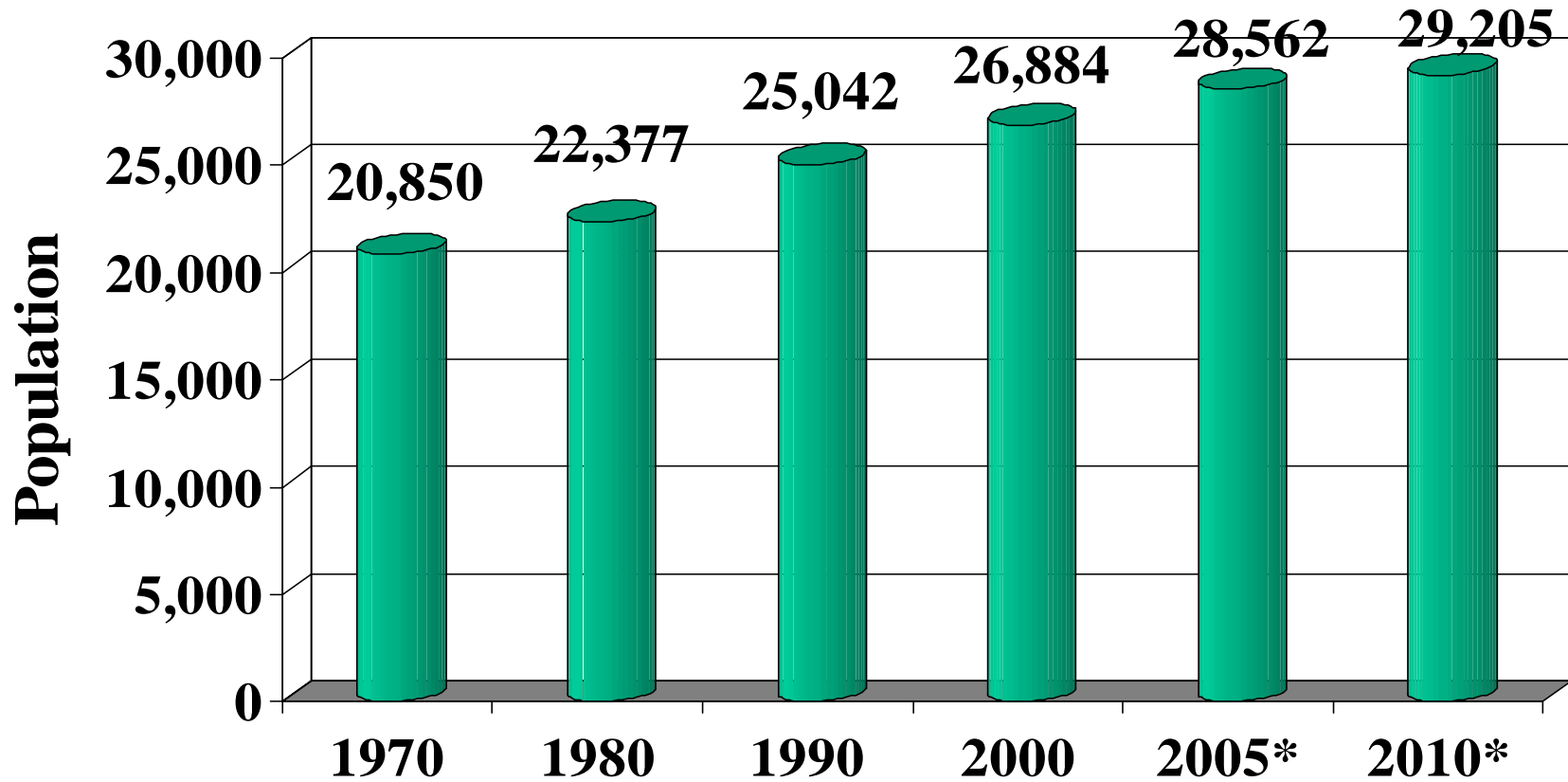


City of Dover - Population Growth 1970-2000 and Projections 2005-2010

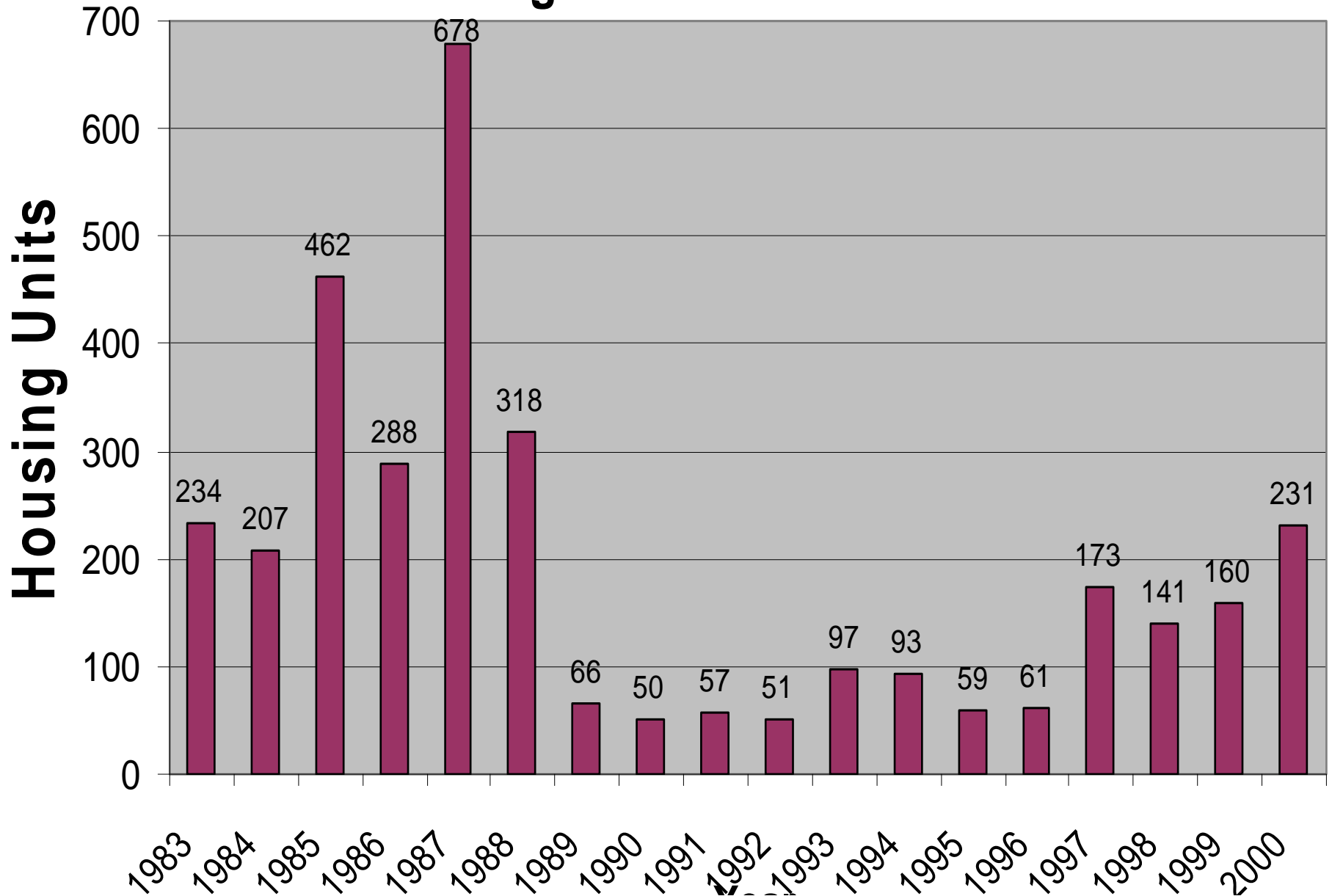


* 2005 and 2010 figures are projections from the NH Office of State Planning

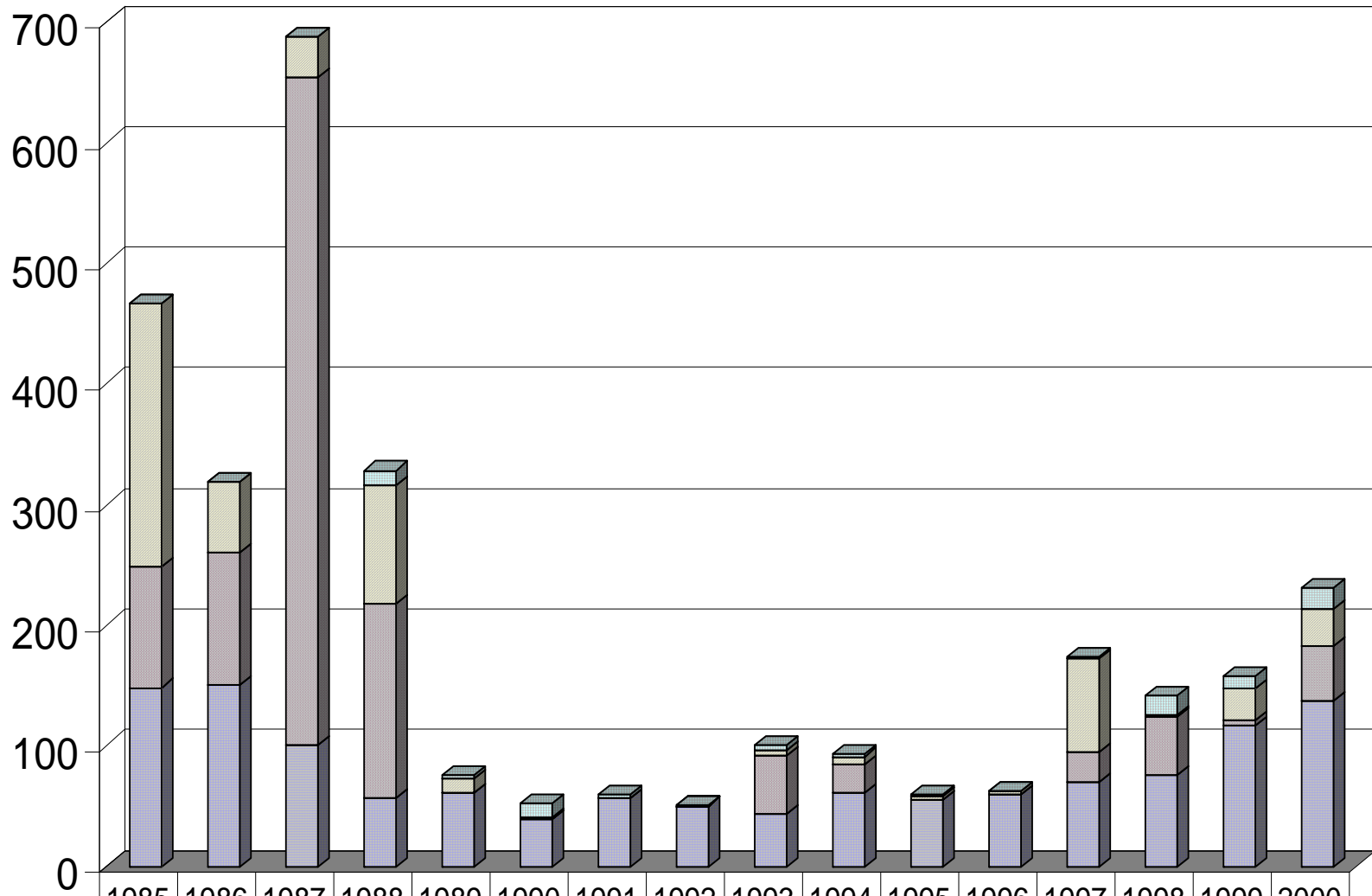
Percent Change by Decade: 1970 to 1980: 7.3%; 1980 to 1990: 11.9%; 1990 to 2000: 7.4%; 2000 to 2010: 8.6%

Source: US Census Bureau

City of Dover Total New Housing Units by Building Permit 1983 to 2000



