

From: [Tracie Davis](#)
To: [Navigable Waterways](#)
Subject: Case 26-320-05
Date: Wednesday, April 8, 2026 5:25:02 PM

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This email is being written to request you put an end to the craziness that is happening up and down the Spokane river with the influx of docks, especially docks for profit, that are being granted permission by your agency, IDL, and other entities. What tragedy must occur for you to see our river can no longer sustain safe conditions with all the traffic you've allowed in recent years. Not only is the ecosystem being destroyed, but you are putting lives at risk and this is unacceptable.

Stop the madness and do not allow the building of these docks across from Atlas park.

Sincerely,

Tracie Davis

Sent from my iPhone

[Sent from Yahoo Mail for iPhone](#)

PC-0013-26-320-05

From: [Stephanie Hedman](#)
To: [Navigable Waterways](#)
Subject: OAH Case Number 26-320-05
Date: Wednesday, April 8, 2026 6:04:43 PM

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To Whom it may concern,

I am writing to voice my concerns over the proposed community dock. If this was to be built, the narrow corridor will definitely pose a safety concern to those of us who use the river. The river is already crowded enough and I can imagine what the implications would be if the waterway would be made even narrower.

Please take into consideration how many watercraft are in the river during peak use hours and what an impact this would have.

Sincerely,

Stephanie Hedman

From: [Terrie Kavran](#)
To: [Navigable Waterways](#)
Subject: Spokane river
Date: Wednesday, April 8, 2026 4:16:24 PM

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We have lived along the river for 23 years. It is too narrow in many areas to add more docks. It is so crowded now we are afraid to paddle board or swim. We have seen so many near collisions in front of our home. People driving their boats to close behind another. I won't pull my children on tubes anymore on this river now. Can you imagine what it will be like with hundreds more coming upriver to reach the lake

Also what the waves are doing to the river bed and river banks and wildlife. Please stop the adding of more docks.

Terrie Kavran

Sent from my iPhone



SHERIFF KOOTENAI COUNTY



SHERIFF **ROBERT B. NORRIS**

UNDERSHERIFF **BRETT A. NELSON**

To: Mike Ahmer

From: Capt. Kevin Smart

Reference: HOA 26-32-05 / L95S6193

Date: 04-08-2026



After further review of this proposal with it being brought forward by several private homeowner members and the limited request, the Sheriff's office is rescinding the initial opposition to this project. For this project the Sheriff's Office would support this application.

Thank you,

Captain Kevin Smart

I concur
[Signature]
SHERIFF

Sheriff's Office & Jail
5500 N. Government Way
Coeur d'Alene, Idaho 83815

Mailing Address
P.O. Box 9000
Coeur d'Alene, Idaho 83816

Sheriff's Office North Campus
2451 W. Dakota Ave
Hayden, Idaho 83835

Sheriff Phone: 208-446-1300 • Fax: 208-446-1307 • Jail Phone: 208-446-1400 • Fax: 208-446-1407
Website: www.kcsheriff.com • E-mail: kcsso@kcgov.us

PC-0016-26-320-05

Amidy Fuson

From: Susan Stiger <susan@stiger.com>
Sent: Wednesday, April 08, 2026 7:33 PM
To: Amidy Fuson; Navigable Waterways
Subject: Re: Comment Period re OAH Case Number 26-320-05



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Thank you for outlining the opportunity to comment. Please see below our comments regarding the encroachment permit application OAH Case Number 26-320-05. We oppose this application.

4/8/2026

To: Idaho Dept of Lands and Hearing Officer
navigablewaterways@idl.idaho.gov

RE: Opposition to OAH Case Number 26-320-05

We are opposed to the referenced Encroachment Permit Application on the basis of several concerns summarized below. Consideration of this application is one of a series of actions IDL has reviewed individually with no apparent consideration for the cumulative impact of such encroachments on recreational safety on the Spokane River. The Spokane River already has less protection for those recreating on the river and along the shorelines than any other county waterway, putting people at increased risk. Addressing applications in a piecemeal approach only compounds those safety risks. In pointing out that IDL has no responsibility for boater safety, IDL abdicates an ethical and professional responsibility to identify issues it sees and to actively work with other agencies to address those concerns.

