

From: ATT& Mail <catbedford@att.net>
Sent on: Monday, December 23, 2024 11:39:07 PM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: Fw: 414 PF Hospitality, LLC IDL Case No. PH-2024-NAV-22-004 EXTENSION REQUEST
Attachments: A.jpg (2.27 MB), B.jpg (3.05 MB)

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.

414 PF Hospitality, LLC

IDL Case No. PH-2024-NAV-22-004/

OAH Case No. 24-320-09

Encroachment Permit Application No. L95S3036N

Madame Hearing Officer and Idaho Department of Lands:

We are requesting an extension for a new hearing for the following reasons:

1. New information disclosed at the public hearing:

During the hearing on December 19, 2024, the log boom area was being disputed. The developers' attorney, Scott Hislop, stated that they are staying within their current footprint, and you correctly inquired as to whether the water from the end of the current slips/walkway out to the log boom and including the log boom, was indeed part of the original permit. It was then disclosed by an Idaho Department of Lands representative that the log boom area is NOT and never has been a part of the originally permitted area for the marina. (See attached Exhibit A from the IDL website for this case; different photos were used by Mr. Hislop at the hearing). Mr. Hislop's exact words in his Applicant Pre-Trial Hearing Statement 3.1.1 states "The reconfigured commercial marina with some private moorage will fit within the 'overall footprint' of the existing commercial marina." This is does not appear to be accurate- it should be the existing "permitted" commercial marina. The developers have submitted plans for their marina expansion to **include the navigable waterway** between the current marina dock footprint, to the log boom(south). Accordingly, this would not be staying within their current **permitted** footprint; the log boom has been in place prior to any marina and was used for logging purposes. Additionally, the developers are encroaching on the east and west sides as well (see Exhibit B from IDL website for this case), which is another example of them not maintaining their existing (permitted) footprint as they claim.

2. Lack of notice to the community:

- a. The notice which was determined necessary for the Greenvew Condominiums to the west of the project was Returned to Sender, and accordingly those residents did not receive proper notification. It appears that no additional effort was made to ensure residents were notified.
- b. Many houses upriver from the marina did not know about the magnitude of this expansion, for which the developers are seeking a permit.

3. The Public hearing was scheduled for December 19, 2024, 4-8pm, during one of the busiest seasons for people all year long. We requested to delay the hearing until January so people could be informed, but we were denied. Many people were unable to attend due to holiday plans and travel.

PC-00068

Please consider the above as reasonable and fair; particularly #1, as this confirmation of the log boom NOT being part of the original footprint was exactly what we believed to be the case.

The developers engulfing this amount of navigable water and recreation space will NOT benefit of the citizens of Idaho, and we would argue that it violates IDAPA 20.03.04.012. Policy. (01.)

Sincerely,
Catherine Bedford

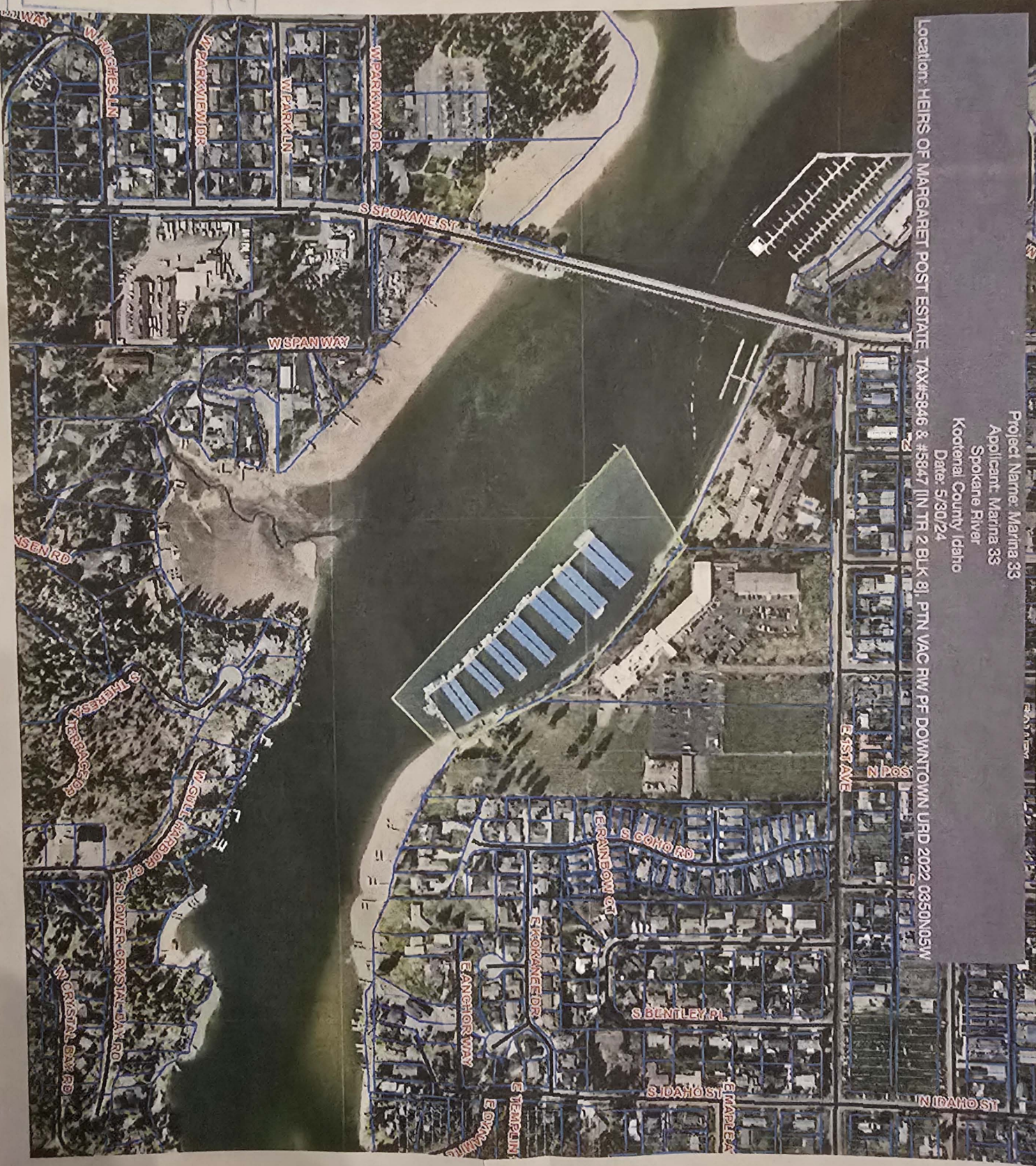
Post Falls, ID

A



Project Name: Marina 33
Applicant: Marina 33
Spokane River
Kootenai County Idaho
Date: 5/30/24

Location: HEIRS OF MARGARET POST ESTATE TAX#5846 & #5847 IN TR 2 BLK 81 PTN VAC R/W P.F. DOWNTOWN URD 2022 0350N05W



AUG 27 2024

B

From: <hansonis@aol.com>
Sent on: Thursday, December 26, 2024 11:35:29 PM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: FW: 414 PF Hospitality, LLC IDL Case No. PH-2024-NAV-22-004 EXTENSION REQUEST
Attachments: Exhibit A attachment for Templins Marina expansion.jpg (2.27 MB), Exhibit B attachment for Templins Marina expansion.jpg (3.05 MB)

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.

414 PF Hospitality, LLC

IDL Case No. PH-2024-NAV-22-004/

OAH Case No. 24-320-09

Encroachment Permit Application No. L95S3036N

Madame Hearing Officer and Idaho Department of Lands:

We are requesting an extension for a new hearing for the following reasons:

1. New information disclosed at the public hearing:

During the hearing on December 19, 2024, the log boom area was being disputed. The developers' attorney, Scott Hislop, stated that they are staying within their current footprint, and you correctly inquired as to whether the water from the end of the current slips/walkway out to the log boom and including the log boom, was indeed part of the original permit. It was then disclosed by an Idaho Department of Lands representative that the log boom area is NOT and never has been a part of the originally permitted area for the marina. (See attached Exhibit A from the IDL website for this case; different photos were used by Mr. Hislop at the hearing). Mr. Hislop's exact words in his Applicant Pre-Trial Hearing Statement 3.1.1 states "The reconfigured commercial marina with some private moorage will fit within the 'overall footprint' of the existing commercial marina." This is does not appear to be accurate- it should be the existing "permitted" commercial marina. The developers have submitted plans for their marina expansion to **include the navigable waterway** between the current marina dock footprint, to the log boom(south). Accordingly, this would not be staying within their current **permitted** footprint; the log boom has been in place prior to any marina and was used for logging purposes. Additionally, the developers are encroaching on the east and west sides as well (see Exhibit B from IDL website for this case), which is another example of them not maintaining their existing (permitted) footprint as they claim.

