

The team has interviewed over a dozen people and held a public workshop in Dover in late April to explore the issues to be examined during the Comprehensive Plan update, and to encourage participation in the Comprehensive Plan work group. This update is intended to be a full update but the process will include an understanding of the differences from the current plan and the trade-offs of any changes. Five areas rose to the top as issues of concern.

Community

1. There was resounding support from the attendees of the workshop that they would like the new Comprehensive Plan to reflect one Dover, with a cohesive community identity. They acknowledged that it may be appropriate to recognize different land uses in different areas of town. We suggest that the public outreach charrette explore more fully whether identifying different neighborhoods is needed or desirable and if so where these are and what is desired in each neighborhood as growth and development occur. Areas that came up as possible unique neighborhoods during this discussion were Dover Bay, Syringa Heights, historic Dover and possibly Rocky Point. The process will be designed to identify other areas if they exist and understand what unique features may require distinctive policies for any of the areas identified. Growth, land use type and land use pattern was addressed in the discussion of Land Use/Economic Development below.

Transportation

1. There was discussion about the changes that have resulted from building the new bridge and bypass. Notable were comments about increased noise, especially on the hill above the highway likely as a result of the increased elevation and speed on the new roadway section. Some want to explore possible noise mitigation. Some in the room were sad the old bridge is gone. Additionally there were many comments showing desire for a permanent west entrance and connection to the highway. The RR is unlikely to approve a new at-grade public crossing for west entrance. Establishing such a crossing would trigger a train whistle from each train at the crossing and would be noisy and disruptive. It appears that the only solution to a west entrance is a grade-separated crossing. The issues to be explored further at the charrette should center whether the city should pursue a grade separated crossing in the long-term and what are the noise mitigation options. Issues raised below may play a role in noise mitigation.
2. Also as a result of the new bridge and bypass increased traffic to Dover Bay there is a changed traffic pattern and changes in historic Dover that were commented on including:
 - a. Increased use of 3rd and 4th Streets especially as people access the new Post Office location and SPOT Bus stop;
 - b. The lack of sidewalks on 3rd and 4th St., kids playing in the street;
 - c. Lack of parking and lack of enforcement or administration of parking;
 - d. Concern about the infrequent bus schedule and lack of use, and the lack of enhancements for the bus.

In addition, there was discussion of moving the SPOT Bus stop, potentially to the area across from Dover Joe's which could also serve as a solution to other issues raised such as a park and public bathroom site. There was also a comment about the school bus stop locations and whether they could be moved. Issues that should be explored further are; continue to develop

and connect pedestrian and bicycle facilities throughout Dover – especially in Historic Dover, understand parking issues (a parking survey and clear understanding of current city ordinances may be helpful) and explore moving the location of and enhancements for the SPOT Bus stop.

3. The new east entrance to Highway 2 was noted as problematic. Comments included:
 - a. The entrance is not very visible and makes it difficult to access Dover;
 - b. The entrance is located on a curve at the bottom of an incline; during the winter it is difficult to slow enough on the hill when it's icy to safely negotiate the turn into Dover at the entrance;
 - c. The poor visibility at the entrance, the speed of vehicles on the highway and the geometry (curve) all make it hard to exit Dover – especially if heading west;
 - d. Traffic on the highway traveling from the west in the middle lane does not slow coming down the hill making it even more difficult to enter or exit Dover when it is icy.

We observed the highway entrance after the meeting and found that these concerns seem to be well grounded and deserve further examination. The City has taken the lead to communicate concerns and solutions to ITD including restriping of the entrance to create dedicated turning and acceleration lanes. There is discussion of further changes, such as striping only one travel lane with wide shoulders from Syringa Heights Road or Rocky Point Road to the Dover entrance. How to improve this single existing access to address the safety and other concerns raised should be explored further; the discussion on the need for a west entrance is related to these issues in the event of the need to activate it for an emergency.