In Section IV of the IDL Prehearing Statement, IDL's analysis of a navigation lane on the river was clearly outlined, resulting in a **minimum** unobstructed width of 366 feet required. The analysis goes on to point out that the application falls short of that distance in 3 of the 4 instances, by as much as 20% short. Two other considerations were not apparently included. First, unlike a highway, there are not lanes clearly marked for boaters and many boaters demonstrate on the river a lack of understanding and care about where they should be operating (IDL's analysis points out that implementation is imperfect). That would argue for addition "buffer" in establishing an acceptable width for navigation. In addition, conservatism should be applied in stretches of the river where there are public and community parks, camps and similar areas that typically involve a lot of non-motorized recreation such as swimming, canoeing, SUPs, etc. Note that were this application for another waterway in the County, the required distance would be 200+8+100+8+200, for a total of 516 ft. Why is it acceptable for those recreating on the Spokane River, one of the busiest waterways in the region, to have so much less protection? What does IDL not clearly point out such risks to the County and hold applications in abeyance until those concerns are adequately addressed?

As others have noted, the applicants are stretching rules intended for single residence encroachments by applying for such a large number of slips. Does IDL not have the responsibility to consider responsible development on waterways?

Finally, consideration of the application to relocate and rebuild two boat garages appears to be an incredible piece of gamesmanship. Any other application to build a boat garage on the Spokane River would not be accepted. "Relocating" two boat garages from the far southern reaches of Lake Coeur d'Alene (a different waterway than the Spokane River) is a stretch to begin with. Does that mean a boat garage could be relocated from Bear Lake to the Spokane River? To

make matters worse, the boat garages are being “moved” (on paper, not in practice) from a public state park to two private properties on the Spokane River. How can that pass a rational review for acceptability, public resources being converted for the benefit of private parties?

We request that the application be denied.

Sincerely,

Robert and Susan Stiger, 11831 W Riverview Drive, Post Falls, ID 83854 (susan@stiger.com)

On Wed, Apr 8, 2026 at 2:11 PM Amidy Fuson <AFuson@idl.idaho.gov> wrote:

Hello Susan,

Comment period for the Olinger, Hamill, Vedadi, Dascalo hearing (OAH Case Number 26-320-05) is the tonight at the close of the hearing. You can email myself or navigablewaterways@idl.idaho.gov your comments. As long as they are sent today, I am sure that the hearing officer would accept them.

Please let me know if you have questions about anything else.

Thanks,



Amidy Fuson

Lands Resource Specialist, Sr.

Navigable Waters

Monday through Thursday

Idaho Department of Lands

3258 Industrial Loop, Coeur D Alene, ID 83815

Office: (208) 769-1577

Email: afuson@idl.idaho.gov

<https://www.idl.idaho.gov>

From: Susan Stiger <susan@stiger.com>
Sent: Wednesday, April 08, 2026 12:39 PM
To: Amidy Fuson <AFuson@idl.idaho.gov>
Subject: Comment Period re OAH Case Number 26-320-05

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We cannot make the hearing for the subject application. We would like to submit comments if that is possible. What is the deadline for submitting comments and how should we submit them?

Thank you for your help.

Susan

From: [Bonnie Lupton](#)
To: [Navigable Waterways](#)
Cc: [sheri.scofield](#)
Subject: Public Comment – OAH Case No. 26-320-05
Date: Wednesday, April 8, 2026 8:20:07 PM

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To: navigablewaterways@idl.idaho.gov

Subject: Public Comment – OAH Case No. 26-320-05

I am a resident of Greenview Condominiums in Post Falls, directly on the Spokane River.

Living on the water, I see how heavily used this stretch already is. During peak seasons, navigation is tight. Additional dock structures have a direct and cumulative impact on safety, flow, and enjoyment.

Across from us is the public boat launch at Q'emiln Park. This river is a public trust—meant to remain open, navigable, and accessible to all, not just those who live along it.

When dock density exceeds what is reasonably necessary, the river loses its function. It no longer feels open or moves freely—it becomes a liquid parking lot.

Allowing disproportionate dock development benefits a small number of waterfront property owners while reducing access and

quality of use for the broader public.

Ownership of riverfront property should not translate into control of the water itself.

At Greenview, our HOA has taken a conservative approach, limiting dock spaces to small percent of the number of condominiums. . That reflects respect for the river as a shared resource.

I ask that this same standard—proportional, measured use—be applied here.

Thank you for your consideration.

Bonnie Lupton

212 E. 1st Ave., Apt. 11

Post Falls, ID 83854

509-994-6536

From: [nicole.m](#)
To: [Navigable Waterways](#)
Subject: Additional docks on the Spokane river
Date: Wednesday, April 8, 2026 6:46:20 PM

SUSPICIOUS MESSAGE: This message may be impersonating a State of Idaho user. Proceed with caution and verify legitimacy of the sender before replying. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Dear Amidy Fuson,

My husband and I have access to the Spokane river and our waterfront has been eroding for the last several years. Last year a new whole has appeared from all the extra waves created by all the traffic and activities on the water. Trying to fix this new whole is going to be difficult and costly. Allowing more boats will increase shoreline erosion, loss of habitat for the river otters and other wild life.

