

Dover – Background and History

The City of Dover was incorporated in 1989, and is the youngest city in Bonner County. It is located at the confluence of Lake Pend Oreille and the Pend Oreille River.



The Kalispel, Kutenai and other native peoples were the first inhabitants of the area, living along the waterways and utilizing the area’s abundant natural resources for thousands of years. In the early 1800s, the region began being explored for fur hunting and trade routes. By the 1880s, with the establishment of the Northern Pacific Railroad, the current towns of Greater Sandpoint began to appear. The rail access supported industrialization in the early in the 20th century by the lumber industry. There was a great demand for wood during that time, as it was a time of great expansion for the United States.

The Dover Lumber Co. Mill was established in 1906 along with a townsite laid out on 160 acres near where the mill was located. It was originally named ‘Welty’ after the mill president. A retail store, Dovovan, Hopke & Ninneman, of Hope moved to the millsite as soon as the mill was erected and a hotel was planned.



Dover, Community Hall 1928 © Bonner County Historical Museum

By 1922 the Dover mill was idle and a mill at Laclede, 10 miles downstream on the Pend Oreille River, burned down. The Dover mill was purchased by the owner of Laclede, A.C. White, and the 55 remaining buildings from Laclede were moved up river to the Dover townsite and the mill reopened. The mill closed again in 1928 after the death of White. As the Depression subsided, and World War II loomed, the timber industry made a comeback. The mill opened and closed several more times over the years and finally closed for good in 1988.

Railroad corridors and rail traffic continue to play a big role in the Greater Sandpoint area. While forest products still play an important role, the economy is shifting to include manufacturing and recreation/tourism. The surrounding lakeshore and hillsides are now home

View of Dover

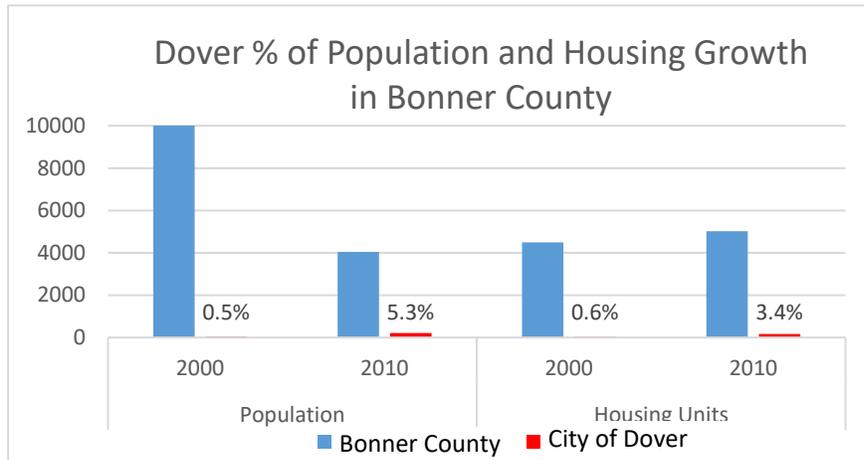
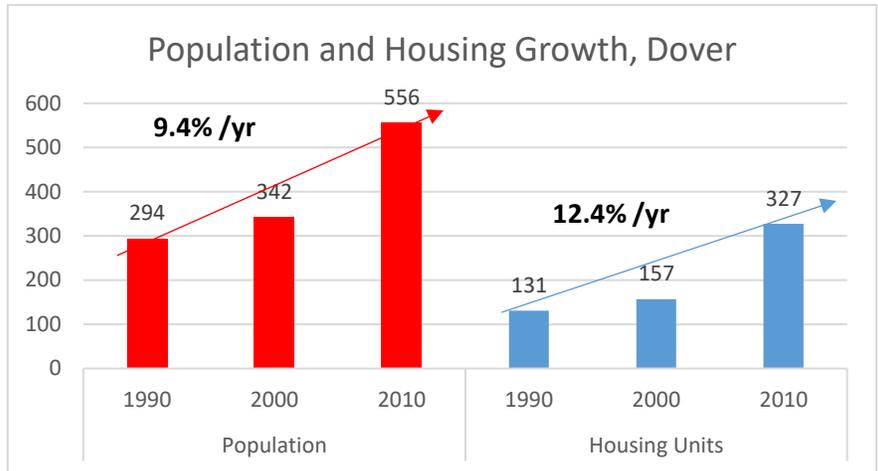
Picture provided ©Eric Skinner



to many residents seeking the high quality of life the region offers and this has fueled the recent growth in Dover.

Population, Demographics, and Housing

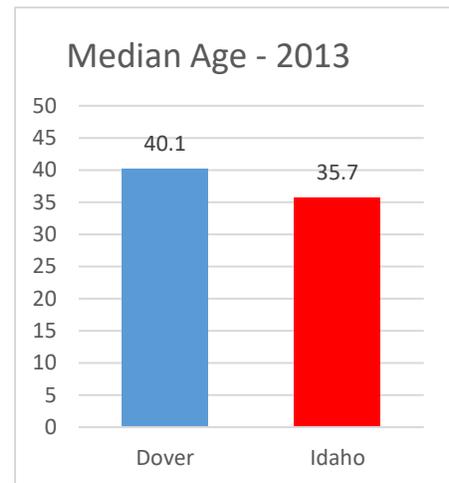
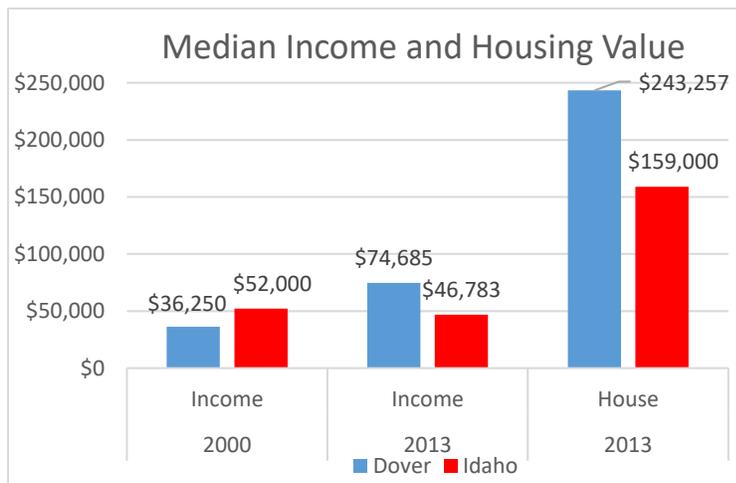
Dover has experienced significant residential growth from the historic mill site with a few small historic homes and now offers a diversity of housing both along the lakeshore and on the hillside north of US-2. That has impacted the population and demographic profile of the community dramatically.



Population and housing has grown at a high percentage since 1990, especially since the Dover Bay development began. Dover is still a relatively small portion of the county population and growth.

