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Town Planner's Project Review
Wednesday, June 14, 2023

VIII. **28 Dover Road and 4 Old Landing Road Site Plan.** Preliminary conceptual plan for two adjacent lots to move the yellow wood-frame apartment from 28 Dover Road to 4 Old Landing Road, build a carwash at 28 Dover Road, and make other site changes. Mark Henderson, property owner. Steve Haight, Civilworks New England, engineer. Map 108, Lots 48 and 49. Courthouse District

➤ I recommend that the board discuss the proposal and close the conceptual review.

Proposal. See the three documents submitted for the review. This is a site plan at 28 Dover Road, at the corner with Old Landing Road, to build a carwash with a retail space. Mark Henderson owns two adjacent lots, each with a multifamily building. The plan is to move the multifamily from the easterly lot to the westerly lot and then to build the carwash on the easterly lot.

Mr. Henderson has met with Audrey Cline and me several times to discuss ideas for the site. The Courthouse zone allows a wide range of commercial uses. It makes sense to place the new commercial use/car wash on the easterly lot as it is further from residences on Old Landing Road. I encouraged Mr. Henderson to preserve the yellow house and am pleased to note that he is willing to move the structure to the westerly lot. See the photo below. It is a fine building in the Italianate style from 1920 according to the tax card (but likely older).

Conceptual review. A conceptual application is usually one meeting with the Planning Board with no public hearing and no notices. But members of the public are usually welcome to speak about the proposal at the meeting and to send in comments. The purpose of a conceptual review is to obtain comments to help the applicant prepare a formal proposal. Conceptual review is similar to design review except that the latter involves notices and a public hearing and a more fleshed out design.

Zoning. The site is zoned Courthouse, which is the most flexible zone for commercial uses. The carwash and retail use are allowed by right. Mr. Henderson will probably need several dimensional variances. The Courthouse district does not allow multifamily but the buildings are vested. From a preliminary discussion with the Town Attorney it appears that the use would remain vested if the existing building is moved, even to an adjacent lot.

A variance for density would be needed though to relocate the building to the adjacent lot which would contain 21,705 square feet as proposed (allowing for 5 dwelling units). The minimum lot size per dwelling is 4,200 square feet. The existing building on the lot contains

8 units. The yellow building to be relocated contains 4 units. If the lots are combined then the density would probably remain vested, but it is preferable to keep separate lots.

The zone has a *maximum* setback (in addition to the minimum setback) of 25 feet so a variance would be needed to place the retail building 57 feet from the front lot line. Both lots meet the maximum 80% impervious requirement.

Technical Review Group. The application was not presented to the TRG but it was conveyed to the members. We have not received any comments from the Town staff at this point.

Utilities. The site is served by Town water and sewer. Public Works will review the estimated use generated by the site, along with the stormwater impacts.

Lots. Using two lots as shown may introduce some challenges but it is preferable to retain two lots, so that they may be sold and developed separately as a residential/multifamily lot and a commercial lot. Cross easements will be needed for access and probably for parking. The reconfiguration of the lots as shown seems to make sense but it would probably be better to use a straight line rather than one with a jog . A lot line adjustment would be submitted with the site plan application.

Traffic. A traffic study would probably be needed. NHDOT would almost certainly require one. They have jurisdiction since NH 108 is a state highway. There is a fair amount of stacking space for vehicles coming into the site. The driveway width in front of and behind the car wash could probably be narrower to increase the size of landscaping buffers.

Parking. Two spaces is required per dwelling unit (12 total) for 24 spaces. One space is required per 250 square feet for retail. With about 1,800 square feet that would include 8 spaces. 23 spaces are shown on the residential lot and 20 spaces are shown on the commercial lot, exceeding the total requirement of 32 spaces. How many are actually needed? The board can waive parking requirements at its option.

It would be better to eliminate the 4 spaces shown alongside the entrance, both for aesthetic reasons and to eliminate traffic conflicts here. One accessible space behind the carwash could be eliminated if desired by the applicant (one accessible space is required per 25 spaces).

I think allowing cross easements for parking would conform with the zoning ordinance. This would not constitute parking as a principal use (where parking is available to any party situated off site) since it would be available only to those occupying the adjacent lot.

Landscaping. A landscaping plan will be submitted with the formal application. Perhaps some of the asphalt areas could be converted to green space. Trees will need to be planted in the front and sides of the site where possible. The asphalt areas will need to be well buffered from the road with landscaping. There should be a foundation planting strip in the front and sides of the commercial building if possible.

Miscellaneous items. There should be a pedestrian connection from the front sidewalk into the commercial building. The new building will be subject to the Town’s architectural regulations. The Public Works Director asked if there would be accommodations for trucks in the car wash. Several spaces are included for vacuum cleaning and adding tire pressure.

The commercial site would need to be screened from adjacent residences but that requirement could be waived for the residential buildings owned by the applicant.

4-unit building to be moved:

