

From: [BigSky 2CDA](#)
To: [Navigable Waterways](#)
Subject: RE: Atlas/River's Edge Community Dock – Permit L95S6163A – Environmental Impact
Date: Monday, August 4, 2025 6:51:36 PM

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August 4, 2025

Mike Ahmer, Navigable Waterways Program
Idaho Department of Lands

RE: Atlas/River's Edge Community Dock – Permit L95S6163A – Procedural Objection

1. Under the Lake Protection Act and IDAPA 20.03.04 the Board must safeguard navigation, public safety, environmental quality and existing property before approving any encroachment.

• **Navigation & Safety** – The river narrows to 368 ft; added slips force vessels into oncoming lanes and expose boaters to large wakes.

- In addition to being one of the narrowest points in the river, this area has a large number of pilings and submerged barriers that stick 50 to 80 feet out, in the water, away from shore, which further narrows the navigational channel. Adding boat lifts and numerous boats will further conflict and congest this area creating mayhem for all boats. Furthermore, wake boats and large boats (>= 30 feet) currently create huge 3 to 6 foot waves due to their massive displacement (natural laws of physics - may want to understand these forces before endangering more lives). Idaho requires a 200 no wake zone in all other waterways. Kootenai County Commissioners have allowed a 150 ft (exemption); this exemption makes matters less safe which must be considered here.
- With our 20.5 ft Glastron, I have experienced, on numerous occasions, dangerously big waves from wakeboats and large 30+ foot ocean-going cruisers that have come over and swamped the front of our boat with my grandkids freaking out. In these situations, I could not seek shelter by going towards shore, due to the pilings. My only recourse was to take them head on and hold on to our children while they screamed and shrieked in fear, crying the rest of the way home.

2. Carrying-Capacity Study – IDL staff have acknowledged that a Spokane River boat-capacity study is essential yet unfunded. Issuing new slips before that study exists is arbitrary and capricious.

- Continuing to allow wake boats, large house boats, yachts, and ocean-going cruisers which inherently come with huge displacement and/or powerful engines significantly reduces the carrying capacity and the enjoyment, of the river, by others. Simply put, 300 standup paddleboarders and kayaks can coexist, side-by-side, on the river. Traditional powerboats (i.e. ski boats) and pontoons do not create massive waves and generate the same powerful, environmentally destructive forces as do wakeboats and large powerful, heavy, 30 ft cruisersthese watercraft create waves that limit the carrying capacity of the river to a fraction. I encourage the Kootenai County Commissioners to limit the boat size, displacement, and engine horsepower, on the Spokane River for the safety and benefit of all its citizens. These types of watercraft have no place on the Spokane River as they limit the safe carrying capacity of the river to a small few while they wreak havoc along the river.

3.. Shoreline Frontage – IDAPA 20.03.04.015.02.c limits community-dock deck area to

River's Edge PC0001

seven square feet per linear foot of dedicated shoreline. Seventy-four slips would need roughly 1,850 feet of frontage (to be equivalent)—far more than this parcel controls. Every lot owner, up and down the river, purchases a property knowing they have the inherent right to have one boat/dock. Allowing landholding corporations to simply create a "community dock" for leaseholders and renters, using a much smaller, by proportion, linear-foot, riparian common ground, then a home is required, for the sole purpose of benefiting financially from these types of arrangements is not good public policy and must be called out as sheer profiteering at other's expense.

Under the Lake Protection Act and IDAPA 20.03.04 the Board must safeguard navigation, public safety, environmental quality and existing property before approving any encroachment.

- Environmental Protection – No DEQ review is on file; elevated turbidity and sediment resuspension are likely.
- Carrying-Capacity; Frontage – No capacity study exists and the applicant lacks sufficient frontage under IDAPA standards that apply to all other landowners.

Notice - Public Input: The current two-week notice window is inadequate and undercuts § 58-1306(c)'s intent. Applications to create new community or commercial docks and/or expand those previously permitted should undergo a 3 to 4 month public notification, review, and approval process.

For these reasons, I respectfully request denial of Permit L95S6163A, at minimum, suspended until statutory prerequisites are fully vetted and met.

Sincerely,

Edward Kent
Spokane River Homeowner

From: [BigSky 2CDA](#)
To: [Navigable Waterways](#)
Subject: RE: Greensferry Community Dock – (22 slips; permit # TBD) – Objection
Date: Monday, August 4, 2025 6:12:40 PM

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August 14, 2025

Mike Ahmer, Navigable Waterways Program
Idaho Department of Lands

RE: Greensferry Community Dock – (22 slips; permit # TBD) – Objection

The Lake Protection Act and IDAPA 20.03.04 compel the Board to prioritize navigation, safety, environmental protection and shoreline integrity.

- Navigation & Safety – Existing congestion plus 22 more slips will crowd a narrow waterway and violate the 150-foot separation zone.
- Environmental Protection – Added wakes will degrade water quality and habitat; no DEQ analysis is on record.
- Frontage Shortfall – Twenty-two slips require roughly 550 feet of shoreline under IDAPA 20.03.04.015.02.c; the parcel does not meet that test.
- Rule Compliance – The applicant lacks the shoreline frontage and capacity data demanded by IDAPA 20.03.04.015.

Accordingly, the Greensferry permit should be denied.

Sincerely,

Edward Kent
Spokane River Homeowner

From: [BigSky 2CDA](#)
To: [Navigable Waterways](#)
Subject: Spokane River Permit application comments: 1) Atlas/River's Edge (74 slips). Public Comment deadline: This Monday August 4th Permit #L95S6163A 2) Greensferry (22 slips). Public Comment deadline: August 14th -Permit # to be determined
Date: Monday, August 4, 2025 6:07:16 PM
Attachments: [Spokane River Community Dock permits comments - Sheet1-1.pdf](#)

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Based on the Kootenai County Commissioners meeting on July 30th, 2025, I am submitting my comments on these permits. Please take them into consideration during your review and decision. The Spokane River is extremely busy and any large increase in community docks with multiple slips will be a detriment to it's environmental quality and the public safety.

See attached document for my comments.

