

Cochecho Waterfront Design Charrette

Final Report and Recommendations

July, 1996

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Prepared For:
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Waterfront Design Charrette

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The businesses and individuals include:

Businesses

Foster's Daily Democrat
River's Camera Shop
Shaw's Supermarkets
Appledore Engineering, Inc.
Ash Hallett
Day's Inn
Dover Fire Department
Great Bay Café
The Inglis-Peabody Group

Chamber of Commerce Long Range Planning Committee

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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 several years to prepare the City of Dover for the opportunities that exist on the City-owned land along the Cochecho River in downtown Dover. The river, and this waterfront area, serves 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.

Partnership Guides Planning Effort

In December 1994 the Dover City Council created the Cochecho Riverfront Partnership for the purpose of overseeing and coordinating efforts associated with the redevelopment of the City-owned land. This group was made up of representatives from the City Council, The Dover Economic Development Corporation, the Greater Dover Chamber of Commerce, City staff, and individual citizens.

Initially this group decided that the most appropriate way to redevelop this 35-acre waterfront parcel would be to work in partnership with a private developer to be selected through a Request for Proposal process. However, the Partnership was concerned that the developer be subject to development guidelines consistent with the community's vision for this land. In order to make this vision a reality, the partnership agreed that a team of local and outside design experts should work together in an intensive design effort. This design effort, known as a Charrette, would help provide the basis for the design guidelines for a prospective developer. Once the guidelines were established, the city would then seek a qualified developer.

Design Charrette Results in Two Conceptual Plans and Development Guidelines

The Charrette team prepared two (2) conceptual plans that represent alternative approaches to redevelopment of the waterfront rather than blueprints for construction. Although the approaches differ in the intensity of development, each offers an orderly and cost effective approach to the redevelopment effort that is compatible with the existing downtown. The Partnership recognizes that the actual timing and intensity of redevelopment will in large part be market driven. However, the proposed Design Guidelines (Section V) and Program for Implementation (Section VI) of this report should be followed to the greatest extent possible to ensure that the community's vision and expectations for the waterfront are met. The Design Guidelines are intended to ensure that the future development guidelines address: (1) the scale of development and allowable uses, (2) environmental quality, (3) circulation and access for pedestrians and vehicles, and (4) management of development. The Program for Implementation is intended to provide a schedule of activities and investments by the City. These actions are intended to be manageable, but important steps to maintain the progress made to date by the community and to prepare for development opportunities.

II. Study Area

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 much lower vacancy rate among retail, residential and office space in the urban core than many similar mill communities. In fact, the 400,000 square foot Pacific Mills complex, once vacant for many years, is now more than 95 percent occupied.

During this same period, one of Dover's most valuable assets, the Cochecho River, has been neglected. Once a thriving port with deep-water access, the riverfront has been left to decline with limited boat traffic and virtually no public access to this beautiful river.

Existing Site

The study area for the Design Charrette and subsequent Program for Implementation, show on **Figure 1, p. 4**, is bounded generally as follows:

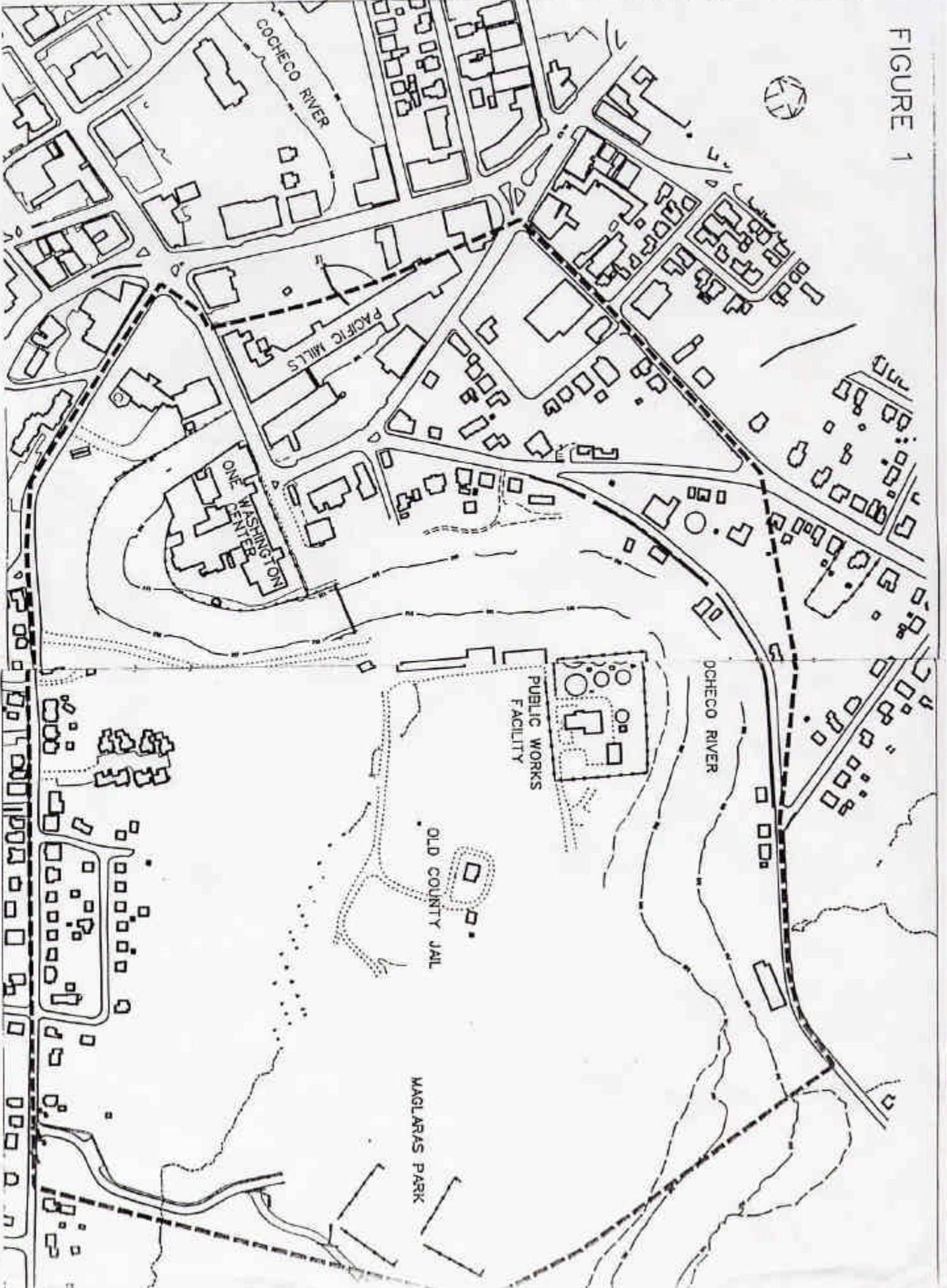
- On the North by Portland Avenue and Cochecho Street

- On the West by Pacific Mills

- On the South by Henry Law Avenue

- On the East by City owned land, including the Public Works complex and Maglaras Park

FIGURE 1



Recent Public and Private Investments in the Waterfront Area

Since the late 1980's, more than \$1.1 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
- Creation of Immigrants Park
- Portland Avenue Parking Area
- Miscellaneous infrastructure Improvements on Main, Washington Streets
- Preliminary Marketing and Environmental Studies, City-Owned Land

In addition to the above, more than 434 million dollars in public funds has been expended on the construction of a new secondary wastewater treatment plant. The location of the new facility further downstream allows for the future demolition of the City's primary facility on River Street.

