



Janna Brown <janna.brown@bonnercountyid.gov>

[EXT SENDER] City of Dover Planning: AM0005-25 Letter for City of Dover

1 message

Tessa Vogel <tvogel@ruenyeager.com>

Thu, Jun 5, 2025 at 12:33 PM

To: "boccstaff@bonnercountyid.gov" <boccstaff@bonnercountyid.gov>, Bonner County Planning <planning@bonnercountyid.gov>, "brian.domke@bonnercountyid.gov" <brian.domke@bonnercountyid.gov>, "asia.williams@bonnercountyid.gov" <asia.williams@bonnercountyid.gov>, "ron.korn@bonnercountyid.gov" <ron.korn@bonnercountyid.gov>, Jacob Gabell <jake.gabell@bonnercountyid.gov>, Alexander Feyen <alexander.feyen@bonnercountyid.gov>
Cc: Clare Marley <cmarley@ruenyeager.com>, Samuel Stringer <sstringer@ruenyeager.com>, Michele Hutchings <cityclerk@cityofdoveridaho.org>

Hello:

Please see the attached Area of Impact Report for the City of Dover regarding file AM0005-25. A hard copy will be dropped off to the County Planning Department today as well. Thank you.

Tess Vogel, MS**Ruen-Yeager & Associates, Inc.**

219 Pine Street | Sandpoint, Idaho 83864

Office: 208.265.4629 ex.208

tvogel@ruenyeager.com • ruenyeager.com

Engineers | Planners | Surveyors

**BoCo Areaimpact Report, 06.05.2025.pdf**

4473K



CITY OF DOVER AREA OF IMPACT REQUEST REPORT IN SUPPORT OF PROPOSED BOUNDARIES

June 5, 2025

Via email and hand-delivered

Bonner County Board of Commissioners
Bonner County Planning Director Jacob Gabell

Re: City of Dover Area of Impact Request, File #AM0005-25

Dear Board of Commissioners and Planning Director:

The City of Dover presented its request to establish the Area of Impact (AOI) boundaries pursuant to Idaho Code §67-6526 in writing on February 27, 2025. The written request from Dover Mayor George E. Eskridge and proposed AOI map are attached to this report.

To augment the existing record, Dover wishes to provide additional information in support of its proposed boundaries, based upon the criteria of Idaho Code §67-6526, which provides that:

4. (a) In defining an initial area of impact or in modifying or confirming an existing area of impact, the criteria set forth in this subsection shall be considered:

- (i) Anticipated commercial and residential growth;*
- (ii) Geographic factors;*
- (iii) Transportation infrastructure and systems, including connectivity;*
- (iv) Areas where municipal or public sewer and water are expected to be provided within five (5) years; and*
- (v) Other public service district boundaries.*

ANTICIPATED COMMERCIAL AND RESIDENTIAL GROWTH:

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. The 2020 Dover population, according to the U.S. Census Bureau, was 752. Population predictions for Dover show a $\pm 3\%$ annual population gain, based on current trends. With the build-out of the ± 500 -unit Dover Bay Planned Unit Development nearing, the City is seeing interest in housing construction and development north of the highway. The City has also

