

# Honeysuckle Beach and Boat Launch Study



May 2022



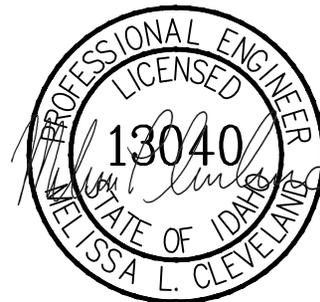
CITY OF  
**HAYDEN**  
IDAHO

# Honeysuckle Beach and Boat Launch Study

Prepared By:



OJM, Office of Jon Mueller



May 2022



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# Acknowledgements

A special thanks to the private citizens, interested civic organizations, City Staff, Parks and Recreation Commission, and working group who provided input and shaped this study. Those listed participated in at least one of the three working group meetings.

## Assigned City Council

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Matt Roetter, Councilperson

## Working Group

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## City Staff

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Donna Phillips, Community Development Director

\*Shane Slate participated until he left his position at ACOE and; therefore, did not attend the final working group meeting.

\*\*There was additional correspondence with Idaho Department of Water Resources, the Aquifer Protection Board, and Kootenai County Planning Department.

# Executive Summary

**Introduction:** Honeysuckle Beach is a community asset located on Hayden Lake. The City has, for several decades, struggled with parking, functionality, congestion, safety, and accommodating the various user groups. The Imagine Hayden 2040 Parks Master Plan, identified that the citizens value Honeysuckle Beach, but desire an improved user experience.

The City's Facility Planning Committee brainstormed solutions to Honeysuckle Beach and Launch, but found that it would be beneficial to draw from multijurisdictional partners that would have special expertise, jurisdiction over permitting, own adjacent land, and jurisdiction over roads or utilities. This Working Group, listed in the body of this report helped to develop community-driven, feasible alternatives.

**Information Gathering:** At the start of the study, information was gathered regarding parking spaces and boat launching activity. Though the boat launch data is incomplete (the City can only track day passes purchased) the data seems to indicate that out-of-state users account for more than 30% of the day passes purchased. There was also an upswing in activity during the 2020 pandemic when adjacent states had few available recreation activities.

In 2021, the dry spring and summer led to extremely low water levels. By using data from the gauge that is located at Hayden Lake Marina, it was found that over the last 30 years, there have been five other years with similarly low lake levels. A small-scale topographic survey was conducted in a portion of Honeysuckle Bay in November 2021 to gather information on water depth.

Initially public outreach included orientation interviews with a variety of users and a public survey. The main challenges identified included: congestion, conflicts between boaters and beach goers, and lack of parking. The main solutions identified in this stage included separation of the beach and the launch, launch and/or parking attendants to help manage flow, additional emergency services access, provide offsite parking with a shuttle, charge for parking, and schedule launching activities. The public survey was completed by 440 people—69% Hayden citizens, 30% Kootenai County residents,

and 1% within other areas of Idaho. When asked to rank the challenges at Honeysuckle Beach, respondents indicated that overcrowding, traffic congestion, and lack of parking were the top issues. About one-half of respondents indicated they would be willing to pay for parking, which is currently free. More than 60% would be willing to pay more to launch. Respondents were asked to rank solutions to the issues, and the most popular solution was separating the beach and boat launch.

**Identification of Alternatives:** Several alternatives were proposed by the consultant team, City staff, Working Group, and the public.

Overflow in the City's Sand Pit—Currently, boat trailer parking in the lot is limited, so boat trailers line the south side of Honeysuckle Avenue. An offsite parking lot with a shuttle in the City's pit was suggested as an interim solution until a more permanent solution could be implemented. Benefits include: removing parking from the shoulder of Honeysuckle Avenue. Challenges include: requires a shuttle which may not operate early enough for fisherman to use, may not reduce the beach goer/boater conflict in the parking lot, and limits use of the City's pit which is used by Public Works daily.

Reconfigure Beach (Relocate Launch) - Since the public desired to separate the beach and boater user groups, an alternative was developed that reconfigured the beach if the launch was eliminated. The benefits include: lack of congestion, improved safety, expands the beach and/or grassed areas for more elbow room, active law enforcement presence, and provides a non-motorized launch. Challenges include: parking is not expanded, may require relocation of a sewer lift station and a irrigation pump house.

Relocate Beach to South Honeysuckle Bay—Dalton Irrigation District owns land on the south side of Honeysuckle Bay. There was discussion to relocate the beach to this location or onto the dike. Relocating the beach to the dike is not allowed under the conservation easement. If the beach were relocated to the area south of the spillway, the length along the waterfront and the amount of dock space would both be decreased over existing conditions. Additionally, past state or federal grants may not allow relocation.

Benefits include: reducing conflict between boaters and beach users, potentially lower environmental impact (no non-native soil removal, etc), may improve parking and grassed areas over existing conditions. Challenges include: difficulty in permitting new sand, reduces the public waterfront beach area by almost one-half, increases traffic on E. Hayden Lake Road, likely reduces the public dock space associated with the beach, and may violate the requirement of past state/federal grant rules.

Relocate Launch to South Side of Honeysuckle Bay—Dalton Irrigation District owns land on the south side of Honeysuckle Bay. One alternative is to relocate the boat launch to that property. Benefits include: separates the boating and beach goer user groups, less conflict at the launch, more storage for queuing vehicles waiting to launch, trailer parking close to launch, allows for elimination of parking along Honeysuckle Avenue, does not require a shuttle, fisherman could use the launch early morning and have nearby parking, parking for boaters in passenger cars, and provides a separate restroom for boaters. Challenges are numerous and include: low water levels in bay may require non-native sediment removal, gravelly soils beneath silt in bay, disturbance of no-wake zone in bay, spillway may restrict use in high water conditions, mitigate flood impacts (if any), mitigate biological impacts (if any), mitigate E. Hayden Lake Road impacts (if any), consideration of non-motorized users on the E. Hayden Lake Road, potential impacts to adjacent property owners, and the need for sale, lease, or long-term use agreement with Dalton Irrigation District.

Other ideas proposed include:

- Expand water activities at Broadmore, Finucane, or other City parks as a way to alleviate demand for Honeysuckle Beach
- Launch reservation system
- Harbor Master
- Increase usage fees for launch and implement usage fees for parking
- Remove Honeysuckle Launch and just use Sportsmans Access
- Allow seasonal launching at existing site (during high or low water or freezing conditions)

**Public Feedback on Alternatives:** An Open House was held in January 2022 and was well attended. Comment themes included:

Beach Concept: Favorable to separate the beach and launch, potentially larger grass area and less beach, good to have increased law enforcement presence, not enough parking, safety is a priority, don't commercialize the kayak launch, require payment for parking, and add a parking attendant.

Interim Parking in City's Pit: Concerns over distance from parking to launch, concerns about turn-around times at the launch/increased congestion, concern over cost of shuttle, issues with potential hours of shuttle serving all users, and some wanted to this solution to be permanent.

Boat Launch Concept: Like that it moves boaters away from families at the beach, may reduce people accidentally driving into lake, potential no-wake zone impacts, potential increased traffic on E. Hayden Lake Road and at associated intersections, impacts to residents, potential environmental/biological impacts (flood, non-native sediment removal, wetlands, fish, habitat), launch may freeze in the winter, consider expanding the number of launch lanes, launch reservation system, prioritize local residents, enforcement concerns (no-parking along E. Hayden Lake Road shoulder, and no-wake in Honeysuckle Bay).

Other general comments included: prioritize the environment and lake health, and the lake belongs to all people not the residents who live along the lake.

**Funding Opportunities:** There are several opportunities for funding including: Waterfront Improvement Fund (IDPR), Road and Bridge Fund (IDPR), Land and Water Conservation Fund (IDPR), Recreational Trails Fund (IDPR), Local Rural Highway Investment Program (LHTAC), STP-Urban (KMPO), impact fees, launch fees, new parking fees, City's general fund, and a general obligation bond.

**Next Steps:** Council will determine the next steps, which may include: expanded study of the proposed relocated boat launch site, implement a launch reservation system, implement trailer parking in the City's pit along with a shuttle, continue working with Dalton Irrigation District on use of the property at the south end of Honeysuckle Bay, and eliminate parking on Honeysuckle Avenue. Depending on the course of action and results of further study, work toward obtaining funding and implementation.

# Chapter 1 – Introduction

## Plan Purpose and Scope

### *Overview*

During the 2040 Park Master Plan update in 2019 and 2020, it was identified that there are existing challenges at Honeysuckle Beach, which stem from conflicts between different user groups. Once the plan was completed, the City launched a study of the site. The goal of the Honeysuckle Beach and Boat Launch study was to find alternatives that meet the needs of both boaters and beach users while ultimately serving the citizens of Hayden while not increasing capacity of the beach or launch.

### *Location and Site*

Honeysuckle beach and boat launch are located on the easternmost boundary of the Hayden city limits just north of Honeysuckle Bay on the southwest side of Hayden Lake. There is parking at the beach in two parking lots and overflow parking along the south shoulder of Honeysuckle Avenue between the western parking lot and Strahorn Road. There is a walking path/widened shoulder on the north side of Honeysuckle Avenue and sidewalks between the parking lots and the beach/launch area.

At the Honeysuckle Beach park there are the following amenities: beach, swim docks, public restrooms, grassed areas, two-lane boat launch, a boat/fishing dock, and a volleyball court.

The land to the south of Honeysuckle Avenue, several large agricultural properties, have not been annexed and are in the Kootenai County. The property that encompasses the west end of Honeysuckle Bay is in the County and was also placed in a conservation easement in 2019. A copy of the conservation easement is included in **Appendix A**. The property cannot be developed or used for any commercial (including commercial recreation) activity. However, the dike, which spans from the Honeysuckle Beach park to the spillway on the south end of Honeysuckle Bay, and the Honeysuckle Bay shoreline is open to the public for perpetuity. The understanding is that public improvements are also prohibited.



Honeysuckle Beach on the shore of Hayden Lake



Docks at Honeysuckle Beach

The public has access to the dike, which acts as a wide unpaved walkway, and the shoreline along the conservation easement.



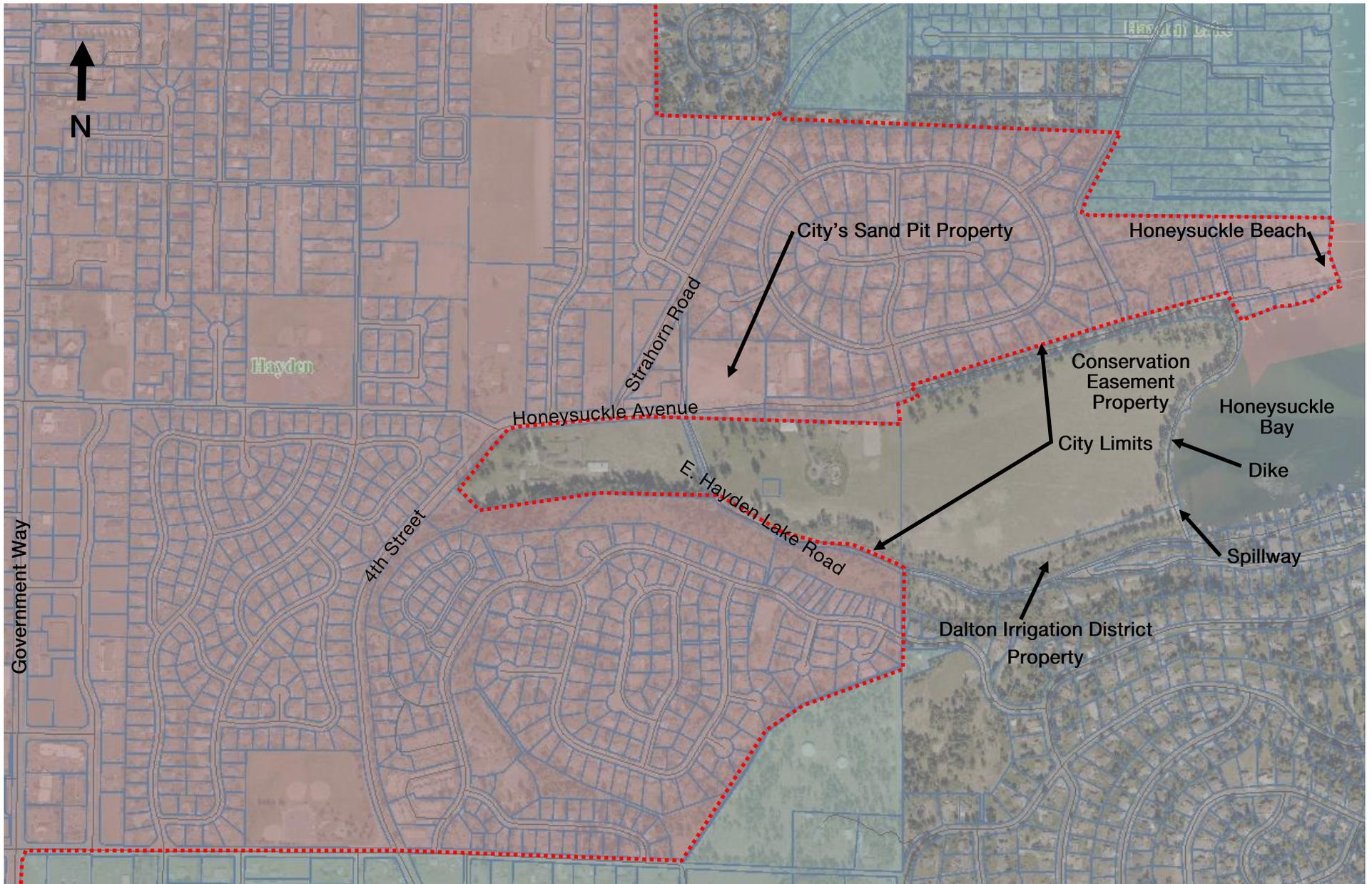


Figure 1.1—Vicinity Map

Source: Kootenai County website <https://gis.kcgov.us/app/kcearth/>

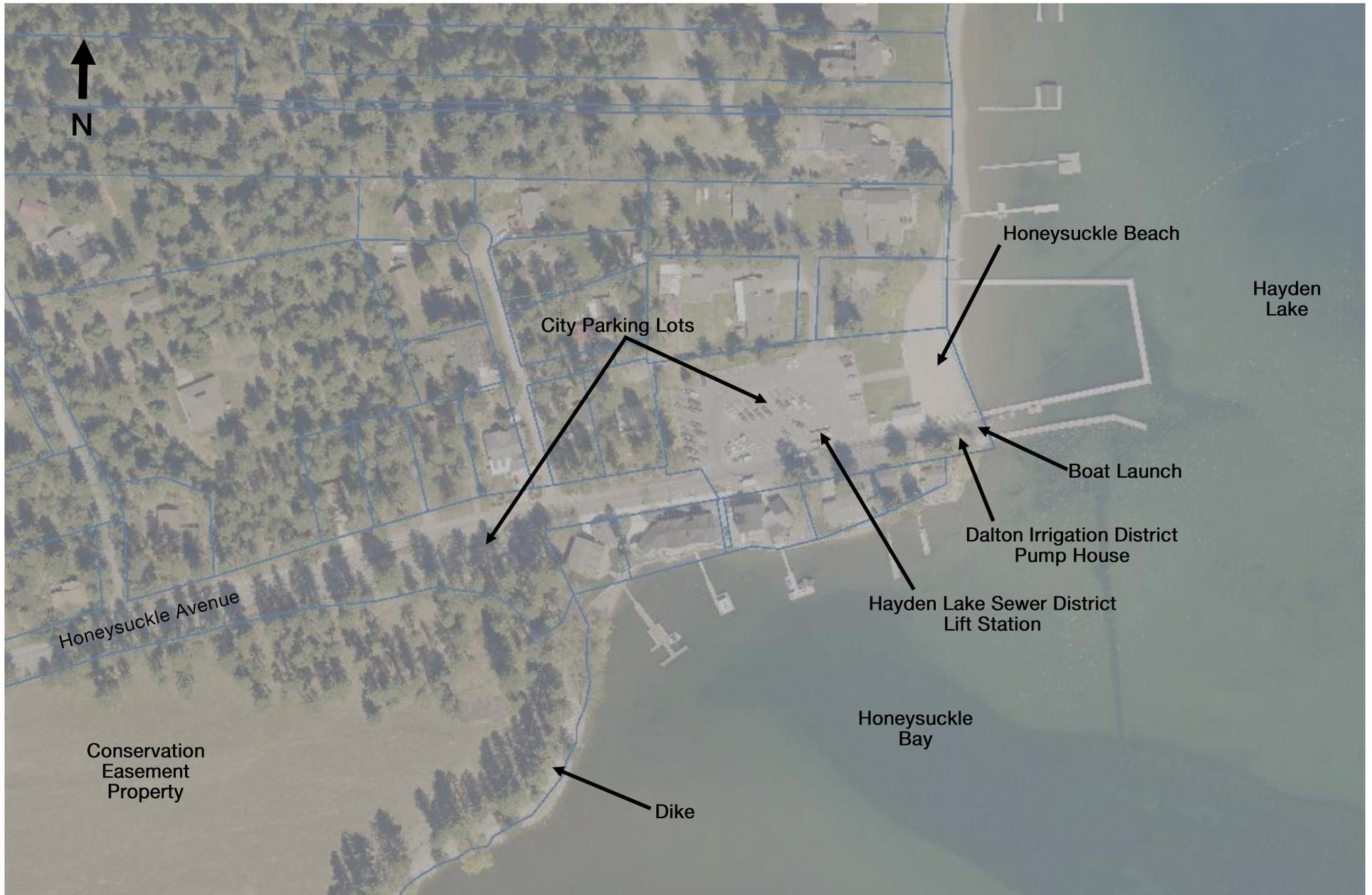


Figure 1.2—Site Map

Source: Kootenai County website <https://gis.kcgov.us/app/kcearth/>

Dalton Irrigation District owns a parcel on the southwest side of Honeysuckle Bay, which is currently vacant except for two overflow spillways and an irrigation ditch. The property is currently vegetated and contains channels that are dry for most of the year.



The spillway straddles the property line between the conservation easement property and the property owned by Dalton Irrigation District.

### **Timeline**

The study followed the timeline below:

- March 2021—Project Team Kick-off
- April 2021—Orientation Interviews
- April 2021—Public Survey
- April/May 2021—Staff and Consultant Team prepare for Working Group Meeting
- May 2021—Working Group Meeting #1
- May/June 2021—Staff and Consultant Team prepare concept exhibits and gather data
- June 2021—Working Group Meeting #2
- July 2021 through January 2022—Consultant team and City Staff refine concept exhibits, meeting with County and Dalton Irrigation District, gather information
- January/February 2022—Consultant team and City Staff refine concept exhibits, prepare for Open House
- February 2022—Public Open House
- February 2022—Working Group Meeting #3
- March/April 2022—Final Report Draft

### **Working Group**

The City identified early on that solutions for Honeysuckle Beach and Launch may be multi-jurisdictional in nature. The City decided to establish a working group with representatives from many area jurisdictions. The goal of the working group was to serve in an advisory role to the City to help identify and vet implementable solutions to address summer challenges. The working group included members from the following jurisdictions:

- Kootenai County (Marine Sheriff, Hayden Sheriff, and Parks, Waterways, and Noxious Weeds)
- Idaho Fish and Game
- Dalton Irrigation District
- Inland Northwest Land Conservancy
- Lakes Highway District
- US Army Corps of Engineers
- Idaho Department of Parks and Recreation
- Idaho Department of Water Resources
- Idaho Department of Lands
- Hayden Lake Sewer District
- Tobler Marina
- Hayden Lake Watershed Association
- Hayden Lake Watershed District

In addition, the consultant team coordinated with the Kootenai County Aquifer Protection Board and Kootenai County Planning Department.

The working group met in May 2021 to identify goals and discuss potential opportunities for improvement. The group convened in June 2021 to review preliminary concepts. The final working group meeting in February 2022 followed the Open House and had the purpose of reviewing the online and in-person feedback and evaluating the alternatives.

Minutes from the working group meetings are included in the public involvement report in **Appendix B**.

# Chapter 2—Brief History of Honeysuckle Beach

Mat Hayden, who Hayden Lake is named, homesteaded just west of what is now known as Honeysuckle Beach. Honeysuckle Avenue was constructed where railway lines had previously been laid to pick up loads of lumber from the lumber mill which was located west of the dike and south of Honeysuckle Avenue leading to the beach. As this property was an extension of the roadway within the county prior to the City's incorporation in 1955, it was within the jurisdiction of Lakes Highway District. In 1980, after the property north and south of the roadway were annexed into the City, Lakes Highway District gave approximately 1.5 acres including the road right of way to the City of Hayden. In 1992, the City also acquired the property directly north of the parking area of nearly another 0.5 acres. It was at this time, that Honeysuckle Beach through a true testament of community support, donations of \$20,000+ and various grants did the land become a public beach.

The Lakes Highway District deed identifies that should at any time this area not be used as a park and recreation area for more than one year, it shall revert back to the highway district. As only one of two public access points to the lake, the City secured a grant to place the boat launch as part of the amenities at this location.

Due to the attractiveness of the amenities and the closeness to the City, parking has always been a concern for the beach area. In 2003, the City was able to obtain approximately 0.78 acres to add parking south of Honeysuckle and west of the immediate beach location. Honeysuckle Beach provides services to both boaters and swimmers. Up until recently it had been supervised by a USLA certified lifeguard staff through the summer; however, due to many factors the beach is no longer a supervised beach. Amenities today include 225 feet of sandy beach frontage, enclosed swim area, volleyball court, picnic areas, public boat access, parking, public restrooms, concession stand, public fishing dock with stands, and handicap accessible boardwalk.



People enjoying Honeysuckle Beach



Lawn, beach, and docks at Honeysuckle Beach

# Chapter 3—Information Gathering

## Data Collection

Data was collected regarding the number of launch passes sold and the number of parking spaces available.

### Boat Launch Pass Data

The City collects data at the launch, primarily day passes and annual passes sold. By using the data, the team was able to investigate the impact, if any, the 2020 pandemic had on launch volume. Washington State and Local parks were closed for much of the summer, while Idaho parks were open. There was a theory that the launch had higher users in 2020 because of an influx of out-of-state boaters.

The City does not collect information on the total number of boats launched per day because some of those launched could have annual passes. However, we can get a sense for the relative volume per month and year by comparing the daily passes. Figure 2.1 compares daily pass volume for July and August (the months with the heaviest boat launch usage) in the years 2018, 2019, 2020, 2021.

From this data, we can determine that 2020 did see an increase in overall daily launch passes during July and August over 2018 and 2019. This seems to indicate there was an increase in overall daily use (launch and beach) in 2020 as compared to the previous two years. It is difficult to determine if this was because of the COVID-19 pandemic, which limited locals' access to a variety of summer activities and potentially pushed out-of-state users to Idaho or overall growth in the region.

The percentage of in-state and out-of-state daily launch passes was compared to see if the data is trending toward more out-of-state users. Figure 2.2 shows the comparison data by year.

From this limited data, it does not appear that the percentage of out-of-state users has increased since 2018. There were more daily launch passes sold in 2020 than in 2019 or 2021; therefore, it is possible that the pandemic increased usage at the boat launch.

With this one limited metric, it also appears that out-of-state users at the facility account for more than 30 percent in the peak summer months. The number of annual passes sold is also tracked and shown in the table on the following page.

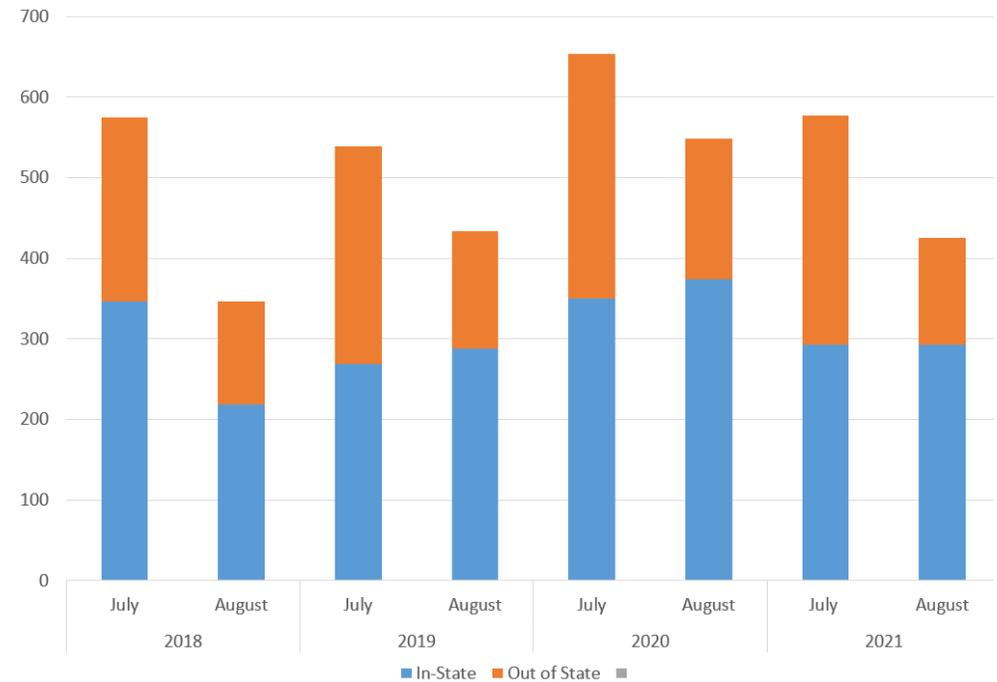


Figure 2.1—Daily Passes by Year and Summer Month



Hayden's boat launch is popular in the summer

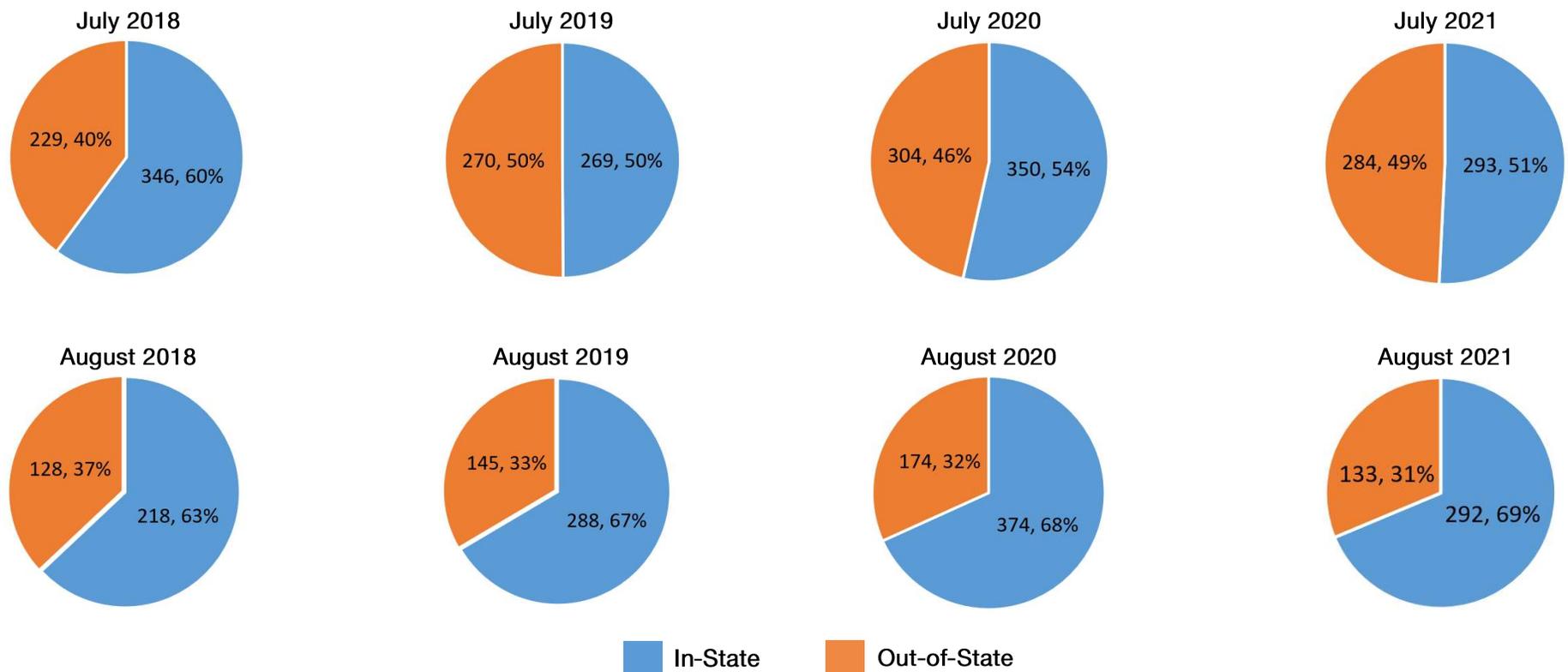


Figure 2.2—Compare Daily Pass Sales to In-State Versus Out-of-State Users

More study of the actual daily summer launch use, turn-over in boat trailer parking stalls, and capacity of the launch is needed in a subsequent study.