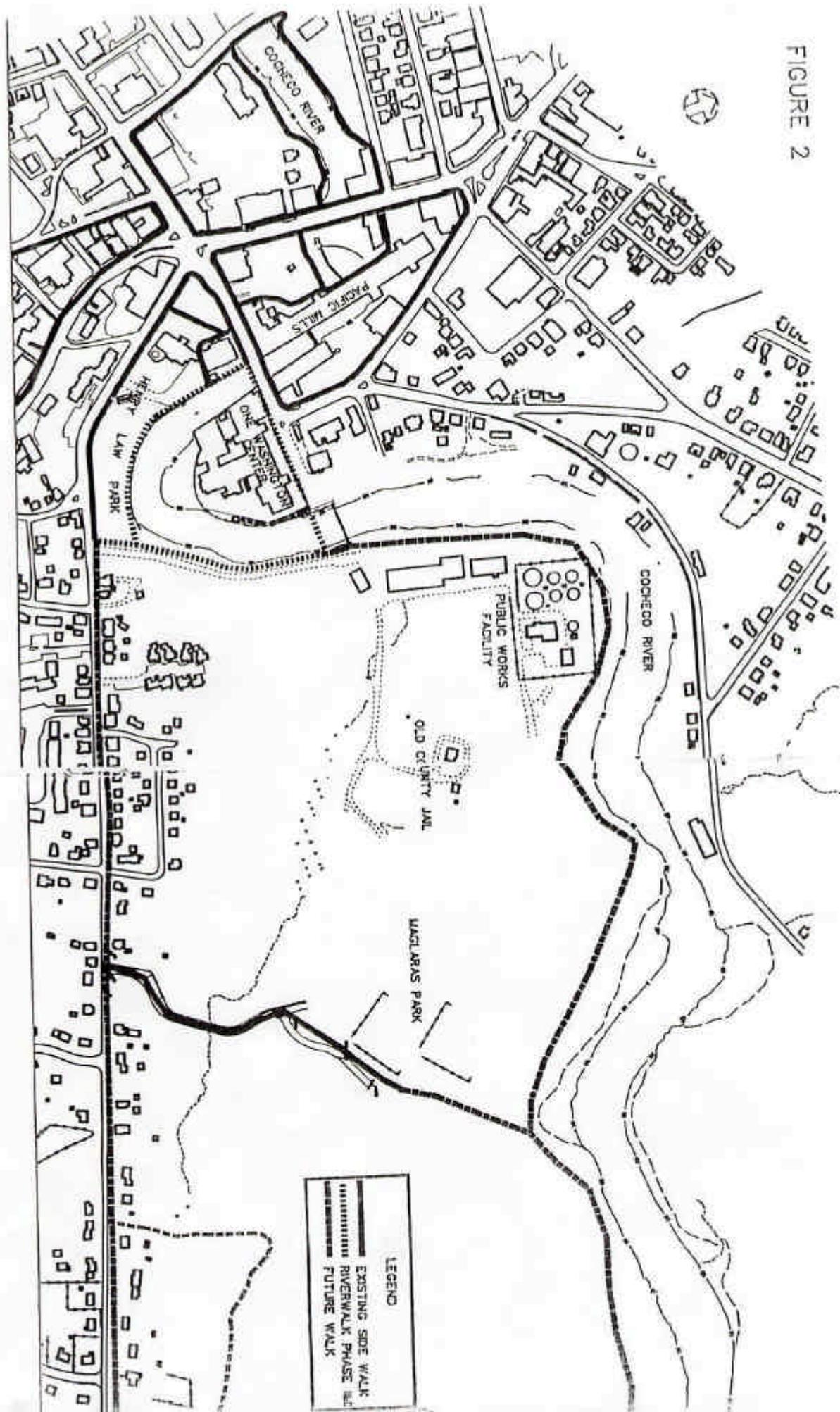
Significant investments have also come from the private sector. More than \$2 million dollars in improvements have been made to buildings within the study area, particularly the Pacific Mills and One Washington Center. Pacific Mills has been completely rehabilitated and today houses more than 1,000 employees of the Liberty Mutual Insurance Company. One Washington Center, formerly Clarostat, has had almost two-thirds of its 300,000 square feet of floor space reconstructed. This building, acting as an incubator space for a variety of several small companies, has more than 200 employees, with another 250 expected by Spring, 1996.

Recently, development of the riverfront has taken on an increased priority. The City, in cooperation with the Greater Dover Chamber of Commerce, has initiated the Cochecho Riverwalk Project. The proposal involves a \$350,000 multi-phased program aimed at enhancing pedestrian traffic and development on the riverfront area. **See Figure 2, p. 6**

Phase I of the Riverwalk has been completed. More than \$100,000 has been expended on the creation of 1,400 feet of new sidewalks immediately adjacent to the river, a cantilevered lookout, picnic shelters, Victorian lighting and park benches. Phase I is scheduled to begin in the Spring of 1996 and will include the creation of a brick plaza next to the parking area behind Butterfield Gym and the construction of a pedestrian bridge across the river at the end of the Washington Street sidewalk.

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

FIGURE 2



In summary, the revitalization of the riverfront 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.

III. Project Goals and Purpose

Public input solicited prior to and during the Charrette process generated several goals for redevelopment and reuse of the City-owned property.

Place 35 acres of prime waterfront property back on the tax rolls

Fully utilize city-owned land

Enhance ongoing revitalization of the downtown business area

Provide opportunity for greater public activity and waterfront access

Make Dover a destination for cultural tourism by incorporating the City's historical character and heritage into waterfront revitalization

The Charrette team used these goals to create alternative visions 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.