The population is 51.2% male and 48.8% female. At 40.1 years, the median age

is much older than the Idaho median age of 35.7. Median household income has increased over 200% since 2000, starting well below the state median, rising to considerably above in 2013. Housing values rose to \$243,257, nearly \$85,000 above the Idaho median of \$159,000. Dover is over 95% white; Hispanic, Native American, Asian and other comprise very small percentages.¹



¹ Information from: City Data and US Census referenced 3/24/16 <http://www.city-data.com/city/Dover-Idaho.html#ixzz43qf3Kws> <http://www.city-data.com/city/Dover-Idaho.html#ixzz43qeKJRGp>, <http://www.census.gov/popest/data/historical/index.html>



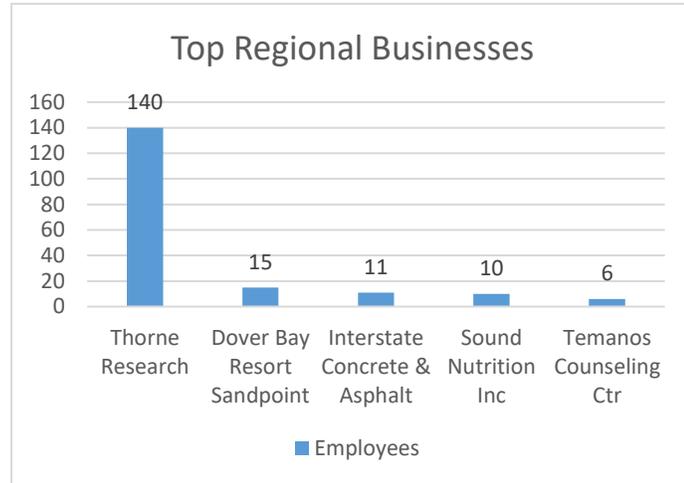
The Economy

Overview – The economy in Dover is also changing. Many residents commute to Sandpoint for work. While residential growth has been high, economic growth has been concentrated in one employer, Thorne Industries –

which produces nutritional supplements, followed by Dover Bay resort. There are several commercial sites in Historic Dover as well.

Top Regional Businesses

A detailed economic overview of the City of Dover, Idaho developed in partnership with the Coeur d’Alene Economic Development Corporation utilized data collected by Economic Modeling Specialists International (EMSI) from the second economic quarter of 2016. That data shows Dover to have:



Local vs. Regional Data

In 2015, the Dover area reported 39 total jobs, local manufacturer Thorne Inc. reports over 200 employees and Dover Bay/Dish report over 20 employees. Sound Nutrition is no longer in Dover. We note that jobs and employees are documented differently and present this data as a snapshot in time that we believe accurately reflects the relative size of the Dover economy within the region.

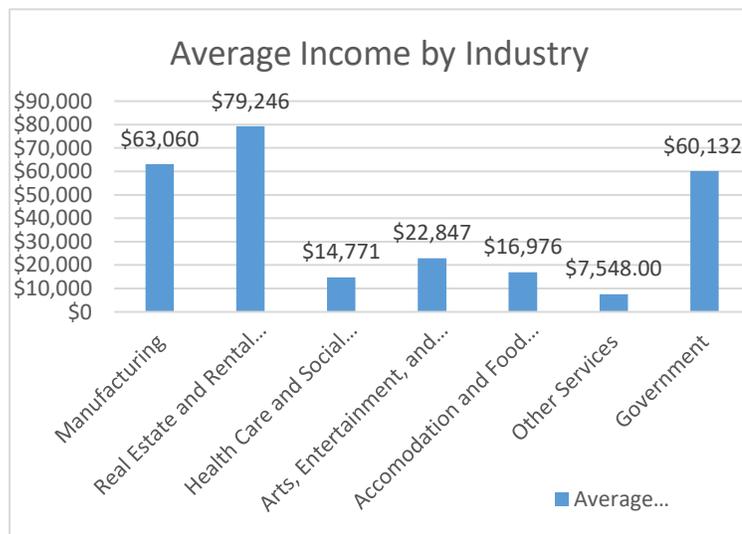
- 39 Jobs (2015)
- \$54,608 Avg. Earnings (2016)
- \$6,075,025 GRP (2014):
- \$13,056,327 Exports (2014):
- \$17,594,232 Imports (2014):

Jobs by Industry

EMSI measures jobs in 21 individual industries. Dover has jobs within seven of these industries as listed below; the chart shows the average income by industry.

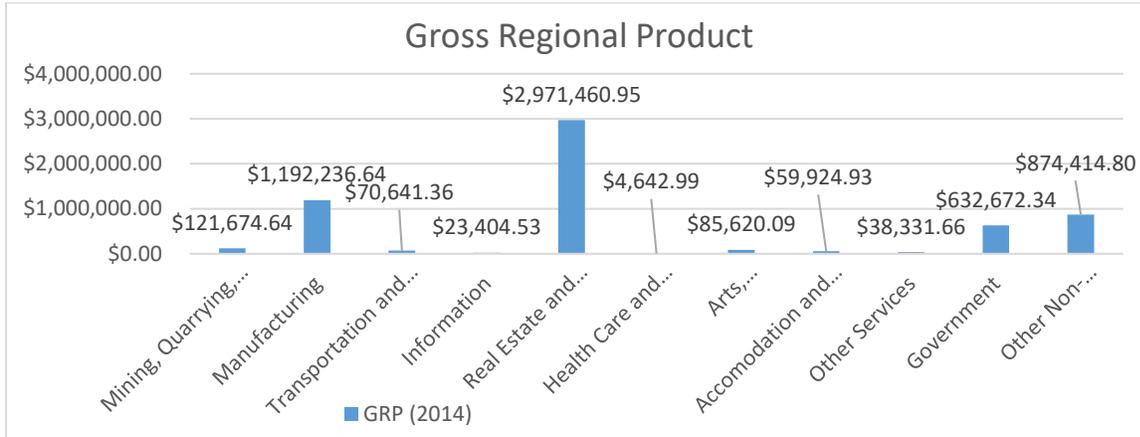
Total jobs per industry are:

- Manufacturing: 13
- Government: 11
- Real Estate and Rental and Leasing: Less than 10
- Health Care and Social Assistance: Less than 10
- Arts, Entertainment, and Recreation: Less than 10
- Accommodation and Food Services: Less than 10
- Other Services: Less than 10