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

To	Idaho Department of Lands, Kootenai County, Mike Ahmer (navigablewaterway@idl.idaho.gov)
From:	Susan Kent, 513 S Idaho Street, Post Falls, ID
Subject:	Comments on new permit requests: 1) Atlas/Rivers Edge (74 slips) Permit #L95S6163A; and 2) Greensferry (22 slips) Permit # TBD
Date	August 4, 2025
Public comment on July 30, 2025 Kootenai County Board of Commissioners Meeting, New multiple slip dock permit requests on Spokane River	
New permit requests discussed at commissioners meeting	
1	Atlas/River's Edge (74 slips)
2	Greensferry (22 slips)
Comments/concerns on addition of slips.	
1	In order to proceed with any decision, a Spokane River boat carrying capacity study is required. IDL representative, Mike Ahmer, endorsed this during the meeting, but indicated a mechanism for funding this study has not been determined.. No additional multi-slip community docks or commercial docks should be approved until this study has been completed. The state level IDL should determine how to fund this study.
2	IDAPA current rules do not logically allow public concerns to get formally used in the comments of permits. If IDL only gives about a 2 week notice (but never more than 30 days) to public for comment, only previously established groups can have any real impact, since they have to be a registered group at least 30 days BEFORE the comment period deadline. Also, rules for river navigable waterways should be separated/different than lakes, since they are flowing, narrow and shallow (large vessels and waves are more harmful to them)
3	DEQ response/comments should be required before proceeding with allowing the addition of multi slip docks on the Spokane River. The increase in the number of boats/waves on the river negatively impact/increase the turbidity in the river. The river bottoms/sediment may contain metals, etc. that negatively affect the fish and wildlife. If turbidity is increased too much, it could potentially shut down the river to public recreation, which would also have a large economic affect on the communities along the river.
4	A statement was made during meeting that a 74 slip community dock is equivalent to 74 individual property owner docks. This is not true. Individual properties must have a minimum riverfront linear feet in order to get a permit for a dock. The same logic should apply to any condo/HOA run community dock. If the minimum is 25 foot river frontage, then the 74 slip community dock would need to have 1850 linear feet of river frontage (for the 22 PF slip community dock request it would require 550 lf of river frontage). Per Post Falls zoning permits for an individual home, the minimum lot width is 60 feet, which would make the requirements be 4,440 lf for 74 slips and 1,320 LF for the 22 slips. This is not equivalent to the proposed community dock slips impact on the river. NOTE THE RIVER IS NOT THE SAME AS A LAKE WHERE THERE IS LOTS OF WATER REAL ESTATE TO MANUEVER
5	Concern was raised during the KC commissioners meeting that they were concerned on slowing down boater's commute from PF to the lake. It is highly likely that if these community docks are installed, there will be added "no wake" zones to the river.

River's Edge PC0005

6	IDL is the steward of the waterways and has the responsibility to take action, not pass this responsibility on to others. A "no comment" from some of the agencies to the IDL does not mean that they agree/disagree with a proposed community dock. IDL must take initiative to get actual data to support or deny. IDL has data on the number of bank stabilization encroachment permits.
7	Last but not least, the safety of public is everyone's responsibility. The marine deputy clearly stated that increasing the number of boats on the river is not safe. Adding community/commercial docks creates pinch points for traffic, no matter whether it is in a no wake zone or not. Adding pinch points on a river is not reasonable based on the current number of boats and docks on the river. This is an issue with the pending Marina33 commercial dock expansion, too. They should NOT be allowed to encroach additionally into the navigable waterway....it doesn't matter that it is a no wake zone. Too many boats is unsafe for the public.

From: [Lori Nienau](#)
To: [Navigable Waterways](#)
Subject: Boat Slips - Spokane River
Date: Sunday, August 3, 2025 2:44:37 AM

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Our grandchildren go to various places on the Spokane River almost weekly during the summer to play and swim in the water, paddleboard and kayak. We have all seen an increase in "water traffic" including some dangerous and close call accidents with boats/canoes/paddle boards/jet skis, etc. Even the waves that are created concern me as our grandchildren are in the water.

It is my understanding that there are various requests in the works for additional boat slips on the Spokane River, including 223 for Templins, 74 for Atlas/River's Edge and 22 for Greensferry.

To be honest, I can't imagine that many additional boat slips added to the Spokane River. We've been somewhat silent about our opposition because it appears that "money talks" - and organizations with money have the means to push things through before any proper studies are made.

So I'm appealing to your department that you would at least put a pause on these permits until there are studies made on safety and other issues that would occur with additional boat traffic.

My husband and I would like to state our opposition to additional permits for boat slips until there is a thorough review of what kind of effects this would have on the Spokane River, especially for those that maybe don't have boats, but enjoy the river for swimming, paddleboarding, etc.

Thank you for listening.

Bill & Lori Nienau
3583 N McMullen Dr.
Post Falls, ID 83854
425-214-4634

From: [Bonnie Lupton](#)
To: [Navigable Waterways](#)
Cc: [sheri_scofield](#)
Subject: Defend the Spokane River: Choose Moderation Over Congestion
Date: Monday, August 4, 2025 9:12:18 PM

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To Whom It May Concern,

I am writing as a resident who faces the Spokane River and has witnessed firsthand the growing congestion on our waters. The current proposal to add more morning slots and increase boat storage contributes to an already overburdened system.

This river is not just a body of water—it is a shared natural resource that deserves thoughtful stewardship. What was once a place of peace and quiet enjoyment is increasingly becoming a congested parking lot of boats. The push for more access and storage is encouraging overuse, damaging the river's health, and diminishing its quality for all.

I urge you to take a balanced approach. Growth should be done in moderation—not saturation. Please prioritize preservation over profit and ensure that future decisions reflect a long-term commitment to protecting the Spokane River.

Sincerely,

Bonnie Lupton

212 E 1st Ave

Apt. 11

Post Falls, ID 83854

From: [Bonnie Lupton](#)
To: [Navigable Waterways](#)
Subject: Resubmitting Public Comment – A Call for Transparency and Responsible Stewardship of the Spokane River
Date: Tuesday, August 5, 2025 2:26:34 AM

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To Whom It May Concern,

I am resubmitting my letter of concern regarding proposed expansion on the Spokane River, with additional thoughts I was not able to include initially. Like many residents who live directly on the river, I was unaware that public input was being accepted—until after the deadline had passed. That lack of notice feels less like an oversight and more like a quiet advantage given to developers, not to the people who call this river home.

In times like these, transparency should be the foundation of every public process. Without it, trust erodes just as surely as the banks of an overburdened river.

The proposal to increase the number of boat slips may seem minor on paper, but in practice, it encourages overuse of a waterway already nearing saturation. The Spokane River is not limitless. With more slips come more boats, more wakes, more fuel, more risk—and less space for swimmers, kayakers, and wildlife.

I see it every day. This is not about denying access. It's about preserving balance. The river deserves thoughtful stewardship, not unchecked expansion. What we allow today will determine what remains for the next generation.

I ask you to reconsider any proposal that turns a living river into a congested marina. Please stand with the people who have lived alongside it, cared for it, and respected its limits—not with those who see it only as space to be filled.