2. Lack of notice to the community:

- a. The notice which was determined necessary for the Greenview Condominiums to the west of the project was Returned to Sender, and accordingly those residents did not receive proper notification. It appears that no additional effort was made to ensure residents were notified.

PC-00069

b. Many houses upriver from the marina did not know about the magnitude of this expansion, for which the developers are seeking a permit.

3. The Public hearing was scheduled for December 19, 2024, 4-8pm, during one of the busiest seasons for people all year long. We requested to delay the hearing until January so people could be informed, but we were denied. Many people were unable to attend due to holiday plans and travel.

Please consider the above as reasonable and fair; particularly #1, as this confirmation of the log boom NOT being part of the original footprint was exactly what we believed to be the case.

The developers engulfing this amount of navigable water and recreation space will NOT benefit of the citizens of Idaho, and we would argue that it violates IDAPA 20.03.04.012. Policy. (01.)

Name: Ronald & Sandra Hanson

City: 200 E 1st Avenue Apt 3

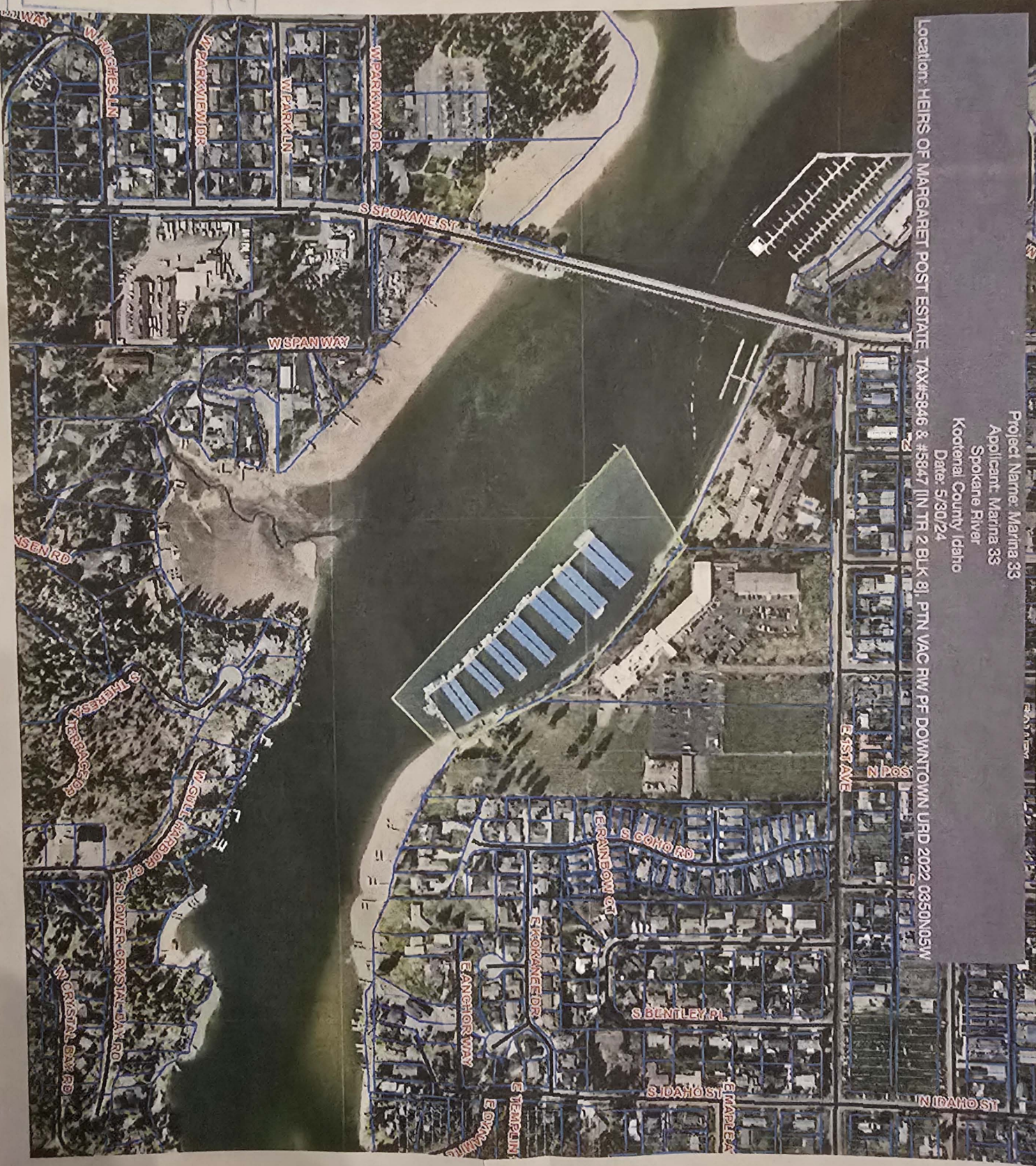
Post Falls, ID 83854

A



Project Name: Marina 33
Applicant: Marina 33
Spokane River
Kootenai County Idaho
Date: 5/30/24

Location: HEIRS OF MARGARET POST ESTATE TAX#5846 & #5847 IN TR 2 BLK 81 PTN VAC R/W P.F. DOWNTOWN URD 2022 0350N05W



AUG 27 2024

B

From: Vonda Manley <VondaSManley@att.net>
Sent on: Monday, December 23, 2024 6:21:33 PM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
CC: Avis Stafford <draviscda@aol.com>
Subject: Fw: 414 PF Hospitality, LLC IDL Case No. PH-2024-NAV-22-004 EXTENSION REQUEST
Attachments: 1000005399.jpg (2.27 MB), 1000005400.jpg (3.05 MB)

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.

Madame Hearing Officer and Idaho Department of Lands:

We are requesting an extension for a new hearing for the following reasons:

1. New information disclosed at the public hearing:

During the hearing on December 19, 2024, the log boom area was being disputed. The developers' attorney, Scott Hislop, stated that they are staying within their current footprint, and you correctly inquired as to whether the water from the end of the current slips/walkway out to the log boom and including the log boom, was indeed part of the original permit. It was then disclosed by an Idaho Department of Lands representative that the log boom area is NOT and never has been a part of the originally permitted area for the marina. (See attached Exhibit A from the IDL website for this case; different photos were used by Mr. Hislop at the hearing). Mr. Hislop's exact words in his Applicant Pre-Trial Hearing Statement 3.1.1 states "The reconfigured commercial marina with some private moorage will fit within the 'overall footprint' of the existing commercial marina." This does not appear to be accurate- it should be the existing "permitted" commercial marina. The developers have submitted plans for their marina expansion to **include the navigable waterway** between the current marina dock footprint, to the log boom(south). Accordingly, this would not be staying within their current **permitted** footprint; the log boom has been in place prior to any marina and was used for logging purposes. Additionally, the developers are encroaching on the east and west sides as well (see Exhibit B from IDL website for this case), which is another example of them not maintaining their existing (permitted) footprint as they claim.

2. Lack of notice to the community:

- a. The notice which was determined necessary for the Greenview Condominiums to the west of the project was Returned to Sender, and accordingly those residents did not receive proper notification. It appears that no additional effort was made to ensure residents were notified.
- b. Many houses upriver from the marina did not know about the magnitude of this expansion, for which the developers are seeking a permit.

3. The Public hearing was scheduled for December 19, 2024, 4-8pm, during one of the busiest seasons for people all year long. We requested to delay the hearing until January so people could be informed, but we were denied. Many people were unable to attend due to holiday plans and travel.

Please consider the above as reasonable and fair; particularly #1, as this confirmation of the log boom NOT being part of the original footprint was exactly what we believed to be the case.

The developers engulfing this amount of navigable water and recreation space will NOT benefit the citizens of Idaho, and we would argue that it violates IDAPA 20.03.04.012. Policy. (01.)