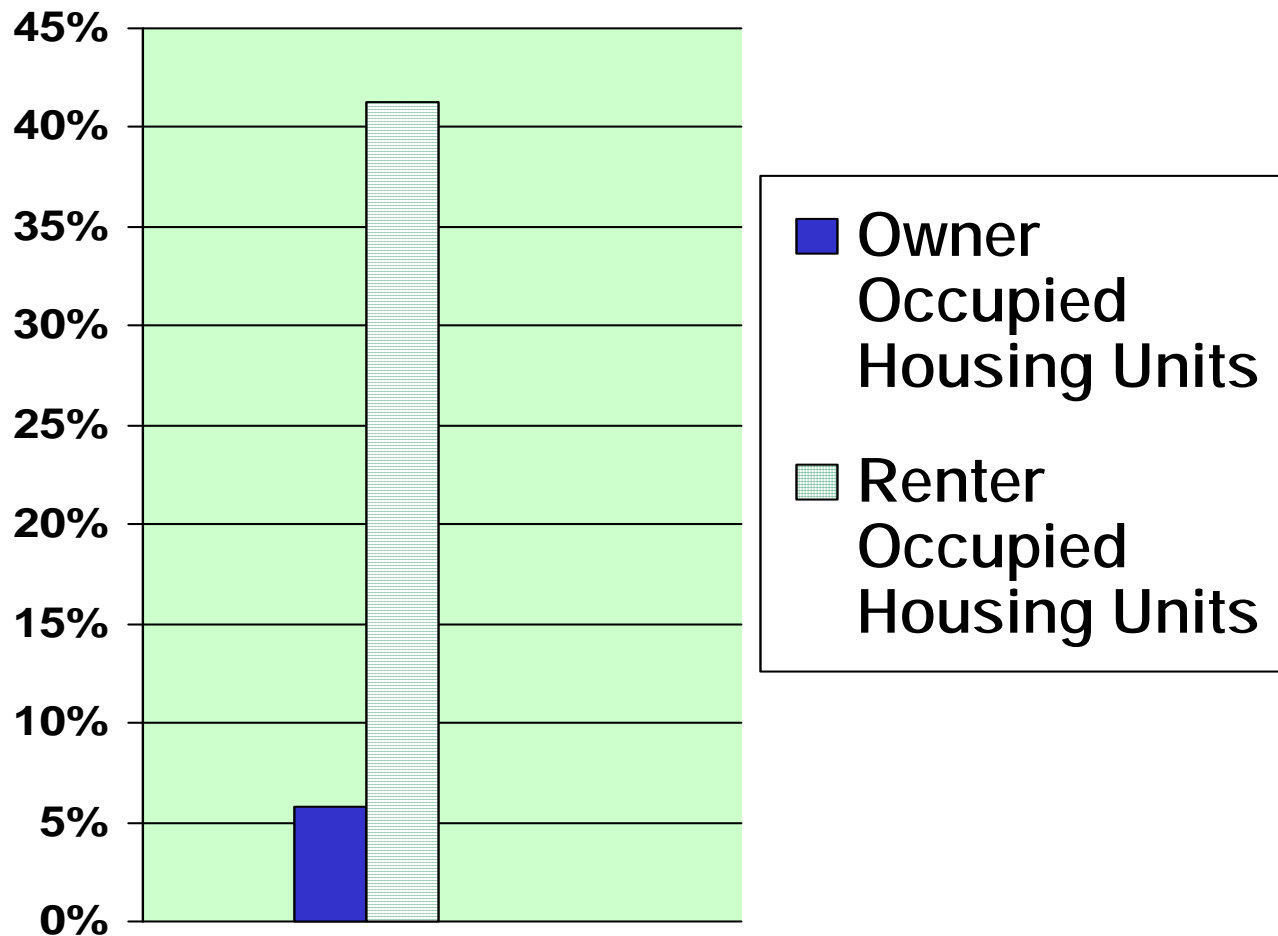
Dwelling Units By Type - City of Dover 1985 - 2000



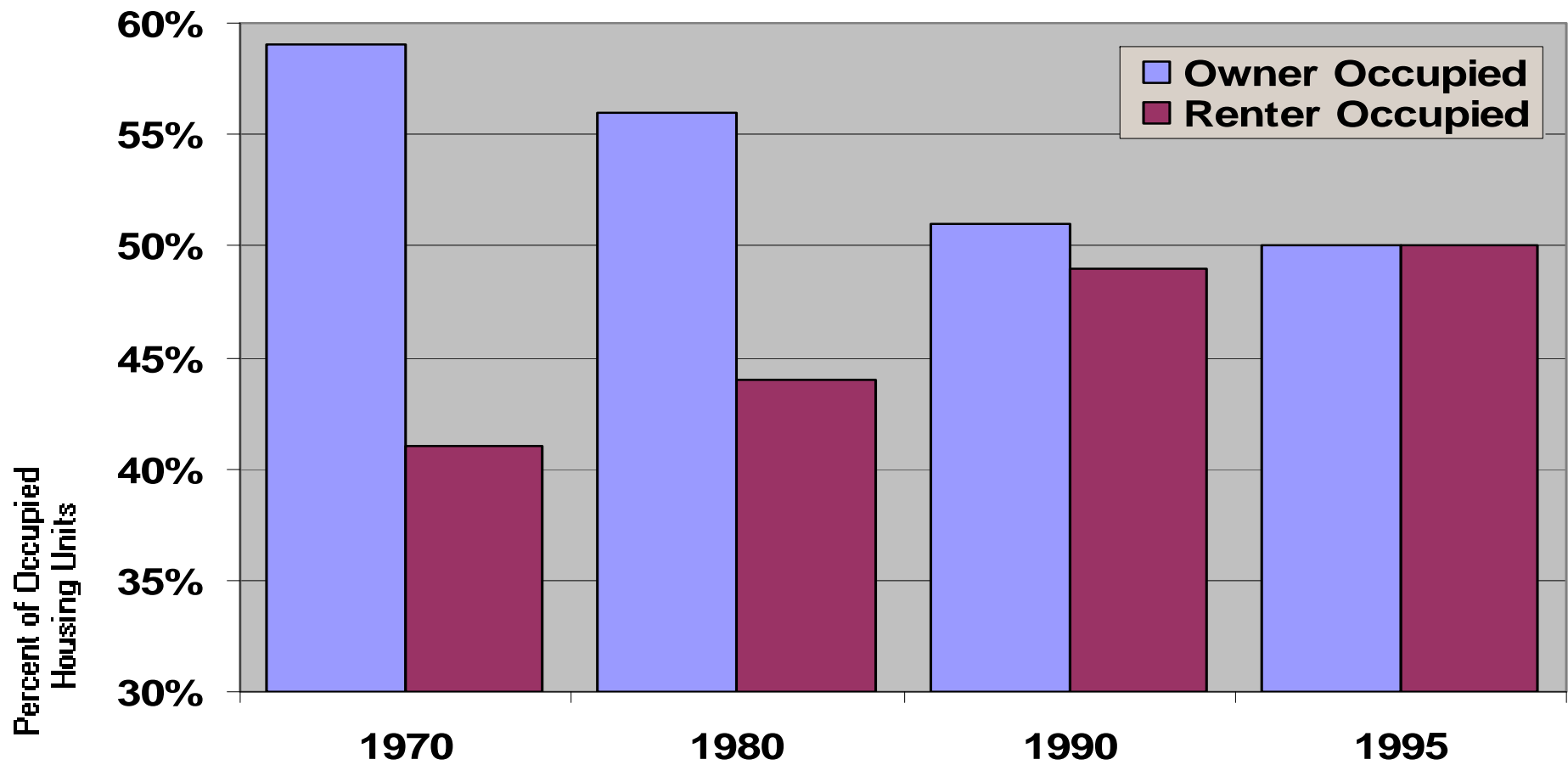
	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Mobile Homes	0	0	0	12	3	11	4	1	4	2	1	0	1	16	11	18
Apartments	218	59	34	98	12	2	0	0	4	6	3	3	78	1	26	31
Condominiums	100	110	553	161	0	0	0	0	48	24	0	0	24	48	4	45
Single Family	148	150	100	57	61	39	56	50	44	61	55	59	70	76	117	137