Annual Launch Passes Sold By Type and Year

	2018	2019	2020	2021
<b>In-State</b>	417	475	453	492
<b>Out-of-State</b>	24	36	23	29
<b>Commercial</b>	7	6	6	6
<b>Total</b>	448	517	482	527

### Parking

There are 19 boat trailer parking spaces at the existing beach parking lot. In the summer 2021, the trailer parking spaces in the middle of the lot were converted to passenger vehicle parking spaces as a trial unrelated to this study. From mid-May through the first part of September, the number of trailer spaces was reduced to nine.

In the existing beach parking lot there are 45 passenger car parking spaces (65 during summer 2021 trial).

Boat trailer parking also occurs along the south side of Honeysuckle Avenue between the City's existing parking lot and Strahorn Road. Along Honeysuckle there is room for roughly 30 additional truck/trailer spaces. It is also understood that on peak days illegal trailer parking may also occur on other nearby roadways.

## Lake Levels

There is a lake levels gauge located at Hayden Lake Marina that has been in operation for several decades and is available on a USGS website at [www.waterdata.usgs.gov](http://www.waterdata.usgs.gov). Hayden Lake is site 12417000. The site is operated in conjunction with USGS and Idaho Department of Water Resources. The site does not appear to be on an established survey datum. However, Welch Comer surveyed the water surface elevation on November 8, 2021 and determined it to be 2235.90 (NAVD88). The USGS gauge reading from November 3, 2021 is 32.46, a different of 3.44 feet. For the purposes of this study, we have assumed that the conversion from the USGS gauge to NAVD88 is +3.44 feet.

We gathered data from the site from the year 1980 to present, which is more than 40 years of data. It is important to note that the dike spillway was constructed in 1997, which may have had an impact of high and low water levels.

Figure 2.3 shows the lake levels 1990 through 2021 with the 90th percentile low and high water levels noted. The 90th percentile high water level was calculated using data from 1997 through 2021. The 90th percentile low water level was calculated using data from 1990 through 2021. The data from year 2019 was omitted because the data set from the USGS gauge was incomplete.

Typically, the low water level occurs in the fall months of October, November, or December. Typically, the high water level occurs in the spring months between February and May.

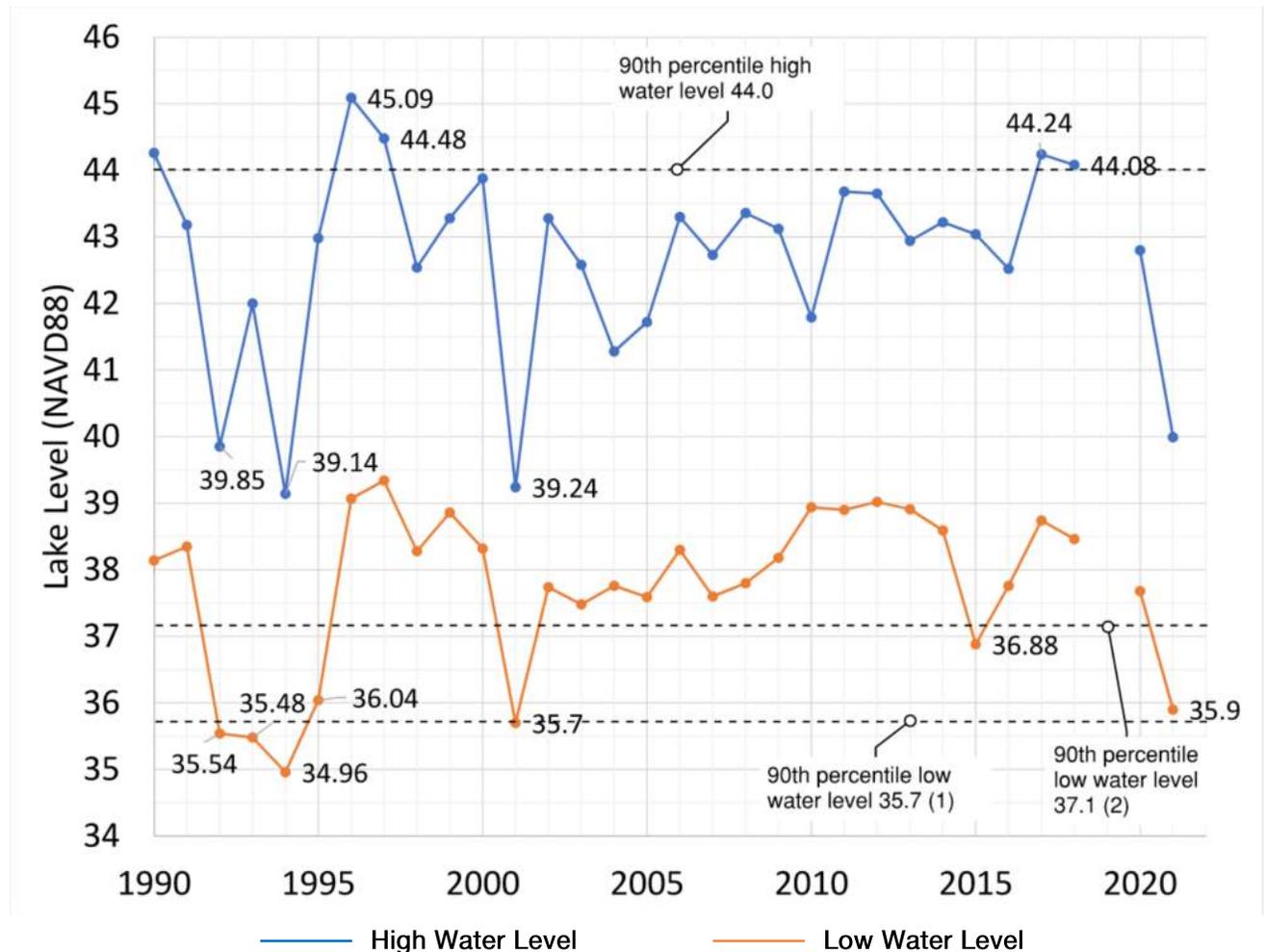


Figure 2.3—Hayden Lake High and Low Water Surface Elevations by Year

### Notes:

- (1) Data used from 1990 through 2021.
- (2) Data used from 1997 through 2021.
- (3) Source of data is [www.waterdata.usgs.gov](http://www.waterdata.usgs.gov) with the assumption that the calibration between the USGS gauge and the NAVD88 survey datum is +3.44 feet.

### Initial Public Outreach

Prior to the first working group meeting, the City completed orientation interviews with members of the community and conducted a public survey.

**Orientation Interviews:** The purpose of the orientation interviews was to gather information from user groups to gain understanding of the issues at Honeysuckle Beach and to inform the public survey preparation. Those polled during the orientation interviews included marina owners, residents, summer camp organizers, marine sheriff deputies, Hayden Lake Watershed Association, past lifeguards, fish guide personnel, and dock builders. The interviews took place between April 6 and 28, 2021. Interviewees included:

- Marinas – Tobler Marina; Marks Marine; Hagadone Marine Group
- Fisherman - Finns and Feathers
- Neighbor
- City Parks and Recreation Staff
- Skyhawks Camp
- Past Lifeguards
- Hayden Lake Watershed Association
- Moonlight Marine Construction
- Kootenai County Marine Sheriff

Overall, the orientation interviews recognized how cherished Honeysuckle Beach is to the residents. Hayden Lake is unique for fishing because there are fewer boats.

Several interviewees thought that people would pay to use the amenity, especially if the City could address some challenges.

The orientation interviews uncovered several challenges related to congestion at Honeysuckle Beach and uncovered potential solutions to the issues. The full public involvement report is provided in **Appendix B**.

## CHALLENGES

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Boats are getting bigger, they take up more launch space and trailer parking space                    | <input checked="" type="checkbox"/> The Dalton Irrigation District pump-house is an obstacle at the launch   |
| <input checked="" type="checkbox"/> Traffic control for boats coming and going in a limited space with varying degrees of boat experience | <input checked="" type="checkbox"/> Pedestrian and ADA access needs improvement for safety   |
| <input checked="" type="checkbox"/> Lack of parking   | <input checked="" type="checkbox"/> High demand for Honeysuckle as access to the whole lake  |
| <input checked="" type="checkbox"/> Traffic flow for launch backs up and blocks parking lot   | <input checked="" type="checkbox"/> Sportsman's Park access is another option, but it's marshy, less convenient, has limited parking, and is shallow |
| <input checked="" type="checkbox"/> Conflicts between pedestrians and swimmers with vehicles  |  |

## POTENTIAL SOLUTIONS

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> More docks with essential emergency access                      | <input checked="" type="checkbox"/> Develop a drop-off area outside of the congested area with easy pedestrian access to the beach |
| <input checked="" type="checkbox"/> Harbor Master to help organize the launch activity              | <input checked="" type="checkbox"/> Schedule hours of operation for the launch and beach to separate uses by time of day           |
| <input checked="" type="checkbox"/> Separation of commercial, public, and emergency launching needs | <input checked="" type="checkbox"/> Employ a park attendant  |
| <input checked="" type="checkbox"/> Shuttle service for overflow parking                            |  |
| <input checked="" type="checkbox"/> Charge for parking  |  |

**Public Survey:** A public survey was out to gather public input in April 2021. The survey was advertised using flyers at City parks, flyers in grocery bags at Hayden Super 1, the City’s website, and the City’s Facebook page. Of the 440 people took the survey, most (69 percent) were citizens of Hayden, 30 percent lived outside Hayden but were located within Kootenai County, one percent lived within Idaho but outside Kootenai County. None of the respondents lived out-of-state.

Of the people who took the survey, less than ten percent indicated they never use the beach. The top two reasons indicated for never using the beach were 1) it’s too crowded and 2) there is not enough parking. Other less prominent reasons included: lack of pedestrian safety, too few amenities, lack of life guards, dirty conditions (litter and goose feces, primarily), rude or aggressive people, conflicts between boats and beach users, too many out-of-state users, and gravelly sand.

Of the people who took the survey, just over 50 percent indicated they never use the boat launch. The top reasons for never using the launch included: the launch is too busy, not enough parking, don’t own a boat, the launch is too small, there are too many out-of-state users, lack of launch etiquette or inexperienced launch users, and poor traffic flow.

The survey indicated that most people who park in the parking lots are either launching a boat or using the beach. Fewer people were parking to walk the dike, fish, enjoy the view, pick up a guest at their lake house, or kayak/ paddleboard. Most people indicated that when parked, they stay between 1 hour and one-half day.

When asked to rank the challenges at Honeysuckle Beach/ launch, the survey respondents indicated that overcrowding, traffic congestions, and lack of boat parking were the top issues. Overcrowding was ranked as one of the top three challenges by 88% of respondents with 55% ranking this challenge number one.

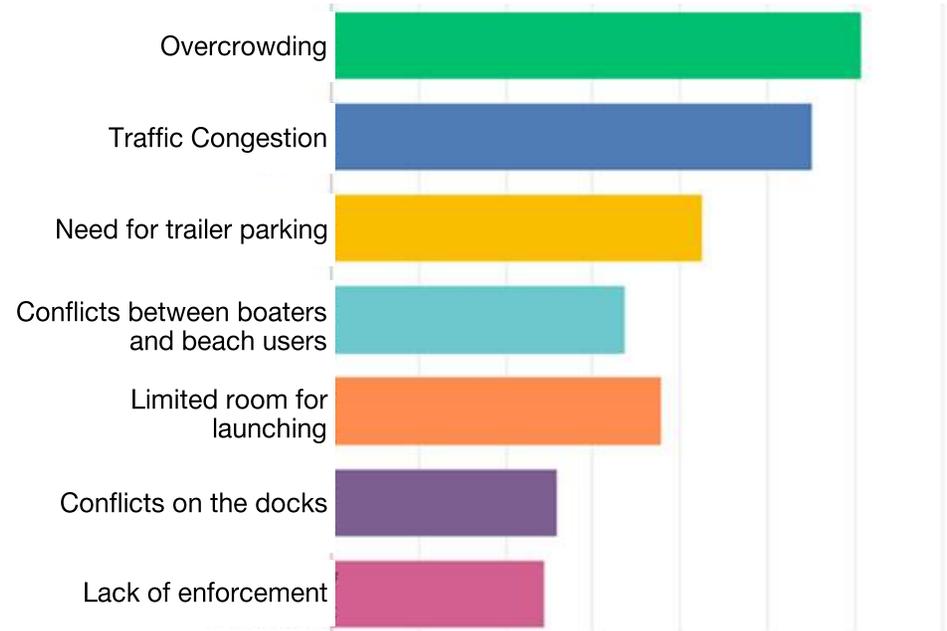


Figure 2.4—Top Challenges at Honeysuckle Beach per the public survey (440 respondents)

Traffic congestion was ranked as one of the top three challenges by 81% of respondents. Need for trailer parking was ranked as one of the top three challenges by 51% of respondents.

One survey question asked respondents how much they would be willing to pay daily to use the launch (which would include parking and the launch fee). Sixty percent indicated they would pay between \$1 and \$10. Fewer would be willing to pay between \$10 and \$20. More than 20 percent are unwilling to pay any amount to use the launch.

Another question asked respondents how much they would be willing to pay to use the beach. Nearly 50% of respondents would not be willing to pay any sum to park or use the beach. Approximately 35% were willing to spend between \$1 and \$5 to use the beach (including parking fees). Fewer indicated they were willing to spend more than \$5.

Respondents were asked to rank potential solutions to congestion issues. The most popular solution was relocating the boat launch to a new location away from the beach to separate the user groups. Relocating the boat launch was selected as a 4 or 5 (good or excellent) for 67% of survey respondents. Other potential solutions that the respondents were open to included: drop off areas, more dock space, shuttle, parking or launch attendants, and parking fees. No other potential solution resulted in more than 50% good or excellent response.

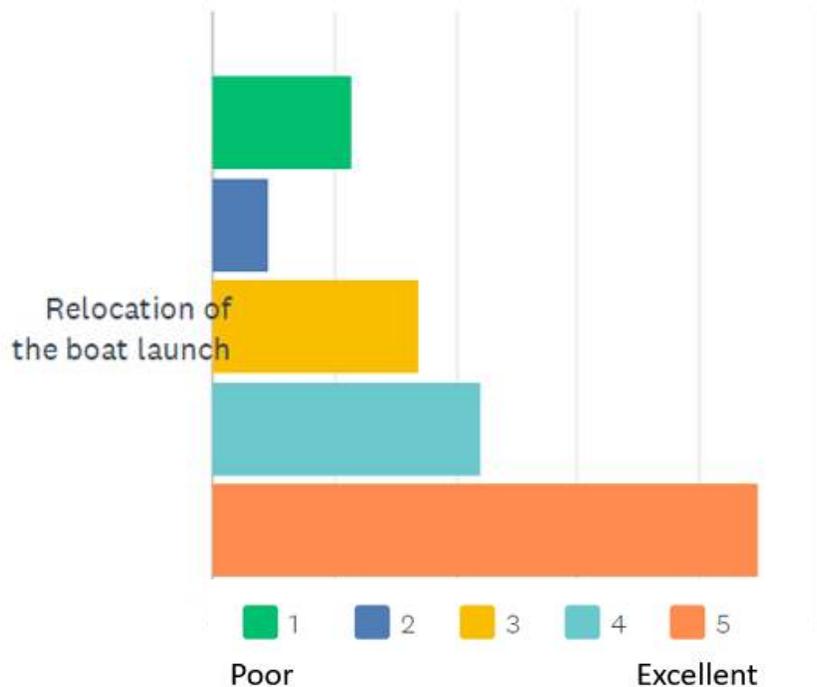


Figure 2.5— Respondents were asked to rank how favorable they were to various solutions (1-Poor and 5-Excellent). Survey respondents were supportive of solutions to relocate the boat launch (though a location for the new launch had not been proposed).

The least popular potential solutions were having parking attendants, day use fees, and a launch reservation system.

Key take-a-ways from the public survey, orientation interviews, and working group meetings include:

## KEY TAKE-A-WAYS FROM THE OUTREACH PRIOR TO OPEN HOUSE

- Manage overcrowding and lack of parking
- Organize pedestrian and vehicle flow, but don't increase lake access
- Provide better emergency service access
- With the high demand for beach, boat launch, and shared spaces, create a better, safer experience for all
- Organize the site for safety
- 64% would be willing to pay more to launch
- 48% would not be willing to pay for beach parking or day use
- Separating the beach users from the boaters is desired
- People are in favor of relocating the boat launch as a solution (at this point a location had not been proposed for the boat launch)

# Chapter 4—Identification of Alternatives

Alternatives were identified by the consultant team, Working Group, and City Staff and were also suggested by members of the community through the survey and follow-up emails, phone calls, and meetings.

Alternatives discussed and vetted as possibilities are described in this chapter.

## Overflow Parking in the City's Sand Pit

One of the challenges at the existing Honeysuckle Beach site is lack of parking for trucks with boats. There are only a handful of parking spaces near the launch and the remaining launch users must park along the south side of Honeysuckle Avenue. At times, the parking spills back to Strahorn Road and along other nearby residential roads. The lack of parking near the launch makes each launch operation time consuming.

One idea is to develop either an interim or permanent parking facility at the City's sand pit and provide a shuttle to and from the launch.

### **Benefits**

- ☑ Removes parking from Honeysuckle shoulder
- ☑ Potentially reduce launching time (dependent on the shuttle reducing the overall turnover time)

### **Challenges**

- ☑ Requires a shuttle
- ☑ Shuttle may not operate early enough to accommodate fishermen
- ☑ May not reduce congestion in the existing parking lot
- ☑ Eliminates use of a portion of the City's Sand pit for public works activities

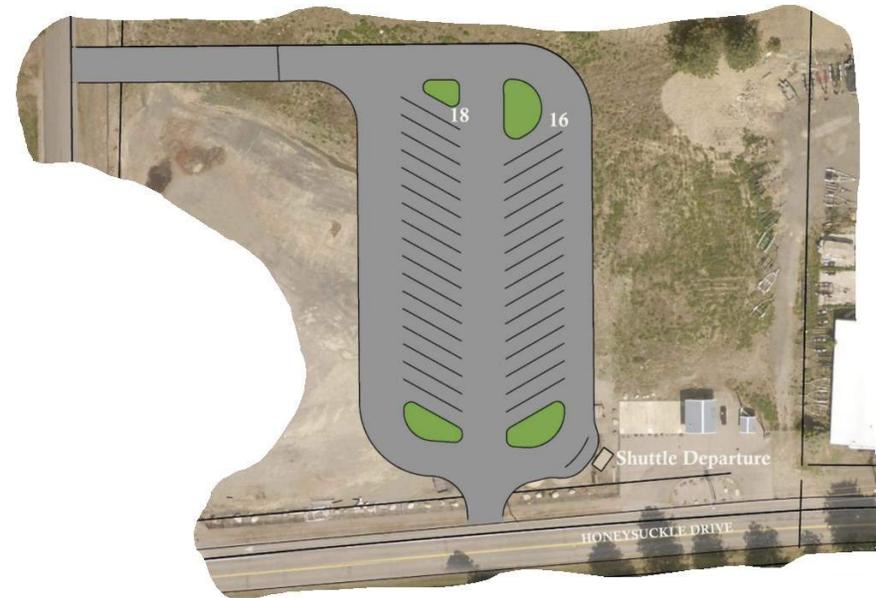


Figure 3.1—Potential overflow parking in City's sand pit



Figure 3.2—Overview indicating overflow parking location

## Reconfigure Beach (Relocate Launch)

From information gathered in the public survey, orientation interviews, and working group meetings, there was a desire to separate the uses. This concept shows how the beach and parking lot may be configured if the existing boat launch could be removed or relocated. Access to the homes along the north side of Honeysuckle Bay is maintained. Parking in the lot west of the beach parking lot shown is expected to remain unchanged. The existing launch would remain, but would be used for non-motorized launching (kayaks, paddle boards, and canoes). The concept also provides a drop off and loading/unloading area and emergency parking. In the concept, both the Hayden Lake Sewer District lift station and the Dalton Irrigation District pump house are shown as relocated.

### Benefits

- ☑ Removes congestion, safety, and trailer parking concerns from the beach area
- ☑ Expands the beach for more elbow room (does not expand parking)
- ☑ Expansion of the greenspace
- ☑ Improves ADA and pedestrian access to the beach and docks
- ☑ Provides dedicated emergency services boat slip and parking spaces which improves emergency response on the lake
- ☑ Active sheriff presence at the beach
- ☑ Provides a drop-off/pick-up area
- ☑ Provides a non-motorized launch for paddle boards, kayaks, and canoes which could be designed to be ADA accessible
- ☑ Space for food vendors/concessions

### Challenges

- ☑ Parking is not expanded; therefore, could still have parking issues if beach usage continues
- ☑ May require relocation of Hayden Lake Sewer District sewer lift station
- ☑ May require relocation of Dalton Irrigation District irrigation intake and pumphouse.



Figure 3.3—Reconfigured beach park if boat launch is relocated

## Relocate Beach to South Honeysuckle Bay

There was discussion on relocating the beach to south Honeysuckle Bay (where the relocated boat launch is proposed) rather than relocating the launch. The Idaho Department of Lands indicated that this could be an option, though there could be limitations on creating a new sandy beach.

Currently, the City's beach stretches along approximately 230 feet of waterfront. The Dalton Irrigation District property on the south side of Honeysuckle Bay has approximately 200 feet of waterfront and approximately 70 feet of this waterfront is encumbered by the spillway. Therefore, relocating the beach to this location would decrease the beach waterfront by almost one-half, which may jeopardize past and future state/federal grants. Additionally the littoral rights on the Dalton Irrigation District property are limited by the property to the north and the private property owner to the south. If the beach were relocated, the dock area would likely be reduced from the existing location. There are also fewer grant options to fund a beach relocation than there are for a boat launch.

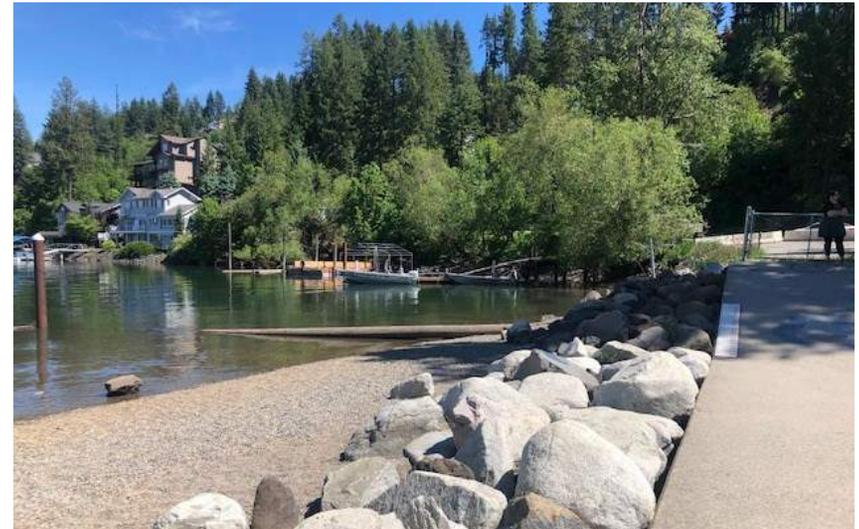
Some public comment indicated a desire to expand the beach along the dike. Although the public has access to the dike in perpetuity, the conservation easement specifically states that access is limited to foot traffic and the dike will remain undeveloped and vegetated. Therefore, officially expanding the City beach along the dike is not feasible.

### **Benefits**

- ☑ Reduces conflict between beach users and boaters
- ☑ Potentially lower environmental impact when compared to the boat launch relocation (no sediment removal)
- ☑ Could improve parking and grassed areas over existing conditions

### **Challenges**

- ☑ May be difficult to permit new sand
- ☑ Reduces the public beach waterfront area over existing conditions
- ☑ Increases traffic on E. Hayden Lake Road
- ☑ Reduces public dock space over existing conditions
- ☑ Spillway may limit use in high water conditions (also safety concern)
- ☑ Commercial dock activity to the south
- ☑ May be in conflict with prior state/federal grants



Area where beach could be relocated next to existing spillway



The public has access to the dike, but modifying the dike or expanding access is not permitted under the conservation easement. If the beach or launch is relocated to the Dalton Irrigation District property, it may be possible to construct access to the dike which could connect the two public facilities.

## Relocate Boat Launch to South Side of Honeysuckle Bay

As previously stated, there was a public desire to separate the uses. Therefore, staff, the consultant team, and Working Group searched for options to relocate the boat launch. There are not many waterfront sites close to the City to propose relocation. This concept shows how the boat launch could be relocated to property owned by Dalton Irrigation District on the south side of Honeysuckle Bay, which is near the City, but located in the County. This facility could potentially be owned and maintained as a partnership between the City and County.



Figure 3.4—Overview of proposed boat launch location

### **Benefits**

- ☑ Separates the user groups. Launch site would only be used by boaters and fishermen
- ☑ Improves safety of launch operations (less conflict, dedicated preparation and tie down areas)
- ☑ More storage for queueing vehicles waiting to launch
- ☑ Trailer parking close to launch (does not add trailer parking spaces over what exists today)
- ☑ Allows for the elimination of parking along Honeysuckle Avenue
- ☑ Could provide a new location for the Dalton Irrigation District irrigation intake and pumphouse
- ☑ Does not require a shuttle
- ☑ Fishermen could use the launch early morning and have nearby parking
- ☑ Provides parking for boaters in passenger cars (alleviates parking concerns at beach)
- ☑ Provides restrooms for boaters

### **Challenges**

- ☑ Low water levels in bay may require sediment removal in the vicinity of the launch and potentially in the bay
- ☑ High water or freezing conditions may limit periods of use
- ☑ Gravelly soils beneath silt in bay
- ☑ No-Wake Zone and non-motorized activities in bay
- ☑ Spillway may restrict use in high water conditions
- ☑ Mitigate potential floodway and/or wetland impacts
- ☑ Mitigate potential biological impacts (flora, fish, and fauna)
- ☑ May warrant a left turn lane on Lower Hayden Lake Road
- ☑ Potential need for Honeysuckle Avenue/E. Hayden Lake Road intersection improvements
- ☑ Considerations for non-motorized on-road travelers
- ☑ Potential impacts to adjacent property owners
- ☑ Need for property purchase, lease, or long-term use agreement

### Detail on Other Considerations for Relocated Launch

**Plant and Wildlife Impacts:** Initial communication with Idaho Fish and Game indicates that impacts fish and fauna are not anticipated, but additional study by a biologist is likely needed to confirm. Hayden Lakes is not designated as critical bull trout habitat.

