

Marlies Dinsmore
3531 E Tobler Road, Unit A-1
Hayden ID 83835

February 16, 2026

RE: OPPOSITION TO APPLICATION ERL95S1741Q
Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

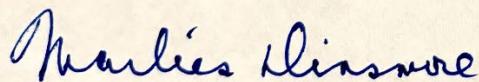
I am a year-round resident and property owner at 3531 E Tobler Road, Unit A-1 - please note this two-story condominium has been incorrectly shown as "A-4" on the maps filed by the Applicant, it should be changed to A-1 on all related maps. This error has therefore caused the condos cited on existing maps as A-1 through A-4 to be incorrectly named, should be the reverse sequence, starting at the top of the hill with A-1 (my property as stated above, adjacent to Brown property) through A-4 which is the condo closest to the Marina Building.

As a neighbor property owner, I oppose the proposed marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and support the objection submitted by Robert Krcmarov (3677 E Tobler Road).

I share concerns about traffic safety, inadequate parking, noise impacts, light pollution, and the appropriateness of a 15% commercial expansion in our predominantly residential neighborhood. The application lacks critical information including current traffic studies, lighting specifications, and analysis of impacts on residential properties.

I support the request for the Idaho Department of Lands to deny this application or require substantial revisions, and I support the request for a public hearing.

Respectfully,



Marlies Dinsmore 2/16/26

Contact information:

Address: 3531 E Tobler Rd Unit A-1, Hayden ID 83835

Phone: (916) 275-3382

Email: 2marliess@gmail.com

Robert Krcmarov
3677 E Tobler Road
Hayden, ID, 83835
Phone: 208.518.9254
Email: krichy227@gmail.com

February 18, 2026

Idaho Department of Lands
Attn: Amidy Fuson, Lands Resource Specialist-Navigable Waters
3258 W. Industrial Loop
Coeur d'Alene, ID 83815

RE: OBJECTION to Encroachment Application ERL95S1741Q

Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

**Property Owners: Robert and Karen Krcmarov, 3677 E Tobler Road, Hayden ID
83835**

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EXECUTIVE SUMMARY

This objection raises twelve substantial concerns regarding Application ERL95S1741Q for commercial marina expansion by Southern Marinas Hayden Lake LLC. The application fails to demonstrate compliance with critical regulatory requirements and does not adequately analyze impacts on adjacent residential properties, and contains undisclosed project elements revealed in direct consultation with the applicant.

PROCEDURAL CONCERNS:

Despite 2.5 years of planning and 8 design iterations, the applicant conducted NO meaningful community consultation prior to application submission. In a February 10, 2026 meeting, the marina General Manager indicated consulting only one neighbor (Petroni) and a potential customer (Zinnecker) while deliberately avoiding broader community engagement to "get their application in" before opposition could develop. This created a fundamentally unfair timeline imbalance: 2.5 years for applicant planning vs. approximately 18 days for community response.

This procedural imbalance is particularly troubling in light of IDL's own stated commitments. IDL's FY2026–2029 Strategic Plan, Foundational Goal 2 (Customer Focus), directs the Department to "engage with the potentially affected customers to ensure quality and transparency of our actions." IDL's Guiding Tenets further ask: "With this decision, are we providing exemplary service to our customers?" Accepting an application where the applicant deliberately avoided community engagement for 2.5 years, while IDL's notification process provided

neighbors only approximately 18 days to respond, would be inconsistent with the Department's own customer engagement and transparency commitments.

PRIORITY CONCERNS:

1. ADVERSE EFFECTS ON ADJACENT LITTORAL RIGHTS (IDAPA

20.03.04.015.13.e) - (see Section 1 below)

Commercial encroachments are presumed to have adverse effects on adjacent littoral rights. Western neighbor (Petroni) provided written consent rebutting this presumption for that side. No consent requested or obtained from this objector (eastern neighbor) despite 2.5 years of project planning. While dock structures may maintain minimum 25-foot setback, application drawings do not show exact distances for all structures, maximum extent of moored boats, side-tie slips without finger docks, patio areas, or relocated fuel station. Expansion from 206 to 240 slips intensifies commercial activity adjacent to residential property, creating adverse effects detailed in Sections 2-11. Without consent or adequate mitigation, expansion should not be approved.

2. INCOMPLETE REMOVAL/DEMOLITION PLAN (IDAPA 20.03.04.020.07) - (see

Section 9 below)

Application provides only two sentences about removing existing docks ("box trucks with excavators" and "taken off-site for recycling"). In February 10, 2026 meeting, marina GM provided no additional detail about removal process, stating only that existing docks would be removed by "covered trucks" with no frequency specified. Critical information missing: piling extraction methodology (40+ existing pilings), fuel system decommissioning plan (Idaho DEQ compliance), hazardous waste disposal plan (CCA-treated lumber likely present), debris containment specifications, construction traffic management (number of truck trips, routes through residential area), environmental monitoring during removal, and timeline breakdown (removal duration vs. installation duration). Cannot assess full project impacts without complete description of all project phases.

3. INADEQUATE PARKING PLAN (IDAPA 20.03.04.011.03.c) - (see Section 6 below)

Multiple deficiencies:

(a) Off-site parking dependency: Plan relies on 24 off-site parking spaces with shuttle service at property zoned Single Family Residential (R1) per City of Hayden zoning verification. Commercial marina parking may not be permitted use in residential zoning without additional approvals not identified in application. No binding agreement or recorded easement ensures perpetual availability. In February 10, 2026 meeting, marina GM stated shuttle would run "up to 8 times a day during peak periods" but provided no binding commitment or backup plan if service becomes economically unfeasible. Shuttle service

is not enforceable through this permit and could be discontinued at any time. Peak usage will exceed capacity, resulting in overflow parking on residential streets.

- (b) Outdated or missing traffic study: Any previous traffic studies are outdated given significant residential development in area. In February 10, 2026 meeting, marina GM stated they "do not expect any variation to traffic" despite 15% increase in boats - indicating no current traffic impact analysis has been conducted. Current baseline traffic conditions not documented. Traffic generation from 32 additional boats (minimum 64 additional daily trips during peak season) not analyzed. Site map shows marina located precisely at the point where E Tobler Road merges with E Hayden Lake Road. No analysis of turn movement conflicts, queue impacts on residential access, sight line obstruction, or safety impacts on residents' ability to merge onto E Hayden Lake Road from E Tobler Road. Construction traffic (7 months of heavy trucks through this same merge area) not assessed. Peak period queuing could block E Tobler Road merge area, trapping residents or creating dangerous forced merges.
- (c) Boat launch operations and intersection safety: Site map shows marina is located precisely at the point where E Tobler Road merges with E Hayden Lake Road. This creates a critical bottleneck where marina traffic and residential traffic compete for same road space and same gaps in E Hayden Lake Road traffic. February 10, 2026 meeting, marina GM stated "all boat traffic will be directed to the eastern side" but provided no boat traffic management plan or eastern shore wave impact. No operational plan for launching 240 boats at this constrained location. Queue management during peak periods not analyzed - will queues block E Tobler Road residents' ability to merge onto E Hayden Lake Road? Trailer storage locations not identified. No circulation plan for vehicles with boat trailers navigating through this merge area. No traffic control measures for peak periods. No construction traffic management plan to protect residential access during 7-month build period. No sight line analysis. No gap availability analysis. No safety mitigation measures. 15% increase in marina traffic at this exact location creates significant, documentable daily safety hazards for E Tobler Road residents attempting to access E Hayden Lake Road.
- (d) Parking lot design deficiencies: Inadequate circulation requiring vehicles to back onto streets (safety hazard). No turnaround areas. Inadequate for vehicles with boat trailers. No designated loading zones, employee parking, or accessible parking shown. Not prepared to professional traffic engineering standards.
- (e) Property encroachment: Adjacent property owners report existing parking lot encroaches onto their property without consent. No survey or legal documentation of property rights for all parking areas provided.

(f) Boat ramp usage rights unclear: Application proposes to use boat ramps but does not clarify ownership and usage rights. Third parties (potentially Tobler Marina, a large marina company) may hold conflicting rights.

4. MISSING LIGHTING SPECIFICATIONS - (see Section 4 below)
Application proposes commercial LED lighting for "evening and early morning hours" but provides NO specifications regarding: light intensity (lumens/watts), fixture types, mounting heights, shielding or directional controls to prevent light trespass onto residential properties, hours of operation, or impact assessment on adjacent properties. Commercial lighting operating year-round will create light pollution affecting residential neighborhood. No photometric plan or analysis provided.

5. NO NOISE IMPACT ASSESSMENT - (see Section 5 below)
Expansion adds 32 boat slips (15% increase from 206 to 240 total) plus 7 months of construction (September 2026 - April 2027). No noise impact assessment provided for: additional boat traffic and engines, construction equipment and activities, heavy truck traffic (dock removal and installation), or cumulative noise impacts on residential neighborhood. No construction hour limitations specified. No mitigation measures proposed. Residential properties will experience significant noise impacts with no analysis or controls.

6. VIEW OBSTRUCTION AND PROPERTY VALUE IMPACTS - (see Section 3 below)
Expanded dock footprint (31,063 square feet) and enlarged "head dock" (designed for "wave attenuation") will obstruct lake views from adjacent properties, particularly properties to the east. No viewshed analysis provided showing extent of view obstruction from various adjacent properties. Property value diminution from loss of views not assessed, quantified, or addressed. This represents a taking of property value without compensation or adequate analysis.

7. ENVIRONMENTAL DEFICIENCIES - (see Section 7 below)
Inadequate analysis of multiple environmental impacts: sediment disturbance from 43 NEW piling installations PLUS removal of 40+ EXISTING pilings, water quality impacts from 15% more boats (32 additional vessels), adequacy of single pump-out facility for 240 boats not demonstrated, fuel system impacts (existing system decommissioning and new relocated system not adequately addressed), benthic habitat impacts from piling installation/removal not assessed, timing restrictions for fish spawning periods not identified, cumulative environmental effects over 7-month construction period not analyzed. Best Management Practices mentioned but not specified in sufficient detail for enforceability.

8. UNSUBSTANTIATED WAVE ATTENUATION CLAIMS

The application claims the enlarged head dock provides "wave attenuation protecting shoreline and properties to the east." This claim requires careful scrutiny.

What the wave attenuation actually protects: The enlarged head dock attenuates waves from open water, protecting the marina's own dock infrastructure and moored boats, and providing some protection to the immediate western shoreline (south shore). The western neighbor's consent letter in the application file explicitly acknowledges this benefit, stating that "the new configuration eliminates marina traffic adjacent to our dock and thus makes our littoral safer for our use."

What the wave attenuation does NOT protect against: The head dock does nothing to mitigate wave and wake impacts generated by boat traffic transiting to and from the marina. Under the proposed reconfiguration, all boat traffic will enter and exit from the eastern side. This means up to 240 boats will pass along the eastern shoreline at close range, generating cumulative wave energy from displacement, propeller wash, and wakes — even at reduced no-wake speeds.

The claim of "protecting properties to the east" is therefore misleading. While the head dock may attenuate some open-water wave energy reaching eastern properties, the reconfiguration simultaneously concentrates all marina boat traffic along those same eastern properties. The net effect on eastern shore properties is likely negative: whatever modest wave attenuation benefit the head dock provides is offset — and potentially exceeded — by the wave and wake impacts of 240 boats concentrated along the eastern approach.

No engineering analysis supports the claim. The application provides no wave modeling, no computational fluid dynamics analysis, no comparison of wave energy at eastern properties before and after the reconfiguration, and no analysis of cumulative wake impacts from concentrated boat traffic. The claim is presented as a benefit without any supporting data. This is not merely an absence of evidence — it is a claim that, when examined against the operational reality of the expansion, appears to be contradicted by the directional concentration of boat traffic.

Community concern: Eastern shore residents have raised significant concern about increased wave action, wake damage to private docks, and accelerated shoreline erosion from the concentration of all marina boat traffic along the eastern shore. These concerns are well-founded given the physics of the situation: boat wakes are a function of vessel size, speed, distance from shore, and frequency of passage. All four factors worsen under the proposed expansion (larger boats, more boats, closer proximity to eastern shore, concentrated rather than dispersed traffic pattern).

REQUIRED:

- Independent engineering analysis of wave attenuation claims, including modeling of net wave energy at eastern shore properties considering both open-water attenuation from the head dock AND wake impacts from concentrated boat traffic
- Wake impact analysis for eastern shore properties at realistic boat sizes (24-26 foot average), realistic speeds (including assessment at various no-wake compliance rates), and projected traffic volumes (240 boats)
- Shoreline erosion assessment for eastern shore properties
- If the engineering analysis shows net negative impacts on eastern properties, the claim of "protecting properties to the east" should be removed from the application as misleading, and mitigation measures should be required

9. NAVIGABILITY COMPLIANCE UNCLEAR (IDAPA 20.03.04.015.13.d) - (see Section 2 below)

Application does not clearly demonstrate compliance with "accepted line of navigability established through use." In February 10, 2026 meeting, marina GM disclosed that expanded docks would extend "almost to the buoy" and that "the no-wake zone would need to be extended beyond that." This no-wake zone extension is NOT disclosed in application and affects all lake users' navigation rights. No definition of where navigability line is located. No comparison to nearby encroachments.

10. UNDISCLOSED PROJECT ELEMENTS AND COMMERCIAL USES - (see Section 10 below)

In February 10, 2026 meeting with marina General Manager, several project elements were disclosed that are NOT adequately described in the application:

- a) No-wake zone extension: Marina GM stated no-wake zone would need to be extended beyond expanded docks. This significant impact on lake navigation for ALL users is not disclosed or analyzed in application. Extension of no-wake zones affects navigation rights and recreational enjoyment of all lake users, not just marina customers. No information provided about extent of extension, approval process, or impacts.
- b) VIP commercial entertainment/concierge services: Marina GM described plans for "VIP extension" including areas for customers to "lounge and enjoy the dock" with "concierge service to come out and provide ice, drinks, and supplies." When asked if this meant "parties," GM attempted to reframe but confirmed commercial entertainment/hospitality services beyond simple boat moorage. These services are NOT disclosed in application and would generate additional impacts: noise from social gatherings, additional vehicle traffic

from service providers, extended operational hours, and additional commercial activity in residential area.

These undisclosed project elements demonstrate the application does not provide complete project description as required by **IDAPA 20.03.04.020.07**.

11. INAPPROPRIATE SCALE FOR RESIDENTIAL AREA - COMMERCIALLY DRIVEN, NOT NEED-BASED (see Section 11 below)

In February 10, 2026 meeting, when asked why 32 additional slips specifically, marina GM explained that the expansion is needed "to pay for the capital invested in the refurbishment" - i.e., to generate revenue providing return on investment for the Florida-based corporate owners.

This explanation contradicts the application's claimed purpose. Application Section 15 emphasizes "demonstrated public need" and "expanding safe recreational boating access to Hayden Lake." However, the actual driver is commercial: generating revenue from 32 additional paying customers to recoup corporate capital investment.

This commercial motivation is critical to evaluating whether expansion's impacts on residential neighborhood are justified. Residential neighbors bear ALL costs (traffic safety hazards at E Tobler Road intersection, parking overflow, noise, light pollution, view obstruction, property value diminution, 7-month construction disruption) while Florida-based corporation captures ALL benefits (revenue from additional slips).

Furthermore, 2.5 years of planning with 8 design iterations yet ZERO community consultation (stated in February 10, 2026 meeting - only Petroni consulted) demonstrates deliberate strategy to minimize community input. Marina GM stated they wanted to "get their application in" to IDL before wider community engagement - suggesting application submission was deliberately timed to avoid organized opposition.

15% increase in commercial activity in predominantly residential neighborhood with no analysis of cumulative impacts on residential character, traffic patterns, parking overflow, noise, light pollution, community infrastructure, or compatibility with residential land use patterns. No alternatives analysis showing whether smaller-scale expansion options were considered. Represents significant commercial intensification driven by corporate ROI rather than demonstrated public need.

12. ADA ACCESSIBILITY NON-COMPLIANCE — (see Section 12 below)

The application proposes complete removal of all existing docks and construction of an entirely new 240-slip commercial marina. As new construction of a commercial facility open

to the general public, the 2010 ADA Standards for Accessible Design (ADAAG Sections 235 and 1003) apply in full. For a 240-slip facility, Table 235.2 requires a minimum of 8 accessible boat slips dispersed among the types offered, accessible gangways and routes from shore to accessible slips, and accessible boarding piers at boat launch ramps. The application contains no mention of ADA accessibility for the dock infrastructure — no designated accessible slips, no gangway slope specifications, no accessible boarding pier, and no demonstration of compliance with federal accessibility requirements. For a facility that claims "public access" as its primary purpose, this omission is both a regulatory deficiency and a contradiction of the application's own stated justification.

REQUESTED RELIEF:

This objection requests that the Idaho Department of Lands:

PRIMARY REQUEST: DENY the application as submitted due to failure to demonstrate compliance with setback requirements, inadequate removal and demolition plan, fundamentally flawed parking and traffic analysis, undisclosed project elements, inadequate community consultation, and insufficient analysis of impacts on adjacent property owners.

ALTERNATIVE REQUEST:

REQUIRE the applicant to submit complete information addressing all deficiencies identified below, including current traffic studies, binding parking agreements addressing R1 zoning incompatibility, comprehensive removal plan, complete disclosure of all project elements (no-wake zone extension, commercial concierge services, traffic management), meaningful community consultation process, and reduced-scale alternatives analysis.

MANDATORY REQUEST: HOLD A PUBLIC HEARING to allow full examination of these substantial issues and community concerns. Given the number and significance of deficiencies, inadequate community consultation during 2.5-year planning period, potential impacts on multiple adjacent properties, and documented community interest, a public hearing is essential for proper consideration of all relevant factors.

CONCLUSION:

The application contains **multiple critical deficiencies** that prevent adequate assessment of environmental and community impacts. Most critically: no adequate removal plan, no adequate parking/traffic analysis, no current traffic study, residential zoning incompatibility for off-site parking, undisclosed project elements (no-wake zone extension, commercial entertainment

services), inadequate community consultation, and commercially-driven expansion (corporate ROI) misrepresented as addressing "public need."

These are fundamental gaps in required information making informed decision-making impossible. Application should be found **INCOMPLETE** and returned for substantial revision.

Each concern is detailed below with specific regulatory citations, supporting evidence, and requested corrective actions.

(End of Executive Summary)

Dear Ms. Fuson:

I am writing to formally **OBJECT** to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC and **REQUEST A PUBLIC HEARING** pursuant to **IDAPA 20.03.04**.

I am the owner of the property immediately adjacent to the east of this proposed expansion at 3677 E Tobler Road. This substantially sized commercial expansion will have significant adverse impacts on my property rights, property value, and enjoyment of my littoral rights.

I have reviewed the complete application materials submitted by the applicant, including all supplemental documents, diagrams, correspondence, and supporting materials. Additionally, I met directly with the marina General Manager on February 10, 2026 to better understand the proposal and its potential impacts on adjacent properties (see Exhibit G - Meeting Summary). This objection is based on thorough analysis of the application as submitted and information disclosed in direct consultation with the applicant.

STATUTORY FRAMEWORK

In addition to the administrative rules set forth in IDAPA 20.03.04, this objection is grounded in Idaho Code § 58-1301, the legislative declaration governing all navigational encroachments on Idaho's navigable lakes. The Legislature declared that public health, safety, and welfare require that all encroachments on navigable lakes be regulated in the interest of protecting property, navigation, fish and wildlife habitat, aquatic life, recreation, aesthetic beauty, and water quality. Critically, the statute mandates that these protected interests "be given due consideration and weighed against the navigational or economic necessity or justification for, or benefit to be derived from, the proposed encroachment."

This statutory balancing test is central to the Department's evaluation of this application. As detailed throughout this objection, the application fails to provide adequate information for IDL to perform this legislatively-required balancing. The applicant presents only the economic justification — corporate return on investment from 32 additional paying slips — while providing no meaningful analysis of the costs the statute requires IDL to weigh on the other side: impacts on adjacent property, navigation safety, fish and wildlife habitat, aquatic life, residential recreation, aesthetic beauty of the lake environment, and water quality.

Without complete information on both sides of this statutory balance, the Department cannot fulfill its obligation under Idaho Code § 58-1301 and should find the application incomplete.

GROUND FOR OBJECTION (pursuant to Idaho Code § 58-1301 and IDAPA 20.03.04):

1. ADVERSE EFFECTS ON ADJACENT LITTORAL RIGHTS (IDAPA 20.03.04.015.13.e)

Per IDAPA 20.03.04.015.13.e, it is presumed that commercial navigational encroachments will have an adverse effect upon adjacent littoral rights if located closer than twenty-five (25) feet to adjacent littoral right lines. Written consent of the adjacent littoral owner will automatically rebut this presumption.

The applicant has obtained written consent from the western neighbor (Petroni), which rebuts the presumption for that side. However, no consent has been requested or obtained from me as the eastern adjacent property owner.

CONCERN: While the dock structures may maintain the minimum 25-foot setback from my littoral line, the application drawings do not provide sufficient detail to verify:

- Exact distances from all proposed structures to my littoral line
- Maximum extent of boats when moored at slips (boats themselves may extend closer than dock structures)
- Dimensions and locations of "side-tie slips" on docks 3, 4b, and 5b (which have no finger docks to limit boat position)
- Dimensions and locations of "patio areas" described as structural components
- Location of relocated fuel station relative to eastern properties
- Additionally, the application drawings do not clearly delineate the submerged land lease boundary relative to the proposed dock structures. As a commercial marina operating over state-owned submerged lands pursuant to IDAPA 20.03.17, the application should clearly show the ordinary high water mark and the extent of submerged lands affected by the expansion, so that IDL and the public can determine the full scope of state-owned land involved and verify compliance with lease terms.

More fundamentally, the expansion of this commercial operation from 206 to 240 slips represents a significant intensification of commercial activity adjacent to my residential property. This creates adverse effects on my littoral rights through increased boat traffic, visual impacts, noise, lighting, and commercial intensity - impacts detailed in Sections 2-12 of this objection.

The regulation's purpose is to protect adjacent property owners from impacts of commercial operations. The western neighbor's consent does not diminish the adverse effects on my property to the east.

REQUIRED:

The applicant should either:

- Obtain my written consent to the expansion and its impacts on my property, OR
- Demonstrate through adequate mitigation measures that adverse effects on my littoral rights are minimized to acceptable levels

Without consent or adequate mitigation, the expansion's adverse effects on adjacent littoral rights provide grounds for denial or substantial modification of the application.

Furthermore, Idaho Code § 58-1301 requires that property protection be given due consideration and weighed against the economic benefit of any proposed encroachment. The applicant's failure to obtain eastern neighbor consent, combined with the absence of any analysis demonstrating that adverse effects on my property will be mitigated, means that IDL cannot perform the statutory balancing required before approval. The economic benefit to a Florida-based corporate owner cannot, under § 58-1301, outweigh unanalyzed and unmitigated adverse effects on adjacent Idaho property owners.

2. INTERFERENCE WITH NAVIGATION AND LITTORAL RIGHTS

The expansion will add 32 additional boat slips, increasing total capacity to 240 slips. This represents a 15% increase in boat traffic directly adjacent to my property. The increased density will:

- Increase boat traffic crossing through waters adjacent to my property
- Reduce my ability to safely navigate my own littoral waters
- Increase noise from boats, particularly during peak summer months
- Create safety hazards from increased congestion
- Affect navigation patterns due to undisclosed no-wake zone extension (see Section 8)

Critically, the reconfigured marina design channels all boat traffic to enter and exit exclusively from the eastern side. Under the current configuration, boats access the marina from multiple directions, including from deeper water toward the center of the lake. Under the proposed expansion, the marina GM stated in the February 10, 2026 meeting that "all traffic will be directed to the eastern side." This means that up to 240 boats — not just the 32 new slips — will transit along the eastern shoreline when entering and leaving the marina.

This directional concentration of boat traffic creates significant impacts on eastern shore properties that are entirely absent from the application:

- **Increased wave action and wake impacts:** Even at reduced speeds within the no-wake zone, 240 boats transiting in close proximity to eastern shore docks, seawalls,

and shorelines will generate cumulative wave energy. Larger vessels (the expansion is specifically designed for boats averaging 24-26 feet) produce greater displacement wakes even at no-wake speeds.

- **Shoreline erosion:** Concentrated, repetitive wave action along the eastern shore from boat traffic that was previously dispersed across multiple approach directions will accelerate erosion of eastern shoreline properties. No erosion assessment or monitoring is provided.
- **Dock damage:** Eastern shore residents' private docks and moorage will experience increased stress from cumulative wake action as 240 boats pass in close proximity. Properties closest to the marina — such as the Browns' dock and my own — will bear the greatest impact as virtually all marina boat traffic passes these locations.
- No-wake zone compliance: While the no-wake zone theoretically limits boat speeds, compliance is not universal. Eastern shore residents can attest that some boat operators do not respect no-wake restrictions. With 15% more boats and all traffic concentrated along the eastern shore, even a modest non-compliance rate produces significantly greater wake impacts on eastern properties than under the current dispersed traffic pattern.

The application provides no analysis of cumulative navigation impacts, wake impacts, shoreline erosion potential, or impacts on adjacent property owners' ability to enjoy their littoral rights. The wave attenuation claimed by the applicant protects the marina's own facilities and the western neighbor's property — it does nothing to mitigate the increased wave and wake impacts on eastern shore properties caused by the directional concentration of all boat traffic.

REQUIRED:

- Analysis of cumulative wave and wake impacts on eastern shore properties from the concentration of all boat traffic along the eastern approach
- Shoreline erosion assessment for eastern shore properties, including baseline conditions and projected impacts from redirected boat traffic
- Assessment of wake impacts on eastern shore private docks and moorage from 240 boats transiting in close proximity
- No-wake zone compliance analysis, including enforcement mechanisms and assessment of impacts at realistic (not theoretical) compliance rates
- Comparison of wave/wake impacts on eastern shore properties under current traffic patterns versus proposed configuration

3. VISUAL OBSTRUCTION AND PROPERTY VALUE IMPACTS

The expanded dock configuration, particularly the enlarged "head dock" designed for "wave attenuation," will:

- Obstruct my previously unobstructed lake views
- Create a significant visual barrier extending further into the lake than existing structures
- Diminish the aesthetic character of what has been a predominantly residential area
- Negatively impact my property value due to loss of views and increased commercial activity

Loss of lake views is a quantifiable property value impact. Properties with unobstructed water views command premium prices; obstruction of those views results in measurable diminution of property value. The application provides no viewshed analysis, no visual simulations, and no assessment of property value impacts on adjacent properties.