Name: Vonda and Charles Manley

City: Coeur d Alene

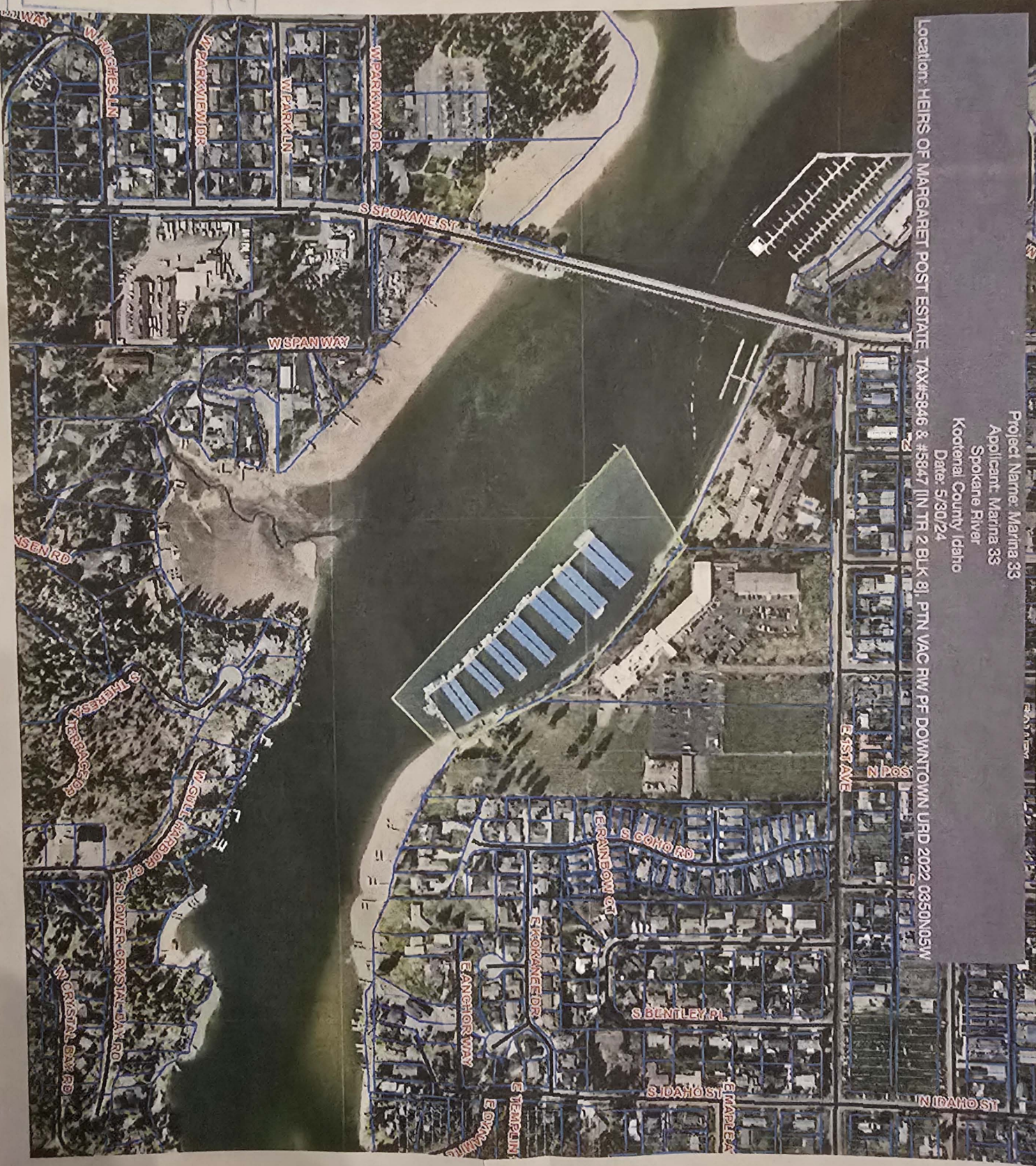
PC-00070

A



Project Name: Marina 33
Applicant: Marina 33
Spokane River
Kootenai County Idaho
Date: 5/30/24

Location: HEIRS OF MARGARET POST ESTATE TAX#5846 & #5847 IN TR 2 BLK 81 PTN VAC R/W PF DOWNTOWN URD 2022 0350N05W



AUG 27 2024

B

From: Lynn Fleming <lynnmf1054@gmail.com>
Sent on: Wednesday, December 25, 2024 5:59:17 PM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: Post Falls L-95-S-3036N

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.

The Spokane River is an important water way but should not become a freeway with the addition of 100 boat slips at the Red Lion post Falls Marina. It has already become a speedway and not fit for recreational use. Kayaks and canoes cannot paddle safely due to high wakes and oblivious boaters. Unless you are willing to help patrol and slow traffic lives will be endangered and the already eroding banks will fail. Placing additional mirage at the dead end of the river way will destroy all semblance of waterfront living on this virtual highway.

Regards,

Lynn Fleming XACT Interiors (208) 691 2691

From: Lisa Richards-Evans <lisarevans22@gmail.com>
Sent on: Thursday, December 26, 2024 8:18:23 PM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09 / 414 PF Hospitality, LLC
Attachments: Greenview Letter to Idaho Dept Land 2024.docx (16.31 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 the attached letter.

Respectfully,

Lisa Richards-Evans

CONFIDENTIALITY NOTICE: This e-mail transmission and any documents accompanying this transmission may contain personal information subject to such privacy regulations as the Health Insurance Portability and Accountability Act of 1996 (HIPAA). This information is intended only for the use of the authorized individual named above. Such authorized recipient of this information is prohibited from disclosing this information to any other party unless required to do so by law or regulation and is required to destroy the information after its stated need has been fulfilled. If you are not the intended recipient, you are hereby notified that any disclosures, copying, distribution, or action taken in reliance on the contents of these documents is strictly prohibited. If you have received this information in error, please notify the sender immediately and arrange for the destruction of these documents.

December 26, 2024

To: navigablewaters@idl.idaho.gov
Idaho Department of Lands

1536

Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09
414 PF Hospitality, LLC

From: Lisa Richards Evans and Bruce Carey Jr.
212 E. 1st Ave. F7
Post Falls, Idaho 83854

Lisa Richards Evans 208.640.3065
Bruce Carey Jr. 208 755.6976

Objections and Comments:

1. We are very disappointed that we were NOT notified, nor was Greenview HOA. By happenstance, we found out 8 days ago. This is INEXCUSABLE since our property is right next door. The documents show that “our” notice was sent to ASI – and returned undeliverable. ASI was the management company used by the HOA over 5 years ago. Why was nothing done to get this to us? Where do we file to get our correspondents? Funny – IDL has the correct address to send us our waterway lease bill AND StarCraft – a sister company to 414 PF Hospitality – can bill us correctly for our dock repairs.
2. In our opinion, this lack of notice, became inexcusable – when almost every comment speaker at the Public Hearing – said they also did not receive notice. The 414 representing attorney and IDL stated that – to date, they haven’t heard from adjacent property owners. Those adjacent property owners were not properly notified
3. We do NOT believe that the Break Water – referenced multiple times – sets the boundary lines. This was NOT part of the original development by Bob Templin – it was a break water used for river logging that never got removed. Regardless of how long it’s been there, it should NOT set a boundary line. NO ENTITY – private or commercial – should be allowed to put water structures IN FRONT OF other people’s shorelines. The proposed new configuration puts the additional dock structure in front of our shoreline – specifically Buildings D and C. IDL would not allow a private party to put their dock structure in front of ANY other property owners – and it should not happen to us. While we don’t support the addition of more boat slips – IF more are added – they should be added to the EAST side of the Templin’s property, where they HAVE additional shoreline. Please do not let this application allow more marina to be added to Greenview’s shoreline.

4. Much was said at the Public Hearing about the congestion of boat traffic in our small ¼ mile area that is already established. This is true. We, like many others here at Greenview, do not use our boat on the weekends, because of boat traffic congestion – yes, even in the no wake zone. Please consider that in addition to testimony last night, Q'emiln Park, next to Spokane Street Bridge, has a public boat launch. We are unsure how many boats/trailers the park holds, but there is a CONSTANT stream of traffic coming and going from there every day and very heavy traffic on the weekends. It's simply dangerous to have that many boats moored and launched in such a small footprint.

5. 414 suggests that they will improve safety on the water. How can this statement be a fact when our waterway is already overpopulated and dangerous. Adding more slips is going to improve safety.

Please do not approve this request. At the very least, do not allow any docks, structures, or otherwise to be put off the shoreline of Greenview's waterfront feet shoreline.

Respectfully,

Lisa Richards Evans
Bruce Carey Jr.

From: Christy Miller <tcmliller13@icloud.com>
Sent on: Wednesday, December 25, 2024 5:59:12 PM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: No. 24-320-09

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.