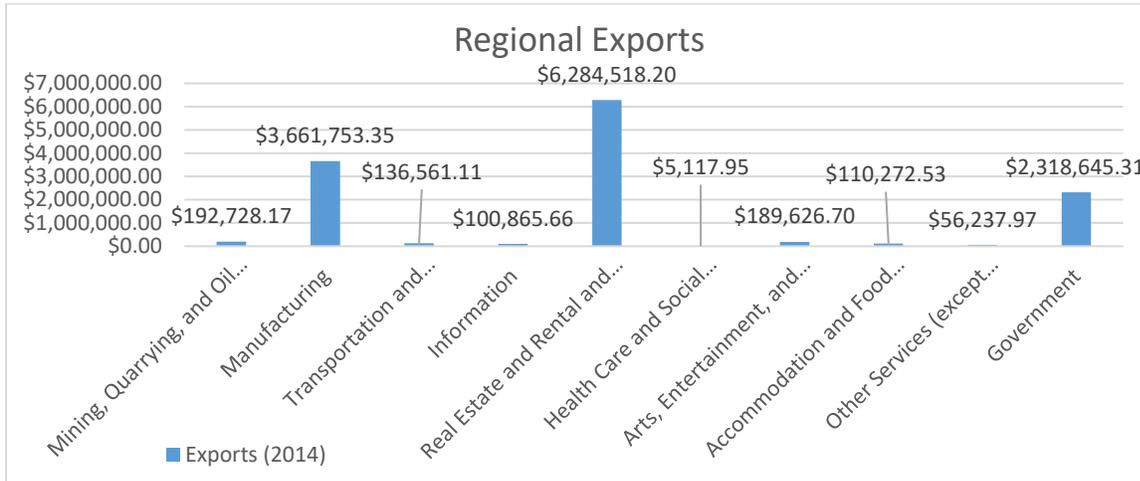


Existing Conditions Assessment – Dover, ID

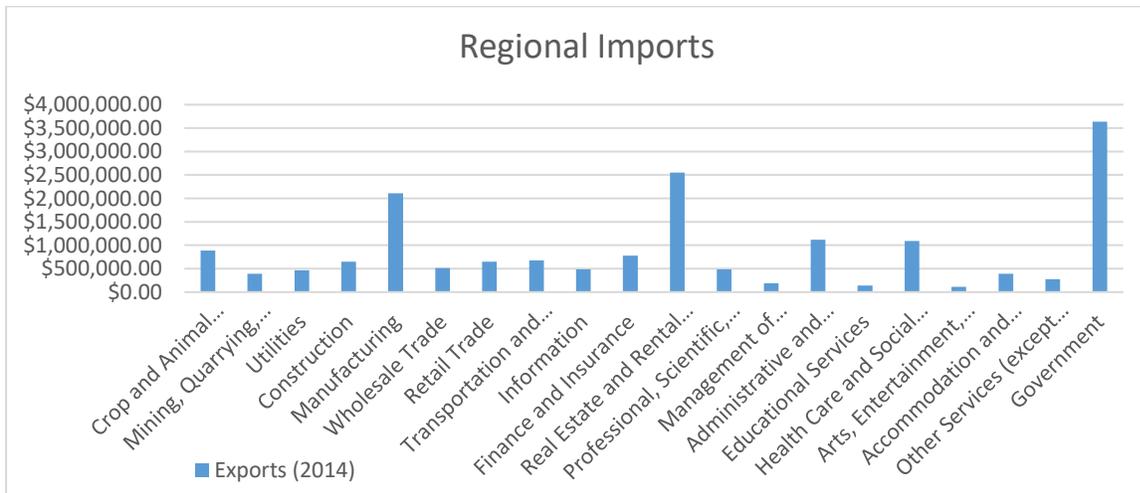
Average Earnings by Industry – Earnings for Dover in the year 2014 were reported as \$2,860,814. In 2015 total earnings reported was \$2,976,001, taxes on production was \$238,210, and Total GRP was \$6,075,025.



Regional Exports – The total exports for Dover, Idaho for the year 2014 was \$13,056,326.94, which is 96% of supply.

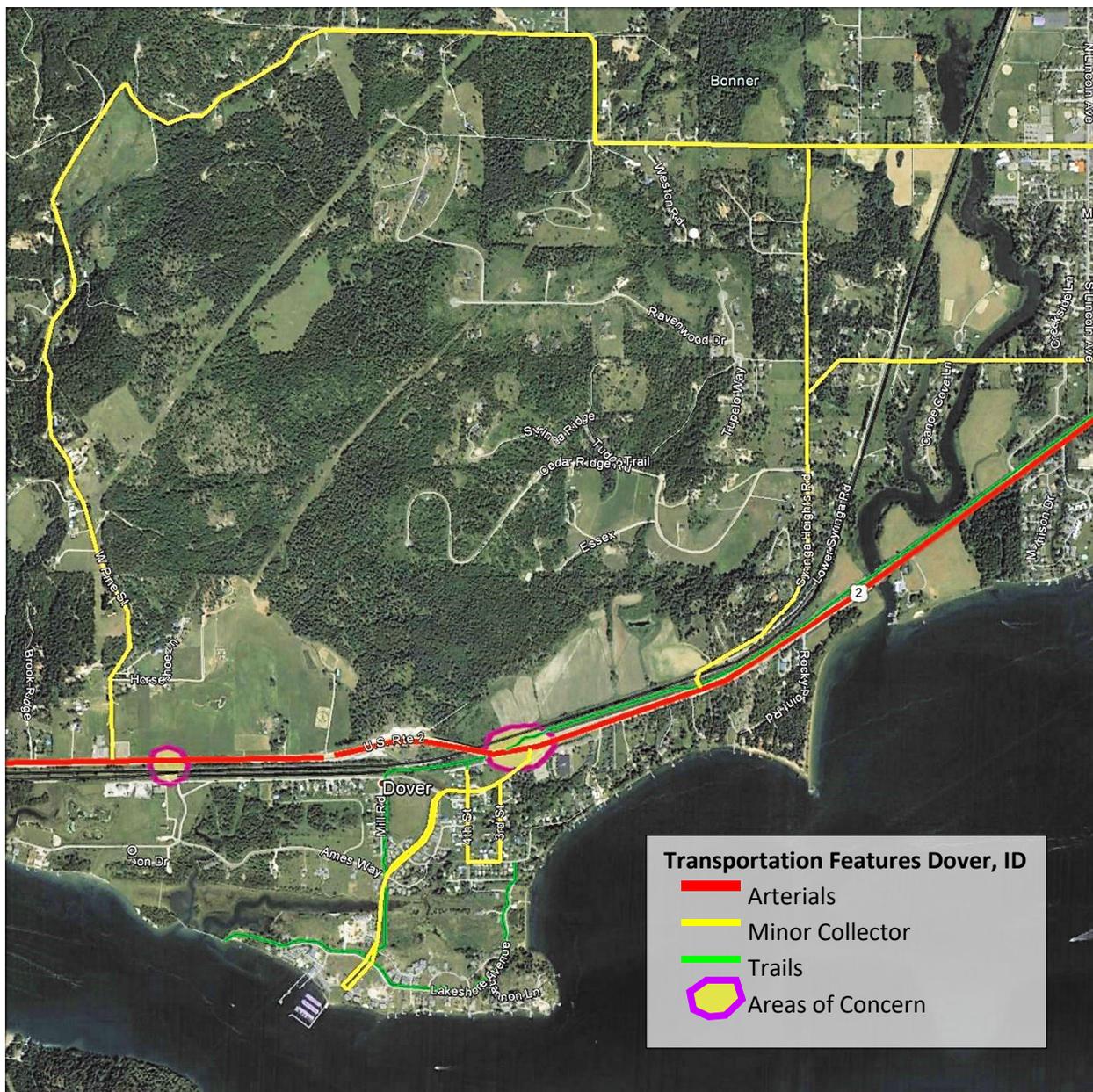


Regional Imports – In 2014, total imports reported a cost of \$17,594,231.8, which was 97% of demand. Locally produced and consumed products cost \$501,290.8 and was 3% of demand.