A professional property valuation assessment by Kyra Beamis and Kevin Pickford of Keller Williams Realty (see Exhibit H), licensed realtors with direct knowledge of this property and the local waterfront market, projects that the proposed expansion would reduce the property's market value by approximately 10% or more due to diminished view quality, reduced marketability, and weakened overall buyer appeal.

REQUIRED:

Viewshed analysis from multiple adjacent property locations, including photosimulations showing before/after views, and assessment of property value impacts from view obstruction.

The Legislature specifically identified "aesthetic beauty" as a protected interest under Idaho Code § 58-1301 that must be given due consideration and weighed against the economic benefit of a proposed encroachment. The applicant has provided no aesthetic impact analysis whatsoever. In a residential lake setting where homeowners pay premium property taxes for waterfront views and lake access, the permanent obstruction of established view corridors by a 31,063-square-foot commercial dock facility represents a significant impact on the aesthetic beauty the statute was enacted to protect. The absence of any viewshed analysis means IDL cannot perform the statutory balancing required for this protected interest.

4. INCREASED LIGHT POLLUTION

The application proposes "energy-efficient LED dock lighting along walkways to enhance visibility, safety, and security during evening and early morning hours."

CONCERN:

No details are provided regarding:

- Light intensity or lumens
- Shielding or directional controls to prevent light trespass onto adjacent properties
- Hours of operation for lighting
- Impact assessment on neighboring residential properties

Commercial lighting operating year-round will significantly impact my enjoyment of my property during evening hours and degrade the natural nighttime environment of the lake. Light pollution from commercial operations in residential areas is a recognized nuisance that affects property values and quality of life.

REQUIRED:

Detailed lighting plan including fixture specifications, photometric analysis showing light levels at property boundaries, shielding requirements to prevent light trespass, hours of operation limitations (e.g., lights off by 10:00 PM except for safety/security), and demonstrated compliance with dark sky principles for residential areas.

The nighttime environment of Hayden Lake is an integral component of the "aesthetic beauty" and "recreation" interests that Idaho Code § 58-1301 mandates be weighed against the economic benefit of the proposed encroachment. Uncontrolled commercial lighting operating year-round on a 31,063-square-foot facility degrades both aesthetic and recreational values for the surrounding residential community. Without a detailed lighting plan, IDL has no basis on which to conduct this required statutory balancing.

5. NOISE IMPACTS

The expansion will substantially increase noise impacts through:

- Construction activities (September 2026 - April 2027, approximately 7 months)
- 32 additional boats launching, operating, and mooring
- Fuel operations relocated to head dock (closer to residential properties)

- Year-round operation of expanded facilities
- Increased foot traffic and activity associated with 240 total slips
- Undisclosed VIP commercial entertainment/concierge services (see Section 10)

No noise impact assessment or mitigation measures are provided in the application.

In a February 10, 2026 meeting, the marina General Manager stated she "didn't expect noise issues" from the 7-month construction period or expanded operations. This assumption - with no supporting analysis - is inadequate for a 15% commercial expansion in a residential neighborhood.

CONCERN:

Noise from construction equipment, boat engines, voices carrying over water, vehicle traffic, and commercial operations will significantly impact the residential neighborhood. The application provides:

- No baseline noise measurements
- No projected noise levels from expansion
- No construction hour limitations
- No mitigation measures

REQUIRED:

Noise impact assessment including baseline measurements, projected noise from operations and construction, construction hour limitations (e.g., no work before 7:00 AM or after 6:00 PM, no weekend work), and mitigation measures.

Quiet enjoyment of the lake environment is a core component of the "recreation" interest protected by Idaho Code § 58-1301. The unanalyzed noise impacts of a 15% commercial expansion — including approximately 7 months of construction, 32 additional boats, relocated fuel operations, and undisclosed commercial entertainment services — cannot be dismissed by the marina GM's unsupported assertion that she "didn't expect noise issues." The statute requires due consideration, not casual dismissal, of impacts on residential recreation before an encroachment is approved.

6. INADEQUATE PARKING AND TRAFFIC ANALYSIS (IDAPA 20.03.04.011.03.c)

The application's parking and traffic analysis contains multiple critical deficiencies that prevent adequate assessment of transportation impacts on the surrounding residential neighborhood.

Commercial marinas must provide adequate parking pursuant to IDAPA 20.03.04.011.03.c. For a 240-slip marina, this requires a minimum of 120 parking spaces (one space per two watercraft slips). The application proposes to meet this requirement through a combination of 98 existing on-site spaces and 24 off-site spaces, purportedly totaling 122 spaces.

However, this parking plan is fundamentally flawed in multiple respects:

a) Off-Site Parking Dependency on Non-Binding Shuttle Service

The plan relies on 24 off-site parking spaces at 1375 E Honeysuckle Avenue, requiring a shuttle service to transport marina customers from the off-site location to the marina.

CRITICAL DEFICIENCIES:

Legal enforceability: The application includes email correspondence from Kootenai County and City of Hayden staff discussing whether off-site parking with shuttle service is "permissible." However, there is NO binding legal agreement, recorded easement, or covenant ensuring these 24 spaces will remain available for marina use in perpetuity.

The email correspondence merely confirms that local jurisdictions will "allow" this arrangement - it does not create any enforceable obligation. The property owner of the Honeysuckle Avenue parcel could:

- Sell the property to a new owner not bound by any agreement
- Redevelop the property for other uses
- Discontinue the parking arrangement at any time
- Increase fees to prohibitive levels

Shuttle service not guaranteed: The shuttle service is not a permit condition and is not enforceable by the Idaho Department of Lands. In a February 10, 2026 meeting, the marina General Manager stated the shuttle would run "up to 8 times a day during peak periods" and mentioned running it only "up to 3 times" during peak periods last summer. However, no binding commitment was made regarding shuttle frequency, reliability, or continuation.

The marina could discontinue the shuttle at any time due to:

- Operating costs
- Staffing shortages
- Equipment breakdowns
- Winter weather conditions

- Business decisions

Without the shuttle service, the 24 off-site spaces become effectively unusable, reducing actual parking to 98 spaces - a deficit of 22 spaces below the minimum requirement.

Peak capacity concerns: Even if the off-site parking functions as proposed, 122 spaces provides only a 2-space buffer above the 120-space minimum. During peak summer weekends when all or most slips are occupied, any additional demand (restaurant customers, visitors, employees, VIP concierge service providers) will exceed capacity, resulting in:

- Overflow parking on E Tobler Road and adjacent residential streets
- Conflicts with residential access
- Emergency vehicle access obstruction

No employee or restaurant parking allocation: The parking plan makes no distinction between:

- Boat slip customer parking
- Marina employee parking (fuel dock, dock hands, management, maintenance)
- Restaurant employee parking (kitchen staff, servers, hosts, management)
- Restaurant customer parking (non-boaters dining at the facility)
- Service and delivery vehicle parking

All of these uses compete for the same 122 spaces, further reducing availability for boat slip customers and increasing the likelihood of overflow onto residential streets.

REQUIRED:

- Recorded easement or covenant ensuring perpetual availability of off-site parking spaces
- Binding agreement making shuttle service a condition of the encroachment permit with minimum service frequency requirements
- Increased parking capacity to provide adequate buffer for peak demand
- Separate parking allocation and analysis for employees, restaurant customers, service providers, and marina customers.

(b) Zoning incompatibility:

Beyond the enforceability concerns, the off-site parking arrangement faces a fundamental zoning problem. According to the City of Hayden Zoning Verification Letter dated October 15, 2025 (included in the application materials), the property at 1375 E Honeysuckle Avenue is zoned "Single Family Residential (R1)."

The zoning verification letter explicitly states: "Any redevelopment of the site must be consistent with uses allowed by right or Conditional Use Permit in the Single Family Residential (R1) zone and would be subject to current standards applicable to site development."

Using residential-zoned property for commercial marina parking creates several issues:

- Commercial parking may not be a permitted use in Single Family Residential (R1) zoning without additional approvals
- The zoning verification letter does not confirm that commercial marina parking serving 240 boat slips is an allowed use in R1 zoning
- If a Conditional Use Permit is required, no such permit is identified in the application materials
- The 1990 Special Use Permit referenced in the letter appears to relate to "boat storage, dock building, and maintenance facility" - not commercial marina customer parking serving 240 slips at a different location
- Any future redevelopment of this residential property could eliminate the parking availability
- The R1 residential zoning designation reflects the property's intended use and neighborhood character - commercial parking for a 240-slip marina is fundamentally incompatible with residential zoning

This zoning incompatibility was not disclosed or addressed in the application. It further undermines the reliability of the off-site parking plan. Not only is the shuttle arrangement non-binding, but the parking use itself may not even be legally permissible under current zoning regulations.

REQUIRED:

- Written clarification from City of Hayden Planning Department confirming whether commercial marina customer parking serving 240 boat slips is a permitted use in Single Family Residential (R1) zoning
- If Conditional Use Permit is required: evidence that such permit has been obtained or formal application filed
- If applicant claims existing 1990 Special Use Permit authorizes current proposed use: evidence demonstrating this authorization (the zoning letter suggests the 1990 permit was for different uses: "boat storage, dock building, and maintenance" not customer parking)
- Binding agreement ensuring parking availability that is enforceable even if property is redeveloped consistent with underlying R1 residential zoning

c) Outdated or Non-Existential Traffic Impact Study

The application fails to provide a current traffic impact study analyzing the transportation impacts of this expansion.

It has been noted by long-time area residents that the applicant may be relying on traffic studies conducted years or decades ago when there was "far less houses and far less traffic" in the area. Any such outdated studies do not reflect current baseline conditions and cannot provide adequate analysis of impacts.

In a February 10, 2026 meeting, the marina General Manager stated they "do not expect any variation to traffic" despite adding 32 boat slips (15% increase). This assumption - with no supporting current traffic analysis - confirms that no adequate traffic impact study has been conducted for this expansion.

Current conditions that must be assessed include:

Baseline traffic: Significant residential development has occurred in the Hayden Lake area in recent years, substantially increasing traffic volumes on:

- E Hayden Lake Road (major collector serving the area)
- E Tobler Road (residential access street)
- Other residential streets in the vicinity

These baseline conditions have changed dramatically and must be documented through current traffic counts before impacts can be properly assessed.

Expansion-generated traffic: Adding 32 boat slips (a 15% increase) will generate substantial additional vehicle traffic accessing the marina from E Hayden Lake Road:

- Minimum 64 additional vehicle trips per day during peak summer season (32 boats × 2 trips each for launch/retrieval on any given day)
- Realistically much higher: many boat owners visit their boats multiple times per week without launching (cleaning, maintenance, loading supplies)
- Large boats can accommodate more passengers
- Additional trips for fueling operations (now relocated to head dock with two fuel pumps instead of one)
- Additional trips for restaurant dining by slip holders and guests
- Guest/visitor trips (families, friends joining boat owners)
- Service vehicle trips (mobile mechanics, detailers, pump-out services)

- VIP concierge service provider trips (providing "ice, drinks, and supplies" per marina GM in February 10, 2026 meeting)
-

All of this traffic will access the marina via E Hayden Lake Road, creating increased turning movements and potential queuing at the marina entrance.

The marina's assumption of "no variation to traffic" despite 15% more boats is unsupported by analysis and unrealistic.

Peak hour impacts and intersection conflicts: Summer weekend mornings and evenings represent peak traffic periods when many boaters are arriving or departing simultaneously. The site map shows that the marina entrance on E Hayden Lake Road is immediately adjacent to where E Tobler Road merges with E Hayden Lake Road (this objector's property at 3677 E Tobler Road is located on E Tobler Road near this merge point).

The application provides no analysis of:

- Peak hour traffic generation from the expanded 240-slip marina
- Turn movement conflicts at the marina entrance/E Tobler Road merge area
- Level of service at this merge area (currently unsignalized)
- Queue lengths at marina entrance during peak periods - will queuing vehicles block the E Tobler Road merge area?
- Sight line impacts - will marina traffic obstruct sight lines for E Tobler Road residents attempting to merge onto E Hayden Lake Road?
- Gap availability - will increased marina traffic reduce available gaps in E Hayden Lake Road traffic, making it difficult or dangerous for residents to exit E Tobler Road?
- Potential need for turn lanes, traffic signals, or other improvements to safely accommodate increased traffic

The configuration shown on the site map - with the marina entrance directly adjacent to a residential street merge area - creates inherent conflicts that will be significantly worsened by 15% more marina traffic. No analysis of these conflicts is provided.

Construction traffic: The 7-month construction period (September 2026 - April 2027) will generate significant heavy truck traffic:

- Removal of existing docks (unknown number of truckloads - see Section 9)
- Delivery of materials for new dock construction
- Delivery of 43 steel pilings
- Fuel system equipment and piping

- Electrical and lighting equipment
- Worker vehicles (could be dozens of workers during peak construction)
- Equipment deliveries (barges, work boats, cranes, excavators)

The route for this heavy truck traffic through residential areas is not identified. The hours of operation for construction traffic are not limited. All of this construction traffic will pass through the same marina entrance/E Tobler Road merge area, creating significant impacts during the 7-month build period.

Emergency vehicle access: No analysis is provided of impacts on emergency vehicle access during:

- Peak summer traffic periods
- Construction activities
- Special events at the marina or restaurant

Residential access impacts: While E Tobler Road is not used for through-traffic to the marina, its merge point with E Hayden Lake Road is immediately adjacent to the marina entrance. This creates significant potential impacts on E Tobler Road residents' ability to safely access E Hayden Lake Road:

- E Tobler Road residents traveling west toward Coeur d'Alene (most services, shopping, medical facilities) must merge onto westbound E Hayden Lake Road
- This merge requires clear sight lines and adequate gaps in E Hayden Lake Road traffic
- Increased marina traffic entering/exiting immediately adjacent to this merge area will:
 - Reduce available gaps in traffic
 - Potentially queue at or near the merge area, blocking sight lines
 - Create conflicting turning movements
 - Make the merge more difficult and dangerous
- During peak marina periods, residents could be effectively trapped on E Tobler Road unable to safely merge onto E Hayden Lake Road
- Construction traffic will worsen these problems during the 7-month build period
- Emergency vehicle access to E Tobler Road properties could be impeded

The application provides no analysis of these residential access and safety impacts.

REQUIRED:

Current traffic impact study prepared by qualified traffic engineer, including:

- Current baseline traffic counts on E Hayden Lake Road at the marina entrance and E Tobler Road merge area
- Peak season and peak hour traffic counts
- Traffic generation analysis for 240-slip marina (not just the 32 new slips)
- Turn movement analysis at the marina entrance/E Tobler Road merge area, including:
 - Left turns into marina from E Hayden Lake Road (eastbound)
 - Right turns into marina from E Hayden Lake Road (westbound)
 - Left turns out of marina onto E Hayden Lake Road (westbound)
 - Right turns out of marina onto E Hayden Lake Road (eastbound)
 - Merges from E Tobler Road onto E Hayden Lake Road (westbound)
 - Conflicts between these movements
- Level of service analysis at the marina entrance/E Tobler Road merge area
- Queue analysis showing whether marina traffic will block or impede the E Tobler Road merge area
- Sight line analysis showing impacts on E Tobler Road residents' ability to safely merge onto E Hayden Lake Road
- Gap analysis showing adequate gaps will remain for E Tobler Road merges
- Construction traffic assessment (routes, volumes, timing, merge area impacts)
- Emergency vehicle access analysis for E Tobler Road properties
- Identification of necessary mitigation measures (turn lanes, signals, traffic control, queue management, sight line improvements, etc.)
- Cumulative impact analysis considering other development in the area

d) Boat Launch Operations, Circulation, and Intersection Safety Not Addressed

The application does not explain how boat launching operations will function for 240 boat slips without creating intolerable congestion and dangerous conflicts at the marina entrance where E Tobler Road merges with E Hayden Lake Road.

Site configuration creates inherent safety hazards: According to the site map provided by the applicant, the marina (labeled "Hayden Lake Marina" on the map) is located at the point where E Tobler Road merges with E Hayden Lake Road. This configuration creates a critical bottleneck where multiple conflicting traffic movements converge:

- Marina customers entering the facility from E Hayden Lake Road (both eastbound and westbound directions)
- Marina customers exiting the facility onto E Hayden Lake Road (toward both Coeur d'Alene to the west and other destinations to the east)

- Residents from E Tobler Road (including this objector at 3677 E Tobler Road) attempting to merge onto E Hayden Lake Road
- Through traffic on E Hayden Lake Road (a major route serving the entire Hayden Lake area)
- Restaurant traffic ("The Boathouse" shown on the map)
- Fuel sales traffic ("The Gas Shack" shown on the map)
- VIP concierge service providers (disclosed in February 10, 2026 meeting - see Section 10)
- Construction vehicles during the 7-month build period

This configuration - with the marina entrance located precisely at the E Tobler Road/E Hayden Lake Road merge point - means that marina traffic and residential traffic from E Tobler Road are competing for the same road space and the same gaps in E Hayden Lake Road traffic.

A 15% increase in marina traffic (32 additional boat slips) will significantly worsen an already problematic situation.

In a February 10, 2026 meeting, the marina General Manager stated that "all traffic will be directed to the eastern side" but provided no traffic management plan, no explanation of how this would be implemented, and no analysis of how concentrating traffic "to the eastern side" affects the E Tobler Road merge area and eastern neighbors.

During peak summer weekends, large numbers of boat owners may need to launch or retrieve boats simultaneously, particularly:

- Before/after forecasted weather events
- Holiday weekends (Memorial Day, 4th of July, Labor Day)
- Friday evenings (weekend arrivals)
- Sunday evenings (weekend departures)
- Beginning/end of boating season

Launch queue management: The application provides no analysis of:

- Expected queue length for boats waiting to use launch ramps during peak periods
- Where vehicles with trailers will stage while waiting to launch - in the parking lot? backing up onto E Hayden Lake Road? blocking the E Tobler Road merge area?
- Whether vehicles waiting to enter the marina will queue on E Hayden Lake Road or in the E Tobler Road merge area, blocking residential access
- Traffic control measures during peak launch periods (staff directing traffic? temporary signals? signage? barriers?)

- Estimated wait times during peak periods - will E Tobler Road residents be unable to access E Hayden Lake Road for extended periods?
- Whether queuing vehicles will block sight lines for residents merging from E Tobler Road onto E Hayden Lake Road

The existing boat ramps may have been adequate for 206 slips, but adding 32 more boats (15% increase) could push the system beyond capacity during peak periods, creating dangerous congestion at the marina entrance/E Tobler Road merge area.

Specific impact on E Tobler Road residents: The site map shows that this objector's property (3677 E Tobler Road, indicated by the house icon on the map) is located on E Tobler Road near the merge point with E Hayden Lake Road where the marina is located.

To access services, shopping, medical facilities, and other destinations in Coeur d'Alene (west direction on E Hayden Lake Road), residents of E Tobler Road must:

- Travel along E Tobler Road to the merge point with E Hayden Lake Road
- Navigate through or around marina entrance traffic
- Merge onto westbound E Hayden Lake Road
- This merge requires:
 - Clear sight lines in both directions on E Hayden Lake Road
 - Adequate gaps in E Hayden Lake Road traffic
 - No obstructions at or near the merge area
 - Ability to accelerate to match E Hayden Lake Road traffic speed

The proposed 15% increase in marina traffic, combined with construction traffic during the 7-month build period, creates serious documented safety concerns based on the site configuration shown in the applicant's own map:

Marina traffic impacts on residential access:

- Marina vehicles entering the facility from E Hayden Lake Road must slow and turn, creating potential conflicts with E Tobler Road residents attempting to merge onto E Hayden Lake Road in the same location
- Marina vehicles exiting the facility onto E Hayden Lake Road are competing for the same gaps in traffic that E Tobler Road residents need
- Vehicles with boat trailers are longer, slower-moving, and require larger gaps in traffic - a 15% increase in such vehicles will significantly reduce available gaps for E Tobler Road residents

- Queuing at the marina entrance (either waiting to enter or waiting to exit onto E Hayden Lake Road) could physically block the E Tobler Road merge area, trapping residents or forcing dangerous merges around the queuing vehicles
- Marina traffic may obstruct sight lines for E Tobler Road residents attempting to assess gaps in E Hayden Lake Road traffic
- During peak marina periods (summer weekend mornings/evenings), the continuous flow of marina traffic could make it extremely difficult or impossible for E Tobler Road residents to safely merge onto E Hayden Lake Road

Construction period impacts will be worse:

- Heavy trucks entering and exiting the marina to remove old docks (number of truck trips not specified - see Section 9)
- Heavy trucks entering and exiting to deliver new dock materials, 43 steel pilings, electrical and lighting equipment, fuel system components
- Construction worker vehicles arriving and departing (potentially dozens during peak construction)
- Possible staging of equipment at or near the marina entrance/E Tobler Road merge area
- Significantly reduced sight lines from large trucks and construction activities
- Possible lane closures or traffic control on E Hayden Lake Road affecting the merge area
- No construction traffic management plan addressing impacts on E Tobler Road residential access

The application provides NO analysis of these intersection conflicts and NO proposed mitigation measures such as:

- Turn lane improvements at the marina entrance/E Tobler Road merge area
- Traffic control personnel stationed at this location during peak periods and construction activities
- Queue management systems to ensure the E Tobler Road merge area remains clear at all times
- Sight line analysis and improvements (vegetation clearing, geometry modifications)
- Temporary or permanent traffic signals if warranted by traffic volumes
- Right-of-way modifications to separate marina access from residential access
- Restrictions on marina access during peak residential travel times
- Emergency vehicle access protections

Safety hazard documentation for this objector: As the owner of 3677 E Tobler Road (shown on the applicant's site map by the house icon), I face daily safety risks that will be significantly worsened by the proposed expansion:

Current situation: Even with the existing 206-slip marina, accessing E Hayden Lake Road from E Tobler Road during peak summer periods requires careful timing and patience to find adequate gaps in traffic while also watching for marina traffic entering and exiting.

With 15% more marina traffic: The increased frequency of marina vehicles entering/exiting at this exact location will:

- Reduce the already-limited number of adequate gaps in E Hayden Lake Road traffic
- Increase the frequency of conflicting movements at the merge point
- Create more frequent queuing that may block the merge area entirely
- Obstruct sight lines more often with larger/longer vehicles (boats and trailers)
- Increase the likelihood of being trapped on E Tobler Road during peak periods, unable to safely merge
- Force dangerous decisions: wait indefinitely, or accept inadequate gaps and risk collision
- Delay or prevent emergency vehicle access to E Tobler Road properties
- Create daily stress and risk for routine trips to Coeur d'Alene for work, shopping, medical care, etc.

This is not hypothetical or speculative - it is a direct, daily, predictable safety impact on my ability to access and egress my property, based on the site configuration shown in the applicant's own map. The marina is located precisely at the point where I must merge onto E Hayden Lake Road. Every additional marina vehicle increases conflict frequency and reduces my access safety.

During the 7-month construction period, heavy truck traffic will make this situation intolerable and potentially create emergency access issues.

Trailer storage and circulation: A critical operational question is entirely unaddressed: Where will boat trailers be stored when boats are in slips?

Options include:

- Trailer parking on-site (no such area is identified in parking plan - see Section 6d)
- Trailer storage off-site (requires additional land, transport logistics, more vehicle trips through the congested merge area)

- Owners take trailers home (requires adequate circulation space for vehicles with trailers to maneuver and exit through the already-congested merge area onto E Hayden Lake Road)

The submitted parking plan shows a parking lot with narrow aisles, no turnaround areas, and parking spaces configured for standard vehicles, not trucks with trailers.

It is unclear how a vehicle towing a boat trailer can:

- Enter the marina from E Hayden Lake Road without blocking the E Tobler Road merge area
- Navigate to a slip location for launching
- Park (or remove trailer) while using the boat
- Retrieve the trailer and exit back through the congested merge area
- Safely merge onto E Hayden Lake Road with a boat trailer while competing with other marina traffic and E Tobler Road residential traffic

This operational feasibility question is fundamental to determining whether the expansion can function without creating dangerous conditions for both marina customers and E Tobler Road residents.

Multiple traffic generators at one bottleneck location: The site map shows that the marina is not the only traffic generator at this critical location. Also shown on the map:

- "The Boathouse" restaurant
- "The Gas Shack" (fuel sales)
- The marina's 240 boat slips (if expansion approved)
- Residential access from E Tobler Road
- In addition to vehicle traffic, E Hayden Lake Road experiences significant recreational use by cyclists during warm weather months, and is periodically used for organized marathon and running events. Increased marina traffic — particularly vehicles towing boat trailers, which have limited rear visibility and require wider turning radii — creates additional safety conflicts with these vulnerable road users. The application provides no analysis of impacts on non-motorized recreational traffic along E Hayden Lake Road.

All of these uses converge at the single merge point where E Tobler Road meets E Hayden Lake Road. The cumulative traffic from all these uses is not analyzed in the application.

REQUIRED:

Comprehensive operational and traffic management plan addressing:

- Boat launch queue management during peak periods with specific measures to ensure queuing does not block or impede the E Tobler Road merge area at any time
- Estimated wait times and maximum queue lengths, with analysis of whether queues will extend onto E Hayden Lake Road or into the E Tobler Road merge area
- Trailer storage locations and logistics
- Detailed circulation plan showing how vehicles with boat trailers maneuver in the parking lot and exit through the merge area onto E Hayden Lake Road without creating conflicts with E Tobler Road residential traffic
- Traffic control measures during peak launch periods, specifically including:
 - Traffic control personnel stationed at E Tobler Road/E Hayden Lake Road merge area during peak periods
 - Queue management systems preventing any blockage of E Tobler Road merge area
 - Priority access protocols ensuring E Tobler Road residents can merge onto E Hayden Lake Road within reasonable time periods (e.g., maximum 2-minute wait)
- Intersection/merge area geometric and operational analysis including:
 - Turn movement conflict analysis at marina entrance/E Tobler Road merge area
 - Sight line analysis from E Tobler Road for vehicles merging onto E Hayden Lake Road, including identification of sight line obstructions created by marina traffic
 - Gap availability analysis quantifying adequate gaps in E Hayden Lake Road traffic before and after expansion
 - Level of service analysis at the merge area
 - Accident history at this location (if any)
- Safety mitigation measures such as:
 - Dedicated turn lanes for marina access (separating marina traffic from E Tobler Road merge movements)
 - Geometric improvements to improve sight lines and merge conditions
 - Traffic signal installation if warranted by traffic volumes and safety analysis
 - Signage warning E Hayden Lake Road traffic of merge area and heavy marina traffic
 - "Keep Clear" pavement markings to prevent blocking of E Tobler Road merge area
 - Vegetation clearing or other sight line improvements
- Emergency vehicle access plan ensuring E Tobler Road properties remain accessible at all times, including during peak marina periods and construction activities
- Construction traffic management plan including:
 - Hours of heavy truck access (with restrictions during peak residential travel times: weekday mornings 7-9am, weekday evenings 4-6pm, weekend mornings 9-11am)

- Traffic control personnel stationed at E Tobler Road/E Hayden Lake Road merge area during all heavy truck movements
- Advance notification to E Tobler Road residents of heavy truck schedules (minimum 48 hours notice)
- Procedures ensuring E Tobler Road merge area remains clear and accessible during all construction activities
- Prohibition on staging construction equipment or materials at or near the merge area
- Emergency contact information and complaint resolution process
- Enforcement mechanisms if construction contractor blocks residential access
- Permanent operational requirements such as:
 - Prohibition on marina vehicles queuing in a manner that blocks E Tobler Road merge area
 - Required traffic control during peak periods (Memorial Day through Labor Day weekends, minimum)
 - Annual monitoring and reporting of traffic conditions at merge area
 - Adaptive management plan if problems arise

Without this comprehensive analysis and management plan, the Department cannot determine whether the expansion can operate safely without creating unacceptable hazards for adjacent residential property access. The site configuration shown in the applicant's own map - with the marina located precisely at the E Tobler Road/E Hayden Lake Road merge point - creates an inherently problematic situation that will be significantly worsened by a 15% increase in marina traffic.