Department of Land,
My Husband and I are devastated that this is even an option on our waterway. We have a limited view of the River that would completely disappear. Our home value will greatly decrease
Secondly, just imagining 100 more boats in such a small area would affect the shoreline, habitat and integrity of our no wake zone area!
Please extend the decision time frame so these issues can be addressed.
Thank you,
Christine and Thomas Miller
204 e 1st Ave Condo #2
Post Falls, Idaho. 83854
Sent from my iPhone

From: Jessica Scofield <jessicagreenviewcondos@gmail.com>
Sent on: Friday, December 27, 2024 3:11:16 AM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09 414 PF Hospitality, LLC
Attachments: Letter to Idaho Dept Land.pdf (73.98 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 attached letter

--

Jessica Scofield
Greenview Condominiums Board of Directors - President
jessicagreenviewcondos@gmail.com / 253.304.2580

December 26, 2024

To: navigablewaterways@idl.idaho.gov
Idaho Department of Lands

Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09
414 PF Hospitality, LLC

From: Taryn Green
212 E 1st Ave #8
Post Falls, Idaho 83854
208-596-3003

Objections and Comments:

1. We are very disappointed that we were NOT notified, nor was Greenview HOA. By happenstance, we found out 8 days ago. This is INEXCUSABLE since our property is right next door. The documents show that “our” notice was sent to ASI – and returned undeliverable. ASI was the management company used by the HOA over 5 years ago. Why was nothing done to get this to us? Where do we file to get our correspondents? Funny – IDL has the correct address to send us our waterway lease bill AND StarCraft – a sister company to 414 PF Hospitality – can bill us correctly for our dock repairs.
2. In our opinion, this lack of notice, became inexcusable – when almost every comment speaker at the Public Hearing – said they also did not receive notice. The 414 representing attorney and IDL stated that – to date, they haven’t heard from adjacent property owners. Those adjacent property owners were not properly notified
3. We do NOT believe that the Break Water – referenced multiple times – sets the boundary lines. This was NOT part of the original development by Bob Templin – it was a break water used for river logging that never got removed. Regardless of how long it’s been there, it should NOT set a boundary line. NO ENTITY – private or commercial – should be allowed to put water structures IN FRONT OF other people’s shorelines. The proposed new configuration puts the additional dock structure in front of our shoreline – specifically Buildings D and C. IDL would not allow a private party to put their dock structure in front of ANY other property owners – and it should not happen to us. While we don’t support the addition of more boat slips – IF more are added – they should be added to the EAST side of the Templin’s property, where they HAVE additional shoreline. Please do not let this application allow more marina to be added to Greenview’s shoreline.
4. Much was said at the Public Hearing about the congestion of boat traffic in our small ¼ mile area

that is already established. This is true. We, like many others here at Greenview, do not use our boat on the weekends, because of boat traffic congestion – yes, even in the no wake zone. Please consider that in addition to testimony last night, Q'emiln Park, next to Spokane Street Bridge, has a public boat launch. We are unsure how many boats/trailers the park holds, but there is a CONSTANT stream of traffic coming and going from there every day and very heavy traffic on the weekends. It's simply dangerous to have that many boats moored and launched in such a small footprint.

5. 414 suggests that they will improve safety on the water. How can this statement be a fact when our waterway is already overpopulated and dangerous. Adding more slips is going to improve safety how?

Please do not approve this request. At the very least, do not allow any docks, structures, or otherwise to be put off the shoreline of Greenview's waterfront feet shoreline.

Respectfully,

Taryn Green

From: Jessica Scofield <jessicagreenviewcondos@gmail.com>
Sent on: Friday, December 27, 2024 3:08:03 AM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09 414 PF Hospitality, LLC
Attachments: Letter to Idaho Dept Land.pdf (73.92 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 attached letter

--

Jessica Scofield
Greenview Condominiums Board of Directors - President
jessicagreenviewcondos@gmail.com / 253.304.2580

December 26, 2024

To: navigablewaterways@idl.idaho.gov
Idaho Department of Lands

Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09
414 PF Hospitality, LLC

From: Monika Mohler
221 E 1st Ave #6
Post Falls, Idaho 83854

Objections and Comments:

1. We are very disappointed that we were NOT notified, nor was Greenview HOA. By happenstance, we found out 8 days ago. This is INEXCUSABLE since our property is right next door. The documents show that “our” notice was sent to ASI – and returned undeliverable. ASI was the management company used by the HOA over 5 years ago. Why was nothing done to get this to us? Where do we file to get our correspondents? Funny – IDL has the correct address to send us our waterway lease bill AND StarCraft – a sister company to 414 PF Hospitality – can bill us correctly for our dock repairs.
2. In our opinion, this lack of notice, became inexcusable – when almost every comment speaker at the Public Hearing – said they also did not receive notice. The 414 representing attorney and IDL stated that – to date, they haven’t heard from adjacent property owners. Those adjacent property owners were not properly notified
3. We do NOT believe that the Break Water – referenced multiple times – sets the boundary lines. This was NOT part of the original development by Bob Templin – it was a break water used for river logging that never got removed. Regardless of how long it’s been there, it should NOT set a boundary line. NO ENTITY – private or commercial – should be allowed to put water structures IN FRONT OF other people’s shorelines. The proposed new configuration puts the additional dock structure in front of our shoreline – specifically Buildings D and C. IDL would not allow a private party to put their dock structure in front of ANY other property owners – and it should not happen to us. While we don’t support the addition of more boat slips – IF more are added – they should be added to the EAST side of the Templin’s property, where they HAVE additional shoreline. Please do not let this application allow more marina to be added to Greenview’s shoreline.
4. Much was said at the Public Hearing about the congestion of boat traffic in our small ¼ mile area

that is already established. This is true. We, like many others here at Greenview, do not use our boat on the weekends, because of boat traffic congestion – yes, even in the no wake zone. Please consider that in addition to testimony last night, Q'emiln Park, next to Spokane Street Bridge, has a public boat launch. We are unsure how many boats/trailers the park holds, but there is a CONSTANT stream of traffic coming and going from there every day and very heavy traffic on the weekends. It's simply dangerous to have that many boats moored and launched in such a small footprint.

5. 414 suggests that they will improve safety on the water. How can this statement be a fact when our waterway is already overpopulated and dangerous. Adding more slips is going to improve safety how?

Please do not approve this request. At the very least, do not allow any docks, structures, or otherwise to be put off the shoreline of Greenview's waterfront feet shoreline.

Respectfully,

Monika Mohler

From: Jessica Scofield <jessicagreenviewcondos@gmail.com>
Sent on: Friday, December 27, 2024 3:03:56 AM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09 414 PF Hospitality, LLC
Attachments: Letter to Idaho Dept Land.pdf (101.56 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.

See Attached Letter

--

Jessica Scofield
Greenview Condominiums Board of Directors - President
jessicagreenviewcondos@gmail.com / 253.304.2580

December 26, 2024

To: navigablewaterways@idl.idaho.gov
Idaho Department of Lands

Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09
414 PF Hospitality, LLC

From: Gary Swendland
216 E 1st Ave #4
Post Falls, Idaho 83854
619-517-0102

Objections and Comments:

1. We are very disappointed that we were NOT notified, nor was Greenview HOA. By happenstance, we found out 8 days ago. This is INEXCUSABLE since our property is right next door. The documents show that “our” notice was sent to ASI – and returned undeliverable. ASI was the management company used by the HOA over 5 years ago. Why was nothing done to get this to us? Where do we file to get our correspondents? Funny – IDL has the correct address to send us our waterway lease bill AND StarCraft – a sister company to 414 PF Hospitality – can bill us correctly for our dock repairs.
2. In our opinion, this lack of notice, became inexcusable – when almost every comment speaker at the Public Hearing – said they also did not receive notice. The 414 representing attorney and IDL stated that – to date, they haven’t heard from adjacent property owners. Those adjacent property owners were not properly notified
3. We do NOT believe that the Break Water – referenced multiple times – sets the boundary lines. This was NOT part of the original development by Bob Templin – it was a break water used for river logging that never got removed. Regardless of how long it’s been there, it should NOT set a boundary line. NO ENTITY – private or commercial – should be allowed to put water structures IN FRONT OF other people’s shorelines. The proposed new configuration puts the additional dock structure in front of our shoreline – specifically Buildings D and C. IDL would not allow a private party to put their dock structure in front of ANY other property owners – and it should not happen to us. While we don’t support the addition of more boat slips – IF more are added – they should be added to the EAST side of the Templin’s property, where they HAVE additional shoreline. Please do not let this application allow more marina to be added to Greenview’s shoreline.
4. Much was said at the Public Hearing about the congestion of boat traffic in our small ¼ mile area

that is already established. This is true. We, like many others here at Greenview, do not use our boat on the weekends, because of boat traffic congestion – yes, even in the no wake zone. Please consider that in addition to testimony last night, Q'emiln Park, next to Spokane Street Bridge, has a public boat launch. We are unsure how many boats/trailers the park holds, but there is a CONSTANT stream of traffic coming and going from there every day and very heavy traffic on the weekends. It's simply dangerous to have that many boats moored and launched in such a small footprint.

5. 414 suggests that they will improve safety on the water. How can this statement be a fact when our waterway is already overpopulated and dangerous. Adding more slips is going to improve safety how?

Please do not approve this request. At the very least, do not allow any docks, structures, or otherwise to be put off the shoreline of Greenview's waterfront feet shoreline.