P.O. Box 115, 699 Lakeshore Ave., Dover, ID 83825

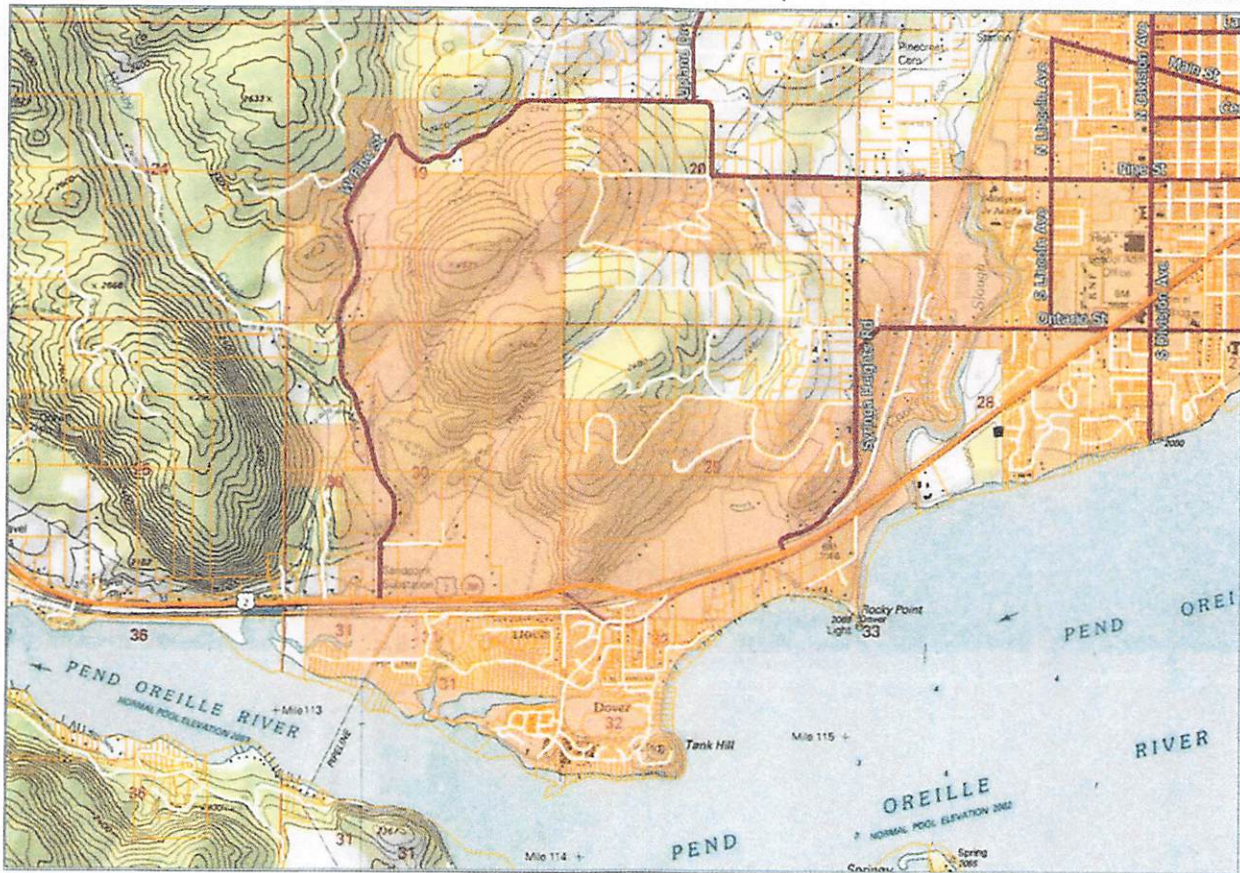
Phone: 208-265-8339 Fax: 208-265-9035

www.cityofdover.id.gov

seen a renewal of the commercial development with the re-opening of the former Thorne Research Center by Golden Tree Holdings, marina expansion, the opening of the new Dover U.S. Post Office, and planning efforts to reshape the commercial core with more mixed use options. To meet these potential growth trends, the City has examined its sewer and water capacities within the city limits and within anticipated growth areas that are a part of the proposed Area of Impact proposed by Dover. The City is also completing an update to its 2017 comprehensive plan.

