



COMPREHENSIVE PLAN

Adopted December 14, 2017, Dover City Council Resolution #132

VISION

Dover envisions itself as a...charming small town with a comfortable lifestyle for a variety of people.

Cover Photo credit

View of Dover

Picture provided ©Eric Skinner

CITY OF DOVER COMPREHENSIVE PLAN

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Setting

The City of Dover, Idaho is nearly the geographic center of Bonner County. One of the state's newest cities, Dover is situated in Idaho's Panhandle, about 60 miles south of the Canadian border, 30 miles east of the Washington border and 30 miles west of Montana's border. One of the "quad" cities centered on Lake Pend Oreille and the Pend Oreille river system in Bonner County, Dover shares its eastern border with the City of Sandpoint. The towns of Ponderay and Kootenai are located northeast of the city. The city rises from the 2080-foot elevation at the shores of the Pend Oreille River to the forested hillsides north of U.S. Highway 2 at nearly 2,675 feet.

Vision

Dover envisions itself as a small community defined by its scenic beauty and high environmental quality. With a distinctive sense of place informed by inviting local services, attractions and gathering places, it welcomes residents and visitors alike to fall in love with its unique neighborhoods and history. Steps have been taken to protect and enhance the environment. The numerous active and passive recreational opportunities on the forested hillside and along the waterways and lakeshore include hiking, biking, birding, canoeing, winter activities and more. These qualities create a charming small town with a comfortable lifestyle for a variety of people.



Dover Waterway
Clare Marley, Ruen-Yeager & Assoc.

Purpose

This Comprehensive Plan is developed under the authority of Idaho Code Title 67, Chapter 65, Local Land Use Planning, known in full as the Local Land Use Planning Act (LLUPA, Idaho Code Sections 67-6501 et. seq.). This plan is intended to fulfill the planning duties and set forth goals, policies and implementation guidance identified in §67-6508 for the City of Dover, Idaho. It will guide community growth decisions for Dover and will establish the policy foundation for land use decisions, transportation and other infrastructure investments, ordinances, and other actions by the governing board and will identify key implementation steps for each element identified in LLUPA with respect to the future of Dover.

This Plan replaces the Comprehensive Plan first developed after Dover incorporated in 1989 and subsequently updated in 2003 and 2012. It recognizes the changes that have occurred in Dover in the years since incorporation and the impact of those changes on current conditions and future needs. Each chapter describes existing conditions; citizen desires and concerns as identified through public outreach; goals, policies, and implementations steps with rationale describing how those serve the community. The plan is intended to be updated as conditions change.

The Plan is approved. It is organized by chapters incorporating the required plan elements identified in §67-6508 and considers previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for each of 17 plan elements as set forth in the sections below:

Idaho Code, Title 67, CHAPTER 65

LOCAL LAND USE PLANNING

67-6502. PURPOSE. The purpose of this act shall be to promote the health, safety and general welfare of the people of the state of Idaho.

Section 1: History, Historic and Archaeological Sites

History

The City of Dover, Idaho, incorporated in 1988, is the youngest city in Bonner County and one of the youngest in the state. 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. Several sites along the river were used repeatedly by the native peoples including a site just west of the current Dover city limits that has not been excavated.

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 new railroad supported the establishment of the lumber industry early in the 20th century. There was a great demand for wood during that time, as it was a time of great expansion for the United States.

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

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 the Laclede mill, 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 permanently in 1988.



Dover, Community Hall 1928
© Bonner County Historical Museum

Railroad corridors and rail traffic continue to have a big impact in the Greater Sandpoint area. While forest products still play an important role, the economy is shifting to include manufacturing and recreation/tourism. The original mill site has recently been redeveloping as a planned community neighborhood within the city along the lakeshore. That lakeshore, the original townsite and the surrounding hillsides are now home to many residents seeking the high quality of life the region offers, and this has fueled the recent growth in Dover.

Historic and Archaeological Sites

The Dover Church site, including both the church and community center buildings at 313 Washington Street, is significant historically as the only public buildings surviving of more than 50 structures moved via barge on the Pend Oreille River from the small town of Laclede to Dover. The church building is significant architecturally as a rare example of a professionally designed Rustic style building. It is privately owned and still used as a church today.

There is support to examine evidence of archaeological sites near Dover and work with the appropriate agencies to document, preserve, and protect them.

Public Outreach Conclusions

Public comments support developing information, educating the community and celebrating the history of Dover. There was also interest in exploring any archaeological sites and developing a plan to stabilize and protect them.

GOALS

- 1.G.1 Dover is a city that knows and values its history including: the use of the area by native peoples; as a stop on the northern US rail corridor; and as a location for timber production.
- 1.G.2 Historic and prehistoric sites are preserved for future generations.

POLICIES

- 1.P.1 Educate residents and visitors about Dover's history.
- 1.P.2 Create a sense of place through Dover's history with community events that attract residents and visitors together to celebrate Dover's history and support the economy.
- 1.P.3 Accommodate use and re-use of historic structures in policies and regulations.
- 1.P.4 Celebrate Dover's historic assets and special sites and protect them from demolition or degradation.

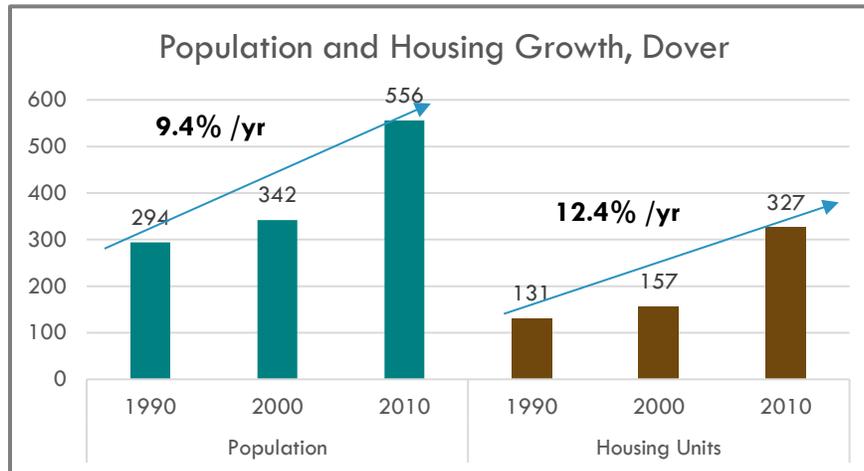
IMPLEMENTATION

1. Document key historical facts regarding native peoples and the railroad and timber industries. Pursue recording oral histories if feasible.
2. Develop educational materials about Dover's history and specific historical sites and buildings.
3. Share, display, and disseminate educational materials.
4. Identify and adopt regulations that simplify the use and re-use of historic structures.
5. Ascertain, and seek to stabilize and protect any sites used by native peoples.

Section 2: Population, Demographics and Housing

Existing Conditions

Dover has experienced significant residential growth since 1990. Population has grown at 9.4%/year and housing at 12.4%/year. Development is foreseen at a pace that will accommodate approximately 50 new residents per year for the next decade. Continued growth beyond that will depend on expansion of service capacity.



The city's population is aging faster than the state average with a median age of 40.1 years. Median household income (\$74,685) and housing values (\$243,257) have increased at a high rate of growth and both are now considerably above the state median. There are few housing options for

Population/housing growth
U.S. Census

service workers in Dover as the Greater Sandpoint Region, which Dover is part of, has a shortage of affordable workforce housing.

Public Outreach Conclusions

As Dover matures, a pattern has emerged of steady growth in population and an increase in residents' income and the price of housing. The development of Dover Bay has demonstrated that a variety of housing types near each other can be compatible in the right location. A shortage of housing for workers in Dover and in the region has been recognized. Dover is attracting fewer families with children, perhaps due to increasing housing costs. The community expressed a desire to be attractive for full-time residents while welcoming seasonal residents and visitors. The housing rentals of the sharing economy such as Airbnb and VRBO have raised concerns for their impact on residents' quality of life who requested that the city regulate them. Recent changes in state law allow city regulation only as it impacts health and safety.

GOALS

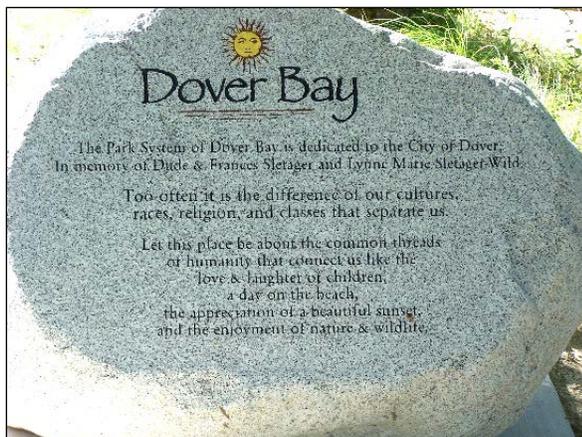
- 2.G.1 Dover has adequate plans and service capacity to allow continued steady population growth of 5-10% in the next 10 years on lands within existing city limits.
- 2.G.2 Seek to attract full-time residents.
- 2.G.3 Value the diverse stock of housing sizes and types that currently exist in the city.
- 2.G.4 Provide opportunities for people of all ages and income to be contributing community members.
- 2.G.5 Ensure that residents have quality access to transportation, food, and support services as they age.