Approval of this expansion without adequate analysis and mitigation of these intersection safety impacts would place E Tobler Road residents at daily risk and could result in serious accidents.

e) Parking Lot Design Deficiencies and Safety Hazards

Review of the submitted parking plan (Layout 1) reveals serious design deficiencies that create safety hazards and demonstrate the plan was not prepared using professional traffic engineering standards.

Inadequate circulation: The parking lot layout shows:

- Insufficient turnaround space requiring vehicles to back into and out of parking spaces
- No clear traffic flow pattern - unclear how vehicles enter and exit
- Dead-end parking aisles with no turnaround

- Narrow aisles inadequate for two-way traffic

Backing onto streets: Due to poor circulation design, vehicles are forced to back onto streets - a serious safety hazard. This is particularly dangerous during:

- Peak summer traffic when visibility is obscured by other vehicles
- Evening hours with reduced visibility
- Winter conditions with ice and snow
- Situations involving children or pedestrians

Professional traffic engineering standards prohibit parking lot designs that require vehicles to back onto public streets.

Inadequate for boats and trailers: The parking lot is clearly designed only for standard passenger vehicles, with no consideration for the unique needs of a 240-slip marina:

- No wide aisles for vehicles towing boat trailers
- No designated trailer parking or storage area
- No maneuvering area for trucks with trailers to make turns
- No loading/unloading zones where boaters can safely load gear, coolers, life jackets, etc.

Missing standard elements: The parking plan fails to show:

- Striping plan (how spaces are marked)
- Signage plan (directional signs, stop signs, parking restrictions)
- Designated accessible parking spaces (Americans with Disabilities Act compliance)
- Designated employee parking areas (separate from customer parking)
- Designated restaurant customer parking (separate from marina customer parking)
- Fire lanes and emergency vehicle access routes
- Pedestrian walkways separate from vehicle traffic areas
- Lighting plan for parking areas

These omissions suggest the parking plan is a conceptual sketch, not a professional engineering design suitable for permitting.

REQUIRED:

Revised parking plan prepared by licensed traffic engineer showing:

- Adequate aisle widths per Institute of Transportation Engineers (ITE) or similar professional standards
- Proper circulation and turnaround areas eliminating any need for backing onto streets

- One-way or two-way traffic flow clearly indicated
- Separate areas for trailer parking and maneuvering with appropriate dimensions
- Designated loading/unloading zones for marina customers
- Separate allocation showing employee parking, restaurant parking, and marina customer parking
- Full striping and signage plan
- Americans with Disabilities Act (ADA) compliant accessible parking spaces in proper locations
- Fire lanes and emergency vehicle access routes
- Pedestrian circulation plan
- Lighting plan for parking areas

f) Parking Lot Property Encroachment Issues

It has been reported by adjacent property owners that the existing marina parking lot encroaches onto neighboring property without authorization, recorded easement, or compensation.

Specifically, adjacent property owners have stated: "their parking lot already encroaches on our property and their plans show more encroachment without our consent."

The submitted parking plan (Layout 1 showing parking on the Honeysuckle Avenue property) appears to show continuation or expansion of parking use on areas where property rights are questionable or disputed.

This raises fundamental concerns:

Legal authority: The Department should not approve a parking plan that relies on use of property not clearly owned by or properly under easement to the applicant.

Doing so would:

- Potentially facilitate trespass or unauthorized use of others' property
- Create conflicts between the permittee and adjacent property owners
- Result in an unenforceable permit if the applicant lacks legal right to key components of the approved plan

Pattern of inadequate attention to property rights: This issue, combined with the unclear boat ramp usage rights (Section 6g below), suggests a pattern of inadequate attention to property boundaries and legal rights. This same concern applies to the setback issues raised in Section 1 of this objection.

If the applicant cannot clearly demonstrate property rights for parking areas, how can the Department have confidence that littoral setbacks are properly maintained?

Neighbor relations: Encroaching on adjacent properties without consent creates ongoing conflicts and ill will with neighbors. This is particularly inappropriate for a commercial operation in a predominantly residential area that should be seeking to be a good neighbor.

In the February 10, 2026 meeting, the marina General Manager stated that only Petroni and "the Browns" were consulted during 2.5 years of planning. Tom and Terry Brown stated that they were NOT consulted. NO consultation occurred with Cooper's Bay Condos residents despite parking lot allegedly encroaching on their property. This demonstrates disregard for neighbor property rights.

REQUIRED:

- Current professional survey showing exact parking lot boundaries relative to all adjacent property lines
- Title report or other documentation showing fee simple ownership or recorded easement for all areas designated for parking
- If any parking is on property not owned by applicant: recorded easement or lease agreement, plus written consent from property owner
- Correction of any existing encroachments before expansion is approved
- For the off-site parking at Honeysuckle Avenue: recorded easement ensuring perpetual availability AND resolution of R1 zoning incompatibility

If the applicant cannot demonstrate clear legal right to all parking areas shown in the plan, the parking plan is fundamentally inadequate and the application should be denied for failure to meet parking requirements under IDAPA 20.03.04.011.03.c.

CONCLUSION ON PARKING AND TRAFFIC ISSUES:

The parking and traffic analysis in this application is fundamentally and pervasively inadequate. The deficiencies are not minor technical matters but critical gaps that prevent the Department from making an informed decision about whether this expansion can be accommodated without unacceptable impacts on the surrounding residential neighborhood.

Specifically, the application fails to demonstrate:

- That required parking will actually be available and usable (off-site dependency issue and R1 zoning incompatibility)

- That current traffic conditions have been assessed (outdated or missing traffic study; marina assumes "no variation to traffic" with no supporting analysis)
- That the expansion's traffic generation has been quantified (no current analysis)
- That boat launching operations are feasible without creating chaos and safety hazards at the marina entrance/E Tobler Road merge area (no operational plan despite claim about "directing traffic")
- That the parking lot is safely designed (circulation and backing hazards)
- That parking areas are legally available (encroachment issues and zoning incompatibility)

Any ONE of these deficiencies would be grounds for finding the application incomplete. The cumulative effect of ALL of these deficiencies makes it impossible for the Department to conclude that the commercial marina parking standards in IDAPA 20.03.04.011.03.c are satisfied.

The application should be found incomplete and the applicant required to provide:

1. Recorded easement or covenant ensuring perpetual availability of off-site parking, plus binding agreement making shuttle service a permit condition with minimum service frequency, PLUS resolution of R1 residential zoning incompatibility (clarification from City of Hayden or required Conditional Use Permit)
2. Current traffic impact study prepared by qualified traffic engineer, including baseline counts, peak season/hour analysis, traffic generation calculations, intersection/merge area analysis, level of service analysis, queue analysis, sight line analysis, gap availability analysis, construction traffic assessment, emergency vehicle access analysis, and identification of necessary mitigation measures
3. Comprehensive operational plan for boat launching, queue management, trailer storage, circulation, intersection safety measures, traffic control during peak periods, and construction traffic management protecting residential access
4. Professionally designed parking plan meeting traffic engineering standards, with adequate circulation, no backing onto streets, and provisions for boats/trailers
5. Survey and legal documentation (title report, recorded easements) demonstrating clear legal right to use all parking areas

These are not minor refinements but fundamental requirements that must be satisfied before any permit decision can be made. Without this information, approval would be arbitrary, capricious, and unsupported by substantial evidence in the record.

7. ENVIRONMENTAL AND WATER QUALITY CONCERNS

While the application mentions BMPs, several concerns remain inadequately addressed:

Cumulative water quality impacts: The expansion will:

- Install 43 NEW steel pilings in the lakebed
- Remove 40+ EXISTING pilings (see Section 9)
- Add 32 more boats (15% increase) generating additional:
 - Fuel and oil residues
 - Sewage and gray water
 - Bottom paint leachate
 - Engine emissions settling on water
 - Debris and litter

The application provides no analysis of cumulative water quality impacts from 15% more boats. Is the single pump-out facility adequate for 240 boats? What is the compliance rate with pump-out usage? What happens to waste from boats that don't use the pump-out facility?

Sediment disturbance: Installing 43 new pilings AND removing 40+ existing pilings will create significant sediment disturbance and turbidity. The application mentions turbidity curtains but provides no:

- Sediment disturbance modeling
- Turbidity monitoring plan
- Action thresholds if turbidity exceeds limits
- Duration of disturbance (cumulative over 7-month period)

Benthic habitat impacts: Driving 43 pilings into the lakebed destroys benthic habitat at each piling location. Extracting 40+ existing pilings also disturbs habitat and may release accumulated sediments. No benthic habitat assessment or mitigation is provided.

Timing restrictions: The application proposes work from September 2026 through April 2027, spanning multiple seasons. Are there timing restrictions to protect fish spawning? What species spawn in this area and when? The application does not address this. This concern is not hypothetical. Hayden Lake supports an actively managed Kokanee salmon fishery, with the Idaho Department of Fish and Game stocking over 756,000 Kokanee in the lake since 2018. Kokanee are a landlocked variety of sockeye salmon that spawn in the shallow shorelines of the lake from August through November. They create spawning beds and deposit eggs in the shallow shoreline areas — including the eastern shoreline near the marina and around Honeysuckle Beach. A community member with over a decade of fishing

experience on Hayden Lake has observed Kokanee spawning in great numbers around the eastern shore docks, around the marina boat ramps, and in the shallow waters near Honeysuckle Beach (see Exhibit F). The applicant's proposed construction start date of September 2026, using excavators and flat-bed trailers on the boat ramps, falls directly within the Kokanee spawning season. Physical activity in and around the shallow waters of the marina during this critical period could disrupt the spawning cycle of a fishery that Idaho Fish and Game has invested significant public resources to sustain. The application makes no mention of Kokanee salmon, identifies no spawning timing restrictions, and provides no analysis of construction impacts on this fishery.

Fuel system impacts: Relocating the fuel station to the head dock and decommissioning the existing fuel system creates risks of:

- Spills during construction and relocation
- Residual fuel in old system during removal
- Incomplete purging of old fuel lines
- Increased fueling activity (two pumps vs. one)

The application provides minimal detail on fuel system decommissioning and installation - see Section 9 for detailed concerns.

REQUIRED:

Comprehensive environmental impact assessment addressing:

- Cumulative water quality impacts from 240 boats (not just 32 new)
- Pump-out facility adequacy and compliance monitoring
- Sediment disturbance modeling for all piling work (installation AND removal)
- Turbidity monitoring plan with action thresholds
- Benthic habitat impact assessment and mitigation
- Timing restrictions for fish spawning and other sensitive periods
- Fuel system decommissioning and installation plans with spill prevention
- Specific analysis of construction impacts on Kokanee salmon spawning (August-November), including consultation with Idaho Department of Fish and Game regarding the managed Kokanee fishery in Hayden Lake

Idaho Code § 58-1301 explicitly identifies "fish and wildlife habitat," "aquatic life," and "water quality" as protected interests requiring due consideration. These are not optional considerations - the Legislature mandated that they be weighed against the economic justification for any encroachment. The application's vague references to BMPs and turbidity curtains, without supporting analysis, modeling, or monitoring plans, do not constitute the "due consideration" the statute requires. The Department cannot make a

finding that these statutory interests have been adequately weighed when the applicant has provided no quantitative environmental analysis.

8. COMPLIANCE WITH LENGTH AND NAVIGABILITY STANDARDS (IDAPA 20.03.04.015.13.d)

The application states the docks "may extend to a length that will provide access to a water depth that will afford sufficient draft for watercraft customarily in use," but notes that "no structure may extend beyond the normal accepted line of navigability."

CONCERN:

The application does not clearly demonstrate:

- What the accepted line of navigability is in this location
- Whether the expanded docks comply with this line
- How the expansion compares to other docks in the immediate vicinity

In a February 10, 2026 meeting, the marina General Manager disclosed that the expanded docks would extend "almost to the buoy" and that "the no-wake zone would need to be extended beyond that."

This raises additional concerns:

- How far beyond the buoy will no-wake zone extend?
- What is the process for extending no-wake zones?
- Who has authority to approve no-wake zone extensions?
- How will extended no-wake zone affect other lake users' navigation and recreation?

The no-wake zone extension is a significant project element affecting ALL lake users, not just marina customers. It is not disclosed or analyzed in the application materials.

REQUIRED:

- Clear definition of the accepted line of navigability at this location
- Demonstration that proposed structures do not exceed this line
- Comparison to adjacent encroachment lengths
- Disclosure of planned no-wake zone extension including extent, approval process, and analysis of impacts on other lake users' navigation rights

Idaho Code § 58-1301 identifies "navigation" as a protected interest requiring due consideration. The undisclosed no-wake zone extension would restrict navigation for all Hayden Lake users - not just marina customers - yet this significant impact is entirely

absent from the application. IDL cannot weigh navigation impacts against the applicant's economic benefit when the applicant has concealed the full scope of navigational restrictions its expansion will impose.

9. INADEQUATE REMOVAL AND DEMOLITION PLAN (IDAPA 20.03.04.020.07)

The application provides minimal information about the removal of existing dock structures, stating only that they will be removed "via box trucks with excavators on our concrete ramps" and "taken off-site via enclosed box trucks for recycling."

In a February 10, 2026 meeting, I asked the marina General Manager to walk me through the construction process. She stated existing docks would be removed by "covered trucks" but provided no frequency, no timeline breakdown, and no detail about piling removal, fuel system decommissioning, or environmental protections. When I asked about challenges with the project, she provided no substantive discussion of removal phase complexities.

This cursory description is inadequate to assess the full environmental and community impacts of the project. Per IDAPA 20.03.04.020.07, applications must include detailed descriptions of all activities. The removal phase IS an activity and must be properly described and analyzed.

SPECIFIC DEFICIENCIES:

a) Piling Extraction Methodology

The application does not explain how existing pilings will be removed from the lakebed. Based on the drawings, there are 40+ existing pilings that must be extracted. Piling extraction creates significant sediment disturbance, turbidity, and benthic habitat disruption. No analysis of these impacts is provided.

REQUIRED:

Detailed piling removal methodology, sediment disturbance modeling, turbidity mitigation measures, and benthic habitat impact assessment.

b) Fuel System Decommissioning

No plan is provided for decommissioning the existing fuel system. This includes:

- Purging fuel lines of residual gasoline
- Removing underground/underwater fuel infrastructure
- Preventing spills during dismantling
- Compliance with Idaho DEQ fuel system closure requirements

The existing fuel station has been in operation for decades. Proper decommissioning requires specialized procedures and Idaho DEQ oversight. None of this is addressed in the application.

REQUIRED:

Fuel system closure plan approved by Idaho DEQ, including spill prevention and response procedures for the removal phase.

c) Hazardous Waste Disposal

The claim that existing dock materials will be "recycled" is questionable. In the February 10, 2026 meeting, the marina General Manager mentioned "some parts of the dock could be recycled" and that "there have been other interested parties in purchasing parts of the existing dock."

However, dock structures from the 1980s-90s likely contain CCA-treated lumber (chromated copper arsenate - containing arsenic), which is classified as hazardous waste under federal and state regulations. CCA-treated lumber generally CANNOT be recycled and must be disposed of at specialized hazardous waste facilities. Improper disposal (including misrepresentation as "recyclable" wood) violates environmental regulations. Even newer pressure-treated lumber has disposal restrictions. Marine coatings may contain heavy metals. No waste characterization or disposal plan is provided.

REQUIRED:

Waste management plan including material characterization, proper classification (hazardous vs. non-hazardous), disposal facility identification, and manifesting procedures. If materials will be sold or recycled, evidence that such disposal is legally permissible for the materials involved.

d) Debris Containment During Removal

While the application mentions "debris containment" for new construction, it provides no specifications for the removal phase. Dismantling old docks creates risks of:

- Treated wood particles entering water
- Fasteners, hardware, and metal debris falling to lake bottom
- Coating materials and paint chips dispersing
- Flotation materials breaking apart

REQUIRED:

Detailed debris containment plan specifically for demolition activities, including containment methods, monitoring, and debris recovery procedures.

e) Construction Traffic and Material Hauling

The application does not specify:

- Number of truckloads required to remove existing structures
- Route for heavy truck traffic (through residential neighborhood?)
- Hours of operation for demolition and hauling
- Impact on Tobler Road (a private road maintained by residents)
- Staging area location and duration for removed materials
- Fire safety measures for stored demolition debris (old lumber is highly flammable)

In the February 10, 2026 meeting, when asked about construction process, the marina General Manager mentioned "covered trucks" would remove existing docks but provided no frequency or scheduling information. Given that the existing dock system is substantial, removal could require dozens of truck trips over several weeks. This impact on the residential neighborhood is not analyzed.

REQUIRED:

Construction traffic management plan including truck routes, schedules, estimated trip counts, and neighborhood impact mitigation.

f) Timeline and Sequencing

The 7-month construction window (September 2026 - April 2027) does not break down removal time vs. installation time. In the February 10, 2026 meeting, the marina General Manager stated construction would "start in September and take approximately 6 months to complete" but provided no breakdown of removal vs. installation phases. This makes it impossible to assess:

- Actual disruption duration
- Seasonal impacts (removal in fall, installation in winter/spring)
- Potential for timeline extension
- Critical path dependencies

REQUIRED:

Detailed project schedule showing removal phase duration, installation phase duration, and sequencing of all major activities.

g) Environmental Monitoring

No environmental monitoring plan is provided for removal activities. At minimum, monitoring should include:

- Turbidity levels during piling extraction
- Debris containment effectiveness

- Sediment deposition patterns
- Water quality parameters before, during, and after removal

REQUIRED:

Environmental monitoring plan with specific parameters, action thresholds, and corrective measures if thresholds are exceeded.

CONCLUSION ON REMOVAL/DEMOLITION:

The minimal description of the removal process suggests inadequate planning and analysis. The "project" includes both removal of existing structures AND installation of new structures. IDL cannot properly evaluate environmental and community impacts without a complete description of all project phases.

The application should be found incomplete and the applicant required to submit a comprehensive demolition and removal plan addressing all items listed above before IDL can make an informed permitting decision.

10. UNDISCLOSED PROJECT ELEMENTS (IDAPA 20.03.04.020.07)

Per IDAPA 20.03.04.020.07, applications must include detailed descriptions of all proposed activities. In a February 10, 2026 meeting with the marina General Manager, several significant project elements were disclosed that are NOT adequately described or analyzed in the application materials:

a) No-Wake Zone Extension

In the February 10, 2026 meeting, the marina General Manager disclosed that the expanded docks would extend "almost to the buoy" and that "the no-wake zone would need to be extended beyond that."

This significant impact on lake navigation is not disclosed or analyzed anywhere in the application materials. Extending no-wake zones affects ALL lake users' navigation rights and recreational enjoyment, not just marina customers.

Critical questions not addressed:

- How far beyond the expanded docks will the no-wake zone extend?
- What is the approval process for no-wake zone extensions?
- Which agency has authority to approve no-wake zone modifications?
- How will extended no-wake zone affect navigation patterns for other lake users?

- Will no-wake zone extension restrict navigation or recreational use for adjacent property owners?
- What are the cumulative impacts of restricting navigation in a larger area of the lake? This is a significant project element that should have been disclosed in the application and analyzed for impacts.

REQUIRED:

Complete disclosure of planned no-wake zone extension including extent (distance and area), approval process and authority, analysis of impacts on other lake users' navigation rights and recreational enjoyment, and justification for restricting public navigation to accommodate private commercial expansion.

b) VIP Commercial Entertainment and Concierge Services

In the February 10, 2026 meeting, when asked about the "VIP extension," the marina General Manager described plans including:

- "VIP docks" for larger boats to have "their own slip"
- Areas for VIP customers to "lounge and enjoy the dock"
- "Concierge service to come out and provide ice, drinks, and supplies for the boats"

When asked directly whether this meant "parties," the General Manager attempted to reframe as "not for parties" but described commercial hospitality/concierge services beyond simple boat moorage.

These commercial entertainment and concierge services are NOT disclosed in the application, which describes only boat moorage and standard marina services (fuel, pump-out).

Commercial entertainment/hospitality services generate additional impacts not analyzed in the application:

Noise impacts:

- Social gatherings and events on "VIP lounge areas"
- Potentially amplified music or entertainment
- Extended evening/night activity beyond typical boat moorage use
- Voices and activity carrying over water to residential properties

Traffic impacts:

- Concierge service provider vehicles delivering "ice, drinks, and supplies"
- Frequency not disclosed - daily? multiple times per day?
- Additional parking demand from service providers
- Additional vehicle movements through E Tobler Road merge area

Operational hour impacts:

- "Lounge and enjoy" suggests extended hours beyond typical boat moorage
- Evening and night activity in "VIP areas"
- Potential for events, gatherings, or entertainment activities
- Hours of operation for concierge services not disclosed

Commercial licensing and regulation:

- If providing food/beverage service, are health permits required?
- If alcohol is included in "drinks," are liquor licenses required?
- Are these commercial services subject to additional local/state regulation?
- No disclosure of permitting requirements for commercial hospitality services

The application's description of "boat moorage" is incomplete if it includes undisclosed commercial entertainment and concierge services. These additional uses must be disclosed and their impacts analyzed.

REQUIRED:

- Complete disclosure of all planned commercial services including VIP concierge/hospitality services
- Analysis of noise impacts from entertainment/social gathering uses
- Analysis of traffic impacts from concierge service providers
- Specification of operational hours for all commercial services
- Identification of all required permits/licenses for commercial hospitality services
- Separate parking allocation for concierge service providers
- Mitigation measures for noise and activity from entertainment uses in residential area

c) Overnight and Extended Stay Impacts

The combination of expanded slip capacity for larger vessels (24-26 feet, many with cabin accommodations), new pump-out facilities, and VIP concierge services (providing "ice, drinks, and supplies") creates conditions that will encourage overnight and extended stays at the marina. The application does not address whether overnight mooring is permitted, what operational controls exist, or what impacts overnight activity would have on the residential neighborhood.

Community members have noted that the GM's previous marina experience included implementation of a similar VIP concept that resulted in increased overnight stays. This precedent raises legitimate concern that the Hayden Lake Marina expansion will follow the same pattern.

Overnight and extended stays generate impacts not analyzed in the application:

- Nighttime noise from occupied vessels (generators, music, conversation carrying over water)
- Lighting from occupied boats visible from residential properties
- Increased demand on pump-out facilities and sanitary infrastructure
- Extended hours of marina activity beyond normal daytime boating operations
- Potential for vessels to anchor or moor outside designated slips in the lake itself, creating navigation hazards and visual impacts

Eastern shore residents have experienced this last concern directly: during the summer of 2025, a sailboat moored in the lake for an extended period with insufficient lighting, presenting a nighttime navigation hazard. Despite concerns raised, enforcement appeared inadequate. With an expanded marina and VIP services attracting larger vessels, unauthorized or semi-permanent mooring in the lake - outside the marina's dock system - is likely to increase.

REQUIRED:

- Disclosure of overnight mooring policies: Is overnight mooring permitted? If so, how many slips are designated for overnight use?
- Analysis of nighttime noise, lighting, and activity impacts from overnight stays on adjacent residential properties
- Operational plan for managing overnight guests, including quiet hours and lighting restrictions
- Plan for monitoring and enforcement to prevent unauthorized mooring or anchoring in the lake outside designated slips
- Clarification of how overnight mooring interacts with the 50% public availability requirement (IDAPA 20.03.04.010.09) — are overnight slips counted as "available to the general public"?

11. CUMULATIVE IMPACTS IN PREDOMINANTLY RESIDENTIAL AREA-COMMERCIAL DRIVEN, NOT NEED-BASED

This property is located in a predominantly residential area. The expansion represents a significant intensification of commercial use that is inconsistent with the residential character of the neighborhood.

ECONOMIC DRIVER CONTRADICTS CLAIMED PUBLIC PURPOSE:

The application (Section 15 - Purpose and Need) emphasizes "demonstrated public need" and claims the project "addresses a demonstrated public need by expanding safe recreational boating access to Hayden Lake" and "ensures continued public access to Hayden Lake while promoting sustainable recreation."

However, in the February 10, 2026 meeting, when asked why 32 additional slips specifically (rather than a smaller expansion or no expansion), the marina General Manager explained that the expansion is needed "to pay for the capital invested in the refurbishment."

This explanation reveals the expansion is primarily commercially-driven (corporate return on investment), not need-driven (public benefit). The application's framing as addressing "public need" and "public access" is misleading when the actual driver is generating revenue from 32 additional paying customers to recoup capital investment by the Florida-based corporate owner (Southern Marinas Hayden Lake LLC, 11300 Us Hwy 1, Ste 610, Palm Beach Gardens FL 33408).

This is precisely the kind of evaluation Idaho Code § 58-1301 was enacted to require. The statute mandates that the economic benefit of a proposed encroachment be weighed against impacts on property, navigation, habitat, aquatic life, recreation, aesthetic beauty, and water quality. The applicant has presented only one side of this balance — the economic benefit to its corporate owners — while providing no analysis of the costs the statute requires IDL to weigh on the other side. A permit decision based solely on the applicant's commercial justification, without due consideration of the impacts the Legislature identified as requiring protection, would fail to satisfy the requirements of § 58-1301.

Based on the information provided in the meeting, the primary beneficiaries of the expansion are the corporation (through return on capital investment) and potential new customers, rather than the existing community or current slip holders — apart from the claimed wave attenuation benefit.