**Traffic:** The residents on the south side of Hayden Lake describe traffic conditions (speed and volume) as already undesirable during the summer months and many have concerns with adding traffic for the boat launch.

Lakes Highway District took counts most recently in August 2018. The average daily traffic was 2,305 with a peak hour volume of 232 vehicles per hour. The average speed was 30 mph and the 85th percentile speed was 34.14 mph.

Less than 1% of vehicles were traveling in excess of 55 mph.

Neither the speeds nor the volumes appear abnormally high, though further study is likely needed to determine if improvements are needed at the proposed launch entrance or at the intersections on Honeysuckle Avenue to mitigate traffic.



Figure 3.5—Potential boat launch relocation to south side of Honeysuckle Bay



Figure 3.5—Excerpt from US FWS Wetland Mapper

**Wetlands:** Wetland impacts are anticipated. A wetland delineation and mitigation plan prepared by a biologist is likely warranted. Wetlands are shown on the Wetland Mapper maintained by the US Fish and Wildlife Service.

**Flooding:** Hayden Lake overtops the spillway and floods into the channel on the Dalton Irrigation District property and into the field in the conservation easement in some spring months. An excerpt from the FEMA FIRM map is shown in Exhibit 3.6. Locals describe more intense flooding than the map indicates which is corroborated by videos of flood conditions provided by the Hayden Lake Watershed Association. This indicates that additional modeling of the flood plan in this area would be necessary with flood plain mitigation possible prior to construction moving forward.

**No-Wake Zone:** The No-Wake zone in Honeysuckle Bay is actually a benefit to launch operations. Many boat launches have no wake zones near them to limit wave action and improving safety at the launch. In discussing the project with proponents of the No-Wake zone, some described the desire to limit motorized activity in the bay altogether. Shallow water depths may be desirable for paddleboarders, kayakers, canoers. However, designating the bay “non-motorized” would not be possible because of private docks that line the shore. The Idaho Department of Lands indicated that additional buoys to separate motorized and non-motorized uses or designate portions of the bay as non-motorized may be permitted. Further study on developing strictly non-motorized areas within the bay is likely needed.



Figure 3.6—Excerpt from the FEMA FIRM Map



The No-Wake zone on Honeysuckle Bay is enjoyed by non-motorized lake users.

**Sediment Removal:** Early communication with the Idaho Department of Lands indicates that sediment removal may be possible, but more study is required to determine the depth of the silty soil seal above the extremely gravelly soils below. Comprehensive bathymetric survey is required to better characterize the bay bottom elevations. Additional analysis of the lake level data is also necessary to determine the appropriate elevations for launch design and construction.

Initial topographic survey within 200 feet of the shore at the proposed launch location indicates that the bay bottom elevation is likely around 2233' to 2234' along the edge of the docks along the south shore. There are areas north of the proposed launch that were dry at the time of the survey.

In November 2021, the surveyed water elevation was 2235.9 (NAVD88), which was the lowest corresponding gauge elevation for the year 2021.

The Oregon State Marine Board (OSMB) recommends setting the boat launch ramp design low water level at a level that is lower 10% of the time (the 90th percentile water elevation). In Chapter 2, the 90th percentile low water elevation was listed at between 2235.7 and 2237.1 depending on the years and data used. The OSMB recommends setting the bottom of the ramp four (4) feet ideally and (3) three feet minimum below the design low water elevation to allow for proper launching in low water. Therefore, the bottom of the ramp should be set at an elevation between 2231.7 and 2233.1, which would require three (3) to four (4) feet of sediment removal in the immediate vicinity of the ramp and one (1) to three (3) feet of sediment removal in a channel in the bay.

It is also possible to design the ramp for the elevation that is feasible knowing that there may be times in extremely low water years for which the ramp is unusable.

Additional study is warranted on the sediment removal necessary and a sedimentation study is necessary to determine the frequency of sediment removal that could be expected in the future. These studies are required prior to application for the Idaho Department of Lands Permit.



Image looking west from above Honeysuckle Bay at the proposed boat launch site/existing spillway taken in November 2021



Looking east from the spillway in November 2021

## Expand Water Activities in Other City Parks

Expanding water activities at Finucane, Broadmore, or other City parks was an alternative suggested to reduce demand at Honeysuckle Beach. Installing a splash pad and/or misters were suggested. The 2040 Parks Master Plan recommends converting Finucane Park to neighborhood park after the softball facilities are relocated to Croffoot Park in the future. Table 4-2 in the Parks Master Plan suggests that by 2030, the City will need two (2) splash pads. A splash pad is recommended Broadmore. In Finucane, the recommendation was to convert to a neighborhood park with amenities determined in the future.

At this point in time, Finucane Park is heavily used in the summer months for softball. Parking is already an issue when softball games, practices, and tournaments are underway.

There is also no immediate funding to acquire land and relocate the Finucane softball fields to Croffoot Park, although this is the long-term City plan.

Adding a variety of water activities in neighborhood and community parks throughout the City of Hayden would undoubtedly be a benefit particularly for families with young children. However, the demand for the beach is unlikely to be significantly diminished as these other opportunities are provided.



Existing parking issues at Finucane Park

## Launch Reservation System

Some areas with congested launch facilities require a reservation system. This may spread out the demand for launch activities at the launch to spread out the peak and reduce launches in excess of the parking available. Even if the launch is relocated, the City may consider incorporating a launch reservation system, as demand for the launch is unlikely to diminish.

### ***Benefits***

- ☑ Spread out the peak launch time to alleviate congestion, queuing, and roadway traffic demands
- ☑ Better data collection of launchers

### ***Challenges***

- ☑ Managing fairness
- ☑ Some users may not use computers or the internet
- ☑ Early morning fisherman may be resistant to scheduling



A launch reservation system may help spread out and manage the demand for launching activities

## **Harbor Master**

A Harbor Master would organize operations at the launch. This person or team of persons may assist boater launching and disembarking from the lake to keep the flow organized. If the overflow parking at the City's sand pit is implemented, this person may also have staff that park and/or retrieve trucks/trailers, which could speed up operations. This person could also manage the launch reservation system. It is unknown at this time, if the Harbor Master program would be run by City staff or contracted out to a private company.

### ***Benefits***

- Decrease chaos/increase organization
- Decrease frustration

### ***Challenges***

- Paying for the position(s)
- Finding qualified personnel

## **Increase Usage Fees**

Currently, parking at Honeysuckle Beach is provided free of charge. One way the City may manage demand or encourage turnover at the beach is to charge for parking. The challenge will be taking an amenity away from those Hayden residents that cannot afford the fee. Some municipalities have a set time that is free (for instance one or two hours) and then charge after the free period has ended.

Boat launching is provided for \$5/\$10 for in-state or out-of-state residents. Idaho Department of Parks and Recreation has indicated that charging more than double the in-state fee for out-of-state residents will jeopardize City's past and future state and federal funding for parks. Therefore, to charge out-of-state residents more, the in-state fee will also need to increase. Refer to Federal Register 36 CFR 59.4 for detail on limitations. The challenge is the equity of providing all residents the opportunity to enjoy the City's resources.

## ***Benefits***

- Increase in funding
- Potential decrease in demand

## ***Challenges***

- Limiting low-income residents from using the amenity
- Jeopardizing past and future IDPR parks funding, if raise only for certain users.

## **Remove Launch and Use/Expand Sportsman's Access**

Sportsman's Access is at the far north end of the lake in an area that is frequently marshy. The location is shown on a map in **Appendix D**. All indications were that the launch and parking could not be feasibly expanded and this would cause a lot more boaters to navigate heavily weedy areas. Removing the Honeysuckle launch altogether would take away an important community resource that the public values. Because IDPR has funded past projects at Honeysuckle Beach and Launch, the decision to remove the launch and not replace it elsewhere may require re-payment of past grant funds and could lead to other challenges.

### ***Benefits***

- Remove boat launch traffic/congestion from Honeysuckle Beach
- Eliminates conflict between boaters and beach users at Honeysuckle Beach

### ***Challenges***

- Not feasible to expand parking or capacity at Sportsmans Access
- Eliminates a City of Hayden public amenity
- Increase driving distance to launch
- Increase activity at the north end of the lake where there is milfoil
- Potential IDPR/Federal issues with removing a facility that has received past grant funds

# Chapter 5—Public Feedback on Alternatives

On January 26, 2021, the City held an Open House for the study and unveiled the alternatives presented in the previous chapter. The open house display boards are shown in **Appendix D**. The boards and comment forms were also provided on the City’s website along with a video overview of the project for people who could not attend the event. In-person, 83 people attended, and the City received a total of 155 comments (39 in-person, 112 online, and four emailed). Of these commenters, 32% live in Hayden, 61% live in Kootenai County, 2% are unknown, and 5% live outside Kootenai County. Feedback themes included:



Public providing comments on display boards at the Open House (photo credit Devin Weeks/CDA Press)

## BEACH CONCEPT

- ☑ Favorable to separate the beach/launch
- ☑ Some prefer larger grass area and less beach
- ☑ Make sure we serve all user groups
- ☑ Liked the enhanced sheriff presence
- ☑ Concerns about not having enough parking
- ☑ Frustration over improving the beach when beach users do not currently pay to use. The people using the launch pay.
- ☑ Potentially move the beach to the dike, if possible
- ☑ Concern on potential impacts to fish and/or game
- ☑ People reiterated that a priority is maintaining and improving safety at the beach, which the concept helps to achieve
- ☑ Do not commercialize the proposed kayak launch
- ☑ Require payment for parking—(some suggested a discount for resident-only annual parking pass)
- ☑ Add a parking attendant to manage parking
- ☑ Work with adjacent property owners on access requirements

## INTERIM PARKING IN CITY’S PIT

- ☑ Concerns about distance from beach/launch to the parking area
- ☑ If possible, increase parking cost for out-of-state users
- ☑ Concerns about increased congestion on Honeysuckle Avenue and at the boat launch
- ☑ There was support of “satellite” parking with no street parking on Honeysuckle Avenue
- ☑ Cost of shuttle should be covered by launch fees
- ☑ The left turn on Honeysuckle might be dangerous consider adding a traffic signal or roundabout
- ☑ Potentially use Finucane as the shuttle lot instead
- ☑ Concern over the hours of operation and if it actually works for all users
- ☑ Potentially make this solution permanent
- ☑ Create the parking, but do not need a shuttle

## BOAT LAUNCH CONCEPT

- ☑ Like that it moves boats away from families at the beach
- ☑ The launch would no longer be at the end of a public road which might deter people accidentally driving into lake
- ☑ Concern about no-wake zone impacts
- ☑ Concerns about traffic congestion on E. Hayden Lake Road and at the intersection of E. Hayden Lake Road/Honeysuckle Avenue
- ☑ Concerns about increasing the number of boats on the lake and on Honeysuckle Bay
- ☑ Impacts to waterfront residents on south side of Honeysuckle Bay
- ☑ Potential environmental issues - aquifer, flood, and fish/wildlife
- ☑ E. Hayden Lake Road is narrow and may need to add a left turn lane for the proposed launch parking lot
- ☑ Concern about cost to design and construct
- ☑ The launch may be freeze during winter limiting use
- ☑ Concern over potential commercial use (float plane reservations)
- ☑ Consider more than 2 launch lanes for better efficiency
- ☑ General comments about improving the function of the parking lot and staging areas
- ☑ Remove the City's launch and use/expand Sportsman's Access
- ☑ Reservation system for launching
- ☑ Priority for local residents
- ☑ Increase fees for out-of-state, if possible
- ☑ Shallow water and gravelly soils where launch is proposed
- ☑ Sight distance at proposed launch driveway
- ☑ Enforce boat speeding in Honeysuckle Bay
- ☑ Enforce no parking on shoulder of E. Hayden Lake Road

## LAKE CONCERNS

- ☑ Prioritize the environment – do no harm to the lake and its ecosystem
- ☑ The lake belongs to the people, not the “residents on the lake”

## OTHER GENERAL COMMENTS

- ☑ People taking a long time in the parking lots or launches while waiting to park or to launch
- ☑ Move remaining sports activities from Finucane Park to Croffoot Field to make Finucane Park a recreational area for families
- ☑ A shuttle could be located at Finucane Park, eliminating parking on Honeysuckle Avenue
- ☑ Need to provide parking near ramp for fisherman
- ☑ Add back trailer parking (some was removed in the 2021 season) and charge more for parking including non-trailers
- ☑ Relocate beach to the dike instead
- ☑ Require reservations in advance to use and park at lake
- ☑ Keep cyclists safe on E. Hayden Lake Road

Outreach to invite stakeholders and the public to the open house included the following tactics. (See the materials in **Appendix B**):

- ☑ Email invites and reminders to those on existing City lists and to the Working Group both ten days prior and a few days in advance of the event.
- ☑ Flyer distribution at the Hayden Super 1 grocery store the weekend prior to the event.
- ☑ Classified ad and a display ad in the Coeur d'Alene Press. The classified ran for 10 days and the display ad was printed Wednesday, January 19th, Saturday, January 22nd, and Tuesday, January 25th, and before the open house.
- ☑ Coeur d'Alene Press calendar event was created ten days prior to the open house.
- ☑ Press release that was published in the Coeur d'Alene Press Monday January 24, 2022
- ☑ Facebook notifications on the City's page ten and three days in advance, and the day of the event. Two notifications were also posted after the open house to invite more people to view and comment on the potential solutions online.



Public asking questions at the Open House (photo credit Devin Weeks/CDA Press)



Consultant team answering questions at the Open House (photo credit Devin Weeks/CDA Press)

# Chapter 6—Funding Opportunities

This section describes opportunities that may be available to the City to help fund improvements at the beach and/or boat launch.

## Waterfront Improvement Fund (WIF)

The WIF fund is a state program funded through a portion of the state gas tax revenue. It is not a federal program. The purpose of WIF grants is to fund waterways improvement, creation and improvement of parking areas for boating purposes, making and improving boat ramps and moorings, marking of waterways, search and rescue, and other opportunities that improve conditions for boaters. Important WIF facts include:

- Approximately \$1.2 million available statewide annually.
- No more than 50% (\$600,000) of the total available statewide may be allocated to one County annually.
- 5% of the total project cost is required for local match. (20% match for motorized equipment).
- Applications are due in January annually.

## Road and Bridge Fund

The Road and Bridge Fund is a state program funded through a portion of the state gas tax revenue. It is not a federal program. The purpose of the Road and Bridge Fund is to develop, construct, maintain and repair roads, bridges and parking areas within and leading to parks and recreation areas of the state. Projects must specifically benefit boating, snowmobiling, or off-highway use. Important Road and Bridge facts include:

- Approximately \$125,000 is available statewide to locals annually. (The remaining \$125,000 is used for state parks.)
- 5% of the total project cost is required for local match.
- Applications are due in January annually.

## Land and Water Conservation Fund (LWCF)

LWCF is a federal program with the purpose to acquire, develop, and maintain outstanding property into perpetuity for outdoor recreation purposes. Important LWCF facts include:

- Grants require 50% match.
- State grants can be used as match.
- Acquisition of leases is not eligible.
- Accepting funds means that the land will be used forever as outdoor recreation.
- Funds are reimbursed as expenses occur.
- Maximum allocation for Idaho varies each grant cycle, but is normally around \$2 million. \$3 million was awarded in the 2022 grant cycle, but that was unusually high.
- There is no maximum that can be awarded to any one project; however, there is a desire to spread dollars throughout the state. In 2022, two grantees were awarded \$750,000.
- Calls for projects occur every other year. For the next cycle, the applications will be due in January 2023.

## **Recreational Trails Program (RTP)**

RTP is a federal program that uses funds from a portion of the federal gas tax. RTP is specifically for the maintenance, restoration, development, and construction of recreational trails and trailside facilities. This funding source may be an option to connect the proposed boat launch parking lot to the dike or interpretive trails within the conservation easement, if desired.

Important RTP facts include:

- Approximately \$1.5 million awarded annually
- 30% of funds is for motorized, 30% for non-motorized, and 40% for a diverse mix of trail users
- 20% local match is required and 5% of the overall project cost must be non-federal

## **Local Rural Highway Investment Program**

Local Highway Technical Assistance Council (LHTAC) has a funding program for Highway Districts called Local Rural Highway Investment Program (LRHIP). The funds are limited to \$100,000 and could be potentially used for widening and/or potential turn lanes on E. Hayden Lake Road. This program is extremely competitive and this grant would have to be a cooperative effort with Lakes Highway District, as the City is not eligible. Applications are due annually in November.

## **STP-Urban**

Kootenai Metropolitan Planning organization occasionally has a call for transportation projects within the urban area. This may be an opportunity for major transportation infrastructure such as the intersection of Strahorn/E. Hayden Lake Road/Honeysuckle Avenue. These funds are generally extremely competitive, and there is no indication on when a new call may be.

## **Local Sources**

### ***Impact Fees***

Parks impact fees are generated for each building permit issued. The City is currently working to update their impact fee study.

Improvements to Honeysuckle Beach and Launch are included in both the mid-term and long-term Capital Improvement Plans (CIPs) in the City's Imagine Hayden 2040 Parks Master Plan. Since 2017, the parks impact fees have generated approximately \$200,000 annually on average.

Transportation impact fees could be used for roadway and intersection improvements that are on the Impact Fee CIP. No projects on E. Hayden Lake Road were identified in the City's Imagine Hayden 2040 Transportation Plan as that roadway is under the jurisdiction of Lakes Highway District. However, the intersection of Strahorn/E. Hayden Lake Road/Honeysuckle is on the City's mid-term CIP (project number 202).

### ***Launch Fees***

The City charges to launch a boat. Since 2017, the fund generation has remained fairly steady, averaging \$42,000 annually. These funds are used only for maintenance and improvement of items at Honeysuckle Beach and Launch.

### ***New Parking Fees***

The City does not currently charge for parking at Honeysuckle Beach. As a way to generate funds, the City could elect to charge for parking. Some municipalities have a certain timeline as "free" with charges per hour after. This could be a way to encourage turn-over while also generating funds. However, there would likely be costs to manage a parking cost program to consider.

### ***General Fund***

If the City has "one-time money" generated from actual annual expenditures being less than the overall budget, the City may elect to allocate those funds to a certain project.

### ***General Obligation Bond***

General obligation bonds require 2/3 of the voters to approve the indebtedness in an election. This is an option if the project has strong community support.

# Chapter 7—Next Steps

## Short-Term Recommendations (1-2 years)

### *Expanded Boat Launch Study*

The alternative to relocate the boat launch is the only option that separates the two primary summer user groups—boaters and beach users, though the proposed site has many challenges. At this point in the study, the site appears feasible, but additional study and preliminary design is necessary. Short-term steps include:

- Comprehensive Bathymetric Survey of Honeysuckle Bay
- Topographic Survey of proposed launch site
- Soils analysis in the bay and preliminary recommendations
- Flood modeling
- Preliminary design of boat launch, docks, and parking lot, restrooms, embankment, and stormwater/flood conveyance
- Existing launch parking counts, usage, and turn over rates to understand existing capacity needs
- Traffic study to explore traffic operations and potential mitigations
- Wetland delineation and biological assessment of proposed sediment removal and launch/parking lot construction
- Additional public involvement to keep the public apprised of the additional study and preliminary design results
- More detailed cost estimates for use in funding applications
- Apply for grants

This step is proposed to be phased, as follows:

### Phase 1 (Spring/Summer 2022)

- Bathymetric and Topographic Survey
- Soils analysis
- Preliminary design of boat launch and docks
- Existing launch usage rates
- Public Involvement

If the results from this step indicate that the launch could be constructed, move on to Phase 2.

### Phase 2 (Summer/Fall 2022)

- Flood modeling and mitigation recommendations
- Wetland delineation and mitigation recommendations
- Biological Assessment
- Preliminary design of parking lot and restrooms
- Flood mitigation
- Traffic study to explore traffic operations and potential mitigations

If the results of Phase 2 indicate that the boat launch and parking lot are still feasible, move to next steps of applying for grants to fund final design and construction.

### ***Managing the Existing Launch in the Interim***

- Explore implementing a reservation system for the boat launch
- Explore the interim use of the Sand Pit for interim parking together with privately operated shuttle system. Consider a one-year pilot project to see how the shuttle system and off-site parking is perceived by the public. If the shuttle is wildly successful and the City can stage public works equipment and materials elsewhere, consider making the interim offsite shuttle permanent
- Explore opportunities to alert users that parking lots are full
- Eliminate parking along Honeysuckle Avenue and sign for no-parking. Evaluate fines so that enforcement of illegal parking is effective.

### **Medium-Term Recommendations (3-5 years)**

Provided the relocated launch is still feasible following the analysis and preliminary design in the short-term category, complete the following:

- Purchase the property or enter into a long-term lease arrangement with Dalton Irrigation District
- Apply for grants for the final design and construction
- Apply for permits for non-native sediment removal, launch construction, dock construction, pilings, wetland impacts/mitigation, and flood impacts/mitigation, etc.
- Plan for boat launching when the launch will be inoperable (extremely low water or flood conditions)
- Complete final design, bidding, and construction
- Begin process to reconfigure the beach

Final design and construction of the boat launch, parking lots, non-native sediment removal, and restrooms are anticipated to

cost between \$3 million and \$4 million, not including the Dalton Irrigation District pumphouse and intake relocation, extensive improvements on E. Hayden Lake Road or the intersection of Honeysuckle Avenue/E. Hayden Lake Road, or property purchase/long-term lease arrangement.

### **Long-Term Recommendations (6-10 years)**

#### ***Beach Reconfiguration***

Once the new launch is constructed, the beach reconfiguration can take place. Long-term recommendations include:

- Additional public involvement to determine final desired facility configuration. There may also be opportunities to allow the existing launch to be used during flooding, freezing, or very low water conditions at the proposed relocated launch.
- Survey and preliminary design of the parking lot, sewer lift station relocation, and irrigation pump house and intake relocation.
- Apply for grants for final design and construction.
- Complete final design and bidding
- Complete construction



**Existing Honeysuckle Beach**

### ***Expanded Water Activities***

The demand for water activities in Hayden is unlikely to diminish; therefore, look for opportunities to expand recreation such as:

- Implementing splash pads and/or misters at other neighborhood or community parks throughout Hayden (Broadmore is the likely priority) in accordance with the 2040 parks master plan
- Relocating softball fields to Croffoot Park and then implementing splash pads and/or misters at Finucane Park

Anticipated costs for this Step: Refer to the 2040 Parks Master Plan.

### ***Transportation Improvements to Beach and Launch***

Depending on the traffic study results in the short-term category:

- Explore the relocation of Strahorn Road and a roundabout at Honeysuckle/Strahorn/E. Hayden Lake Road in cooperation with Lakes Highway District
- Explore widening of E. Hayden Lake Road for bicycle lanes in cooperation with Lakes Highway District
- Explore a separated path along Honeysuckle Avenue between 4th Street and the beach for non-motorized connectivity to the beach.

### ***Continue Cooperation and Coordination***

- Continue cooperation and coordination with the Inland Northwest Land Conservancy and private property owners to maintain the dike access in good condition for the public, provide opportunities for expanded non-motorized transportation opportunities along Honeysuckle Avenue and potential for education opportunities and/or recreational opportunities in conjunction with the conservation easement.

- Continue cooperation with the County and potentially develop the new launch into a multi-jurisdictional amenity owned and maintained in partnership between the City and County.

## CONCLUSION

The public desires to improve the user experience at Honeysuckle Beach without increasing capacity of the beach or launch. The public supports separating the beach users from the boat launch users while also recognizing that the needs of recreational boaters and fisherman vary. Though the public supports separating the beach and the launch, there are concerns with the location of the proposed launch.

Additionally, the public wants to prioritize the environment and not harm the lake with any alternative implemented. The public wants to also thoroughly understand the wide variety of potential impacts before moving forward.

This study is the culmination of a years' worth of information gathering, input from the public, and brainstorming by consultants, City staff, and the multijurisdictional working group. No one path forward is recommended, and further direction will come from the City Council.

# Appendices

- Appendix A Conservation Easement
- Appendix B Public Involvement Report
- Appendix C Coeur d'Alene Press News Articles
- Appendix D Location of Sportsman's Access

# Appendix A

## Conservation Easement

407930  
This space provided for Recorder's use

**When Recorded Return To:**

Chris DeForest, Conservation Director  
Inland Northwest Land Conservancy  
35 W. Main Avenue, Suite 210  
Spokane, WA 99201-0110

**GRANT OF DEVELOPMENT RIGHTS AND  
CONSERVATION EASEMENT**

**Date: December 30, 2019**

**Grantor: William Thomas Richards and Sheila Griffiths Richards, as Trustees of the Living Trust of William Thomas Richards and Sheila Griffiths Richards, established under trust agreement dated November 2, 2001, as may be amended**

**Grantee:** Inland Northwest Land Trust  
(a Washington non-profit corporation doing  
business as Inland Northwest Land Conservancy)

**Abbreviated Legal Description:** Tx# 11380 ex Tx# 14395, E2-NE and Tx# 3495 S of Rd, and Tx# 17325, all in 24/51/4W; and Tx# 19261 in 19/51/3W

**Full Legal Desc. Appears on:** Exhibit A attached —

**Kootenai County Assessor's Property Tax Parcel or Account No(s):** Parcel No. 51N03W193975 AIN 116936; Parcel No. H00000242150 AIN 210304; Parcel No. H00000242300 AIN 124544; and Parcel No. 51N04W247300 AIN 117772.

**Reference Nos. of Documents**

**Assigned or Released:** *Not applicable*

20191220 Richards 167CE

## GRANT OF DEVELOPMENT RIGHTS AND CONSERVATION EASEMENT

This Grant and Easement is made this 30 day of December, 2019 by and between ~~William Thomas Richards and Sheila Griffiths Richards, as Trustees of the Living Trust of William Thomas Richards and Sheila Griffiths Richards,~~ whose mailing address is 1408 E Honeysuckle Avenue, Hayden Idaho 83835 ("**Grantor**"), and the Inland Northwest Land Trust, a Washington non-profit corporation doing business as Inland Northwest Land Conservancy, with its principal place of business at 35 W. Main Ave., Suite 210, Spokane, Washington 99201 ("**Grantee**").

### Recitals

A. Grantor is the sole owner in fee simple of certain real property situated between East Honeysuckle Avenue and East Hayden Lake Road in Kootenai County, Idaho, and legally described in Exhibit A attached hereto and incorporated by this reference (the "**Protected Property**").

B. The Protected Property is approximately 66.57 acres of land that possess natural, scenic, open space, and recreational values (collectively, "**Conservation Values**") of great importance to Grantor and to Grantee and to the people of Hayden, Kootenai County, the Inland Northwest and the State of Idaho.

C. The specific Conservation Values of the Protected Property are documented in an inventory of relevant features of the Protected Property (the "**Baseline Resource Report**"), on file with the Grantee, which consists of reports, maps, photographs, and other documentation which the parties agree provides an accurate representation of the Protected Property at the time of the Grant and Easement and which is intended to serve as a baseline for monitoring compliance with the terms of this Grant and Easement. These specific Conservation Values are summarized in part in the Recitals hereinbelow.