POLICIES

- 2.P.1 Strive to maintain and expand a variety of housing types and sizes with new development.
- 2.P.2 Provide opportunity to develop affordable workforce housing in proportion to the need in the Greater Sandpoint Region.
- 2.P.3 Develop services and amenities that support visitors and provide a high quality of life for residents.
- 2.P.4 Ensure that providing housing for visitors through the sharing economy does not impede the health and safety of residents.

IMPLEMENTATION

- 1. Review and update the land use map that continues to identify sufficient opportunities to accommodate the steady growth anticipated and allows for a variety of housing types within the existing city limits.
- 2. Develop appropriate zoning categories and supporting ordinances necessary to allow development of a variety of housing types.
- 3. Plan for and develop public services and amenities that support permanent residents.
- 4. Develop standards for nightly rentals of housing units in Dover so they do not impede the health and safety of surrounding uses.



Dedication Rock, Dover Bay to the City of Dover

Too often it is the difference of cultures,
races, religion and classes that separate us.

Let this place be about the common threads

Of humanity that connect us like the

Love & laughter of children,

A day on the beach,

The appreciation of a beautiful sunset,

And the enjoyment of nature & wildlife.

In memory of:

Dude & Frances Sletager and Lynne Marie Sletager Wild

Section 3: Community Design, Land Use, Economic Development

Existing Conditions

The City of Dover is transforming to a cohesive community with several neighborhoods. The historic town site has a mix of uses and remaining historic structures, is laid out on a grid roadway network, has great access to the trail system and highway and is near the water.

Hillside neighborhoods north of the highway are on a roadway network that follows natural contours and connects east into Sandpoint. To the south, Highway 2



Historic Dover Source: Idaho Smart Growth



Hillside Source: Idaho Smart Growth

acts as a barrier between the hillside neighborhoods and the rest of town with only one access to Historic Dover via the entrance on Highway 2 and by foot and bike on the community trail. The hillside is mostly large lot single family residential land uses with views of the lake and surrounding mountains, and great access to the hillside recreational trail system.

Dover Bay is on the waterfront and has a variety of housing types including multiple dwelling buildings, condominiums, townhouses, single family small lot and large lot. There is a mixed-use center with retail/commercial at

the marina. It has great access to the water and the historic town site via a parkway and the extensive trail and pathway system.

The city complex of city hall, city park and city beach is on the waterfront in Dover Bay. Additional single-family neighborhoods are located along the waterfront east of Dover Bay.

The city boundaries established at incorporation were expanded in 1992 and have changed little since then. The northern boundary is uneven and intersects with Sandpoint's planning area. The Area of City Impact agreement with Bonner County concerns lands outside the city boundaries where growth is likely to occur or where growth would impact Dover. There is little detailed policy guiding growth in that area, which is administered by the county.



Dover Bay Parkside Bungalows
Source: Clare Marley

The City of Dover created the Dover Urban Renewal Agency (DURA) in December, 2005, and a plan was completed with projects to be funded from tax increment financing. DURA completed a wastewater treatment facility, fire station and purchase of fire apparatus through December 2007. The plan was extended in 2008 and additional improvements were identified, many of which have been completed. The increment tax funds from the homeowners and commercial properties in Dover Bay support the repayment of bonds for the projects completed and enabled

capacity to allow further growth. This also helps the city maintain and enhance environmental quality and services.

While residential growth has been high, economic and job growth has been concentrated in one employer, Thorne Industries – which recently announced plans to move out of state. With Thorne gone, Dover Bay resort and its subsidiaries have the highest number of employees and continue to grow. There are several small commercial sites in Historic Dover. There are anecdotal reports of growth in visitors seeking recreation.

Many residents commute to jobs in other parts of the Greater Sandpoint Region for work. Three percent of economic demand is produced locally, with 97% being imported. There are a few small scale active agriculture and other resource uses in Dover.



Dish Café patio at Dover Bay
Source: Idaho Smart Growth

Public Outreach Conclusions

Dover residents overwhelmingly voiced support and appreciation for being one cohesive community. While they recognize that preserving and protecting the distinctive characteristics of existing neighborhoods is vital, they are most interested in identifying and valuing Dover as a whole community. The small-town character of Dover is valued and the agricultural lands along Highway 2 are recognized as an important asset in preserving that character. Excellent environmental qualities and recreational opportunities round out the most valued community characteristics. Together these provide a community character and design that attracts people and has potential for a sustainable economy.



It was pointed out that the distance from Sandpoint to Dover seems far, while from Dover to Sandpoint seems near as there are more things that attract people to Sandpoint. To change that dynamic, residents desire activity centers that serve as community gathering places and include small scale retail and commercial i.e. markets/restaurants/small offices, civic uses such as a city picnic area/plaza/small park and other third places to drive economic development. There was a unanimous position among those who attended the workshops to limit retail and commercial to small scale uses and to not allow large scale retail and commercial on the Highway 2 corridor.



Business Signs Source: Idaho Smart Growth

There are three to four existing/potential activity centers; the growing marina and Dover Bay retail/commercial area, the civic complex of city hall, park and public beach and the potential of more activity in the Historic Dover town site along Roosevelt St. between the Highway 2 entrance and the Dover Bay parkway. The area around the Dover Bay Resort barn on the west side of the city also has promise as a recreation or event activity center.

There is agreement that Dover should allow further development of activity centers with a mix of small commercial, small retail, public and residential uses, and use of placemaking strategies to strengthen their appeal. Effective placemaking utilizes community participation centered on a local community's assets, inspiration, and potential to create quality public spaces that contribute

to health, happiness, and well-being. This can enhance community identity, create gathering places, grow both jobs and the economy locally and invite residents and visitors to stay and play in Dover. The activity centers can be further activated with public and quasi-public uses such as public spaces and small parks, pop-up activities, farmer's markets and relocation of the bus stop and Post Office.



Condominiums, Dover Bay
Source: Clare Marley

The community has grown to value the benefits of the land uses and development at Dover Bay, such as the retail and access to the waterfront referenced above. Additionally, the variety of housing types at Dover Bay have demonstrated the value and compatibility of introducing housing variety. There is support for continuing to build Dover Bay in this pattern.

There is recognition that the regulations in place today have restricted the renovation and redevelopment of both housing and small-scale retail and commercial uses in Historic Dover and

there is support for potentially revising those and allowing limited new development of small retail/commercial and compatible housing types while preserving the uses already in place.

The neighborhoods on the hillside vary from large lot single family to small agricultural uses. Limited compact suburban (4-6 units per acre) development where the land and services are available – primarily on the east side of Dover north of Highway 2 – is seen as appropriate. Lands in the central and west side hills are substantially large lot development or used as working lands; there was support to preserve those uses.

The community would like to see the agricultural area along West Pine Street north of Highway 2 in the western hillside remain as working lands and open space to the extent feasible and supports continued private efforts to protect and conserve those lands.

Protecting working lands through the use of conservation easements, such as the private preservation of the Sherwood Forest parcel, is welcome as a first step in protecting the small town rural character of the city and of open space and is seen as a foundation for further private preservation efforts. Subsequent proposals such as to protect an adjacent parcel, the Pine Street Woods, have a high level of community support. Other tools such as conservation subdivision design should be explored.



Trail network signs
© Andrea Nagel:

There is also support to review the area outside the city limits and inside the Area of City Impact regarding appropriate future uses. There is sufficient land today to accommodate the expected growth in Dover inside the current city limits. The northern boundary of both city limits and Areas of City Impact have points of adjacency and enclave with Sandpoint today. There was agreement that cleaning those up would benefit all jurisdictions.

The community treasures the high-quality natural environment and small-town character and features, and what those provide to livability. The waterfront, waterways, trail system and other

outdoor recreation are highly sought after by residents and visitors and are also part of the desired community design. Emphasizing the high quality of life and recreational focus through community design could help drive economic growth. Dover residents desire to maintain and enhance access to the recreational opportunities and the health and quality of the environment that supports them.

Services and facilities that serve both residents and visitors such as an event or recreation center and recreational retail services and rentals could help spur the economy. Overnight accommodation for visitors is viewed as a benefit as long as it doesn't impair full-time and seasonal residents' quality of life. There is a specific opportunity to attract visitors, perhaps overnight if adequate facilities are provided, from the new US Bike Route 10 national corridor.