Please take into consideration how long it took for the river otters to comeback to the Spokane river before allowing more docks on the river.

Our water ecosystem is still precarious.

Thank you for the consideration

Michael and Nicole Mohr

4904 W. Foothill drive.

CDA, I'd

83814

Sent from my iPhone

PC-0022-26-320-05

From: [STEVE BEHLMER](#)
To: [Navigable Waterways](#); [sheri.scotland](#); [STEPHEN BEHLMER](#)
Subject: Additional boat docks on Spokane River
Date: Wednesday, April 8, 2026 10:49:33 PM

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April 8, 2026
TO THE IDL:

I live in a house on the Spokane River. I have previously submitted a referenced paper on some of the issues I see at hand.

Specifically,

1. Water quality. Boat traffic stirs up silt. Increased boat traffic stirs up increased silt. The silt in the Spokane River is loaded with heavy metals. Water quality of everything downstream will be impacted by increased boat traffic.
2. Safety. Already, many near misses potentially involving serious and fatal injuries happen in these circumstances. The law enforcement on the river is already spread thin. If boaters do not use safe boating practices, deaths will occur. Every weekend, I observe unsafe boating practices on the river. Law enforcement has insufficient staffing to monitor any additional boating on the Spokane River.
3. The absence of environmental impact studies for this and other permitted dock applications puts the permitting authorities at significant risk of allegations of improper practices.
4. Additional boat docks on the Spokane River equates to additional environmental damage. Erosion of shoreline property is already occurring. Increasing water turbidity will adversely affect fishery in the river. Other negative impacts related to increased boat traffic will be found, when it is too late to turn back the clock.

I ask the IDL to carefully consider all the negative impacts that will occur if they approve more boat docks.

Stephen D Behlmer
5229 E Marine Dr
Post Falls ID 83854

[Sent from the all new AOL app for iOS](#)

From: [sheri.scofield](#)
To: [Amidy Fuson](#); [Navigable Waterways](#)
Subject: Pub Comment for REC-L95S6193/OAH Case Number 26-320-05. Olinger, Hamill, Vedadi, Dascalo
Date: Wednesday, April 8, 2026 4:42:26 PM
Importance: High

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Hi Amidy,

Please enter this statement into the following record:

Official Statement for Public Hearing: Application REC-L95S6193/OAH Case Number 26-320-05. Olinger, Hamill, Vedadi, Dascalo

To the Hearing Officer and Department of Lands Management:

For the record, my name is **Scott Scofield**. I submit this statement to identify fatal procedural and legal deficiencies in Application **REC-L95S6193**.

First: Failure of Technical Documentation. Under **Idaho Code § 54-1202**, the determination of the **Ordinary High Water Mark** and the projection of **littoral right lines** are considered the practice of land surveying. This application lacks a certified survey bearing the seal and signature of a licensed Idaho Professional Land Surveyor. Without a stamped survey, the Department cannot legally verify the **10-foot side-yard setbacks** required by **IDAPA 20.03.04.015**. The Department is currently accepting conceptual sketches in place of mandatory, authenticated technical data. Has IDL employed a certified surveyor?

Second: Illegal Moorage Density. **IDAPA 20.03.04.015.02.c.ii** strictly limits community docks to **two moorage sites** for each littoral owner. This application proposes a density of up to **six slips per residence**. This is an indisputable violation of the Department's own administrative rules. By processing this as a "Community Dock," IDL is **BYPASSING** the **Commercial Marina "Public Benefit"** test required by **IDAPA 20.03.04.010.06**. Is IDL honoring their duty to weigh benefits v. detriments on the Spokane River? Are they honoring The Public Trust Doctrine?

Third: Navigational Safety and Federal Oversight. **Idaho Code § 58-1306** mandates the denial of any permit that "unduly interferes with navigation." This project is situated at a documented **navigational choke point**. The applicant has provided no **Navigational Impact Study** or engineering report on sediment disturbance. The scale of this project triggers **U.S. Army Corps of Engineers Section 404** oversight, yet no federal coordination is present in the record.

Conclusion: Accepting a technically deficient application that violates moorage density limits is an **arbitrary and capricious** agency action. I request the Department stay these proceedings until a certified survey and a navigational impact study are submitted for public scrutiny.

Thank you.

Scott & Sheri Scofield and Concerned Citizens Protecting the Spokane River

PC-0024-26-320-05