D. The Protected Property lies at the intersection of East Hayden Lake Road and East Honeysuckle Avenue and adjoins the Hayden city limits on two sides, in Kootenai County Idaho.

E. The Protected Property provides for outdoor recreation by the general public on the dike road along the Hayden Lake outlet dike. It includes some 1200 feet of shoreline on Hayden Lake which will remain undeveloped and vegetated and open to the public on foot via the dike road.

F. The Protected Property provides a relatively natural habitat for wildlife along the unnamed creek for some 1800 feet and throughout the tree-lined meadows. The Hayden Lake outlet serves as a 45 million gallon per day point of recharge to the Rathdrum Prairie Spokane Aquifer which 400,000 people rely on as a federally designated sole-source aquifer.

G. This Grant and Easement protects open space that provides scenic enjoyment to the general public. The Protected Property is highly visible to the motoring public and to the boating public on Hayden Lake and from Honeysuckle Beach, open space whose value is pursuant to clearly stated government policy and which yields a significant public benefit thereby.

H. Absent this Conservation Easement, the property could easily be subdivided and developed into numerous residential lots, which would jeopardize the conservation values of habitat, scenic open space, and aquifer recharge. The Conservation Easement will keep all four parcels in one ownership, will prohibit subdivision and development, and will confine all future residential structures to be within a designated 8.18 acre +/- Development Envelope. The Conservation Easement allows agriculture to continue on the property, as well as forest management.

I. Grantor intends that the Conservation Values of the Protected Property be preserved and maintained in perpetuity by permitting only those activities on the Protected Property that do not significantly impair or interfere with the Conservation Values, including those land uses relating to farming, ranching, and timber production existing at the time of this grant.

J. Grantor further intends, as owner of the Protected Property, to convey to Grantee by this Grant and Easement the right to preserve and protect the Conservation Values of the Protected Property in perpetuity.

K. This Grant and Easement is created pursuant to the Internal Revenue Code, as amended (hereinafter referred to as the "Code") at Title 26, U.S.C.A., Sections 170(h)(1)-(6), 2031(c), 2055 and 2522, as applicable, and Idaho Code, Chapter 21, Title 55.

L. Grantee is a publicly supported, non-profit organization which has qualified for tax-exempt status under Sections 501(c)(3) and 170(h) of the Internal Revenue Code, operated primarily to accept lands and easements for the purpose of preserving and protecting the natural, scenic, educational, recreational, historical and open space values of real property ("a qualified grantee").

M. Grantee accepts by this Grant and Easement to honor the intentions of the Grantor as stated herein and to preserve and protect in perpetuity the Conservation

Values of the Protected Property for the benefit of this generation and the generations to come.

N. Grantor and Grantee, recognizing the importance of the Protected Property for conservation, as demonstrated by the aforementioned facts, have the common purpose of conserving the natural and scenic values of the Protected Property by the conveyance of this Grant and Easement on, over and across the Protected Property.

**NOW, THEREFORE**, for the reasons stated above and in consideration of the mutual terms, conditions, restrictions and affirmative rights contained herein, and pursuant to the laws of the State of Idaho, and specifically Idaho Code §§ 55-2101 et seq., as amended, Grantor hereby freely gives, grants, conveys, and warrants to Grantee forever a perpetual conservation easement and restriction, all as more particularly set forth below, in the Protected Property.

1. **Grant of Development Rights.** Grantor freely gives, grants, sells and conveys unto Grantee forever, the development rights and perpetual conservation easement and restrictions (all as more particularly set forth below) in the Protected Property. The development rights hereby conveyed to the Grantee include all development rights except those specifically reserved by Grantor and those reasonably required to carry out the permitted uses of the Protected Property. The conservation easement and restrictions hereby conveyed to the Grantee consist of covenants on the part of the Grantor to do or refrain from doing, severally and collectively, the various acts set forth below. It is hereby acknowledged that these covenants shall constitute a servitude upon the land and shall run with the land in perpetuity. Grantee accepts such covenants in order to conserve natural, scenic, open space, and recreational values of the Protected Property for present and future generations. This conveyance is a conveyance of an interest in real property under the provisions of I.C. 55-2102, as amended, and is made as an absolute, unconditional, unqualified, and completed gift, subject only to title matters of record and the mutual covenants, terms, conditions and restrictions set forth in the Easement, and for no other considerations whatsoever.

2. **Conservation Purposes.** The "**Conservation Purposes**" of this Grant and Easement are to assure that the Protected Property will be retained forever in its relatively undeveloped and natural condition of fields, forests, lakeshore, and stream corridor, and thus preserving wildlife habitat, aquifer recharge, and open space for the scenic enjoyment of the general, and to prevent any use of the Protected Property that would impair or interfere with the Conservation Values of the Protected Property. Grantor intends that this Grant and Easement will confine the use of the Protected Property to such activities as are consistent with the Conservation Purposes of this Grant and Easement.

3. **Rights of Grantee.** To accomplish the purpose of this Easement the following rights are conveyed to Grantee by this Easement:

- (a) To preserve and protect the Conservation Values of the Protected Property; and
- (b) To enter upon the Protected Property, upon prior written notice to the Grantor, for the purpose of making a general inspection to assure compliance with the terms of this Grant and Easement; and
- (c) To prevent any activity on or use of the Protected Property that is inconsistent with the Conservation Purposes of this Grant and Easement and to require the restoration of such areas or features of the Protected Property that may be damaged by any inconsistent activity or use, pursuant to the remedies set forth in Section 7.

4. **Restricted Uses of the Protected Property.** Any activity on or use of the Protected Property must be consistent with the Conservation Purposes of this Grant and Easement. Without limiting the generality of the foregoing, the following activities and uses are expressly prohibited:

- (a) The Protected Property consists of four parcels, identified in Exhibit A (Legal description) and Exhibit B (Map), that must always be conveyed together and cannot be conveyed separately or in parts. Grantor shall not legally or in a "de facto" manner subdivide or change the boundaries of the Protected Property, which shall include, but not be limited to, any subdivision, short subdivision, platting, binding site plan, testamentary division, lot line adjustment, or other process by which the Protected Property is divided into parts or the dimensions or size of the Protected Property is changed.
- (b) All residential, commercial, timber or industrial activities shall be prohibited, and no building or structure shall be constructed, created, erected or moved onto the Protected Property, except as specifically permitted under Section 5(a) of this Grant and Easement.
- (c) There shall be no disturbance of the surface, including but not limited to filling, excavation, removal of topsoil, sand, gravel, rocks, minerals or change of the topography of the Protected Property, in any manner, except as may be reasonably necessary to carry out the permitted uses for wetland restoration and watercourse alteration or habitat enhancement under Section 5(f) of this Grant and Easement. In no case shall the exploration for, or development and extraction of, minerals or hydrocarbons by any surface mining method or any other

method be permitted. The exceptions listed in this Paragraph shall not be interpreted to permit any extraction or removal of surface materials inconsistent with Section 170(h)(5) of the Code and the applicable Treasury Regulations.

- (d) There shall be no buildings or other structures, including communication towers, constructed on or moved onto the Protected Property, other than as allowed within the Development Envelope.
- (e) There shall be no construction of new roads on or across the Protected Property.
- (f) There shall be no granting of new access or utility easements across the Protected Property other than to serve the Development Envelope.
- (g) There shall be no billboards or outdoor advertising erected or displayed; PROVIDED, however, Grantor may erect and maintain reasonable signs indicating boundary markers, signs restricting trespassing, temporary signs indicating the Protected Property is for sale or lease, and Grantor may, with the permission of Grantee, erect and maintain signs designating the Protected Property as land under the protection of the Grantee.
- (h) The permanent placement, collection, or storage of trash, human waste, or any unsightly or offensive material on the Protected Property is prohibited. Grantor shall clean up any trash that may occur from future illegal dumping activities.
- (i) There shall be no draining, filling, dredging, ditching or diking of seasonal springs or wetlands and no watercourse alteration on the Protected Property, except with permission of Grantee as noted in Section 5(f).
- (j) There shall be no more than a de minimis use of the Protected Property for commercial recreational activities, as such terms are defined by Section 2031(c)(8)(B) of the Internal Revenue Code and applicable Treasury regulations.

**5. Permitted Uses of the Protected Property (Reserved Rights).**

Grantor hereby reserves the right to make the following uses of the Protected Property:

- (a) Grantor and Grantee have designated an 8.18 +/- acre Development Envelope which currently contains a single family residence and two outbuildings, as shown in Exhibit C. Within the Development Envelope,

Grantor may have not more than one single family residence (no additional residences) plus non-residential agricultural buildings such as barns or sheds or a riding arena. One accessory living unit as defined by Kootenai County Code (currently at 8.4.301) is allowed to be built, with notice to Grantee. No structures other than agricultural fences are allowed outside the Development Envelope.

- (b) Grantor may make and maintain non-impervious walking trails and paths within the Protected Property.
- (c) Grantor may harvest standing dead or down trees for his/her own personal use without prior notice to Grantee. No live trees may be cut unless under a forest management plan approved by Grantee. Commercial timber harvesting, if any, shall be conducted under the supervision of a professional forester, in accordance with a forest management plan approved by Grantee, shall comply with applicable state and other government regulations and shall require prior written notice to Grantee in accordance with Section 6. Any commercial timber harvesting shall have a pre-harvest consultation on site between the landowner, the logger, the forester, and a representative of Grantee.
- (d) Grantor may undertake activities necessary to protect public health and safety on the Protected Property, including, but not limited to activities required by local, state, or federal regulatory agencies; PROVIDED, that such activities shall be conducted in a manner which minimizes interference with the Conservation Purposes of this Grant and Easement.
- (e) Farming and grazing of livestock are allowed as long as they do not diminish the conservation values of the Protected Property.
- (f) Grantor may undertake wetland restoration, watercourse alteration, or habitat enhancement, upon approval of Grantee of a plan as being consistent with the Protected Property's conservation values.
- (g) The construction of any structures or improvements, the conduct of any timber harvest activities, or any use of the land by Grantor otherwise allowed under this Grant and Easement, shall be in accordance with all applicable local state and federal ordinances, statutes, and regulations.

**6. Notice Requirements.** The purpose of notification is to afford Grantee an opportunity to ensure that the activities or uses in question are designed and carried out in a manner consistent with the Conservation Purposes of this Grant and Easement. Grantor shall notify Grantee, in writing, not less than thirty (30) days

before Grantor intends to exercise on the Protected Property any of the conditionally reserved rights under this Grant and Easement which are specified in Section 6(a) below. Such notice shall be sent via first class certified mail, return receipt requested, to the Grantee's last known address. Grantor may agree to accept notice via e-mail PROVIDED Grantee retains documentation of affirmative acceptance of said notice. The notice shall describe the nature, scope, design, location, timetable, and any other material aspect of the proposed activity in sufficient detail to permit Grantee to make an informed judgment as to its consistency with the Conservation Purposes of this Grant and Easement. If such notice pertains to proposed timber harvest activities, the notice should include a copy of Grantor's timber harvest permit application. Notice is not required when Grantor cannot reach Grantee and must take emergency action to prevent, abate, or mitigate significant injury to persons, the Protected Property, or abutting properties.

- (a) **Written notice** to Grantee as specified above shall be required for:
  - i. Transfer of Title as allowed in Section 13.
  - ii. Dike enhancement activities, and permitted commercial harvesting of live timber, and construction of an accessory living unit.
- (b) When Grantee's **written approval** of wetland or watercourse alteration or habitat enhancement is required as provided in Section 5(f), and Grantee determines the activity or use as contemplated by Grantor in its notice is not consistent with the Conservation Purposes of this Grant and Easement, Grantee shall inform Grantor in writing of its determination and any reasonable conditions, if any, that would make the activity or use in question consistent with the Conservation Purposes of this Grant and Easement. If Grantee does not respond to Grantor within thirty (30) days after Grantor mailed the written notice, Grantee's approval of the activity or use in question shall be conclusively presumed.

**7. Grantee's Remedies.**

- (a) **Notice of Violation; Corrective Action.** If Grantee determines that a violation of the terms and conditions of this Grant and Easement has occurred or is threatened, Grantee shall give written notice to Grantor of such violation via certified mail, return receipt requested, and demand that Grantor take corrective action sufficient to cure the violation, and restore the Protected Property to its prior condition.
- (b) **Injunctive and Other Relief.** The parties to the Grant and Easement specifically acknowledge that events and circumstances of noncompliance constitute immediate and irreparable injury, loss and damage to the Protected Property and accordingly entitle Grantee to

such equitable relief, including but not limited to injunctive relief, as a court deems just.

- (i) Injunctive Relief. If Grantor fails to cure the violation within thirty (30) days after receipt of notice from Grantee, or under circumstances where the violation cannot reasonably be cured within a thirty (30) day period, fails to begin curing the violation within the thirty (30) day period, or fails to continue diligently to cure such violation until finally cured, Grantee may bring an action at law or in equity in a court of competent jurisdiction to enforce the terms of this Grant and Easement, to enjoin the violation, *ex parte* as necessary, by temporary or permanent injunctions, and to require the restoration of the Protected Property to the condition that existed prior to any such injury.
- (ii) Damages. Grantee shall be entitled to recover damages for violation of the terms of this Grant and Easement or injury to any Conservation Values protected by this Grant and Easement, including, without limitation, damages for the loss of scenic, aesthetic, or environmental values. Such damages, when recovered, shall be applied by Grantee to corrective action on the Protected Property, or applied to the Stewardship Fund of the Grantee, at Grantee's sole discretion.
- (iii) Other Remedies Available. The remedies described herein are in addition to, and not limitations of, any other remedies available to Grantee at law, in equity, or through administrative proceedings.
- (c) Emergency Enforcement. If Grantee, in its sole discretion, determines that circumstances require immediate action to prevent or mitigate significant damage to the Conservation Values of the Protected Property, Grantee may pursue its remedies under this Section 7 without prior notice to Grantor or without waiting for the period provided for cure to expire.
- (d) Scope of Relief. Grantee's rights under this Section 7 apply equally in the event of either actual or threatened violations of the terms of this Grant and Easement. Grantor agrees that Grantee's remedies at law for any violation of the terms of this Grant and Easement are inadequate and that Grantee shall be entitled to the injunctive and other relief described in Section 7(b), in addition to such other relief to which the Grantee may be entitled, including specific performance of the terms of this Grant and Easement, without the necessity of proving either actual damages or the inadequacy of otherwise available legal remedies. Grantee's remedies described in this Section 7 shall be

cumulative and shall be in addition to all remedies now or hereafter existing at law or in equity.

- (e) Costs of Enforcement. If a court determines that Grantor has failed to comply with this Grant and Easement and that such failure was without reasonable cause or in bad faith, Grantor shall reimburse Grantee for any reasonable costs of enforcement, including, without limitation, Grantee's staff time, court costs and reasonable attorney fees, in addition to any other payments ordered by such court. In the event that Grantee initiates litigation and the court determines that the Grantor has not failed to comply with this Grant and Easement and that Grantee initiated litigation without reasonable cause or in bad faith, then Grantee shall reimburse Grantor for any reasonable costs of defending such action, including court costs and reasonable attorney fees.
- (f) Forbearance. No forbearance, delay or omission by Grantee in the exercise of any right or remedy upon breach by Grantor shall impair Grantee's rights or remedies or be construed as a waiver.
- (g) Waiver of Certain Defenses. Grantor hereby waives any defense of laches, estoppel, or prescription.
- (h) Acts Beyond Grantor's Control. Nothing contained in this Grant and Easement shall be construed to entitle Grantee to bring any action against Grantor for any injury to or change in the Protected Property resulting from causes beyond Grantor's control, including, without limitation, fire, flood, storm, and earth movement, or from any prudent action taken by Grantor under emergency conditions to prevent, abate, or mitigate significantly injury to the property resulting from such causes or from acts of trespassers. Results of the acts of Grantor's invitees shall not be considered beyond Grantor's control for purposes of this paragraph. In the event the terms of this Grant and Easement are violated by acts of trespassers, Grantor agrees, at Grantee's option and expense, to join in any suit, to assign its right of action to Grantee, or to appoint Grantee its attorney-in-fact, for the purpose of pursuing enforcement action against the responsible parties.
- (i) Prior Owners. Nothing in this Section 7 shall be construed as imposing liability upon a prior owner of the Protected Property, where the event or circumstance of noncompliance shall have occurred after said prior owner's ownership or control of the Protected Property has terminated.
8. Access. This Grant and Easement does not create any new rights of public access to the Protected Property.

9. Costs, Liabilities, Taxes and Environmental Compliance.

- (a) Costs. Grantor retains all responsibilities and shall bear all costs and liabilities of any kind related to the ownership, operation, upkeep and maintenance of the Protected Property.
- (b) Taxes. Grantor shall pay all taxes levied against the Protected Property by competent authority as they become due, and shall furnish Grantee with satisfactory evidence of payment upon request.
- (c) Hold Harmless. Grantor hereby agrees to release and hold harmless, indemnify, and defend Grantee and its members, directors, officers, employees, agents, and contractors and the personal representatives, heirs, successors and assigns of each of them (collectively "**Indemnified Parties**") from and against all liabilities, penalties, costs, losses, damages, expenses, causes of action, claims, demands of judgments, including, without limitation, reasonable attorneys' and consultants fees, arising or in any way connected with:
- (i) Injury to, or the death of, any person, or physical damage to any property, resulting from any act, omission, condition or other matter related to or occurring on or about the Protected Property that is not a consequence of any activity of any of the Indemnified Parties undertaken under the rights granted to Grantee under this Grant and Easement;
  - (ii) Violations or alleged violations of, or other failure to comply with, any federal, state or local environmental law or regulation relating to pollutants or hazardous, toxic or dangerous substances or materials, including, without limitation, 42 U.S.C. § 9601 and Idaho Code §§ 39-4401 et seq, by any person other than any of the Indemnified Parties, in any way affecting, involving, or relating to the Protected Property, unless such violations or alleged violations are due solely to the acts or omissions of any of the Indemnified Parties;
  - (iii) The presence or release in, on, from, or about the Protected Property, at any time, of any substance now or hereafter defined, listed or otherwise classified pursuant to any federal, state or local law, regulation or requirement as hazardous, toxic or dangerous to the air, water or soil, or in any way harmful or threatening to human health or the environment, unless caused solely by any of the Indemnified Parties;
  - (iv) The obligations specified in this Section 9.
- (d) Control. Nothing in this Grant and Easement shall be construed as giving rise, in the absence of a judicial decree, to any right or ability in Grantee to exercise physical or managerial control over the day-to-day

operations of the Protected Property, or over any of Grantor's activities on the Protected Property, or otherwise to become an owner or operator with respect to the Protected Property within the meaning of 42 U.S.C. § 9601 or I.C. §§ 39-4401 et seq.

**10. Extinguishment.** If circumstances arise in the future that render the Conservation Purposes of this Grant and Easement impossible to accomplish, such as, but not limited to, taking by eminent domain, this Grant and Easement can only be terminated or extinguished, whether in whole or in part, by judicial proceedings in a court having jurisdiction. The amount of the proceeds to which Grantee shall be entitled, after the satisfaction of prior claims, from any sale, exchange or involuntary conversion of all or any portion of the Protected Property subsequent to such termination or extinguishment, shall be determined, unless otherwise provided by Idaho law at the time, in accordance with Section 11 of this Grant and Easement.

**11. Valuation.** This Grant and Easement constitutes a real property interest immediately vested in Grantee, which for the purposes of Section 10 above, the parties stipulate to have a fair market value determined by multiplying (1) the fair market value of the Protected Property unencumbered by the Grant and Easement as of the effective date of such valuation by (2) "x/y," which is the ratio of the value of the Grant and Easement at the time of this grant ("x") to the value of the Protected Property unencumbered by this Grant and Easement at the time of this grant ("y"). The values at the time of this grant shall be those values used to calculate a deduction for federal income tax purposes allowable by reasons of this grant, if any, pursuant to Section 170(h) of the Internal Revenue Code (or any successor provision(s) then applicable). For the purposes of this paragraph, the ratio of the value of the Grant and Easement to the value of the Protected Property unencumbered by the Grant and Easement (i.e., the x/y ratio cited above) shall remain constant.

**12. Assignment.** This Grant and Easement is transferable, but Grantee may assign its rights and obligations under this Grant and Easement only to an organization that is a qualified organization at the time of transfer under Section 170(h) of the Internal Revenue Code (or any successor provision(s) then applicable), and authorized to acquire and hold conservation easements under I.C. §§ 55-2101 et seq. (or any successor statute then applicable) or the laws of the United States. As a condition of such transfer, Grantee shall require that the Conservation Purposes that this Grant and Easement are intended to advance will continue to be carried out. Grantee agrees to give written notice to Grantor of an assignment at least twenty (20) days prior to the date of such assignment. The failure of Grantee to give such notice shall not affect the validity of such assignment nor shall it impair the validity of this Grant and Easement or limit its enforceability in any way.

**13. Subsequent Transfers.** In any deed, lease or other instrument conveying any interest in all or part of the Protected Property, Grantor shall make reference to this Grant and Easement and shall indicate that this Grant and Easement is binding upon all successors in interest in the Protected Property in perpetuity. Grantor shall notify Grantee of the name and address of any successor in interest at least thirty (30) days prior to transferring any interest in the Protected Property. The failure of Grantor to perform any act required by this Section shall not impair the validity of this Grant and Easement or limit its enforceability in any way.

**14. Estoppel Certificates.** Grantee shall within thirty (30) days, conduct an inspection, and execute any document, including an estoppel certificate, at Grantor's expense, which certifies, to the best of Grantee's knowledge, Grantor's compliance or lack thereof with any obligation of Grantor contained in this Grant and Easement as requested by Grantor. Such certification shall be delivered within ten (10) days of receipt of Grantor's payment therefore.

**15. Recordation.** Grantee shall record this instrument in a timely fashion in the official records of Kootenai County, Idaho, and may re-record it at any time as may be required to preserve its rights in this Grant and Easement.

**16. Amendment.** If circumstances arise under which an amendment to, or modification of, this Grant and Easement would be appropriate, Grantor and Grantee are free to jointly amend this Grant and Easement; PROVIDED, that no amendment shall be allowed that will affect the qualification of this Grant and Easement, or the status of the Grantee under any applicable laws, including I.C. §§ 55-2101 et seq. or Section 170(h) of the Internal Revenue Code (or any successor provision(s) then applicable). Any such amendment shall be consistent with the Conservation Purposes of this Grant and Easement, shall not affect its perpetual duration, and shall be recorded in the official records of Kootenai County, Idaho and any other jurisdiction in which such recording is required.

**17. General Provisions.**

- (a) **Successors.** The term "Grantor" shall include the successors, heirs, executors, administrators and assigns of William Thomas Richards and Sheila Griffiths Richards, as Trustees of the Living Trust of William Thomas Richards and Sheila Griffiths. The term "Grantee" shall include the successors, executors, administrators, and assigns of Inland Northwest Land Trust, a Washington non-profit corporation.
- (b) **Joint Obligation.** The obligations imposed by this Grant and Easement upon Grantor (if more than one) shall be joint and several.

- (c) Severability. Invalidation of any of the provisions of this Grant and Easement shall not affect any other provision of this Grant and Easement.
- (d) Controlling Law. The interpretation and performance of this Grant and Easement shall be governed by the laws of the State of Idaho.
- (e) Good Right and Title. Grantors covenant that they are the sole owners of the Protected Property; that they have good right and title to convey the Protected Property in a manner herein described; and that the Protected Property is free from every encumbrance, except those of record, and hereby engage to warrant and defend the same against all lawful claims whatsoever.
- (f) Entire Agreement. This instrument sets forth the entire agreement of the parties with respect to the Grant and Easement and supersedes all prior discussions, negotiations, understandings, or agreements relating to the Grant and Easement, all of which are merged herein. No alteration or variation of this instrument shall be valid or binding unless contained in an amendment that complies with Section 16 above.
- (g) No Forfeiture. Nothing contained herein will result in a forfeiture or reversion of Grantor's title in any respect.
- (h) Captions. The captions in this instrument have been inserted solely for convenience and ease of reference and are not a part of this instrument and shall have no effect upon construction or interpretation.
- (i) Authority. The individuals signing below, if signing on behalf of any entity, represent and warrant that they have the requisite authority to bind the entity on whose behalf they are signing.
- (j) Acknowledgment of Donation. Except for such monetary considerations (if any) as is set forth in this document, Grantor acknowledges that no goods or services were received in consideration of this Grant.
- (k) No Representation of Tax Benefits. The undersigned Grantor(s) represent, warrant, and covenant to Grantee that, (1) Grantor(s) have not relied on any information or analyses furnished by Grantee about the availability, amount or effect of any deduction, credit or other benefit to Grantor(s) under applicable law; or the value of the conservation easement or property; (2) Grantor(s) have relied solely on their own judgment and/or professional advice furnished by their appraiser and legal, financial and accounting professionals. If Grantee recommended any of these people, Grantor(s) acknowledge that Grantee is not responsible in any way for the performance of their services; and (3) this Grant is not conditioned upon the availability or amount of any deduction, credit or other benefit under applicable law.

- (l) Full Incorporation. Each recital set forth above is fully incorporated into this Grant and Easement.

IN WITNESS WHEREOF, Grantor and Grantee have entered into this Grant and Easement as of the day and year first written above.

**GRANTOR:**

**William Thomas Richards and Sheila Griffiths Richards, as Trustees of the Living Trust of William Thomas Richards and Sheila Griffiths Richards**

*William Thomas Richards*

By: William Thomas Richards, Trustee

*Sheila Griffiths Richards*

By: Sheila Griffiths Richards, Trustee

**GRANTEE:**

**INLAND NORTHWEST LAND TRUST**

\_\_\_\_\_  
By: Robert Lindsay,  
President

(1) Full Incorporation. Each recital set forth above is fully incorporated into this Grant and Easement.

IN WITNESS WHEREOF, Grantor and Grantee have entered into this Grant and Easement as of the day and year first written above.