Transportation

Roadways and Trails – Dover has one arterial, US Highway 2 (US-2) that provides regional east-west access from the Washington border to US Highway 95 and bisects Dover between Historic Dover/Dover Bay and the hillside neighborhoods. US-2 was recently rebuilt and rerouted to bypass historic Dover. There are seven roadways that are collectors: 1) W Pine Street provides a circuitous north/south connection on the west side of Dover connecting to Pine St which runs east/west into downtown Sandpoint; 2) Syringa Heights Road connects north-south between US-2 on the south and Ontario and Pine Streets to the north; 3) Ontario Street connects east/west from Syringa Heights into Sandpoint; 4) Dover Bay Parkway/Old Highway 2 connects US Highway 2 to the waterfront; 5) Railroad Ave connects east/west from Old Highway 2 to the sewer treatment facility; and 6) 7) 3rd and 4th Streets provide a collector function south of Old Highway 2 and provides access to commercial uses, the post office, the bus stop and a church. All other roadways in Dover provide local functions.



The Sandpoint to Dover Trail is a regional community trail running east/west along US-2 and is open to both bicyclists and pedestrians. The trail travels into Dover under the US-2 bridge and connects to 4th Street in Historic Dover. The trail continues west to Mill Road and runs north/south to the Marina along Mill Road and Dover Bay Parkway. A connecting trail runs east/west along Lakeshore Drive and connects along the lakeshore from City Hall and the Public Park/Beach on the west to historic Dover on the east. In addition there are connecting sections of trail and pathways providing pedestrian and local access such as from 4th St to Hornby Place along the Jackson Ave. alignment. There are few sidewalks in Dover. Traffic volumes on most local streets are quite low, collector volumes vary with the season.

Current Planned Improvements

The **Bonner County Area Transportation Team Plan** calls for the following transportation improvements in Dover.

In response to the increase in local traffic due to development:

- address seasonal traffic impacts
- pursue Pine Street Loop improvements
- improve streets within Dover

In response to the US-2 relocation the plan calls to:

- develop a west connection and access management plan
- address impacts to intersecting streets
- preserve/enhance Panhandle Historic Rivers Passage Scenic Byway corridor



In the pedestrian and bicycle section the plans calls for:

- updating the city bikeway map
- expansion of the Dover Trail Pedestrian/bicycle pathway; and
- expansion of the path at Dover to Wetlands/Sewer Treatment Plant

The **Quad Cities Hwy 2/200 Corridor report** has goals, objectives, and policies pertinent to Dover. It calls to consider slowing vehicular speeds on US-2, adding tree planters on the highway bridge to mitigate traffic noise, and restriping the roadway from five lanes to three. Additionally it calls to:

Create a community gateway with the following elements:

- A landscape planting island with Welcome-to-Dover signage at US-2/Dover entrance.
- An enhanced gateway intersection with banners on light poles and art on the existing jersey barrier.
- Wayfinding signage to direct Highway traffic to Dover and the water access



To improve access and visibility of the new US Bike Route 10 and other Pathways in Dover the plan calls to:

Existing Conditions Assessment – Dover, ID

- Provide wayfinding signage to direct users of US Bike Route #10 onto the community trail and other points of interest in Dover as part of US-2 entrance gateway features.
- Eliminate a difficult un-signalized highway crossing for westbound cyclists by providing a short trail connection and associated signage linking the community trail with the westbound shoulder of US-2 as it approaches the highway bridge.
- Where the community trail is immediately adjacent to the highway (Syringa Heights Road to Rocky Point Road), add a jersey barrier or similar buffer for greater separation from high-speed vehicular traffic and to mitigate snow storage on the trail in the winter.

SPOT Bus Transit – Selkirk Pend Oreille Transit or SPOT is a cooperative effort, formed through a memorandum of understanding between the cities of Dover, Sandpoint, Ponderay and Kootenai. Currently, fixed route service in the Sandpoint Area includes two routes connecting the four cities, with hourly service seven days per week. There is one stop in Dover at the Post Office. SPOT also provides paratransit service within the four city area and recently contracted with Schweitzer resort to begin service to the ski area during the winter months.



Airport/Marina – The closest airport, near Sandpoint, is administered by the Bonner County Commission. There are two 5502 x 75 ft. runways and 79 aircraft are based at the field. The airport offers general aviation and air taxi service and has aviation related manufacturing facilities located nearby. Dover Bay operates a private marina on the waterfront with 100 slips.

Public Services

Wastewater – The City of Dover operates a state-of-the-art membrane bioreactor (MBR) waste water treatment system. The wastewater treatment plant was built using urban renewal authority for financing when the Dover Bay development commenced. The unique feature of MBR systems is that - instead of secondary clarification - membranes are used to scour and clean the water. One downside is that the treated sludge from an MBR system is 98% liquid and must be trucked to the landfill. The system recently added a sludge dewatering system which will significantly reduce transportation and landfill costs.

The treatment plant is designed currently to accept pretreated sewage and has no headworks to accept solids. This requires all users to have a septic tank pretreatment system. The cost of maintaining individual septic tanks is not sustainable as a public cost without significant rate increases and the city recently processed 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.

The system has a design capacity to serve 1000 units (measured as Equivalent Residential Units or ERU's) and is serving 31% of that today. There are commitments to serve an additional 47-51% at build out of approved developments leaving 18-22% for new growth beyond what is already approved. Today the system is operating below capacity which increases operating costs per capita. The Greater Sandpoint region has a need for additional capacity and treatment to protect the lake from increased nutrients. There is potential to utilize the Dover waste water treatment plant regionally with the addition of a headworks for solids. Further utilization of the plant capacity has the potential to lower per capita costs over the long-term.

Existing Conditions Assessment – Dover, ID

Water – The city of Dover operates a water treatment facility that serves Dover Bay, the historic townsite and 10 customers on Cedar Ridge. The water comes from the Pend Oreille River is filtered through a slow sand filtration system with a capacity of filtering 200 gallons per minute. After filtering the water is disinfected at the water treatment plant prior to distribution. The system has storage for 400,824 gallons including 47,000 gallon reservoir for Cedar Ridge. The water system plan is designed with capacity for 1,100 hookups, 26% are currently being used and 44% are committed to approved developments. This leaves 31% of the build out capacity to accommodate new growth.