Dover's Share of Regional Housing Growth - 1985-1995

**% Regional
Growth 1985-
1995**

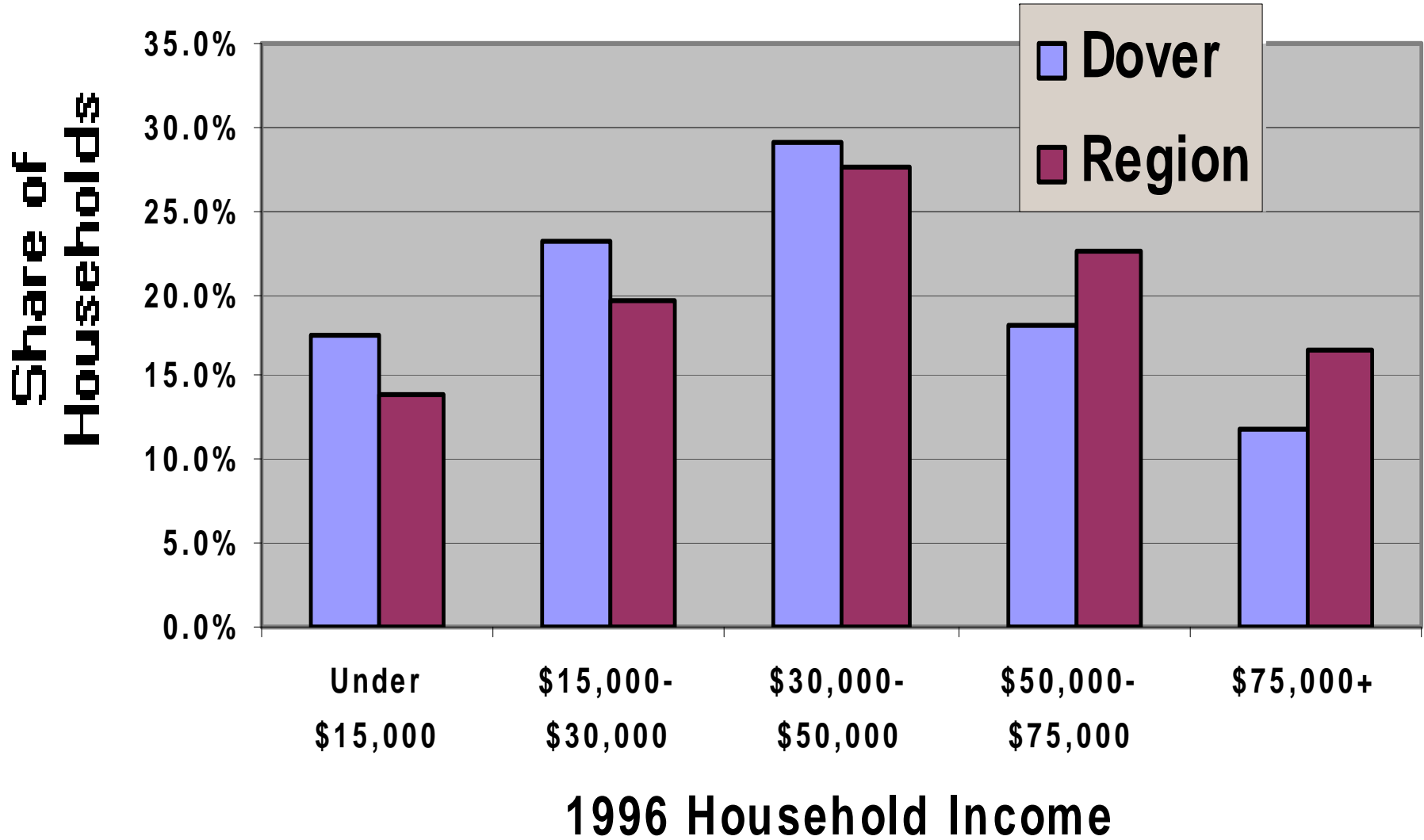


City of Dover Percent of Occupancy by Tenure

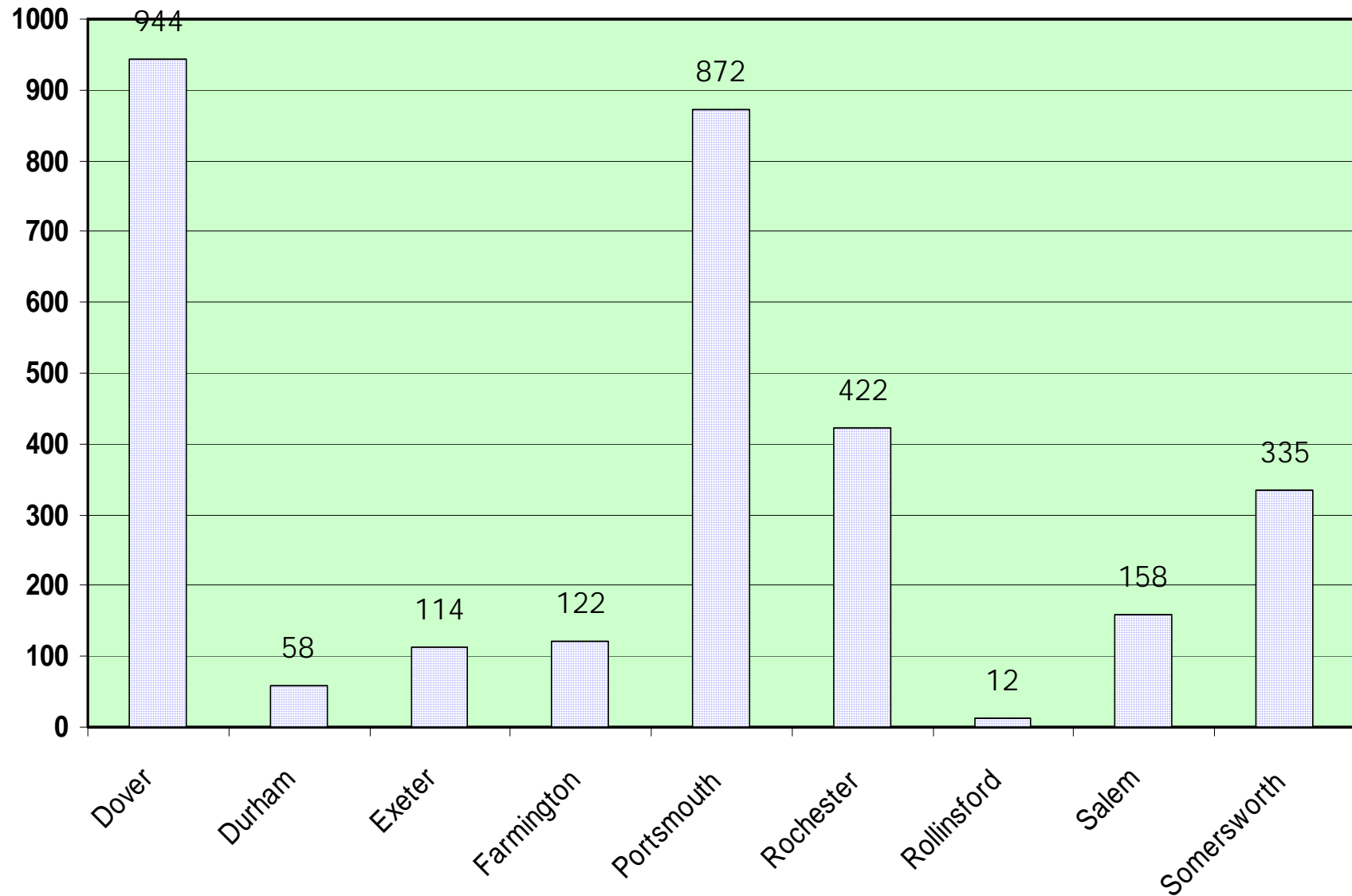


Source: 1970, 1980, & 1990 Census

Comparative Household Income Distribution

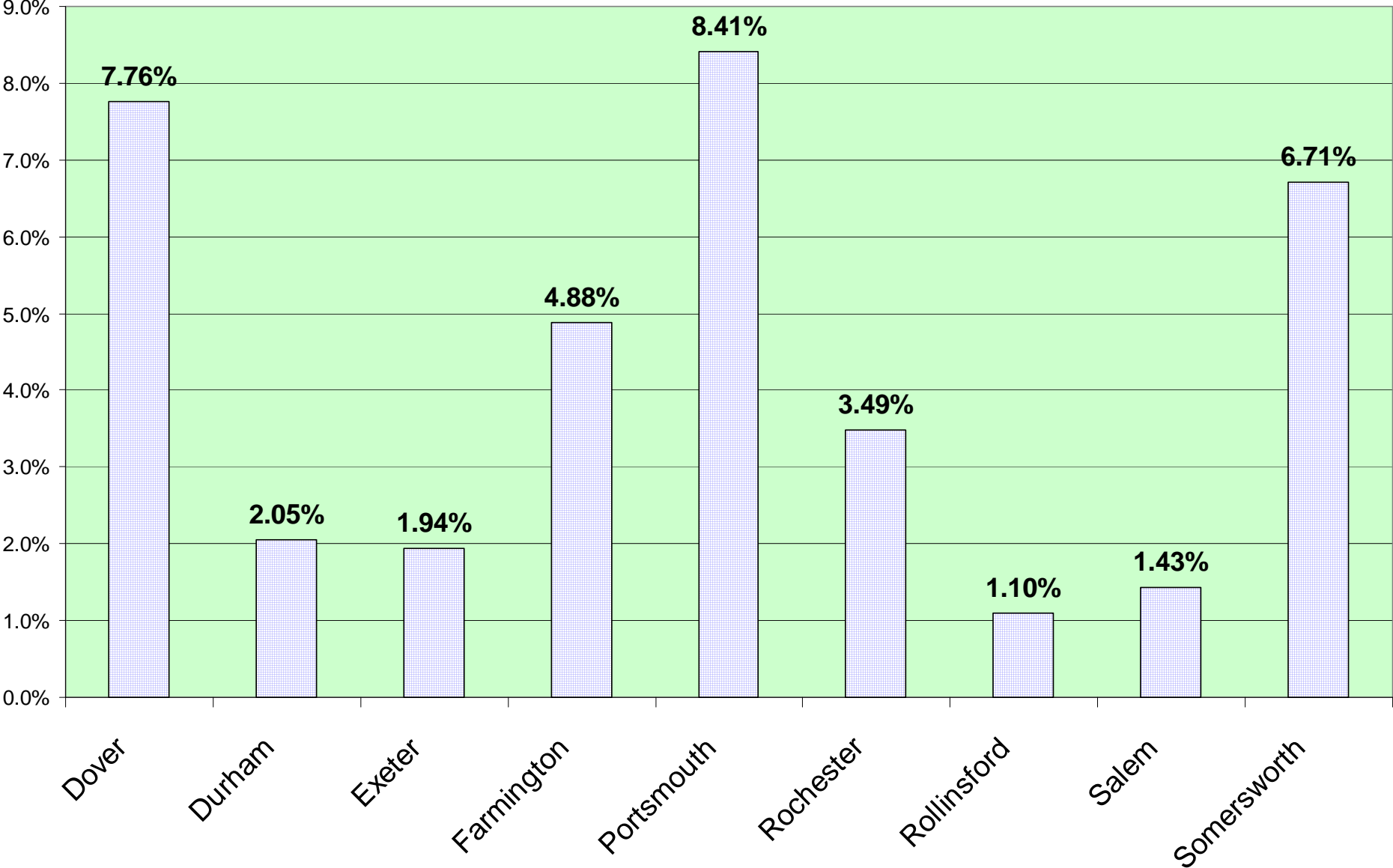


ASSISTED HOUSING UNITS BY COMMUNITY - 2000



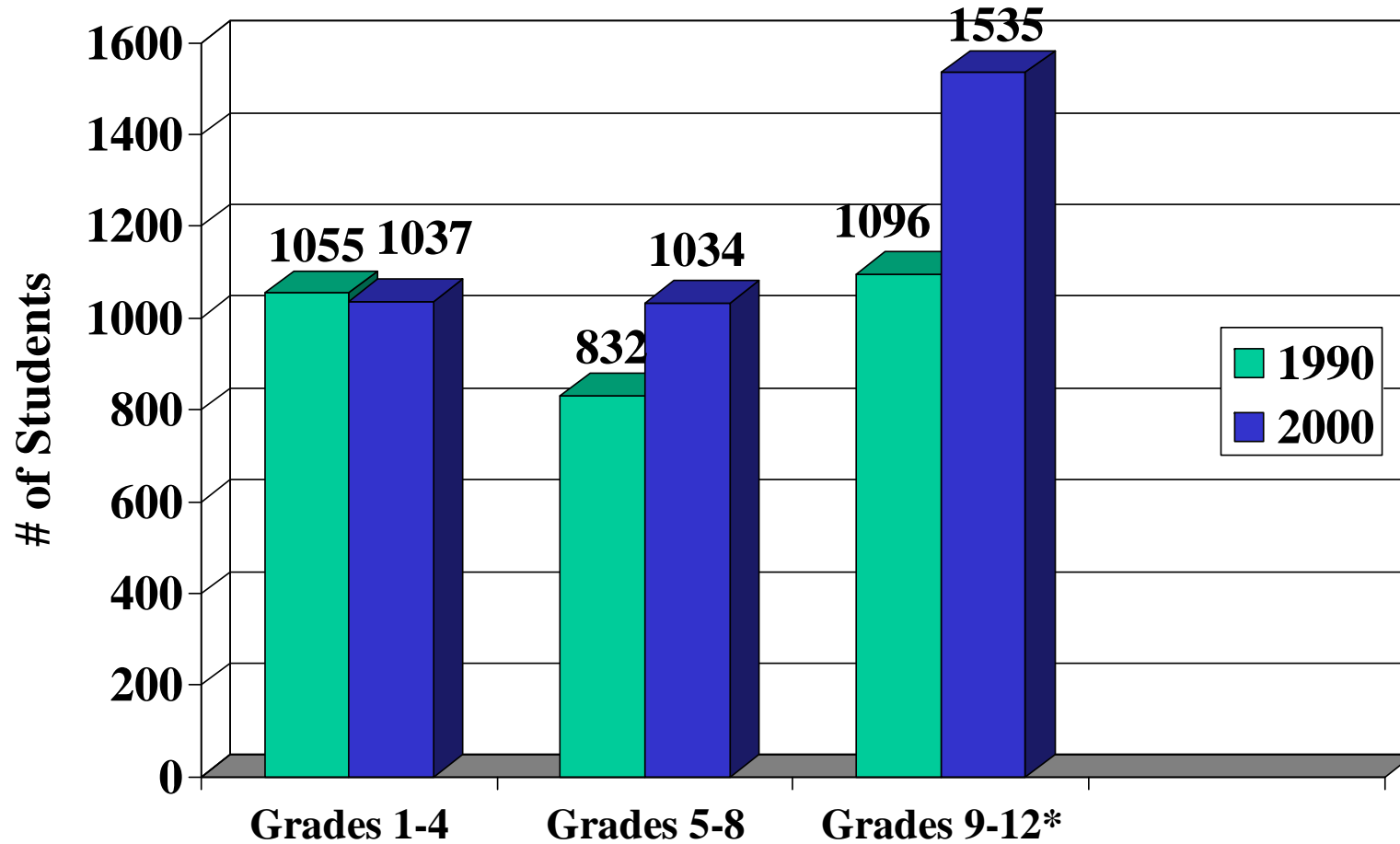
Source: "2000 Directory of Assisted Housing", NH Housing Finance Authority, July 2000