Sincerely,

Bonnie Lupton

212 E. 1st Ave., Apt. 11

Post Falls, ID 83854

From: [sheri.scofield](#)
To: [Navigable Waterways](#)
Subject: Fwd: Opposition to Marina Encroachment Permits on the Spokane River
Date: Sunday, August 3, 2025 8:04:58 PM

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Begin forwarded message:

From: Dan Loughlin <dflooughlin@proton.me>
Date: August 3, 2025 at 3:03:52 PM PDT
To: mmensing@idl.idaho.gov
Subject: **Opposition to Marina Encroachment Permits on the Spokane River**

Daniel Loughlin
1908 E Rodkey Dr.
Post Falls, ID 83854

Permit 1) Atlas/River's Edge (74 slips).
Permit #L95S6163A
Permit 2) Greensferry (22 slips).
Permit # Unknown

Good morning,

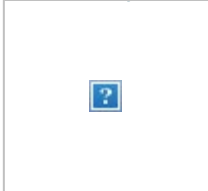
This notice is in opposition to the listed pending dock encroachments on the Spokane River (the River) in the cities of Post Falls and Coeur d Alene. Over the Past 10 years that I am familiar, the River usage has increased dramatically, not only with increase in the number of boats, but with personal watercraft (PWC), kayaks, paddle boards etc. The size of the watercraft such as large Runabouts, Wake and Surf Boats and size of the wakes produced by those watercraft have also increased dramatically. Templin's Marina near the Avista Dam, is now in the process of constructing well over 100 additional boat slips as a remodel of the location. As a resident on the River, I see near collisions of boats/ PWCs far too frequently. Not only is there a safety factor in allowing numerous additional slips, which will obviously increase the traffic on the River, but the erosion factor on the banks of the River need to be considered as well as other environmental impacts.

Sent with [Proton Mail](#) secure email.

From: [Marde Mensinger](#)
To: [Navigable Waterways](#)
Subject: FW: Opposition to Marina Encroachment Permits on the Spokane River
Date: Monday, August 4, 2025 8:14:11 AM

L95S6163A

Marde Mensinger - CPM®
Navigable Waterways Program Manager
Idaho Department of Lands
300 N. 6th Street, Suite 103 Boise, ID 83702
Office: (208) 334-0248
Email: mmensinger@idl.idaho.gov
Web: <https://www.idl.idaho.gov>



From: Dan Loughlin <dfloughlin@proton.me>
Sent: Sunday, August 3, 2025 4:04 PM
To: Marde Mensinger <MMensinger@idl.idaho.gov>
Subject: Opposition to Marina Encroachment Permits on the Spokane River

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Daniel Loughlin
1908 E Rodkey Dr.
Post Falls, ID 83854

Permit 1) Atlas/River's Edge (74 slips).

Permit #L95S6163A

Permit 2) Greensferry (22 slips).

Permit # Unknown

Good morning,

This notice is in opposition to the listed pending dock encroachments on the Spokane River (the River) in the cities of Post Falls and Coeur d Alene. Over the Past 10 years that I am familiar, the River usage has increased dramatically, not only with increase in the number of boats, but with personal watercraft (PWC), kayaks, paddle boards etc. The size of the watercraft such as large Runabouts, Wake and Surf Boats and size of the wakes produced by those watercraft have also

River's Edge PC0013

increased dramatically. Templin's Marina near the Avista Dam, is now in the process of constructing well over 100 additional boat slips as a remodel of the location. As a resident on the River, I see near collisions of boats/ PWCs far too frequently. Not only is there a safety factor in allowing numerous additional slips, which will obviously increase the traffic on the River, but the erosion factor on the banks of the River need to be considered as well as other environmental impacts.

Sent with [Proton Mail](#) secure email.

From: Eric Hirst
To: [Navigable Waterways](#)
Subject: Permit #L95S6163A
Date: Saturday, August 2, 2025 8:27:49 AM

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Please consider the amount of additional traffic this would cause on an already very bust river. On top of the 414 proposal to add 200+ boats and the lack of any regular patrolling for excessive wake, excessive speed and just plain inattentive driving. There are very definite safety considerations on this river already and adding more boats will only make it worse. Many of us that live on or near the river are quite concerned and don't want to see a tragic accident happen. Thank you for your consideration of this matter.

Eric Hirst, Post Falls

From: ehsquared@verizon.net
To: [Navigable Waterways](#)
Subject: Permit #L95S6163A
Date: Saturday, August 2, 2025 9:16:35 AM

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To Whom it may concern,

As a resident on the Spokane river it is hard to imagine an additional 223 boat slips. As it is the river is very hard for kayakers, canoers, paddleboarders, swimmers, and small boat owners to enjoy. The wake boats cause waves that make it dangerous for the small crafts, and the sea dooers just don't care about other people. The river is narrow at some points, making it difficult and unsafe to have more than two boats pass each other safely, I can't imagine how dangerous, it will get when an additional 223 boats have easy access to these narrow parts of the river. The river is poorly patrolled, and people know they can get away with crazier behavior.

We need to make sure that everyone, including the wildlife, can enjoy our river, not just the large boats.

Thank you for your time and consideration of this manner.

Erin Hirst

From: [Gary Maddock](#)
To: [Navigable Waterways](#)
Subject: Opposition to Further permits for boats on the Spokane River
Date: Saturday, August 2, 2025 12:33:55 PM

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TO WHOM IT MAY CONCERN:

As we live on the Spokane River, I am writing to oppose the addition of boat slips to the Spokane River. The biggest problem on the Spokane River already is congestion. The addition of 74 slips proposed by Atlas/River's Edge Permit #L95S6163A will certainly add to that congestion, the safety of boating on the Spokane River and the erosion to our retaining walls and our docks.

With the Spokane River being an average of 400 feet wide, with a 100 foot no-wake zone on each side, only 200 feet is left in the middle, where we simultaneously have:

- 1) wake boats losing their surfers every 100-200 yard and quickly circling back to get them;
- 2) water skiers losing their skiers every 100-200 yard and quickly circling back to get them;
- 3) boats towing tubes and constantly circling to give their riders thrills;
- 4) one or more wave runners going over the wakes and doing donuts to get their thrills; and
- 5) kayakers and we pleasure boaters trying to access and use the River through all of this.

The Spokane River is TOO narrow for the safe, simultaneous use by all of these activities and the addition of 74 additional slips will cause greater safety concerns.