Respectfully,

A handwritten signature in black ink, appearing to read "Gary Swendland". The signature is fluid and cursive, with a large, stylized "G" and "S".

Gary Swendland

A



Project Name: Marina 33
Applicant: Marina 33
Spokane River
Kootenai County Idaho
Date: 5/30/24

Location: HEIRS OF MARGARET POST ESTATE, TAX#5846 & #5847 1/4 TR 2 BLK 8J, PTN VAC RW PF DOWNTOWN URD 2022 0350N05W



AUG 27 2024

B

From: Bonnie Lupton <bonniejlupton@me.com>
Sent on: Friday, December 27, 2024 1:27:37 AM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09 414 PF Hospitality, LLC
Attachments: Letter to Idaho Dept Land.docx (9.77 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.

December 23, 2024

To: navigablewaterways@idl.idaho.gov
Idaho Department of Lands

Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09
414 PF Hospitality, LLC

From: Bonnie Lupton
Tom and Bonnie Trust
212 E 1st Ave #11
Post Falls, Idaho 83854
bonniejlupton@me.com
509-994-6536

Objections and Comments:

1. We are very disappointed that we were NOT notified, nor was Greenview HOA. By happenstance, we found out 8 days ago. This is INEXCUSABLE since our property is right next door. The documents show that "our" notice was sent to ASI – and returned undeliverable. ASI was the management company used by the HOA over 5 years ago. Why was nothing done to get this to us? Where do we file to get our correspondents? Funny – IDL has the correct address to send us our waterway lease bill AND StarCraft – a sister company to 414 PF Hospitality – can bill us correctly for our dock repairs.
2. In our opinion, this lack of notice, became inexcusable – when almost every comment speaker at the Public Hearing – said they also did not receive notice. The 414 representing attorney and IDL stated that – to date, they haven't heard from adjacent property owners. Those adjacent property owners were not properly notified
3. We do NOT believe that the Break Water – referenced multiple times – sets the boundary lines. This was NOT part of the original development by Bob Templin – it was a break water used for river logging that never got removed. Regardless of how long it's been there, it should NOT set a boundary line. NO ENTITY – private or commercial – should be allowed to put water structures IN FRONT OF other people's shorelines. The proposed new configuration puts the additional dock structure in front of our shoreline – specifically Buildings D and C. IDL would not allow a private party to put their dock structure in front of ANY other property owners – and it should not happen to us. While we don't support the addition of more boat slips – IF more are added – they should be added to the EAST side of the Templin's property, where they HAVE additional shoreline. Please do not let this application allow more marina to be added to Greenview's shoreline.
4. Much was said at the Public Hearing about the congestion of boat traffic in our small ¼ mile area that is already established. This is true. We, like many others here at Greenview, do not use our boat on the weekends, because of boat traffic congestion – yes, even in the no wake zone. Please consider that in addition to testimony last night, Q'emiln Park, next to Spokane Street Bridge, has a public boat launch. We are unsure how many boats/trailers the park holds, but there is a CONSTANT stream of traffic coming and going from there every day and very heavy traffic on the weekends. It's simply dangerous to have that many boats moored and launched in such a small footprint.
5. 414 suggests that they will improve safety on the water. How can this statement be a fact when our waterway is already overpopulated and dangerous. Adding more slips is going to improve safety how?

Please do not approve this request. At the very least, do not allow any docks, structures, or otherwise to be put off the shoreline of Greenview's waterfront feet shoreline.

Respectfully,

PC-00077

From: Rhonda Stenersen <rstenersen13@gmail.com>
Sent on: Thursday, December 26, 2024 6:18:33 PM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09 414 PF Hospitality, LLC
Attachments: Condo Marina.docx (14.85 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.

December 23, 2024

To: navigablewaters@idl.idaho.gov

Idaho Department of Lands

Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09
414 PF Hospitality, LLC

From: Steve and Rhonda Stenersen
204 E 1st Av e, E15
Post Falls, Idaho 83854
208-699-1920

Objections and Comments:

1. We are very disappointed that we were NOT notified, nor was Greenview HOA. By happenstance, we found out 8 days ago. This is INEXCUSABLE since our property is right next door. The documents show that “our” notice was sent to ASI – and returned undeliverable. ASI was the management company used by the HOA over 5 years ago. Why was nothing done to get this to us? Where do we file to get our correspondents? Funny – IDL has the correct address to send us our waterway lease bill AND StarCraft – a sister company to 414 PF Hospitality – can bill us correctly for our dock repairs.
2. In our opinion, this lack of notice, became inexcusable – when almost every comment speaker at the Public Hearing – said they also did not receive notice. The 414 representing attorney and IDL stated that – to date, they haven’t heard from adjacent property owners. Those adjacent property owners were not properly notified.
3. We do NOT believe that the Break Water – referenced multiple times – sets the boundary lines. This was NOT part of the original development by Bob Templin – it was a break water used for river logging that never got removed. Regardless of how long it’s been there, it should NOT set a boundary line. NO ENTITY – private or commercial – should be allowed to put water structures IN FRONT OF other people’s shorelines. The proposed new configuration puts the additional dock structure in front of our shoreline – specifically Buildings D and C. IDL would not allow a private party to put their dock structure in front of ANY other property owners – and it should not happen to us. While we don’t support the addition of more boat slips – IF more are added – they should be added to the EAST side of the Templin’s property, where they HAVE additional shoreline. Please do not let this application allow more marina to be added to Greenview’s shoreline.

4. Much was said at the Public Hearing about the congestion of boat traffic in our small ¼ mile area that is already established. This is true. We, like many others here at Greenview, do not use our boat on the weekends, because of boat traffic congestion – yes, even in the no wake zone.

Please consider that in addition to testimony last night, Q'emiln Park, next to Spokane Street Bridge, has a public boat launch. We are unsure how many boats/trailers the park holds, but there is a CONSTANT stream of traffic coming and going from there every day and very heavy traffic on the weekends. It's simply dangerous to have that many boats moored and launched in such a small footprint.

5. 414 suggests that they will improve safety on the water. How can this statement be a fact when our waterway is already overpopulated and dangerous. Adding more slips is going to improve safety how?

Please do not approve this request. At the very least, do not allow any docks, structures, or otherwise to be put off the shoreline of Greenview's waterfront feet shoreline.

Respectfully,

Steve Stenersen

Rhonda Stenersen

From: Susan Stiger <susan@stiger.com>
Sent on: Friday, December 27, 2024 3:43:09 AM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: Request for Extension 414 PF Hospitality, LLC Encroachment Permit Application No. L95S3036N

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.

Madame Hearing Officer and Idaho Department of Lands

Regarding: 414 PF Hospitality, LLC

IDL Case No. PH-2024-NAV-22-004/

OA case No. 24-320-09

Encroachment Permit Application No. L95S3036N

We would like to add our names to those requesting an extension for a new hearing for the following reasons:

1. New information disclosed at the public hearing:

During the hearing on December 19, 2024, the log boom area was being disputed. The developers' attorney, Scott Hislop, stated that they are staying within their current footprint, and you correctly inquired as to whether the water from the end of the current slips/walkway out to the log boom and including the log boom, was indeed part of the original permit. It was then disclosed by an Idaho Department of Lands representative that the log boom area is NOT and never has been a part of the originally permitted area for the marina. Mr. Hislop's exact words in his Applicant Pre-Trial Hearing Statement 3.1.1 states "The reconfigured commercial marina with some private moorage will fit within the 'overall footprint' of the existing commercial marina." This does not appear to be accurate- it should be the existing "permitted" commercial marina. The developers have submitted plans for their marina expansion to include the navigable waterway between the current marina dock footprint, to the log boom(south). Accordingly, this would not be staying within their current permitted footprint; the log boom has been in place prior to any marina and was used for logging purposes. Additionally, the developers are encroaching on the east and west sides as well (see Exhibit B from IDL website for this case), which is another example of them not maintaining their existing (permitted) footprint as they claim.

2. Lack of notice to the community:

- a. The notice which was determined necessary for the Greenview Condominiums to the west of the project was Returned to Sender, and accordingly those residents did not receive proper notification. It appears that no additional effort was made to ensure residents were notified.
- b. Many houses upriver from the marina did not know about the magnitude of this expansion, for which the developers are seeking a permit.

3. The Public hearing was scheduled for December 19, 2024, 4-8pm, during one of the busiest seasons for people all year long. The hearing was located in the northern part of Coeur d'Alene, a different community than Post Falls where the requested encroachment is located. We understand residents nearby the encroachment project requested a delay of the hearing until January so people could be informed, but that request was denied. Many people were unable to attend due to holiday plans and travel.

Please consider the above as reasonable and fair; particularly #1, as this confirmation of the log boom NOT being part of the original footprint was exactly what we believed to be the case.