This commercial motivation is critical to evaluating whether the expansion's impacts on the residential neighborhood are justified:

- Residential neighbors bear ALL COSTS:
 - Daily traffic safety hazards at E Tobler Road/E Hayden Lake Road intersection
 - Parking overflow onto residential streets when shuttle service fails
 - Noise from 32 additional boats, approximately 7 months of construction, and VIP entertainment uses
 - Light pollution from commercial lighting with no specifications or limitations
 - View obstruction from expanded dock structures

- Property value diminution from all above impacts
- 7-month construction disruption with no hour limitations
- Florida-based corporation captures ALL BENEFITS:
 - Revenue from 32 additional slip rentals
 - Return on capital investment in refurbishment
 - Increased business from larger boats and VIP customers
 - Increased fuel sales from two pumps and 240 boats
 - Increased restaurant traffic from expanded customer base

IDAPA regulations require commercial marinas to make 50% of moorage available to the general public (IDAPA 20.03.04.010.09). However, when expansion is driven by need for corporate revenue rather than inadequate public access, the balance between public benefit and private commercial gain becomes questionable.

The application claims there is a "substantial waitlist for vessels over 23 feet in length, demonstrating the clear demand." However, no documentation of this waitlist is provided. Furthermore, demand for premium "VIP" services by customers who can afford larger boats does not constitute "public need" justifying impacts on a residential neighborhood.

INADEQUATE COMMUNITY CONSULTATION:

In the February 10, 2026 meeting, the marina General Manager explained that:

- The expansion has been in planning for approximately 2.5 years
- The design has gone through 8 iterations (version 5 was visible on office wall, currently on version 8)
- During this entire 2.5-year period, the marina consulted ONLY with Steve Petroni (western neighbor) and a potential client (Zinnecker) consulted.
- NO consultation occurred with:
 - This objector (Robert Krcmarov, immediate eastern neighbor)
 - Other E Tobler Road residents who must navigate through marina traffic daily
 - Cooper's Bay Condos residents (despite parking lot allegedly encroaching on their property)
 - Broader residential neighborhood
 - Any systematic community outreach

When asked about the lack of community consultation, the marina General Manager stated they wanted to "follow the rules and get their application in" to IDL before wider community engagement, claiming they "consulted with IDL first" about the process.

When I noted the importance of stakeholder engagement "at the earliest opportunity regardless of apparently legal rights," the General Manager claimed they "were not trying to conceal anything, they just wanted to get their application in."

ANALYSIS OF CONSULTATION FAILURE:

This explanation is not credible given the timeline and pattern of decision-making. The deliberate strategy is clear:

- 2.5 YEARS of internal planning and design iterations
- 8 versions developed with NO community input
- Application submission with ZERO meaningful community consultation
- The applicant's deliberate avoidance of community consultation during 2.5 years of planning, combined with the regulatory comment window of approximately 18 days, had the practical effect of minimizing community input and limiting the ability of affected residents to organize a meaningful response.

This is not an oversight or procedural error. This is a calculated approach to avoid community engagement during the planning phase when modifications would be easier, and instead present the community with a fait accompli requiring response in 18 days.

The resulting timeline imbalance is fundamentally unfair:

- Applicant: 2.5 years to plan, analyze, design, and refine
- Community: 18 days to review, analyze, organize, and respond

The resulting application predictably lacks adequate analysis of residential impacts because no residential neighbors were consulted during the 2.5-year planning period.

IMPACTS NOT ANALYZED:

The application fails to address:

- Cumulative impacts on residential character from 15% increase in commercial activity
- Traffic impacts on residential streets (see Section 6)
- Impacts on residential property values from increased commercial activity, loss of views, light pollution, and noise
- Compatibility with existing land use patterns
- Consideration of smaller-scale alternatives that would be more appropriate for the residential context

The expansion from 206 to 240 slips (32 additional boats) represents:

- 32 more boats launching, operating, mooring
- Minimum 64 more vehicle trips per day during peak season (likely much higher)

- More noise from boats, construction, and undisclosed VIP entertainment uses
- More traffic through E Tobler Road/E Hayden Lake Road merge area
- More light pollution from commercial lighting
- More visual obstruction from expanded structures
- More parking overflow onto residential streets
- Approximately 7 months of construction disruption with no hour limitations
- Permanent change in neighborhood character from commercial intensification

No alternatives analysis is provided. In the February 10, 2026 meeting, when asked whether alternatives were considered (such as 16 slips instead of 32), the marina General Manager explained the 32-slip number is driven by need to "pay for the capital invested" - indicating no meaningful alternatives analysis occurred. The scale was determined by corporate financial requirements, not by what's appropriate for the residential neighborhood context.

REQUIRED:

- Cumulative impact analysis on residential neighborhood character, property values, traffic patterns, and quality of life
- Meaningful alternatives analysis showing consideration of:
 - No expansion (upgrade existing 206 slips to accommodate larger boats)
 - Smaller expansion (16 slips instead of 32)
 - Phased expansion (start with 16, assess impacts, then consider more)
 - Alternative configurations minimizing residential impacts
- Analysis of whether expansion is actually needed for public access or is primarily commercial revenue generation
- If commercially-driven, analysis of whether residential neighborhood impacts are justified for private commercial gain
- Meaningful community consultation process with adequate time for review and input
- Reduced-scale option more compatible with residential area

IDL's own FY2026–2029 Strategic Plan recognizes these exact pressures. The plan identifies population growth as a key external factor, acknowledging that "more residents, more landowners, and more neighbors creates an increased need for education and information sharing regarding management requirements on endowment and public lands." IDL also acknowledges "changing customer expectations for the work we do and services we provide" as a direct consequence of Idaho's rapid growth. This expansion, in a growing residential area on Hayden Lake, is precisely the type of situation where IDL's own planning calls for more careful consideration and greater community engagement - not less.

Furthermore, IDL's Foundational Goal 4 (Process) commits the Department to decision-making that is "informed by data and consistent with our policies and procedures." Approving an application that contains no current traffic study, no parking analysis meeting professional standards, no environmental modeling, and no cumulative impact assessment would be fundamentally inconsistent with IDL's own commitment to data-informed decision-making.

12. ADA ACCESSIBILITY COMPLIANCE

The application proposes complete removal of all existing dock structures and construction of an entirely new 240-slip commercial marina facility. As new construction of a commercial facility open to the general public, the 2010 ADA Standards for Accessible Design (ADAAG Sections 235 and 1003, Recreational Boating Facilities) apply in full.

For a 240-slip facility, Table 235.2 requires a minimum of 8 accessible boat slips, dispersed among the various types of slips offered. The application must also demonstrate accessible routes from shore to all accessible slips (including gangways meeting ADA slope requirements), accessible boarding piers at boat launch ramps (minimum 5% or one, whichever is greater), and accessible routes to the fuel dock, pump-out station, and all public amenities.

The application contains no mention of ADA accessibility for the dock infrastructure. The drawings show no designated accessible slips, no accessible route specifications for gangways, no accessible boarding pier at the boat ramps, and no demonstration of compliance with ADAAG Sections 235 and 1003. For a commercial facility that claims to serve the general public and emphasizes "public access" as its stated purpose, this omission is significant.

REQUIRED:

- Identification of at least 8 accessible boat slips dispersed among the types of slips offered
- Gangway specifications demonstrating ADA-compliant accessible routes from shore to all accessible slips
- Accessible boarding pier(s) at boat launch ramps
- Accessible routes to fuel dock, pump-out station, and all public amenities
- Demonstration of compliance with 2010 ADA Standards, ADAAG Sections 235 and 1003

REQUESTED RELIEF

I request that the Idaho Department of Lands:

PRIMARY REQUEST:

DENY the application as submitted due to:

- Failure to obtain consent from eastern adjacent littoral property owner (Section 1)
- Inadequate removal and demolition plan (Section 9)
- Fundamentally flawed parking and traffic analysis including R1 zoning incompatibility (Section 6)
- Undisclosed project elements: no-wake zone extension, commercial entertainment services, traffic management plan (Section 10)
- Inadequate community consultation during 2.5-year planning period (Section 11)
- Commercially-driven expansion misrepresented as addressing "public need" (Section 11)
- Insufficient analysis of impacts on adjacent residential properties (throughout)
- Failure to provide adequate information for IDL to perform the statutory balancing test required by Idaho Code § 58-1301
- Inconsistency with IDL's own FY2026–2029 Strategic Plan commitments to data-informed decision-making (Foundational Goal 4), customer engagement and transparency (Foundational Goal 2), and protection of the public's use of navigable lakes (Navigable Waterways program mission)
- Multiple critical information gaps preventing informed decision-making

OR, in the alternative:

SECONDARY REQUEST:

REQUIRE the applicant to submit complete information addressing all deficiencies before proceeding with permit review, including:

1. Littoral Rights Compliance:

- Obtain written consent from eastern adjacent property owner (this objector), OR
- Demonstrate through adequate mitigation that adverse effects are minimized to acceptable levels
- Provide certified measurements showing exact setback distances for all structures
- Drawings clearly delineating the submerged land lease boundary and ordinary high water mark relative to all proposed structures

2. Comprehensive Demolition and Removal Plan:

- Piling extraction methodology with sediment disturbance analysis

- Fuel system decommissioning plan approved by Idaho DEQ
- Waste management plan for hazardous materials (CCA-treated lumber) with proper characterization and disposal documentation
- Debris containment specifications for demolition phase
- Construction traffic management plan with truck routes, schedules, trip counts, and intersection safety measures
- Detailed project timeline showing removal and installation phases separately
- Environmental monitoring plan for removal activities
- Operational plan for marina during construction period (slip holder displacement)

3. Adequate Parking and Traffic Analysis:

- Resolution of R1 residential zoning incompatibility for off-site parking (clarification from City of Hayden or required Conditional Use Permit)
- Recorded easement ensuring perpetual availability of off-site parking spaces
- Binding agreement making shuttle service a permit condition with minimum frequency requirements
- Current traffic impact study by qualified traffic engineer including:
 - Baseline traffic counts reflecting current conditions
 - Peak season/hour analysis
 - Realistic traffic generation calculations (not assumption of "no variation")
 - Turn movement analysis at marina entrance/E Tobler Road merge area
 - Level of service analysis
 - Queue analysis (will marina queues block E Tobler Road access?)
 - Sight line analysis for E Tobler Road residents
 - Gap availability analysis
 - Construction traffic assessment
 - Emergency vehicle access analysis
 - Mitigation measures identification
- Comprehensive operational plan for boat launching including:
 - Queue management preventing blockage of E Tobler Road merge area
 - Trailer storage locations and logistics
 - Circulation plan for vehicles with trailers
 - Traffic control during peak periods
 - Intersection safety measures
 - Construction traffic management protecting residential access
- Explanation of "directing all boat traffic to eastern side" claim with impact analysis
- Professionally designed parking plan by licensed traffic engineer:
 - Adequate circulation eliminating backing onto streets
 - Separate trailer parking/maneuvering areas
 - Loading/unloading zones

- Separate allocation for employees, restaurant, concierge services, and marina customers
- Full striping and signage plan
- ADA-compliant accessible parking
- Survey and legal documentation of property rights for all parking areas
- Resolution of parking lot encroachment onto Cooper's Bay Condos property

4. Complete Project Disclosure:

- Full disclosure of no-wake zone extension plans with impact analysis
- Full disclosure of VIP commercial entertainment/concierge services with impact analysis (noise, traffic, parking, operational hours)
- Complete traffic management plan explaining all traffic direction claims
- Any other project elements not currently disclosed in application
- Overnight mooring policies and impact analysis, including nighttime noise, lighting, and activity impacts on residential properties
- Enforcement plan for unauthorized mooring/anchoring in the lake outside designated slips

5. Lighting Specifications:

- Fixture specifications (lumens, watts, type, mounting heights)
- Photometric analysis showing light levels at property boundaries
- Shielding design to prevent light trespass onto residential properties
- Hours of operation limitations (e.g., off by 10:00 PM except safety/security)
- Impact assessment on adjacent residential properties

6. Noise Impact Assessment:

- Baseline noise measurements at residential properties
- Projected noise from:
 - 240-boat operations (not just 32 new boats)
 - Construction equipment and activities
 - VIP entertainment/social gathering uses
 - Concierge service activities
 - Increased restaurant activity
- Construction hour limitations (e.g., 7:00 AM - 6:00 PM weekdays, no weekends)
- Operational hour limitations for entertainment uses
- Mitigation measures for residential neighborhood

7. Visual Impact Analysis:

- Viewshed analysis from multiple adjacent property locations

- Photosimulations showing before/after views from eastern properties
- Property value impact assessment (quantified diminution from view loss)

8. Environmental Analysis:

- Cumulative water quality impacts from 240 boats (realistic assessment, not assumption of no impact)
- Sediment disturbance modeling (installation AND removal of all pilings)
- Turbidity monitoring plan with action thresholds
- Benthic habitat impact assessment and mitigation
- Timing restrictions for fish spawning and sensitive periods
- Comprehensive fuel system plans (decommissioning AND installation) with DEQ approval
- Independent engineering analysis of wave attenuation claims, including net wave energy impacts on eastern shore properties accounting for both head dock attenuation AND concentrated boat traffic wake impacts
- Wake impact analysis at realistic vessel sizes (24-26 foot average), realistic no-wake compliance rates, and projected traffic volumes (240 boats)
- Shoreline erosion assessment for eastern shore properties under current versus proposed boat traffic patterns
- If analysis shows net negative impact on eastern properties, removal of misleading "protecting properties to the east" claim and identification of required mitigation measures
- No-wake zone compliance and enforcement plan

9. Navigability Compliance:

- Clear definition of accepted line of navigability at this location
- Demonstration that proposed structures comply with this line
- Complete disclosure and analysis of no-wake zone extension
- Comparison to adjacent encroachment lengths

10. Alternatives Analysis and Community Process:

- Meaningful alternatives analysis including:
 - No expansion option (upgrade existing infrastructure only)
 - Reduced scale options (16 slips, 24 slips, phased approach)
 - Alternative configurations minimizing residential impacts
- Analysis distinguishing "public need" from "commercial revenue generation"
- If expansion is commercially-driven, analysis of whether residential impacts are justified for private commercial gain
- Meaningful community consultation process including:

- Presentation of proposal to affected neighbors
- Opportunity for community input BEFORE application submission
- Adequate time for community review and response (not 18 days)
- Good faith engagement with community concerns
- Consideration of community feedback in final proposal design

11. ADA Accessibility Compliance:

- Minimum 8 accessible boat slips dispersed among slip types per 2010 ADA Standards Table 235.2
- Gangway specifications demonstrating ADA-compliant accessible routes from shore to all accessible slips (maximum 1:12 slope or minimum 80-foot length)
- Accessible boarding pier(s) at boat launch ramps (minimum 5% or one, whichever is greater)
- Accessible routes to fuel dock, pump-out station, and all public amenities
- Clear pier space specifications at accessible slips (minimum 60 inches wide)
- Demonstration of full compliance with 2010 ADA Standards for Accessible Design, ADAAG Sections 235 and 1003, as required for new commercial construction open to the general public

MANDATORY REQUEST:

HOLD A PUBLIC HEARING to allow full examination of these substantial issues and community concerns.

Given:

- The number and significance of deficiencies identified (12 major issues)
- Undisclosed project elements revealed only through direct consultation
- Inadequate community consultation during 2.5-year planning period (only 2 neighbors consulted)
- Deliberate strategy to minimize community input ("get application in" before wider engagement)
- Potential impacts on multiple adjacent properties, particularly daily safety hazards at marina entrance/E Tobler Road merge area
- Significant community interest and opposition (see Exhibit F - Community Opposition Letters)
- Support from Hayden Lake Watershed Association
- Commercially-driven expansion (corporate return on investment) affecting residential neighborhood
- Site-specific safety concerns documented by applicant's own site map
- Timeline imbalance (2.5 years planning vs. 18 days community response)

A public hearing is **ESSENTIAL** and **MANDATORY** for proper consideration of all relevant factors.

The procedural deficiencies alone - particularly the inadequate community consultation and deliberate avoidance of stakeholder engagement during 2.5 years of planning - warrant a public hearing to allow affected residents the opportunity for meaningful input that was denied during the application development process.

CONCLUSION

I want to be clear about my position: This is not opposition to the existing marina operation, which has been part of our community for many years and provides valuable customer access to Hayden Lake.

My concerns are specifically about:

- The **SCALE** of this expansion (15% increase, 32 additional boats, extensive new structures, commercial entertainment services, no-wake zone extension)
- The **PROCESS** (2.5 years planning with zero community consultation, 18-day response window)
- The **MOTIVATION** (corporate return on investment, not demonstrated public need)
- The **IMPACTS** (traffic safety, parking, noise, light, views, property values, residential character)
- The **APPLICATION DEFICIENCIES** (no current traffic study, R1 zoning incompatibility, minimal removal plan, undisclosed project elements, missing specifications)

I made good faith effort to engage directly with the marina before formal objection. On February 10, 2026, I met with the General Manager to better understand the proposal and its potential impacts. That meeting revealed additional undisclosed project elements and made clear that the expansion is commercially-driven, not need-based.

The application contains multiple critical deficiencies that prevent adequate assessment of environmental and community impacts. These are not minor technical issues but fundamental gaps in required information:

- No adequate removal plan - cannot assess full project scope
- No adequate parking/traffic analysis - cannot determine if standards are met
- No current traffic study - relying on outdated data or assumption of "no variation"
- R1 residential zoning incompatibility for off-site parking - legal permissibility questionable

- Undisclosed project elements (no-wake zone extension, commercial entertainment, traffic management)
- No lighting specifications - cannot assess light pollution
- No noise assessment - cannot assess noise impacts despite stating "didn't expect noise issues"
- Inadequate community consultation - 2.5 years planning, 18 days for community response
- Commercially-driven (corporate return on investment) misrepresented as "public need"
- No analysis of intersection safety impacts - documented daily hazard to my property access

The Department cannot make the findings required by IDAPA 20.03.04 without this information.

Moreover, the Department cannot fulfill its obligation under Idaho Code § 58-1301 to give "due consideration" to the protection of property, navigation, fish and wildlife habitat, aquatic life, recreation, aesthetic beauty, and water quality — and to weigh these interests against the economic benefit of the proposed encroachment — when the applicant has provided inadequate information on virtually every one of these statutorily-protected interests. The statutory balancing test cannot be performed on an incomplete record.

The application should be found **INCOMPLETE** and returned for substantial revision addressing all identified deficiencies before proceeding to permit decision. Approval of an incomplete application, with undisclosed project elements, inadequate community consultation, and missing critical analyses would be arbitrary, capricious, and unsupported by substantial evidence in the record.

I am available to discuss these concerns and provide additional information as needed. Please confirm receipt of this objection and provide information about the public hearing process and timeline.

I reserve all rights and remedies available under Idaho law, including but not limited to administrative appeal and judicial review, in the event this application is approved without adequate resolution of the deficiencies identified herein.

Respectfully submitted,



Date: 18th February, 2026

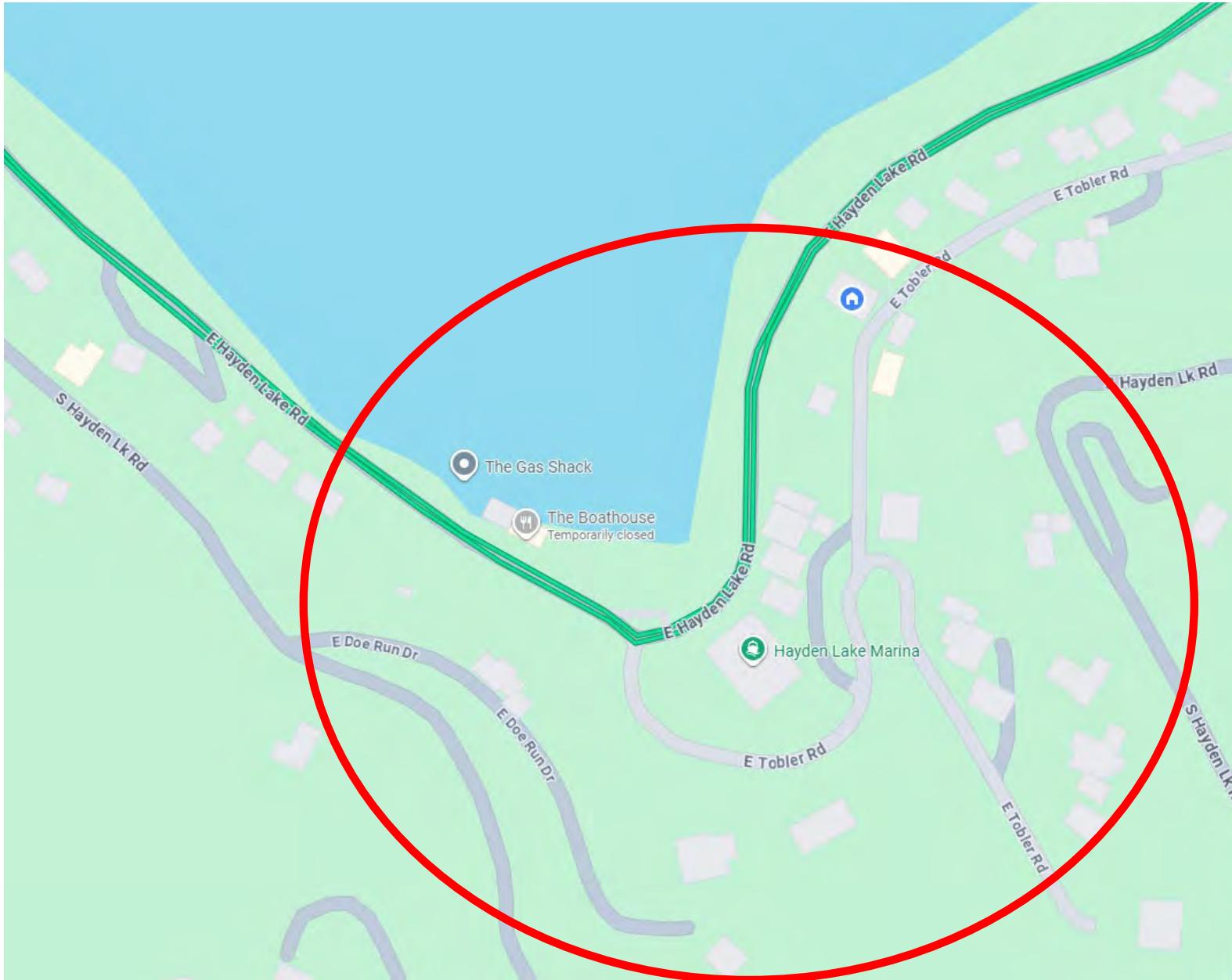
Robert Krcmarov
3677E Tobler Road
Hayden, ID 83835

Phone: 208.518.9254
Email: krichy227@gmail.com

Enclosures:

- Check #__01055 _____ in the amount of \$75.00 (publication fee - payable to Idaho Department of Lands)
- EXHIBIT A: Annotated site map showing marina entrance/E Tobler Road merge area conflict zone
- EXHIBIT B: City of Hayden Zoning Verification Letter for off-site parking property (proving R1 residential zoning incompatibility)
- EXHIBIT C: Plot map from application showing property boundaries and littoral lines
- EXHIBIT D: Email correspondence re: parking requirements and outdated traffic studies
- EXHIBIT E: Photographs documenting current conditions and sight lines from 3677 E Tobler Road
- EXHIBIT F: Community Letters of Opposition (Multiple letters of opposition from multiple households)
- EXHIBIT G: Meeting Summary - February 10, 2026 consultation with Marina General Manager
- EXHIBIT H: Professional Property Valuation Impact Assessment — Kyra Beamis & Kevin Pickford, Keller Williams Realty (February 11, 2026)

EXHIBIT A- Annotated site map showing
marina entrance E Tobler Road merge area
conflict zone



PC-0076-SMHL



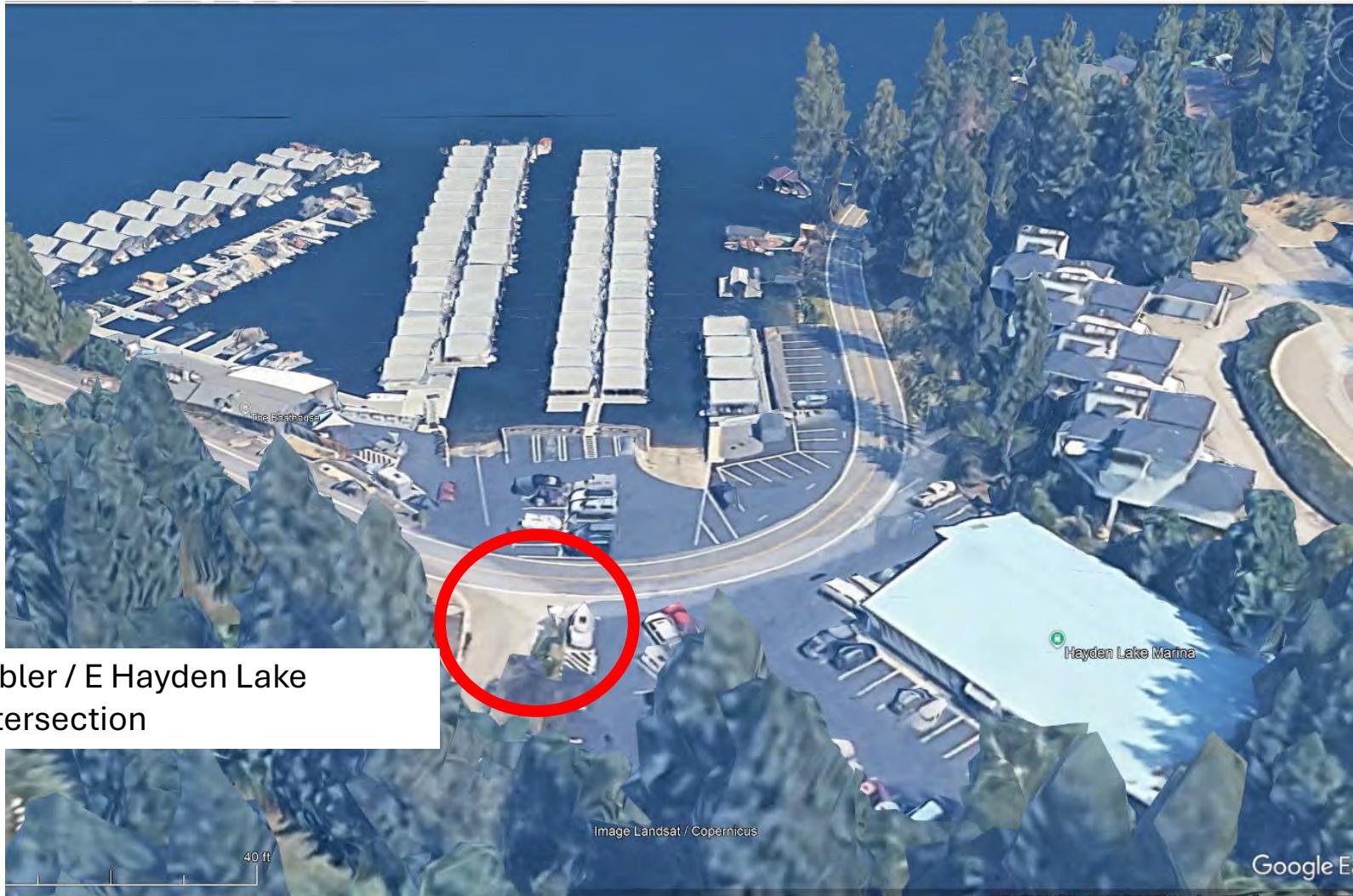
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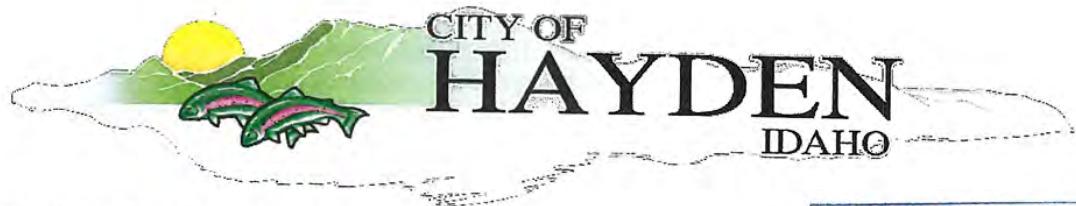


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PC-0080-SMHL

EXHIBIT B - City of Hayden Zoning
Verification Letter for off-site parking
property (proving R1 residential zoning
incompatibility)



Zoning Verification Letter

October 15, 2025

Re: 1375 E Honeysuckle Avenue
Tax Parcel #H-0000-024-2340
Size: 2.000 acres

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The City of Hayden's Community Development Department received a request for verification of zoning and related information regarding the property located at 1375 E Honeysuckle Avenue.

