

From: Robert MacDonald <bobmacinc@hotmail.com>
Sent on: Monday, December 16, 2024 4:22:58 PM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: Application L-95-S-3036N Templins 100 slip expansion

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12-13-24

Idaho department of Lands
3258 W. Industrial Loop
Coeur d' Alene, Idaho 83815

Dear Sirs,

I respectfully register my opposition to permitting any more commercial boat slips on the Spokane River between the mouth of the river and the Post Falls dam. This specifically includes application # L-95-S-3036N for the additional 100 slips being requested for what is commonly known as Templin's marina.

My understanding of current IDL policy seems to make clear that there are several factors to be considered to approve such application for encroachment including "Environmental Protection, Navigation or Economic Necessity". Clearly there is no public economic necessity or navigational necessity to add 100 slips. There are however, many environmental protection impacts to be considered resulting from the additional traffic produced by 100 additional boats.

IDL policy goes on to say that Environmental Protection must be weighed against justification for, or public benefit derived from the proposed encroachment. There can reasonably be NO public benefit derived from approval of this encroachment!

With regard to approval of encroachments, IDL policy also states that public Health, Safety, and Welfare be considered and weighed for the protection of property, navigation, fish and wildlife, recreation, aesthetic beauty and water quality. Common sense would dictate that there are many potentially harmful or negative consequences to these factors if this encroachment is approved. On the other hand there are absolutely NO offsetting positives to any of these considerations by approval of the requested encroachment!

Because the Spokane River is narrow it is already considered to be the most congested waterway in Kootenai County, if not the state, for recreational boat traffic. I would add, from my personal observation of several decades living on the lake and/or the river, that it is also the most dangerous due to over saturation of boat traffic. It would be a travesty to be complicit in making it more congested and arguably less safe by approval of this application.

I believe that approval of this application would ignore IDL's responsibility as well as the specific tenants of IDL policy.

I respectfully ask that you reject this application for any additional commercial slips in it's entirety.

Respectfully,

Bob MacDonald
12065 Riverview Drive mail: PO Box 3428

PC-00012

Post Falls, Idaho 83854

Post Falls, Idaho 83877

509 994 1730

From: Stan Curless <stan.curless@gmail.com>
Sent on: Tuesday, December 17, 2024 6:05:40 PM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: L-95-S-3036N Templin's Marine Expansion

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All I have to say is that we have two marinas, two gas stations, three dams, and a boat launch on the water in a small area, and you want to add more capacity. That makes absolutely no sense to me.

Stan Curless

From: Daryl Reynolds <dreynoldsjr@me.com>
Sent on: Saturday, December 14, 2024 3:02:48 PM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
CC: Kinzie Ridgewell <kinzie.r@stancraft.com>; Nelson Erickson <Nelson@stancraft.com>; Robb Bloem <robb@stancraftboats.com>
Subject: Letter of Support - Daryl Reynolds.docx[76].pdf #L-95-S-3036N
Attachments: Letter of Support - Daryl Reynolds.docx[76].pdf (243.93 KB)

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.

Please see my attached letter in support of the StanCraft project regarding Marina.

Daryl Reynolds

Cell: 1(530) 588-2800

Daryl Reynolds
216 S Theresa Terrace Drive
Post Falls, ID 83854
December 13, 2024

Idaho Department of Lands
3258 W. Industrial Loop
Coeur d'Alene, ID 83815

RE: Letter of Support for Marina 33 Expansion Permit Application L95S3036N

Dear Director Miller:

I am writing to express my support for StanCraft's Marina 33 expansion project in Post Falls. As a resident of this community and a littoral rights owner in this part of the Spokane River for over 36 years, I have had a front row seat to the changes in this area and fully support the improvements StanCraft has made to the marina and the plans they have for the marina.

I have enjoyed recreating on this part of the lake for over 36 years and have been a neighbor to Templin's Hotel and Marina for all of that time. During that time, I witnessed the activity that the marina generates, the marina management and the amenities offered by the marina. In 2020 and 2021 due to the COVID-19 pandemic, the traffic dramatically increased all over the lake, including this section of the river, as visitors and residents desired to be outside. The lake, the river, and even the eastern portion of the river, the area in front of my home and Marina 33, saw an increase in public use. Safety and vessel traffic issues in our area of the river should be mitigated by the No-Wake Zone. At peak usage times I have seen boaters disregard our No-Wake Zone. I believe safety issues on the water can be complicated with increased traffic, but more often, it is a boater not following boating rules, not the volume of users.

I support the Marina 33 expansion project because it will directly address the issue of boaters ignoring the No-Wake Zone buoys by expanding out to the log boom, clearly identifying the Line of Navigability and creating a visual cue to slow down and adhere to the No-Wake Zone. The proposal expands the marina docks out to the log boom has been in front of the marina for years. The log boom used to extend the entire length of the marina, helping to slow down boaters.