Plan Map

Based on the values and visions expressed by the community, the City of Dover adopts with this plan a land use map identifying appropriate locations for the following:

- **Small lot single-family traditional – up to 6 units per acre.** Portions of Historic Dover were platted and developed on smaller lots of about one-quarter acre. The land use map recognizes the challenges of these smaller lots and the desire for this area to be able to improve, rebuild, or redevelop by easing lot coverage, setbacks, and other zoning standards to match the traditional development patterns. This section of Dover is generally located in the main residential area of Historic Dover, northeast of the planned unit development and south of the commercial area along the old highway corridor.
- **Compact suburban single-family – up to 4 units per acre.** This map designation covers areas on the northeastern edge of the city and portions of the waterfront, where higher density residential development has occurred or where suitable land exists for higher density development or redevelopment. This single-family residential classification recognizes lands that are accessible to paved roads, municipal water and sewer services, and other utilities. The lands are generally level to gently sloping, with some inclusions of hillsides with benched or terraced areas.
- **Large lot single-family - 1-2 acre.** Areas of existing development and land suitable for redevelopment for one- to two-acre single-family residential lots are shown north of the highway within the city limits and Area of City Impact. This map designation contains subdivided lands within Cedar Ridge, Ravenwood, Panorama Ridge, other smaller subdivisions, in addition to scattered, unplatted lots. For future subdivision, these sites are served by paved roads, and generally have access to municipal utilities. However, there are inclusions in this category of existing, platted and developed lands that do not have full services and have substandard or private accesses. These “grandfathered,” platted lots would remain eligible for development.
- **Rural residential - 2 to 10 acres.** The Rural residential 2- to 10-acre single-family residential designation represents the largest portion of the mapped area within the Area of City Impact, and includes a small portion of lands at the northwestern edge of the city limits. The map designation is similar to the Rural Residential designation assigned by Bonner County's comprehensive plan map. These lands generally do not have access to municipal services, and rely upon individual wells, septic/drainfield systems, and gravel roads. This area comprises some of the steepest terrain within the city and Area of City Impact. Seasonal and year-round streams course through the mostly forested area. Given the limited access to services and transportation and terrain challenges, this area is designated for lower density residential development and agriculture/forestry pursuits.

- **Small-scale working lands - 5 acres.** The Dover hillside north of the highway and the westerly bounds of the Area of City Impact provide suitable lands for low-density residential development paired with agricultural and forestry uses. Most of this land is not served by municipal services and paved roads. Opportunities for trailheads, conservation subdivisions, and conservation easements are presented with these lands.
- **Conservation overlay.** Areas where forested lands, wetland areas, or other land features lend themselves to conservation subdivision development are represented on the map with a conservation overlay. Through the planned unit development or conservation subdivision process, the city envisions these lands could be developed with clustered residential developments of single- and multi-family housing, while preserving sensitive or forested areas for common or public ownership. Trailhead accesses, public parklands, or other amenities would be encouraged as part of the development scenarios, with trade-offs for development densities.
- **Planned community.** Dover’s land use map recognizes the Dover Bay Planned Unit Development (PUD) as an area of the city that has development rights for single-family and multi-family residential uses, commercial uses, marina development, and other densities and uses authorized by the city through the PUD.
- **Mixed use.** No minimum lot size is provided for the areas designated for mixed use, since future development could vary widely. This map designation envisions a variety of uses from light industrial to small-scale, locally serving commercial/retail ventures and community centers. Possible future uses could include farmers’ markets, breweries or distilleries, cafes, vineyards and other appropriately scaled uses. Large-scale, retail or industrial development is not envisioned within this area. Small-scale multi-family uses are included in this map designation. Full municipal services, paved roads, and pedestrian access are expected in these areas.
- **Industrial.** The Industrial designation provides for light and heavy industrial uses, manufacturing, and mining. This map designation is limited to the Peak rock quarry, Portland cement plant, and the State of Idaho gravel quarry. The approximately 110 acres are located about ½ mile west of the city limits and within the Area of City Impact. Bonner County has mapped this area as Rural Residential in its comprehensive plan. A portion of the site is zoned conditional Industrial; the remainder is zoned Rural.
- **Recreation/Community services.** The land use map includes areas that would be suitable for future community services, recreational amenities, such as parks and trailheads, camping and other public spaces, where such areas are in public ownership or could be acquired through purchases or dedications.

Small scale commercial, multi-family and light industrial land uses are not specifically called out on the future land use map and are intended for inclusion in the areas where they are mentioned. Areas with appropriate municipal services and good transportation networks are designated for multi-family uses through the special use permit process. Multi-family is encouraged to use courtyards, park areas, open space, pedestrian/bicycle paths, and other amenities with appropriate height standards to preserve Dover’s view of the waterfront.

GOALS

- 3.G.1 Dover is a cohesive connected community with a high quality of life.
- 3.G.2 Residents desire to maintain a small-town character.

- 3.G.3** Livable neighborhoods with distinctive characteristics contribute to the whole of Dover.
- 3.G.4** There is a strong sense of place and features celebrating Dover’s community character.
- 3.G.5** Anticipated growth is accommodated within the existing city limits.
- 3.G.6** A high quality of life is strengthened by vibrant small-scale retail, commercial and public amenities and services in Historic Dover, Dover Bay, the city complex and more.
- 3.G.7** Economic development is focused on support for locally owned commercial and retail services and amenities scaled to serve Dover residents and visitors, and by allowing home occupations that are, or can be made, compatible.
- 3.G.8** An appropriate reuse of the Thorne Industries building.
- 3.G.9** No large scale regionally serving or national brand retail and commercial uses.
- 3.G.10** A cohesive community is reinforced by connecting the neighborhoods of Dover through trails and transportation corridors.
- 3.G.11** Access to recreational opportunities is maintained and enhanced.
- 3.G.12** Protection of the healthy safe natural environment and amenities preserves the high quality of life enjoyed today and continues to attract residents and visitors.
- 3.G.13** Protection of the agricultural lands on the Highway 2 corridor and the open space in the western foothills is encouraged. There is support for the economic production, natural scenic view shed and small-town character those lands deliver.
- 3.G.14** New development outside the city limits within the Area of City Impact is limited to rural uses until development opportunities inside the existing city limits are exhausted.

POLICIES

- 3.P.1** Enrich and celebrate the community identity of Dover using placemaking strategies in key locations, such as the entrance on Highway 2, the activity center in Historic Dover, the marina area in Dover Bay and the city complex.
- 3.P.2** Encourage the continued development of Dover neighborhoods including:
 - a. the buildout of Dover Bay with additional housing, commercial and retail opportunities in keeping with the adopted master plan;
 - b. suitable infill and renovation of the Historic Dover town site with a mix of uses such as small lot single family residential, small-scale multifamily residential, a small-scale commercial/retail activity center and recognition and accommodation of historic lot sizes;
 - c. new development of hillside neighborhoods consistent with services available, such as compact suburban to large lot residential development; and
 - d. Identification of areas of stability where more intense new development is not anticipated.
- 3.P.3** Encourage and enable development of locally serving commercial and retail establishments in identified activity center locations supported by the community.
- 3.P.4** Develop active and passive public spaces in identified activity centers such as public restrooms, plazas or small parks, small outdoor courts, gathering spaces, community gardens and more.

- 3.P.5 Foster development of an event/recreation facility such as supporting Dover Bay’s efforts to activate the “barn.”
- 3.P.6 Discourage and restrict the development of large scale retail or commercial uses.
- 3.P.7 Enable home occupations with appropriate criteria and conditions.
- 3.P.8 Promote connections to recreational opportunities through community design and wayfinding or directional signage.
- 3.P.9 Encourage and enhance public recreational opportunities through improvements to the waterfront, waterways, trails system and existing access points; new facilities such as trails, access points, boat launches and crossings; and additional services such as recreation-focused retail and repair shops, rental facilities and restrooms.
- 3.P.10 Promote recreational facilities and services for US Bike Route 10.
- 3.P.11 Ensure that new development does not negatively impact the safety, health and environmental quality of Dover.
- 3.P.12 Encourage private protection of agricultural lands on the Highway 2 corridor, valuable open spaces and other environmentally sensitive lands.
- 3.P.13 Prohibit billboards and limit other roadside advertising signs to maintain the attractive character of the community.

IMPLEMENTATION

1. Identify and begin execution of Lighter Quicker Cheaper (LQC) placemaking strategies at the entrance on Highway 2 and in activity centers in the historic town site, at the marina and in the city complex. LQC uses simple, short-term, and low-cost solutions to quickly try ideas that emerge from workshops and planning efforts.
2. Review and update as necessary the land use map adopted with this plan that identifies appropriate locations for the varieties of residential development listed, recreational facilities and services, small-scale working lands, mixed uses including small-scale commercial and multi-family and light industrial, and areas designated for open space and preservation.
3. Develop and adopt zoning classifications and ordinances that allow well-regulated compact suburban, small lot single family and small scale multifamily residential development; mixed use areas, small scale commercial, and retail development in areas identified on the future land use map. Consider proactive rezoning in locations where there is broad community and property owner support for new use(s).
4. Develop a plan and budget to complete the public facilities and open spaces called for in activity centers (3.4).
5. Move the Post Office and bus stop to an identified activity center.
6. Streamline small business licensing and permitting.
7. Review procedures for home occupations to ensure they create minimal customer or employee traffic, little parking demand and do not negatively impact neighborhood aesthetics.