Solid Waste – Dover residents and businesses contract with Waste Management Inc. under a contract with Bonner County. The contract includes service to transport trash to the landfill and it recently added an option for blue bin curbside recycling for residents. There are currently no community composting options available to customers.

Police – Dover has no municipal police and relies on Bonner County for police services.

Library – Dover is in the East Bonner County Library District. The central facility of the East Bonner County Library District is in Sandpoint, at 1407 Cedar Street. The district also includes a Bookmobile, which stops at seven locations over the course of each week, there is currently no bookmobile service to Dover.

Fire Protection – Dover receives fire protection from the Westside Fire District serving the west side of Bonner County. This is a volunteer fire protection agency with a fire chief, one full-time firefighter/EMT and 13 active volunteers. A new station was built in Dover in 2006 and houses a structural engine, brush truck, 102' aerial truck, and a water tender. The station also houses administrative offices. Westside is joining the Selkirk Fire and Rescue through a Joint Powers

*West Side Fire Station,
Dover, Idaho*



Agreement in October of 2016. This agreement is designed to provide better service through sharing administration, service provision and volunteers. Westside Fire District will still exist as a separate taxing and financial entity and will be governed by its own elected board of fire commissioners.

Schools – There is no public school in Dover, students attend schools administered by the Lake Pend Oreille School District (LPOSD) serving Sandpoint, Ponderay, Kootenai, Dover and the surrounding area, the Forrest M Bird Charter School in Sandpoint and a private non-profit school, The Waldorf school, also in Sandpoint. Approximately 65 students reside in Dover. The LPOSD district has 3,614 students. The district projects slowly declining enrollment in the Facility Master Plan dated 2015 with total enrolment in 2020-21 school year projected between 3,450 and 3,550. The current total population within the school district boundaries is 29,554, and a ratio of students to the total population in the district is 12%. Growth in Dover may likely generate more students for LPOSD. Given the projections for declining enrollment there is space in the current schools and sufficient transportation available to accommodate those new students. Projected impacts from growth on the charter and private schools is negligible.



The school district provides bus transportation for the students in Dover with buses serving Dover in the morning and afternoon with pick-up and drop-off.

The Lake Pend Oreille School District has an active Safe Routes to School program that encourages students to walk/bike/ carpool or use transit to get to school. The program includes parking incentives for High School Students who carpool.

Community Design and Land Use

The City of Dover is transforming from the small mill site town near the water with associated hillside development to a cohesive community with several neighborhoods. The historic townsite is laid out on a street grid with smaller historic homes and community services such as the post office, church, retail services and an adjacent light industrial site. This area has great access to the trail system and highway and is near the water.

The neighborhoods to the north are laid out along a roadway system that follows natural contours and has mostly larger lots and single family homes of many styles and ages within the surrounding forested lands and near tributaries. Some of these homes have views of the lake and surrounding mountains with access to Sandpoint on the extended street grid. Access into historic Dover is via the entrance on Highway 2 and the community trail.

Dover Bay has been recently built on and near the water front using harmonious design styles and a variety of housing types including multiple dwelling buildings, townhouses, single family small lot and single family large lot. It includes a marina and retail service center, and a civic center comprised of a new city hall, public beach and city park on land donated by Dover Bay. Access is via a parkway connecting through the historic town site and on the extensive trail and pathway system built by Dover Bay.

The community has an existing plan and zoning ordinance written before much of the new development, including Dover Bay, was built. It supports very low densities, limits building heights to 30 feet and requires a special permit for multi-family dwellings and commercial development rather than allowing those by right in designated areas. These restrictions are not consistent with the new development that has been built recently in Dover.



Dover Urban Renewal Agency

The City of Dover created the Dover Urban Renewal Agency (DURA) in December, 2005, following the determination that deteriorated conditions were present in a portion of the city. A feasibility study and plan were completed that detailed the projects needed to remediate those conditions with projects costs of \$8.12 million. Funding from the tax increment was estimated to be sufficient, as projected from the property tax increment on an estimated 535 new housing units, primarily in Dover Bay, to complete the projects planned within 10 years.

Existing Conditions Assessment – Dover, ID

Based on this plan of action DURA completed the membrane bioreactor wastewater treatment facility, the construction of a fire station and purchase of a fire apparatus. DURA incurred costs in excess of \$5.2 million through December 2007. The duration of the plan was extended in 2008 for 14 additional years to the year 2029 based on the slowdown in new construction that ensued from the Great Recession. Additional improvements during the extended time frame were identified based on the following goals:

- Re-design and improve existing streets in the district, including intersections, the entrance from Highway 2, roadways, signalization, and pedestrian access
- Encourage and assist the development of new residential areas within Dover
- Provide infrastructure support for new residential development including sewer and water upgrades, public facilities and parkland development
- And rehabilitate vacant and underutilized lots and wetlands.

Some of these projects have been completed and some are still eligible for completion before 2029. DURA's authority includes the ability for property acquisition and disposal and bonding to complete the improvements undertaken. Recent changes in Idaho state statute require significant changes to revenue collection if DURA substantially amends the existing plan.



Recreation

Recreation in Dover centers on the lake, river and trails. Dover now has a public city beach and a city park on the lake adjacent on land donated by Dover Bay. There is a private marina at Dover Bay. The lake and its waterways offer quality motorized (such as waterskiing, wakeboarding, jet ski) and non-motorized (canoeing, sailing) boating activities, swimming, and many other sporting opportunities such as fishing.

There are a total of ~12 miles of trails and pathways in the city of Dover, with two primary trails, the Dover to Sandpoint Community Trail, and the Lakeshore Trail. Dover Bay has built 9 miles of trails including the Lakeshore Trail and other connecting trails and pathways. Dover is sited on the new US 10 Bike Route that received formal acceptance from the Federal Highway Administration and the American Association of State Highway Organizations in 2015. There are currently no specific services for the US 10 route in Dover. The region has many trails that can be reached from Dover. There are over 660 miles of existing recreational and commuting trails and routes in Bonner County, and the 2016 Bonner County Trail Plan proposes the development of ~490 additional miles, though none of those additional trails are proposed to be built inside Dover.

Bonner County has a large variety of opportunities for hiking, biking, skiing, horseback riding, camping, boating (and other water sports), ATV and snowmobile riding, hunting, fishing, wildlife viewing. The lake hosts numerous regattas during the summer appealing to sailing enthusiasts, however the long bridge limits sail boat access to Dover. Schweitzer Mountain Resort with 2,900 acres of skiing plays a major role in drawing winter recreationists.



There are ten campgrounds on Lake Pend Oreille and the Pend Oreille River, the closest camping to Dover is the campground at Springy Point in Sagle and the RV Park at City Beach in Sandpoint. Of the five golf courses in the county two are nearby in Sandpoint.