Further, studies regarding the impact of wake boats on the River, illustrate how these large, energetic wakes stir up sediments on shallow waterways. That is a very concerning environmental threat on the Spokane River, whose sediments contain heavy metals and contaminants like those found in Lake Cd'A. Field studies last summer clearly show that wake surfing stirs up significantly more sediments than any other activity on the River, a threat to water quality, fisheries, and the environment.

All of this says nothing about the severe damage to our shoreline, retaining walls, boat docks and boats. As above, we live on the Spokane River and watch our pontoon boat get banged around all summer by the ever increasing traffic and especially by excessive wakes.

I've doubled the size of my bumpers, and still have damage to my dock and boat. One of my new bumpers was almost totally flat by the end of last season and a bolted down roller bumper was torn off.

I have just had to spend \$16,000 to repair damage to my dock, i.e. the deck boards being pushed up and loose, my air barrels under the dock were knocked loose and pushed up and out and my wooden poles cracked due to all of the swaying from the excessive activity and wakes on the River.

THE RIVER HAS ALREADY BEEN TURNED INTO AN ATHLETIC FIELD OR

PLAYGROUND IF YOU WILL. For we pleasure boaters living on the Spokane River, taking our boats onto the River with all of the present activity, is like trying to cross a football field with a game in progress. You're going to get bumped around and hurt.

We encourage you to deny this permit and any further permits for slips on the Spokane River to protect the safety of boating on the River and reduce the damage to our docks and property.

Gary and Michele Maddock
5418 E Marina Ct
Post Falls, ID 83854

From: [Jeff Wilhelm](#)
To: [Navigable Waterways](#)
Subject: Boat Slips
Date: Sunday, August 3, 2025 9:57:20 AM

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Good morning

I very concerned about the number of boat slips on the river I believe they need to restrict these to single family lots only..

Allowing so many new slips will someday to require total no wake or reduced speed so getting up to the main lake could take over and hour. This would reduce home values by the 10's of thousands.

Thank you please take this into consideration before allowing more slips.

[Yahoo Mail: Search, Organize, Conquer](#)

From: [John Preston](#)
To: [Navigable Waterways](#)
Subject: Boat dock pending permits
Date: Saturday, August 2, 2025 11:03:30 AM

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To: Idaho Dept of Lands

Subject: Dock permits on the Spokane River (Idaho)

We have been 25 year residents of the area with property on the river. There has been an explosion of boat traffic in that time. These new docks would only add to the worsening conditions.

WE ARE IN OPPOSITION to the below dock permit requests based on safety and the geographic location of the proposed developments. Additionally, these docks will increase the negative impact of boat traffic, the maximum carrying capacity of the river, erosion to the shore line and damage to current docks and boats.

NEW PERMIT REQUESTS:

1) Atlas/River's Edge (74 slips). Public Comment deadline: This Monday August 4th

Permit #L95S6163A

2) Greens(22 slips). Public Comment deadline: August 14th

Permit # to be determined

3) Tenpins/414 PF Hospitality

Respectfully submitted

John & Joyce Preston

Joseph and Traci Parrish
5432 E. Marina Court
Post Falls, ID 83854
August 03, 2025

Idaho Department of Lands
300 N. 6th Street, Suite 103
Boise, ID 83702

Subject: Opposition to Permit #L95S6163A for Atlas/River's Edge and Greensferry Locations on the Spokane River

Dear Idaho Department of Lands Officials,

I write to strongly oppose the issuance of Permit #L95S6163A, which authorizes activities at the Atlas/River's Edge and Greensferry sites along the Spokane River. This permit risks exacerbating existing environmental degradation across the river's interconnected system, from the headwaters at Lake Coeur d'Alene to the Post Falls dam and beyond, threatening the river's biological health, causing property damage, and compromising public safety. Based on documented issues, approval would violate principles of sustainable water management and public welfare, particularly given the upstream sources of pollution that flow downstream to the permitted locations.

Damage to the River's Biological Health

The Spokane River already suffers from severe pollution, including polychlorinated biphenyls (PCBs), heavy metals, and per- and polyfluoroalkyl substances (PFAS), which bioaccumulate in fish and pose health risks. These issues originate upstream at the headwaters in Lake Coeur d'Alene, where historical mining from the Bunker Hill Superfund site has deposited over 75 million tons of lead, cadmium, arsenic, zinc, and other heavy metals into lake sediments, which continue to mobilize during floods and flow into the Spokane River up to Post Falls dam. Nutrient enrichment from stormwater, agriculture, and development causes eutrophication, leading to algal blooms, reduced oxygen levels, and harm to aquatic life in the lake and upper river. PCB concentrations are 20-100 times above EPA limits, causing cancer, immune deficiencies, reproductive disorders, and neurological problems. Heavy metals like lead, arsenic, zinc, and cadmium from historic mining at sites like Atlas and the Coeur d'Alene Basin contaminate sediments and harm aquatic life, with ongoing releases under low oxygen conditions. Recent PFAS from biosolids further degrade water quality. Development under this permit, including potential discharges or disturbances at River's Edge apartments and Greensferry water systems near Post Falls, would increase runoff and toxin mobilization from upstream sources, worsening habitat loss for fish and violating Clean Water Act standards throughout the river system.

Property Damage

Activities enabled by the permit, such as increased boat traffic from River's Edge boat slips (over 140 proposed), would accelerate shoreline erosion through wakes, damaging adjacent properties along the entire stretch from Lake Coeur d'Alene to Post Falls dam. Historic flooding risks in the area, amplified by Post Falls dam operations that artificially flood approximately 13,500 acres of low-relief lands and mobilize contaminated sediments during high flows, could lead to structural damage, toxin spread, reduced property values, and higher insurance costs. Contaminated groundwater seepage from the Atlas site and upstream mining wastes already threatens property values; further disturbance would spread pollutants across floodplains.

Safety Concerns

The permit would heighten safety risks on a river known for hazardous conditions from Lake Coeur d'Alene headwaters to the Post Falls dam. Increased motorized vessels could generate dangerous wakes, overturning kayaks, knocking over waders, and endangering swimmers, particularly in the busy upper river where high boat traffic already poses challenges for non-motorized users. Contaminants in beach sediments and water, such as lead and arsenic, pose health risks during recreation, especially to children, with ongoing studies highlighting potential ingestion hazards. Dam-related risks, including sudden water level changes, currents, and possible failures (as seen in recent crane incidents triggering flash flood watches), add to dangers near Post Falls. Oil spill potentials from development activities pose additional threats to users. Wildfire risks near the river could worsen with construction, endangering nearby properties. These issues contradict local safety ordinances and public health advisories.

