antikarov, Architect & Planner – Currently employed by the City of Cambridge, Massachusetts Community Development, Ms. Antikarov holds a Masters in Architecture from the University of Architecture and Civil Engineering, Sofia, Bulgaria, and a Masters of Science in City and Regional Planning from the Pratt Institute.

Michael Lassel, Architect – Mr. Lassel is the principal and founder of Lassel Architects, Berwick, Maine. In addition to providing architectural services to private and public concerns throughout New Hampshire and Maine, Mr. Lassel has acted as a facilitator for the New Hampshire Office of Statewide Planning Community Stewardship Program.

John Copley, Architect/Landscape Architect – Mr. Copley is founder and owner of John Copley and Associates, Boston, Massachusetts and has extensive professional experience in site planning, design, and implementation for projects throughout New England, including waterfronts and parks.

Douglas Greiner, Landscape Architect – Mr. Greiner is a principal of Sherman Greiner Hallé Ltd., Concord, New Hampshire. His experience spans 21 years in land planning, design and landscaping architecture and includes a number of awards and civic/professional affiliations.

Laurence R. Goss, Jr, Ph.D. – Dr. Goss is principal and owner of Northern Economics Planners where he is responsible for projects involving economic and community planning and development strategies, development feasibility studies, resource economics, and tourism research.

Kenneth R. Rhodes, P.E., Civil Engineer – Mr. Rhodes is an associate and project manager with Costello, Lomasney & deNapoli, Inc., Manchester, New Hampshire. Mr.

Rhodes' responsibilities include management of land development projects throughout New Hampshire.

Local Team

Steve Stancel	City of Dover Planning Director
Dean Peschel	City of Dover Conservation Officer
Michael Bobinsky	City of Dover Community Services Director
Beth Thompson	Dover Economic Development Corporation
George Maglaras	George's Marina
Jack Story	Executive Director, Greater Chamber of Commerce
Renny Perry	Former Mayor, City of Dover/Downtown merchant
Ron Cole	Dover Planning Board Chairman
Roberta Woodburn	Landscape Architect, Woodburn & Associates Landscape Designer
Thomas Minter	Gardens With Style
Jack Mettee	Planner, Appledore Engineering, Inc.
Dana Lynch	Civil Engineer, Civilworks, Inc.



BIBLIOGRAPHY OF PREVIOUS STUDIES

Cochecho River Diversion Study, April, 1970 Prepared by Edward C. Jordan Co., Inc.

Pacific Mills Master Plan, November, 1984 Prepared by Rist-Frost Associates, Applied Economic Research, and the Halvorson Company

City of Dover Master Plan, 1988 Prepared by the Dover Planning Department

Land Acquisition and Protection Study, 1989 Prepared for the Dover Planning Department by Ashton Hallett, Land Use Consultant

Cochecho River Waterfront Master Plan, November, 1990 Prepared by the Cochecho Waterfront Task Force

Cochecho River Harbor Management Plan, June, 1990 Prepared for the New Hampshire Port Authority by IEP, Inc. and Cambridge Systematics, Inc.

Cochecho Waterfront Design Charrette, July, 1996 Prepared by the Long Range Planning Committee of the Greater Dover Chamber of Commerce, Prepared for the Cochecho Riverfront Partnership

Economic and Land Use Analysis Chapter of the Dover Master Plan, July, 1998 Prepared by Russell W. Thibeault of Applied Economic Research, Inc.

Conservation and Recreation Chapter of the Dover Master Plan, May, 2000 Prepared by Jack Mettee of Appledore Engineering, Inc.

Transportation Chapter of the Dover Master Plan, October, 2000 Prepared by the Strafford Regional Planning Commission

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Henry Law Park, Dover, NH