

Site Development

LAND USE AND SITE PLANNING

Careful land use and site planning is essential at every homesite in order to preserve the beauty and vitality of the Dover Bay Community's natural landscape.

AGGREGATION OF LOTS

Aggregation of no more than two homesites to form a single-family homesite is allowed. An aggregation must meet process requirements and approval of the DRB, the DBPOA and the City of Dover and all conditions of these guidelines.

EASEMENTS

Homesites may include easements essential for trails, utilities and services. A snow storage easement runs parallel to the property line and street. Special purpose and utility easements may also exist. Owners are responsible for integrating all easements into homesite design. No structures may be placed within these easements though driveways are allowed.

SITE CONSIDERATIONS

The following considerations apply to site planning for all Dover Bay homes:

- Variations in setbacks of homes from the street are suggested to enhance neighborhood character and add dimension to the street scene by varying planes of shadow and light. Varying the frontal planes of buildings to not be exactly parallel with the street is suggested.
- Consideration should be given to preserve peripheral view planes, lot to lot.
- Long wall planes are discouraged. One interruption of each wall plane is required, with 2-foot minimum offset.

SITE GRADING AND DRAINAGE

Site grading should conform to existing topography, preserving the natural form of the terrain and maintaining the delicate system of natural drainage patterns and wetlands. Grading should produce graceful contours rather than sharp angles, transitioning at the top and toe of slopes and feathering into the existing terrain and vegetation within the property boundary.

All grading must take place within the setbacks of the site, with remedial landscaping at the edges of the transitional zones so that a preconstruction appearance is achieved.



Site planning is as important for the community as a whole as it is for the individual homesite

Ultimately, all site grading must result in the continuity of landscape types appropriate to each zone on the property.

Property owners are encouraged to retain a Civil Engineer to calculate excavation requirements (cut and fill) for their property. A balance of cut and fill is highly recommended. Slope of the cut and fill banks should be determined by soil characteristics of the specific site to avoid erosion and promote re-vegetation opportunities, but in every case, should be limited to a maximum of 2:1 slope. Cut slopes shall be amended and top-dressed with good quality organic topsoil to a minimum depth of at least four (4) inches and shrub pockets of at least 12 inches.

There may be designated spoils sites within the Dover Bay Resort Community to receive spoils or from which to obtain material. In the event that soil must be exported or imported to the property, the Owner will be responsible for this cost. Imported soils may be subject to analysis at the Owner's expense and the discretion of the DRB.

DRAINAGE

The drainage system shall consist primarily of on-site surface systems using native or natural materials where possible. Drainage of individual homesites must work with the existing topography and be directed toward the natural open space or drainage swale system developed in conjunction with the roadways. Surface run-off and run-off from impervious surfaces such as pavement areas shall be engineered, directed to and connected with the Dover Bay surface water management/storm drain system as it may exist.

Natural drainage patterns within the site may be modified, but the modification must be consistent with the surface water management concept developed by Sewell Engineers. On-site improvements should follow City of Dover guidelines and/or Best Management Practices referenced in Appendix 2. This includes individually designed improvements on individually landscaped homesites as well as collective or site designed improvements on common landscape.

The Owner shall design, build and maintain on-site drainage systems. On-site drainage systems must be designed to reintroduce water back into the groundwater system as soon as possible. Drainage may not be altered in such a way as to create on-site or off-site soil erosion. There shall be no additional curbs and gutters without written approval of the DRB. Storm drainage, which may be natural swales, shall not connect into the sanitary sewer systems. Swales should be designed to follow natural swales along the site, thus slowing the water velocity to allow better infiltration and less erosion.

EROSION CONTROL

Temporary and permanent erosion control measures are required to prevent erosion of soil and discharge into the lake. Temporary measures include the placement of barriers such as erosion fabric fences, straw-bales or curb-like diversions along the perimeter of the Construction Activity Zone (as defined during Design Review Process) to prevent excessive run-off. Run-off from the Construction Activity Zone must be directed away from any sensitive open-space, natural areas, community landscaping and adjacent properties. Permanent measures include the use of plant materials and the proper grading of the site. The design of drainage facilities shall use natural systems wherever possible. Pervious surfaces rather than hard surfaces are encouraged to promote ground percolation.