Utilities

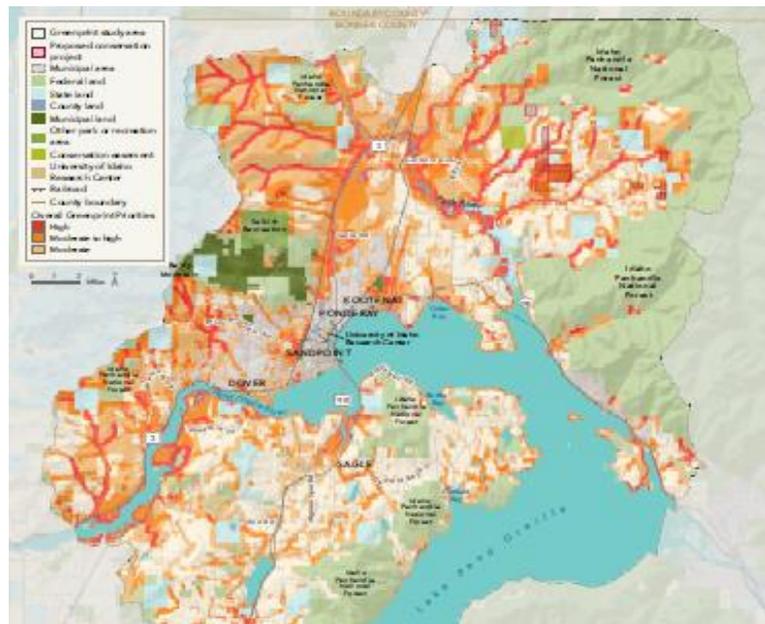
Electrical and Natural Gas – Dover receives gas and electric services from Avista Utilities. Avista serves 13,001 customers in Bonner County. There are two dams in the county that provide power to communities across the northwest. Avista Utilities owns the Cabinet Gorge Dam on the Clark Fork River near Cabinet, Idaho. The licensed generating capacity for the Cabinet Gorge Dam is 230 megawatts. The Albeni Falls Dam located on the Pend Oreille River at Albeni Falls and is operated by the U.S. Army Corps of Engineers providing power to the Bonneville Power Administration and has three generators producing 54 megawatts each.

Utility Transmission Corridors – Two electrical transmission lines comprise the Spokane Regional Transmission Corridor. One of these lines runs from Albeni Falls Dam, through Dover, through Sandpoint, then north to Bonner’s Ferry. This corridor has not been identified as a National Interest Corridor, relating to Idaho Statute 67-6508. A Pacific Gas and Electric natural gas pipeline also runs through Dover then near the Sandpoint Airport and on to Bonners Ferry.

Broadband - Only 33.5 percent of the population in Bonner County has access to high-speed uploads of greater than 3 Mbps (megabits per second), compared to 84.1 percent of the U.S. population. Speeds of more than 6 Mbps are available for only 5.2 percent of the county’s population, and only 31.7 percent of the county’s population has access to speeds exceeding 25 Mbps. The Federal Communications Commission estimates that by 2015 the typical bandwidth needed by business will exceed 50 Mbps (only 5% of Bonner County’s population has such access). Broadband access in Dover is currently offered through a cable subscription.

Natural Areas

Geology – Lake Pend Oreille is a fascinating geomorphic feature. It is the largest natural lake in Idaho and the fifth deepest lake in the United States at 2,062.5 feet elevation. It has a surface area of 128 square miles, is 43 miles long, includes 112 miles of shoreline, and reaches 1,158 feet deep. Dover is located in the Clark Fork/Pend Oreille watershed extending southwest to Butte, Montana and northeast to Metaline Falls, Washington and drains approximately 25,000 square miles of Montana, Idaho, and Washington.



This lake lies in a basin formed by Cordilleran glaciations immediately below the site of the ice dam that repeatedly formed Pleistocene Glacial Lake Missoula. The Cordilleran Ice Sheet

extended farthest along major south-trending valleys and lowlands, forming several composite lobes segregated by highlands and mountains. The northern and western parts of the county, west of Sandpoint (including Dover) contain the Priest River metamorphic core complex, containing highly metamorphosed rocks of Proterozoic age. The soil composition has low permeability and creates stormwater drainage challenges in many areas of the region.

Plant and Animal life – Dover is surrounded by a series of mountain ranges, the Selkirk, Bitterroot and Cabinet Mountains. North Idaho provided much of the central United States with lumber early in the 20th century. Despite the disastrous fires of 1910 and 1919, there was still an abundant supply, with 500 million board feet of timber within a 30-mile radius of Sandpoint. Much of that forest is intact today and continues to provide lumber, and also provides habitat for the abundant wildlife in the area. Approximately 70 percent of Bonner County is forested. Most of this forest land is part of the Idaho Panhandle National Forests and the Priest Lake State Forest. A wide variety of tree species are found in Bonner County including Douglas fir, ponderosa pine, lodgepole pine, western red cedar, western hemlock, western larch, and western white pine.

The lake, river, wetlands and forests in the region provide habitat for nearly 300 species of birds and 50 species of mammals. Bird species range from the calliope hummingbird to the bald eagle, and mammal species range from the little brown bat to the gray wolf and include moose, deer, black bear, mountain lion, mountain goat, and bighorn sheep. Lake Pend Oreille is on the eastern edge of the Pacific Flyway and attracts a wide range of seasonal waterfowl. Fish native to Bonner County include assorted whitefish and trout. A wetlands delineation plan has been created and approved by the Army Corps of engineers for water system planning purposes. The natural features and wildlife they accommodate are the backdrop for much of the recreational activity and high quality of life in the region, including Dover.

Climate – Dover’s elevation is 2,083 feet, it receives 31” of rain and 82” of snowfall per year. On average, there are 174 sunny days per year, the July high is ~83 degrees and the January low is ~18. The climate is characterized by warm, dry summers and cold, snowy winters.