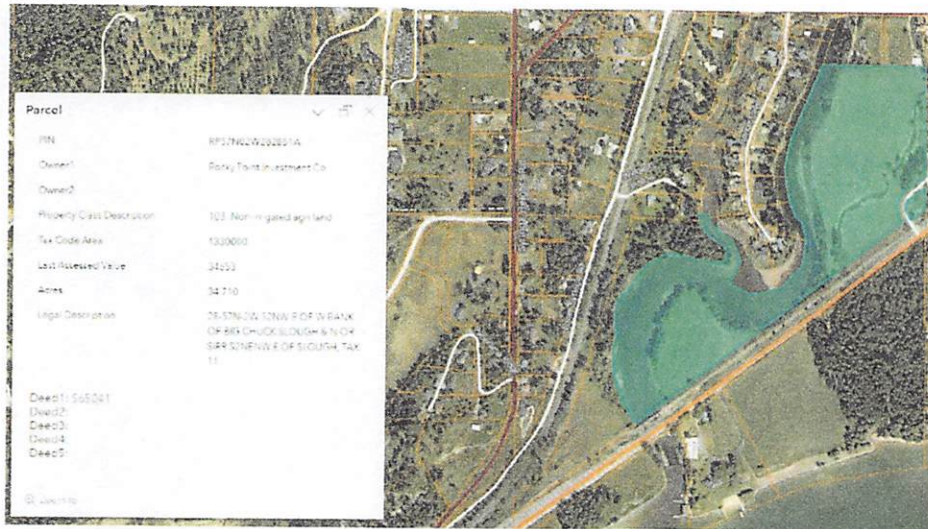
GEOGRAPHIC FACTORS:

The City of Dover is the near geographic center of Bonner County, lying 30 miles to the east of the Washington State border and 30 miles west of the Montana border. The City has several natural boundaries: the Pend Oreille River to the south and the rising topography to the west and north. Dover trimmed nearly 3,800 acres of land from its current Area of City Impact boundaries for its AOI request, recognizing the limits of future development within these more forested,



steeper terrains. With the exception of some potential corrections to incorporated boundaries along the shoreline of the Pend Oreille River, city growth is limited to the south by the waterways. The northerly extension of the proposed AOI incorporates lands presently served by Dover wastewater treatment facilities and lands where terrain or road networks offer the ability to extend services and annex lands, if requested. Westerly, the proposed AOI extends to land owned by the City of Dover where a wastewater treatment system was once proposed but not developed. The eastern boundary of the proposed AOI includes an area south of Ontario Street and east of Chuck Slough. A portion of Dover city limits already exists east of the slough, where a sewer main recently was extended to the Sandpoint western boundary at this location to serve future development. (See attached wastewater mapping).

Lands owned by Rocky Point Investment Company located directly south and east of the Dover city limits are of interest to both Dover and Sandpoint. Dover City Council voted to include 35-acre tract of land owned by Rocky Point Investment Company in its proposed Area of Impact proposal to Bonner County. The land is on the east side of Chuck Slough, east of Canoe Cove, and touches Dover city limits on both the north side and west side of the properties. This is in an area where Dover extended the sewer utility line over the Ontario Street/Chuck Slough crossing several years ago. Dover's sewer line reaches the eastern boundary of the city limits on Ontario

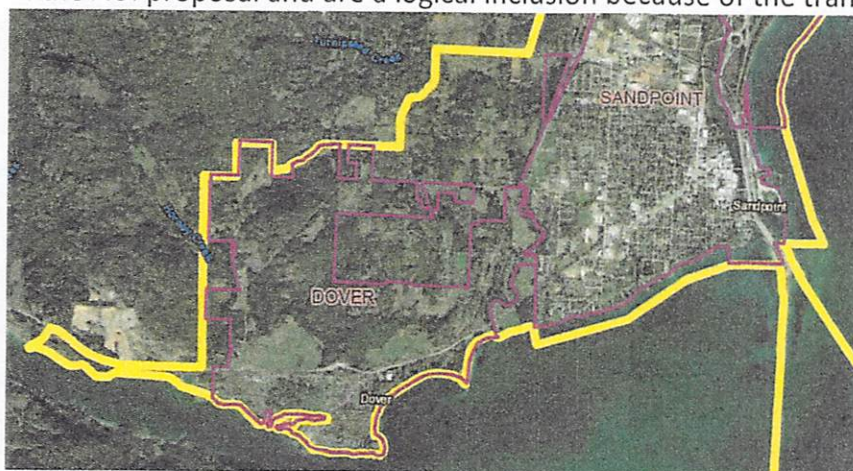


Street, at the Sandpoint city limits. The owners have been contacted by Dover for their input on this proposed mapping inclusion, and Dover will provide additional testimony with respect to their comments at the public hearing. The land represents a geologically "logical" extension of the Dover

city limits and if developed while within the County would have an effect on the Dover transportation system and services and would entitle Dover to comment on any development proposal if it is designated within the Dover AOI.