ASSISTED HOUSING UNITS AS A PERCENTAGE OF TOTAL HOUSING UNITS - 2000



Source: "Current Estimates and Trends in New Hampshire's Housing Supply 1980-1990 - Update 1999", NH Office of State Planning

DOVER SCHOOL ENROLLMENT COMPARISON - 1990 & 2000



* In 2000, 520 of the High School students were tuition students; in 1990 there were 285 tuition students.

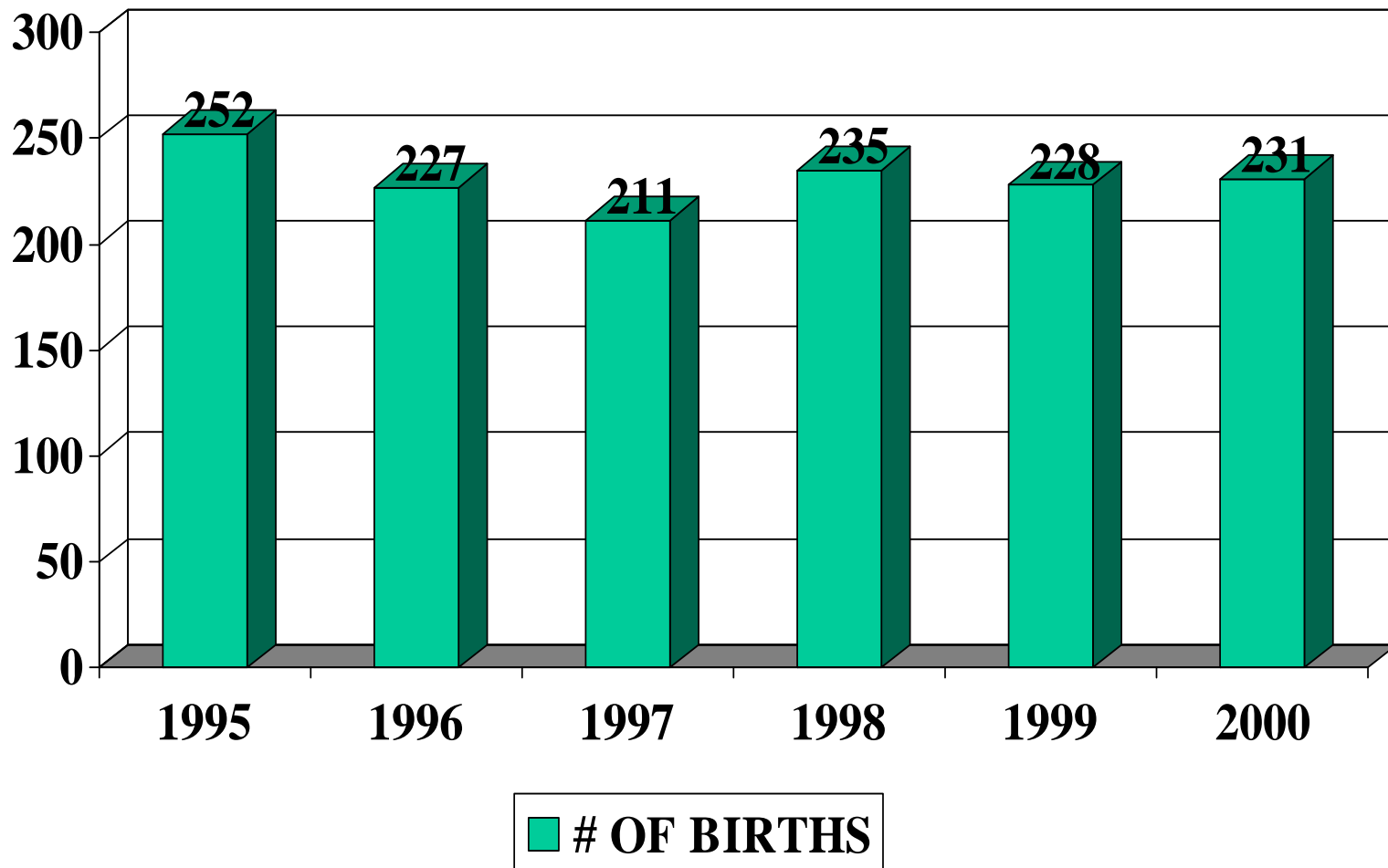
NUMBER OF STUDENTS GENERATED BY HOUSING TYPE CITY OF DOVER – 1999/2000 SCHOOL YEAR