Thank you.

Name: Robert and Susan Stiger

City: Post Falls, ID

From: <jjkgp@earthlink.net>
Sent on: Wednesday, December 25, 2024 8:15:20 PM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
CC: Jessica Scofield <jessicagreenviewcondos@gmail.com>; Kelly Yamaura <kyamaura@msn.com>; Larry Hyndman <larryhyndman@gmail.com>; Paula Smyly <paulajeansmyly@gmail.com>; Karen Chuday <kzchuday@hotmail.com>
Subject: Request for extension
Attachments: A.jpg (2.27 MB), B (1).jpg (3.05 MB), Letter to IDL cmmplete.docx (21.68 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.

Idaho Department of lands:

Re: DL Case No. PH-2024-NAV-22-004 / OAH CaseNo. 24-320-09
414 PF Hospitality, LLC

Please review our request for extension as well as exhibit A and B(1) in the above case.

Thank you,
John and Joyce Preston

December 24, 2024

To: navigablewaterways@idl.idaho.gov

Idaho Department of Lands

Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09

414 PF Hospitality, LLC

Madame Hearing Officer and Idaho Department of Lands:

We are requesting an extension for a new hearing for the following reasons:

1. New information disclosed at the public hearing:

During the hearing on December 19, 2024, the log boom area was being disputed. The developers' attorney, Scott Hislop, stated that they are staying within their current footprint, and you correctly inquired as to whether the water from the end of the current slips/walkway out to the log boom and including the log boom, was indeed part of the original permit. It was then disclosed by an Idaho Department of Lands representative that the log boom area is NOT and never has been a part of the originally permitted area for the marina. (See attached Exhibit A from the IDL website for this case; different photos were used by Mr. Hislop at the hearing). Mr. Hislop's exact words in his Applicant Pre-Trial Hearing Statement 3.1.1 states "The reconfigured commercial marina with some private moorage will fit within the 'overall footprint' of the existing commercial marina." This does not appear to be accurate- it should be the existing "permitted" commercial marina. The developers have submitted plans for their marina expansion to **include the navigable waterway** between the current marina dock footprint, to the log boom (south). Accordingly, this would not be staying within their current **permitted** footprint; the log boom has been in place prior to any marina and was used for logging purposes. Additionally, the developers are encroaching on the east and west sides as well (see Exhibit B from IDL website for this case), which is another example of them not maintaining their existing (permitted) footprint as they claim.

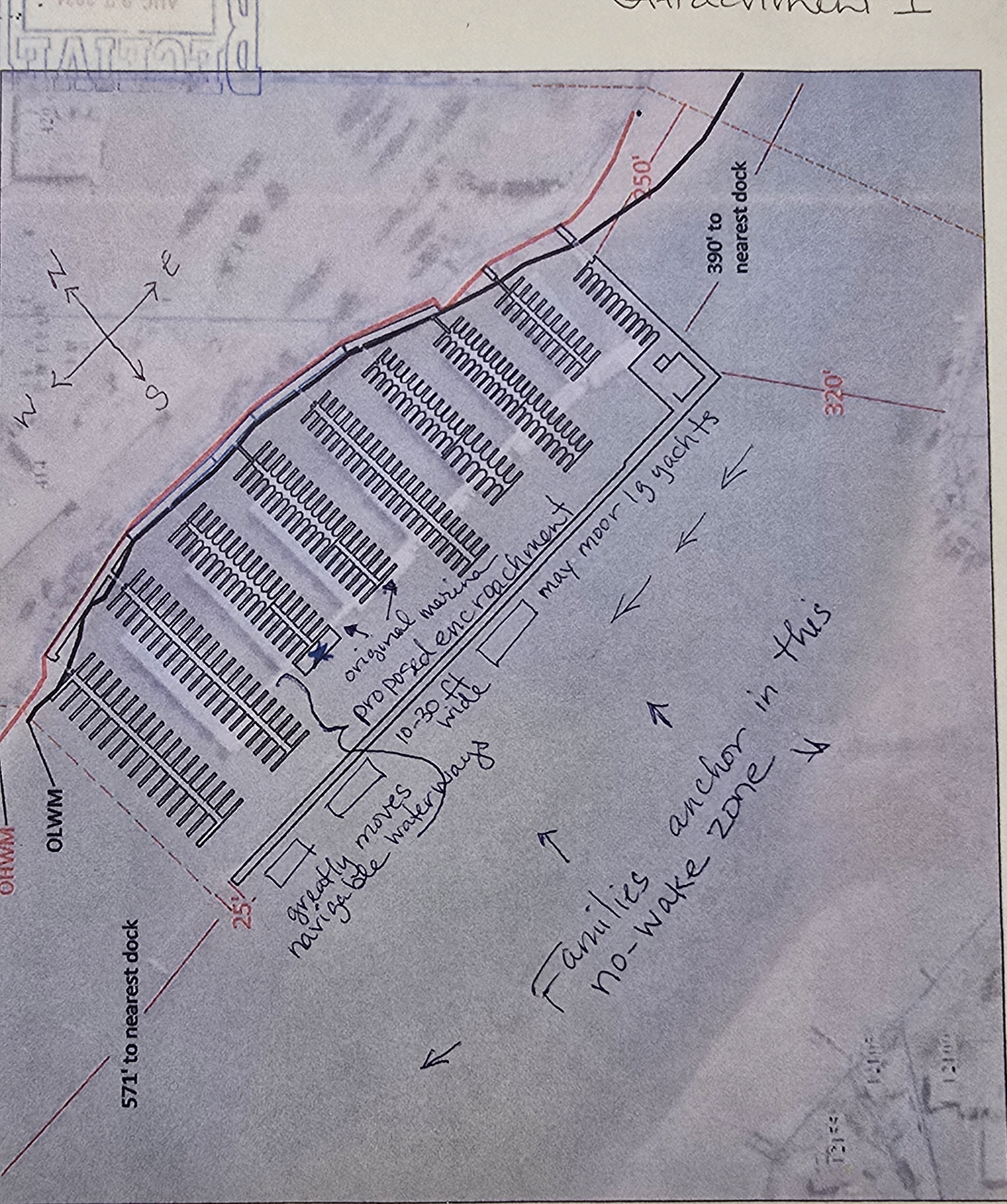
2. Lack of notice to the community:

- a. The notice which was determined necessary for the Greenview Condominiums to the west of the project was returned to Sender, and accordingly those residents did not receive proper notification. It appears that no additional effort was made to ensure residents were notified.
 - b. Many houses upriver from the marina did not know about the magnitude of this expansion, for which the developers are seeking a permit.
3. The Public hearing was scheduled for December 19, 2024, 4-8pm, during one of the busiest seasons for people all year long. We requested to delay the hearing until January so people could be informed, but we were denied. Many people were unable to attend due to holiday plans and travel.

Please consider the above as reasonable and fair; particularly #1, as this confirmation of the log boom NOT being part of the original footprint was exactly what we believed to be the case.