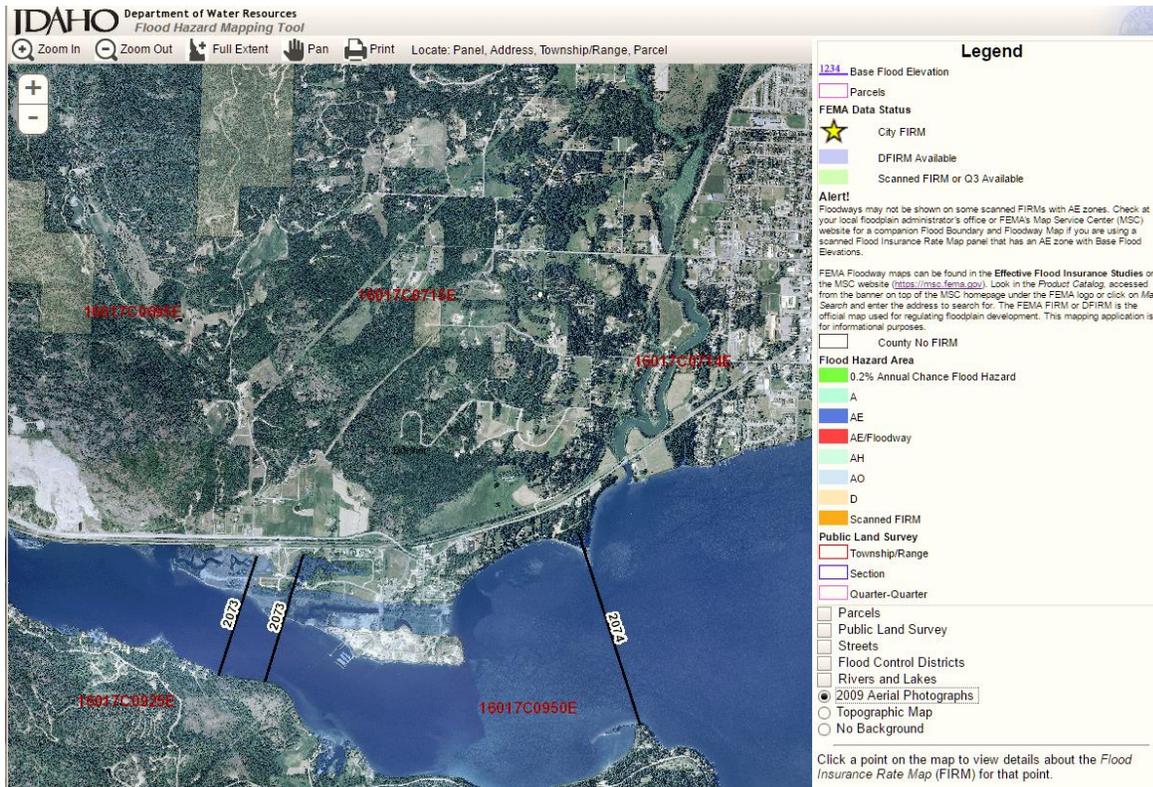
Hazardous Areas, Special Areas or Sites

Flooding and landslides are potentially the most damaging natural hazards in the City of Dover.

Flood – Unlike other hazards the risk of flooding is measured and insured against where risk is high. The U.S. Federal Emergency Management Agency (FEMA) manages the National Flood Insurance Program. FEMA conducts a Flood Insurance Study of a region to identify the community’s risk levels. After examining the FIS data, FEMA creates Flood Insurance Rate Maps (FIRMs) delineating the different areas of flood risk.

Land areas that are at high risk for flooding are called Special Flood Hazard Areas, or the hundred-year flood areas where a flood has a one percent chance of being equaled or exceeded in any given year. Some of these areas have been designated in Dover. In order to ensure that residents are eligible for the National Flood Insurance Program the city of Dover has adopted an ordinance (# 113) regulating how and what can be built on areas shown on the FIRM to be prone to flooding, and they keep on file a copy of the map delineating such areas. Floodplain management regulations must be enforced and mandatory purchase of flood insurance applies for these areas.

FIRM – The Flood Insurance Rate Map (FIRM) is designed to illustrate special flood hazard areas, e.g., the limits of the floodway, floodplain, and 100-year flood.



2

Landslides – A landslide is the movement of a soil and/or rock mass down a slope. Any area composed of very weak or fractured materials resting on a steep slope can and likely will experience landslides. Evidence of landslide activity is apparent in Bonner County and landslides often occur in conjunction with other types of natural disasters, such as floods.

Consequences of landslides generally occur directly at the site and down slope of the slide area, and the adjacent waterways. Temporary road closures and lengthy detours while debris are being cleared are the most likely difficulties. If a landslide occurs in a developed area significant damage is likely to the structures in the immediate path. Although the physical cause of many landslides cannot be removed, geologic investigations, good engineering practices, and effective enforcement of land-use management standards can reduce landslide hazards and reduce the risk to buildings. Based on the history of landslides in Bonner County which have received disaster declarations, the probability for a future event is rated as ‘frequent’ and is likely to occur more than once per decade but not every year.

Wildfire – Additionally, because of the many residences in and near the forests, wildfire is a major concern in Bonner County. The northern portion of Dover is on forested hillside and is especially subject to wildfire hazards. Evacuation routes are important to maintain against this

² The NFIP Community Rating System (CRS) is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed the minimum NFIP requirements. As a result, flood insurance premium rates are discounted to reflect the reduced flood risk resulting from the community actions meeting the three goals of the CRS: reduce flood losses; facilitate accurate insurance rating; and, promote the awareness of flood insurance.

threat as are wildland urban interface strategies such as clearing and maintaining defensible space around structures. Currently there are two connected evacuation routes from the north part of Dover, one on Syringa Heights Road connects to Highway 2, Ontario Street and Pine Street and the West Pine Street access connects to Highway 2 and Pine Street.

Radon is a carcinogenic gas that is colorless, odorless, tasteless, invisible and chemically inert. Bonner County³ is considered a high radon-potential zone for naturally occurring radon. Radon is formed by the natural radioactive decay of uranium, which exists in low levels widely in Earth's crust. Once radon is produced, it moves up through the ground into the air and can also dissolve into ground and surface water. The majority of this radon is released into the open air where it is quickly dissipated and proves quite harmless. However, radon becomes a problem when it enters a home. The Surgeon General has warned that radon is the second leading cause of lung cancer in the United States today. The only way to determine how much radon is present is to test for it and each house should be tested individually, as source origin and ventilation characteristics vary from house to house.

Air Quality – The Sandpoint area (not including Dover) was designated moderate PM¹⁰ (particulate matter) nonattainment in 1997, and an emissions inventory identified the primary PM¹⁰ source as residential wood burning. Fugitive road dust and some industrial sources were also significant contributors. The location and topography on the northwest corner of Lake Pend Oreille influences the PM buildup. Since 1997, significant improvements in air quality have been realized thanks to community efforts. In December 2011 a PM¹⁰ Limited Maintenance Plan was submitted requesting re-designation by EPA through a plan focused on a comprehensive residential wood combustion program, controls on fugitive road dust, and emission limitations on industrial sources. In April 2013, EPA approved in part the Sandpoint PM¹⁰ Limited Maintenance Plan and re-designated the Sandpoint area to attainment for PM¹⁰.

Earthquakes in Bonner County are infrequent and relatively weak. Dover is in the 2b earthquake zone and has a moderate earthquake risk, with a total of 10 earthquakes since 1931. There is an 11.40% chance of a major earthquake within 50km of Dover within the next 50 years. The largest earthquake within 30 miles of Dover was a 4.2 Magnitude in 2016.

Railroads/Highways – There is one active rail line in Dover operated by the Burlington Northern Railroad that carries both coal and oil among other hazardous materials. US-2 has freight traffic carrying hazardous materials. A spill from the rail or highway could endanger the water supply intake in Dover, among other hazards.

