

From: [BigSky 2CDA](#)
To: [Navigable Waterways](#)
Subject: Millview hearing on this application for a "Community Dock" IDL No. L95S6193 permit application
Date: Tuesday, April 14, 2026 10:54:43 AM

CAUTION: This email originated outside the State of Idaho network. 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.

To whom it may concern. We disagree on the installation of a community dock at S Millview (referenced IDL No.L95S6193 permit application) and believe IDL should not approve.

We are landowners in the Spokane River downstream of the project. Further restrictions to navigation width and increased boat traffic on the river between the Post Falls dam and Lake Couer d'alene will have further negative impacts on river safety & environmental (wildlife & river sediment turbidity.). Safety and environmental concerns are already an issue on the river. Individual landowners should each be allowed ONE dock only with the current congestion.

As stewards of Idaho's rivers and waterways, please do not approve.

Sincerely,
Ed and Susan Kent
513 S Idaho St
Post Falls, ID

Following is additional information regarding reasons to not endorse:

- Sheriff Norris submitted an official safety warning in the River's Edge dock proposal for a narrowed channel of 433' and 678'. After construction this project with 301', 301', 354' and 364' to the piling obstructions across from each of the four lots, are choke points impacting negatively on safety.
- Misappropriated definition of a Community Dock being approved. IDAPA and the Lake Protection Act both define a Community Dock as "A STRUCTURE..." NOT 4 STRUCTURES as The Applicants have applied for. The IDL is knowingly misappropriating definitions and approving applications that consist of each lot having its own dock yet posing as a "community dock in order to be granted MORE DOCK FOOTAGE than the standard 700 sq ft for others! In this case, 4 SEPARATE STRUCTURES. IDL is not enforcing their own definitions correctly;
- Excessive Moorage Density. This application proposes a density of 4 to 6 slips per residence/littoral owner. By processing this application as a "Community Dock" and not according to individual private dock regulations, IDL is giving special treatment to certain homeowners and BYPASSING the "Public Benefit" tests required by IDAPA and LPA
- Navigational Safety and Oversight. Idaho Code mandates the denial of any permit that "unduly interferes with navigation." This project is situated at a documented navigational choke point, however, no Navigational Impact Study or Maximum Carrying Capacity study or engineering report on sediment disturbance has been presented to justify this project.

From: [Maggie Carli](#)
To: [Navigable Waterways](#)
Subject: Opposition to Community Dock Permit
Date: Tuesday, April 14, 2026 9:55:24 AM

CAUTION: This email originated outside the State of Idaho network. 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.

- > To anyone involved in permitting or protection of waterways,
- >
- > I am writing to address the community boat slip permit being considered along the Spokane River in Post Falls, ID and Coeur d'Alene, ID. While I understand a river front homeowner wanting a dock, four lot owners seeking a community dock which extends farther into the narrow river should not be approved. There needs to be a reduction in size of the docks being submitted for approval so as not to create a dangerous choke point along an already narrow and busy river.
- >
- > I live near the Spokane River and Kiwanis Park in Post Falls. I see the numbers of boats going up and down the river. The speed and numbers of boats cause safety concerns for the swimmers, paddlers, and shoreline. The river is not large enough for what amounts to boat traffic needing a 4 lane highway instead of the 2 lane country road that the river is.
- >
- > I strongly feel that there needs to be a study of the impact of the boats on the riverbank and water health. Some monitoring of the boat slips along the river as well as the number of boats added at the boat launches and entering from Lake Coeur d'Alene all combine to high numbers of boats especially over the weekends.
- >
- > There will never be another Spokane River so we need to protect it. Please consider pausing any permits for new boat slips along the shore until a safety and environmental study can be conducted.
- >
- > It is essential someone hits the pause button so we can protect the beautiful natural resource that is the Spokane River.
- >
- > Thank you for your consideration,
- >
- > Maggie and Tom Carli
- > 4476 E Canvasback Ave
- > Post Falls, ID

Sent from my iPhone

From: [Karen Chuday](#)
To: [Navigable Waterways](#)
Subject: Rivers Edge community dock application
Date: Tuesday, April 14, 2026 4:05:37 PM

CAUTION: This email originated outside the State of Idaho network. 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.

Re: Application L95S6193. Rivers Edge

We are year-round residents living on the river and have followed the Rivers Edge permit application process as well as other new/expansion dock applications on the river.

While the others had some reasonable attributes, The Rivers Edge application does not. It is in violation of both the spirit and legal definition of a community dock. It is also located in one of the most precarious spaces on the river given the narrow channel and multitude of pilings. Adding the level of boat, float and swim traffic the application involves presents a heightened risk level for everyone.