- 8.** Support reuse of the Thorne Industries building. Work with ITD and the property owner to explore reconnection to Historic Dover by trail on ITD right-of-way and other changes that would make the site more attractive to prospective tenants. In the long-term explore reconfiguring the entrance on Highway 2 with ITD, BCATT and property owners to reconnect Historic Dover with these properties by vehicle and improve safety at the highway entrance.
- 9.** Restrict development of large scale commercial and retail uses in zoning and ordinance.
- 10.** Develop and adopt procedures and/or regulations for streamlined consideration of community recreational and event facilities.
- 11.** Develop practices and regulations to ensure multimodal access to recreational sites, facilities and trails as development occurs. Identify missing connections and work to connect them.
- 12.** Review and develop ordinances to require new development to mitigate adverse impacts on the natural environment.
- 13.** Review and develop ordinances to prohibit billboards and limit other roadside advertising signs to maintain the attractive character of the community.
- 14.** Support opportunities for additional private preservation of working lands, open space and environmentally sensitive lands in Dover such as preservation of the Pine Street Woods.
- 15.** Review the northern boundary of both city limits and Areas of City Impact and try to reach agreement with Sandpoint and the county on who can best service the points where the boundaries are adjacent.
- 16.** Review and renegotiate the Area of City Impact Boundary agreement with Bonner County to further the growth and development goals of Dover while protecting private property rights as needed.

Section 4: Transportation - Airports

Existing Conditions

Dover has one arterial roadway, US Highway 2 (US-2) operated by the Idaho Transportation Department. It runs east-west from the Washington border to US Highway 95 in Sandpoint, bisecting Dover between Historic Dover-Dover Bay and Dover's hillside neighborhoods. US-2 was recently rebuilt and rerouted to bypass Historic Dover. During that construction, connection between Historic Dover and the industrial lands to the east was fragmented.



Major roadways, trails and access in lower Dover

Idaho Smart Growth

There are seven collector roadways operated locally, most are in need of repair. Portions of the three primary collectors on the hillside, West Pine, Syringa Heights and Lower Syringa are not paved. Other roadways in Dover provide local functions.

There is a widespread trail system including the Sandpoint to Dover Community Trail running along Highway 2 and 9 miles of trails in Dover Bay including connections to the Marina, City Hall and the city beach and park. There are numerous recreational trails on the hillside that are part of the extensive Bonner County trail system.

Sidewalks/sidepaths have been included in most of Dover Bay's new collector and local roads; older roads do not include sidewalks/sidepaths. The local roads are low volume and most don't require additional facilities for walkers and bikes with the exception of 3rd and 4th near the Post Office. The few collector roadways in the older parts of Dover, Jackson Street, Railroad Ave. and Old Highway 2 are higher volume creating safety concerns for walkers and bikes.

Selkirk Pend Oreille Transit, SPOT, is a cooperative effort between the cities of Dover, Sandpoint, Ponderay and Kootenai. Currently fixed route service includes one stop in Dover at the post office with two-hour frequency.

Airports and other services –The Sandpoint airport, administered by the Bonner County Commission, offers general aviation and air taxi service. Dover Bay operates a private marina on the waterfront with 100 slips and has plans and adequate capacity to expand as demand increases. There is a growing number of seaplane and other water aircraft landings near the Dover Bay marina.

Public Outreach Conclusions

The regional transportation issues in Dover center on Highway 2 and the impacts of the new bridge, the new alignment and the widening of the highway. Local roadway issues revolve around maintenance and whether/if some of the collector roadways should be paved and how to pay for that. The trail and pathway system is highly valued for both transportation and recreational uses and there is a desire for expansion and added connections. There is concern for pedestrian safety near the Post Office and bus stop in the historic town site. The eventual location of the Post Office and bus stop should consider safe pedestrian and bike travel and access. Pedestrian and bike safety should also be assessed for collector roads.

Dover residents have expressed several concerns with the new Highway 2 alignment and access. Many feel unsafe at the entrance into Historic Dover from the new highway alignment. Worries include the high speed of traffic on the highway near the entrance, the curve and slope of the highway impairing clear lines of sight and the likelihood of vehicles losing control on ice and snow on the slope from the bridge near the entrance. The visibility and awareness of the entrance is also a concern, many expressed a wish for gateway features that would cue drivers to the existence of and arrival at Dover.

Other Highway 2 concerns include; the higher speeds, raised elevation and alignment produce increased road noise in the hillside neighborhoods and Historic Dover. The widening from two lane to five lane and back to two lane encourages higher speeds in the five lane section and increases safety concerns at all conflict points. The size and elevation of the roadway create a more pronounced barrier between Historic Dover and the hillside. The location and design of the new entrance disconnects Historic Dover from the industrial area and neighborhoods to the east. There is still a desire for a public access at the western entrance from Highway 2 into Dover – though it is not high priority. And the community trail needs better separation from the highway from Rocky Point Road to Syringa Heights Road.

Recent restriping to create a dedicated turn lane on Highway 2 at the Dover entrance from the west is a slight improvement. Adding gateway, wayfinding and placemaking elements to the entrance is a high priority. Wayfinding informs people of their surroundings in the (unfamiliar) built environment through directional signage and branding to guide people in the right directions and to destinations.

A transition point (ramp) from the roadway shoulder to the community trail that was added at Syringa Heights Road to allow bicyclist to enter Dover by safely crossing under the highway on the trail is a needed improvement, but it is not well-signed and may be missed. The city has



Hwy 2 Bridge under construction, Source: ITD

requested a barrier between the roadway and the trail from Rocky Point to Syringa Heights Road; ITD is considering this request. Reconnecting Historic Dover with the industrial area and neighborhoods to the east would likely create improved and increased economic opportunities and may provide opportunity for a safer access point.

Parts of the collector system of roadways in the hillside neighborhoods are currently unpaved and much of the rest is in need of repair and maintenance. Paving these roadways to today's standards would require widening and straightening them, would be very expensive and would likely increase both the speed and the traffic volume on them. These roadways are maintained by the Independent Highway District and given their volume of use today are relatively low priority for the district. There is a need to identify the specific location and type of improvements desired so Dover can prioritize paving these collectors and better understand the benefits and impacts.



Trails in Dover,

Source:
Ruen-
Yeager,
ISG

One member of the public said, “Trails and pedestrian ways are one of the best things about Dover – it’s very charming and draws people.” The trails are loved for their utility and also their ability to attract visitors and to foster the sense of place in Dover. There is a need for improvements at trailheads on the trail system and good directional signing or wayfinding – especially at the connection from the community trail to the underpass of Highway 2/Dover entrance. The community would like to see additions to the trail network and has many ideas to improve the pathway system that exists today.



Possible trail expansions include adding to the trail system in Dover Bay, further connections to the historic town site, reuse of abandoned rail right-of-way, adding trail space along Railroad Ave. and the collector roadways in the hillside neighborhoods and new trails east of Dover Bay connecting the historic town site. The community also pointed out a need to improve crossings and add pedestrian/bike oriented lighting. Dover Bay plans to extend the system they have built as their master plan continues to build out. Creating better signs and connections from US Bike Route 10 would enhance the economic opportunities identified in Section 3.



SPOT Bus, Selkirk Pend Oreille Transit

Improving the connections by water into parts of Dover was also identified as a desire. For instance, a connection under Highway 2 from the lake at Chuck's Slough was mentioned. Though it is also addressed in the recreation section and is not specifically a transportation need, it is mentioned here to recognize the transportation service it does provide.

The SPOT bus is not widely used today by Dover residents, there was a great interest in making it more convenient and frequent so that it could be better used. Folks felt that moving the stop to near the old post office site would make it more accessible. Discussion centered on keeping the bus stop and the post office site near each other and potentially using them to create an interest point in the activity center in Historic Dover. There was also interest in exploring better connection to the bus service to Schweitzer Mountain in the winter.

Residents recognize the importance of maintaining the air taxi services and airplane related manufacturing at the airport operated by Bonner County in Sandpoint. The development of the marina at Dover Bay with its existing 100 boat slips and potential for more than double that in the future has been well received. There is concern that the seaplane and other water aircraft landings on the lake near the marina could have negative impacts such as noise and safety if not regulated.

GOALS

- 4.G.1 Dover has a safe, highly visible entrance on Highway 2 that creates a welcoming gateway into town.
- 4.G.2 Speed limits are lowered on Highway 2 as it passes through Dover, design elements cue highway travelers that they are entering an urbanized area, there is safe ingress and egress into Dover at all entrances and reduced roadway noise inside Dover.
- 4.G.3 The public right-of-way on Highway 2 is utilized to allow safe efficient travel for all users, such as the addition of bike lanes on the bridge, and has design features that encourage travel at the posted speed limit.
- 4.G.4 Dover has a realistic transportation action plan for local needs.
- 4.G.5 The Dover trail, pathway and pedestrian system is comprehensive, safe, connected and attractive, and is a valued community feature with access to activity centers.
- 4.G.6 The SPOT bus has service that is easily accessible and convenient.