IV. Selected Design Concepts

The Design Charrette

The Design Charrette provided an open forum for design professionals and local citizens to brainstorm ideas and concepts for reuse of the City-owned property on the Cochecho River. The Charrette Team consisted of professional and local experts with a wide range of expertise in the fields of waterfront development, architecture, planning, engineering, and economics. An important aspect of the Charrette Team was the inclusion of professionals from outside the community to provide a fresh and unique perspective to the redevelopment effort. A detailed list of the Charrette Team members and their background is provided in Appendix B.

The two-day intensive effort was managed by the team leader, Paul Buckhurst of Buckhurst, Sigh and Jaquemart, Inc. After a tour of the waterfront area and Cochecho River, guest team members worked individually or in groups to develop sketches and concepts for re-use of the City-owned property. The local team representatives worked closely with the guest team by providing input relative to previous studies, site constraints, and other background information. Detailed descriptions of the sketches and concepts developed during this initial session are provided in Appendix C of this document.

Preliminary Design Effort

Themes and uses developed during the first Charrette design session were used as a basis for preparation of two (2) selected design concepts.

Common themes included:

- Wilderness Areas
- Continuous Open Space Belts
- Historical Preservation
- Cultural Activity Center
- Small Scale Development Sites
- Tourism
- Flexibility for Longer-Term Uses

These themes were carried out by the following sampling of possible uses:

- Indoor (winter) Recreation
- River/Mill Museum
- Restaurant
- Professional Offices
- Public Amphitheater
- Destination Marina
- Housing
- Recreation/Open Space and Parking

To develop clearer, more detailed pictures of how these themes and land uses could be implemented, the Charrette Team broke into two (2) groups with the directive to integrate the themes and land uses into overall concepts of varying intensity.

Selected Design Concepts

The selected design concepts evolved from further efforts by the Charrette Team. While both concepts employ many of the themes and uses noted above, one concept (Low Intensity Concepts as seen in **Figure 3, P. 10**) proposes a lower density of development than the other (Moderate Intensity Concept as seen in **Figure 4, p. 12**).

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.



V. Design Guidelines for Development

Although each of the selected design concepts was intended to demonstrate different approaches to redevelopment and reuse of the City-owned property, they did bring forward many common themes and ideas. Many of the themes and uses which evolved from the Charrette discussions were interestingly consistent with those of previous studies, confirming the community's vision of the waterfront and its possibilities.

During the closing discussion, the Charrette Team recognized not only the differences, but also the similarities in the two concepts. While the Team felt that the concepts represented different philosophies to development, it was also recognized that the concepts are not necessarily mutually exclusive. Each concept offered components which lent themselves to an orderly and economically sound approach to redeveloping the underutilized City-owned land without compromising the existing downtown and without losing sight of maintaining a spectrum of options through phasing of the effort.

Furthermore, it was recognized that although the conceptual plans represent two possible approaches to waterfront redevelopment, they are not intended to be absolute blueprints for the future.

Purpose for Design Guidelines

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 and at a scale compatible with existing surrounding uses.
2. To provide appropriate vehicular and pedestrian circulation that recognized the unique historic and 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.

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 types of uses or activities: year-round recreation, museum/cultural center, restaurant, professional offices, public amphitheater, destination marina or similar water-dependent use, housing, automobile parking, open space and scenic vistas.
2. Ground floors of building should be considered for such active uses as restaurants, stores and indoor recreation, especially when adjacent to public spaces.
3. Density pattern of new development should complement current adjacent development and the unique historic waterfront environment.
4. Incorporate building types, architectural forms, materials and colors that are compatible with existing downtown built forms
5. To the extent possible, incorporate the existing historic structure (former County jail) within the new development.
6. Ensure that new development is compatible with adjacent recreation area and green space and provides opportunist for waterfront recreational activities such as public marina, small-boat launch ramp and outdoor public gathering place for cultural activities
7. Locate new structures, landscape features or other uses so as to avoid obstructing view from nearby public roads or spaces and upland area.
8. The aggregate impervious cover, including buildings, parking areas and roadways shall not exceed 30% of the site.
9. Any water-dependent use proposed for the immediate shoreline shall not exceed 15' in height.
10. No building within 300' of the shoreline shall exceed 25' in height. Beyond 300', building heights shall not exceed 35' and shall minimize the impact to the visual environment.
11. All site lighting shall be consistent with the style and height as installed along the existing Riverwalk in Henry Law Park.