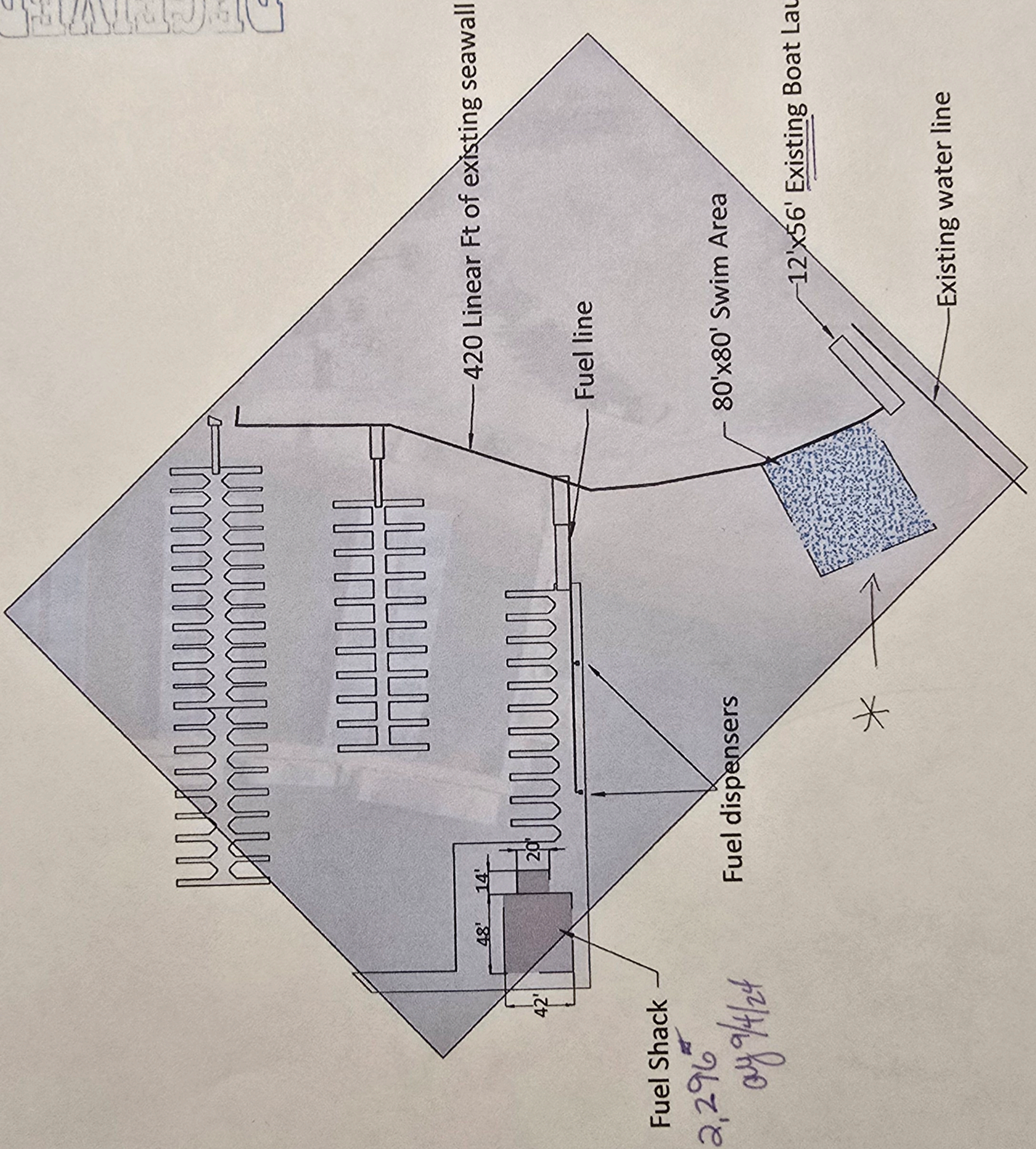
The developers engulfing this amount of navigable water and recreation space will NOT benefit of the citizens of Idaho, and we would argue that it violates IDAPA 20.03.04.012. Policy (01)

John and Joyce Preston
208 E 1st Ave. #C1
Post Falls, Idaho 83854



* Sheriff garage re-location

RECEIVED
AUG 27 2024



From: Lora Glasgow <loraglasgow@me.com>
Sent on: Friday, December 27, 2024 4:19:08 AM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: Resident Concern re: IDL Case No. PH-2024-NAV-22-004/OAH Case Number 24-320-09

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: IDL Case No. PH-2024-NAV-22-004/OAH Case Number 24-320-09
Application # L-95-S-3036N

To: Hearing officer and Idaho Department of Lands

As residents of Riverside Harbor neighborhood in Post Falls, Idaho, we have concerns regarding the recent application for expansion at the Templin's Marina that would include an increase in boat slips and volume of watercraft on the Spokane River.

1. Our Riverside Harbor development has a residential park with waterfront access and swimming area for children and residents and their guests. Over the past few years, it has become evident that the types of watercraft and volume of watercraft have changed and we believe is jeopardizing safety. Large volume of watercraft, larger wakes/ waves, increased speed, and narrow passage in several areas of the river between Templin's Marina and Lake Coeur d Alene contribute to this safety concern. It is not uncommon for children to be pushed around, knocked over, or be caught off guard and end up under water due to large wakes/waves while standing or swimming at the shoreline. Many of us have limited our use of kayaks in our area due to difficulty crossing the river safely and/ or difficulty safely navigating the large wakes/ waves. We had a personal experience with a family member having their kayak capsize in this very manor this past summer. Wildlife, such as moose and other species of animals also use the river as a crossing as part of their habitat, and the increase in volume of watercraft make that difficult and unsafe for them as well.

2 An additional concern is the erosion of the shoreline in our park and in general, and damage to the docks and yards of those who have waterfront property. Excessive wakes and increase volume not only cause physical damage from force of water at the shoreline, there also is concern regarding the shallower areas of the river and the churning up of the riverbed, affecting the quality of water that we all are exposed to.

3. We believe that the timing of the hearing and public comment made it difficult for those affected by the decision to attend (right before Christmas) given no or limited notice of the hearing.

We respectfully request that public concerns such as those listed above be considered before approval of the current proposal. While we know that recreating in our beautiful waterways is something that we all want, it is imperative that we move cautiously to preserve our waterways and consider safety for those who use them. As the population in our area grows, we are interested in hearing what the future plan is for expanded use of the Spokane River and what guidelines are being used to determine the safe carrying capacity of this section of the river.

Thank you,
Stuart and Lora Glasgow
1001 S Riverside Harbor Drive
Post Falls, Idaho 83854

From: CANDICE HENDERSON <candicehenderson47@gmail.com>
Sent on: Tuesday, December 24, 2024 7:00:07 PM
To: Navigable Waterways <navigablewaterways@idl.idaho.gov>
Subject: StarCraft putting in docks at Tompkins

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.

Dear Sirs: my family has had a home on the river since 1965 and every year the traffic gets worse!

No one pays attention to speed, the 150' from docks is totally disregarded. Some of that I know is due to boaters not knowing about the rule. Maybe if bigger and more signs were to be posted all along the river would help. Signs in yellow or red maybe? At least then some boaters would pay attention.

The erosion at my and other properties is severe. I have crumbling concrete steps because of erosion (and now we aren't allowed to put in more concrete!)

This plan of Stancraft is totally imbecilic! Obviously the lack of support from the State points to a complete disregard for homeowners rights! We pay the taxes and we should have a say in what happens to the river and shore

Sincerely,
Candice Henderson

From: Avis Stafford <draviscda@aol.com>

Sent on: Thursday, December 26, 2024 9:37:42 PM

To: Navigable Waterways <navigablewaterways@idl.idaho.gov>

Subject: Subject: Fw: 414 PF Hospitality, LLC IDL Case No. PH-2024-NAV-22-004 EXTENSION REQUEST

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.

Jim and Avis Stafford

4699 West Mill River Court

Coeur d'Alene, Idaho 83814

Js1215@aol.com/DrAvisCda@aol.com

208-660-1326/208-660-8573

December 26, 2024

Dear Hearing Office for Idaho Department of Lands:

We are writing to object to the one hundred docks added to Templin's Marina for the following reasons:

1. The Spokane River has already reached its safety capacity under the current County and State regulations. In addition, the lack of enforcement from the Sheriff's department has allowed violations to occur daily. It has come to the point where people that live on the river will not boat, swim, fish, paddle board or kayak on weekends. The weekends are dangerous. The lakes have more restrictions for safety than the river does. The river averages 600 feet wide and 15 feet deep. There is not enough width or the river to accommodate the numbers of boats passing. The wake surf boats go down the middle so any boat trying to pass must power down to accommodate the huge wakes that occur thus creating a illegal situation that the sheriff refuses to enforce. If they followed the law the wake surf boats would not be allowed on the river.
2. Erosion is a problem for all river front residences. The huge wakes from the wake surf boats break down the frontage on the river. Residents must build walls to help elevate loss of property. Also, the large wakes destroy docks. We have personally had to build a rock wall twice at a cost of approximately \$10,000. and this last year we replaced our dock at a cost of \$45,000. Your proposal will increase the traffic to an already uncontrolled situation.
3. We attended a public hearing regarding the Templin's expansion. It was clear to us that the land commission continues to issue permits on the river with no consideration of the impact to the users of the river and the impact it has on the environment. This was demonstrated by the lack of response from the county and state departments that have data supporting our position. That meeting was held without direct notice to anyone on the river and it appears that the land commissioner uses very relaxed rules when it comes to the difference between notifying a large project like Templin's verses a homeowner adding a dock.
4. We are requesting an extension for a new hearing. And we are not in favor of any extension or addition of dock at Templin's.

PC-00083

Jim and Avis Stafford

Madame Hearing Officer and Idaho Department of Lands:

We are requesting an extension for a new hearing for the following reasons:

1. New information disclosed at the public hearing:

During the hearing on December 19, 2024, the log boom area was being disputed. The developers' attorney, Scott Hislop, stated that they are staying within their current footprint, and you correctly inquired as to whether the water from the end of the current slips/walkway out to the log boom and including the log boom, was indeed part of the original permit. It was then disclosed by an Idaho Department of Lands representative that the log boom area is NOT and never has been a part of the originally permitted area for the marina. (See attached Exhibit A from the IDL website for this case; different photos were used by Mr. Hislop at the hearing). Mr. Hislop's exact words in his Applicant Pre-Trial Hearing Statement 3.1.1 states "The reconfigured commercial marina with some private moorage will fit within the 'overall footprint' of the existing commercial marina." This is does not appear to be accurate- it should be the existing "permitted" commercial marina. The developers have submitted plans for their marina expansion to **include the navigable waterway** between the current marina dock footprint, to the log boom(south). Accordingly, this would not be staying within their current **permitted** footprint; the log boom has been in place prior to any marina and was used for logging purposes. Additionally, the developers are encroaching on the east and west sides as well (see Exhibit B from IDL website for this case), which is another example of them not maintaining their existing (permitted) footprint as they claim.