POLICIES

- 4.P.1 Develop a detailed plan for desired placemaking features for a gateway at the entrance to Highway 2 that is safe, highly visible, attractive, welcoming to visitors and expresses Dover's character.
- 4.P.2 Support right sizing of Highway 2 to ensure that the public right-of-way is being fully utilized for all users. This may include converting travel lanes to other uses such as designated bike lanes and creating safe space for accelerating and decelerating vehicles at access points.
- 4.P.3 Develop a transportation action plan that establishes infrastructure needs for all users, identifies desired design features for roadways trails and pedestrian ways, minimizes maintenance costs and establishes priorities within funding available.
- 4.P.4 Improve connections between Historic Dover and the industrial and residential lands to the east along the lake shore.

- 4.P.5 Ensure adequate procedures to review connections to the broader transportation system within all new developments.
- 4.P.6 Develop a detailed plan for improvements to the trail and pathway system that includes directional signage or wayfinding, crossing improvements and lighting enhancements.
- 4.P.7 Support facilities that encourage users on US Bike Route 10.
- 4.P.8 Seek to relocate the SPOT Bus stop to an activity center, to increase frequency of service and to explore routes that better serve winter recreation and other special needs.
- 4.P.9 Support Bonner County to continue to manage and operate the airport in Sandpoint.

IMPLEMENTATION

1. Complete the detailed gateway placemaking plan.
2. Communicate with ITD about desired changes on Highway 2, develop support through Bonner County Area Transportation Team (BCATT) for these changes.
3. Formally request lower speed limits on Highway 2 at the entrance to Dover to improve safety for all users.
4. Prioritize paving projects on West Pine, Syringa Heights Road and Lower Syringa Road through BCATT.
5. Explore reconfiguring the entrance on Highway 2 with ITD, BCATT and property owners to reconnect Historic Dover with properties to the east by vehicle and to improve safety at the highway entrance over the long-term.
6. Engage local users to identify lighter, quicker cheaper improvements to the trail system.
7. Review procedures and ordinances that require developers to provide; safe and durable roads that are paved where necessary, reduce dust and minimize maintenance costs, and provide for parking, safe and sufficient pedestrian and bicycle travel and connections. Improve as needed.
8. Request funds through the Local Highway Technical Assistance Council (LHTAC) or other grants for directional signing and other improvements identified in the transportation action plan and for the trail system.
9. Work with SPOT Bus to identify and move the bus stop to a more accessible location and explore improved services.

Section 5: Utilities – Transmission Corridors

Existing Conditions

The City of Dover operates a waste water treatment system that accepts pretreated sewage using individual septic tanks to treat solids. It has a design capacity to serve 1000 units. It is serving 31% of that capacity today with commitments to serve an additional 47-51% at build out of approved developments and masterplans. This leaves 18-22% for new growth beyond what is already approved. There is potential to utilize the Dover treatment plant regionally with investment in a headworks to replace individual septic tanks for treating solids. Better utilization of the plant capacity can potentially lower per capita costs over the long term.

The city of Dover treats and distributes potable water from the Pend Oreille River. The system has storage for 400,824 gallons and is designed with capacity for 1,100 hookups. Twenty-six percent of those hook-ups are currently being used and 44% are committed to approved developments and master plans, leaving 31% capacity to accommodate new growth.

Dover residents and businesses contract with Waste Management Inc. under a contract with Bonner County for solid waste pick-up. 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.

Dover receives gas and electric services from Avista Utilities and electrical services from Northern Lights Inc. in portions of the city and Area of City Impact. Avista serves 13,001 customers in Bonner County. There are two dams in the county that provide power to communities across the northwest; the Cabinet Gorge Dam is 230 megawatts and the Albeni Falls Dam has three generators producing 54 megawatts each.

Broadband access in Dover is currently offered through a cable and telephone-based subscription and speeds are considered low by national standards. Land-line phone service is provided by Frontier.

Transmission Corridors – One line of the Spokane Regional Transmission Corridor runs from Albeni Falls Dam, through Dover, through Sandpoint, then north to Bonners 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.

Public Outreach Conclusions

Discussion led to general appreciation that the expansions and enhancements to the public sewer and water utilities undertaken by the Dover Urban Renewal Agency provide enough capacity to



*Waste water treatment plant,
Source: Dover*

serve all development that has been platted or approved through a master plan as well as the continued steady growth anticipated.

Conversations about changes to the sewer system to phase out the use of individual septic tanks or to utilize the system regionally should only move forward after they have been fully explored and vetted with the public. Planned improvements to the water system that enhance both quantity and water quality are supported.

In 1989 the city took over operation and ownership of the Rocky Point sewer system and acquired and closed a leach field located on land outside the city limits and Area of City Impact boundary west of town. The city considered using the site for land application of sewage bio-solids, that use is no longer under consideration. There is no identified public purpose for this land, which the city retained. A need was recognized to further examine whether the city has a use for this land and determine its future.

There was no comment about either electrical or natural gas services. However, there was interest in encouraging green energy use but ensuring that wind and solar electrical installations and cell towers be properly sited to retain community views and character. Furthermore, that the city should require new utilities, including electrical connections, to be underground where possible and to explore moving existing electrical lines underground. Finally, there is a desire to encourage the use of electric vehicles and to site a public electrical vehicle charging station.

Broadband services were widely acknowledged to be slower and less reliable than desired. There is a desire to join in a regional effort to bring high-speed fiber-optic service to Dover.

GOALS

- 5.G.1 Dover has sufficient affordable and reliable utilities to support the growth anticipated.
- 5.G.2 Utilities, both public and private, offer high quality services and protect the exceptional environmental qualities of the area's waters, air and landscapes.
- 5.G.3 Improved speed and reliability of broadband services in Dover using fiber optic cabling or other technologies.

POLICIES

- 5.P.1 Protect sewer and water service capacity for future development that has been approved by subdivision plat or conceptually by master plan.
- 5.P.2 Require new development to bear the costs of extending public utility services or expanding capacity if new capacity is necessary as a result.
- 5.P.3 Explore enhancement of the current sewer system that is affordable and practical for existing Dover residents; such as a headworks allowing the phase-out of individual septic tanks and/or use of the system regionally.
- 5.P.4 Continue to improve the water system for better reliability and improved environmental quality. Consider consolidating water resources where feasible.

- 5.P.5 Maintain access to curbside recycling service.
- 5.P.6 Support expansion and improvements to electrical and natural gas services and cell service by private utilities, and development of solar and wind power while protecting Dover's environment, view sheds and community character.
- 5.P.7 Promote improved broadband services, including as part of a regional effort.
- 5.P.8 Run utilities underground where feasible.
- 5.P.9 There is no Electrical Transmission Corridor of National Interest, relating to Idaho Statute 67-6508, in Dover.

IMPLEMENTATION

1. Convene discussions to investigate sewer enhancements and regional expansion of the sewer system.
2. Continue to execute the water facilities plan.
3. Comment on planned private utility service plans such as at the Public Utilities Commission or other applications for service changes.
4. Collaborate regionally on efforts to bring improved broadband services to the area.
5. Develop an ordinance requiring underground power in new development.
6. Explore opportunities to bury transmission lines where feasible.
7. Determine whether to use or dispose of city owned property acquired from the Rocky Point sewer and initiate development or disposal process.
8. Implement public recycling at city facilities if feasible.

Section 6: Recreation

Existing Conditions

Recreation in Dover centers on the lake, river and trails. There is a public city beach and a city park on land donated by Dover Bay near city hall and a private marina at Dover Bay. The lake and waterways offer quality motorized and non-motorized boating, swimming and fishing opportunities. There is a total of about 12 miles of trails and pathways in lower Dover, including nine trail miles in Dover Bay. The hillside has numerous recreational trails connected to the Bonner County trail system. Dover is sited on the new US Bike Route 10.



Bonner County has a large variety of outdoor recreational opportunities with five golf courses and ten campgrounds on Lake Pend Oreille and the Pend Oreille River. Nearby Schweitzer Mountain draws skiers and other winter recreationists.

Public Outreach Conclusions

Support for increased recreational opportunities and access to recreation is very high. As mentioned in Section 3, the community treasures the high-quality natural environment and the livability and high quality of life that ready access to the rich array of outdoor recreational pursuits offers for residents and visitors alike. It also provides some of Dover's best economic development opportunities. The waterways, waterfront and trail systems are heavily used and highly valued, and there was enthusiastic support to maintain and enhance these features. Of the cities in the Greater Sandpoint Region on the Lake Pend Oreille system, Dover has some of the highest quality waterfront access.



City Beach, Dover Bay, Dover

Maintaining and enhancing access to the recreational opportunities and the health and quality of the environment that supports them is a high priority. Residents would like to see more recreational facilities that are open to the public. The city park and beach are appreciated. There is support for additional public open space in Dover and for more active recreation sites such as court and field sports and an indoor recreational facility. Additionally, there were many suggestions for improved access and opportunity for existing recreational pursuits.