Personal Experience

As Spokane River property owners and year-round residents, we can assess the personal impacts of the increased use on the river, the shoreline, and the residents. Just this past 12 months, we've spent over \$10000 in repairs to our dock and shoreline structures. We have lost pieces of deck furniture, washed into the river by wake boats, and broken deck boards due to the heaving and shifting of our floating dock. Five years ago, I could fish off our dock after the boat traffic subsided; not anymore due to the floating vegetation ripped from the river bottom by the wake boats. Every cast comes back full of fresh vegetation. Just last evening, wake surfers were on the river after 8 PM, passing as close as 50 feet from our dock. Our dock becomes unusable when wake boats are on the river.

In conclusion, Permit #L95S6163A disregards ongoing cleanup efforts in the Coeur d'Alene Basin and would inflict irreversible harm across the Spokane River system. I urge denial to protect the river's ecosystem, properties, and community safety. Please consider this opposition in your decision.

Sincerely,

Joseph and Traci Parrish
Concerned Resident and River Advocate

Bibliography

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From: Josh Sheppard
To: [Navigable Waterways](#)
Subject: Concerned citizen
Date: Saturday, August 2, 2025 11:00:28 AM

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Hello, my name is Josh. I have had a family house on the Spokane River for 34 years. Through the years, I have seen the use of and abuse of the Spokane River. In the 90s, waves used to be only 2 feet tall. Now they erode the bank at 4 feet or more. Not only that, but the amount of boat slips that are being approved needs to be checked. Adding a commercial aspect to a river that is only full for 4 months a year doesn't really make sense. Not only does it plug up the small portions of the river, but it increases the danger of boaters, swimmers, and recreators as well. I oppose the addition of the new slips as a concerned citizen and call for a study on the impact of the river and the pushing of commercial development on our river that is being loved to death.

From: kbasore.secairc.com
To: [Navigable Waterways](#)
Subject: Concerned Citizens
Date: Monday, August 4, 2025 5:46:41 PM

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Hello Idaho Dept of Lands,

We oppose the addition of 223+ additional boat slips added to the Spokane River. AT THE VERY LEAST, THERE NEEDS TO BE A PAUSE ON PERMITS, AND AN ASSESSMENT/STUDY OF THE MAXIMUM CARRYING CAPACITY, SAFETY, EROSION and other issues impacting the river.

We live on the bay across from Templins and are very concerned with the safety of swimmers, people on non motorized water toys, water life and erosion of our land.

Please hear our voices or even come to our house and you can get a better idea of what we are speaking of.

Thank you,

Ken Basore

Concerned Citizens

From: [Linda Hardcastle](#)
To: [Navigable Waterways](#)
Subject: Spokane River
Date: Monday, August 4, 2025 6:10:43 PM

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To whom this may concern :

My husband & I live about 6 houses up stream from the proposed new 'Templin' 120 new boat slips.

We strongly object to that many more boats on a river that is daily already full of recreational boaters.

The Sheriff has already stated that he will not enforce the wake zone

" guidelines ". Daily, there's multiple wake surfers with larger wakes than we've ever seen.

This is not the widest part of the river. Yes, it's across from a small bay like area, that shouldn't be used as a place to call this area the widest area of the river.

Daily, there's multiple, numerous boats that have some how decided to come in, to either the boat launch at the park, or any of the already existing three marinas. So , they race to see who can be first for gas, or to get to their chosen destination. No sheriff boat, no police, and no one paying any attention to how close these boats get to our docks, each other, or the many people paddle boarding or in kayaks.

It is not safe now, & with over 100 more boat slips, it will be even worse.

Don't want another large marina!

Doug & Linda Hardcastle
704 Anchor Way
Post Falls, Idaho

From: [Maggie Carli](#)
To: [Navigable Waterways](#)
Subject: Please reconsider boat slip permits
Date: Saturday, August 2, 2025 9:38:51 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 new boat slip permits being allowed or considered along the Spokane River in Post Falls, ID.

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 Carli
Hunters Glen
Post Falls, ID

Sent from my iPhone

From: [MARY YORK](#)
To: [Navigable Waterways](#)
Subject: Boat dock opposition
Date: Saturday, August 2, 2025 4:26:27 PM

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August 2, 2025

Dear Idaho Department of Lands,

I was unable to attend the July 30th meeting between your office and the "Concerned Citizen" group, but have been to a few of their other events along with many other concerned people. I just want to voice my opposition to the continued growth of traffic along the waters of the Spokane River from Post Falls to CDA. I have noticed throughout the year's how many more homes are being built along the river since 1968 when my family acquired land along the river. With these homes they brought their boats. I am from Spokane and we also brought our boat to that stretch of the river. Many people from all around the area come to use that river. Even as we see the growth of people moving into Spokane, Post Falls, and CDA, we see our streets becoming increasingly busy with traffic and congestion. So too are our favorite recreational places becoming congested with overgrowth and pollution. I cross the Post Falls bridge on a warm day and see signs, more frequently, telling me that the public boat ramp is "full". Also, as I sit on our beach front in one of the bays on the river, I see boats that will anker out all day long. We have counted maybe from 6 up to 25 boats at a time that anker in a bay. You might wonder if they all have pee cans in their boat or not. Kids and adults are on all types of water toys in the bay area. Other boaters, who do not linger and enjoy the swimming, are speeding through trying to safely avoid these obstacles, and at other times, not so safely avoiding obstacles.

I will admit that I have not studied the figures that the state may have on growth but just from personal observances it is not hard to see that there are problems that may just be beginning and some are already here. I am also concerned with the physical health of the river. Just by doing one Google search with the phrase "negative impacts of rec boating", will take you to a host of conditions that is created. The result of this Google search follows: (copy and pasted) Algae growth and sediment disruption: Boats can increase the growth of algae and kick up sediments, affecting water clarity and quality.

Water chemistry changes: Boat deposits can alter the water's chemistry, adding too much of certain compounds or making it overly alkaline or acidic.

Toxicant exposure: Swimming in heavily trafficked waterways can impair health due to toxins like tributyltin (TBT) in anti-fouling paints.

Wildlife habitat disruption: Boats can harm wildlife, especially slow-moving species like manatees, which cannot avoid the speed of motorboats.

Erosion and sedimentation: Wake boats generate large waves that can cause shoreline erosion and disrupt aquatic plant life.

Noise pollution: Boating can contribute to noise pollution, which can disturb aquatic life and affect local ecosystems.

These impacts highlight the importance of responsible boating practices to minimize environmental harm and protect natural ecosystems.

I won't go on because I know your departments are well aware of all this information. I just wanted your office to know that even some of the usually quiet citizens have shown up for these "Concerned Citizen" meetings. But it sounded like not too many did at the June 30th one. I think the issue's raised by this group is a valid one and that I am in support of their actions taken.