Location

The subject site is located north of E Honeysuckle Avenue, approximately 475' east of the intersection of East Honeysuckle Avenue and East Hayden Lake Road, and approximately 565' west of the intersection of East Honeysuckle Avenue and North Fieldstone Drive. The property is adjacent to the Forest Hills residential development (to the north and the east), which was constructed after the use on the subject parcel was established.

Zone Designation

The property is zoned Single-Family Residential (R1), which is described by Section 11-2-2 of Hayden City Code as follows:

Single Family Residential (R1): The Single-Family Residential zone provides for the classic Hayden neighborhood where single family homes on smaller lots are permitted. Accessory dwelling units are permitted, but two-family dwellings are not.



Legend

—	City Limits
—	Area of City Impact
—	Airport Critical Zone
—	Overlay District
■	Central Business District
■	Planned Unit Development
■	Zoning Development Agreement
—	Zoning Districts
■	Agriculture
■	Commercial
■	Light Industrial
■	Mixed Residential
■	Mixed Use
■	Single Family Residential
■	Residential Suburban

As depicted in the map on the previous page, the properties immediately surrounding the subject parcel are also zoned Single Family Residential (R1). Aside from a narrow portion of land within the City of Hayden, most land area south of Honeysuckle Avenue and north of Hayden Lake Road is located in unincorporated Kootenai County and is assigned a Kootenai County zoning designation of Restricted Residential northeast of Hayden Lake Road and a zoning designation of Agricultural Suburban west of Hayden Lake Road.

Setback requirements applicable in the Single Family Residential (R1) zone can be found in Section [11-2-3](#) of Hayden City Code. Allowed uses, those requiring a Conditional Use Permit, and those prohibited in the Single Family Residential zone can be found in Section [11-2-4](#) of Hayden City Code.

Future Land Use

The [Future Land Use Map](#) for the City of Hayden designates the subject parcel as Single Family Residential, which is defined by the City of Hayden [2040 Comprehensive Plan](#) as follows:

Single Family Residential: This land use type represents a classic Hayden neighborhood where single family homes dominate and densities are low, typically ranging from 3 to 4 units per acre. Accessory dwelling units are permitted, but two-family dwellings and other types of “missing middle” housing are not.

Hayden City Code

The following sections of the Hayden City Code are linked here, for your reference:

- [11-2-3: Site Area and Building Setback Requirements](#)
- [11-2-4: Uses Permitted, Conditional Use Permit, Development Standards Cross Reference](#)
- [11-4-4: Landscape Standards](#)
- [11-4-5: Lighting Standards](#)
- [11-4-6: Parking Standards](#)
- [11-4-7: Site Plan Standards](#)



These sections do not contain all standards or requirements that may be applicable to future development of the site. For example, Section [11-2-5](#) sets forth development standards that are applicable to specific types of uses. The Hayden City Code may be accessed in its entirety online through the link below:

HAYDEN CITY CODE

Code Violations and Fire Compliance

Community Development is not aware of any outstanding code violations with respect to the City's building or land use requirements. Fire access compliance should be addressed through the Northern Lakes Fire Protection District. The District's Administrative Office is located at 125 W Hayden Avenue, Hayden, ID 83835 and can be reached at (208) 772-5711.

Certificate of Occupancy

The Certificate of Occupancy for any building(s) on the subject parcel is attached to this letter for those buildings requiring certificates.

Additional Information

The subject property was issued a Special Use Permit (now known as a Conditional Use Permit) by Hayden City Council at time of annexation in 1990, which enabled the construction of a boat storage, dock building, and maintenance facility and associated site parking, stormwater, circulation, etc. While this use may persist as long as

it remains consistent with the Special Use Permit that was issued, the use cannot be expanded, as such a use is prohibited in the Single Family Residential (R1) zone. Any redevelopment of the site must be consistent with uses allowed by right or Conditional Use Permit in the Single Family Residential (R1) zone and would be subject to current standards applicable to site development.

The approved site plan for the existing buildings on the parcel is attached to this letter. This site plan enabled the parcel's current configuration, with the non-residential use of the structures permitted through the aforementioned Special Use Permit. Following annexation of the property into the City, two additional buildings were constructed through Building Permit #1167, issued in 1991. Chapter 11-4 of Hayden City Code contains general standards of development that would apply to future development, depending on the specific nature of the anticipated future use.

All development of the site must be in accordance with the underlying zone designation and/or the special use permit (now known as conditional use permit). Should the allowed use cease for longer than one (1) year, the current site would appear to be non-conforming, meaning that it was established in compliance with then-current regulations, but would be prohibited under current regulations. The non-conformity could not be enlarged upon, expanded, or extended. See Chapter 11-3 of the Hayden City Code for additional information on non-conforming uses and structures. If any individual element of the site that has not been brought to the attention of City Staff is non-compliant, meaning that it was established in violation of then-current regulations and would be prohibited under current regulations, the violation must be remedied before future permits may be issued for the parcel, in accordance with subsection 11-1-5(I).

Staff is not aware of any hazardous materials permanently stored on the property.

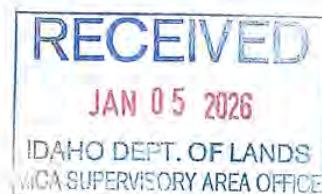
This information was researched on October 15, 2025, by the undersigned as a public service. The undersigned certifies that the above information contained herein is believed to be accurate and is based upon, or relates to, the information supplied by the requester. The City assumes no liability for errors and omissions and is not providing an assessment of any specific future use of the site. All information was obtained from public records, which may be inspected during regular business hours upon request.

Any questions or concerns can be directed to the Planning Department at planning@haydenid.gov.

Sincerely,



Shannon Drappo Planner
Community Development Department City of Hayden
(208) 209-2021





eViewer

Kootenai County

Owner: HAYDEN
AIN: 142080 LRSN: 31825
Parcel Number: H-0000-024-2340
App Dist: C TCA: 004002
Incorporation: HAYDEN
Owner Information:
SOUTHERN MARINAS HAYDEN LAKE LLC
11300 US HWY 1 STE 200
NORTH PALM BEACH, FL 33408
Site Address:
1375 E HONEY'SUCKLE AVE
HAYDEN

HAYDEN Legal Description: TX #3901 IN NE 24-51-04W
BKG#:
Acres: 2.00000
TRS: 514W24NE.PDF

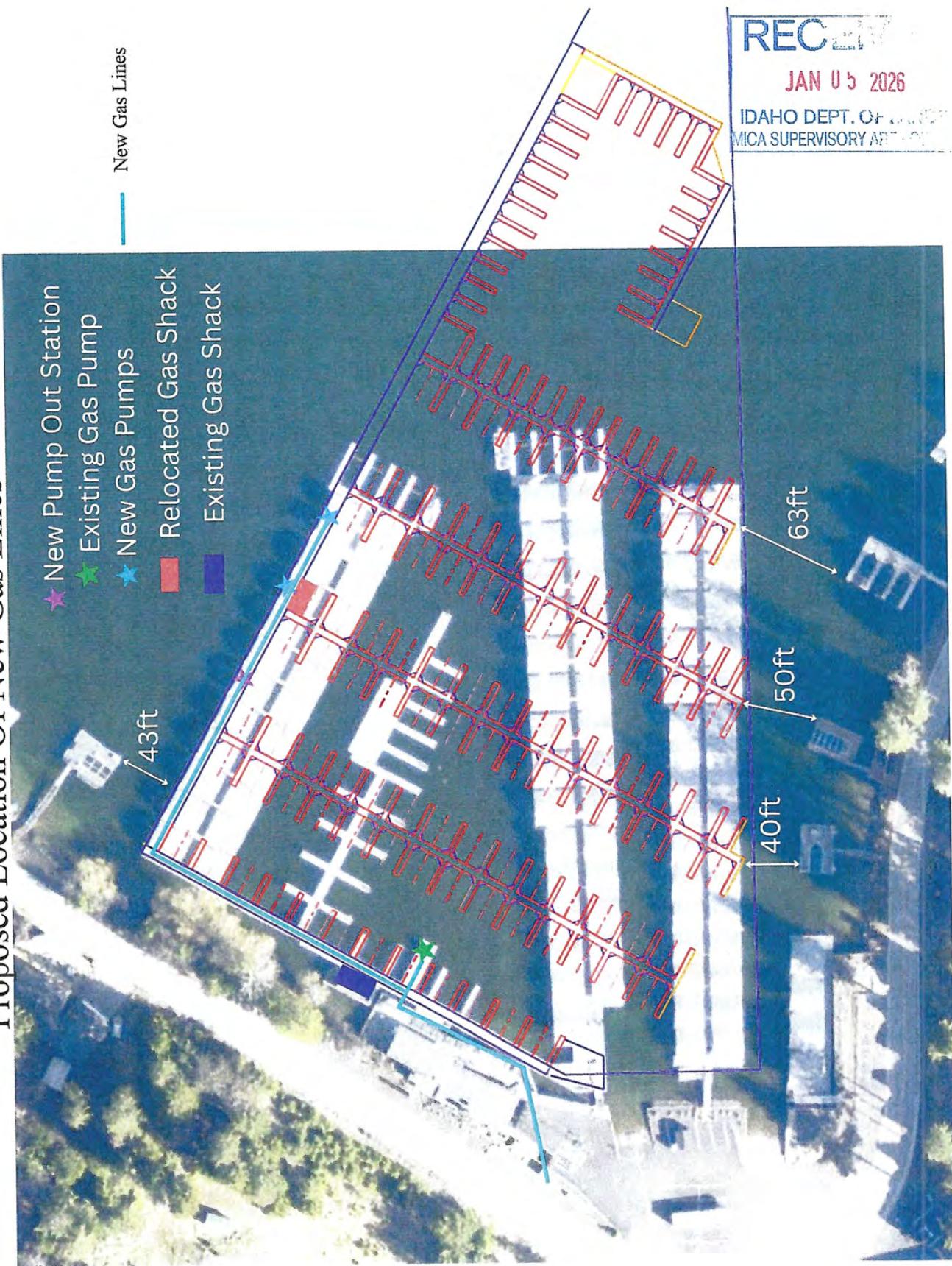
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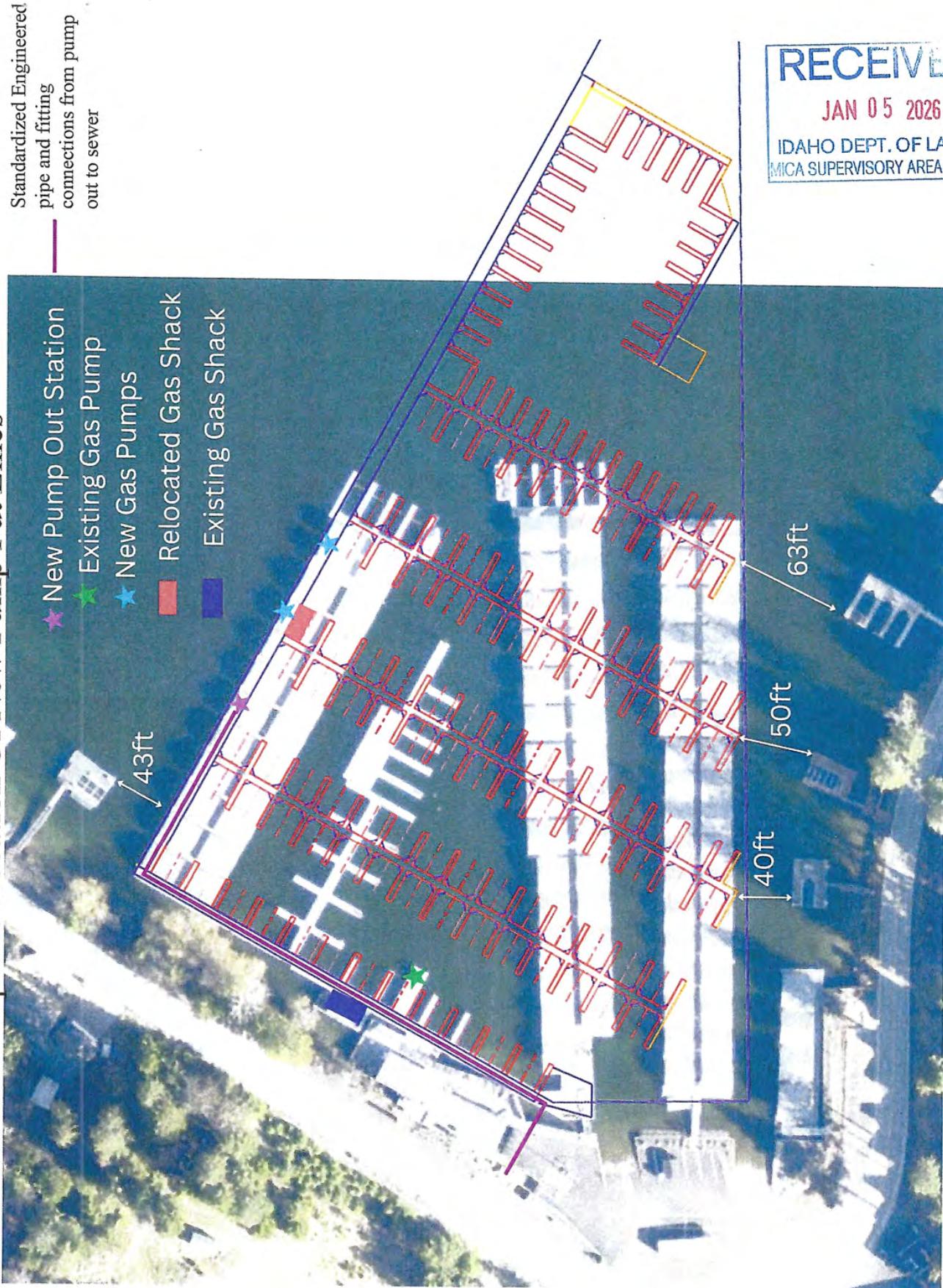
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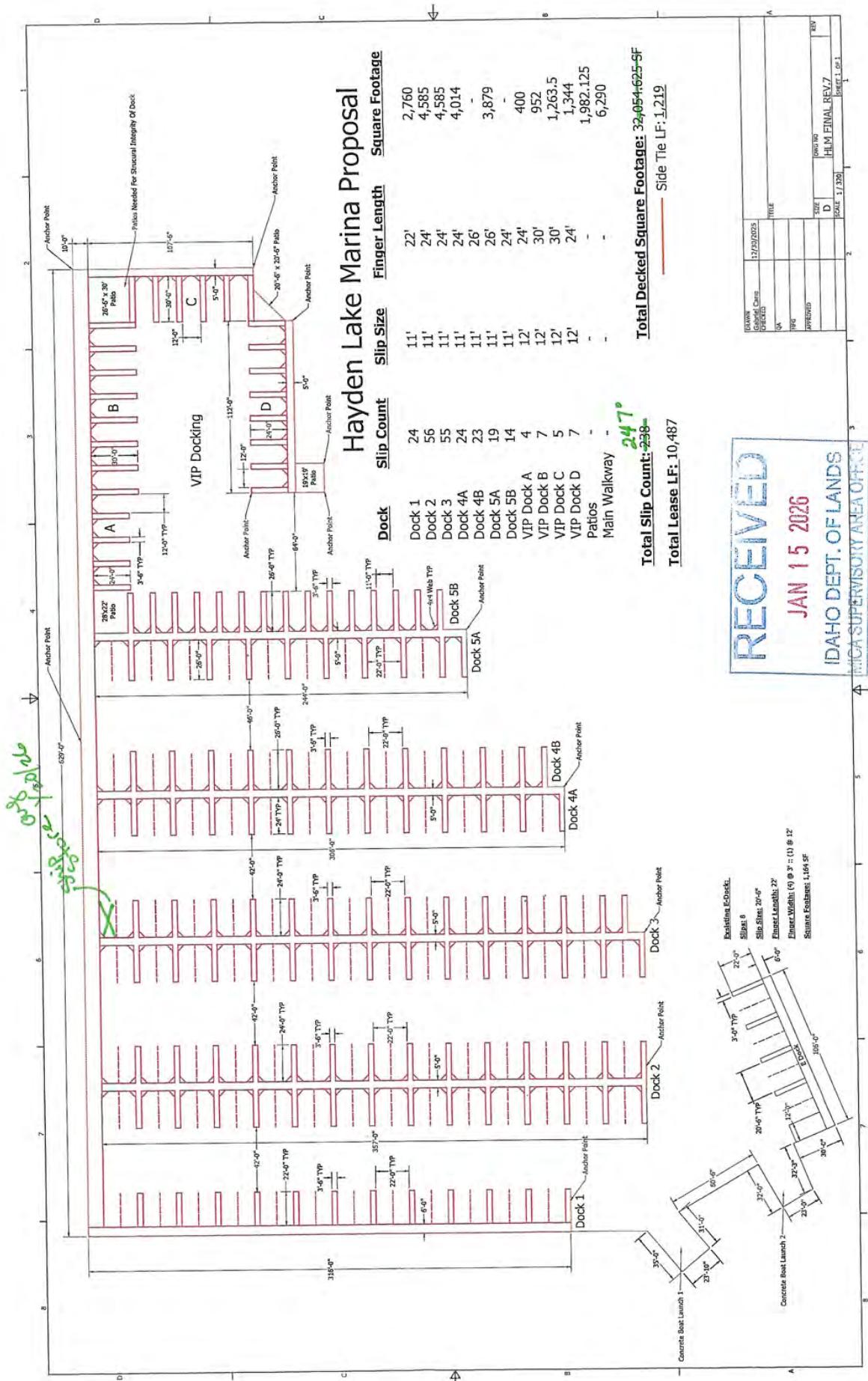
EXHIBIT C - Plot map from application
showing property boundaries and
littoral lines

Proposed Location Of New Gas Lines



Proposed Location Of New Pump Put Lines





PC-0089-SMHL

Dock	Slip Count	Slip Size	Finer Count	Finger Length	Finger Width	Webbing	Walkway Length
Shore Side Walkway/ Dock 1	n/a	n/a	24 ✓	22 ✓	n/a	6 n/a ✓	316 ✓
Dock 1	56 ✓	24 ✓	28 ✓	24 ✓	22 ✓	3.5 n/a ✓	357 ✓
Dock 2 Walkway	56 ✓	24 ✓	28 ✓	24 ✓	22 ✓	3.5 8sq ft per slip ✓	357 ✓
Dock 2	56 ✓	24 ✓	28 ✓	24 ✓	22 ✓	3.5 8sq ft per slip ✓	357 ✓
Dock 3 Walkway	54 ✓	24 ✓	28 ✓	24 ✓	22 ✓	3.5 8sq ft per slip + 2 @16sq ft ✓	306 ✓
Dock 3	54 ✓	24 ✓	28 ✓	24 ✓	22 ✓	3.5 8sq ft per slip + 2 @16sq ft ✓	306 ✓
"Gas Shack" Decking ✓	84 ✓	24 ✓	10 ✓	12 ✓	12 ✓	3.5 8sq ft per slip ✓	244 ✓
Dock 4 Walkway ✓	24 ✓	24 ✓	12 ✓	12 ✓	12 ✓	3.5 8sq ft per slip + 1 @ 16sq ft ✓	5 ✓
Dock 4A ✓	24 ✓	24 ✓	12 ✓	12 ✓	12 ✓	3.5 8sq ft per slip ✓	5 ✓
Dock 4B ✓	24 ✓	26 ✓	12 ✓	12 ✓	12 ✓	3.5 16sq ft per slip ✓	5 ✓
Dock 5 Walkway ✓	19 ✓	26 ✓	10 ✓	10 ✓	10 ✓	3.5 16sq ft per slip ✓	5 ✓
Dock 5A ✓	15 ✓	26 ✓	15 ✓	15 ✓	15 ✓	3.5 16sq ft per slip ✓	5 ✓
Dock 5B ✓	4 ✓	24 ✓	4 ✓	4 ✓	4 ✓	3.5 16sq ft per slip ✓	5 ✓
VIP A ✓	7 ✓	30 ✓	8 ✓	8 ✓	8 ✓	3.5 16sq ft per slip ✓	5 ✓
VIP B ✓	5 ✓	30 ✓	6 ✓	6 ✓	6 ✓	3.5 16sq ft per slip ✓	5 ✓
VIP C ✓	7 ✓	24 ✓	8 ✓	8 ✓	8 ✓	3.5 16sq ft per slip ✓	5 ✓
VIP D	n/a	n/a	n/a	n/a	n/a	3.5 16sq ft per slip ✓	537.5 ✓
Patio 1	n/a	n/a	n/a	n/a	n/a	107' x 5' ✓	560 ✓
Patio 2	n/a	n/a	n/a	n/a	n/a	112' x 15' ✓	623 ✓
Patio 3	n/a	n/a	n/a	n/a	n/a	112' x 15' ✓	636 ✓
Patio 4	n/a	n/a	n/a	n/a	n/a	10ft ✓	22 ✓
Main Walkway	n/a	n/a	n/a	n/a	n/a	4 ✓	4 ✓
Existing E Dock	8 ✓	22 ✓	22 ✓	22 ✓	22 ✓	3 n/a ✓	124 ✓
	247 ✓						
							Parking Spots Needed

Parking Spots Needed

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Slip Square Footage # of Fingers * width * length	TOTAL	Slip + Webbing
924	924	1896
2352 ✓ 448	1785 ✓	2800 ✓
2352 ✓ 448	1785 ✓	2800 ✓
2352 ✓ 448	2800 ✓	264 ✓
1008 ✓	1200 ✓	1530 ✓
1092 ✓	1284 ✓	
	1220 ✓	
910 ✓	1070 ✓	
1365 ✓ 240	1589 ✓	1605 ✓
336 ✓	400 ✓	
840 ✓	952 ✓	
630 ✓ 80	1247.5 ✓	
672 ✓ 112	1344 ✓	
28' x 22'	616 ✓	
26' 5" x 30'	795 ✓	
$20' \times 20' = 420' \times 1/2$	210.125 ✓	
19' x 19'	576 ✓	301 ✓
n/a	6230 ✓	
n/a	1464 ✓	1188 ✓
n/a	528 ✓	552 ✓
n/a	264 ✓	264 ✓
n/a	528 ✓	552 ✓
n/a	33681.625	33681.625

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Double Anchor Set

Double Anchor Set

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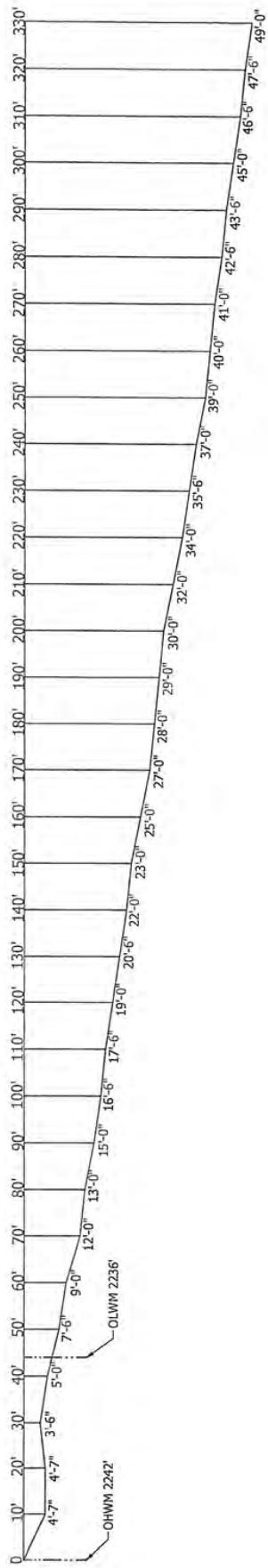
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PC-0092-SMHL



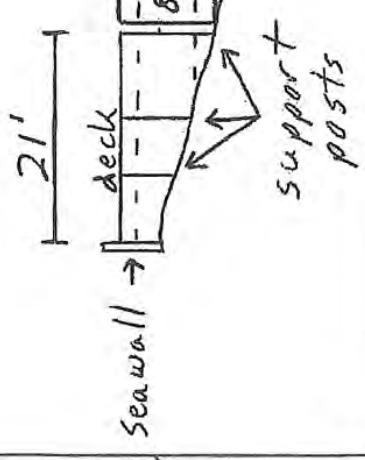
Hayden Lake Marina Lakebed Profile



RECEIVED
JAN 05 2026
IDAHO DEPT. OF LANDS
NSCA SUPERVISORY AREA OFFICE

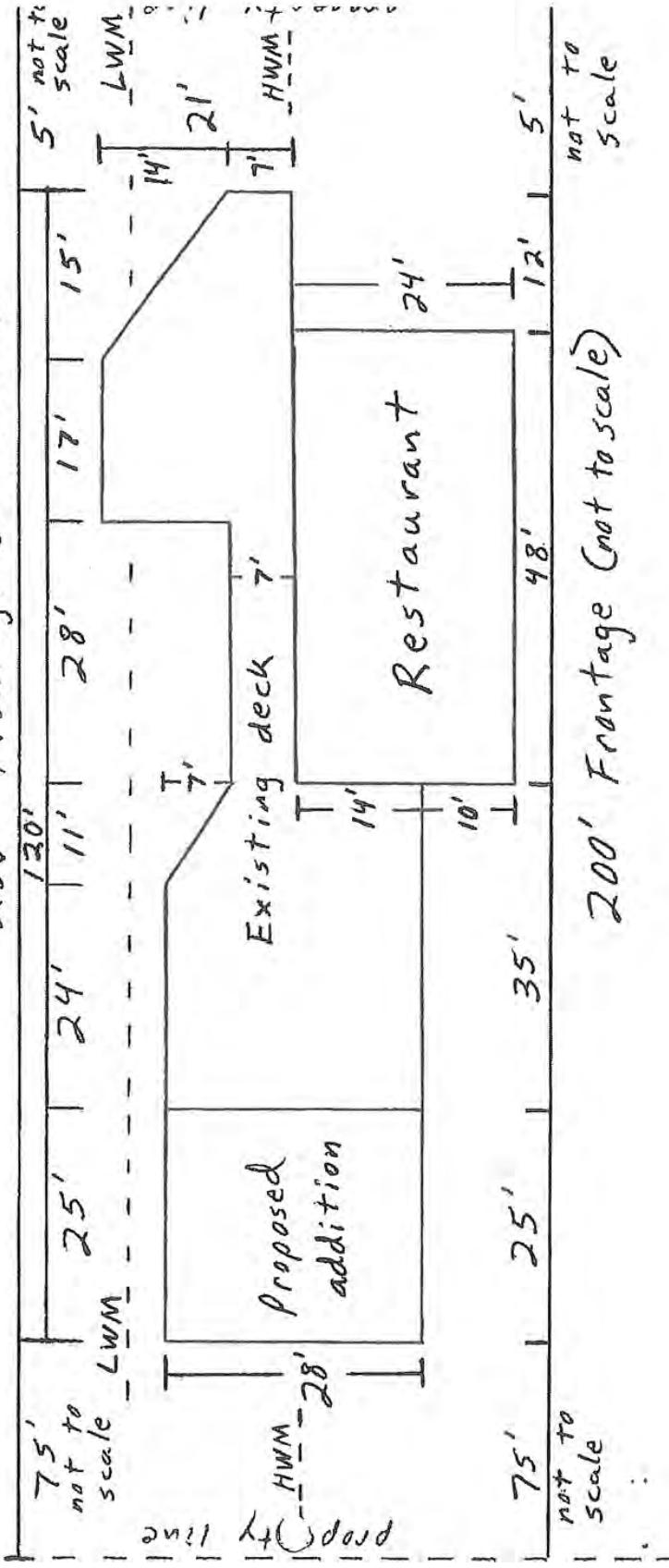
DRAWN	Gabriel Cano	12/9/2025	REV
CHECKED			
QA			
WFG			
APPROVED			
SIZE	DWG NO	Lake Bed Measurements	
C			
SCALE 1 / 192			SHEET 1 OF 1

PC-0094-SMHL



INS: Hayden Lake	NEAR: Hayden	8/27/0
Kootenai County, F.O.		
Application by: Mudco, LLC		
Square Footage:		
Existing deck: 1704.		
Proposed addition: 700		
Total: 2404.		