FOUNDATIONS

Foundation walls shall not be exposed for more than eight (8) inches in a vertical direction, unless they are faced with appropriate materials as delineated in the *Fences and Walls* section, or unless written approval is obtained from the DRB for exposed foundation walls. Such visually exposed concrete or block masonry foundations are not permitted.

The Planning Areas with the characteristics of a slightly sloped site, which may have partially exposed foundation walls, are as follows:

- Estuary Forest and Reedwalk (PA 2)
- Parkside (PA 4)
- Bayside North (PA 5)
- Dover Point (PA 8)
- Sandy Beach (PA 9)

Depending on location and elevations, some foundation walls may require flood venting. In some cases, the services of an architect or professional engineer may be required to assure that design is consistent with the soils reports and Bonner County Code regarding 100-year flood venting.

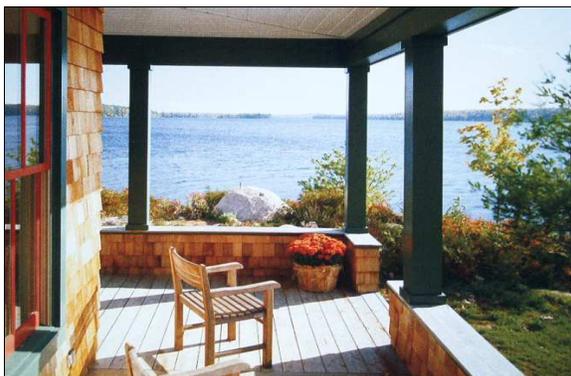
FEMA FLOOD PLAIN ORDINANCE

Some areas within this master planned community are subject to Federal Emergency Management Agency (FEMA) regulations for flood insurance purposes. (For additional information, see *Appendix 3: FEMA Guidelines* and reference the FEMA documentation booklet: *Flood Plain Management in Idaho: A Local Floodplain Administrators Guide to the National Flood Insurance Program* prepared by the Idaho Department of Water Resources.)

The flood elevation level at Dover is between 2069.2 feet and 2070 feet as depicted on the FIRM map. Refer to the April 27, 2005, FEMA letter in Appendix 3 and current FEMA guidelines for a building elevation determination before you build. Refer to FEMA exhibit 4-23.

The flood elevations, and all other elevation references listed within these Design Guidelines, are based on the NAVD 29 adjustment. In order to adjust to the NAVD 88 adjustment, add 3.88' to the elevations shown within these Design Guidelines.

MASSING AND SCALE



View considerations are an important part of site planning

Dominance of nature over the built environment is one of the most important characteristics of the Dover Bay Waterfront Resort Community. This principle requires that homes be oriented and designed in the context of the water and wetlands, the slopes of the mountains, the North Idaho climate and the beauty of the region. Additionally the specific and unique features of each homesite should be considered and reflected in the selected architectural style(s) of the home. Integration with topography, existing trees and vegetation, as well as other natural features of the homesite are of the utmost importance.

Massing of the home and accessory buildings should be organized as a whole based on elements characteristic of the architectural style(s) and not appear as a mixture of unrelated forms. Care should be taken that buildings do not “overwhelm” the natural setting or appear bulky for the size of the homesite.

Preferred design features for achieving architectural diversity and visual interest within the waterfront community include:

- A mix of one and two story components on two story homes.
- Second story setbacks to provide visual interest to building forms and break up building mass.
- Utilization of ell forms and wrap around porches.
- Staggered offset wall planes on each façade.
- A mix of one and two story homes within a neighborhood.
- Use of dormers.
- Detached garages.

DRIVEWAYS

Driveways connecting the public right of way or private street to an individual garage apron, including construction of any culverts, landscaping, maintenance and snow plowing, are the responsibility of the property owner. Driveways shall comply with these Design Guidelines, Westside Fire District regulations and City of Dover Ordinances.

Driveways shall be located in such a way as to preserve important natural site features and minimize impacts to the existing landscape. Driveway designs shall carefully consider snow storage and removal. Unique cases requiring departure from these standards due to trees, extreme terrain, rock outcroppings or other significant features will be reviewed on a case-by-case basis by the DRB.