Specifically, there is support for the following recreational infrastructure improvements:

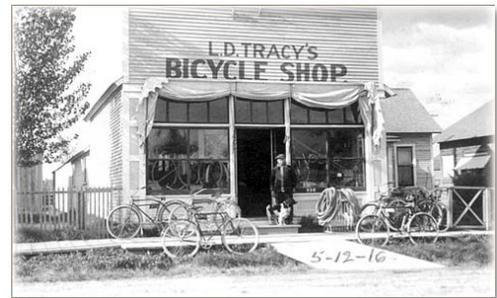
Parks: The city park at the waterfront is a good start; there was interest in additional small parks, such as a gateway space near the entrance to Highway 2 with tables, benches, and restrooms, and a small outdoor court space. Additionally, there was support for a dog park and both natural and landscaped public sites in the hill neighborhoods, especially at trailheads.

Waterfront/Waterways: Improvements discussed include improved non-motorized lake access such as a pass-through to the lake from Chuck’s Slough to Canoe Cove, more non-motorized boat launch sites throughout the city such as near Ontario Street on the hillside and near access points on the shoreline, more public access to and more improved beaches, and improving the water quality in all of the many ponds in Dover.

Trails: Included in the trail interests are building-out the trail system in Dover Bay and along the shoreline and into the historic townsite, and enhancing trail head locations. Identifying and working toward more connections and access points to all trails. Adding new trails identified in the Bonner County Trail Plan and a developing directional signage or wayfinding for the entire trail system to make it more inviting and easier to use.

Indoor Facility: There is a desire for an indoor facility that can provide court space for games such as pickleball, basketball and tennis, as a winter gathering space and to host events.

Services: There is support for additional recreation services. These can be publicly or privately owned as long as they are open to the public. Ideas include non-motorized watercraft rental (i.e. canoes/paddleboards), non-motorized boat storage, recreation retail such as a bike or outdoor gear shop, public access and restrooms at the marina, an outdoor rink, a cyclist campground and a pool.



Historic Bicycle Shop, Sandpoint
© Bonner County Historic Society

GOALS

- 6.G.1 The livability of Dover is characterized by excellent access to outdoor recreation in the high quality natural environment.
- 6.G.2 Build a public land base which will serve the recreational needs of future generations.
- 6.G.3 Require new development to support improved public recreational areas and access.
- 6.G.4 Recreational facilities in Dover include public parks, trails and pathways with extensive connections and access, public access to waterways and the waterfront, a year-round indoor recreation center and public and private services to support these activities.
- 6.G.5 Public access to the waterfront, waterways and trail system shall be maintained or enhanced. Developments provide access to public waters and public trails for all residents of the community whenever possible.
- 6.G.6 Grow Dover’s economy through small-scale recreational retail and services, i.e. equipment sales, repair and rentals

POLICIES

- 6.P.1** Support completion of new public spaces/plaza/parks as resources allow. Identify and prioritize potential locations and desired amenities.
- 6.P.2** Require new development to provide recreational amenities and spaces with access to the public in proportion to the development's impact or pay a fee in lieu of such.
- 6.P.3** During project approval seek usable public connections to the waterfront and waterways and public recreational access points to trails requiring new development to provide those where directly related to the impact of the development.
- 6.P.4** During project approval seek completion of trail gaps, requiring them where they are directly related to the impact of the development.
- 6.P.5** Pursue the completion of non-motorized watercraft launch/takeout sites throughout the waterways and waterfront of the city.
- 6.P.6** Support non-motorized watercraft access such as to Canoe Cove.
- 6.P.7** Provide for safe and enjoyable use of the lakeshore with appropriate regulations such as noise limits and designated "wake free" and seaplane landing zones.
- 6.P.8** Facilitate the opportunity for development of an indoor recreational center in Dover.
- 6.P.9** Develop processes and ordinances to allow private recreational support services with appropriate conditions and limitations.
- 6.P.10** Support the Bonner County Trail Plan and specifically the completion of trails and connections to the trail network inside Dover and its Area of City Impact.
- 6.P.11** Ensure residents and visitors have directions and signage to use the trail system. Ensure that public trails such as Verwolf Point are marked such and open to the public.
- 6.P.12** Explore overnight camping facilities for all users (see also 3.10)

IMPLEMENTATION

- 1.** Develop and design a public spaces/plazas/parks action plan and preliminary budget. Prioritize the sequence of completion and potential funding sources.
- 2.** Support a study to enable the development of procedures for compliance with policies 6.2, 6.3 and 6.4.
- 3.** Develop noise limits and communicate with lake users on meeting them. Identify where wake free zones and appropriate and safe locations for seaplane and other water aircraft landings. Work collaboratively with Bonner County to implement.
- 4.** Identify procedures and processes to allow application for development of an indoor recreational facility and for private recreational services.
- 5.** For reference in public parks planning and for development application reviews:
 - a. Identify and map key access points/access point improvements on the waterfront, waterways and the trail network.
 - b. Identify needed improvements at trailheads.
 - c. Identify and map key locations for launch/takeout sites for non-motorized watercraft.
 - d. Identify and map gaps in the trail system.
- 6.** Refer to the Bonner County Trail Plan when reviewing development applications.

Section 7: Public Services

Existing Conditions

Dover receives many public services from separate service districts or the county. For instance, Dover has no municipal police and relies on Bonner County for police services.

Fire protection is delivered by the Westside Fire District. Through the Dover Urban Renewal Agency, a new station was built in Dover in 2006 and houses a structural engine, brush truck, 102' aerial truck and a water tender. The district has recently entered into a contract to work under the management of the Selkirk Fire and Rescue using the assets in Dover. This will offer efficiency through shared administration, employees and volunteers and will provide better quality service with more fire resources available to Dover. The station will house at least one full-time EMT and a deputy chief under the new contract.

Dover is in the East Bonner County Library District with a central library in Sandpoint. The district includes a bookmobile; there is currently no bookmobile service to Dover. Dover has a contract Post Office location in the historic town site.

Goals and policies related to public transportation services are included in Section 4: Transportation. Utilities are included in Section 5: Public Utilities. Public parks and recreation services are included in Section 6: Recreation.

Public Outreach Conclusions

Dover recognizes that the Westside Fire District has a separately elected board, and supports maintaining good communication between that board and the city elected officials to ensure that fire service quality is maintained or enhanced in Dover. The lack of sufficient hydrants in the older parts of Dover are a concern. There is interest in working with the fire district to develop a level of service standard.



West Side Fire District Station, Dover Source: Dover

Policing complaints focused mostly on civilian code enforcement issues, such as parking, noise, trash and late-night parties. There is support for working with the Sheriff's department to institute a Neighborhood Watch program and to investigate contract services during high use events. There is not support for part-time or full-time city policing at this time though there was interest in better code enforcement.

Maintaining a contract Post Office site is vitally important to Dover. There is interest in pursuing bookmobile service and an electric vehicle charging station.

GOALS

- 7.G.1 Fire service is maintained at current service levels or better.
- 7.G.2 The Bonner County Sheriff's Department supports an active Neighborhood Watch Program in Dover.
- 7.G.3 The Dover Post Office is maintained or enhanced.
- 7.G.4 Dover has a bookmobile stop on the East Bonner County Library route.

POLICIES

- 7.P.1 Communicate regularly with the Westside Fire District and Selkirk Fire and Rescue on issues related to maintaining or enhancing fire service levels. Explore an agreement on the level of service and support additional hydrants where needed as resources allow.
- 7.P.2 Actively participate in Bonner County Sheriff's Neighborhood Watch Program.
- 7.P.3 Require the use of private security at large events.
- 7.P.4 Support the use of electric vehicles through charging stations or other infrastructure.
- 7.P.5 Consider the development of sustainable community amenities such as utilizing the land over the natural gas pipeline for a greenhouse.

IMPLEMENTATION

1. Schedule regular communication with Westside Fire District and its successors.
2. Allow neighborhood watch groups to utilize city hall for communication and events.
3. Develop criteria for requiring private security at large events.
4. Explore bringing bookmobile service to Dover.
5. Explore adding electric vehicle charging stations, perhaps at City Hall or in other public spaces.

Section 8: Education; Schools and School Transportation

Existing Conditions

There is no public school in Dover. Students attend schools in Sandpoint administered by the Lake Pend Oreille School District (LPOSD), the Forrest M. Bird Charter School and the private nonprofit schools in the area. The LPOSD district projects that there will be space in the current schools and sufficient transportation available to accommodate new students from growth in Dover.



School Bus,
Source: Idaho Smart Growth

The school district provides bus transportation for the students in Dover with buses serving Dover in the morning and afternoon and it has an active Safe Routes to School program that encourages students to walk/bike/carpool or use transit to get to school.

Public Outreach Conclusions

Dover residents value access to public schools in the Lake Pend Oreille School District (LPOSD), and to the charter and private schools in Sandpoint. Dover and LPOSD recognize that communication on any changes in city growth projections or school enrollment figures is good for both entities. Dover would like to see safer conditions on the Sandpoint/Dover Community Trail to improve safety and further encourage students and families with students to consider biking to school.