2. Lack of notice to the community:

- a. The notice which was determined necessary for the Greenvue Condominiums to the west of the project was Returned to Sender, and accordingly those residents did not receive proper notification. It appears that no additional effort was made to ensure residents were notified.
- b. Many houses upriver from the marina did not know about the magnitude of this expansion, for which the developers are seeking a permit.

3. The Public hearing was scheduled for December 19, 2024, 4-8pm, during one of the busiest seasons for people all year long. We requested to delay the hearing until January so people could be informed, but we were denied. Many people were unable to attend due to holiday plans and travel.

Please consider the above as reasonable and fair; particularly #1, as this confirmation of the log boom NOT being part of the original footprint was exactly what we believed to be the case.

The developers engulfing this amount of navigable water and recreation space will NOT benefit of the citizens of Idaho, and we would argue that it violates IDAPA 20.03.04.012. Policy. (01.)

From: jikp@earthlink.net
To: [Navigable Waterways](#)
Cc: [Jessica Scofield](#); [Kelly Yamaura](#); [Larry Hyndman](#); [Paula Smyly](#); [Karen Chuday](#)
Subject: Request for extension
Date: Wednesday, December 25, 2024 1:15:49 PM
Attachments: [AUG](#)
[B-1](#)
[Letter to ICE complete.docx](#)

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.

Idaho Department of lands:

Re: DL Case No. PH-2024-NAV-22-004 / OAH CaseNo. 24-320-09
414 PF Hospitality, LLC

Please review our request for extension as well as exhibit A and B(1) in the above case.

Thank you,
John and Joyce Preston

December 24, 2024

To: navigablewaterways@idl.idaho.gov

Idaho Department of Lands

Re: DL Case No. PH-2024-NAV-22-004 / OAH Case No. 24-320-09

414 PF Hospitality, LLC

Madame Hearing Officer and Idaho Department of Lands:

We are requesting an extension for a new hearing for the following reasons:

1. New information disclosed at the public hearing:

During the hearing on December 19, 2024, the log boom area was being disputed. The developers' attorney, Scott Hislop, stated that they are staying within their current footprint, and you correctly inquired as to whether the water from the end of the current slips/walkway out to the log boom and including the log boom, was indeed part of the original permit. It was then disclosed by an Idaho Department of Lands representative that the log boom area is NOT and never has been a part of the originally permitted area for the marina. (See attached Exhibit A from the IDL website for this case; different photos were used by Mr. Hislop at the hearing). Mr. Hislop's exact words in his Applicant Pre-Trial Hearing Statement 3.1.1 states "The reconfigured commercial marina with some private moorage will fit within the 'overall footprint' of the existing commercial marina." This does not appear to be accurate- it should be the existing "permitted" commercial marina. The developers have submitted plans for their marina expansion to **include the navigable waterway** between the current marina dock footprint, to the log boom (south). Accordingly, this would not be staying within their current **permitted** footprint; the log boom has been in place prior to any marina and was used for logging purposes. Additionally, the developers are encroaching on the east and west sides as well (see Exhibit B from IDL website for this case), which is another example of them not maintaining their existing (permitted) footprint as they claim.

2. Lack of notice to the community:

- a. The notice which was determined necessary for the Greenview Condominiums to the west of the project was returned to Sender, and accordingly those residents did not receive proper notification. It appears that no additional effort was made to ensure residents were notified.
 - b. Many houses upriver from the marina did not know about the magnitude of this expansion, for which the developers are seeking a permit.
3. The Public hearing was scheduled for December 19, 2024, 4-8pm, during one of the busiest seasons for people all year long. We requested to delay the hearing until January so people could be informed, but we were denied. Many people were unable to attend due to holiday plans and travel.

Please consider the above as reasonable and fair; particularly #1, as this confirmation of the log boom NOT being part of the original footprint was exactly what we believed to be the case.

The developers engulfing this amount of navigable water and recreation space will NOT benefit of the citizens of Idaho, and we would argue that it violates IDAPA 20.03.04.012. Policy (01)

John and Joyce Preston
208 E 1st Ave. #C1
Post Falls, Idaho 83854

A



Project Name: Marina 33
Applicant: Marina 33
Spokane River
Kootenai County Idaho
Date: 5/30/24

Location: HEIRS OF MARGARET POST ESTATE, TAX#5846 & #5847 1/4 TR 2 BLK 8J, PTN VAC RW PF DOWNTOWN URD 2022 0350N05W



AUG 27 2024

B

From: [Christy Miller](#)
To: [Navigable Waterways](#)
Subject: No. 24-320-09
Date: Wednesday, December 25, 2024 10:59:47 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.

Department of Land,

My Husband and I are devastated that this is even an option on our waterway. We have a limited view of the River that would completely disappear. Our home value will greatly decrease

Secondly, just imagining 100 more boats in such a small area would affect the shoreline, habitat and integrity of our no wake zone area!

Please extend the decision time frame so these issues can be addressed.

Thank you,

Christine and Thomas Miller

204 e 1st Ave Condo #2

Post Falls, Idaho. 83854

Sent from my iPhone

From: [Lynn Fleming](#)
To: [Navigable Waterways](#)
Subject: Post Falls L-95-S-3036N
Date: Wednesday, December 25, 2024 10:59:38 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.

The Spokane River is an important water way but should not become a freeway with the addition of 100 boat slips at the Red Lion post Falls Marina. It has already become a speedway and not fit for recreational use. Kayaks and canoes cannot paddle safely due to high wakes and oblivious boaters. Unless you are willing to help patrol and slow traffic lives will be endangered and the already eroding banks will fail. Placing additional mirage at the dead end of the river way will destroy all semblance of waterfront living on this virtual highway.

Regards,

Lynn Fleming XACT Interiors (208) 691 2691

From: [Lora Glasgow](#)
To: [Navigable Waterways](#)
Subject: Resident Concern re: IDL Case No. PH-2024-NAV-22-004/OAH Case Number 24-320-09
Date: Thursday, December 26, 2024 9:19:17 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: IDL Case No. PH-2024-NAV-22-004/OAH Case Number 24-320-09
Application # L-95-S-3036N

To: Hearing officer and Idaho Department of Lands

As residents of Riverside Harbor neighborhood in Post Falls, Idaho, we have concerns regarding the recent application for expansion at the Templin's Marina that would include an increase in boat slips and volume of watercraft on the Spokane River.

1. Our Riverside Harbor development has a residential park with waterfront access and swimming area for children and residents and their guests. Over the past few years, it has become evident that the types of watercraft and volume of watercraft have changed and we believe is jeopardizing safety. Large volume of watercraft, larger wakes/ waves, increased speed, and narrow passage in several areas of the river between Templin's Marina and Lake Coeur d Alene contribute to this safety concern. It is not uncommon for children to be pushed around, knocked over, or be caught off guard and end up under water due to large wakes/waves while standing or swimming at the shoreline. Many of us have limited our use of kayaks in our area due to difficulty crossing the river safely and/ or difficulty safely navigating the large wakes/ waves. We had a personal experience with a family member having their kayak capsize in this very manor this past summer. Wildlife, such as moose and other species of animals also use the river as a crossing as part of their habitat, and the increase in volume of watercraft make that difficult and unsafe for them as well.

2. An additional concern is the erosion of the shoreline in our park and in general, and damage to the docks and yards of those who have waterfront property. Excessive wakes and increase volume not only cause physical damage from force of water at the shoreline, there also is concern regarding the shallower areas of the river and the churning up of the riverbed, affecting the quality of water that we all are exposed to.

3. We believe that the timing of the hearing and public comment made it difficult for those affected by the decision to attend (right before Christmas) given no or limited notice of the hearing.

We respectfully request that public concerns such as those listed above be considered before approval of the current proposal. While we know that recreating in our beautiful waterways is something that we all want, it is imperative that we move cautiously to preserve our waterways and consider safety for those who use them. As the population in our area grows, we are interested in hearing what the future plan is for expanded use of the Spokane River and what guidelines are being used to determine the safe carrying capacity of this section of the river.

Thank you,
Stuart and Lora Glasgow
1001 S Riverside Harbor Drive
Post Falls, Idaho 83854