	Single Family	2-3 Family	Apartments	Condominiums	Mobile Homes	Public Housing
Elementary Schools	0.19	0.12	0.06	0.09	0.04	0.25
Middle School	0.10	0.08	0.02	0.05	0.01	0.12
High School	0.13	0.08	0.02	0.03	0.02	0.09
Total	0.41	0.27	0.11	0.17	0.08	0.46

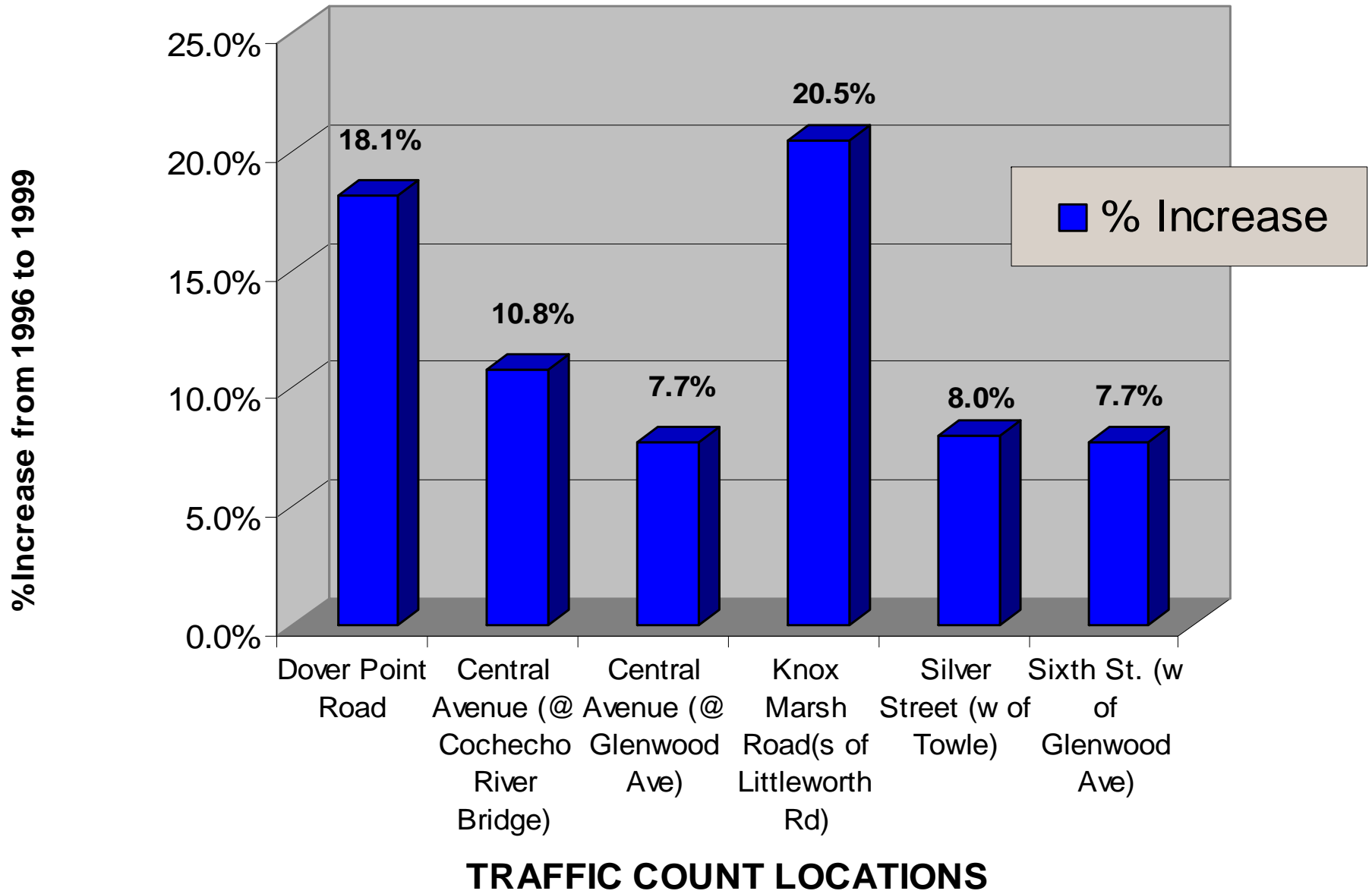
For single family subdivisions built in the last 5 years, the average of public school age children is 0.63 per unit.

For single family subdivisions built in the last 10 years, the average of public school age children is 0.54 per unit.

NUMBER OF BIRTHS OF DOVER RESIDENTS 1995 - 2000



SELECTED TRAFFIC COUNTS 1996 to 1999 - DOVER



HOUSING TRENDS

- Dover has and continues to absorb a large portion of the region's housing growth.
- Much of this housing growth has been in the rental unit sector.
- Value of the residential units have been on the lower end of the price scale.
- Dover provides a large portion of the regions' affordable housing.

Challenging Decade Ahead

➤ **Residential Development Pressures are Increasing.**

- Region will need almost 20,000 new units over next decade, a 23% increase.

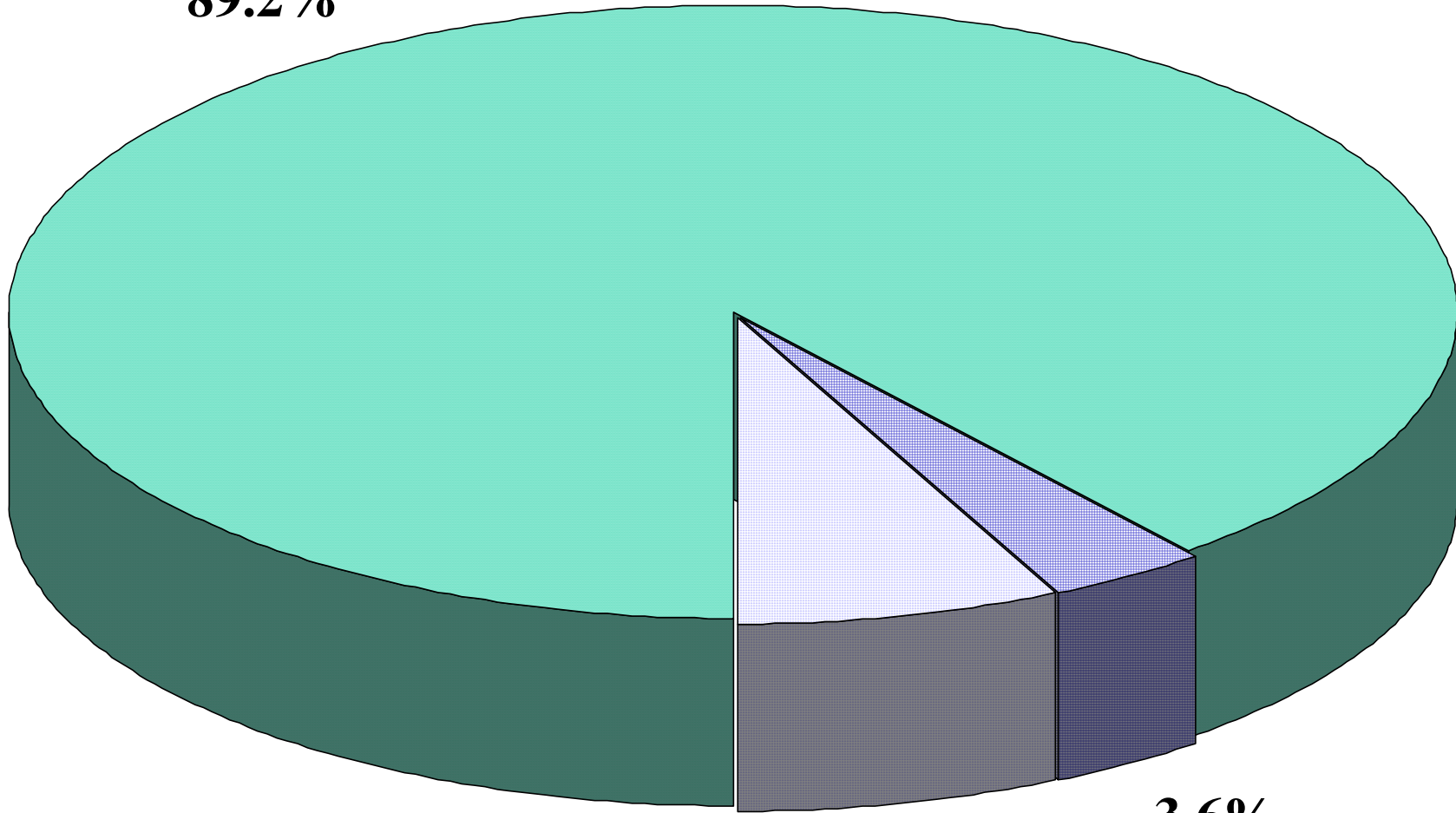
- Dover is in a prime location for residential growth.