Each homesite may only be accessed by one driveway. Corner homesites may only have one vehicular access point from the local street. Other standards include:

- Wheel ribbons are permitted.
- Driveway aprons are anticipated to be of a compatible width to the face of the servicing garage.
- Additional paving for driveway hammerheads on long driveways is subject to review.
- A 10-foot radius is allowed at the intersection of the driveway and the road or street.
- Maximum driveway grades shall not exceed 5% for the initial 20 feet from the roadway, and shall not exceed 10% overall, 12% if heated, without written approval of the DRB. Exceptions may be granted in Planning Area 8, Dover Point.
- Driveway and parking surfaces shall be asphalt, concrete or unit pavers.
- Edges of the paved surface are to be natural, “feathered” into landscape with no curbs or gutters.
- Driveway culverts shall be a minimum diameter of 12 inches.

OTHER EXTERIOR CONSIDERATIONS

NEIGHBORHOOD STATEMENTS AND ENTRY MONUMENTS

In the event that a neighborhood association should elect to have individual entry monuments, the design shall be consistent with the provisions of these Design Guidelines as they relate to materials, colors and forms. The location and design shall be at the sole discretion of the DRB, which will review all applications for such entries.

UTILITY LINES

All new trunk utility lines and pipes at Dover Bay are underground. Connections from trunk lines to individual structures must also be underground.

GAS AND ELECTRIC METERS

Gas and electric meters are to be appropriately screened with landscape plant materials or enclosed in cabinets that are part of the primary residence architecture and should not occur on the wall visible from the roadway. Electric meter usage will be read by remote sensors. Meter location is subject to the approval of Avista Utility Company. Conformance with all utility and building code standards must be addressed. All Dover Bay homes are required to be serviced with natural gas. No propane tanks or service are permitted.

CABLE TV

Conduit for cable TV is required to be stubbed from the street to the house.

RESIDENTIAL SANITARY SEWER SYSTEM AND WATER SYSTEM

A sewage disposal system connected with the City of Dover central sewage plant pursuant to the Rules, Regulations and Statutes of appropriate County, State and Federal agencies shall be provided by the City. Individual septic tanks and force main pumps on each homesite are part of the City of Dover system. No storm water may be connected to the sanitary sewer system. No individual sewage disposal systems, leach-field systems or wells are permitted on any property. Please confer with a DRB representative for further details including the City's hookup fees and monthly charges. A separate irrigation system is provided, and it is required that each home connects to the system.

EXTERIOR EQUIPMENT

All air conditioning, heating equipment, soft water tanks, etc. must be screened from public view and be insulated for sound attenuation. Window or roof mounted air conditioning units are prohibited. All mechanical equipment shall be placed according to FEMA regulations. Satellite dish shall be located on buildings not separately post mounted on ground unless otherwise approved.

All outdoor metering devices, transformers and other similar devices shall be concealed from the view of lake, public spaces and neighboring properties. See the *Fences and Walls* section for suggestions and guidance of screening enclosures.

SERVICE AREAS

Areas shall be provided for trash containers and storage of patio furniture as well as maintenance and recreational equipment. Trash collection areas shall be designed to facilitate participation in any recycling program instituted as well as any City of Dover plan in place at the time of application to the DRB for design review, and shall not be accessible to wildlife nor conflict with pedestrian circulation areas. These service areas shall be screened from the view of the public and adjacent property owners using screening walls and fences compatible and integral with the form of residence materials.

SNOW STORAGE

Accommodations for pushing, blowing, storing and removing snow have been included in site planning for the Dover Bay Community. The DRB requests Owner cooperation in ensuring the success of snow removal and storage efforts.

PETS AND DOG RUNS

Pets must be restrained so that they cannot leave a homesite when left unattended and must be on a leash if not on the homesite. Fenced dog runs are not permitted. Underground electric “invisible fences” are encouraged. Flagging for these fences must be removed within six (6) months of installation.

HEADLIGHT SCREENING

Automobile headlight screening is encouraged by either low architectural walls or vegetative shrubs.