4. Other issues that arose included a jobs/housing imbalance in Dover that produces pressure on peak hour travel as a result and a pending connection of the Pend Oreille River path that may present opportunities. The jobs/housing imbalance and opportunities presented by ped/bike connections for both transportation and economic development should be explored further.
5. An upcoming paving project was mentioned that might present an opportunity for a ped/bike path. The city council can take action to use maintenance projects such as the paving project for small immediate improvements; the lack of a network plan outlining those improvements and their priority may be a barrier. We discovered that the County is completing a trail master plan as part of their network planning. Dover should integrate that plan. ITD is examining removing one lane westbound from Rocky Point to the Dover entrance to provide separation for the community trail and space for snow storage while keeping the trail clear in the winter and to better connect the Community Trail to Highway 2 shoulder at Syringa Heights Road intersection. The comprehensive plan can identify the need for a network plan, but not produce it.

Public Works, Sewer, Water Facilities and Utilities

1. Discussion centered on the sewer system and the alternatives for making it sustainable financially. The treatment plant is designed currently to accept pretreated sewage with no solids. This requires all users to have a septic pretreatment system that includes a pump chamber but no drainfield as the sewer treatment plant accepts liquids. The cost of maintaining individual septic is not sustainable as a public cost without significant rate increases. The city is processing an ordinance to require the individual septic systems to be maintained by the individual users with the sewer fee used to operate and maintain the plant and collection

system. Furthermore the system is operating significantly below capacity which increases operating costs and can create environmental challenges. The science of treatment is getting more complicated while the allowed limits on permits are being reduced. Alternatives include:

- a. Continuing as today – with the change to require individual septic maintenance - and waiting for new growth to fill the unused capacity;
- b. Building a pretreatment plant and slowly phasing out the individual septic systems;
- c. Developing a collection system to utilize the sewer plant regionally; or
- d. Some combination of those options.

While the method of operation of the plant is not a policy issue, there are policy questions that should be developed in the Comprehensive Plan: whether to continue private pretreatment, whether to utilize the plant for regional services, whether to build a pretreatment facility and if the city should fill capacity with growth. That policy direction can in turn impact the decisions on operations. Policy direction should be explored for the future of sewer services.

The city has passed an ordinance requiring individual residences to maintain their own septic systems instead of the city and in that process identified a need to review current easements to access those systems. The current pretreatment requirement is expensive for individuals and businesses in Dover to build and maintain. It impacts housing costs with some people choosing not to live in Dover as a result of the additional cost and maintenance responsibilities. It adds expense and maintenance to business operations and is also disruptive for businesses when the system must be pumped. This was noted as especially disruptive for Thorne Industries. It may be an impediment to business expansion. And it contributes to the higher cost of housing in Dover.

The initial cost/benefit analysis supported the system as designed with the septic pre-treatment. It may be time to revisit that analysis, including externalities such as housing costs, and explore building a headworks to affect pre-treatment that would allow new users to hook-up directly (without a pre-treatment septic system) and existing users to migrate over time to full treatment as their septic needs replaced or as they choose. This should not impact other infrastructure as the collection system is already in place. The system was designed and sized as a regional system and there is ongoing dialogue about utilizing it regionally. This dialogue may include the discussion about cost/benefit of adding a headworks to the system.

2. Many in the room wanted the city to explore a recycling option in solid waste services. The contract service provider began offering recycling as an option during this process.
3. A wish for a park space that has activity opportunities, such as a basketball hoop, small play green or other active spaces for youth and adults was brought up. The desire to add a new passive park space and public restroom facilities was also voiced. Additionally, there were many who voiced a wish for public electric vehicle charging station(s). All these ideas should be explored. These may also be looked at as part of an economic development strategy and should be integrated with discussions of moving the Post Office and SPOT Bus stop.
4. The people attending the workshop had few comments on current water, fire, police services. If the city has policy questions on these services that need answered we should explore those, otherwise we should document current policies for the public to examine. Concerns were raised about broadband services. Broadband hookups are difficult and time consuming with current

cable provider and services not as good as desired. There is an opportunity to get high-speed fiber optic broadband through a regional rural fiber service as part of an initiative for the greater Sandpoint area.