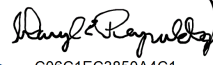

StanCraft's management of and improvements to the marina are already evident. The team dramatically improved the overgrowth in the area by manicuring the landscaping, making the marina much better to look at. The hillside is much cleaner and maintained. The lighting that we see across the river has been a part of the marina long before 2020 but is now able to illuminate the marina for safety because it was uncovered from the overgrowth.

This area will benefit from the increased fuel options on the lake, entertainment and dining. The enjoyment of the river brings a lot of excitement to this area of the river and this project allows more people of Idaho to enjoy, recreate and store their boats on the water that belongs to all of us.

I have been continually impressed with StanCraft's commitment to engaging with neighbors throughout this process. They have made a strong effort to communicate openly, gather feedback, and keep us informed. They have made a commitment to make this area better and just looking at the improvements of the marina that have already been made, they have kept their promises. StanCraft's reputation for quality is well-known, and I believe their continued work at the marina will reflect the same high standard.

I encourage you to approve StanCraft's permit application. Their commitment to quality and community-focused development will undoubtedly have a lasting, positive impact on our city.

Thank you for considering this letter.

Signed by:
  12/13/24
C06C1EC3850A4C1...
Daryl Reynolds
216 S Theresa Terrace Drive
Post Falls, ID 83854

AGCY. CASE No. PH-2024-NAV-22-004

OAH Case No. 24-320-09

Regarding 414 PF Hospitality LLC 116 Boat Slip Expansion for Commercial Marina & Store.

Position: **OPPOSED**

Dear Idaho Department of Lands,

The following is a paragraph from the Idaho Department of Lands Policy. P.6, 012, Policy, 01.: Environmental Protection and Navigational or Economic Necessity. It is the express policy of the State of Idaho that the public health, interest, safety and welfare requires that all encroachments upon, in or above the beds or waters of navigable lakes on the state be regulated in order that the protection of property, navigation, fish and wildlife habitat, aquatic life, recreation, aesthetic beauty and water quality be given due consideration and weighed against the navigational and economic necessity or justification for, or benefit to be derived from the proposed encroachment. ***Moreover, it is the responsibility of State Board of Land Commissioners to regulate and control the use or disposition of state-owned lake beds, so as to provide for their commercial, navigational, recreational and public use.***

My family has owned property directly across from Templin's Red Lion since the late 70s (it was a field then). I grew up on the Spokane River, learned to swim, fish, water ski, and boogie board between its shores. For nearly 45 years I have ***recreated*** on these waters and I now take my teens boating on the Spokane River. The river's ***serenity*** and ***aesthetic beauty*** have changed, to sit here and reminisce about old times serve nothing.

The Spokane River from the Q'emlin boat launch to Lake Coeur d'Alene has become a major thoroughfare during the summertime. Those affected by this the most are the residents that live along the river. These residents pay good money and taxes to live and enjoy waterfront, but it is becoming less desirable because of increased traffic, marinas and their ***economic*** gain. We all know that the Spokane River is narrow and shallow in many areas, there are already areas of concern because of copious amounts of boaters and risk due to surf boats. This concern has caused damage to both ***residential properties*** and had an ***environmental impact*** on shores and the bottom of the river. Now

more traffic is being allowed without feasibility impact studies. Take a ride with me in my boat, you will learn a lot within a half hour.

Just in boat slips alone, the Templin's Red Lion presently has 170 (approximately) slips, River's Edge has 142 slips, the Greenview condos can accommodate 20 boats. This is a total of 332 boats NOT INCLUDING the boats launched at Q'emlin, Greensferry and Blackwell Island and waterfront residents. Now add another 116 boats for the proposed expansion. This will be 450 boats stored within a half-mile area along with two boating gas stations. What kind of **environmental impact** will this have on the residents along the river and directly across from the marina area? The 450 boats does not include tax-paying boating residents on the river and boats launched by locals and out-of-staters. Add the hundreds of boating waterfront residents and those that launch; you now have a **navigational nightmare**.

In the last 5 years the no wake zone just east of the bridge in front of the homes on the south side of the river including Crystal Bay have become an area where boats drop their anchors, sit not far off the docks and play their music. 9 times out of 10, they are from the marinas. We have had to several times to use bull horns to tell boaters to turn down music. We live here and now our best season is listening to music and noise from these boaters. Is this what you would desire with your waterfront?

I can no longer take the kids boating anytime from Friday morning to Sunday after dinner because the traffic is **dangerous** and **not safe**. We time our boating excursions, especially to pull a tuber or wake boarder. It has become combat boating, now we are adding more boats which will add to the **navigational nightmare** it already is.

I am adamantly **OPPOSED** to this marina. Please re-evaluate the impact of the river. Re-evaluate the impact on the residents that live along the river. Please re-evaluate the navigational, environmental, safety issues that are present. There is no economic gain for the public in this situation whatsoever.

Please listen to those who live here and pay taxes.

Polly Schindler – schindlerjp1991@gmail.com – 208-659-5440