200' Frontage (not to scale)

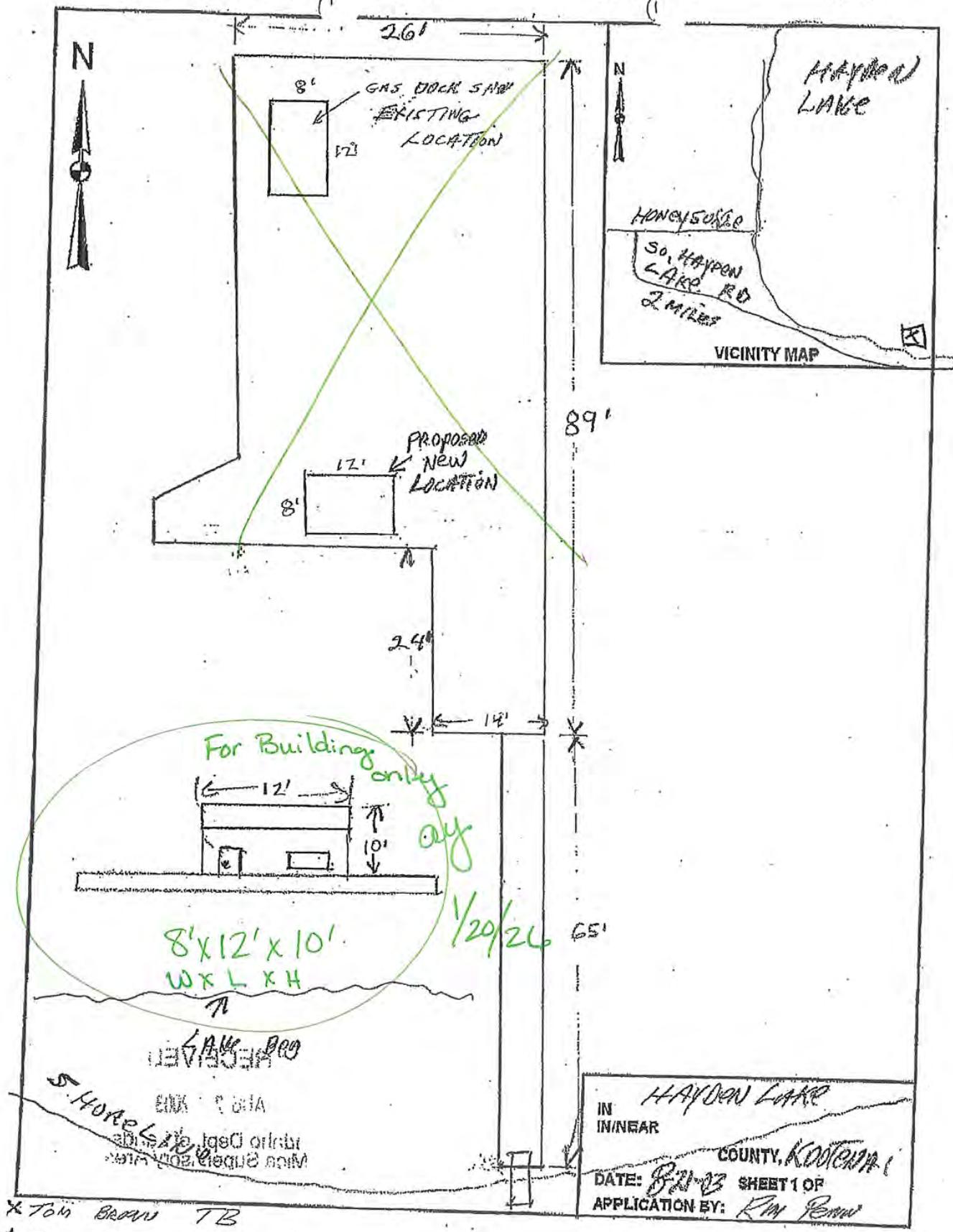


AUG-22-2003 FRI 10:12 AM

MICA FPD

208 769 1597

P. 09





PC-0097-SMHL

EXHIBIT D - Email correspondence re parking requirements and outdated traffic studies

GARRET KENNEY | PLANNER III
FRONT COUNTER PLANNER SUPERVISOR
Kootenai County Community Development
Phone: (208) 446-1049 gkenney@kcgov.us
Online Permitting <https://ims.kcgov.us/ims>

From: Lindsey Olmstead <lolmstead@haydenlakemarina.com>
Sent: Tuesday, October 28, 2025 2:12 PM
To: Garret Kenney <gkenney@kcgov.us>
Subject: Re: Hayden Lake Marina Expansion

Hi Garret-

Could you please clarify Kootenai County parking requirements when adding additional slips to the marina- do we have to make the whole marina compliant 2:1 or is it only what's new that the needs to be accounted for (ie is the existing plan grandfathered in)? We're putting together a plan- I'm looking for the exact count of spots. We currently have 98 as documented with our last permit. We're adding 35 more boat slips to the existing 206. Do we need 120 or 115 parking spots?

Thank you-

Lindsey Olmstead

General Manager
Hayden Lake Marina
208-762-0181 ext. 101

From: Garret Kenney <gkenney@kcgov.us>
Sent: Friday, June 27, 2025 10:40 AM
To: Lindsey Olmstead <lolmstead@haydenlakemarina.com>
Subject: Hayden Lake Marina Expansion

Lindsey, just following up on the question you had posed earlier this week of adding 40 boat slips to the Hayden Lake Marina, and how that would look as far as parking requirements. Given that your proposed location for the required additional park spaces would be a lot within the city limits, you would need to first coordinate with the city on if they could approve of that kind of 'off site' parking + shuttle service back to the Marina, since that lot is within their jurisdiction. If the city is on board with that, we could, as the county, then follow suit with the appropriate conditional use permit application to facilitate that improvement to the Marina, provided all other agencies are on board and all requirements are met.





Let me know if there are any additional questions on this!

GARRET KENNEY | PLANNER III
FRONT COUNTER PLANNER SUPERVISOR
Kootenai County Community Development
Phone: (208) 446-1049 gkenney@kcgov.us
Online Permitting: <https://ims.kcgov.us/ims>

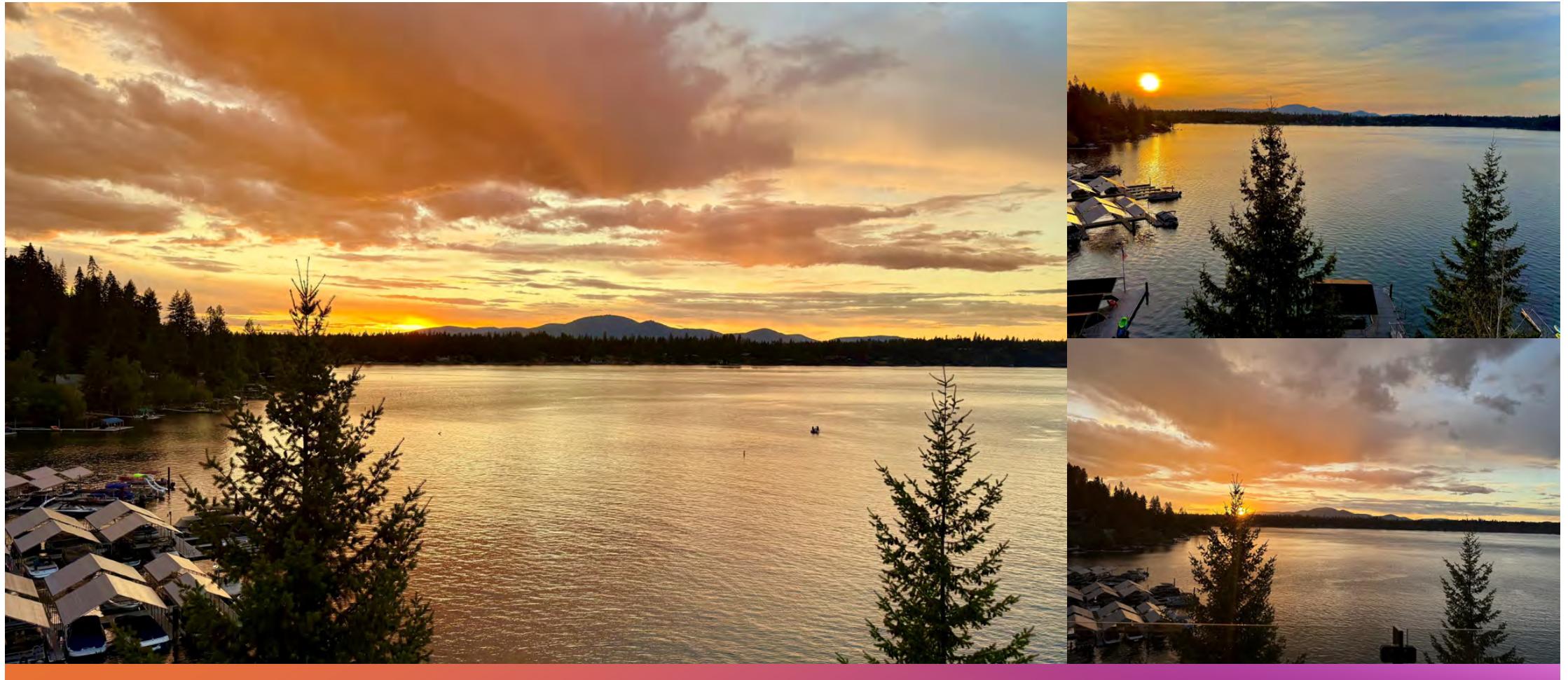


EXHIBIT E - Photographs documenting current conditions and sight lines from 3677 E Tobler Road

Current View from 3677 E Tobler Rd



PC-0104-SMHL



The Marina Extension would significantly impact my view and devalue my property

Exhibit F

Community Letters of Opposition

MARINA EXPANSION OPPOSITION LETTER

02-17-26

To Whom it May Concern,

I am writing this letter to request you **deny** Hayden Lake Marina's Application ERL95S1741Q to expand the marina's **size and footprint** on the lake. After reviewing the drawings of the proposed plan, it appears that the new docks will extend at least an additional 228 feet out into the lake in comparison to the current footprint. I am **not** in favor of adding more boat traffic to Hayden Lake or Lower Hayden Lake Road. It is busy enough without the addition of 32 boat slips.

The proposed new parking arrangements also raise some questions. Is the Marina no longer servicing or performing needed maintenance of boats? If all proposed parking spaces are occupied, it appears there would be no access to the current shop. There doesn't appear to be any parking allocated for employees of the Marina and restaurant. Where will those individuals park?

With filled parking spaces, how does someone launch a boat without either using the private Tobler Road to get lined up to launch and/or needing to go across lower Hayden Lake Road toward the current shop? In both cases, traffic on Lower Hayden Lake Road will be **negatively impacted**. How will the people parking at the off site facility on Honeysuckle be shuttled to and from the Marina? **The proposed plan does not have a shuttle drop off and pick up designated location.**

Another big concern is the way boats will ingress and egress the proposed new dock configuration on the lake. Currently, there are 5 ways for boats to enter or exit the marina from the lake. The proposed expansion shows **ONLY** one. All boats entering or leaving will need to hug the eastern shoreline of the lake creating additional congestion, erosion and impact on that side of the lake.

I am not opposed to the Marina making more money, which seems to be the main purpose of the expansion. My suggestion would be to upgrade the current docks and raise the moorage, gas, food and other item prices.

Item #17 on the permit application states that the current docks are unsafe. Will the marina still rent moorage spaces during the upcoming season even though the marina states "**the docks themselves are unsafe**"?

Last season, it was not unusual for large waves to break over our dock as well as erode the shoreline, even though the boat wasn't within 200 feet from our dock. In some instances, the boat was not even in sight when the waves were washing over our dock. I do not want more boats added, as well as bigger boats, both of which will increase this problem substantially.

Thank you for considering my comments.



Brookes Spencer
3839 E Tobler Rd
Hayden, ID 83835
bspencer@bayshoreprep.org
562.665.7777

Strong Opposition to the Hayden Lake Marina Expansion Proposal

February 17, 2026

To Whom It May Concern,

I am writing as a concerned Hayden Lake property owner residing in close proximity to the proposed Hayden Lake Marina expansion (Idaho Department of Lands Encroachment ERL95S1741Q). After reviewing the details of this proposal and its potential impacts on our community and the lake's environment, I feel compelled to express my **strong opposition** to this project in its current form.

First and foremost, the expanded marina, including the relocation and extension of gas pumps away from the shoreline, presents serious **environmental risks to Hayden Lake's water quality**. Fueling infrastructure farther from shorelines increases the likelihood of spills and leaks directly into the lake, jeopardizing aquatic ecosystems and the drinking water quality for all residents and visitors. Moving gas dispensers into deeper water without stringent safeguards is irresponsible for a lake already subject to seasonal stress and nutrient loading concerns.

Equally troubling is the **proposed new pump-out station**. While sewage management is important, a readily accessible pump-out may encourage houseboats and larger vessels to anchor in sensitive bay areas. These sections of the lake are critical spawning, nursery, and feeding areas for fish and other wildlife. Increased boat anchoring in these zones risks shoreline erosion, disturbance to aquatic vegetation, and elevated levels of bacterial contamination. It may also degrade the serene natural character that residents and tourists value most about Hayden Lake.

The addition of **numerous new boat slips** will inevitably increase recreational boat traffic and congestion on the water. This translates to more wake-induced shoreline erosion, expanded noise pollution, and greater risk of accidents or conflicts between watercraft and swimmers, paddleboarders, and kayakers. Our lake's relatively narrow coves and already high seasonal use levels make it an inappropriate setting for significant expansion that incentivizes additional boating activity.

There are also **valid community and safety concerns** associated with this project. Preliminary reviews have identified inadequate parking capacity and negative impacts to traffic on Hayden Lake Road. **Increased vehicle and trailer traffic** through residential neighborhoods will diminish the quality of life for nearby homeowners, create hazards for pedestrians and cyclists, and compromise emergency vehicle access.

Finally, this expansion runs contrary to our shared interest in protecting **Hayden Lake's long-term ecological health and community character**. Instead of expanding commercial marina infrastructure, we should prioritize responsible lake stewardship that maintains water quality, respects private property values, and preserves natural beauty for future generations.

For these reasons, I **urge** the Department of Lands to reject the current marina expansion plan. I also request that decision-makers incorporate comprehensive environmental impact assessments and broad public input before any approval is granted.

Thank you for your consideration.


Nancy Spencer
3839 E Tobler Rd
Hayden, ID 83835
nspencer@bayshoreprep.org
562.325.0701

JOINT LETTER OF OPPOSITION

RE: Application ERL95S1741Q - Southern Marinas Hayden Lake LLC Commercial Marina Expansion

February [DATE], 2026

To Whom It May Concern:

We, the undersigned residents and property owners of the Hayden Lake area, write to express our opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q). We support the comprehensive objection submitted by Robert Krcmarov (3677 E Tobler Road) and share his concerns regarding:

- Traffic and safety impacts at the marina entrance/E Tobler Road merge area, where the 15% increase in marina traffic will create dangerous conditions for residential access
- Inadequate parking plan relying on non-binding shuttle service, resulting in overflow parking on residential streets
- Missing current traffic impact study despite significant residential development in the area since any prior studies
- No lighting specifications for commercial LED lighting (brightness, shielding, hours of operation)
- No noise impact assessment or construction hour limitations for 7-month construction period
- Inadequate removal and demolition plan for existing dock structures
- View obstruction and property value impacts on residential properties
- Lack of analysis of cumulative impacts on residential neighborhood character
- Application deficiencies preventing informed decision-making

As residents of this predominantly residential neighborhood, we are concerned about the appropriateness of this major commercial expansion (32 additional boat slips, extensive new structures, commercial lighting, 7 months of construction) without adequate analysis of impacts, proper safeguards, or consideration of residential context.

We support Mr. Krcmarov's request that the Idaho Department of Lands either deny this application as submitted or require the applicant to address all identified deficiencies before proceeding. We support the request for a public hearing to allow full community examination of this proposal.

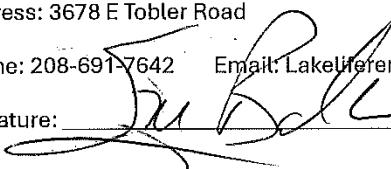
This is not opposition to the existing marina operation, but concern about a significant expansion without proper analysis or mitigation of impacts on our residential neighborhood. Respectfully submitted by the undersigned residents:

SIGNATURES:

Name: Sue Baldwin Date: Feb 13th, 2026

Address: 3678 E Tobler Road

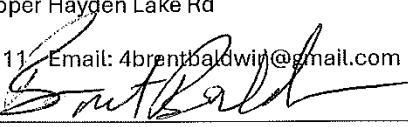
Phone: 208-691-7642 Email: LakelifeRental@gmail.com

Signature: 

Name: Brent Baldwin Date: Feb 13th, 2026

Address: 2465 E Upper Hayden Lake Rd

Phone: 208-660-1111 Email: 4brentbaldwin@gmail.com

Signature: 

Lee and Tina Thompson
3733 E. Tobler Rd.
Hayden, ID 83835

February 11, 2026

RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

I am writing to express my opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and to support the objection being submitted by Robert Krcmarov on behalf of affected residents.

I am a homeowner and year round resident at 3733 E. Tobler Road in the Hayden Lake area. The proposed expansion from 206 to 240 boat slips represents a 15% increase in commercial activity in our predominantly residential neighborhood.

I share the concerns outlined in Mr. Krcmarov's objection, particularly regarding:

- Traffic and safety impacts at the marina entrance/E Tobler Road merge area
- Inadequate parking plan leading to overflow on residential streets
- Noise from 32 additional boats and 7 months of construction
- Light pollution from commercial LED lighting with no specifications
- View obstruction from expanded dock structures
- Property value impacts/ Lack of current traffic study
- Missing environmental analysis of dock removal
- Inappropriate scale for residential neighborhood
- Application deficiencies and missing information

SPECIFIC IMPACT ON MY PROPERTY:

We are 6 docks past the marina. Other concerns: Boat traffic is already at capacity; docks & property have already sustained damage from excessive wakes; Safety of enjoyment of our docks with kids & grandkids; What is HLM plan for the open septic

I support the request for the Idaho Department of Lands to either deny this application or require the applicant to address the significant deficiencies identified in Mr. Krcmarov's objection before proceeding. I support the request for a public hearing on this matter. This is not opposition to the existing marina, which has been part of our community for many years, but concern about the scale and impacts of this particular expansion on our residential neighborhood.

Respectfully,
Tina Thompson

Date: 11 Feb 26

Contact Information: Address: 3733 E. Tobler Rd., Hayden, ID 83835

Phone: 208)691-0148 Email: Thompsonfour@hughes.net

Glenn Sather
Corinne Sather
3755 E Tobler Rd
(Lot 68, Blk 1 Honeysuckle Hills Building sites)
Hayden Idaho 83835

February 11, 2026

RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

I am writing to express my opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and to support the objection being submitted by Robert Krcmarov on behalf of affected residents.

I am a [homeowner/resident] at 3755 E Tobler Rd Hayden, Idaho. The proposed expansion from 206 to 240 boat slips represents a 15% increase in commercial activity in our predominantly residential neighborhood.

I share the concerns outlined in Mr. Krcmarov's objection, particularly regarding:

[CHECK THE BOXES THAT APPLY TO YOU:]

Traffic and safety impacts at the marina entrance/E Tobler Road merge area

Inadequate parking plan leading to overflow on residential streets

Noise from 32 additional boats and 7 months of construction

Light pollution from commercial LED lighting with no specifications

View obstruction from expanded dock structures

Property value impacts Lack of current traffic study

Missing environmental analysis of dock removal

Inappropriate scale for residential neighborhood

Application deficiencies and missing information

SPECIFIC IMPACT ON MY PROPERTY:

[Residents can write 2-3 sentences about their personal situation -

*EROSION of SHORELINE FROM INCREASED BOAT TRAFFIC

I support the request for the Idaho Department of Lands to either deny this application or require the applicant to address the significant deficiencies identified in Mr. Krcmarov's objection before proceeding. I support the request for a public hearing on this matter. This is not opposition to the existing marina, which has been part of our community for many years, but concern about the scale and impacts of this particular version of expansion on our residential neighborhood.

Respectfully,

[Print Name] GLENN SATHER

Corinne Sather

Date: 2/11/26

Contact Information: Address: 3755 E TOBLER RD HAYDEN, ID 83835

Phone: 208 755 7556 Email: GLENN.R.APTBRKR.COM

Ian Grimes
4549 E Hayden Lake Road
Hayden, ID 83835

February 15, 2026

RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

I am writing to express my opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and to support the objection being submitted by Robert Krcmarov on behalf of affected residents.

My wife and I are homeowners and full-time residents at 4549 East Hayden Lake Road, approximately one half mile from the Hayden Lake Marina. The proposed expansion from 206 to 240 boat slips represents a 15% increase in commercial activity in our predominantly residential neighborhood.

I share the concerns outlined in Mr. Krcmarov's objection, particularly regarding:

- Traffic and safety impacts at the marina entrance/E Tobler Road merge area
- Inadequate parking plan leading to overflow on residential streets
- Light pollution from commercial LED lighting with no specifications
- Lack of current traffic study
- Inappropriate scale for limited access area
- Application deficiencies and missing information

SPECIFIC IMPACT ON MY PROPERTY:

The addition of 32 boat slips, which are being built to accommodate larger modern watercraft is concerning. We have seen an increase in wakeboard style boats since we purchased our home in 2017. When most of the boats leave the Hayden Lake Marina, they increase speed as they travel past our dock and increase their wake, which negatively affects our dock and watercraft. For example, the wake from passing boats and their subsequent waves have broken a cleat on our watercraft and an attachment point on our dock. We also have a neighbor whose dock is being repaired due to wake damage. The wake put out by modern wake board boats is particularly significant.

We have additional concerns regarding the lack of parking and traffic problems. I do not believe that there is sufficient parking for boaters, daily watercraft rental customers, restaurant patrons and the proposed VIP lounge service. We have frequently observed the Marina parking lot filled to capacity; this results in customer overflow parking along the narrow shoulder of East Hayden Lake Road; this lack of parking is without the additional 32 proposed slips. We have friends who currently dock their boat at the Marina. On several occasions last year, they asked to park on our property because there was not enough parking at the Marina. Currently, the lack of parking causes customers who are searching for parking to unsafely cross from the lake adjacent parking lot to the parking lot on the other side of the street. This often creates unsafe traffic situations for Marina customers and drivers on East Hayden Lake Road. The addition of 32 additional slips will make a bad traffic situation worse. I understand that there is a proposal for a shuttle, however it is not a requirement. Once the slips are constructed, what is to prevent the shuttle from being canceled for a variety of reasons. The area of the proposed shuttle parking lot is currently impacted by the overflow from the congested Honeysuckle Beach/Launch parking. Again, making a bad situation worse.