Land Use/ Economic Development

1. The city of Dover has grown 77% since the year 2000 to 607, mostly through the development of Dover Bay. The estimated median income in Dover has more than doubled in that same time to \$74,685. The Dover Bay development is not built out and is expecting 65% more growth at completion, bringing Dover's projected number of residents to over 800. This growth will ameliorate some of the sewer operation issues, however it's not known how much growth will be second homes or primary residences. Current zoning does not allow for much growth in the areas already incorporated, however, the region is experiencing a shortage of workforce housing. Comments included:
 - a. Should Dover allow some mixed use/compact development? If so where (historic Dover?) Would more mixed use development create access/transportation challenges?
 - b. Are there any areas on the hill that could be developed or redeveloped at different densities, such as typical suburban? This area is currently zoned as very low density.
 - c. What would changes in the current zoning and land use patterns mean for service provision? What would the impact on revenues be?

Considering changes in land use patterns and densities will need strong public input. The current plan calls for maintaining the existing patterns and densities in each of the zones as currently identified. These policies contribute to making land scarce and may be one of the factors contributing to high housing costs in Dover. Also, Dover Bay has introduced new housing types and densities since the plan was developed that aren't identified in the plan but have been well received. Exploring these changes in land use and the impact that would have on service costs, revenues and availability of housing would inform the land use policies in the plan.

A question was asked about what was meant by workforce housing. This typically refers to households in the 80th-120th percentile for median income [currently \$41,879 per average household for all of Bonner County) and the amount they could spend to keep their housing costs at no more than 30% of their total income. The region as a whole has a shortage of workforce housing.

2. There was discussion of economic development related to new retail, office and manufacturing jobs. While there was a desire for small service such as a market and other small local stores there was unanimous agreement that Dover should not pursue highway strip commercial or other big box type stores. Small office or small/light manufacturing was also seen as desirable to offset some of the jobs/housing imbalance. These should be addressed at charrette.

Now that the bypass is complete Dover has more information and clarity to identify the potential commercial and industrial development opportunities near Highway 2 than when the current comprehensive plan was written. The resistance to big box refers primarily to large retail and not to small retail, services (such as restaurants) or to additional industry. There is a

continued commitment to have such development fit within the current context and character of the city as is called for in the current comprehensive plan.

The lack of regulation of Airbnb, VRBO or other short-term rentals and shared economy commerce is a growing concern. Dover Bay currently has rental restrictions in their CC&R's. The state legislature has passed a law that allows restrictions only for health and public safety.

There is a shortage of good RV park space as well as short term RV parking in the region. There are potential opportunities on city owned land, as well as privately held land. The process should ask whether residents want to encourage such use or not.

3. Visibility to visitors and other potential customers from both the highway and the trail were addressed. Comments included:
 - a. Besides being hard to access physically, the Highway 2 intersection has low visibility to visitors and other potential customers, a gateway feature could improve visibility;
 - b. The trail has poor directional signage as it enters town, labels and signage would lend cohesiveness and make it easier for visitors to find their destination;
 - c. There are no visitor services near the entrance of town (such as a park and public bathrooms) that could help attract visitors – the city isn't taking advantage of being on the scenic byway;
 - d. There is a need for trail access from Lower Syringa.

All of these issues should be examined for the opportunity and impact they present to both land use and economic development. Wayfinding was also brought up as it pertains to both this issue as well as other transportation and economic development issues and should be explored through the Comprehensive Plan process.

Comprehensive Plan Work Group team

We gathered names for the Comprehensive Plan work group. Names currently on the list are:

Planning Team	First	Last
Contract Planner	Lisa	Ailport
Comp Plan	Elaine	Clegg
Comp Plan	Deanna	Smith
Contract Planner	Clare	Marley
City staff	Michele	Hutchings

Committee		
Mayor	Annie	Shaha
City Council	Bill	Strand
P&Z Commission	Paul	Nowaske
P&Z Commission	Marilyn	Becker
P&Z Commission	Mike	Jones
P&Z Commission	Dean	Johnston
P&Z Commission	Kevin	Johnson
Fire District	Dale	Hopkins

Local Resident	Helen	Jones
Local Resident	Susie	Kubiak
Local Resident	Bill	Stuble
Local Resident	Joe	Gibbs
Local Resident	Freda	King
Local Resident	Dan	Murphy
Local Business	Diane	Zenier
Local Business	Rick	Hyde
Local Business	Scott	Wheeler
Dover Bay	Alex	Lett
Dover Bay	John	Sletager
Dover Bay	Ralph	Sletager
Regional Interest		
Chamber	Kate	McAlister
Econ. Developmt	Paul	Kusche
LHTAC	Susan	Kiebert