- Pease Tradeport will increase to 10,000 jobs in the next 12 months. Estimated that this will rise to 15,000 jobs within the next 24 -36 months.

- Projections indicate that as many as 300 new units per year could locate within the City unless changes are made.

City of Dover - Developable Vacant Land

89.2%



3.6%

7.2%

Residential - 4,375 acres **Commercial - 178 acres**
Industrial - 354 acres

CITY OF DOVER

ECONOMIC AND LAND USE MASTER PLAN

MAJOR GOAL:

For the City to achieve better balanced, fiscally sound, and higher quality growth.

OBJECTIVES:

- Control residential growth while attracting a diversity of housing types, including higher-end single family units.
- Increase non-residential growth to diversify the City's tax base.
- Encourage Open Space Development & Protection of Wetlands & Tidal River Corridors

Actions Accomplished...

Control residential growth, while attracting diversity of housing types, including higher-end single family units

- Eliminated counting wetlands in determining minimum lot size requirements
- Required tripling lot sizes for new residential parcels created within 250-ft of tidal water bodies
- Increased minimum lot size per dwelling unit for three multi-family zones:
Suburban Multi-residential RM-20 from 4,000 to 10,000 sq ft/unit
Low Density Multi-residential RM-12 from 12,000 to 15,000 sq ft/unit
High Density Multi-residential RM-8 from 1,000 to 4,000 sq ft/unit
- Created minimum lot size per dwelling unit for Thoroughfare Business (B-3) & Office (O) zones (none had existed):
Thoroughfare Business B-3 from 0 to 5,000 sq ft/unit
Office O from 0 to 5,000 sq ft/unit
- Set aside Current Use penalty fees for preservation of open space through purchase of land, easements, or development rights
- Amended the Alternative Design Subdivision Regulations to provide incentives for preserving more useable open space.

Actions Accomplished Since Adoption of Land-use/Economic Development Section of Master Plan

Provide opportunities for Dover to take advantage of future economic development & enhance downtown investment climate

- Rezoned 350 acres on Durham & Mast Roads from Residential to Rural Restricted Industrial (I-4) & Hotel/Retail (B-4)
- Extended Thoroughfare Business (B-3) District along Central Ave. adding 5 acres
- Reduced minimum lot size, frontage, setback requirements in Executive, Technology Park (ETP) Zone
- Applied for & received acceptance to New Hampshire Main Street Program
- Promoted Downtown & Riverfront redevelopment

Approved Units

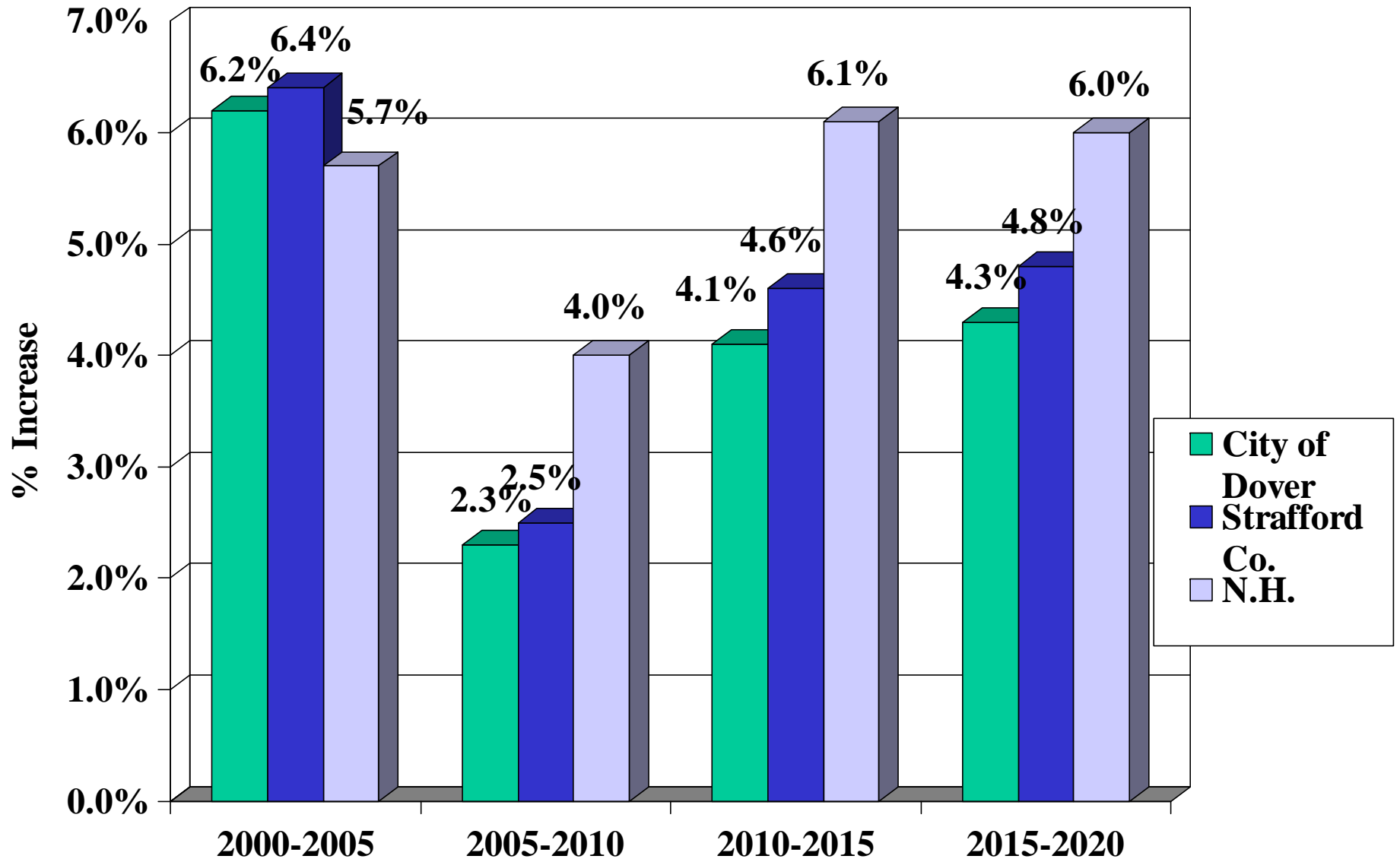
NAME	LOCATION		Total units	Units Built*	Units left
Code	H = Homes	A = Apts.	C = Condos		
Apartments:					
Woodland Crossing	Fourth Street	A	20	0	20
Wingate Lane Condos	Back River Rd.	C	29	28	1
Craigin, Patrick	Knox Marsh/Hanson Rd.	A	12	0	12
Dovetail Ln.	Corbin Drive	C	18	0	18
Southwood Village	Mast Rd.	C	8	3	5
Sixth St. Station	Sixth Street	A	26	0	26
Millstone	Back River Road	A	64	0	64
Total: Multi-family			177	31	146
Subdivisions:					
Mathes Hill III	Danielle/Spruce Ln	H	21	3	18
Parson's Lane	off Varney	H	7	4	3
Clay Hill	Sullivan Drive ADS	H	32	18	14
Conifer Commons	Glenwood Ave./Sixth St.	H	14	7	7
Country Homes Estates	Varney Road	H	19	9	10
Captains Landing	Dover Neck Rd.	H	25	2	23
Alden Woods	Sixth St.	H	69	51	18
Garrison Woods	Littleworth Rd.	H	22	19	3
Heron Cove	Watson Road	H	16	11	5
Meadow Wood at Dover	Middle Road	H	49	6	43
Barklan LLC	Tolend/Watson Rd.	H	9	3	6
Ezra Green's Farm	Littleworth	H	46	0	46
Three Rivers Farm	Three Rivers Farm Rd	H	6	1	5
Northam Builders	Columbus	H	6	2	4
Goldberg/Spaulding	Columbus	H	6	0	6
Total: Single Family			347	136	211
TOTAL APPROVED UNITS			524	167	357

* NOTE: Built or permit issued and unit under construction.

OPTIONS FOR PLANNING BOARD CONSIDERATION

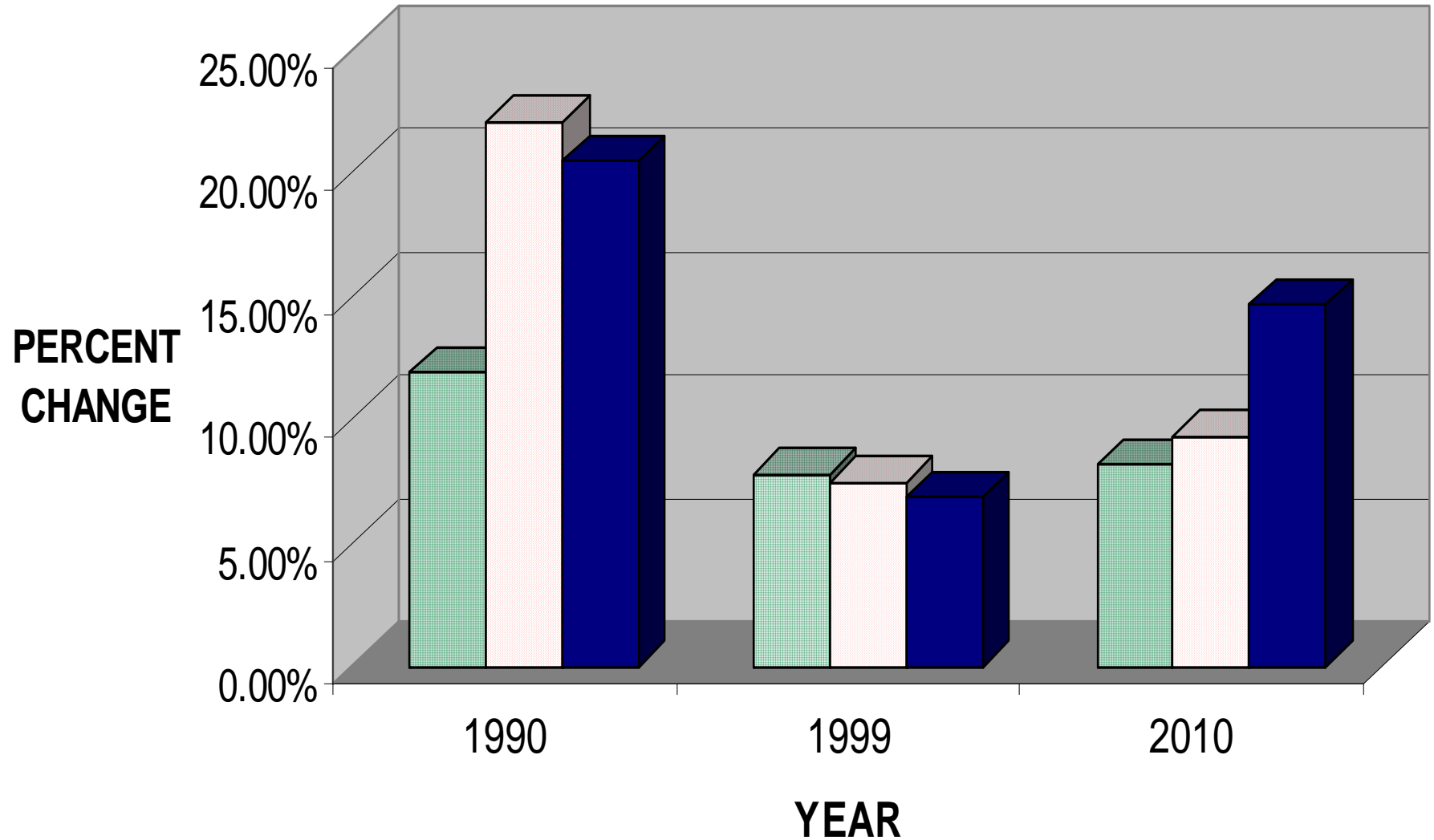
- Amend residential zoning to increase minimum lot sizes and lot area per dwelling unit requirements
- Adopt growth management ordinance to limit the number of residential building permits per year
- Adopt impact fee ordinance
- Other options?

Population Projections 2000 - 2020



Source: NH Office of State Planning

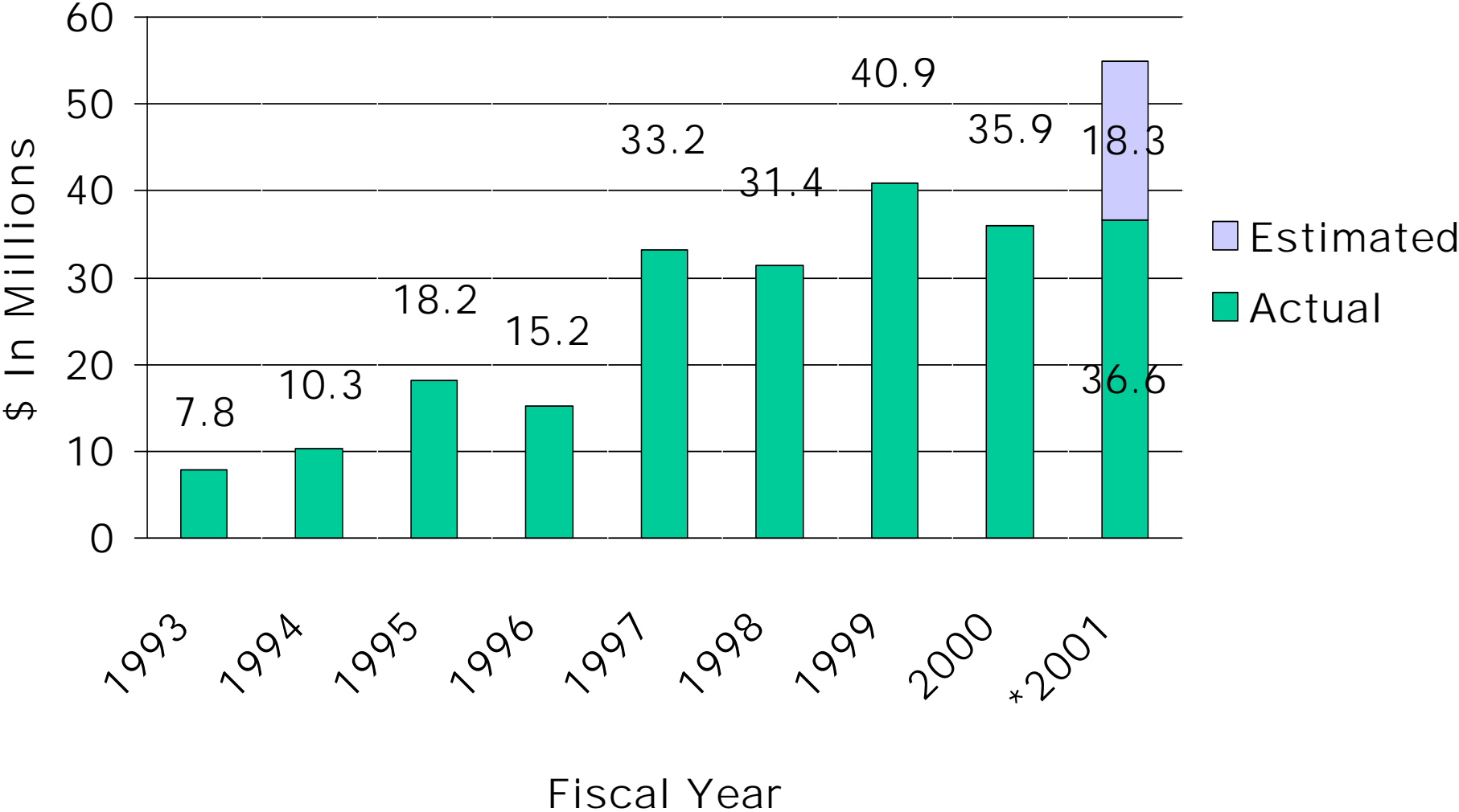
POPULATION CHANGE BY DECADE



■ DOVER □ STRAFFORD COUNTY ■ STATE OF NH

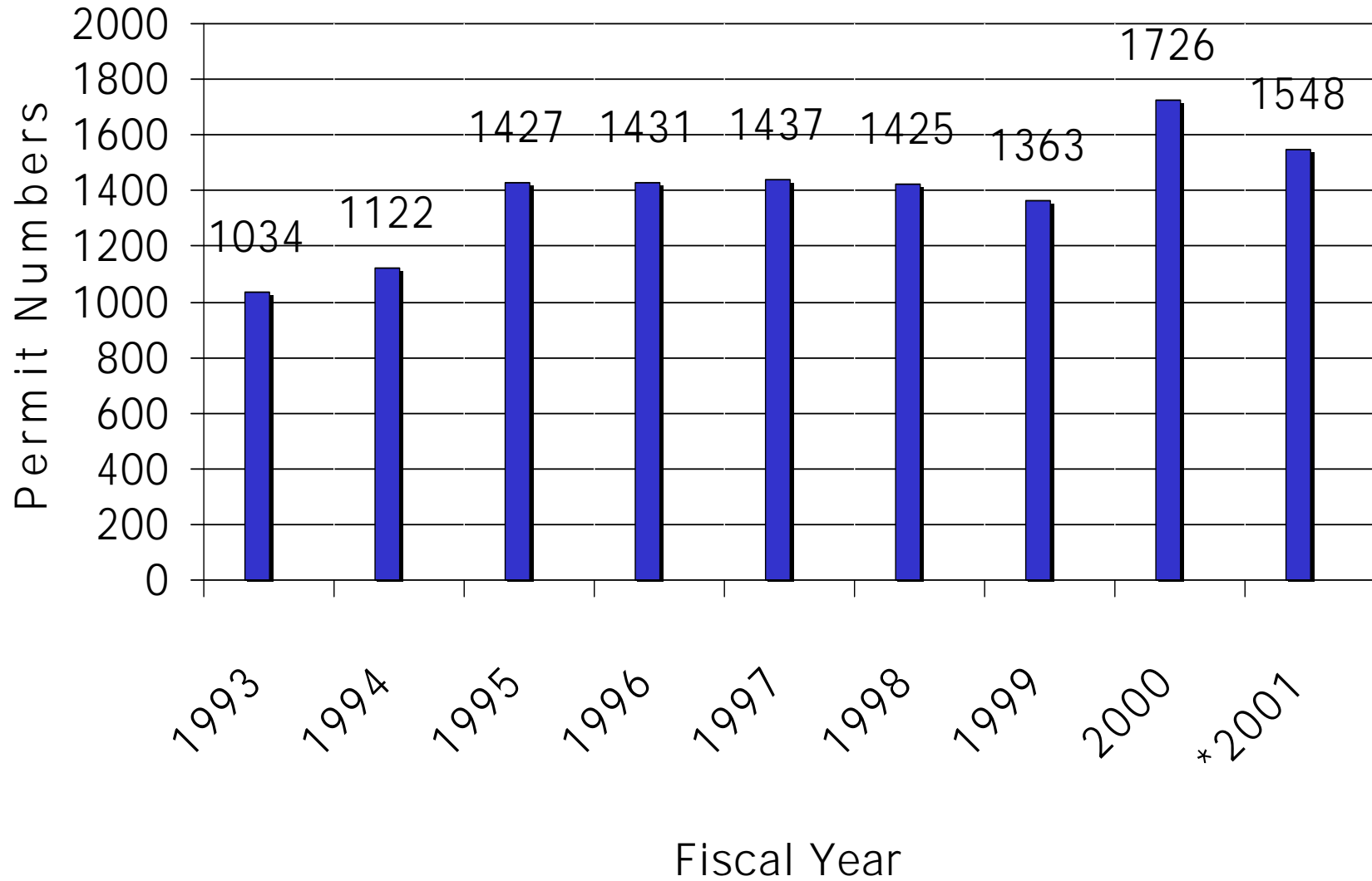
Construction Value By Fiscal Year

* - Denotes Estimated Amount (\$36.6 Mil Through 2/28/01)