There is one grade separated crossing of Highway 2 and two active at-grade railroad crossings in Dover. The at-grade crossing of Syringa Heights Road at Highway 2 is a full access crossing with stop signs and RR crossing signs – but no stop arms, while the crossing on the west side of Dover between Highway 2 and Railroad Ave. is an emergency only crossing with a gate.

Brownfields, Bulk Fuel Storage – The Idaho Department of Environmental Quality (IDEQ) website shows an inventory of brownfield locations in the state. There are two locations listed in Dover. The Dover Chronic Site at 308 S 4th St had an unregulated underground storage tank listed for removal and has since received a “No further action” letter from DEQ.

³ Zone 1 counties have predicted average indoor radon screening level greater than 4 pCi/L (picocuries per liter) The EPA recommends homes be fixed if an occupant's long-term exposure will average 4 pCi/L or higher.

Existing Conditions Assessment – Dover, ID

The former Dover Post office site at 104 N 4th St. was accepted into IDEQ's Brownfields program in January of 2011 at the City of Dover request following the demolition of the post office. A petroleum assessment was completed in December 2012. The final task is for IDEQ to prepare and file an environmental covenant restricting groundwater withdrawal and residential use; commercial/industrial use is acceptable.

Significant Historic Sites – The Dover Church, 313 Washington Street, is significant historically as the only public building extant of more than 50 structures moved via barge on the Pend Oreille River from the small town of Laclede to Dover. It is significant architecturally as a rare example of a professionally designed Rustic style building. It is privately owned today.

In the early 1920s A. C. White commissioned one of Spokane's leading architectural firms, Whitehouse and Price, to design a new summer cottage on the Pend Oreille River near Laclede. The eight-room summer residence cost \$8000 to build. The building's conventional design was made to look rustic by the use of cedar bark for the exterior siding material. The rustic look of the White cottage was continued in the use of unpeeled cedar poles which form figure-four brackets at the roof corners and under a flower box.



No longer needed as a summer cottage, when it was moved to Dover, White donated the building to the town and it was altered to accommodate church services. The Dover Church, while moved and altered from its original use and plan, has remained essentially unchanged since 1923. It was listed on the National Register of Historic Places in 1989.

Resource Index

Current Comprehensive Plan

<http://cityofdover.id.gov/downloads/PlanningAndZoning/Active%20projects/Comprehensive%20plan/Comprehensive%20Plan%20December%202003.pdf>

Population and Demographics

- <http://www.city-data.com/city/Dover-Idaho.html#ixzz43qf3Kwss>
- <http://www.city-data.com/city/Dover-Idaho.html#ixzz43qeKJRGp>
- <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>
DP05: ACS DEMOGRAPHIC AND HOUSING ESTIMATES, 2010-2014 American Community Survey 5-Year Estimates
QT-P11-Geography-Dover city, Idaho: Households and Families: 2010, 2010 Census Summary File 1
PEPANRES: Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2014, 2014 Population Estimates
- <http://www.census.gov/popest/data/historical/index.html>

Transportation

- [http://bonnercounty.us/wp-content/uploads/Road and Bridge/Plans/Pub_2dWorks_2dMain_2edb.Final-report-text-11-30-04.pdf](http://bonnercounty.us/wp-content/uploads/Road%20and%20Bridge/Plans/Pub_2dWorks_2dMain_2edb.Final-report-text-11-30-04.pdf)
- <http://spotbus.org/>

Existing Conditions Assessment – Dover, ID

- <http://www.cityofsandpoint.com/Home/ShowDocument?id=3038>
- <http://bonnercounty.us/wp-content/uploads/Planning/Comp%20Plan/plan.trans .pdf>

Land Use

- <http://www.cityofdover.id.gov/downloads/PlanningAndZoning/Active%20projects/Ordinance%2017%20re-write/Proposed%20Draft TITLE%2012%20PLANNING%20AND%20ZONING%20ORDINANCE.pdf>
- <http://www.cityofdover.id.gov/index.php/city-government/dover-urban-renewal-agency>

History

- <http://bonnercountyhistory.org/>
- http://www.sandpointonline.com/sandpointmag/sms94/timber_loggers_logging.html
- https://en.wikipedia.org/wiki/Lake_Pend_Oreille
- <http://activerain.com/blogsvieview/2235793/history-of-sandpoint--north-idaho---bonner-county--sandpoint-blog>
- <https://news.google.com/newspapers?nid=1338&dat=19060720&id=1bhXAAAIAIAJ&sjid=fMDAAAIAIAJ&pg=5838,2005700&hl=en>
The Evening Chronicle Spokane, Washington July 20, 1906, New Townsite in North Idaho, Dover Lumber Co. to Build a Town Near its new Mill
- <https://news.google.com/newspapers?nid=1314&dat=19880723&id=nVtWAAAIAIAJ&sjid=u8DAAAIAIAJ&pg=3516,4675760&hl=en>
The Spokesman Review, Saturday July 23, 1988, The North Idaho Handle, Hope surfaces for Mill Workers in Dover

Geology, Geography, Hazards, Special Sites,

- http://www.idahogeology.org/FieldWorkshops/ClarkFork_2006/2006%20Course%20Field%20Guide.pdf
- <https://yosemite.epa.gov/r10/airpage.nsf/8be3ce98191c7f0988256c140074ee64/46290d390c6c9eb188257b56006dfda3!OpenDocument>
- <https://deq.idaho.gov/regional-offices-issues/coeur-dalene/air-quality-plans-reports/>
- <http://bonnercounty.us/wp-content/uploads/Emergency%20Managment/Final-Bonner-AHMP.pdf>
- https://history.idaho.gov/sites/default/files/uploads/Dover_Church_86002153.pdf
- <https://www.tpl.org/sites/default/files/Greater%20Sandpoint%20Greenprint%20Report.pdf>
- <http://bonnercounty.us/wp-content/uploads/Planning/Comp%20Plan/Natural-resources.pdf>
- <http://bonnercounty.us/wp-content/uploads/Planning/Comp%20Plan/Plan.spec .pdf>

Recreation

- <http://bonnercounty.us/wp-content/uploads/Planning/Comp%20Plan/Plan.rec .pdf>
- <http://bonnercounty.us/wp-content/uploads/Planning/Comp%20Plan/Trails-Plan-Draft-July-2014-for-web.pdf>
- http://web.tplgis.org/Bonner_TrailPlan/

Schools

- <https://drive.google.com/file/d/0B4n59YgBuyXET0l6MGIQMTE0VUE/view>
- <http://www.lposd.org/home/departments/transportation>
- http://bonnercounty.us/wp-content/uploads/Planning/Comp%20Plan/SchoolsMarch132013_000.pdf

Utilities

- <https://www.avistautilities.com/residential/Pages/default.aspx>
- http://headwaterseconomics.org/wphw/wp-content/uploads/Bonner_County_Report.pdf
- <http://www.cityofsandpoint.com/home/showdocument?id=320>