**GRANTOR:**

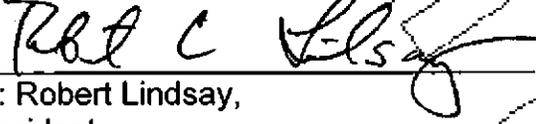
**William Thomas Richards and Sheila Griffiths Richards, as Trustees of the Living Trust of William Thomas Richards and Sheila Griffiths Richards**

\_\_\_\_\_  
By: William Thomas Richards, Trustee

\_\_\_\_\_  
By: Sheila Griffiths Richards, Trustee

**GRANTEE:**

INLAND NORTHWEST LAND TRUST

  
\_\_\_\_\_  
By: Robert Lindsay,  
President

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

**CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Riverside

On December 23 2019

December 23 2019

before me,

Julie Gomez - Notary Public

Date

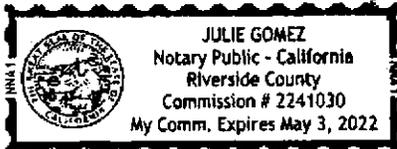
Here Insert Name and Title of the Officer

personally appeared

Shirley Griffiths Richards - Trustee

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

Julie Gomez  
Signature of Notary Public

Place Notary Seal and/or Stamp Above

**OPTIONAL**

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

**Description of Attached Document**

Title or Type of Document: Grant of Development Rights & C. Easement

Document Date: November 2, 2001

Number of Pages: 68

Signer(s) Other Than Named Above: William Thomas Richards - Trustee

**Capacity(ies) Claimed by Signer(s)**

Signer's Name: \_\_\_\_\_

Signer's Name: \_\_\_\_\_

Corporate Officer – Title(s): \_\_\_\_\_

Corporate Officer – Title(s): \_\_\_\_\_

Partner –  Limited  General

Partner –  Limited  General

Individual  Attorney in Fact

Individual  Attorney in Fact

Trustee  Guardian of Conservator

Trustee  Guardian of Conservator

Other: \_\_\_\_\_

Other: \_\_\_\_\_

Signer is Representing: \_\_\_\_\_

Signer is Representing: \_\_\_\_\_

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

**CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Riverside

On December 23, 2019, before me,

Julie Gomez - Notary Public

Date

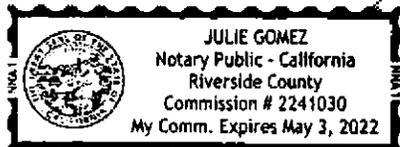
Here Insert Name and Title of the Officer

personally appeared

William Thomas Richards - Trustee

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

Signature of Notary Public

Place Notary Seal and/or Stamp Above

**OPTIONAL**

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

**Description of Attached Document**

Title or Type of Document: Grant of Development Rights & C. Easement

Document Date: November 2, 2001 Number of Pages: 68

Signer(s) Other Than Named Above: Shirley Griffiths Richards Trustee

**Capacity(ies) Claimed by Signer(s)**

Signer's Name: \_\_\_\_\_

Corporate Officer - Title(s): \_\_\_\_\_

Partner -  Limited  General

Individual  Attorney In Fact

Trustee  Guardian of Conservator

Other: \_\_\_\_\_

Signer Is Representing: \_\_\_\_\_

Signer's Name: \_\_\_\_\_

Corporate Officer - Title(s): \_\_\_\_\_

Partner -  Limited  General

Individual  Attorney In Fact

Trustee  Guardian of Conservator

Other: \_\_\_\_\_

Signer is Representing: \_\_\_\_\_

STATE OF Washington )  
 ) : ss.  
COUNTY OF Spokane )

On this 10<sup>th</sup> day of December, 2019, personally appeared Robert Lindsay who executed the foregoing instrument and on oath stated that he was authorized to execute the instrument and acknowledged it as the President of the **Inland Northwest Land Trust**, a Washington non-profit corporation, to be his free and voluntary act for the uses and purposes mentioned in the instrument.

Vicki Egisdal  
Notary Public for the State of Washington  
residing at Spokane Valley WA  
My commission expires 6/28/2022

VICKI EGESDAL  
Notary Public  
State of Washington  
Commission Number 201665  
My Commission Expires  
June 28, 2022

**EXHIBIT A**

**Description of Protected Property**

**Legal Description:**

**Parcel 1:**

**A part of the Southeast Quarter of Section 24, Township 51 North, Range 4 West, Boise Meridian, Kootenai County, Idaho, more particularly described as follows:**

**Beginning at the Northeast corner of the said Southeast Quarter of Section 24; thence**

**South 0°46'37" East along the East line of said Southeast Quarter, 865.52 feet to the centerline of the existing County Road; thence**

**Following along the said centerline as follows:**

**North 64°20'37" West, 126.20 feet; thence**

**Along a curve to the left that has a radius of 854.48 feet and a central angle of 13°21', for a length of 199.09 feet; thence**

**North 77°41'37" West, 89.98 feet; thence**

**Along a curve to the left that has a radius of 364.47 feet and a central angle of 15°37'22", for a length of 99.38 feet; thence**

**South 86°41' West, 66.66 feet; thence**

**Along a curve to the right that has a radius of 298.4 feet and a central angle of 28°13', for a length of 146.95 feet; thence**

**North 65°06'00" West, 413.13 feet; thence**

**Along a curve to the right that has a radius of 98.72 feet and a central angle of 43°32'45", for a length of 75.03 feet; thence**

**North 21°33'15" West, 511.78 feet to the intersection of the centerline of the County**

Road with the North line of the said Southeast Quarter of Section 24; thence

Leaving the centerline of the County Road as follows:

South 89°40'33" East along the said North line of the Southeast Quarter of Section 24, 1,299.06 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM the Southwesterly 30 feet of said parcel which lies adjacent to and Northeastly of the centerline of the County Road as above described.

AND EXCEPTING THEREFROM that portion of the land conveyed to Hayden Coeur d'Alene Irrigation Co. in the deed recorded in Book 25 of Deeds at Page 200.

Parcel 2:

A parcel of land in a portion of the East half of Section 24, Township 51 North, Range 4 West, Boise Meridian, and a portion of the West half of Section 19, Township 51 North, Range 3 West, Boise Meridian, all in Kootenai County, Idaho. More particularly described as follows:

COMMENCING at the Quarter corner, CP&F #1033140, between said Sections 19 and 24 (see note on the plat of Forest Hills, Book G, Page 36, records of Kootenai County), said corner being the TRUE POINT OF BEGINNING for this description; thence

Along the North line of the Southeast quarter of Section 24, North 89°40'32" West, 20.00 feet; thence

Leaving the said North line of the Southeast Quarter of Section 24, North 0°44'47" West, 135.17 feet to the southerly right-of-way line of Honeysuckle Avenue; thence

Along the said southerly right-of-way line the following courses:

North 71°55'43" East, 20.95 feet; thence

North 0°44'47" West, 9.72 feet; thence

North 72°14'32" East, 1174.60 feet; thence

North 70°53'07" East, 204.82 feet; thence

North 76°17'37" East, 24.03 feet; thence

North 75°32'05" East, 109.23 feet; thence

North 70°27'28" East, 23.71 feet; thence

**North 75°49'42" East, 130.92 feet; thence**

**North 82°47'41" East, 99.89 feet; thence**

**North 84°44'48" East, 91.15 feet; thence**

**South 84°06'44" East, 80.32 feet; thence**

**South 62°06'23" East, 24.67 feet; thence**

**South 51°14'47" East, 28.43 feet; thence**

**South 35°32'55" East, 17.49 feet; thence**

**South 35°24'06" East, 22.97 feet to a point on the Westerly side of the Dike Road;  
thence**

**North 65°11'46" East, 43.96 feet to a point on the Easterly side of the said Dike Road;  
thence**

**Leaving the said right-of-way line of Honeysuckle Avenue, along the said Easterly side  
of the said Dike Road the following courses"**

**South 4°23'09" East, 81.91 feet; thence**

**South 8°14'21" West, 89.19 feet; thence**

**South 21°40'33" West, 92.18 feet; thence**

**South 50°17'57" West, 57.40 feet; thence**

**South 63°03'22" West, 94.75 feet; thence**

**South 56°20'29" West, 81.84 feet; thence**

**South 36°24'57" West, 76.63 feet; thence**

**South 22°24'16" West, 219.61 feet; thence**

**South 15°17'11" West, 104.89 feet; thence**

**South 2°49'49" West, 109.15 feet; thence**

**South 4°34'01" East, 90.51 feet; thence**

**South 14°32'46" East, 79.50 feet; thence**

South 27°04'05" East, 71.85 feet; thence

Leaving the said Easterly side of the Dike Road, South 71°48'04" West, 1009.53 feet; thence

South 0°21'24" East, 185.97 feet to the Northerly right-of-way line of the South Hayden Lake Road and the point of curvature of a non-tangent circular curve to the right; thence

Along the said Northerly right-of-way line the following courses:

89.17 feet along said curve having a radius of 634.68 feet, a central angle of 8°03'01", a chord bearing of South 84°22'49" West and a chord distance of 89.10 feet; thence

South 88°24'19" West, 42.71 feet to a point of tangent of a circular curve to the right; thence

158.66 feet along said curve having a radius of 345.07 feet, a central angle of 26°20'41", a chord bearing of North 78°25'20" West and a chord distance of 157.27 feet; thence

North 65°15'00" West, 14.77 feet to a point of tangent of a circular curve to the left; thence

266.31 feet along said curve having a radius of 1089.50 feet, a central angle of 14°00'18", a chord bearing of North 72°15'09" West and a chord distance of 265.65 feet; thence

North 79°15'18" West, 99.72 feet; thence

North 64°20'37" West, 7.71 feet to the West line of the said West half of Section 19; thence

Leaving the said Northerly right-of-way line of the South Hayden Lake Road along the West line of said Section 19, North 0°46'37" West, 838.65 feet to the TRUE POINT OF BEGINNING.

**Parcel 3:**

A parcel of land in the Northeast quarter of Section 24, Township 51 North Range 4 West Boise Meridian, Kootenai County, Idaho, more particularly described as follows:

**BEGINNING** at the East quarter corner of said Section 24 (CP&F #1033146) as shown on the plat of FOREST HILLS, in Book G of Plats at Page 36, records of Kootenai County, Idaho; thence

**North 89°40'32" West, along the South line of the said Northeast quarter of Section 24, 832.09 feet to the Southeast corner of Tax Number 1370 and the TRUE POINT OF BEGINNING for this description; thence**

**Continuing North 89°40'32" West, along the said South line of the Northeast quarter of Section 24, 425.16 feet to a point on the existing fence on the Easterly side of the South Hayden Lake Road; thence**

**Along the said existing fence the following courses:**

**North 00°45'54" West, 25.08 feet; thence**

**North 84°29'48" East, 426.61 feet to a point on the East line of the said Tax Number 1370; thence**

**Leaving the said existing fence, South 00°42'12" East, along the said East line of Tax Number 1370, 68.40 feet to the TRUE POINT OF BEGINNING.**

**Parcel 4:**

**That portion of the Southeast quarter of the Northeast quarter of Section 24, Township 51 North, Range 4 West Boise Meridian, Kootenai County, Idaho, lying South of Honeysuckle Avenue.**

**EXCEPTING THEREFROM a parcel of land in the Northeast quarter of Section 24, Township 51 North, Range 4 West Boise Meridian, Kootenai County, Idaho, more particularly described as follows:**

**BEGINNING at the East quarter corner of said Section 24 (CP&F #1033140) as shown on the plat of FOREST HILLS, in Book G of Plats at Page 36, records of Kootenai County, Idaho; thence**

**North 89°40'32" West, along the South line of the said Northeast quarter of Section 24, 832.09 feet to the Southeast corner of Tax Number 1370 and the TRUE POINT OF BEGINNING for this description; thence**

**Continuing North 89°40'32" West, along the said South line of the Northeast quarter of Section 24, 425.16 feet to a point on the existing fence on the Easterly side of the South Hayden Lake Road; thence**

**Along the said existing fence the following courses:**

**North 00°45'54" West, 25.08 feet; thence**

**North 84°29'48" East, 426.61 feet to a point on the East line of the said Tax Number 1370; thence**

Leaving the said existing fence, South  $00^{\circ}42'12''$  East, along the said East line of Tax Number 1370, 68.40 feet to the TRUE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM any portion lying within the following described parcel:

A parcel of land in a portion of the East half of Section 24, Township 51 North, Range 4 West, Boise Meridian, and a portion of the West half of Section 19, Township 51 North, Range 3 West, Boise Meridian, all in Kootenai County, Idaho. More particularly described as follows:

COMMENCING at the Quarter corner, CP&F #1033140, between said Sections 19 and 24 (see note on the plat of Forest Hills, Book G, Page 36, records of Kootenai County), said corner being the TRUE POINT OF BEGINNING for this description; thence

Along the North line of the Southeast quarter of Section 24, North  $89^{\circ}40'32''$  West, 20.00 feet; thence

Leaving the said North line of the Southeast Quarter of Section 24, North  $0^{\circ}44'47''$  West, 135.17 feet to the southerly right-of-way line of Honeysuckle Avenue; thence

Along the said southerly right-of-way line the following courses:

North  $71^{\circ}55'43''$  East, 20.95 feet; thence

North  $0^{\circ}44'47''$  West, 9.72 feet; thence

North  $72^{\circ}14'32''$  East, 1174.60 feet; thence

North  $70^{\circ}53'07''$  East, 204.82 feet; thence

North  $76^{\circ}17'37''$  East, 24.03 feet; thence

North  $75^{\circ}32'05''$  East, 109.23 feet; thence

North  $70^{\circ}27'28''$  East, 23.71 feet; thence

North  $75^{\circ}49'42''$  East, 130.92 feet; thence

North  $82^{\circ}47'41''$  East, 99.89 feet; thence

North  $84^{\circ}44'48''$  East, 91.15 feet; thence

South  $84^{\circ}06'44''$  East, 80.32 feet; thence

South  $62^{\circ}06'23''$  East, 24.67 feet; thence

**South 51°14'47" East, 28.43 feet; thence**

**South 35°32'55" East, 17.49 feet; thence**

**South 35°24'06" East, 22.97 feet to a point on the Westerly side of the Dike Road;  
thence**

**North 65°11'46" East, 43.96 feet to a point on the Easterly side of the said Dike Road;  
thence**

**Leaving the said right-of-way line of Honeysuckle Avenue, along the said Easterly side  
of the said Dike Road the following courses"**

**South 4°23'09" East, 81.91 feet; thence**

**South 8°14'21" West, 39.19 feet; thence**

**South 21°40'33" West, 92.18 feet; thence**

**South 50°17'57" West, 57.40 feet; thence**

**South 63°03'22" West, 94.75 feet; thence**

**South 56°20'29" West, 81.84 feet; thence**

**South 36°24'57" West, 76.63 feet; thence**

**South 22°24'16" West, 219.61 feet; thence**

**South 15°17'11" West, 104.89 feet; thence**

**South 2°49'49" West, 109.15 feet; thence**

**South 4°34'01" East, 90.51 feet; thence**

**South 14°32'46" East, 79.50 feet; thence**

**South 27°04'05" East, 71.85 feet; thence**

**Leaving the said Easterly side of the Dike Road, South 71°48'04" West, 1009.53 feet;  
thence**

**South 0°21'24" East, 185.97 feet to the Northerly right-of-way line of the South Hayden  
Lake Road and the point of curvature of a non-tangent circular curve to the right;  
thence**

Along the said Northerly right-of-way line the following courses:

89.17 feet along said curve having a radius of 634.68 feet, a central angle of  $8^{\circ}03'01''$ , a chord bearing of South  $84^{\circ}22'49''$  West and a chord distance of 89.10 feet; thence

South  $88^{\circ}24'19''$  West, 42.71 feet to a point of tangent of a circular curve to the right; thence

158.66 feet along said curve having a radius of 345.07 feet, a central angle of  $26^{\circ}20'41''$ , a chord bearing of North  $78^{\circ}25'20''$  West and a chord distance of 157.27 feet; thence

North  $65^{\circ}15'00''$  West, 14.77 feet to a point of tangent of a circular curve to the left; thence

266.31 feet along said curve having a radius of 1089.50 feet, a central angle of  $14^{\circ}00'18''$ , a chord bearing of North  $72^{\circ}15'09''$  West and a chord distance of 265.65 feet; thence

North  $79^{\circ}15'18''$  West, 99.72 feet; thence

North  $64^{\circ}20'37''$  West, 7.71 feet to the West line of the said West half of Section 19; thence

Leaving the said Northerly right-of-way line of the South Hayden Lake Road along the West line of said Section 19, North  $0^{\circ}46'37''$  West, 838.65 feet to the TRUE POINT OF BEGINNING.

**Assessor's Tax Parcel Number(s):**

Parcel No. 51N03W193975 AIN 116936;

Parcel No. H00000242150 AIN 210304;

Parcel No. H00000242300 AIN 124544; and

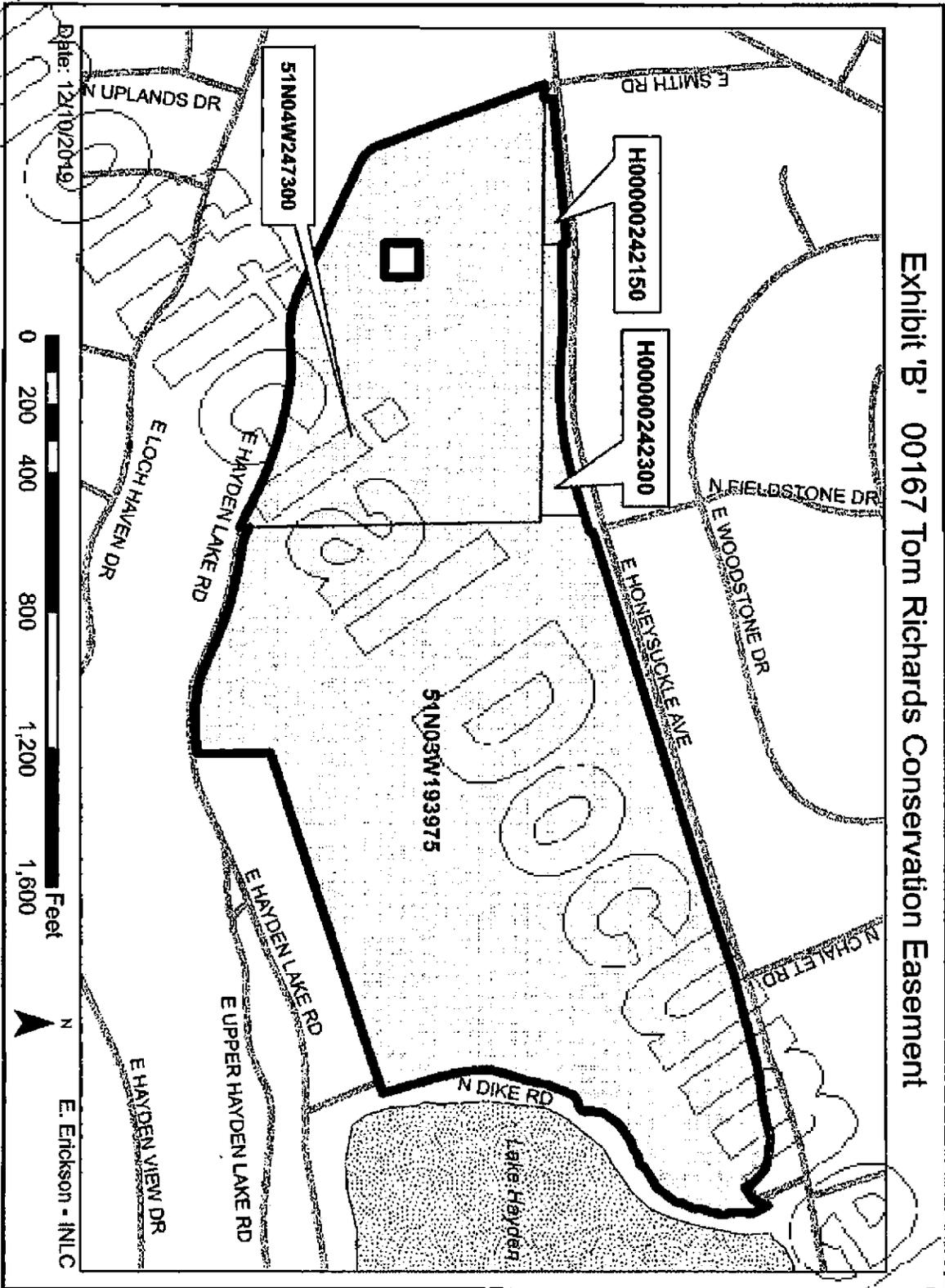
Parcel No. 51N04W247300 AIN 117772.

Unofficial's Document

**Exhibit B—Map of the Protected Property**

Unofficial's Document

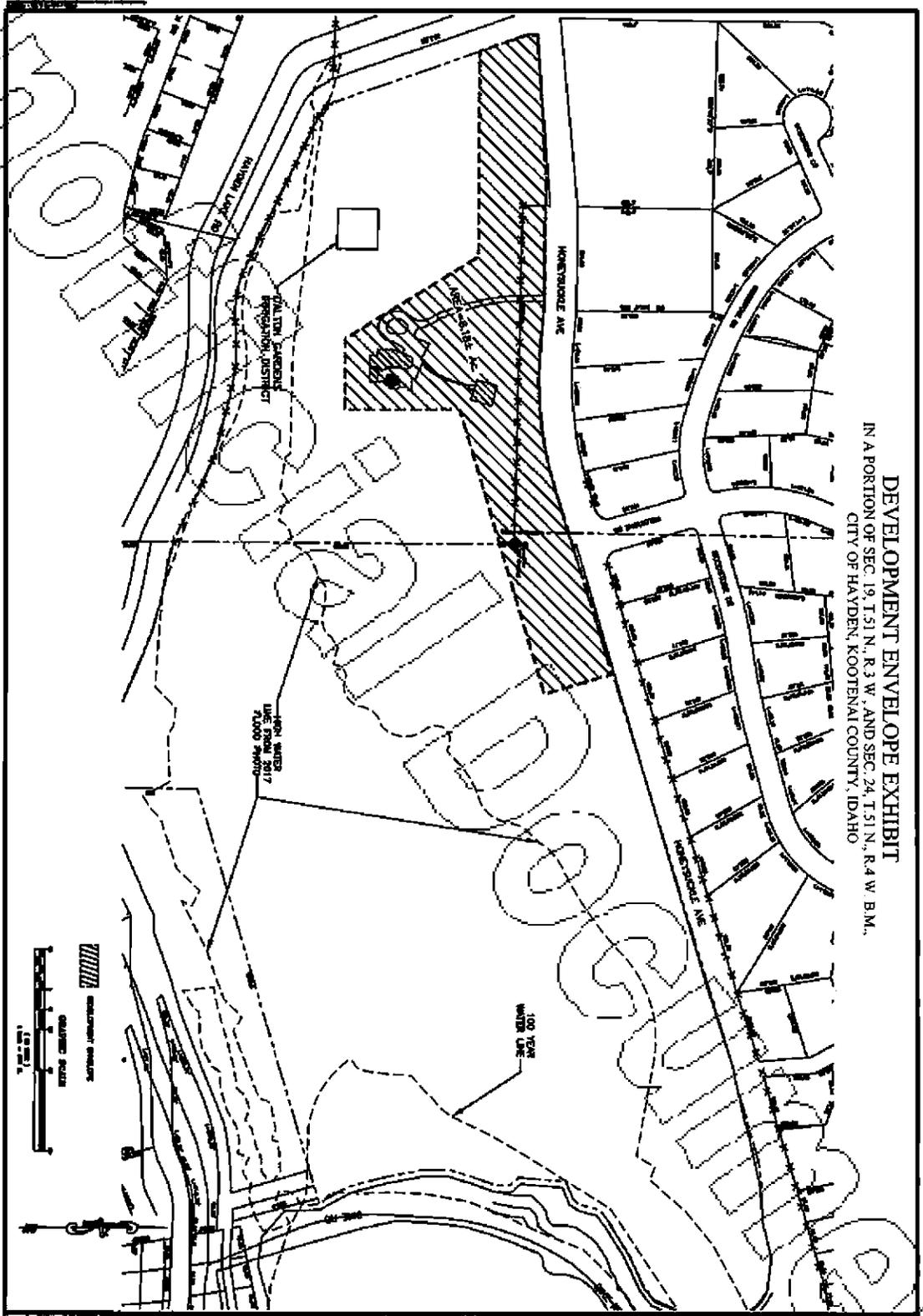
Exhibit 'B' 00167 Tom Richards Conservation Easement



**Exhibit C  
Development Envelope**

Unofficial's Document

UNOFFICIAL



**DEVELOPMENT ENVELOPE EXHIBIT**  
 IN A PORTION OF SEC. 19, T.51 N., R.3 W., AND SEC. 24, T.51 N., R.4 W. B.M.,  
 CITY OF HAYDEN, KOOTENAI COUNTY, IDAHO

	<p>100 YEAR WATER LINE</p>			

UNOFFICIAL

# Appendix B

## Public Involvement Report

## **Public Involvement**

Prior to the first working group meeting, the City completed orientation interviews with members of the community and conducted a public survey.

### ***Orientation Interviews***

The purpose of the orientation interviews was to gather information from user groups to gain understanding of the issues at Honeysuckle Beach and to inform the public survey preparation. Those polled during the orientation interviews included marina owners, residents, summer camp organizers, marine sheriff deputies, Hayden Lake Watershed Association, past lifeguards, fish guide personnel, and dock builders. The interviews took place between April 6 and 28, 2021. (See the full interview list below).

1. Marinas – Brent Christian, Tobler Marina; Aaron at Marks Marine; Craig Brosenne at Hagadone Marine Group
2. Fisherman - Jordan Smith (Finns and Feathers)
3. Neighbors –Shawn Taylor (also Planning and Zoning Committee)
4. Parks and Recreation Staff – Ron and Bill
5. Skyhawks Camp - Nick Chapman
6. Lifeguards – Lucy and Gus
7. Hayden Lake Watershed Association - Todd Walker
8. Moonlight Marine Construction – John
9. Kootenai County Sheriff – Ryan Miller

Overall, the orientation interviews recognized how cherished Honeysuckle Beach is to the residents. Hayden Lake is unique for fishing because there are fewer boats. Several interviewees thought that people would pay to use the amenity especially if the City could address some challenges.

The orientation interviews uncovered several challenges related to congestion at Honeysuckle Beach which included:

- Boats are getting bigger, they take up more launch space and trailer parking space
- Traffic control for boats coming and going in a limited space with varying degrees of boat experience
- Lack of parking
- Traffic flow for launch backs up and blocks parking lot
- Conflicts between pedestrians and swimmers with vehicles
- The Dalton Irrigation District pump-house is an obstacle at the launch
- Pedestrian and ADA access needs improvement for safety
- High demand for Honeysuckle as access to the whole lake
- Sportsman’s Park access is another option, but it’s marshy and less convenient

The orientation interviews also helped to identify potential solutions, which included:

- More docks with essential emergency access
- Harbor Master to help organize the launch activity

- Separation of commercial, public, and emergency launching needs
- Shuttle service for overflow parking
- Charge for parking
- Develop a drop-off area outside of the congested area with easy pedestrian access to the beach
- Schedule hours of operation for the launch and beach to separate uses by time of day
- Employ a park attendant

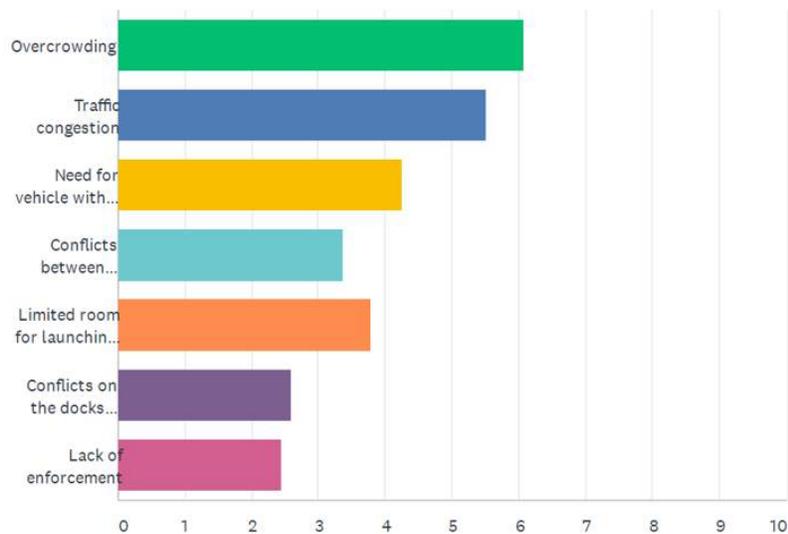
**Public Survey**

A public survey was out to gather public input in April 2021. The survey was advertised using flyers at City parks, flyers in grocery bags at Hayden Super 1, the City’s website, and the City’s Facebook page. Of the 440 people took the survey, most (69 percent) were citizens of Hayden, 30 percent lived outside Hayden but were located within Kootenai County, one percent lived within Idaho but outside Kootenai County. None of the respondents lived out-of-state.