GOALS

- 8.G.1 Dover will communicate with the Lake Pend Oreille School District (LPOSD) regarding development applications, transportation needs and any changes in plans that affect school enrollment or transportation.
- 8.G.2 Dover encourages the Lake Pend Oreille School District to respond to development applications and to communicate with the city regarding any changes in attendance zones, projected enrollment and transportation services.
- 8.G.3 Dover supports reducing single occupancy vehicle trips to school.

POLICIES

- 8.P.1 Provide notice of zoning changes and development applications to the Lake Pend Oreille School District.
- 8.P.2 Invite the LPOSD to participate in planning efforts and discussions.
- 8.P.3 Respond to LPOSD communication regarding school changes.

- 8.P.4** Urge the LPOSD to support Safe Routes to School, carpooling, safe and convenient bus service, to actively educate and encourage students to participate in these programs and to support infrastructure projects that make participation safer.

IMPLEMENTATION

- 1.** Continue communication with LPOSD as needed to support these goals and policies.
- 2.** Collaborate on education, encouragement and infrastructure that promotes safe carpooling, busing and non-motorized transportation for students to school.
- 3.** Work with local area Safe Routes to School program to improve safety on the Highway 2 trail and develop strategies such as biking groups from Dover to schools within 3 - 5 miles.

Section 9: Natural Resources, Special Areas or Sites – Agriculture

Existing Conditions

Dover is located at the confluence of Lake Pend Oreille and the Pend Oreille River and is surrounded by a series of mountain ranges, the Selkirk, Bitterroot and Cabinet Mountains. Dover's waterfront elevation is about 2,080 feet. The climate has warm, dry summers and cold, snowy winters. Lake Pend Oreille is the largest natural lake in Idaho with a surface area of 128 square miles and the fifth deepest lake in the United States at 1,158 feet. The composition of the glaciated soil has low permeability and creates stormwater drainage challenges in many areas of the region.

Approximately 70 percent of Bonner County is forested with a wide variety of tree species; logging is still an important economic activity. The region provides habitat for nearly 300 species of birds, 50 species of mammals and many fish. Natural features and wildlife are the backdrop for recreational activity and a high quality of life in the region, including Dover.

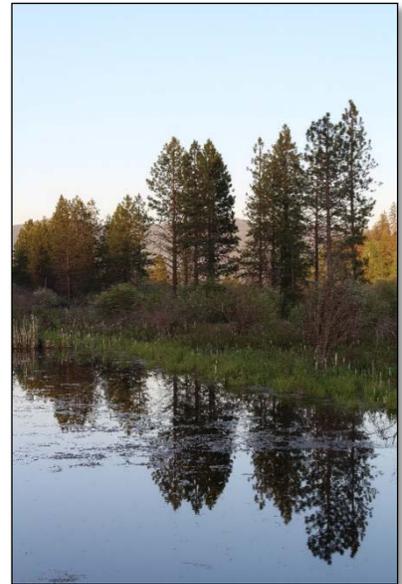
Public Outreach Conclusions

As noted previously, the community treasures the high-quality natural environment in Dover and what it provides to livability. The waterfront, waterways, wetlands, trail system and other outdoor recreation corridors and facilities should be maintained and enhanced and will be sustained by taking care of the environment around them.

There is support to enhance current management of water quality, hillside protection and stormwater runoff. The riparian areas and wetlands along the waterfront and waterways provide natural benefits that reduce flooding, improve water quality and provide habitat for wildlife and native flora. Disturbing any of these special areas and sites can create hazards and reduce environmental quality and should be regulated during development review processes to prevent and mitigate impacts.

The forest cover provides scenic value, erosion control and other environmental benefits and it may have rare or endangered flora and fauna. Unregulated hillside development can create erosion and landslide dangers as well as damaging natural topography, flora, and fauna.

Stormwater runoff from rain and snowmelt picks up pollutants such as trash, chemicals, oils, and dirt/sediment where it flows over impervious surfaces, such as streets, parking lots, and rooftops. That runoff can harm rivers, streams, and lakes. Reducing and treating stormwater at its source through infiltration and other green infrastructure processes can filter out pollutants and/or prevent pollution.



Wetlands Dover,
Source: Clare Marley Ruen-Yeager

Access to the lakefront is held in high value and should be protected during development processes.

The private preservation of the Sherwood Forest parcel is welcome. There is support for further private preservation efforts, especially along Highway 2 on the north side of the highway and in the central and western hill neighborhoods where environmental qualities are highest. The current effort to protect the Pine Street Woods and manage it for public access, recreation and conservation has high community support.

Agriculture – As noted in Section 3: Community Design, Land Use and Economic Development, there are active agricultural and other resource uses in Dover including farmland along Highway 2/West Pine and forest management activities on the hillsides in Dover. Though relatively small scale these activities are valued for the economic development and natural values these working lands provide. The community expressed a desire to protect and conserve those lands and uses to the extent feasible. (see also 3.G.13, 3.P.12, 10.P.7)

GOALS

- 9.G.1 Maintain the natural environment and resources in a condition which will produce the greatest long-term benefit for present and future residents of the community.
- 9.G.2 Manage impacts of stormwater runoff in Dover.
- 9.G.3 Protect the forest and natural ground cover within the city to reduce dangers of erosion, protect water quality, preserve wildlife habitat and maintain aesthetics allowing consideration for fire safety, weed control and forest management.
- 9.G.4 Protect the ecological and wildlife values of special areas and sites such as wetlands, hillsides, rare or endangered flora or fauna, farmland and aquifer recharge areas where preservation would provide the greatest long-term benefits.
- 9.G.5 Preserve the working lands in Dover.

POLICIES

- 9.P.1 Minimize and mitigate adverse impacts of development of lands adjacent to harbors, beaches and shorelines to conserve riparian areas and sustain environmental quality.
- 9.P.2 Minimize new development's impacts on the natural landscape by regulating grading, fill and other site modification, maintaining slope stability, minimizing loss of wetlands and retaining valuable ground cover.
- 9.P.3 Control stormwater runoff at its source using green infrastructure and other strategies that mimic natural processes to prevent pollution of Dover's valuable water resources.
- 9.P.4 Support private preservation of environmentally sensitive sites such as wetlands, hillsides, and the aquifer recharge area.
- 9.P.5 Support private preservation of working lands such as farmland and forest management areas.
- 9.P.6 Protect rare or endangered flora or fauna when identified.

IMPLEMENTATION

1. Review development procedures and ordinances for alignment with these goals and policies.
2. Utilize resources such as the Bonner County GIS system and natural resource layers and the Greater Sandpoint Greenprint to identify wetlands, hillsides, farmland and aquifer recharge areas where preservation would further the natural resource goals of the City of Dover.
3. Develop comprehensive hillside protection and stormwater standards ordinances.
4. Develop and begin using green stormwater techniques and strategies in public facilities and as a requirement in new development.

Section 10: Hazardous Areas

Existing Conditions

Flooding, wildland fires and landslides are potentially the most damaging natural hazards in the City of Dover. Flooding is measured and insured against where risk is high in designated hundred-year flood areas in Dover. Dover residents are eligible for the National Flood Insurance Program through a floodplain regulation program adopted by the city.

The northern portion of Dover is on forested hillside and is especially subject to wildfire hazards. Evacuation routes are important to maintain against this threat as are wildland/urban interface strategies. Landslide activity is rated as frequent in Bonner County with consequences such as temporary road closures and detours and potential significant damage to structures and infrastructure in the immediate path. Good engineering practices, and effective enforcement of land-use management standards can reduce landslide hazards and reduce the risk to buildings.



Landslide, Bonner County,
Source: © Bonner County Daily Bee

Earthquakes in Bonner County are infrequent and relatively weak. The largest earthquake within 30 miles of Dover was a 4.2 Magnitude in 2016.

Bonner County is considered a high potential for naturally occurring radon – a carcinogenic gas formed by the natural radioactive decay of uranium. Most radon quickly dissipates in open air; however, it becomes a problem when it enters a home. It is the second leading cause of lung cancer in the United States. Testing on individual homes can assess risk and offer mitigation strategies if needed.

The Sandpoint area was designated as an air quality nonattainment area in 1997 primarily due to particulates from residential wood burning, road dust and some industrial sources. Significant improvements thanks to community efforts led to re-designation to attainment.

One active rail line in Dover carries coal, oil and other hazardous materials. US-2 has freight traffic carrying hazardous materials. A spill could endanger the water supply in Dover. There is one grade-separated and two at-grade railroad crossings in Dover. There is a natural gas pipeline running underground in Dover.

The former Dover Post Office site at 104 N 4th St. was accepted into IDEQ's Brownfields program in 2011 at the City of Dover request following the demolition of the post office. A petroleum assessment was completed in 2012. A covenant restricting groundwater withdrawal and residential use is underway.

Public Outreach Conclusions

There has been a recognition of hazards in and near Dover since the first Comprehensive Plan was drafted. The information is now more detailed and complete as are the strategies to guard

against the hazards. There is support to be vigilant, especially with new development applications and requirements to require appropriate studies and engineering to avoid and minimize hazards, and to reasonably work to mitigate and reduce the danger and potential impacts of existing hazards.