12. All new development shall be integrated into the existing landscape so as to minimize its visual impact and maintain the natural beauty and environmentally sensitive shoreline areas through use of vegetative and structural screening, landscaping and grading.
13. Fences utilized within the site and along walkways shall be harmonious with those heights and styles found along the Riverwalk.
14. Length of contiguous structures shall be planned so as to establish and protect view corridors to the waterfront and to preserve access routes from upland areas to the waterfront.
15. Coverage and building height requirements may be modified in specific instances so long as the overall development is consistent with goals and other design guidelines.

Environmental Quality

1. Recognize the transition from a “wilderness-like” river environment to an urban waterfront.
2. New landscaping should include strategic placement of shrubs and trees to ensure that new development maintains and enhances the visual quality of the shoreline and overall waterfront site.
3. Employ environmentally sound land management practices during land development and long-term maintenance of the waterfront parcel.

Circulation and Access

1. Incorporate a waterfront walkway within a 50-foot vegetative buffer for the full length of the shoreline. Where other uses may encroach upon this walkway, ensure provision of continuous pedestrian circulation along the waterfront.
2. Work with Dover Heritage Walk Group to provide interpretive signage at appropriate locations along the riverwalk or in public spaces.
3. Ensure that signage motif is compatible with that established in the Henry Law/Cochecho Riverwalk project.
4. Link waterfront environment with upland area by establishing pedestrian routes and maintaining the natural corridor at the eastern portion of the site.
5. Off-street parking shall: (1) be based upon existing and/or historic ratios as provided in such publications as: Off-street Parking Requirements, American Planning Association, Planning Advisory Service Report #432 and The Dimensions of

Parking, 3rd Edition, Urban Land Institute and the National Parking Association; (2) may be provided off-site within a reasonable walking distance; and (3) incorporate appropriate landscape features to break up the expanse of pavement. (See Framingham, MA, Route 9 Design Guidelines section of Site Plan Review Regulations).

6. Internal roadways shall be designed in a curvilinear fashion in order to take advantage of existing topography and encourage low vehicle speeds.
7. Internal roadways shall not exceed 28' in width and shall maintain a parkway appearance. No parking shall be allowed on the primary circulation roadway.
8. Walkways shall be of brick and/or granite in keeping with the surrounding downtown.
9. All pedestrian walkways shall be separated from roadways by landscaped areas, where possible, or granite curbing, at a minimum.

Management of Development

1. For purposes of reviewing any new development on the waterfront sites, a Waterfront Development Review Committee shall be established by the City Council. Such Committee shall be comprised of five (5) members, one of who shall be a registered professional architect, and one of who shall be a professional landscape architect. Such committee shall review proposed development to ensure that it is consistent with these guidelines and shall make a recommendation to the City Planning Board for approval, approval with conditions, or denial.
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

VI. The Next Step – Program for Implementation

To assist the City in making reasonable and well-planned investments in the redevelopment effort, the Riverfront Partnership 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.

Appendix A – Previous Studies and Recent Construction Projects

Previous Studies

The *Pacific Mills Master Plan*, 1984, made the following recommendations:

- ? 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.

The *City of Dover Master Plan*, 1988, recommended the following:

- ? 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.

The *Land Acquisition and Protections Study*, 1989, made the following recommendations:

- ? 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 boat traffic.

The *Cochecho River Harbor Management Plan*, completed in June on 1990, made 37 recommendations regarding harbor management in the study area, including the following:

- ? 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.
- ? Provide additional boating access through increased dockage, public mooring opportunities, and boat launching facilities.
- ? Develop a Master/Site Plan for the public land currently occupied by the Sewage Treatment Plant and Public Works Facility. Use the Master/Site Plan to prepare a developer's kit and solicit proposals for development of the property.
- ? Encourage the private development of a mix of office, retail and residential uses of the City-owned land.
- ? Develop a riverfront park on the City-owned land.
- ? Reconstruct a new Washington Street bridge over the Cochecho River.
- ? Establish a waterfront greenbelt to connect downtown's population center with riverfront recreational opportunities and facilities such as Henry Law and Maglaras Parks.
- ? Continue to investigate and eliminate direct and indirect sewage flows and storm water runoff to the Cochecho River.

Finally, the *Cochecho Waterfront Master Plan*, completed in July of 1991, made several recommendations regarding the City-owned land on River Street.

- ? Relocate the Public Works Facility.
- ? Provide boat access and marina facilities.

- ? Expand recreational fields.
- ? Design new access to the parcel.

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.

Appendix B – Charrette Team

Cochecho Waterfront – Charrette Team

The 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.