I support the request for the Idaho Department of Lands to either deny this application or require the applicant to address the significant deficiencies identified in Mr. Krcmarov's objection before proceeding. I support the request for a public hearing on this matter. This is not opposition to the existing marina, which has been part of our community for many years, but concern about the scale and impacts of this particular expansion on our residential neighborhood.

Respectfully, Ian Grimes

Ian Grimes

Date: February 15, 2026

Contact Information: Address: 4549 E Hayden Lake Road, Hayden, ID 83835

Phone: 208-682-0107 Email: grimes.ian@gmail.com

Galen and Wendy Heatherly
4513 East Hayden Lake Road
Hayden, ID 83835

February 12, 2026

re: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

I am writing to express **OPPOSITION** to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and to support the objection as well as the public hearing request being submitted by Robert Krcmarov.

My wife and I have been homeowners at 4513 East Hayden Lake Road since 2012. Our residence is on the waterfront side of the road just North of the intersection of East Hayden Lake Road and North Half Mile Lane (approximately 1/4 mile North of the Hayden Lake Marina).

I share the concerns outlined in Mr. Krcmarov's objection. My personal thoughts, observations, and concerns are as follows:

Traffic Safety, Pedestrian Safety and Inadequate Parking:

Even at the current dock density of Hayden Lake Marina, we have driven by the marina on many occasions and witnessed vehicles parked in non-designated, and many times - unsafe and illegal areas so as to gain access to the marina facility. Increasing marina capacity will only serve to exacerbate this situation. With the majority of the marina parking on the East side of East Hayden Lake Road, pedestrian safety when crossing the road is of great concern. Due to the "blind" nature of the curvature of the roadway at the entrance to the marina and traffic speed that usually exceeds posted limits, crossing the road to get to the marina from the East parking lot can prove to be quite dangerous and potentially hazardous. There is nothing in the marina expansion plan that addresses this very real concern.

Stated purpose of the expansion:

As clearly stated in Southern Marinas's application, the purpose of this expansion project is to "Update Hayden Lake Marina docks to meet current industry standards for boat sizes (24-26 feet)." Since Hayden Lake Marina currently has a substantial wait list for boats in excess of 23', it stands to reason that the applicant has a vested financial interest to increase marina capacity and its resulting revenue stream that these large boats would provide. Since we have a waterfront dock on Hayden Lake, we have seen firsthand the damage these "24 -26 foot Modern Boats" can do to our dock, the safety of the people on our dock, the boat in our slip, and the erosion of our shoreline. A 26' Malibu LSV wakeboat that has an 18 person capacity and the ability to carry 6000 pounds of ballast will produce a wake over 3' tall. With our private dock being approximately 18" above the water level of the lake, it doesn't require too much math to visualize the direct and measurable damage a wake of this size can do when it intersects our property.

No-Wake Zones:

The Idaho Department of Lands has issued a permit for 33 navigational buoys to the Hayden Lake Watershed Improvement District so as to mark and identify the edge of the No-Wake zone on Hayden Lake, which by county ordinance, is 200 feet from any dock or shoreline. Clearly, by the issuance of this permit, the Idaho Department of Lands understands and has agreed that

there is a demonstrated need to protect private property and the shoreline of Hayden Lake. Since the stated purpose of the Hayden Lake Marina expansion project is to facilitate greater access to Hayden Lake by allowing more 24-26' boats, it seems illogical and somewhat contradictory that the Idaho Department of Lands would authorize this project based solely on the fact that there has already been a demonstrated, validated, and addressed need for No-Wake Zone mitigation on Hayden Lake.

Winter weather / Road restrictions:

This winter in North Idaho has been uncharacteristically mild. All of us who live here know that what we have experienced this winter is not normal. In previous years, I have driven by the marina many times during the winter months and seen the surface of the lake in the shallow waters surrounding the marina completely frozen, and the docks encased in ice. Given a "normal" winter in North Idaho, the stated construction period for this project - estimated to be from September 2026 through April 2027 - is grossly optimistic and realistically improbable.

Additionally, during the winter months, Lakes Highway District monitors the condition of East Hayden Lake Road, and places weight restrictions on truck travel over the road so as to protect the roadway from damage. These road restrictions will vary from year to year, but according to the Lakes Highway District website, they can start as early as January and extend through April. In the years we have owned property on Hayden Lake, I have never experienced a winter season when weight restrictions on East Hayden Lake Road were not in place. On a personal level, my wife and I have been involved in a construction project on East Hayden Lake Road that has been impacted by winter road restrictions because we could not get certain equipment or supplies to our jobsite. I don't know the exact "size" of the trucks that are impacted by these road restrictions, but I can tell you that it's much smaller than you think it should be. If the box trucks, excavators, or flatbed trailers that the applicant is projected to use to facilitate this project exceed the load limits imposed by Lakes Highway District - this project could easily exceed their projected construction timeframe.

Wave attenuation:

The stated purpose of the "head dock" in the marina expansion project is to provide wave attenuation to "protect shoreline and properties to the East". That statement alone, even though geographically erroneous and incorrect, is an admission that Southern Marinas is expecting that waves created in the "no wake" zone to the West of their proposed dock structure - where the new gas pumps are to be located - would be strong enough to necessitate attenuation. The configuration of the proposed dock structure would move all boat traffic leaving the marina towards the Eastern shoreline - considerably East of the head dock and where private docks are primarily located. The wave attenuation function of the "head dock", that is on the far West side of the proposed marina layout, will do nothing to attenuate wave dissipation for the private docks located on the Eastern shoreline where the waves from boats leaving the marina will actually be created. By adding "more and larger" boats to the equation, those of us who have private docks, boats in slips, and vulnerable shoreline on the Eastern shoreline are even more vulnerable to damage by wake activity from boats exiting the marina.

To understand the game, you need to understand the players:

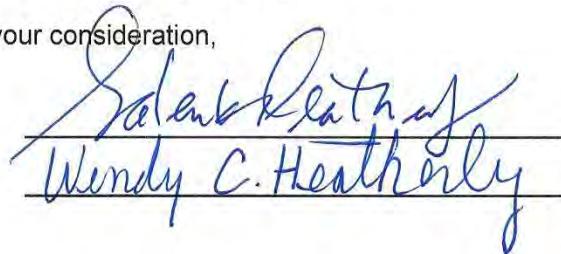
Southern Marinas is a premier owner and operator of marina properties. They are based in North Palm Beach, FL. KSL Capital Partners is a private equity firm specializing in travel and leisure investments. KSL Capital Partners is based in Denver CO. They are extremely well capitalized and have multiple worldwide holdings in the travel and leisure space. In May 2021, Southern Marinas and KSL Capital Partners announced a partnership with the specific intent of acquiring and operating a "portfolio" of marinas across North America. According to information

gathered from the Southern Marinas website, the only 2 marinas they currently own West of the Mississippi River are Elliott Bay Marina in Seattle, WA and Hayden Lake Marina in Hayden, ID. The Southern Marinas / KSL Capital Partners "affiliation" acquired Hayden Lake Marina in October 2021. When Rob and Karen Krcmarov met with Lindsey Olmstead, the manager of Hayden Lake Marina, she indicated that they had been planning this expansion for 2.5 years, and had gone through 8 layout versions before landing on the one that is currently before the Idaho Department of Lands for review and approval. Based on this timeline alone, the only logical conclusion that can be drawn from the Southern Marinas / KSL Capital Partners affiliation is that this expansion of Hayden Lake Marina was the plan when the marina was acquired in 2021. Having raised in excess of \$15 billion since 2005 (as per the KSL Capital Partners website) to invest in the travel and leisure space, KSL Capital Partners is a huge player in their industry. They are simply not going to fund an investment that doesn't provide acceptable or anticipated returns for their stakeholders. Unfortunately, for those of us who live and play "downstream" from this "investment", the result of this proposed marina expansion is simply unacceptable on many levels. I truly do hope that the Idaho Department of Lands comes to that conclusion and does what's best for the residents of Hayden Lake who will be adversely impacted for years to come should this project be approved.

Respectfully submitted for your consideration,

Galen Heatherly

Wendy Heatherly



The image shows two handwritten signatures. The top signature is "Galen Heatherly" and the bottom signature is "Wendy C. Heatherly". Both signatures are written in blue ink on a white background. The names are written in a cursive style with some variations in letter height and thickness.

Date: February 12, 2026

Contact information:

Galen and Wendy Heatherly
4513 East Hayden Lake Road
Hayden, ID 83835

Phone: 559-303-2349
email: gheatherly@icloud.com

Timothy J. Peterson, MD
5961 E Hayden Lake Rd.
Hayden, ID 83835

February 16, 2026

RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

I am writing to express my opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and to support the objection being submitted by Robert Krcmarov on behalf of affected residents.

I am a [homeowner/resident] at [YOUR ADDRESS] in the Hayden Lake area. The proposed expansion from 206 to 240 boat slips represents a 15% increase in commercial activity in our predominantly residential neighborhood.

I share the concerns outlined in Mr. Krcmarov's objection, particularly regarding:

[CHECK THE BOXES THAT APPLY TO YOU:]

Traffic and safety impacts at the marina entrance/E Tobler Road merge area

Inadequate parking plan leading to overflow on residential streets

Noise from 32 additional boats and 7 months of construction

Light pollution from commercial LED lighting with no specifications

View obstruction from expanded dock structures

Property value impacts Lack of current traffic study

Missing environmental analysis of dock removal

Inappropriate scale for residential neighborhood

Application deficiencies and missing information

SPECIFIC IMPACT ON MY PROPERTY:

[Residents can write 2-3 sentences about their personal situation - OPTIONAL] _I am primarily concerned with safety on the lake and for the residents who own property on the lake. Rental boats and inexperienced operators disrespect slow/no wake zones and place our docks and swimmers in harms way. I also feel that our littoral rights are being ignored or violated.

I support the request for the Idaho Department of Lands to either deny this application or require the applicant to address the significant deficiencies identified in Mr. Krcmarov's objection before proceeding. I support the request for a public hearing on this matter. This is not opposition to the existing marina, which has been part of our community for many years, but concern about the scale and impacts of this particular expansion on our residential neighborhood.

Respectfully, _____ [Signature in blue ink]

Timothy J. Peterson, MD

Date: 2/16/2026

Contact Information: Address: drtimp@msn.com

Phone: _520-971-7203

PC-0117-SMHL

Timothy J. Peterson, MD
5981 E Hayden Lake Rd.
Hayden, ID 83835

February 16, 2026

RE: Opposition to Application ERL9581741Q Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

I am writing to express my opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL9581741Q) and to support the objection being submitted by Robert Kromarov on behalf of affected residents.

I am a [homeowner/resident] at [YOUR ADDRESS] in the Hayden Lake area. The proposed expansion from 206 to 240 boat slips represents a 15% increase in commercial activity in our predominantly residential neighborhood.

I share the concerns outlined in Mr. Kromarov's objection, particularly regarding:

[CHECK THE BOXES THAT APPLY TO YOU.]

Traffic and safety impacts at the marina entrance/E Tobler Road merge area

Inadequate parking plan leading to overflow on residential streets

Noise from 32 additional boats and 7 months of construction

Light pollution from commercial LED lighting with no specifications

View obstruction from expanded dock structures

Property value impacts Lack of current traffic study

Missing environmental analysis of dock removal

Inappropriate scale for residential neighborhood

Application deficiencies and missing information

SPECIFIC IMPACT ON MY PROPERTY

[Residents can write 2-3 sentences about their personal situation - OPTIONAL] I am primarily concerned with safety on the lake and for the residents who own property on the lake. Rental boats and inexperienced operators disrespect slow/no wake zones and place our docks and swimmers in harms way. I also feel that our littoral rights are being ignored or violated.

I support the request for the Idaho Department of Lands to either deny this application or require the applicant to address the significant deficiencies identified in Mr. Kromarov's objection before proceeding. I support the request for a public hearing on this matter. This is not opposition to the existing marina, which has been part of our community for many years, but concern about the scale and impacts of this particular expansion on our residential neighborhood.

Respectfully, Timothy J. Peterson, MD

[Signature in blue ink]

Timothy J. Peterson, MD

Contact Information: Address: drumpg@msn.com

Date: 2/16/2026

520-471-7225

Judy Giordanetto
3777 E. Tobler Rd
Hayden Lake, ID 83835

February 10th, 2026

RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

I am writing to express my opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and to support the objection being submitted by Robert Krcmarov on behalf of affected residents.

I am a [homeowner/resident] at 3777 E. Tobler Rd. in the Hayden Lake area. The proposed expansion from 206 to 240 boat slips represents a 15% increase in commercial activity in our predominantly residential neighborhood.

I share the concerns outlined in Mr. Krcmarov's objection, particularly regarding:

[CHECK THE BOXES THAT APPLY TO YOU:]

- Traffic and safety impacts at the marina entrance/E Tobler Road merge area
- Inadequate parking plan leading to overflow on residential streets
- Noise from 32 additional boats and 7 months of construction
- Light pollution from commercial LED lighting with no specifications
- View obstruction from expanded dock structures
- Property value impacts Lack of current traffic study
- Missing environmental analysis of dock removal
- Inappropriate scale for residential neighborhood
- Application deficiencies and missing information

SPECIFIC IMPACT ON MY PROPERTY:

Increased boating activity on the lake will lead to measurable and ongoing damage, resulting in higher maintenance cost to my dock and shoreline.

I support the request for the Idaho Department of Lands to either deny this application or require the applicant to address the significant deficiencies identified in Mr. Krcmarov's objection before proceeding. I support the request for a public hearing on this matter. This is not opposition to the existing marina, which has been part of our community for many years, but concern about the scale and impacts of this particular expansion on our residential neighborhood.

Respectfully,

Judy Giordanetto

Date: 2-10-26

Contact Information: Address:

3908 E 22nd Spokane, WA 99223

Phone: 509-230-5288

Email: JUDY@HIGHLAKEWR.COM

Thomas and Terry Brown
3597 E Tobler Road
Hayden, ID 83835

February 8, 2026

RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

I am writing to express my opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and to support the objection being submitted by Robert Krcmarov on behalf of affected residents.

I am a homeowner at 3597 E. Tobler Road in the Hayden Lake area. The proposed expansion from 206 to 240 boat slips represents a 15% increase in commercial activity in our predominantly residential neighborhood.

I share the concerns outlined in Mr. Krcmarov's objection, particularly regarding:

[CHECK THE BOXES THAT APPLY TO YOU:]

- Traffic and safety impacts at the marina entrance/E Tobler Road merge area
- Inadequate parking plan leading to overflow on residential streets
- Noise from 32 additional boats and 7 months of construction
- Light pollution from commercial LED lighting with no specifications
- View obstruction from expanded dock structures
- Property value impacts Lack of current traffic study
- Missing environmental analysis of dock removal
- Inappropriate scale for residential neighborhood
- Application deficiencies and missing information

SPECIFIC IMPACT ON MY PROPERTY:

[Residents can write 2-3 sentences about their personal situation - OPTIONAL]

WE LIVE NEXT DOOR TO HLM AND THE PARKING IS ALREADY
REALLY BAD WITHOUT THIS EXPANSION.

I support the request for the Idaho Department of Lands to either deny this application or require the applicant to address the significant deficiencies identified in Mr. Krcmarov's objection before proceeding. I support the request for a public hearing on this matter. This is not opposition to the existing marina, which has been part of our community for many years, but concern about the scale and impacts of this particular expansion on our residential neighborhood.

Respectfully, Thomas D. Brown Terry E. Brown [Signature in blue ink]

Thomas Brown and Terry Brown Date: 2/8/2026

Contact Information: Address: 3597 E Tobler Road, Hayden, ID 83835

Phone: 208-661-1808 Email: tbrownhayden@yahoo.com

From: Tom Brown <tbrownhayden@yahoo.com>

Sent: Thursday, February 12, 2026 10:51 AM

To: Mike Ahmer <mahmer@idl.idaho.gov>

Subject: Hayden Lake Marina Permit

SUSPICIOUS MESSAGE: This message may be impersonating a State of Idaho user. Proceed with caution and verify legitimacy of the sender before replying. 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.

Mike,

Since you are a state employee, I would think that you have a duty to the public as well as Marina's, and should do what makes common sense.

My dock currently has about 10 boat slips that the slip renters drive by my dock. With the new configuration of the Marina this changes to 112 boat slips that will be driving within 20' of my dock twice every trip, as well as any boating restaurant clients have to drive by my dock twice each trip. In what world wouldn't this put up a giant red flag? How would you feel if they were going to do this to you. This will totally change my usability of my property and dock. It also affects the value of my property and the next 3 neighbors to the tune of about a million dollars. This should be considered before giving them a permit. Please do the right thing for the right reasons.

Tom Brown

tbrownhayden@yahoo.com

208-661-1808

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

From: **Shanna Detweiler** <shandetw@gmail.com>
Date: Mon, Feb 16, 2026 at 1:17 PM
Subject: OPPOSITION TO HAYDEN LAKE COMMERCIAL EXPANSION
To: <Afusion@idl.idahogov>
Cc: Rob Krcmarov <krichy227@gmail.com>

Reithanna Milburn
Grant Detweiler
8933 N Half Mile Ln
Hayden, ID. 85308

February 15, 2026

Amidy Fuson, Idaho Department of Lands
Email: afusion@idl.idaho.gov

**RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC -
Commercial Marina Expansion**

Dear Amidy Fuson:

We are writing to express our opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q)

We live at 8933 N Half Mile Ln, on Hayden Lake. Before that we owned a condo above the marina, so we care about the impact to them. The proposed expansion from 206 to 240 boat slips represents a 15% increase in commercial activity in our predominantly residential neighborhood.

We support the objection being submitted by Robert Krcmarov on behalf of affected residents. We share the concerns outlined in Mr. Krcmarov's objection, particularly regarding:

- 1) Traffic and safety impacts at the marina entrance and the E Tobler Road merge area.
- 2) Inadequate parking plan leading to overflow on residential streets.
- 3) Noise from 32 additional boats and 7 months of construction, which could increase due to load limits during the winter.
- 4) Light pollution from commercial LED lighting with no specifications for the people closest to the marina
- 5) View obstruction from expanded dock structures for the people closest to the marina.
- 6) Property value impacts
- 7) Lack of current traffic study and solution to mitigate the additional congestion at the marina. There already is a significant problem in the summer.
- 8) Missing environmental analysis of dock removal and addition of new ones. What will this do to the fish population? How will the addition of a pumping station impact the environment? Will it impact Hayden Lake Sewer District? Will those larger boats that require a pumping station have more of an impact on the environment? Will those boats and more wakeboard boats damage the shoreline and docks even greater than is already being done? We question adding larger boats and overnight moorage to a small lake.
- 9) Inappropriate scale for residential neighborhood

SPECIFIC IMPACT ON OUR PROPERTY:

More boat activity will increase the wake action that rocks our dock. We are just past where all the boats accelerate. It causes some serious rocking of the dock and boat. Our lake wall has had rocks that have fallen and it is not easy or inexpensive to repair it. Who will bear the expense of any damage to the east side shoreline due to the proposed plan to funnel the traffic there? It's not fair to ask the residents to bear the cost.

The traffic at the Marina is very congested at times in the summer. It can be difficult to get by, we have to wait for oncoming traffic to pass before we can get around the parked cars. The people getting out of those cars don't always seem to check traffic before getting out of their vehicles. The marina parking across the street causes a lot of pedestrian traffic as families or other groups with little children cross the road with all their coolers and loads of various other things for their boat. It's

dangerous. Adding more boats, boat trailers, pedestrians and vehicles will add to the difficulty. We understand it's not always easy to maneuver boats in and around people and cars and we have to wait. But adding more traffic to a road that is already congested and showing signs of deterioration isn't advantageous for the community. Expanding the marina, impacting the road and adding more traffic only benefits an out of state commercial operation and its potential customers. For the Marina

to actually handle more cars and boats they need to widen Hayden Lake Road and we don't know how that is feasible. That's not even counting the long period of time with construction traffic.

We request the Idaho Department of Lands deny this application. This is not opposition to the existing marina, which has been part of our community for many years, but concern about the scale and impacts of this particular expansion on our residential neighborhood.

Respectfully,

Reithanna Milburn 602-509-7248 Email: Shandetw@gmail.com

Grant Detweiler 602-369-2135 Email yrscr6@gmail.com

Cc: Rob Krcmarov

Jon Klein
3719 E. Tobler Rd.
Hayden Lake, ID 83835

February 12th, 2026

RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

I am a resident/property owner at 3719 E. Tobler Rd. in the Hayden Lake area. I oppose the proposed marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and support the objection submitted by Robert Krcmarov (3677 E Tobler Road).

I share concerns about traffic safety, inadequate parking, noise impacts, light pollution, and the appropriateness of a 15% commercial expansion in our predominantly residential neighborhood. The application lacks critical information including current traffic studies, lighting specifications, and analysis of impacts on residential properties.

I support the request for the Idaho Department of Lands to deny this application or require substantial revisions, and I support the request for a public hearing.

Respectfully,



Jon Klein

Date: 2/13/26

Contact Information: Address: 3719 E. Tobler Rd. Hayden Lake, ID 83835

Phone: 509 270 2926 Email: _____

Herb & Liz Baker
3570 E Tobler Road, Unit B-7
Hayden, ID 83835

February 11, 2026

Re: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC –
Commercial Marina Expansion

To Whom It May Concern:

I am writing to express my extreme opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S174f1Q) and support the objection submitted by Robert Krcmarov (3577 E Tobler Road).

I share concerns about traffic safety, inadequate parking, noise impacts, light pollution, and the appropriateness of a 15% commercial expansion in our predominately residential neighborhood. The application lacks critical information including current traffic studies, lighting specifications, and analysis of impacts on residential properties.

I support the request for the Idaho Department of Lands to deny this application or require substantial revisions, and I support the request for a public hearing.

Respectfully,



Herb Baker



Liz Baker

February 11, 2026

3570 E Tobler Road, Unit B-7

Hayden, ID 83835

(760) 801-1490

lizbakergm@gmail.com

JOINT LETTER OF OPPOSITION

RE: Application ERL95S1741Q - Southern Marinas Hayden Lake LLC Commercial Marina Expansion

February 11, 2026

To Whom It May Concern:

We, the undersigned residents and property owners of the Hayden Lake area, write to express our opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q). We support the comprehensive objection submitted by Robert Krcmarov (3677 E Tobler Road) and share his concerns regarding:

- Traffic and safety impacts at the marina entrance/E Tobler Road merge area, where the 15% increase in marina traffic will create dangerous conditions for residential access
- Inadequate parking plan relying on non-binding shuttle service, resulting in overflow parking on residential streets
- Missing current traffic impact study despite significant residential development in the area since any prior studies
- No lighting specifications for commercial LED lighting (brightness, shielding, hours of operation)
- No noise impact assessment or construction hour limitations for 7-month construction period
- Inadequate removal and demolition plan for existing dock structures
- View obstruction and property value impacts on residential properties
- Lack of analysis of cumulative impacts on residential neighborhood character
- Application deficiencies preventing informed decision-making

As residents of this predominantly residential neighborhood, we are concerned about the appropriateness of this major commercial expansion (32 additional boat slips, extensive new structures, commercial lighting, 7 months of construction) without adequate analysis of impacts, proper safeguards, or consideration of residential context.

We support Mr. Krcmarov's request that the Idaho Department of Lands either deny this application as submitted or require the applicant to address all identified deficiencies before proceeding. We support the request for a public hearing to allow full community examination of this proposal.

This is not opposition to the existing marina operation, but concern about a significant expansion without proper analysis or mitigation of impacts on our residential neighborhood. Respectfully submitted by the undersigned residents:

SIGNATURES:

Name: Herb Baker Date: 2-11-26

Address: 3570 E. Tobler Rd. B-7, Hayden, ID 83835

Phone: 208-801-3168 Email: herb@herbbaker.com

Signature: Herb C. Baker, Jr.

Name: Liz Baker Date: 2-11-26

Address: 3570 E. Tobler Rd. B-7, Hayden, ID 83835

Phone: 801-1490 Email: lizbaker.gm@gmail.com

Signature: Liz Baker

JOINT LETTER OF OPPOSITION

RE: Application ERL95S1741Q - Southern Marinas Hayden Lake LLC Commercial Marina Expansion

11th
February [DATE], 2026

To Whom It May Concern:

We, the undersigned residents and property owners of the Hayden Lake area, write to express our opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q). We support the comprehensive objection submitted by Robert Krcmarov (3677 E Tobler Road) and share his concerns regarding:

- Traffic and safety impacts at the marina entrance/E Tobler Road merge area, where the 15% increase in marina traffic will create dangerous conditions for residential access
- Inadequate parking plan relying on non-binding shuttle service, resulting in overflow parking on residential streets
- Missing current traffic impact study despite significant residential development in the area since any prior studies
- No lighting specifications for commercial LED lighting (brightness, shielding, hours of operation)
- No noise impact assessment or construction hour limitations for 7-month construction period
- Inadequate removal and demolition plan for existing dock structures
- View obstruction and property value impacts on residential properties
- Lack of analysis of cumulative impacts on residential neighborhood character
- Application deficiencies preventing informed decision-making

As residents of this predominantly residential neighborhood, we are concerned about the appropriateness of this major commercial expansion (32 additional boat slips, extensive new structures, commercial lighting, 7 months of construction) without adequate analysis of impacts, proper safeguards, or consideration of residential context.

We support Mr. Krcmarov's request that the Idaho Department of Lands either deny this application as submitted or require the applicant to address all identified deficiencies before proceeding. We support the request for a public hearing to allow full community examination of this proposal.

This is not opposition to the existing marina operation, but concern about a significant expansion without proper analysis or mitigation of impacts on our residential neighborhood. Respectfully submitted by the undersigned residents:

SIGNATURES:

Name: Yvette Rudolph Date: 2/11/2026
Address: 4580 E Hayden Lake Rd, Hayden Lake ID 83835
Phone: 208-660-2554 Email: yrudy5601@gmail.com
Signature: Yvette Rudolph

Name: Marvin Rudolph Date: 2/11/26
Address: 4580 E Hayden Lake Rd, Hayden Lake ID 83835
Phone: 208-772-0326 Email: byrudy5601@gmail.com
Signature: Marvin Rudolph

Name: _____ Date: _____

From: garryhayes9080@aol.com <garryhayes9080@aol.com>

Date: Tue, Feb 17, 2026 at 11:55 AM

Subject: Objection Summary

To: Rob Krcmarov <krichy227@gmail.com>

Rob, My wife and I have read your Objection Summary relating to the Hayden Lake Marina expansion and we are in FULL support of its contents. The summary is well written and detailed, We are residence in the Coppers Bay Condos across the Street from the Marina.

