

From: [Sharla Arledge](#) on behalf of [Comments](#)
To: [Kourtney Romine](#); [Mike Ahmer](#)
Subject: FW: PH-2020-PUB-22-002
Date: Thursday, July 23, 2020 03:01:45 PM
Attachments: [NIM letter 06102019 CdA Bulkhead-1.doc](#)
[20200102 Welch Comer.pdf](#)

From: Lisa Arellano <Lisa@northidahomaritime.com>
Sent: Thursday, July 23, 2020 3:01 PM
To: Comments <comments@idl.idaho.gov>
Subject: PH-2020-PUB-22-002

Couple more letters for the file.

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Lisa R Arellano

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IDAHO DEPARTMENT OF
PARKS AND RECREATION
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John,

Following up on our onsite meeting of the 6th of June at Higgens Point.

The construction of a bulkhead in the area between the Higgens Boat Launch and Higgens Point area is not feasible due to the following reasons:

- 1- Structural instability of the slope. For those of us that have been here in the local community we all remember the two large pieces of equipment that went into the lake during the fill being placed in this area for the on ramp to I-90. The large dozer remains in the lake and was not removed for fear of additional slope failure.
- 2- The lake level is significantly lower than the road surface and would require additional work and fill to create the access/bulkhead described. This would compound the issues of the structural issues described above.

Recreational impacts would exist in this area for those using the Higgens Boat Launch, Higgens Point Group and Public areas, the North Idaho Centennial Trail, and traditional large group permits (such as the CdA Triathlon, ½ Ironman, etc). With the extremely strong population growth of the Coeur d'Alene and Spokane communities such public demand will only continue to increase.

The winter migrating Bald Eagles are very active in this area due to the spawning beds that were created during the fill material placement. Such eagle activity decreases as you move farther east up the Wolf Lodge Arm of Lake Coeur d'Alene due to fewer spawning beds.

The need for such services as North Idaho Maritime provides is extremely important to both those who live on the lake and those who live in the area. This has been seen by your response in helping County facilities after ice damage a few years back, the current improvements being made on the Blue Creek Bridge on I-90, the improvements recently made at the Bureau of Land Management Blue Creek Bay site, and they extend to other resource enhancements such as the spawning beds that your company put in at Idlewilde Bay.

Although we can not provide the area needed for the platform, the need for such a facility to provide services for the community is important.

Sincerely,

Randall R. Butt

Park Manager
Farragut State Park/Coeur d'Alene Lake Parkway
13550 E. Hwy 54 | Athol, ID 83801
tel (208) 683-2425 ext. 23 | fax (208) 683-7416

January 2, 2020

John Condon
North Idaho Maritime
4020 N Huetter Road
Coeur d'Alene, ID 83814

Re: Sites Information

Dear John:

I understand as part of building your record for North Idaho Maritimes' special use application to the County for your Wolf Lodge Bay property, you are attempting to document your efforts to establish other commercial access sites to Coeur d'Alene Lake. You requested that I summarize the sites you and I have discussed over the past ten years and following is that information:

Blackwell Island Site – This City owned parcel is a remnant of the original US-95 ROW. The City ultimately took ownership of this parcel after US-95 was re-routed to its current location. You and I discussed that this site has many desirable upland qualities (good access, flat land) but the site presents water access issues because of the shallow water depth near the shoreline limiting its use for deeper draft commercial vessels, such as a loaded barge.

Silver Beach Site– A site east of Hagadone Marine's Silver Beach Marina was evaluated by the City of Coeur d'Alene during the McEuen Park Master Planning process which was considering removing the 3rd Street launch. You and I discussed that this site has favorable deep water year around access, but creating a useable boat launch and commercial barge access would require re-routing Coeur d'Alene Lake Drive and the Centennial Trail. The City decided not to pursue removing the 3rd Street Boat launch so this site was not further evaluated.

Potlatch Hill Site – Another site, just west of Hagadone Marine's Silver Beach Marina was also evaluated by the City during the McEuen Park Master Planning process as a recreational/commercial lake access point. Again, you and I discussed the positive water side characteristics, but upland impacts to the Centennial trail and the large elevation difference between the water and land elevation eliminated this site as a viable access point.

Atlas Mill Site – The City acquired this parcel in 2018, and after an extensive master planning process with public input, decided to reserve the entire waterfront as a park with non-motorized water access (swimming, paddle boards, kayaks). During the master planning process, you and I discussed maintaining the commercial access and the City considered this option, but eventually determined that commercial use to be incompatible with the public desired non-motorized nature of the Atlas Waterfront Park.

I can also state that on each project that I have worked on along the Coeur d'Alene Lake waterfront (several listed above), most of which are public access projects, I get a phone call from you asking how a commercial access could be incorporated into the project. Since most of these projects have been public recreational access, commercial access is determined to be incompatible.

Please contact me with any questions.

Sincerely,



Philip F. Boyd, P.E.
President / Principal Engineer

PFB/mdp