"Control" eventually happens when growth gets to be too much, just determining when that point is being reached is the hard part. Please take my comments into consideration when trying to determine if that point of growth has been reached along the Spokane River. If so, please consider stronger regulations and planning in the years to come along that particular stretch of the river.

With Regards,

Mary York,

mary_york@comcast.net

PS: (I want you to know that I am not taking this position just because I own property along the river. I am truly concerned for the river area. I am in the process of putting my beautiful land on the realtor's market and finding a place that is more serene.)

From: [Mike High](#)
To: [Navigable Waterways](#)
Subject: Against adding more boat slips on the Spokane River
Date: Saturday, August 2, 2025 11:03:52 AM

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Commissioners,

My wife and I live and boat on the river. Over the last few years, the traffic and uncited boating violations has increased. I see people pulling small kids on tubes without a spotter or proper orange warning flags. Speeding in no wake zones, boaters not following standard rules of navigation, etc. We can't just keep adding to the river without a plan. Sooner or later there will be fatalities, and major life changing injuries. On top of personal issues, the property damage to the waterway continues to destroy and erode the shoreline. This also creates turbidity that may contain heavy metals and other toxins.

I am not against growth, but there must be some sort of understanding and evaluation of the long term affects on the aquatic ecosystem, as well as the cost of property damage to the current residents living on the river.

We oppose the addition of 223+ slips. AT THE VERY LEAST, THERE NEEDS TO BE A PAUSE ON PERMITS, AND AN ASSESSMENT/STUDY OF THE MAXIMUM CARRYING CAPACITY, SAFETY, EROSION and other issues impacting the river.

Sincerely,

Michael and Sharon High
11992 W Span Way Rd
Post Falls, ID 83854

From: [Paula Smyly](#)
To: [Navigable Waterways](#)
Cc: [Patrick Smyly](#)
Subject: Boat slips on the Spokane River
Date: Saturday, August 2, 2025 7:47:26 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.

Hello! We have listened to the Commissioner's Meeting regarding new dock requests for the Spokane River. While we are not opposed to individual river front property owners having docks - we are concerned of adding 'multiple slip marinas' to the already crowded river.

Specific new permit requests are:

1. Permit #L95S6163A - Atlas/River's Edge 74 slips
2. Permit # TBD - Greensferry 22 slips

We avoid using the river on the evenings and especially on weekends as it is no longer enjoyable. This is due to sheer volume of boat traffic. Our poor natural resource just cannot handle more traffic. Being a native of Coeur d'Alene, adding more motorized traffic is much like the housing growth on the Prairie without improving the roads for traffic flow.

Unfortunately, we can't make our river bigger to accommodate yet more traffic. Our family supports a safer river.

Thank you,

Paula Smyly and Patrick Smyly

208 E. 1st Avenue

208.661.9049

From: [Philip Restuccia](#)
To: [Navigable Waterways](#)
Subject: Slips
Date: Saturday, August 2, 2025 9:40:11 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.

We live on the Spokane river. We boat, tube and ski. We do not surf. Generally we use the river only on week days and generally only early morning or late evening. The reason is the amount of traffic on the river now. At other times the river is dangerous and frustrating. To many surf boats destroying the enjoyment of others not to mention the destruction of the shoreline. There are many boats and jet skis going to fast and some boats that are so loud they disturb every household on the river.

To add additional slips on the river is only going to add to the risk of using the river and a significant reduction of the pleasure of living and boating here. Look what is happening in CDA in general. Common sense dictates that additional slips (Boats) on the river is unnecessary and dangerous.

Phil

From: [Rhonda Stenersen](#)
To: [Navigable Waterways](#)
Subject: Atlas/River's Edge (74 slips). Permit #L95S6163A
Date: Monday, August 4, 2025 4:49:16 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.

In regards to the application for Permit #L95S6163A, we are in opposition. The Spokane River has become an overcrowded/undermanaged waterway for years.

Progress is inevitable throughout Kootenai County but our precious waterways, specifically, the Spokane River, need to have the utmost consideration on changes that will ultimately end up with non-reversible consequences.

Amongst some of the reasons and concerns, are the obvious and frequently mentioned issues. Erosion, safety concerns and overcrowding on the waterways.

The danger on the water itself. could stand alone as a reason for denial. The number of boaters, many who appear to be reckless, intoxicated, who ignore or don't understand boating rules or use uncommon sense, endangers all types of waterway usage. Paddleboarders, smaller watercraft, small fishing boats, tubing all have minimal use where they are NOT at risk. To those who are responsible and considerate, we are grateful.

We've lived on the River for 45 years. We currently live in the "no wake zone" near Red Lion & the Dam. "No Wake Zone"...that's a joke! The Sheriff's Marine Division has a slip near me. They are already spread thin. I can't imagine the task at hand they would have trying to control/manage additional boaters on top of what they already tackle.

Hopefully, this permit will be denied.

Steve & Rhonda Stenersen

From: rusticremenant@aol.com
To: [Navigable Waterways](#)
Subject: Concerned citizen
Date: Monday, August 4, 2025 7:35:06 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.

Good morning. My name is Eddie Hanson a resident on Harbor Island and one that is currently effected by the growing abuse and use of the Spokane river. There are two permit requests currently being considered for approval:

1) Atlas/River's Edge (74 slips). Public Comment deadline: This Monday August 4th
Permit #L95S6163A

2) Greensferry (22 slips). Public Comment deadline: August 14th
Permit # to be determined.

Having lived on the river for many years I've seen its use grow exponentially year after year until the past couple years where its use has exploded with current growth of our community. The river, and lake, which is the areas life blood is in the process of being destroyed. The banks of the river are being destroyed and eroded due to unmanageable wake cause by unconcerned recreationalists, our children and kayakers can no longer enjoy the river because of the unsafe boating practices, our community docks and neighborhoods are being invaded by uninvited river users, the wild life that once considered it its habitat has long been removed.

Out of state profiteers have, and continue, to benefit from our inadequate rules, our reckless innocence and lack of back bone to protect our river from the onslaught of abuse.

I plead with you to consider your fiduciary responsibility to our natural resources, to those that call this home and please reconsider the adverse impact that the approval of these permits will have on our community, environment and what we all consider our home.

Thank you
Eddie Hanson
6182 W Harbor Drive

From: [sheri scofield](#)
To: [Navigable Waterways](#); [Amidy Fuson](#); [Mike Ahmer](#)
Subject: Opposition to River's Edge Encroachment permit #L95S6163A
Date: Monday, August 4, 2025 6:00:18 PM

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Idaho Dept of Lands,

If you did a survey of Kootenai County residents, MOST residents would immediately state that the Spokane River is extremely crowded and dangerous! This is a fact known to all.