Thanks,

Debra and Garry Hayes

3574 E Tobler Road Unit C-18

Hayden Lake, ID 83835

208-640-3199/816-507-0435

From: **garryhayes9080@aol.com** <garryhayes9080@aol.com>

Date: Wed, Feb 11, 2026 at 7:26 PM

Subject: Marina

To: <krichy227@gmail.com>

Rob, this is Garry Hayes and we live in the Coopers Bay Condos and are concerned with the Marinas expansion. We rent a slip from them and I understand the need for them to update the existing docks due to condition they are in, but an expansion to cater to large boats will ruin our lake. The traffic on the weekend is already terrible. I read they have 6 dedicated parking spots for the restaurant. Most municipalities require 1 park for ever 3 or 4 seats. We get a monthly news letter from them and just received one today and nothing has been mentioned of the expansion. (Or in the past) we have a smaller boat 18 foot and pay over \$5000 per season (May- September) . I have no idea what they charge for the larger one. They charge \$6.00 plus for gas so this is an absolute gold mine for them. They only care about themselves. We are against the expansion.. Let us know how we can assist. Thanks!

From: **BERT DONALDSON** <finishmat@aol.com>
Date: Wed, Feb 11, 2026 at 5:41 PM
Subject: Marina expansion permit
To: <krichy227@gmail.com>

Rob. I lost my original detailed write up somehow.

So in brief: Bert and Holly Donaldson
3570 E Tobler Rd #B10 Hayden ID

#1. Our view point will be highly effected from lighting and the basic expansion of the of the structure, docks and awnings

#2 The accessibility to and from Tobler Rd will be highly affected from increased traffic along with Hayden Lake Road and the 2 lane curve where no one slows down and parked cars back into traffic between the storage building and the marina, not to forget launching and retrieving boats across those 2 lanes. By an increase of 32??

#3 Where does the shuttle off load passengers???

#4 The Dock Pumpout can only be for larger boats. Most or all family boats don't have marine heads or holding tanks.

That leaves me to believe that larger boats or worse yet houseboats and or possibly people staying on their boats.

So it's not unreasonable to think when local neighbors tell the partiers on larger vessels to quiet down will that lead to conflict???

#5 parking with 106 +\~boater spots and minimal restaurant spots is unreasonable. Is the future of the restaurant to be strictly for boat owners?????

While the whole rest of the E Hayden lake road users deal with the expanded mess we already have.

Holly and I were waterfront on Clark Point for 19 years. We sold in part because of speeding cars (sometimes obnoxious) and watch our water front eroded away along with damaged docks, gangways and stairs. If larger boats and more wakeboarders are to be on an already pressured lake it won't be good for our beauty.

Lastly. This marina is not here solely for the good of the lake. It's a business and has been a good neighbor. Past owners have allowed launching of local boats as a perk to homeowners

This new group is charging \$50??

That's their right however they are here solely for the bottom line. Not the the community or

the lake.

Bert Donaldson 949-289-4055

Holly Donaldson

Sent from my iPhone

Bert Donaldson

3570 E Tobler Rd.

Hayden, 83835

949-289-4055

February 11, 2026

RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

I am a resident/property owner at 3570 E Tobler Rd. in the Hayden Lake area. I oppose the proposed marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and support the objection submitted by Robert Krcmarov (3677 E Tobler Road).

I share concerns about traffic safety, inadequate parking, noise impacts, light pollution, and the appropriateness of a 15% commercial expansion in our predominantly residential neighborhood. The application lacks critical information including current traffic studies, lighting specifications, and analysis of impacts on residential properties.

I support the request for the Idaho Department of Lands to deny this application or require substantial revisions, and I support the request for a public hearing.

Respectfully,

Bert Donaldson

Bert Donaldson

Date: 11 Feb 2026

Contact Information:

Address: 3570 E Tobler Rd. Hayden ID, 83835

Phone: 949-289-4055

Email: finishmat@aol.com

David Ashworth
Rebekah Ashworth
Jennifer Upton
Christopher Upton
3711 E Tobler Rd
Hayden Lake, ID 83835

February 17, 2026

**RE: Opposition to Application ERL95S1741Q – Southern Marinas Hayden Lake LLC
Commercial Marina Expansion**

To Whom It May Concern,

We are writing to formally oppose the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and to support the objection submitted by Robert Krcmarov on behalf of affected residents.

We are the owners of the lakeside property located at 3711 E Tobler Rd. The proposed expansion from 206 to 240 boat slips represents a material increase in commercial activity along a predominantly residential shoreline and raises significant concerns regarding safety, navigation conflicts, and adverse impacts to surrounding properties.

We share and support the concerns outlined in Mr. Krcmarov's objection, including but not limited to:

- Traffic and safety impacts at the marina entrance and E Tobler Road merge area
- Increased navigational conflicts from higher boat traffic density
- Lack of a current traffic or safety study
- Inadequate parking and land-use assumptions
- Environmental and construction-related impacts
- Inappropriate scale and intensity for a residential neighborhood
- Incomplete application materials and missing analyses
- Potential adverse impacts to neighboring property values

Specific Impact on Our Property:

Our families include seven children—Cora, John Luke, Adelaide, Sam, Katy, Ben, and Tim—who all spend time at the lake, with the younger children in particular swimming, kayaking, and playing in the water directly off our dock. We maintain a splash pad tethered to the dock, and the shoreline in front of our home is a primary area for family recreation and day-to-day lake use.

Under the proposed expansion, marina traffic would be concentrated into a designated navigation corridor directly in front of neighboring docks, including ours. This would require more

than 240 boats to regularly pass immediately adjacent to where our children swim and play, creating a heightened and ongoing safety risk and a clear use conflict between commercial navigation and established residential recreation.

In addition to safety concerns, the increase in traffic, noise, congestion, and commercial activity directly in front of our property raises serious concerns about the long-term impact on our property's quiet enjoyment and market value. These impacts would be borne entirely by adjacent homeowners while the benefits accrue to the marina operator.

We respectfully request that the Idaho Department of Lands deny this application or require the applicant to address the significant deficiencies identified in Mr. Krcmarov's objection prior to any approval. We also support the request for a public hearing.

This objection is not to the continued operation of the existing marina, but to the scale, intensity, and location of this proposed expansion and its incompatibility with surrounding residential use and directly affected littoral property owners.

Respectfully,

David Ashworth



Rebekah Ashworth



Jennifer Upton



Christopher Upton



Date: 2/17/2026

Contact Information:

Address: 3711 E Tobler Rd, Hayden Lake, ID 83835

Phone: 682-225-4590

Email: dca.account@gmail.com

From: **Cheryl Ancona** <ancona1956@yahoo.com>
Date: Mon, Feb 16, 2026 at 10:36 AM
Subject: Marina Expansion Oppositionl
To: krichy227@gmail.com <krichy227@gmail.com>

To whom this my concern,

I am in complete opposition of the Hayden Marina expansion.

Reasons:

My view now is of the lake, but afterwards I would mostly see slips and tarps. THAT brings down my property value and others in the area!

Traffic now is ridiculous during boating season. We have runners, walkers and wildlife on a 2 lane road with cars that park as close as they can to the marina. Many cars are a MILE away!

The noise from the boats, band and partiers will increase. The band blares their music. I was sick in bed at 4 p.m. one day. I couldn't sleep because the music was so loud. I finally got the Marina to answer my call. I asked nicely for them to turn down the music, His answer was "YOU CAN'T DO ANTHING UNTIL AFTER 10 p.m."

Then there is the lighting problem, erosion of the lake banks, pollution of the lake, etc.

In my opinion the Marina investors are trying to make lemonade out of the lemon of a property that they purchased.

Cheryl Ancona,
3570 E Tobler Rd
Unit B9
Hayden, ID
83835

[Resident's Name]
[Resident's Address]
[City, State ZIP]

February [DATE], 2026

RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

I am writing to express my opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and to support the objection being submitted by Robert Krcmarov on behalf of affected residents.

I am a [homeowner/resident] at [YOUR ADDRESS] in the Hayden Lake area. The proposed expansion from 206 to 240 boat slips represents a 15% increase in commercial activity in our predominantly residential neighborhood.

I share the concerns outlined in Mr. Krcmarov's objection, particularly regarding:

[CHECK THE BOXES THAT APPLY TO YOU:]

- Traffic and safety impacts at the marina entrance/E Tobler Road merge area
- Inadequate parking plan leading to overflow on residential streets
- Noise from 32 additional boats and 7 months of construction
- Light pollution from commercial LED lighting with no specifications
- View obstruction from expanded dock structures
- Property value impacts Lack of current traffic study
- Missing environmental analysis of dock removal
- Inappropriate scale for residential neighborhood
- Application deficiencies and missing information

SPECIFIC IMPACT ON MY PROPERTY:

[Residents can write 2-3 sentences about their personal situation - OPTIONAL]

I support the request for the Idaho Department of Lands to either deny this application or require the applicant to address the significant deficiencies identified in Mr. Krcmarov's objection before proceeding. I support the request for a public hearing on this matter. This is not opposition to the existing marina, which has been part of our community for many years, but concern about the scale and impacts of this particular expansion on our residential neighborhood.

Respectfully, Connie Gonyou [Signature in blue ink]

[Print Name] Connie Gonyou Date: 2/10/26

Contact Information: Address: 4063 E. JACOBS LADDER TRAIL

Phone: (509)953-0741 Email: GonyouPoms@gmail.com

Bob and Nancy Reish
1951 E. Upper Hayden Lake Road
Hayden, ID 83835

February 16, 2026

RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC - Commercial Marina Expansion

To Whom It May Concern:

I am a resident/property owner at 1951 E. Upper Hayden Lake Road in the Hayden Lake area. I oppose the proposed marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and support the objection submitted by Robert Krcmarov (3677 E Tobler Road).

I share concerns about traffic safety, inadequate parking, noise impacts, light pollution, and the appropriateness of a 15% commercial expansion in our predominantly residential neighborhood. The application lacks critical information including current traffic studies, lighting specifications, and analysis of impacts on residential properties.

I support the request for the Idaho Department of Lands to deny this application or require substantial revisions, and I support the request for a public hearing.

Respectfully,

Bob Reish

Robert A. Reish

Date: 16 FEB 2026

Nancy R. Reish

Nancy R. Reish

Date: 16 FEB 2026

Contact Information: Address: Bob and Nancy Reish
PO Box 2196
Hayden, ID 83835

Phone: Bob 208.755.0197 Nancy 208.659.8334 Email: Bob: rreish10@gmail.com Nancy: reish@roadrunner.com

Lauryn Morris
3574 East Tobler Road Unit C20
Hayden, Idaho 83835

February 15, 2026

**RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake
LLC - Commercial Marina Expansion**

To Whom It May Concern:

I am a resident/property owner at 3574 East Tobler Road, Unit C20 in the Hayden Lake area. I oppose the proposed marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and support the objection submitted by Robert Krcmarov (3677 E Tobler Road).

I share concerns about traffic safety, inadequate parking, noise impacts, light pollution, and the appropriateness of a 15% commercial expansion in our predominantly residential neighborhood. The application lacks critical information including current traffic studies, lighting specifications, and analysis of impacts on residential properties.

I support the request for the Idaho Department of Lands to deny this application or require substantial revisions, and I support the request for a public hearing.

Respectfully,



Lauryn Morris

Date: 2-15-26

Contact Information Address: See Address above

Phone: 510/326-0161 Email: rlauryn7@gmail.com

Date: February 12, 2026

Subject: Proposed expansion to Hayden
Lake Marina on Hayden Lake.

Concerns:

#1 Only in the last few days have I and my neighbors in this area learned of the proposed expansion. None of us were notified and only a very few people were aware of it. Many of us live here year round and own property in this area. I have lived here year round since 1976 and have a house above the lake & frontage on the lake with a boat dock.

#2 Moving the fuel supply, adding another fuel supply, and adding a place for boats to unload and dispose of sewage waste from their ~~mn~~ ~~boats~~ boats poses serious damage to the lake's health, people, and wildlife (birds, fish and deer). For years all of us who live out here endured horrific sewage smells from the restaurant area of the marina due to inadequate sewer lines. Currently, milfoil has increased in the marina area and Cooper's Bay. The restaurant currently has outdoor bathroom facilities

#3 Traffic in and out of the marina is already quite large and dangerous. Boats, trailers, and cars are in and out and you cannot see oncoming traffic from the marina. inadequate parking lot that is facing E. Hayden Lake Road 4 is the only access to the marina. Adding more boat docks and slips an having construction vehicles in and out poses an even more dangerous situation, especially if construction is allowed seven (7) months for completion.

#4 Increased boat activity in the area of the marina after the last expansion caused erosion to the hillside and rock wall and docks of the property owners, which all had to be repaired by the property owners.

#5 Since the last expansion by the marina and increased boat traffic, milfoil has increased at the marina and in Cooper's Bay as well.

#6 The noise of more boat traffic and construction and early morning and night LED lights will negatively affect people living in the area.

A Public Hearing needs to be held
to address these and other concerns
before the expansion proposal is
undertaken.

George T. Dibbet
(208-651-1893)
8998 N. Half Mile Lane
Hayden Lake, Id 83835

Joshua Baldwin

3639 E Tobler Rd
Hayden Lake, ID 83835
February 17th, 2026

RE: Opposition to Application ERL95S1741Q Southern Marinas Hayden Lake LLC -
Commercial Marina Expansion

To Whom It May Concern:

I am writing to express my opposition to the proposed commercial marina expansion by Southern Marinas Hayden Lake LLC (Application ERL95S1741Q) and to support the objection being submitted by Robert Krcmarov on behalf of affected residents.

I am the owner and live full time at 3639 E Tobler Rd. My property is one of if not the most affected by the expansion in all negative ways.

SPECIFIC IMPACT ON MY PROPERTY:

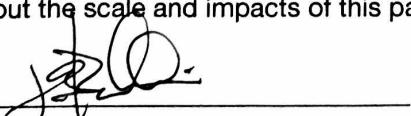
I am completely and unapologetically OPPOSED to the expansion of the Marina and all terms expressed. Positionally as a homeowner I would receive all the "negative" benefits from the expansion. Safety is my number 1 issue and with the expansion there would be 10x-15x increase in boat traffic directly in front of my dock where my nieces and nephews swim. Nothing I've seen suggests/shows any thoughtful consideration about the impact the expansion brings. The expansion would greatly diminish the value of my property. The expansion would nearly eliminate my view of the lake from my dock and further diminish my view from above on my deck. Noise and traffic is already an issue in peak summer months. I am in total opposition to the proposed expansion

The proposed expansion from 206 to 240 boat slips represents a 15% increase in commercial activity in our predominantly residential neighborhood. I share the concerns outlined in Mr. Krcmarov's objection, particularly regarding:

- Traffic and safety impacts at the marina entrance/E Tobler Road merge area
- Inadequate parking plan leading to overflow on residential streets
- Noise from 32 additional boats and 7 months of construction
- Light pollution from commercial LED lighting with no specifications
- View obstruction from expanded dock structures 
- Property value impacts □ Lack of current traffic study 
- Missing environmental analysis of dock removal
- Inappropriate scale for residential neighborhood
- Application deficiencies and missing information

I support the request for the Idaho Department of Lands to either deny this application or require the applicant to address the significant deficiencies identified in Mr. Krcmarov's objection before proceeding. I support the request for a public hearing on this matter. This is not opposition to the existing marina, which has been part of our community for many years, but concern about the scale and impacts of this particular expansion on our residential neighborhood.

Respectfully,



JOSHUA BALDWIN

Date: 2/17/2026

Address: 3639 E Tobler Rd Hayden Lake, ID 83835

Phone: 2086607409

Email: joshua@BLDWN.com

Exhibit G

Meeting summary – Feb 10, 2026
Consultation with marina general manager

MEETING SUMMARY

Application ERL95S1741Q

Southern Marinas Hayden Lake LLC — Marina Expansion

DATE: February 10, 2026, 3:00 PM

LOCATION: Hayden Lake Marina Office

ATTENDEES: Robert and Karen Krcmarov, Lindsey Olmstead (Marina General Manager)

PURPOSE: To better understand the proposed expansion and its potential impacts on adjacent properties.

TONE: Cordial and professional throughout.

KEY TOPICS DISCUSSED:

1. EXPANSION RATIONALE

When asked why 32 additional slips specifically, the Marina GM explained that the expansion is needed "to pay for the capital invested in the refurbishment."

The GM described the expansion as necessary to generate sufficient revenue to provide return on the corporate owners' capital investment in upgrading the facility.

Based on the information provided, the primary beneficiaries of the expansion are the corporation (through return on capital investment) and potential new customers, rather than the existing community or current slip holders — apart from the claimed wave attenuation benefit.

2. COMMUNITY CONSULTATION HISTORY

The Marina GM explained that:

- The expansion has been in planning for approximately 2.5 years
- The design has gone through 8 iterations (version 5 was visible on the office wall; the current design is version 8)
- During this period, the marina consulted with Steve Petroni (western neighbor) and "the Browns"

- No consultation occurred with the eastern neighbor (this objector), other E Tobler Road residents, Cooper's Bay Condos residents, or the broader community

When asked about the limited consultation, the GM stated they wanted to "follow the rules and get their application in" to IDL before wider community engagement, noting they "consulted with IDL first" about the process.

When the objector noted the importance of stakeholder engagement "at the earliest opportunity regardless of apparently legal rights," the GM stated they "were not trying to conceal anything, they just wanted to get their application in."

3. TRAFFIC EXPECTATIONS

The Marina GM stated they "do not expect any variation to traffic" despite the 15% increase in boats (32 additional slips). No current traffic impact study was referenced or described.

4. PROJECT ELEMENTS NOT DETAILED IN APPLICATION

a) No-Wake Zone Extension: The GM explained that the expanded docks would extend "almost to the buoy" and that "the no-wake zone would need to be extended beyond that." This element is not described in the application materials.

b) VIP Services: When asked about the "VIP extension," the GM described plans including areas for VIP customers to "lounge and enjoy the dock" with "concierge service to come out and provide ice, drinks, and supplies for the boats." When asked whether this meant "parties," the GM clarified that the services were not intended for parties but described commercial hospitality services beyond standard boat moorage. These services are not detailed in the application.

c) Boat Traffic Direction: The GM stated that "all boat traffic will be directed to the eastern side." This means that under the proposed reconfiguration, up to 240 boats would enter and exit the marina exclusively along the eastern shoreline, rather than from multiple directions as under the current configuration. The GM did not describe any analysis of impacts on eastern shore properties from this concentrated boat traffic, including wave action, wake impacts, shoreline erosion, or effects on eastern shore residents' private docks.

5. CONSTRUCTION AND REMOVAL PROCESS

When asked to walk through the construction process, the GM stated that existing docks would be removed by "covered trucks" but provided limited additional detail:

- No estimated frequency of truck trips

- No detail on piling removal methodology
- No mention of fuel system decommissioning procedures
- No environmental monitoring specifics
- No timeline breakdown between removal and installation phases

The GM mentioned that "some parts of the dock could be recycled" and that "there have been other interested parties in purchasing parts of the existing dock."

The GM stated construction would "start in September and take approximately 6 months to complete."

When asked about potential noise impacts, the GM stated she "didn't expect noise issues" from the construction period or expanded operations.

6. SHUTTLE SERVICE

The GM stated the shuttle to the off-site parking at Honeysuckle Avenue would run "up to 8 times a day during peak periods" and mentioned running it only "up to 3 times" during peak periods last summer. No binding commitment regarding shuttle frequency or continuation was described.

TOPICS NOT DISCUSSED:

The following topics were not addressed during the meeting:

- R1 residential zoning status of off-site parking property
- Specific intersection safety concerns at the E Tobler Road / E Hayden Lake Road merge area
- Environmental impacts of piling installation and removal
- Reported parking lot encroachment onto Cooper's Bay Condos property
- Lighting specifications or controls
- Noise measurements or projections
- ADA accessibility for new dock construction

NOTE: This summary reflects the objector's recollection of the discussion. Direct quotes are reproduced as accurately as possible from notes taken during and immediately after the meeting.

PREPARED BY: Robert Krcmarov, 3677 E Tobler Road, Hayden ID 83835

DATE: February 10, 2026

EXHIBIT H: Professional Property
Valuation Impact Assessment — Kyra
Beamis & Kevin Pickford, Keller
Williams Realty (February 11, 2026)

From: **Kyra Beamis & Kevin Pickford** <livingincdaid@gmail.com>

Date: Wed, Feb 11, 2026 at 5:02 PM

Subject: Re: Tobler Road Maintenance

To: Rob Krcmarov <krichy227@gmail.com>

Cc: Kyra Beamis <kyrabeamis@kw.com>

One of the most significant drivers of your home's market value and buyer demand is its established lake view. In waterfront markets, protected and unobstructed views are not simply aesthetic features — they are premium value components that materially influence pricing. Any substantial obstruction of a recognized lake view is widely understood to cause measurable and sometimes significant depreciation. Based on our professional assessment and prevailing valuation standards in similar waterfront properties, the proposed expansion would materially impair the view corridor and is projected to reduce the property's market value by approximately 10% or more due to diminished view quality, reduced marketability, and weakened overall buyer appeal.

Please let us know if you need anything else

thanks

Kevin



KYRA BEAMIS & KEVIN PICKFORD

Realtor * Investor * Entrepreneur * Business Owner

📞 208-755-8513

✉️ livingincdaid@gmail.com

📍 3931 N Schreiber Way

Coeur d'Alene, ID 83815

🌐 www.LivingInCDA.com

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PC-0151-SMHL

From: [Ann Mahoney](#)
To: [Amidy Fuson](#)
Cc: [Terry Brown](#)
Subject: Hayden Lake Marina Expansion
Date: Wednesday, February 18, 2026 12:44:00 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.

To Whom It May Concern,

We have just learned of the proposed expansion of the Hayden Lake Marina. We are ~15 houses to the East of the marina and have been on the lake for almost 30 years and during that time we've seen a gradual but steady decline of the lake environmentally and in the standard of living. Growth is inevitable but it should be measured and thoughtful growth. Lower Hayden Lake road cannot safely handle additional traffic during the summer. At the marina, on typical summer day, people are circling to find parking and people are walking haphazardly across the street from the parking lot to the restaurant or the docks. It is utter chaos and it is only a matter of time before someone gets hit. It also causes an impairment for emergency vehicles to be able to access the area east of the marina in a timely manner. In order to avoid the chaos, people tend to use Upper Hayden Lake Road which is not meant for the traffic load it has been required to handle over the last five years or so. It is a narrow and curvy road. The upper road used to be relatively safe to walk on and now during the summer it is clogged by large commercial vehicles avoiding traffic near the marina. Residential growth is already causing environmental issues but the marina and additional parking spaces is an environmental and safety hazard. 21 extra parking spaces are supposedly going to be added without any impact — impossible. And how many additional boat slips?

The environmental effects on the lake are numerous. The boat launch at Sportsman's point on north side of lake is closed at times due to algae growth and with an increase in boats at the marina the marina is primed for algae issues. Already milfoyle has increased throughout the lake and near the marina. Over the years the clarity of the lake has decreased significantly. We don't know if this has been measured but as a homeowner it is clear from years of observation. The increase in boat traffic especially on the Eastern side is already untenable. We used to be able to sit at the end of our dock and enjoy quiet afternoons with an occasional interruption of a large wave from a boat. In the last few years it has been impossible to sit quietly on the dock without constant interruptions from large boat waves and

our dock has to be repaired frequently. It is unsafe to swim as there are always boats speeding by, ignoring no wake zones and distance from the dock rules. At times we can't even comfortably let our dogs jump in, much less our kids. Our quality of life has decreased and the infrastructure has not kept up with the needs. As in the sheriff doesn't have enough boats to protect homeowners, the roads are not wide enough for the increased traffic and the lake can't handle the impact of the growth.

The lake and the residents will suffer immeasurably if the expansion goes through. We have a choice to either save the lake and protect its beauty and enjoy it safely or actively seek to destroy it by adding parking spaces and more boats to a lake that is already struggling to survive. We can knowingly turn it into Fernan lake in an instant or we can be proactive, working together as neighbors to plan for sustainable growth and choose quality of life and lake before it turns into an environmental disaster. Why choose a path we know we can't recover from? There are so many examples of bad decision making in similar situations throughout the state and the country. We know better and can do better.

Preserve the lake.

Ann and Michael Mahoney



Feb. 13, 2026

I have been a property owner on Hayden Lake since 1991. My primary residence is on the south side of Yellowbanks Point in Sunset Bay. I'm opposed to the expansion project proposed for the Hayden Lake Marina for the following reasons.

1. A vast majority of waterfront property surrounding the lake is privately owned. There are only two public access sites on Hayden Lake - at Honeysuckle Beach on the south end and Sportsman's Access on the north end. The Hayden Lake Marina is a private, for-profit commercial entity. The impacts on water quality and degradation of Hayden Lake will be accelerated with the proposed changes.
2. A majority of the boats presently on the lake are 21 feet or less. The permit assertion that there is increased demand for larger boats demonstrates that more wake boat owners desire access. With less than 4000 acres of surface area, Hayden Lake cannot sustain the impact of these large boats that can create waves exceeding three feet in height. Recent studies suggest 15-20 acres per boat for optimal safe operation. In the marina proposal, only 24 of the 247 slips will be 22 feet. The remaining 223 slips will be 24 feet or greater; some up to 30 feet. This marina alone far exceeds lake capacity.
3. Most areas of the shoreline are steep and easily damaged by this wake activity. I've had erosion along my shoreline to the extent that trees have been undermined and fallen into the lake. The eroded clay silts the previous rocky lake bed resulting in aquatic plant growth including invasive species

such as Eurasian milfoil. In spite of suggested data from the boating industry, a University of Minnesota study from 2022 indicates that wakeboats require distances greater than 500 feet from shoreline/docks to decrease their wake wave characteristics. Wake boats in surf mode create downward prop wash, disrupting sediments and uprooting vegetation up to 20 feet deep.

I commute daily across the lake in a 15-foot Boston Whaler. On multiple occasions I've had to come to a complete stop to avoid being "swamped" by the unnatural waves produced by wake boats. There is a premier fishery on the lake, and fishing boats are repeatedly impacted by the surf boat traffic.

The Hayden Lake Community does not need more large boats cruising and damaging its valuable North Idaho Gem. The lake and its shoreline need to be protected from increased boat traffic particularly those boats that make the lake unsafe and have permanent environmental impacts.

Sincerely,

Tom Thilo

6606 E Sunset Beach Rd.

Hayden Lake, ID 83835