TRANSPORTATION INFRASTRUCTURE AND SYSTEMS, INCLUDING CONNECTIVITY;

U.S. Highway 2 forms the major connecting transportation corridor between the north and south areas of incorporated Dover and would provide the connectivity to the westerly extensions of the City within the proposed AOI. Pine Street and West Pine Street provide the perimeter transportation network, looping from Highway 2, northeasterly to the boundary of the city limits and connecting with city interior streets, including Syringa Heights Road and Ontario Street. The Urban Area Transportation Boundary 2020 Census map recently adopted by the County and City includes the stretch of highway extending west to the Snug Harbor area. These areas are included in the AOI proposal and are a logical inclusion because of the transportation connectivity.

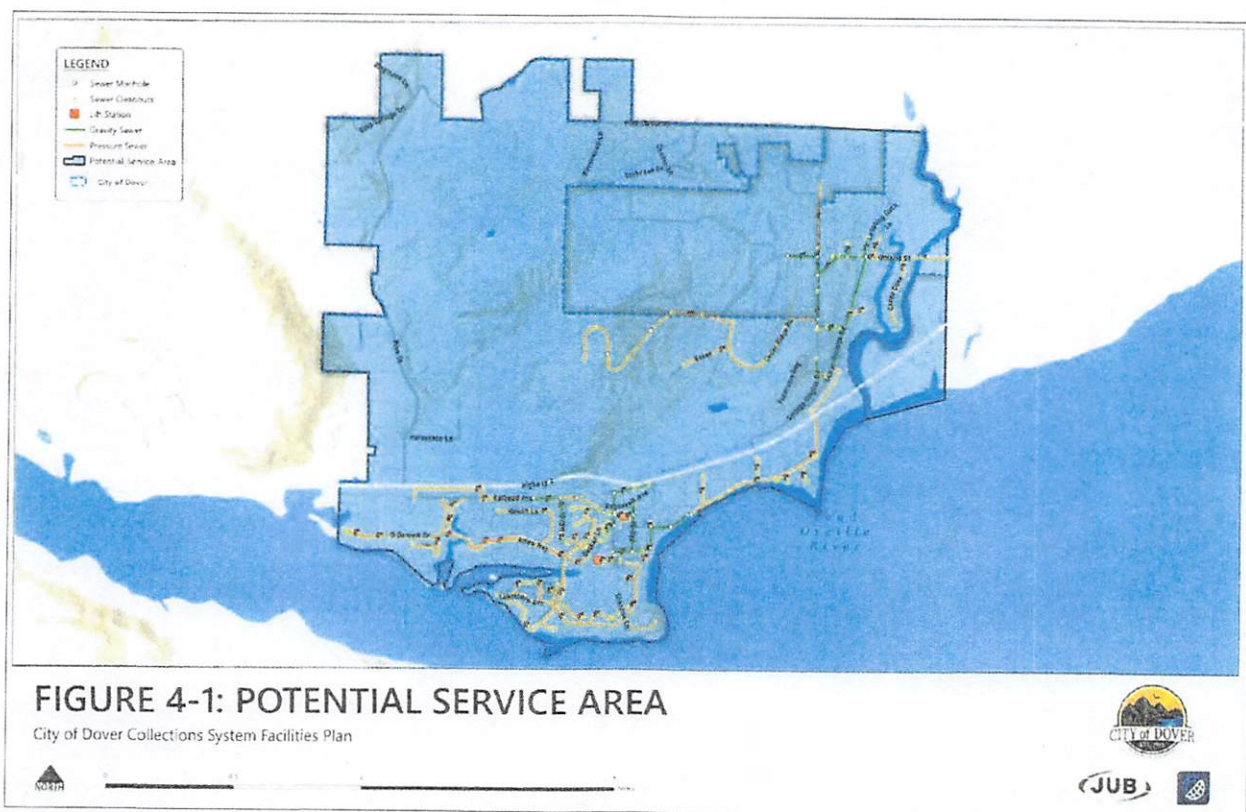


*Adopted Urban Area
Transportation
Boundary 2020
Census Map*

AREAS WHERE MUNICIPAL OR PUBLIC SEWER AND WATER ARE EXPECTED TO BE PROVIDED WITHIN FIVE (5) YEARS

Wastewater Treatment: Dover recently updated its wastewater treatment master plan and completed a water service master plan to forecast capacities and improvements to serve the lands within the city limits and potential additional lands within the proposed Area of Impact. In comparison to nearby systems, Dover has relatively newer systems with available capacities. Dover owns and operates a septic tank effluent collection system using both gravity and pressure sewers. A part of the wastewater system has already been extended to portions of unincorporated lands within the general Syringa area. (Although water and wastewater systems are no longer extended unless landowners seek annexation into the City of Dover.)

The 2025 wastewater collection system facilities plan prepared by J-U-B Engineers indicates that the growth rate is expected to be 3% per year. The plan includes an examination of the potential and capacity to serve the proposed AOI and needed system improvements. The city intends to serve all new service areas with pressure sewer collection systems. The area south of the highway is nearly built out with available sewer service. Future pressure sewer main lines will be routed in public roads (West Pine, Pine Street, and Syringa Heights). Secondary pressure lines will be routed in private roads that access developments off public roads.



City limits and potential sewer service area, showing proposed AOI