Of the people who took the survey, less than ten percent indicated they never use the beach. The top two reasons indicated for never using the beach were 1) it’s too crowded and 2) there is not enough parking. Other less prominent reasons included: lack of pedestrian safety, too few amenities, lack of life guards, dirty conditions (litter and goose feces, primarily), rude or aggressive people, conflicts between boats and beach users, too many out-of-state users, and gravelly sand.

Of the people who took the survey, just over 50 percent indicated they never use the boat launch. The top reasons for never using the launch included: the launch is too busy, not enough parking, don’t own a boat, the launch is too small, there are too many out-of-state users, lack of launch etiquette or inexperienced launch users, and poor traffic flow.

The survey indicated that most people who park in the parking lots at either launching a boat or using the beach. Fewer people were parking to walk the dike, fish, enjoy the view, pick up a guest at their lake house, or kayak/paddleboard. Most people indicated that when parked, they stay between 1 hour and on-half day.



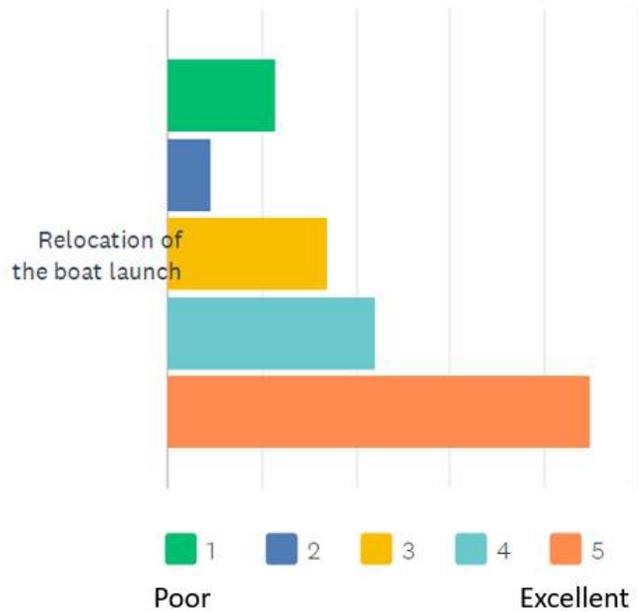
**One survey question asked respondents to rank the challenges at the beach/launch**

When asked to rank the challenges at Honeysuckle Beach/launch the survey respondents indicated that overcrowding, traffic congestions, and lack of boat parking were the top issues.

One question asked respondents how much they would be willing to pay daily to use the launch (which would include parking and the launch fee). Sixty percent indicated they would pay between \$1 and \$10. Fewer would be willing to pay between \$10 and \$20. More than 20 percent are unwilling to pay any amount to use the launch.

Another question asked the same question, but with respect to the beach. Nearly 50% of respondents would not be willing to pay any sum to park or use the beach. Approximately 35% were willing to spend between \$1 and \$5 to use the beach (including parking fees). Fewer indicated they were willing to spend more than \$5.

Respondents were asked to rank potential solutions to congestion issues. The solution that rose to the top was relocating the boat launch to a new location away from the beach to separate the user groups. Other potential solutions that the respondents were open to included: drop off areas, more dock space and parking fees.



Survey respondents were supportive of solutions to relocate the boat launch

Key take-a-ways from the public survey include:

- Over-crowded and lack of parking are the main issues
- Other issues – cleanliness, perception of out-of-state users, traffic flow and conflict issues
- 64% would be willing to pay more to launch
- 48% would not be willing to pay for beach parking or day use
- People are in favor of relocating the boat launch as a solution

The full survey results are included in the **Appendix I**.

### **Working Group**

Three meetings with the City, Welch Comer, Horrocks and Working Group members took place with the goal of identifying a preferred solution for the Honeysuckle challenges. The Working Group members were identified collaboratively by the project team. See the complete list of members and the meeting overviews below.

*Members (the following people attended at least one of the meetings)*

- Julie Johnson, Inland NW Land Conservancy, lives nearby
- Andy Dux, Regional Fishery Manager, Fish and Game, lives nearby
- Roger Saterfiel, City Council President
- Will K., Kootenai County Sheriff Office
- Sergeant Ryan Miller, KCSO, Marine Operations, lives within 3 miles of launch
- Matt Creighton, KCSO

- Tanner Cox, KCSO
- Nick Snyder, Director, County Parks and Waterways
- Paul Montreuil, Dalton Irrigation District
- Eric Shanley, Director, Lakes Highway District
- Shane Slate, Army Corp of Engineers, concerned with fill into the lake
- Kathy Muir, Idaho Parks and Recreation, Boise, investment into lake with grant money
- Tiffany Brunson, Idaho Parks and Recreation
- Todd Higen, Idaho Dept of Water Resources, water rights, to do with project
- Dustin Jacobson, Hayden Lake Sewer District
- Patrick Green, Tobler Marina
- Shawn Hathaway, Hayden Lake Watershed Association
- Barb Neal, Hayden Lake Watershed Association
- Mike Ahmer, Department of Lands

### *Staff*

- City of Hayden:
  - Melissa Cleveland, Community Development Director
  - Brett Boyer, City Administrator
  - Alan Soderling, Public Works Director
  - Dan Hall, Public Works
  - Suzie Cano, Community Services Director
  - Ed DePriest, City Council
  - Roger Saterfiel, City Council
- Jon Mueller, Consultant Landscape Architect
- Gemma Puddy, Consultant Public Involvement

### *Meetings*

1. May 11, 2021: In the first meeting, the Working Group reviewed the project needs, and the themes and priorities from the survey results and stakeholder interviews, then brainstormed solutions and discussed concerns and opportunities regarding the potential solutions.
2. June 15, 2021: The second meeting focused on reviewing the refined solutions and identifying challenges, opportunities and revisions.
3. Feb. 15, 2022: The third meeting included reviewing the findings from the open house and discussing next steps.

Working group meeting minutes and presentations are included in **Appendix II**.

### ***Open House***

A public open house was held on Wednesday, January 26, 2022, from 4:30 to 6:30 p.m. The open house display boards (**see Appendix III**) and comment form was linked the project web page following the event for additional people to view and provide feedback on. In-person, 83 people attended, and the City received a total of 155 comments (39 in-person, 112 online, and four emailed). Of these commenters, 32% live in Hayden, 61% live in Kootenai County, 2% are unknown, and 5% live outside Kootenai County.

The feedback themes are listed below.

#### *Beach Concept*

- Does not allow all user groups.
- Importance of Sheriff's presence.
- Favorable to separate the beach/launch.
- Concerns about where people would park (will there be enough?).
- This only benefits people going to the beach, and they do not pay.
- Potentially move to Dike Road.
- What are the impacts on fish and game?
- The biggest concern is maintaining safety at the beach.
- Don't commercialize the kayak launch.
- Williams Family (north of the beach, access thru the parking lot) often pulls a trailer that needs to be accommodated.
- Require payment for beach parking (annual pass only – no day passes).
- Some prefer larger grass area and less beach on the beach concept.

#### *Boat Launch Concept*

- Concern about no-wake zone impacts.
- Concerns about traffic congestion.
- Concerns about increased boat traffic and environmental issues (wildlife).
- The road is too narrow and will result in more congestion issues.
- Concern about price of design.
- Concerns about the lake being inaccessible for winter due to freezing.
- Concern over boats waiting in the bay to pull out.
- Concern over commercial use – float plane reservations, etc.
- The launch would no longer be at the end of a public road.
- More than 2 launch lanes for efficiency not more boats on the lake.
- Remove the launch and just use/expand Sportsman's Access.
- Reservation system for launching.
- Priority for Hayden and Hayden Lake residents.
- Increase fees for out-of-state.
- Floodwater.
- Shallow water.
- Gravelly soils where launch is proposed.
- Sight distance at approach.

#### *Honeysuckle Avenue and Smith Road Interim Solution, and Parking on Honeysuckle Avenue*

- Increase parking cost for out of state users.
- Tiered pricing: county (\$), state (\$\$), out of state (\$\$\$)
- Concerns about increased congestion.
- In support of "satellite" site for parking with no street parking.
- In support of shuttle if it is completely covered by launch fees.

- No on-street parking.
- The left turn on Honeysuckle is dangerous; add a light.
- Concerns about distance from beach.
- Consider a roundabout.
- Several people like the “interim solution” as the only solution.

#### *Lake Concerns*

- Prioritize the environment – don’t harm the lake and its ecosystem.

#### *Other*

- People taking a long time in the parking lots or launches while waiting to park or to launch.
- Move remaining sports activities from Finucane Park to Croffoot Field to make Finucane Park a recreational area for families.
- A shuttle could be located at Finucane Park, eliminating parking on Honeysuckle Avenue.
- The lake belongs to the people, not the “residents on the lake.”
- Need to provide parking near ramp for fisherman.
- Add back trailer parking and charge more for parking including non-trailers.
- Relocate beach to Conservatory Dike area.
- Require reservations in advance to use and park at lake.
- Keep cyclists safe on Hayden Lake Drive.

Outreach to invite stakeholders and the public to the open house included the following tactics. (See the materials in **Appendix III**.):

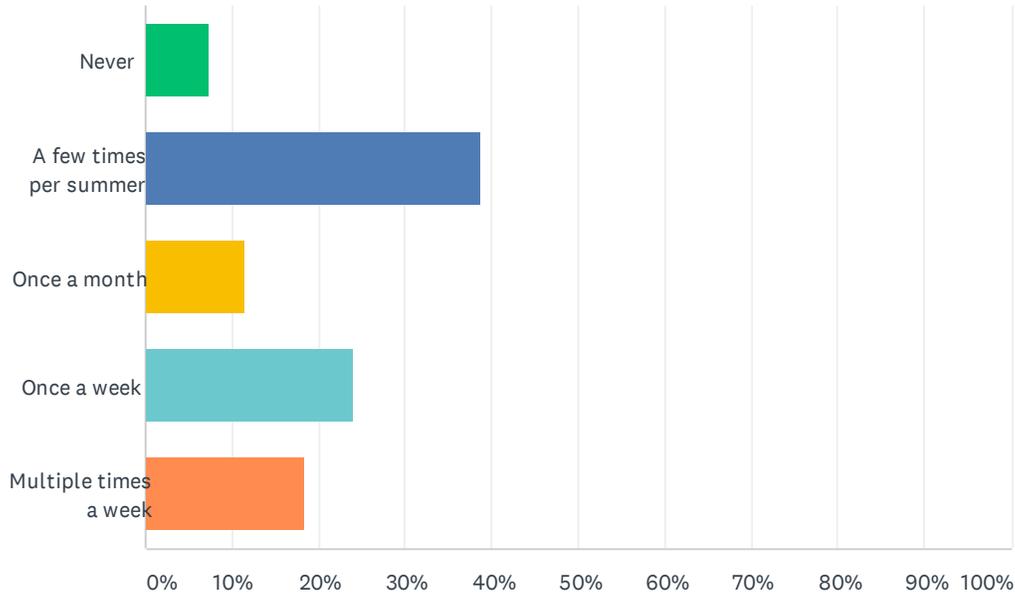
1. Email invites and reminders to existing City lists and to the Working Group ten days and a few days in advance of the event.
2. Flyer distribution at the Hayden Super One grocery store the weekend prior to the event.
3. Classified ad and a paid ad in the Coeur d’Alene Press. The classified ran for 10 days and the paid ad was displayed Wednesday, Jan. 19, Saturday, Jan. 22, and Tuesday, Jan. 25, and before the open house.
4. Coeur d’Alene Press calendar event was created ten days prior to the open house.
5. Press release that was published in the Coeur d’Alene Press Monday, Jan. 24.
6. Facebook notifications on the City’s page ten and three days in advance, and the day of the event. Two notifications were also posted after the open house to invite more people to view and comment on the potential solutions online.

**Appendix IV** includes all the comments received online and in person at of following the Open House.

**APPENDIX I: Public Survey Results**

# Q1 How often do you use the beach and recreation area during the summer?

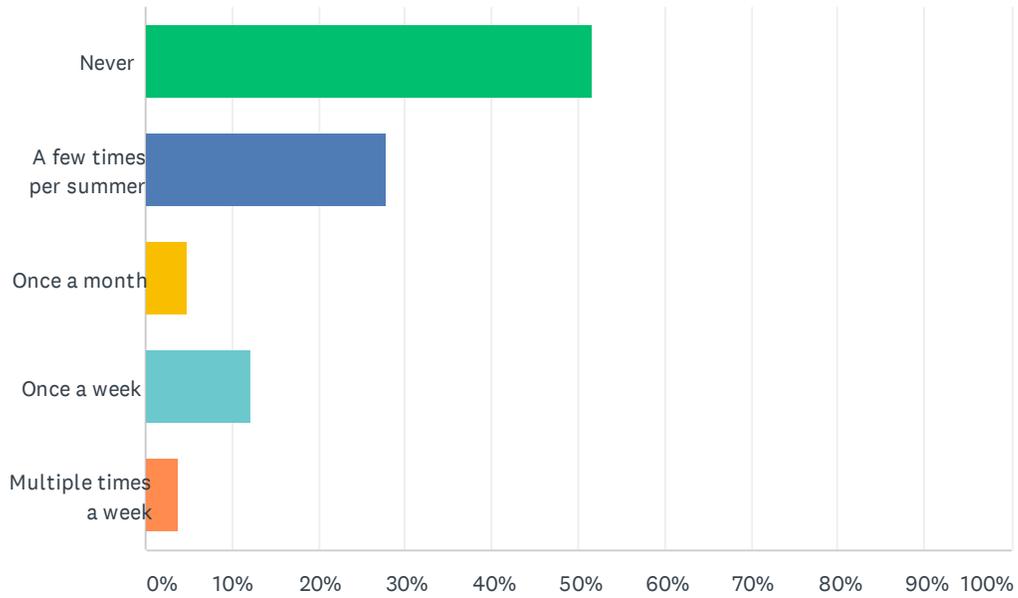
Answered: 440 Skipped: 0



ANSWER CHOICES	RESPONSES	
Never	7.27%	32
A few times per summer	38.64%	170
Once a month	11.59%	51
Once a week	24.09%	106
Multiple times a week	18.41%	81
<b>TOTAL</b>		<b>440</b>

## Q2 How often do you use the boat launch during the summer?

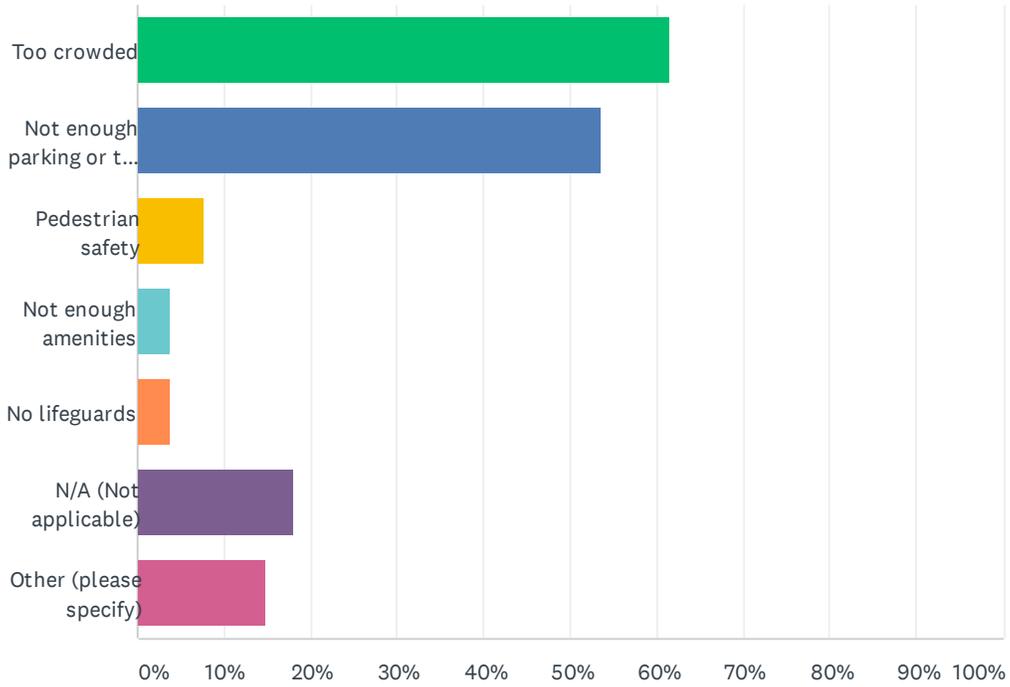
Answered: 440 Skipped: 0



ANSWER CHOICES	RESPONSES	
Never	51.59%	227
A few times per summer	27.73%	122
Once a month	4.77%	21
Once a week	12.05%	53
Multiple times a week	3.86%	17
<b>TOTAL</b>		<b>440</b>

Q3 If you rarely use the beach, what is the reason? (check all that apply):

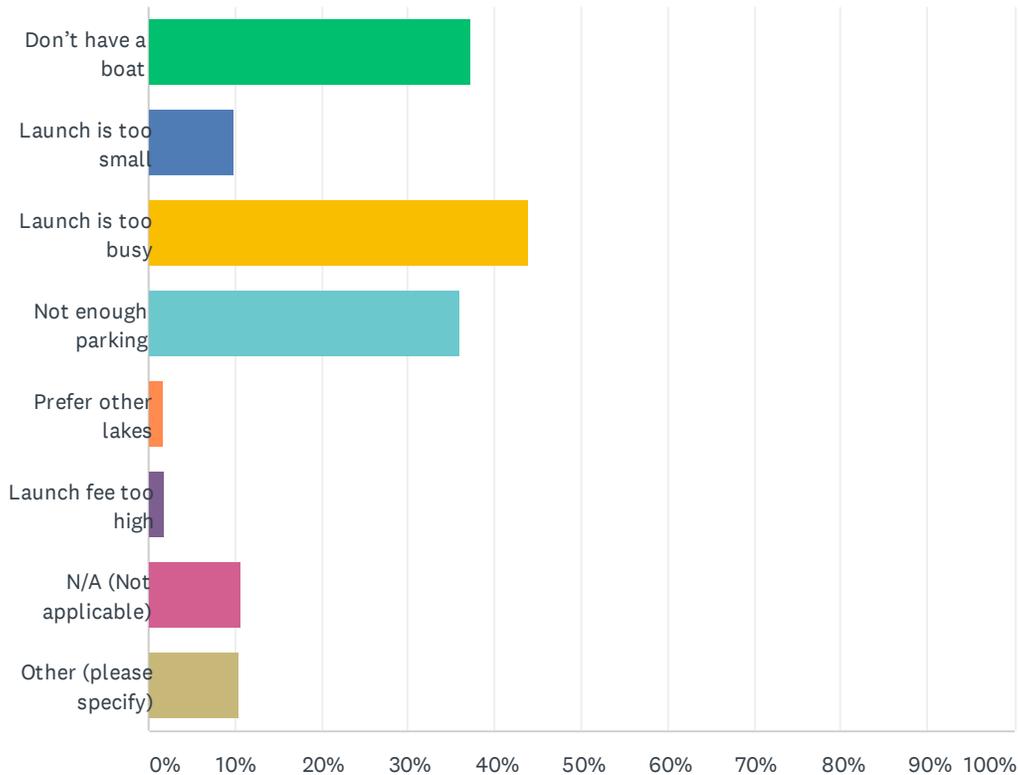
Answered: 440 Skipped: 0



ANSWER CHOICES	RESPONSES	
Too crowded	61.59%	271
Not enough parking or too far to walk from parking	53.64%	236
Pedestrian safety	7.73%	34
Not enough amenities	3.86%	17
No lifeguards	3.86%	17
N/A (Not applicable)	17.95%	79
Other (please specify)	14.77%	65
Total Respondents: 440		

### Q4 If you rarely use the launch, what is the reason? (check all that apply):

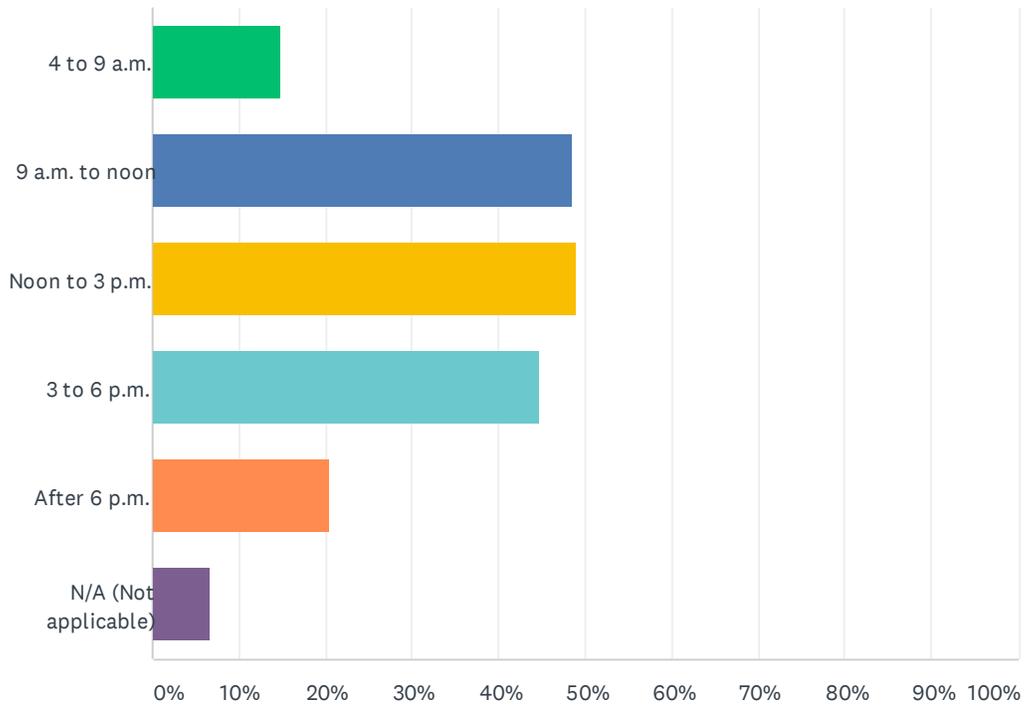
Answered: 440 Skipped: 0



ANSWER CHOICES	RESPONSES	
Don't have a boat	37.27%	164
Launch is too small	9.77%	43
Launch is too busy	43.86%	193
Not enough parking	35.91%	158
Prefer other lakes	1.59%	7
Launch fee too high	1.82%	8
N/A (Not applicable)	10.68%	47
Other (please specify)	10.45%	46
Total Respondents: 440		

### Q5 What time of day are you generally at Honeysuckle Beach and Boat Launch (check all that apply)?

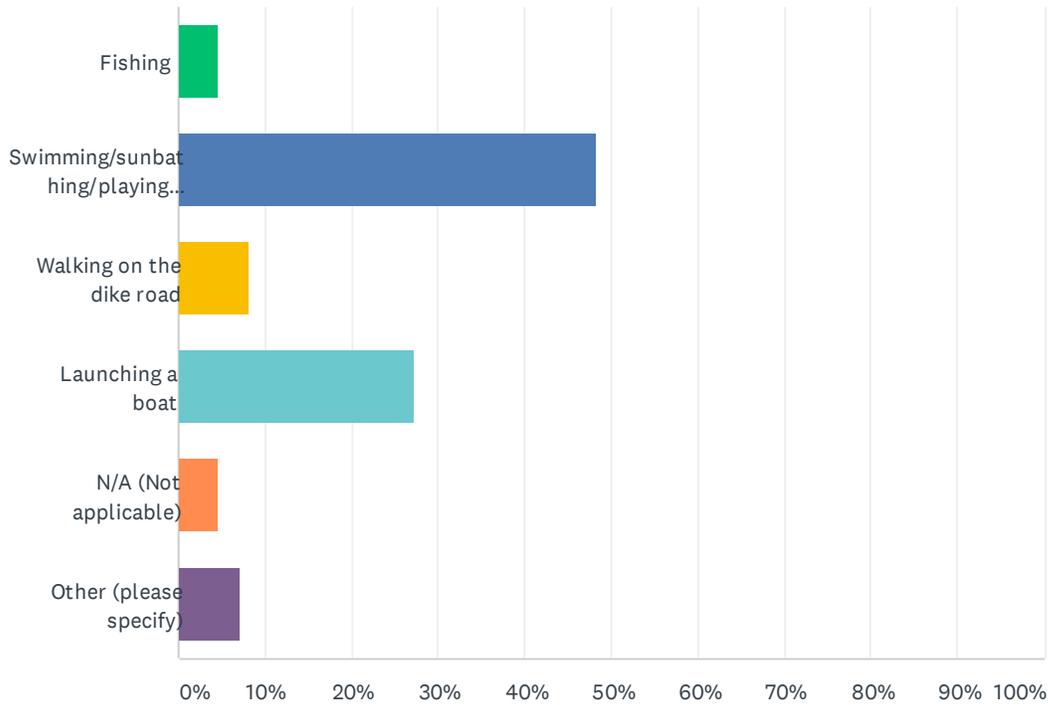
Answered: 440 Skipped: 0



ANSWER CHOICES	RESPONSES	
4 to 9 a.m.	14.77%	65
9 a.m. to noon	48.64%	214
Noon to 3 p.m.	48.86%	215
3 to 6 p.m.	44.77%	197
After 6 p.m.	20.45%	90
N/A (Not applicable)	6.59%	29
Total Respondents: 440		

## Q6 What is your primary purpose for parking at Honeysuckle Beach?

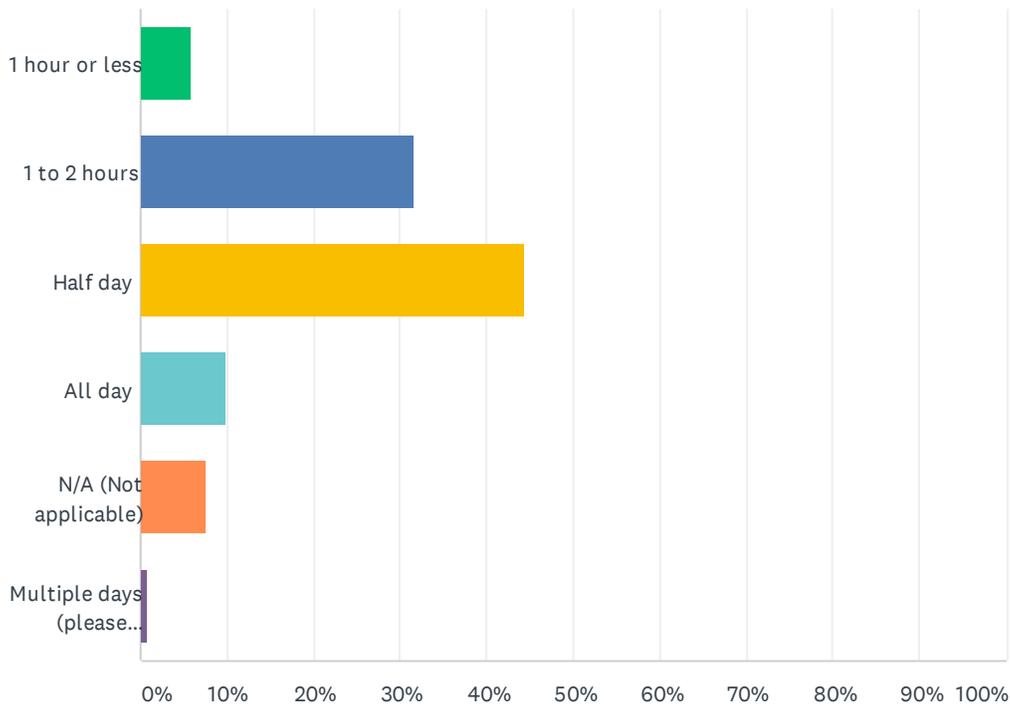
Answered: 440 Skipped: 0



ANSWER CHOICES	RESPONSES	
Fishing	4.55%	20
Swimming/sunbathing/playing in the sand	48.41%	213
Walking on the dike road	8.18%	36
Launching a boat	27.27%	120
N/A (Not applicable)	4.55%	20
Other (please specify)	7.05%	31
<b>TOTAL</b>		<b>440</b>

### Q7 When parked at the beach/boat launch, how long do you stay?

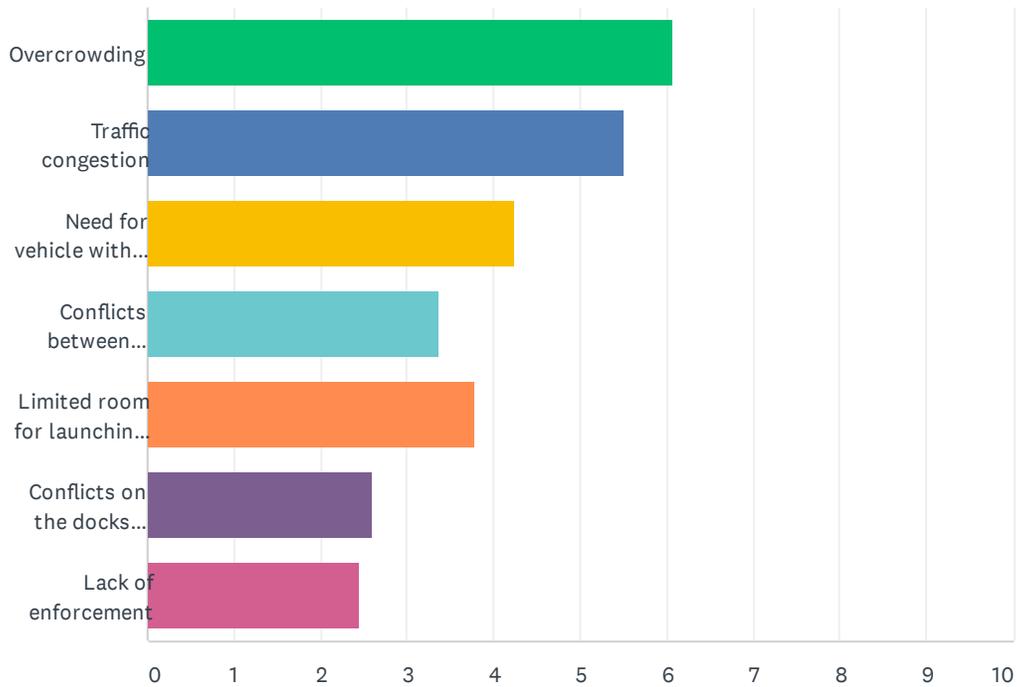
Answered: 440 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 hour or less	5.91%	26
1 to 2 hours	31.59%	139
Half day	44.32%	195
All day	9.77%	43
N/A (Not applicable)	7.50%	33
Multiple days (please specify)	0.91%	4
<b>TOTAL</b>		<b>440</b>

### Q8 Rank the challenges facing Honeysuckle Beach and Boat Launch (1st being the greatest challenge and 7th being the least challenge).