We request the application as presented be declined. Hopefully the applicants can create another design that is more in line with legal and location realities.

Karen and John Chuday
208 E 1st Ave #2
Post Falls, ID 83854

From: [Wile E Coyote](#)
To: [Navigable Waterways](#)
Subject: Attention Hearing Officer regarding Formal Opposition to Encroachment Permit Applications No. L9656193, LU300108, and LU300062
Date: Tuesday, April 14, 2026 2:39:52 PM

CAUTION: This email originated outside the State of Idaho network. 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.

Letter to Idaho Department of Lands

Date: April 14, 2026

To: Idaho Department of Lands (IDL)

Attn: Mike Thomas, Division Administrator

3284 W. Industrial Loop, Coeur d'Alene, ID 83815

Submitted via Email

RE: Formal Opposition to Encroachment Permit Applications No. L9656193, LU300108, and LU300062

Project: S. Millview Lane Community Docks (Parcels #27600, #27097, #27096, #27095)

To Mike Thomas,

I am writing to formally register my opposition to the community dock applications for the four residential parcels on S. Millview Lane. There is no logical or legal reason a single-family home requires more than the allotted residential 700 square feet of dock per parcel. The current requests for nearly 7,000 square feet of total dock space—including **20 boat slips, 8 boat lifts, and 2 boat garages**—constitute a gross over-development of a public waterway.

1. Misclassification of Encroachment Type

While filed as "Community Docks," these structures are commercially scaled. Any structure providing moorage at this density serves purposes beyond basic residential riparian use and should be categorized as a commercial navigational encroachment under **IDAPA 20.03.04.010.10**.

2. Navigational Safety and "Undue Interference"

This project sits at a documented navigational choke point.

- **River Width:** ~366 feet
- **Safety Margin:** After factoring two 100-foot "No Wake" zones (north shoreline to south shoreline), a 50-foot travel buffer, and two 8-foot travel lanes, there remains only approximately 75–100 feet of safety.
- **Note:** *This calculation does not yet factor the actual outward encroachment of the dock structure itself. The resulting "navigational drive aisle" is projected to be less than 70 feet in certain areas.*

3. Documented Public Safety Hazards

The Kootenai County Sheriff's Office (KCSO), via a memorandum from Sergeant Ryan Miller dated March 10, 2025, formally opposed the expansion citing: ***[Though this memo has mysteriously been withdrawn under questionable circumstances, the content of the memo does not negate its validity.]***

4. Environmental Risks and Superfund Oversight

The project site is located within the **EPA's Bunker Hill Superfund Site** boundaries.

- **Sediment Disturbance:** The riverbed contains hazardous heavy metals (lead and arsenic). The applicant has provided no Engineering Report on Sediment Disturbance or Hydrological Study to address the impact of these vessels frequently churning bottom sediments.
- **Section 404 Oversight:** The removal of historic logging pilings, as suggested by IDL staff, constitutes the discharge or removal of material in public waters. This must trigger **U.S. Army Corps of Engineers Section 404** oversight, which has been bypassed in the record.
-

Agency Error: An argument from the plaintiff's attorney erred by assuming because there were no objections filed at the time of application by Idaho Fish and Wildlife (IF&W), EPA, BLM, or IDL agencies, there must not be any concerns or impacts. This is a logical fallacy and a procedural error.

Conclusion

The S. Millview Lane and River's Edge proposals represent a calculated attempt to privatize a public navigational channel for commercial gain under the guise of "community docks." The applicant's reliance on the existence of "boat lanes" is a dangerous legal fiction; there are no designated lanes on the Spokane River, and maritime safety is governed by maneuverability, not imaginary dividers.

Approving these permits would create an untenable safety risk in a documented Superfund site, unduly interfere with the public's right to navigate, and set a ruinous administrative precedent for all of Kootenai County. The Idaho Department of Lands must deny these applications to prevent the total loss of safe public transit in this critical corridor.

Furthermore, granting these permits sets a dangerous and legally unsustainable administrative precedent. By allowing residential parcels to exceed standard square footage allotments by over 300%, the Department is effectively nullifying IDAPA 20.03.04 for all waterfront owners in Kootenai County. This 'permit creep' will lead to the systematic privatization of the Spokane River, where the cumulative impact of such over-development will permanently destroy public navigational rights and safe recreation.

Respectfully submitted,



Paul Watson

5449 W Island View Drive

Coeur d Alene, Idaho 83814