Therefore, this email is to inform you, once again, that we oppose the above-referenced permit (and any others that are coming) for the following reasons:

- 1) The Spokane River CARRYING CAPACITY and DEVELOPMENT CAPACITY needs to be professionally assessed and researched for the safety of LOCAL residents and recreators. There are many tourists who visit, but our residents who enjoy the river need to be protected.
- 2) We cannot reverse bad decisions after the development and disturbances to the river have already taken place.
- 3) We are dealing with antiquated rules and guidelines that favor large investors, developers and corporations over individuals. It is extremely easy for an investor to apply and meet the low bar of requirements, but it takes months and months for an individual to make an improvement on their private property.
- 4) The departments that are assigned the duty to manage our waterways have accountable
- 5) Investors are making a lot of PROFIT on our waterways!! At the peoples' expense.
- 6) Safety, erosion, environment ...

Many more reasons, but it's 4:58p. These deadlines are ridiculous.

PLEASE PROTECT THE RIVER AND PAUSE THE PROCESS

Scott & Sheri Scofield for
Concerned Citizens

From: [sheri scofield](#)
To: [Navigable Waterways](#); [Amidy Fuson](#); [Mike Ahmer](#)
Subject: Re: Opposition to River's Edge Encroachment permit #L95S6163A
Date: Monday, August 4, 2025 6:03:48 PM

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> On Aug 4, 2025, at 4:59 PM, sheri scofield <sherichic91@gmail.com> wrote:
>
> Idaho Dept of Lands,
>
> If you did a survey of Kootenai County residents, MOST residents would immediately state that the Spokane River is extremely crowded and dangerous! This is a fact known to all.
> Therefore, this email is to inform you, once again, that we oppose the above-referenced permit (and any others that are coming) for the following reasons:
>
> 1) The Spokane River CARRYING CAPACITY and DEVELOPMENT CAPACITY needs to be professionally assessed and researched for the safety of LOCAL residents and recreators. There are many tourists who visit, but our residents who enjoy the river need to be protected.
>
> 2) We cannot reverse bad decisions after the development and disturbances to the river have already taken place.
>
> 3) We are dealing with antiquated rules and guidelines that favor large investors, developers and corporations over individuals. It is extremely easy for an investor to apply and meet the low bar of requirements, but it takes months and months for an individual to make an improvement on their private property.
>
> 4) The departments that are assigned the duty to manage our waterways have accountable CORRECTION: have to be accountable to the People; but in our 5/28/25 hearing, the attorney stated that "IDL owns the water beds". This is not true; the People own the beds.
>
> 5) Investors are making a lot of PROFIT on our waterways!! At the peoples' expense.
>
> 6) Safety, erosion, environment ...
>
> Many more reasons, but it's 4:58p. These deadlines are ridiculous.
>
> PLEASE PROTECT THE RIVER AND PAUSE THE PROCESS
>
> Scott & Sheri Scofield for
> Concerned Citizens
>
>

From: [Skip Allert](#)
To: [Navigable Waterways](#)
Subject: Spokane River
Date: Saturday, August 2, 2025 9:09:55 AM

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From a safety point and a Spokane River property owner I am opposed to any more bot slips on the river.

It is already unsafe for my grandkids to play in the water.

Thank you for your consideration.

Clinton Allert

557 S Bret CDA ID

From: [Richard Teich](#)
To: [Mike Ahmer](#); [Amidy Fuson](#); [Navigable Waterways](#)
Subject: Rivers Edge permit request for 45 slips on the Spokane River
Date: Monday, August 4, 2025 5:34:47 PM

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Dear Mr Ahmer & Ms Fuson,

As owners of property and a home on the on the Spokane river we are opposed to 45 additional slips per request of Rivers Edge.

The Spokane River has reached a saturation point due to boat traffic especially wake boats.

The fishery has been decimated and our kids, grandchildren and great grandchildren have been put in harms way.

At the very least, a public hearing needs to be held to permit river property owners to express their opposition.

The future of the River hangs in a delicate balance.

Teresa & Richard Teich
12155 W Span Way Rd
Post Falls,ID

From: Terrie Kavran
To: [Navigable Waterways](#)
Subject: River
Date: Saturday, August 2, 2025 4:57:36 PM

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We have lived on the river for 22 years. It has become very dangerous because it's so narrow in many places. We are against putting this many boat slips in unless they could make a lot of noise wake zones along the narrow spots. The surf boats are ruining our docks and property along the river. Please do something to help our waterways.

Sent from my iPhone

From: [Tonya Gliński](#)
To: [Navigable Waterways](#)
Subject: Spokane River Boat Slip-Opposition
Date: Monday, August 4, 2025 1:40:05 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.

Commissioners and IDL Members:

This email is intended to express my opposition to the additional boat slips being proposed at Templin's Resort, Atlas and Greensferry on the Spokane River.

Our home is located approximately 8 lots upstream from Templin's Resort on the Spokane River. We have resided on the Spokane River for over 40 years and have watched change happen...both positively and negatively. These proposed boat slips are most definitely a NEGATIVE for homeowners, boaters, recreational users and the River itself.

On the daily, we witness the congestion, the wakes created by oversized boats and wakeboats. the damage to the shoreline, the danger to our wildlife. On the daily, we witness close calls between boats, jet skis, paddleboarders and kayakers. Not to mention the close proximity that these boaters come to our children and grandchildren while swimming near the shore and docks. The River is already very congested and the addition of these boat slips will only further congest and cause an extremely dangerous situation. Trust us, the close calls with the present boat activity is already terrifying.

The River is a blessing to the public and we do not come to this opinion as "entitled homeowners" but as a first hand account of the present situation. As a lifelong Idaho resident the change to our area that I have witnessed is dramatic...the view from our dock and deck makes me a very valid witnesses to what is presently happening and the concern and danger of further traffic to the beautiful Spokane River.

The Marine Sherriff Department opinion should be carefully considered as the manpower to handle the existing boat traffic is already a stretch for their department, I am sure.

Public opinion on this matter should be weighed much more heavily than that of private investors seeking these boat slips for financial gain. Public safety and the damages to the River itself should be the primary concern when decisions are made.

Regards,

Tonya Glinski
549 S Idaho Street
Post Falls, ID 83854
Phone 208-661-0897

From: Tracie Davis
To: [Navigable Waterways](#)
Subject: Objection to increased boat slips on the Spokane River
Date: Sunday, August 3, 2025 9:50:55 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.