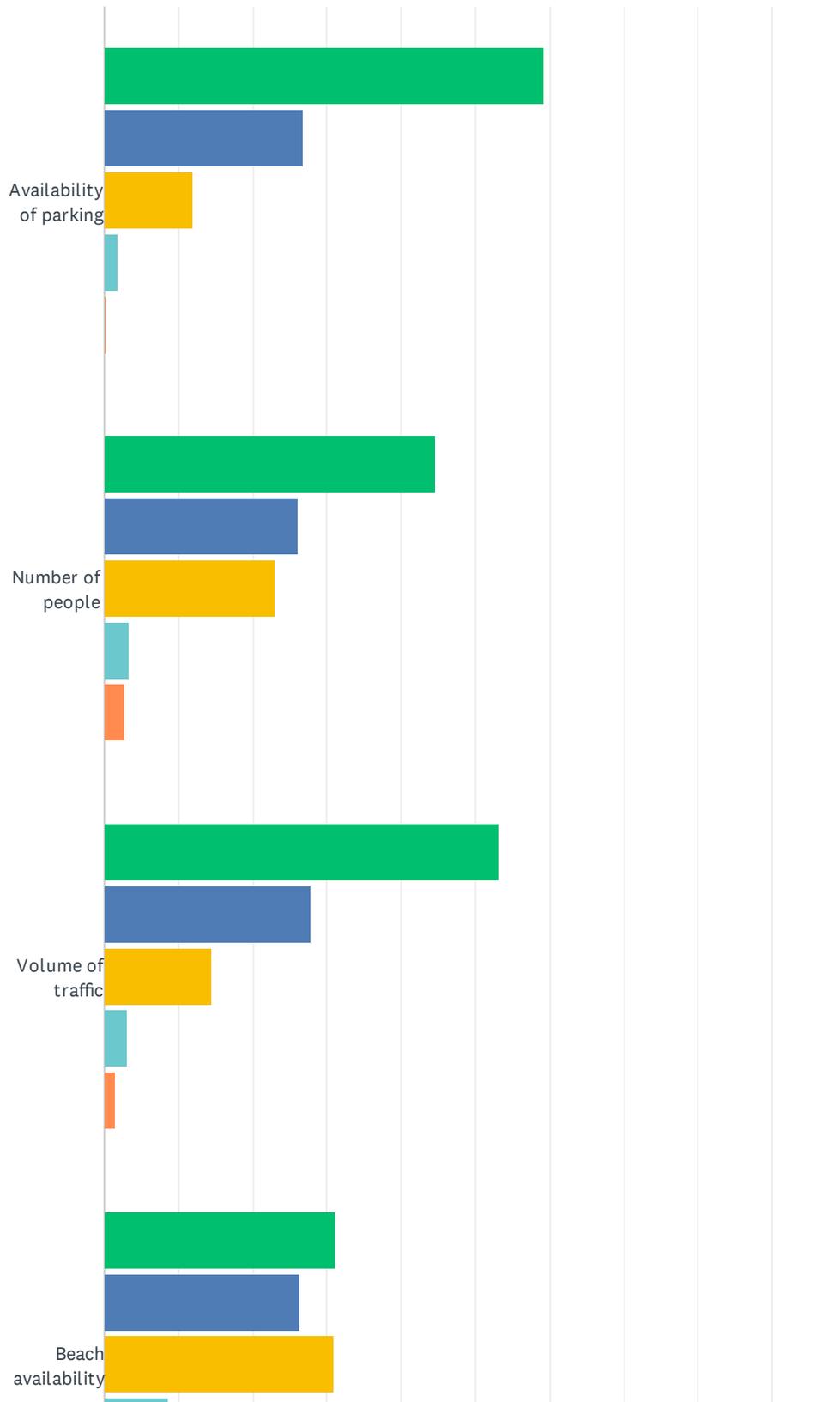
Answered: 440 Skipped: 0



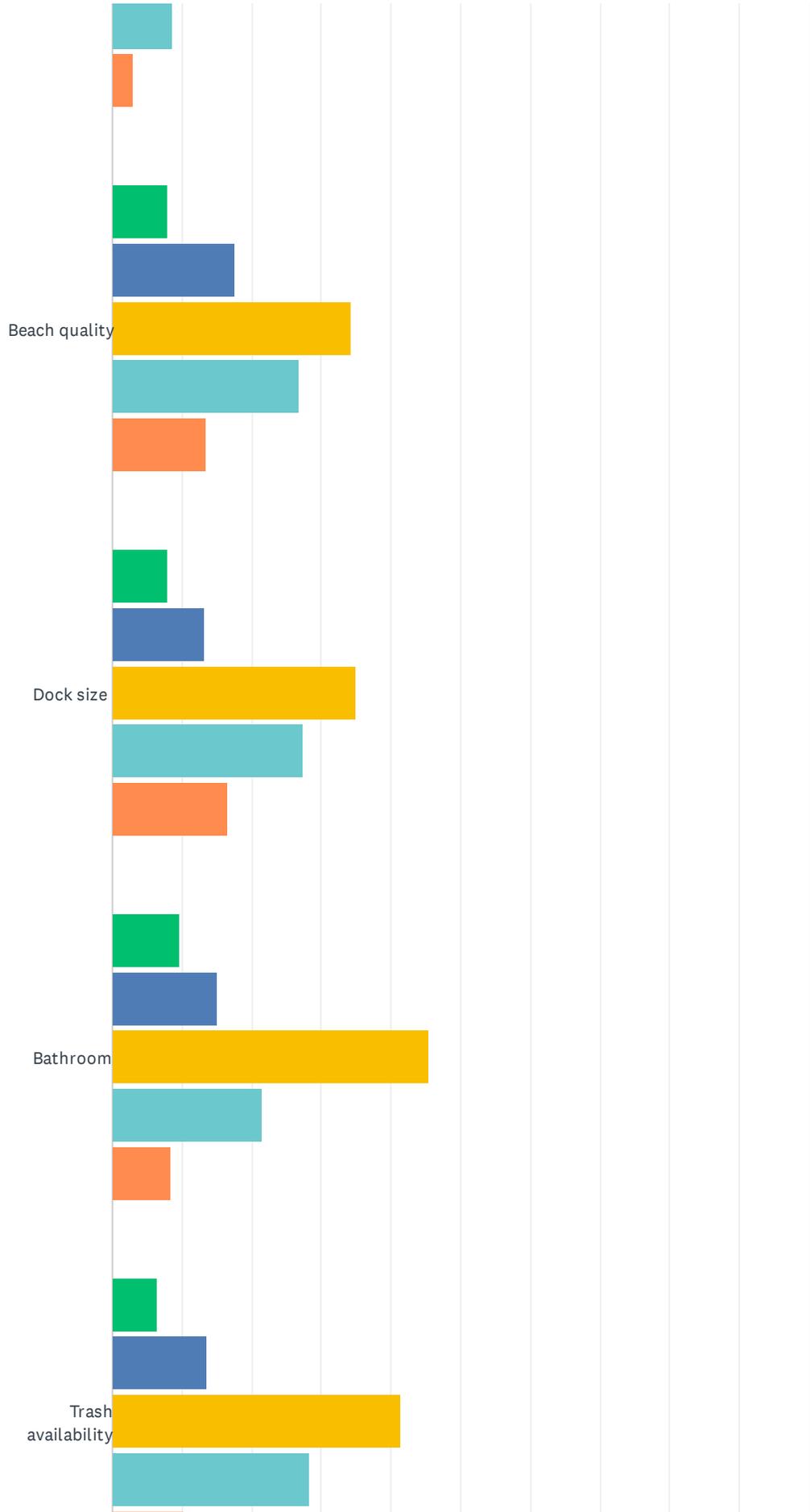
	1	2	3	4	5	6	7	TOTAL	SCORE
Overcrowding	55.23% 243	20.68% 91	11.82% 52	5.45% 24	3.18% 14	2.05% 9	1.59% 7	440	6.07
Traffic congestion	18.64% 82	43.64% 192	18.41% 81	12.27% 54	4.55% 20	1.59% 7	0.91% 4	440	5.51
Need for vehicle with trailer parking	14.09% 62	15.68% 69	20.91% 92	16.36% 72	8.64% 38	11.14% 49	13.18% 58	440	4.24
Conflicts between pedestrians and vehicles	2.05% 9	4.32% 19	16.59% 73	20.45% 90	29.32% 129	15.45% 68	11.82% 52	440	3.36
Limited room for launching boats	5.00% 22	10.45% 46	17.73% 78	21.59% 95	21.36% 94	17.73% 78	6.14% 27	440	3.78
Conflicts on the docks between boats and beach users	1.59% 7	2.27% 10	5.45% 24	14.09% 62	17.73% 78	39.55% 174	19.32% 85	440	2.60
Lack of enforcement	3.41% 15	2.95% 13	9.09% 40	9.77% 43	15.23% 67	12.50% 55	47.05% 207	440	2.44

Q9 On a scale of 1 to 5 (1 being poor and 5 being excellent) please rank the following situations based on the summer season:

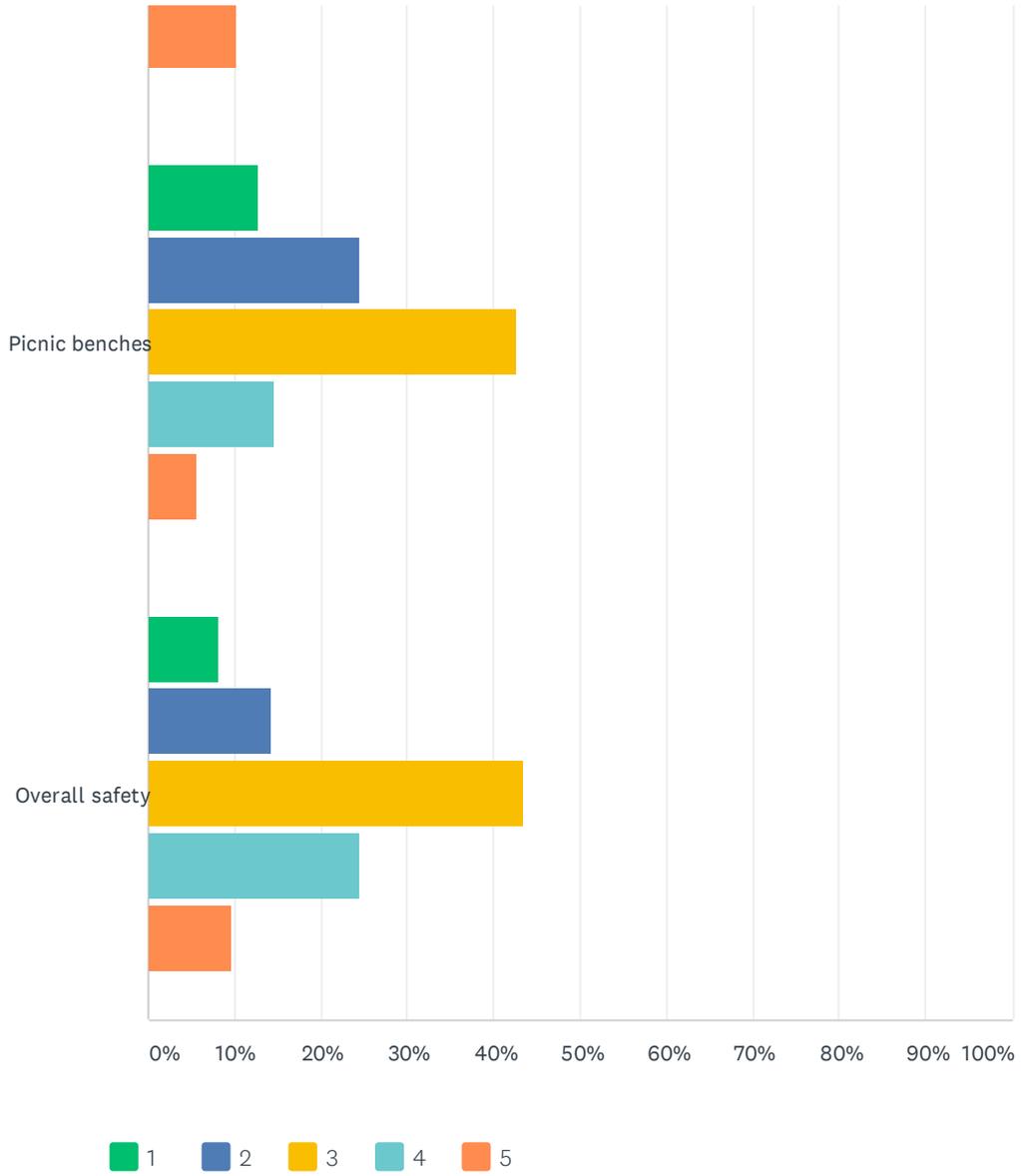
Answered: 440 Skipped: 0



# Honeysuckle Beach & Boat Launch Survey



# Honeysuckle Beach & Boat Launch Survey

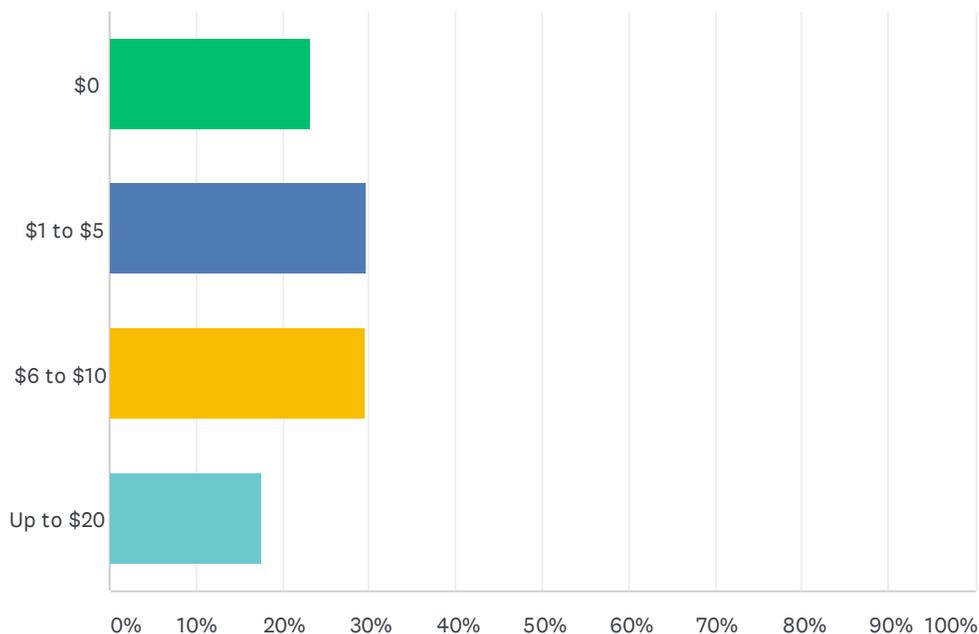


## Honeysuckle Beach & Boat Launch Survey

	1	2	3	4	5	TOTAL
Availability of parking	59.27% 259	26.77% 117	11.90% 52	1.83% 8	0.23% 1	437
Number of people	44.60% 194	26.21% 114	22.99% 100	3.45% 15	2.76% 12	435
Volume of traffic	53.20% 233	27.85% 122	14.38% 63	3.20% 14	1.37% 6	438
Beach availability	31.09% 134	26.45% 114	30.86% 133	8.58% 37	3.02% 13	431
Beach quality	7.89% 34	17.63% 76	34.34% 148	26.68% 115	13.46% 58	431
Dock size	7.96% 34	13.11% 56	34.89% 149	27.40% 117	16.63% 71	427
Bathroom	9.62% 41	15.02% 64	45.31% 193	21.60% 92	8.45% 36	426
Trash availability	6.54% 28	13.55% 58	41.36% 177	28.27% 121	10.28% 44	428
Picnic benches	12.71% 54	24.47% 104	42.59% 181	14.59% 62	5.65% 24	425
Overall safety	8.22% 35	14.32% 61	43.43% 185	24.41% 104	9.62% 41	426

### Q10 How much would you be willing to pay daily for the boat launch (this may include launch fees, parking fees, etc.)?

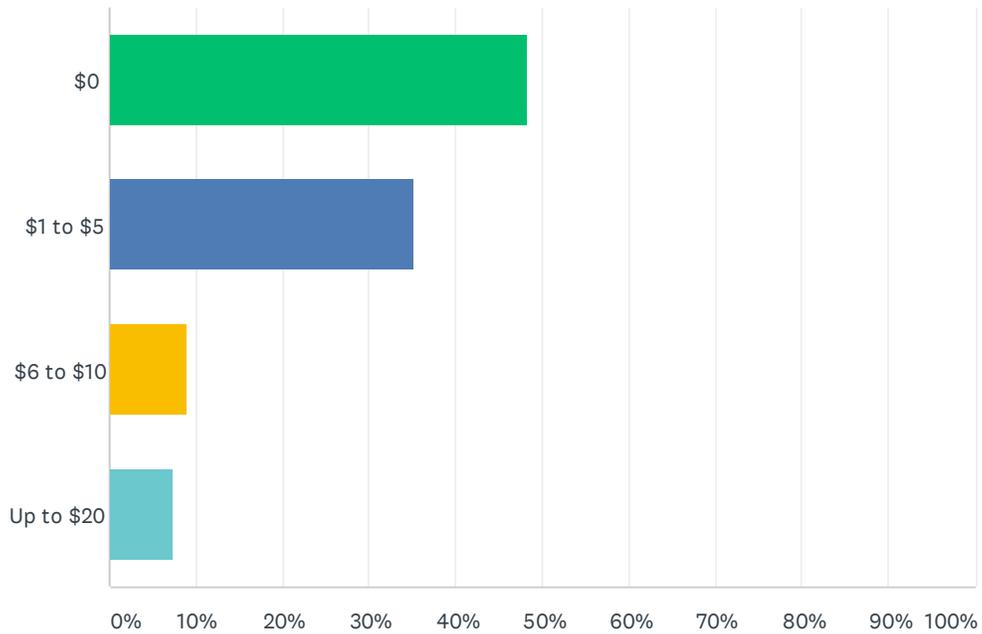
Answered: 440 Skipped: 0



ANSWER CHOICES	RESPONSES	
\$0	23.18%	102
\$1 to \$5	29.77%	131
\$6 to \$10	29.55%	130
Up to \$20	17.50%	77
<b>TOTAL</b>		<b>440</b>

### Q11 How much would you be willing to pay daily for the beach (this may include day-use passes, parking fees, etc.)?

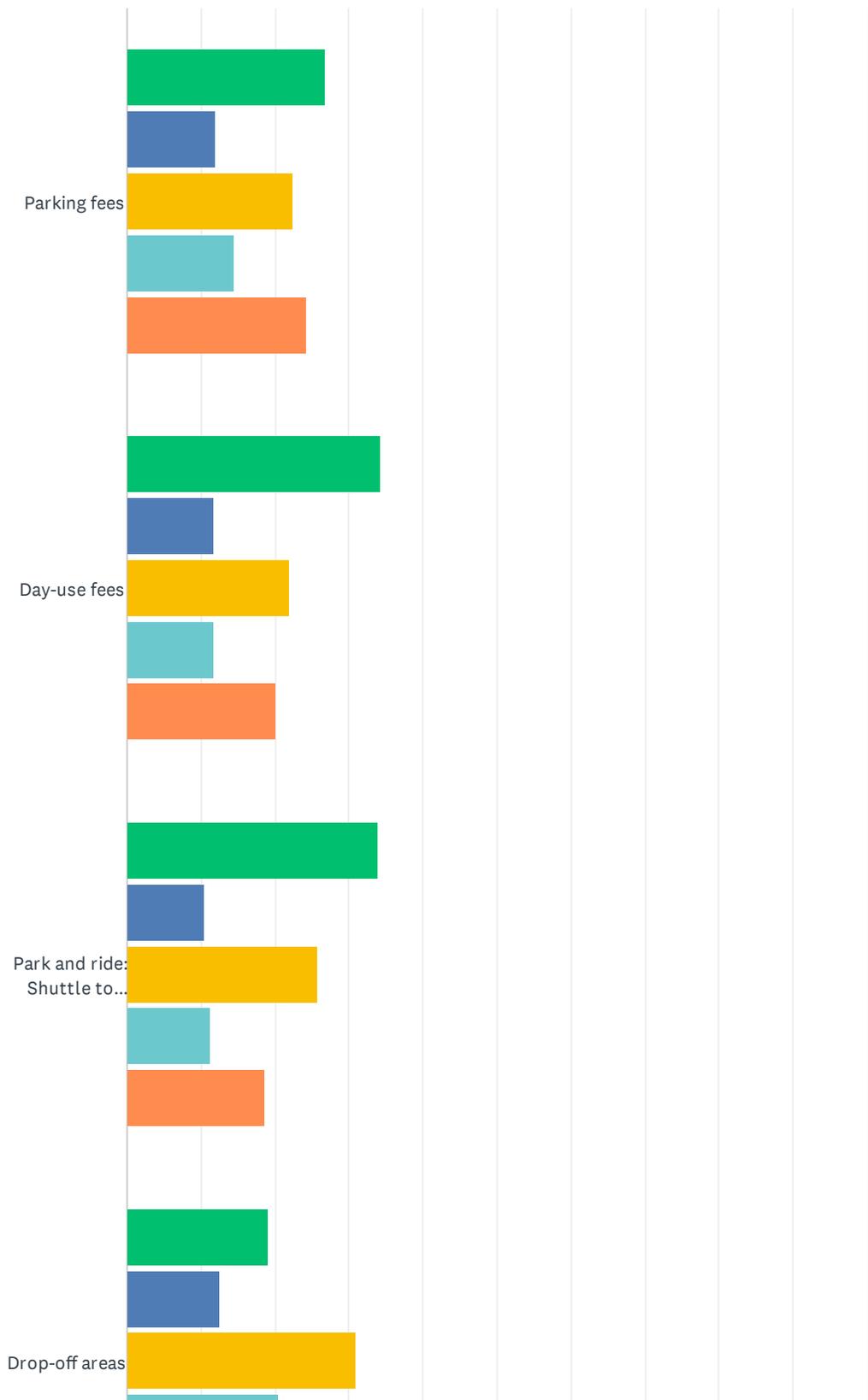
Answered: 440 Skipped: 0



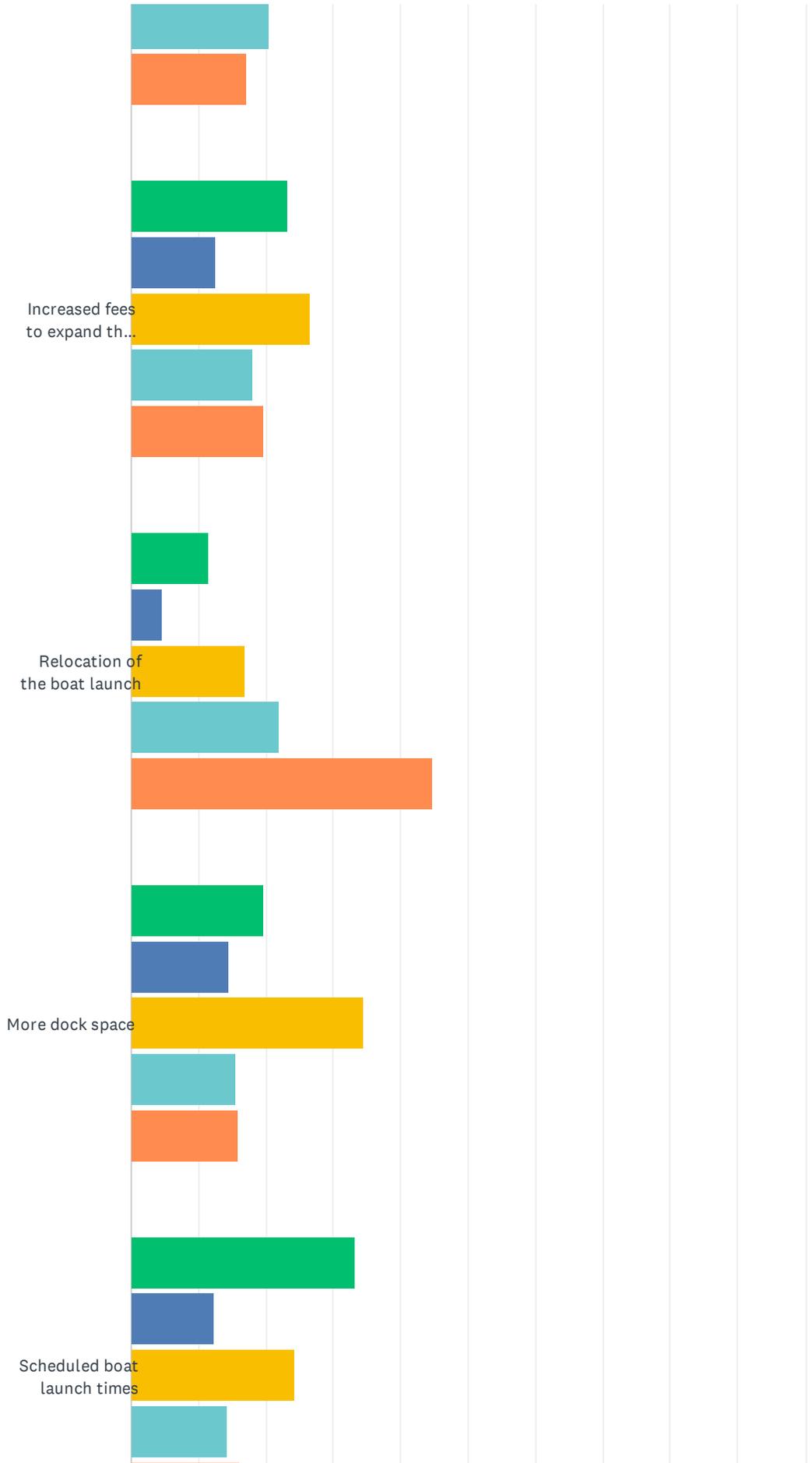
ANSWER CHOICES	RESPONSES	
\$0	48.41%	213
\$1 to \$5	35.23%	155
\$6 to \$10	9.09%	40
Up to \$20	7.27%	32
<b>TOTAL</b>		<b>440</b>