The area north of the highway that are currently served include Canoe Cove, Cedar Ridge, and Syringa Heights Road. But there are areas within the potential growth areas that are not sewered and rely on septic/drainfield systems. Dover was able to extend service to an area along Syringa Heights Road a number of years ago to serve properties where septic/drainfield systems had failed and posed health concerns. The area north of the highway has the greatest growth potential. The potential service area boundary coincides with the proposed AOI, although the

City notes that not all landowners who have functioning septic/drainfield systems may want to be connected to city services.

Water Facilities: Dover updated its water facility plan in 2021 with a modification. The City's water source is the Pend Oreille River. The majority of the water infrastructure was constructed in 1991, with significant improvements and updates in 2007, 2009, and 2024. The City's potable water treatment plan can produce 294,000 gallons per day. The expected build-out demand is 255,000 gallons per day. Build-out conditions are expected to need 346,000 gallons of storage reservoir capacity to provide fire flow and daily flow equalization, according to city engineers. Dover currently has 397,000 gallons of reservoir capacity. Dover's water treatment and storage facilities are capable of meeting build-out condition demands, covering the next 20+ years. Water delivery pipes will need to be installed to new service areas as development occurs.

OTHER PUBLIC SERVICE DISTRICT BOUNDARIES

Dover has a new, enlarged U.S. Post Office to adequately serve the greater Dover area within the proposed impact boundaries. The City offers a wide variety of recreational opportunities, from the City-owned beach at the river front to the Sled Hill and Pine Street Woods. SPOT bus provides service to the city. Dover has extended trail connections from the new post office area to the Dover to Sandpoint trail connector, while private developments have created pathways and sidewalk extensions throughout the City.

The proposed Dover Area of Impact boundaries are consistent with the criteria of Idaho Code §67-6526, based upon this summary report. Dover respectfully requests the Board of County Commissioners approve the AOI boundaries as submitted by the City of Dover.

Sincerely,


Dover Mayor George E. Eskridge

Attachment: City of Dover Area of Impact Draft Map

c: City Planners
 City Attorney
 City Engineers