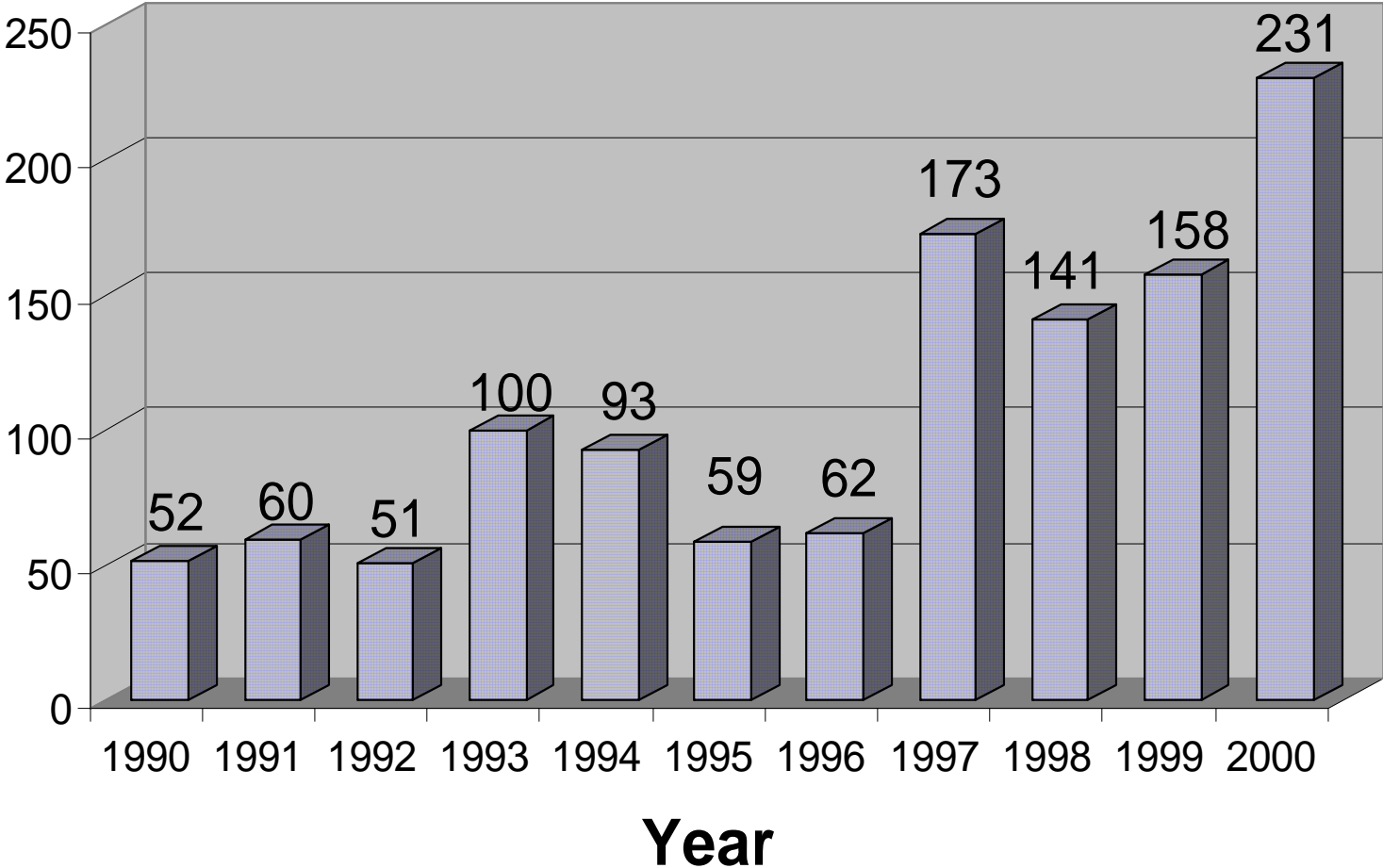
Permits Issued By Fiscal Year

* - Denotes Estimated Number (1,032 Permits Through 2/28/00)

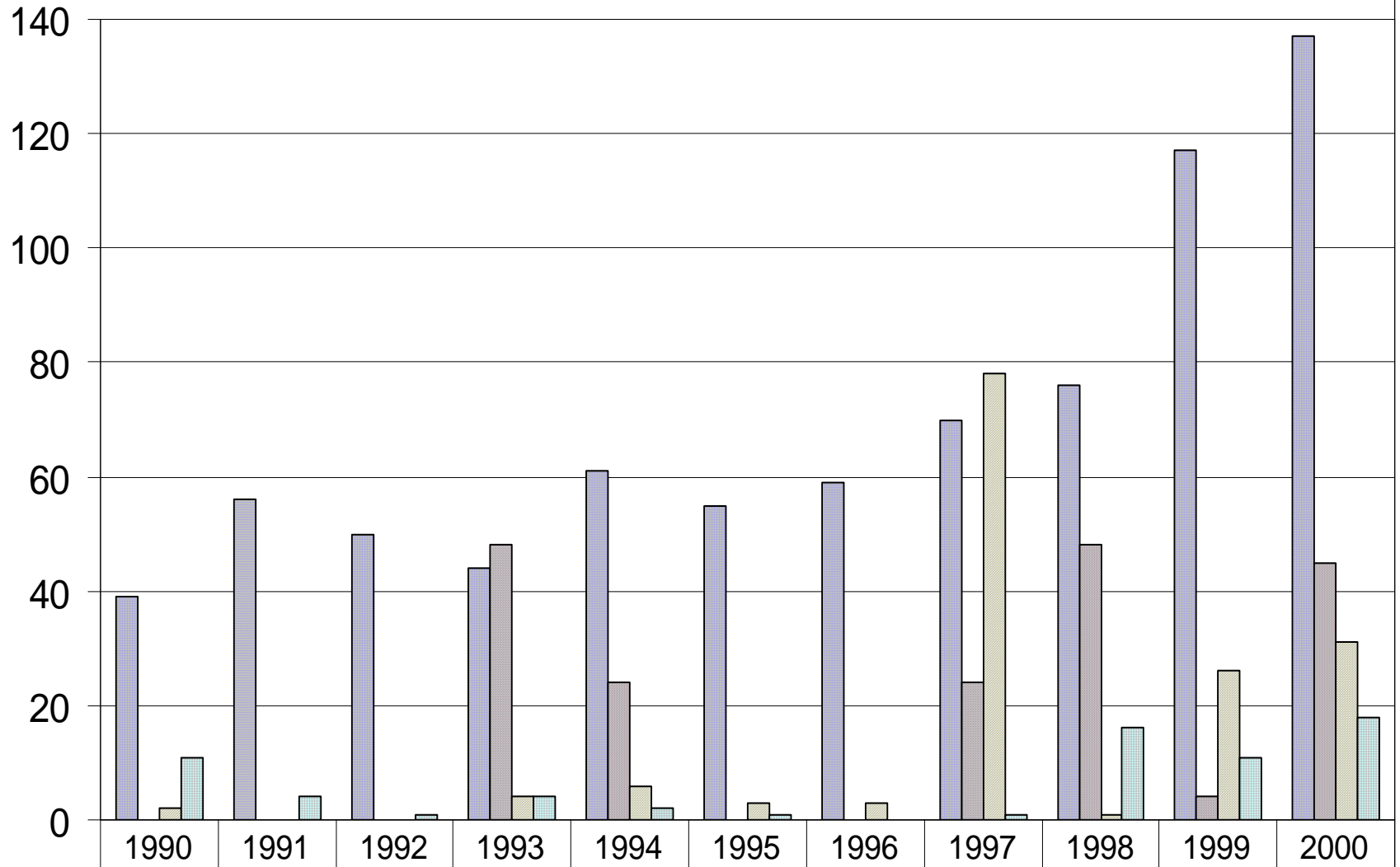


Total Dwelling Units Per Year

City of Dover 1990 - 2000



Dwelling Units By Type - City of Dover 1990 - 2000



Single Family	39	56	50	44	61	55	59	70	76	117	137
Condominiums	0	0	0	48	24	0	0	24	48	4	45
Apartments	2	0	0	4	6	3	3	78	1	26	31
Mobile Homes	11	4	1	4	2	1	0	1	16	11	18

Recommending a Policy:

Towards a Balanced, Quality Development Future

For Dover To Achieve Balanced, Fiscally Sound, Quality Development Over the Next Decade, Rezoning Recommendations Would:

- Achieve a healthy mix of residential & nonresidential development that helps stabilize the tax rate, and does not excessively penalize existing taxpayers.
- Attract a diversity of housing types, including higher-end single family units.
- Fit new development into the City's existing infrastructure of roads, schools and utilities before extending services to new areas.
- Enhance the downtown investment climate.
- Secure a fair share of new retail development, both as a convenience to residents, and to diversify the City's tax base.