Dear Idaho Department of Lands and those whom it may concern,

We are writing to formally oppose the proposed addition of 74 boat slips at Atlas/River's Edge (Permit #L95S6163A), as well as any further expansion, such as the upcoming Greensferry permit. We are a property owner on Harbor Island and we see firsthand the growing safety, congestion, and environmental problems caused by the current level of boat and personal watercraft activity on the Spokane River.

The river is already under immense pressure. From our daily observations over the past 4 years we have lived in this community, we can attest to the high number of boats and PWCs that operate at fast speeds in this narrow, constrained waterway. This creates a clear safety hazard, especially in areas with limited sight lines and residential access points. Furthermore, the increased wake and traffic are accelerating shoreline erosion, a costly issue that we and many other residents on Harbor Island are actively trying to mitigate. Our community just had to spend over \$8,000 in repairs to our shoreline. These costs are not picked up by boat owners who are using the river. They are picked up by those of us who live on the river.

The congestion is a major concern. On weekends and holidays, the amount of boat traffic has increased exponentially over the past few years, making it nearly impossible to safely enjoy the river. Even on weekdays the river becomes too busy after mid-morning. We have personally experienced personal watercraft coming uncomfortably close to us and friends and family while we are trying to enjoy kayaking in the river. We cannot even begin to estimate how many times we've been swimming near the dock and boats and jet skis have come within 30 feet of us traveling at high speeds. It's gotten so out of control we won't go beyond the docks anymore as it is just too unsafe. Adding more slips and therefore more watercraft will only magnify these existing safety issues.

We are also aware of staffing shortages within the Sheriff's Office, which means they simply do not have the resources to properly enforce safe boating regulations. This lack of enforcement capacity makes the situation even more concerning. It is only a matter of time before someone is seriously injured or killed. The fact that both the Kootenai County Sheriff and Marine Deputy Sergeant Ryan Miller have issued statements opposing this development based on safety and geography should be a significant factor in your decision. When law enforcement warns against a development, it's a clear signal to pause and listen. That alone should be enough to halt new slip approvals until further study is completed.

We strongly urge the IDL to suspend further permits until a comprehensive study can be completed to assess the Spokane River's maximum carrying capacity, safety risks, shoreline erosion, and long-term ecological sustainability. While growth is inevitable, it must be managed responsibly. The unchecked commercialization of our river, often for the benefit of investors, is putting both people and our cherished natural resources at risk. Your concern needs to be about the safety of people and our river, not out of state investors who are being allowed to profit from our waterways.

Finally, we encourage the IDL to expand formal outreach to riverfront property owners who are most directly impacted as well as other citizens who would love to use our river for recreational use but can't because of the congestion and safety issues. Many residents we have spoken with are unaware of these proposed changes and deserve a voice in decisions that affect their safety, property, and quality of life.

Thank you for your time and consideration. We respectfully ask you to deny or at least pause Permit #L95S6163A

and initiate a broader evaluation of responsible river management practices going forward.

Sincerely,

Tracie and Brent Davis

6372 W Harbor Drive

CDA, ID. 83814

From: Victoria Le Forestier
To: [Navigable Waterways](#)
Subject: 223 boat slips!
Date: Sunday, August 3, 2025 3:08:58 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.

I strongly oppose this proposed measure!
Dangerous and will add to erosion!
Don't profit off our river!

Victoria LeForestier

Sent from my iPhone

From: [Magee, Wahed](#)
To: [Navigable Waterways](#)
Subject: Opposition to Proposed Boat Slips on Spokane River – Permit #L95S6163A (Atlas/River's Edge)
Date: Saturday, August 2, 2025 11:37:24 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.

Dear Idaho Department of Lands and those whom it may concern,

I am writing to formally oppose the proposed addition of 74 boat slips at Atlas/River's Edge (Permit #L95S6163A), as well as any further expansion, such as the upcoming Greensferry permit. I am a Spokane River waterfront property owner on Harbor Island, and I see firsthand the mounting safety, congestion, and environmental concerns caused by the current level of boat and personal watercraft activity.

The Spokane River is already under immense pressure. From daily observation, I can attest to the high number of boats and PWCs operating at fast speeds in a narrow, constrained waterway. This presents clear safety hazards, especially in areas with limited sightlines and residential access points. More importantly, the increased wake and traffic are accelerating shoreline erosion, an issue I and many others on Harbor Island are actively struggling to address. I recently consulted a contractor to explore costly mitigation strategies just to preserve my riverbank from further damage.

As someone who personally works as a Police Captain with over 20 years of experience, I will attest that I have seen the congestion firsthand and witnessed numerous instances where personal watercraft and boats come uncomfortably close to one another in front of my home on Harbor Island. Specially as it relates to the Spokane River, I have also observed personal watercraft traveling near people swimming or paddling in kayaks and paddleboards, many of whom are not easily visible on the water. The thought of adding all these new slips and therefore more watercraft only magnifies the existing safety issues. I am also aware of staffing shortages within the Sheriff's Office, and they simply do not have the resources to properly enforce safe boating regulations on the waterway every day all day. This lack of enforcement capacity (staffing is a widespread issue in law enforcement) makes the situation even more concerning. I am genuinely worried for everyone's safety, and it is only a matter of time before someone is seriously injured. From my personal law enforcement experience, I have seen how increased traffic on waterways leads to people getting severely injured and/or killed. Not to mention the quality of life issues for those who want to enjoy a safe environment on the waterway.

The fact that both the Kootenai County Sheriff and Marine Deputy Sergeant Ryan Miller

have issued statements opposing this development based on safety and geography should carry significant weight in your decision. If law enforcement is warning against it, it is time to pause and listen. That alone should be enough to halt new slip approvals until further study is completed.

I strongly urge the IDL to suspend further permits until a comprehensive study is completed to assess the Spokane River's maximum carrying capacity, safety risks, shoreline erosion, and long-term ecological sustainability. Growth is inevitable and can be positive when it is responsibly managed, but the unchecked commercialization of our river, often for the benefit of investors, is placing both people and cherished natural resources at risk.

Finally, I encourage the IDL to expand formal outreach to riverfront property owners who are most directly impacted. Many residents I have spoken with are unaware of these proposed changes and deserve a voice in decisions that affect their safety, property, and quality of life.

Thank you for your time and consideration. I respectfully ask you to deny or at least pause Permit #L95S6163A and initiate a broader evaluation of responsible river management practices going forward.

Sincerely,

Wahed (Wally) Magee
6339 W. Harbor Drive
Coeur d'Alene, Idaho
208-557-8775