GOALS

- 10.G.1** Plans are in place and maintained to protect residents from the highest risk hazards in Dover flooding, wildfire and landslides.
- 10.G.2** Maintain air quality improvements including regulating outdoor burning.
- 10.G.3** Residents know about the risks of radon exposure.
- 10.G.4** Plan for hazardous spill responses that protect against and promptly mitigate hazardous material spills from rail, highway transportation corridors and pipelines.

POLICIES

- 10.P.1** Develop and maintain plans and take actions as needed on high risk hazards.
- 10.P.2** Maintain participation in national flood insurance program.
- 10.P.3** Regulate new development to not impede floodplains or the carrying capacity that they have for flood waters along the Pend Oreille River and other streams.
- 10.P.4** Enforce regulations that require engineering studies and mitigation related to landslide dangers in development ordinances and regulations and during development review.
- 10.P.5** Understand wildfire risks and potential mitigation. Use this knowledge to guide development reviews. Provide education for existing residents and developments.
- 10.P.6** Identify fire evacuation routes for Dover.
- 10.P.7** Support forest management practices that reduce the danger of wildfire while maintaining the ecological and aesthetic services of the forest.
- 10.P.8** Plan for response in case of hazardous material spills.

IMPLEMENTATION

- 1.** Work with FEMA and adopt an acceptable Flood Insurance Rate Map.
- 2.** Require floodplain review in accordance with adopted map and require appropriate mitigation measures during development applications.
- 3.** Develop a community wildfire protection plan and institute development regulations that support it.
- 4.** Review outdoor burning ordinance to ensure it is up to date and compatible with the other communities in the region.
- 5.** Educate residents on wildfire mitigation and protection such as fuel reduction practices, defensible space and evacuation routes.
- 6.** Develop information on dangers of radon and actions that can be taken to mitigate those dangers; make this information available to the public.
- 7.** Participate in the Bonner County All Hazards Mitigation planning.

Section 11: Private Property Rights

Existing Conditions

The City of Dover values private property rights and follows the Attorney General’s checklist regarding regulatory takings. The Idaho statutes require a review of existing and proposed comprehensive plans and land use ordinances that may affect private property and require the city follow an Attorney General’s checklist regarding regulatory takings.

Public Outreach Conclusions

Dover should continue to follow Idaho statutes regarding property rights.

GOALS

- 11.G.1 Ensure land use policies, restrictions, conditions and fees do not violate private property rights, or create unnecessary technical limitation of the use of property.
- 11.G.2 Consider fundamental property rights of all parties and the effects of decisions when adopting and applying planning policies and zoning standards.

POLICIES

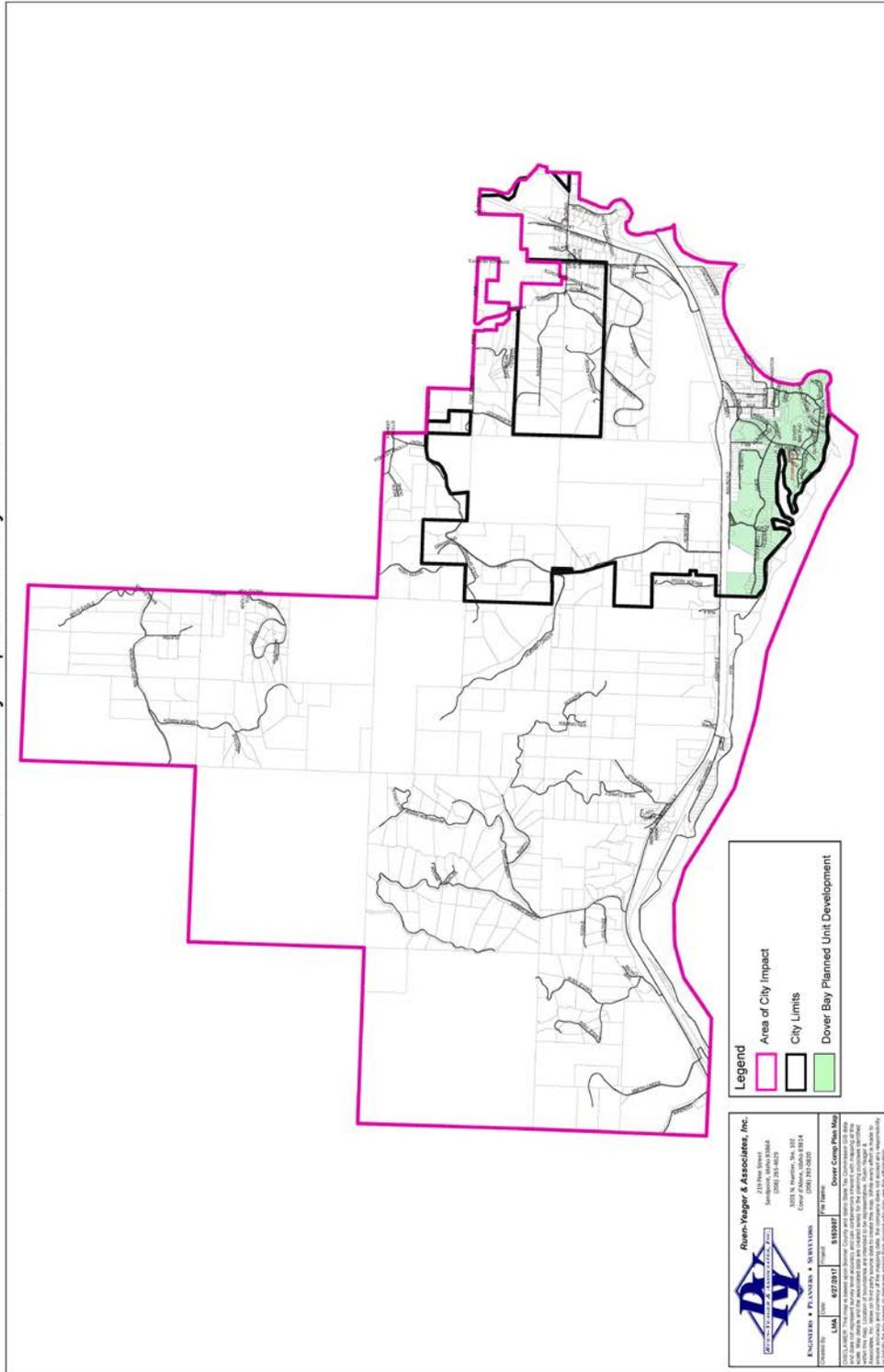
IMPLEMENTATION

1. Utilize the Attorney General’s checklist to ensure that land use standards do not result in a taking of private property.



Lower Syringa,
Source: Clare Marley, Ruen-Yeager

Dover Area of City Impact and City Limits - 2017



Appendices

1. Existing conditions report
2. Dover Comprehensive Plan Issues Analysis, October 2016
3. Summary of Dover Comprehensive Plan process, December 2017
4. Dover City Council Resolution #132, adopting the Comprehensive Plan and Projected Land Use Map.
5. Adopted Projected Land Use Map

Related Documents and Links

City of Dover website

<http://www.cityofdover.id.gov/>

Dover, Idaho City Data

<http://www.city-data.com/city/Dover-Idaho.html#ixzz43qf3Kwss>

US Census, American Fact finder

<https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

Dover Urban Renewal Agency (DURA)

<http://www.cityofdover.id.gov/index.php/city-government/dover-urban-renewal-agency>

Bonner County Comprehensive Plan

<http://bonnercounty.us/comprehensive-plan-2/>

Transportation Component: Bonner County Comprehensive Plan

http://bonnercounty.us/wp-content/uploads/Planning/Comp%20Plan/plan.trans_.pdf

New Mobility West, Quad Cities Idaho, Highway 2/200 Corridor

<http://www.cityofsandpoint.com/Home/ShowDocument?id=3038>

Bonner County Trail Plan Draft

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

Bonner County Trail Plan Web mapping Portal

http://web.tplgis.org/Bonner_TrailPlan/

Sandpoint On-line.com Community

<http://www.sandpointonline.com/comm/index.html#history>

All-Hazard Mitigation Plan; Bonner County, Idaho, April 2010

<http://bonnercounty.us/wp-content/uploads/Emergency%20Managment/Final-Bonner-AHMP.pdf>

Greater Sandpoint Greenprint Final Report

<https://www.tpl.org/sites/default/files/Greater%20Sandpoint%20Greenprint%20Report.pdf>

Dover Church, National Register of Historic Places

https://history.idaho.gov/sites/default/files/uploads/Dover_Church_86002153.pdf

The Lake Pend Oreille School District, Facility Master Plan

<https://drive.google.com/file/d/0B4n59YgBuyXET0I6MGIQMTE0VUE/view>

Bonner County, Idaho's Resilient Economy

http://headwaterseconomics.org/wphw/wp-content/uploads/Bonner_County_Report.pdf

City of Sandpoint Comprehensive Plan

<http://www.cityofsandpoint.com/your-government/departments/planning/community-plans/comprehensive-plan>