# Q12 On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate the following solutions?

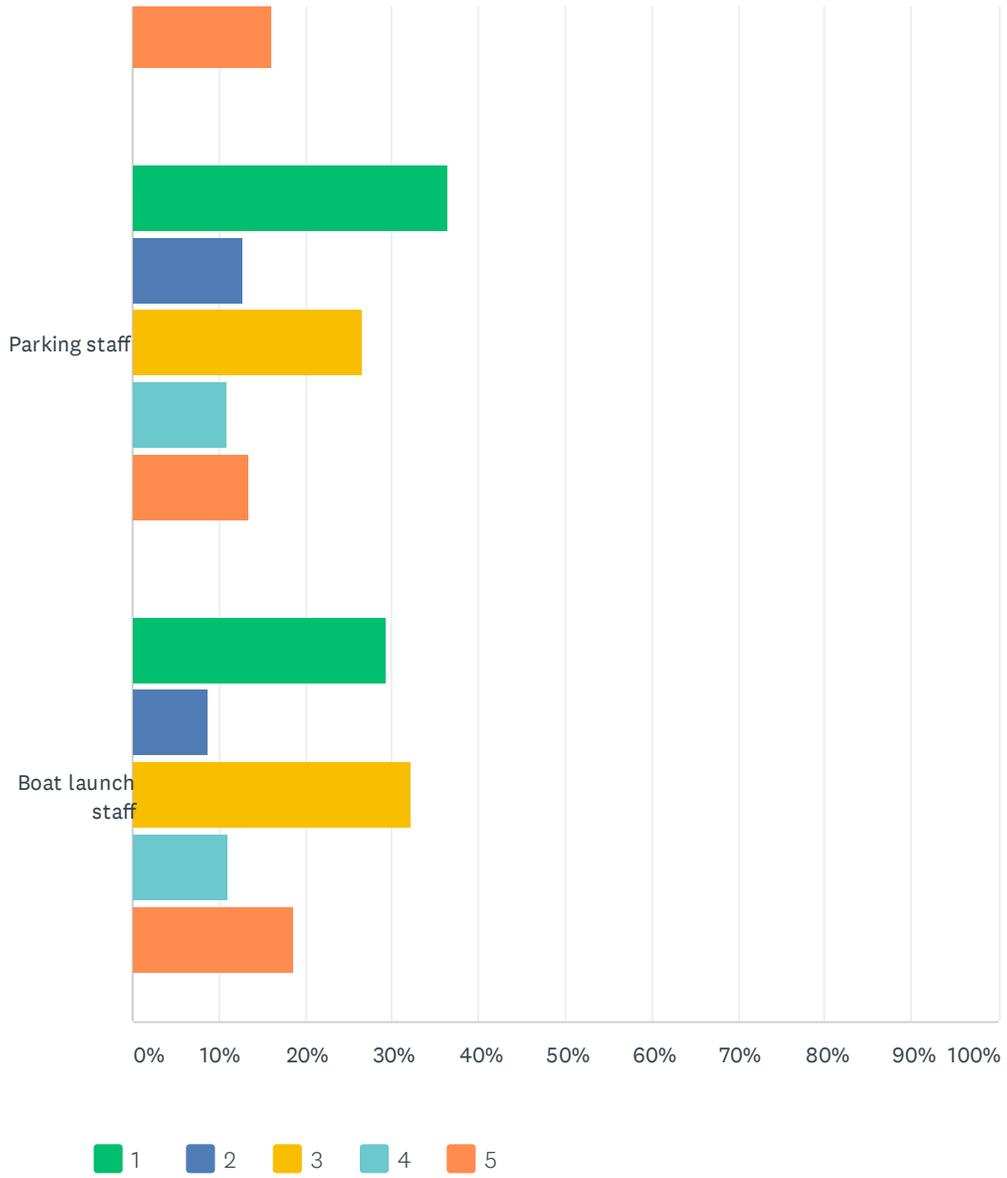
Answered: 440 Skipped: 0



# Honeysuckle Beach & Boat Launch Survey



# Honeysuckle Beach & Boat Launch Survey

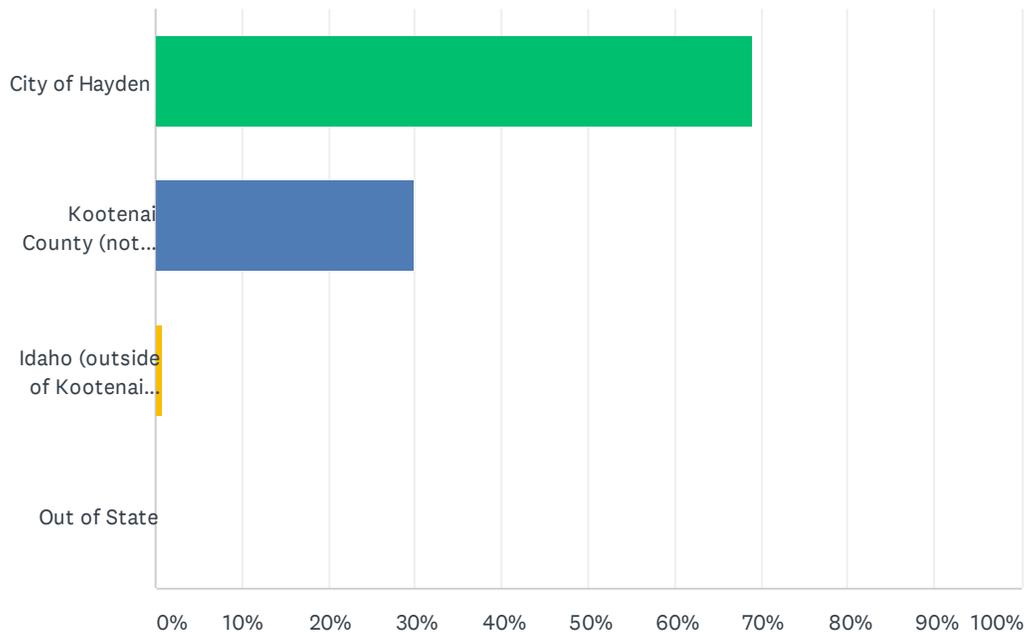


## Honeysuckle Beach & Boat Launch Survey

	1	2	3	4	5	TOTAL
Parking fees	26.83% 117	11.93% 52	22.48% 98	14.45% 63	24.31% 106	436
Day-use fees	34.41% 149	11.78% 51	21.94% 95	11.78% 51	20.09% 87	433
Park and ride: Shuttle to Honeysuckle	33.88% 145	10.51% 45	25.70% 110	11.21% 48	18.69% 80	428
Drop-off areas	19.03% 82	12.53% 54	30.86% 133	20.42% 88	17.17% 74	431
Increased fees to expand the recreation area	23.31% 100	12.59% 54	26.57% 114	17.95% 77	19.58% 84	429
Relocation of the boat launch	11.60% 50	4.64% 20	16.94% 73	22.04% 95	44.78% 193	431
More dock space	19.67% 83	14.45% 61	34.60% 146	15.40% 65	15.88% 67	422
Scheduled boat launch times	33.25% 141	12.26% 52	24.29% 103	14.15% 60	16.04% 68	424
Parking staff	36.41% 154	12.77% 54	26.48% 112	10.87% 46	13.48% 57	423
Boat launch staff	29.29% 123	8.81% 37	32.14% 135	11.19% 47	18.57% 78	420

### Q13 Please specify the area you live.

Answered: 440 Skipped: 0



ANSWER CHOICES	RESPONSES	
City of Hayden	69.09%	304
Kootenai County (not City of Hayden)	30.00%	132
Idaho (outside of Kootenai County)	0.91%	4
Out of State	0.00%	0
<b>TOTAL</b>		<b>440</b>

**APPENDIX II: Working Group Meeting Minutes and Presentations**

**City of Hayden**  
**Honeysuckle Beach and Boat Launch Study**

Working Group #1

Tuesday, May 11, 2021, 9-11 a.m., City Council Chambers

**ATTENDEES:**

**In Person:**

- Julie Johnson, Inland NW Land Conservancy, lives nearby
- Andy Dux, Regional Fishery Manager, Fish and Game, lives nearby
- Roger Saterfiel, City Council President
- Will K., Kootenai County Sheriff Office
- Sergeant Ryan Miller, KCSO, Marine Operations, lives within 3 miles of launch
- Nick Snyder, Director, County Parks and Waterways
- Paul Akmon, Dalton Irrigation District
- Eric Shanley, Director, Lakes Highway District

**On the Phone:**

- Shane Slate, Army Corp of Engineers, concerned with fill into the lake
- Kathy Muir, Idaho Parks and Recreation, Boise, investment into lake with grant money
- Todd Higen, Idaho Dept of Water Resources, water rights, to do with project

**STAFF:**

- City of Hayden:
  - Melissa Cleveland, Community Development Director
  - Brett Boyer, City Administrator
  - Alan Soderling, Public Works Director
  - Suzie Cano, Community Services Director
- Jon Mueller, Consultant Landscape Architect
- Gemma Puddy, Public Involvement

**GOAL:** Identify needs and priorities for Honeysuckle Beach and Boat Launch based on stakeholder and public feedback.

I. Welcome

II. Introductions

III. Review Stakeholder Interviews Feedback

IV. Review Public Survey Feedback

V. Discuss Needs, Priorities, and Ideas:

a. Needs –

- a. Manage overcrowding
- b. Organize the site for safety and separation of uses – vehicles vs. pedestrians, boats vs. beach users, paddleboarders/kayakers
- c. Provide easy emergency access
- d. Beach, boat launch, and shared space
- e. Maintenance/control for public use on dike
- f. Not to increase access to lake, but organize to improve flow and safety

b. Constraints –

- a. Dike road is tightly controlled by agreement

- b. No other feasible access points on Hayden Lake
- c. Spillway is an impediment, yet there are opportunities to move it or build a bridge over it
- d. Alan uses Strahorn Rd area for public works needs, and Lakes Highway District doesn't know if the land is allowed to be used for public parking
- c. Opportunities
  - a. Pump house could be moved, for extra traffic lane
  - b. Dalton Irrigation land south of dike road, could be enhanced for public use
    - a. Liability of use
  - c. Shuttle from Stahorn Road parking to beach and boat launch
    - a. By seniors in six-person golf cart (CdA does this)
  - d. Restrict capacity of use area
  - e. Drop-off area – maybe north end of dike road
  - f. Possibly purchase 9100 home for extra park space
  - g. Boardwalk adjacent to dike road for public access to water without directly affecting the land
- d. Examples –
  - a. Hauser Lake – manageable public use
  - b. Blackwell Island – lots of maintenance
  - c. CdA 4<sup>th</sup> Street – shuttle with golf cart
  - d. Sun-Up Bay restricts capacity

VII. Next Steps – Jon Mueller will draft various alternative solutions based on the needs and priorities identified. These will be reviewed, discussed, and refined at the next WG meeting.

# Honeysuckle Beach Working Group Meeting #1

May 11, 2021

1

## Working Group

- **PURPOSE:** Serve in an advisory role to the City of Hayden to help identify implementable solutions to address summer challenges.
- **ROLES & RESPONSIBILITIES:**
  - Provide community insights, guidance, recommendations and feedback throughout the process.
  - Serve as a liaison between the community and the project process.
  - Please try to attend each of the three meetings or send a support person in place of you.
  - Participate in discussions with respect of everyone's opinions and ideas.

2

## What Will the Workshop Cover?

- Introductions
- Review Stakeholder Interviews Feedback
- Review Public Survey Feedback
- Launch data
- Identify
  - Needs – Beach, boat, and shared space
  - Priorities – Beach, boat launch, and shared space
- Solutions – What possible solutions are aligning to the needs and priorities?
- Next Steps (WG #2, open house, etc.)

3

## Stakeholder Interviews Feedback

Interviewees	Challenges: Theme - Congestion							
	Boats are getting bigger	Traffic control for boats coming and going in a limited space with varying degrees of boat experience	Parking / Traffic Flow / Backup	Pedestrian/swimmer and vehicle conflicts	Pumphouse is obstacle	Pedestrian (ADA too) access/safety	High demand for Honeysuckle as access to whole lake - pizza delivery to guest access	Sportsmans launch is inconvenient and marshy
Marinas, Residents, Summer Camp, Parks and Rec, Sheriff, Watershed Association, Lifeguards, Fishermen, Dock Builder	X	X	X	X	X	X	X	X
	X	X	X	X		X	X	X
		X	X	X	No	X	X	X
			X	X		X	X	
			X	X		X	X	
	X	X	X	X	X	X	X	X
	X	X	X					
	X	X	X	X				

4

## Stakeholder Interviews Feedback

Potential Solutions: Theme - Organize/Separate								Opportunities: Theme - People cherish the asset	
More docks with essential emergency access	Harbor Master	Separation of commercial, public and emergency needs	Park and Ride	Paid Parking	Drop-Off Area	Scheduled windows of operation	Park Attendant	Hayden is unique for fishing, less boats, commercial needs	People will pay for the amenity, esp when they can see it is benefitting
X	X	X	X	X	X	X	X	X	X
X	X	X	X	X			X	X	X
X	X	X	X	X			X	X	X
X	X	X	X	X			X	X	X
	X		X	X	X		X	X	X
X	X		X	X			X	X	X
X	X	X	X	X			X	X	X
			X	X	X			X	X
X	X	X	X	X	X		X	X	X

5

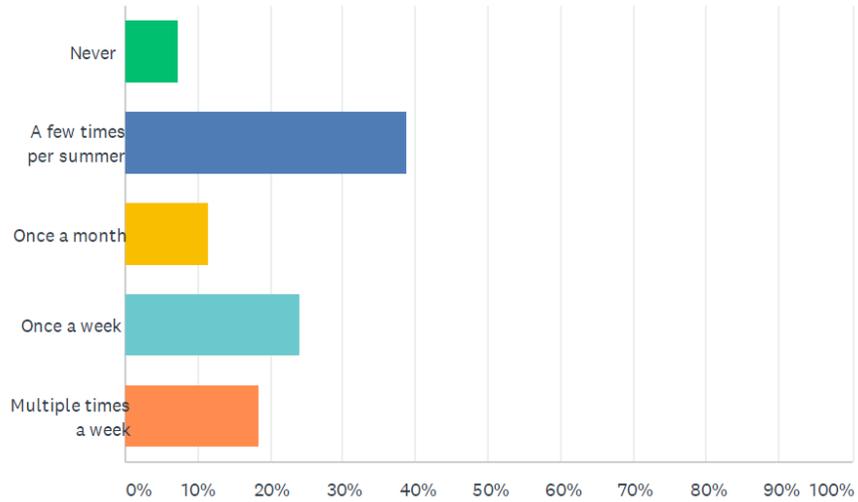
## Public Survey Feedback

- 440 people took survey
- Flyers at City parks
- Advertised in Super 1 grocery bags
- Website
- Facebook

6

### Q1: How often do you use the beach & recreation area in the summer

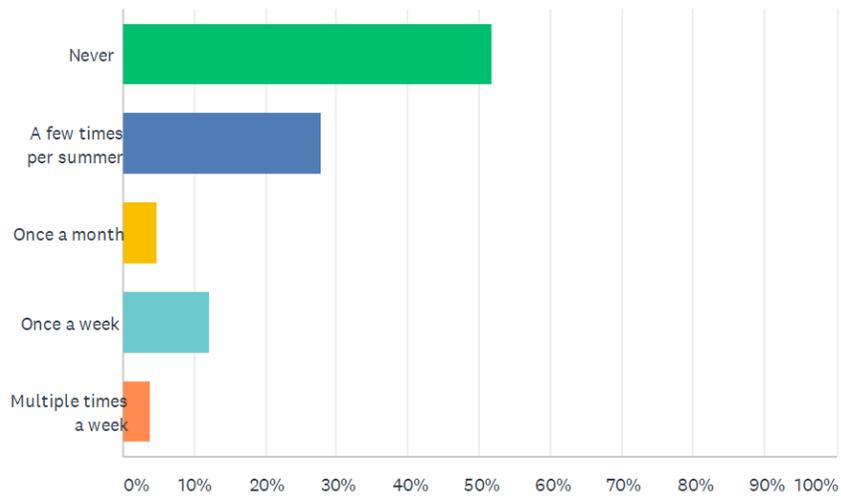
Answered: 440 Skipped: 0



7

### Q2: How often do you use the boat launch during the summer?

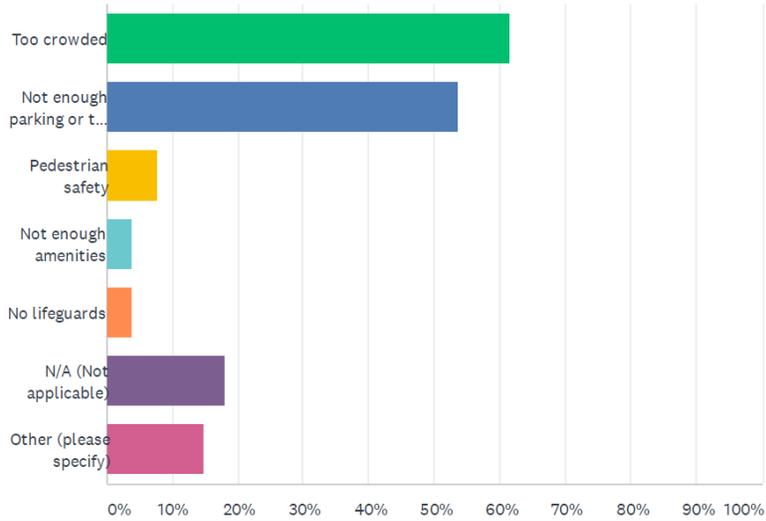
Answered: 440 Skipped: 0



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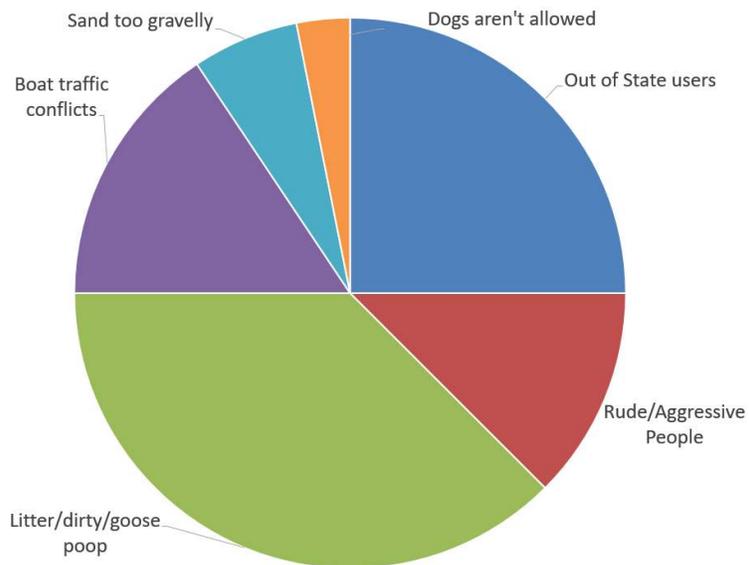
### Q3: If you rarely use the beach, what is the reason?

Answered: 440 Skipped: 0



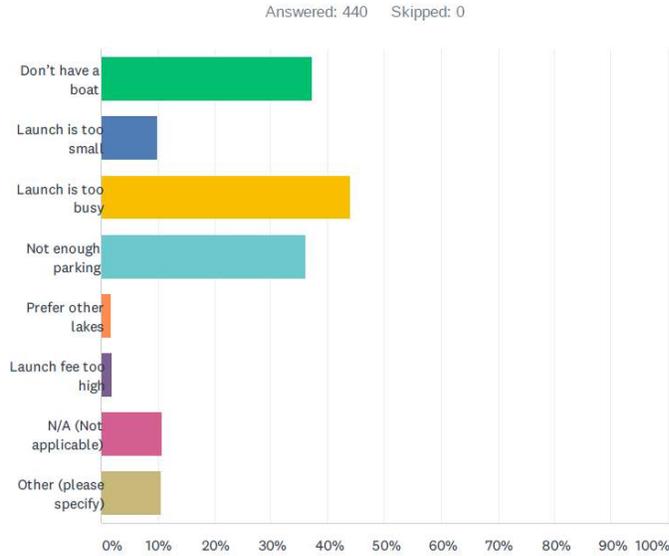
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### Q3: Other responses (why rarely use beach)



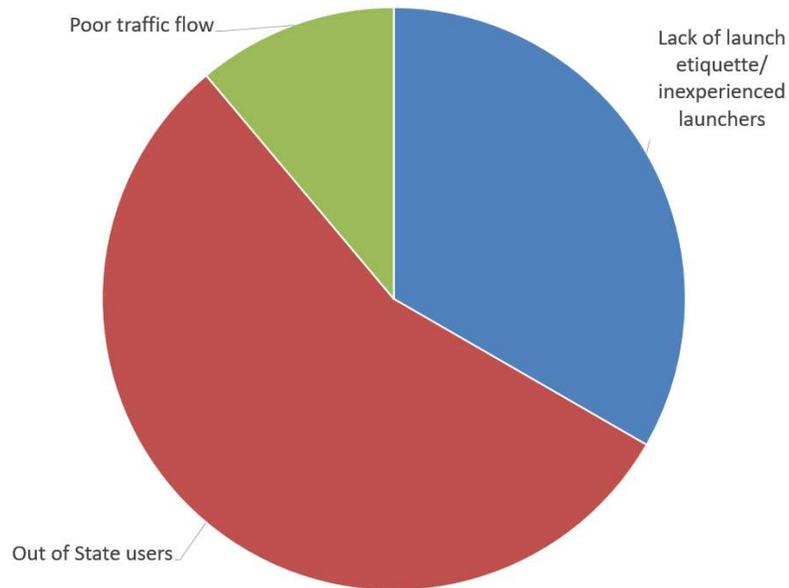
10

### Q4: If you rarely use the launch, what is the reason?



11

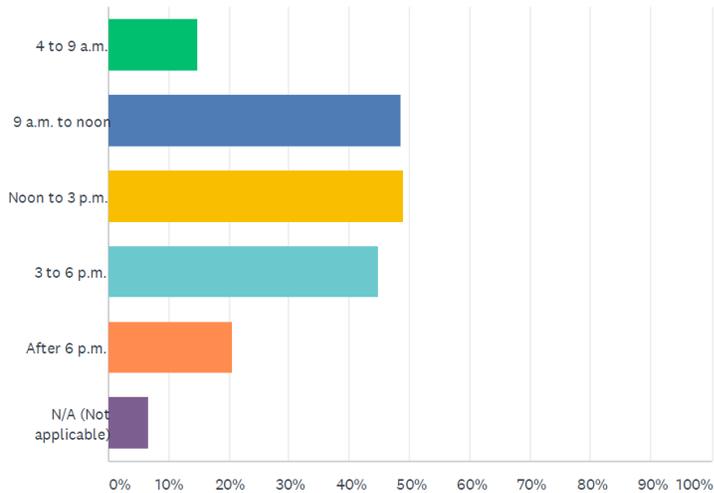
### Q4: Other responses (why rarely use launch)



12

## Q5: What time of day are you generally at Honeysuckle Beach & boat launch?

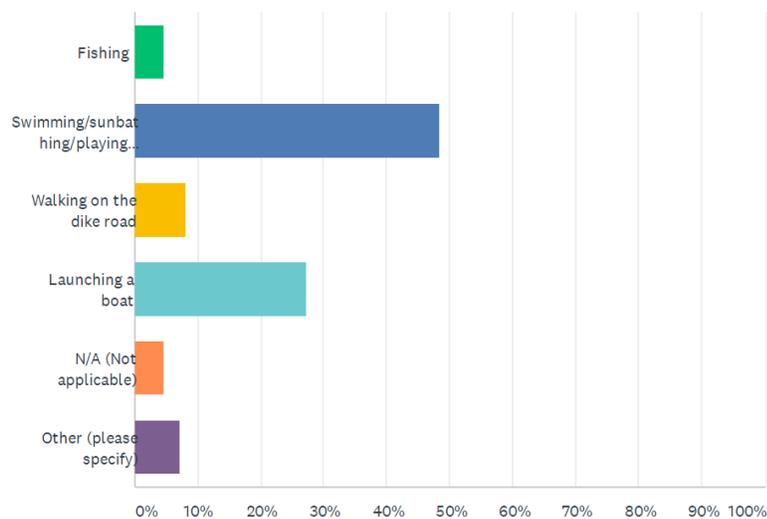
Answered: 440 Skipped: 0



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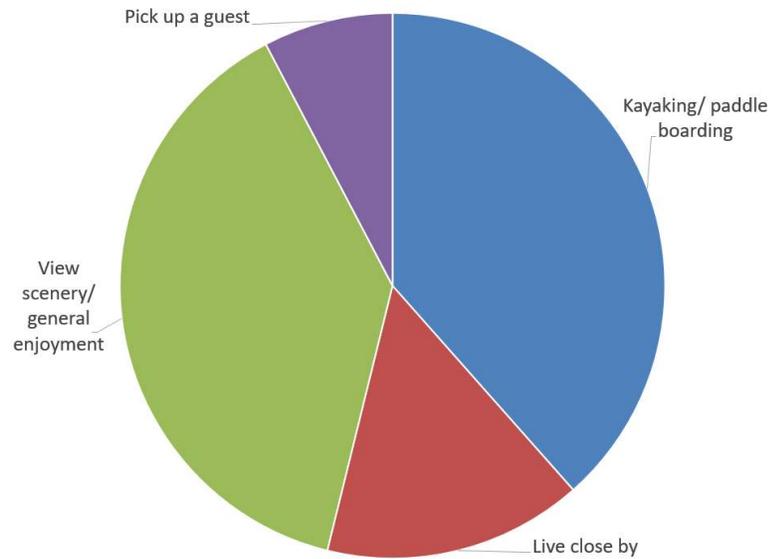
## Q6: What your the primary purpose for parking?

Answered: 440 Skipped: 0



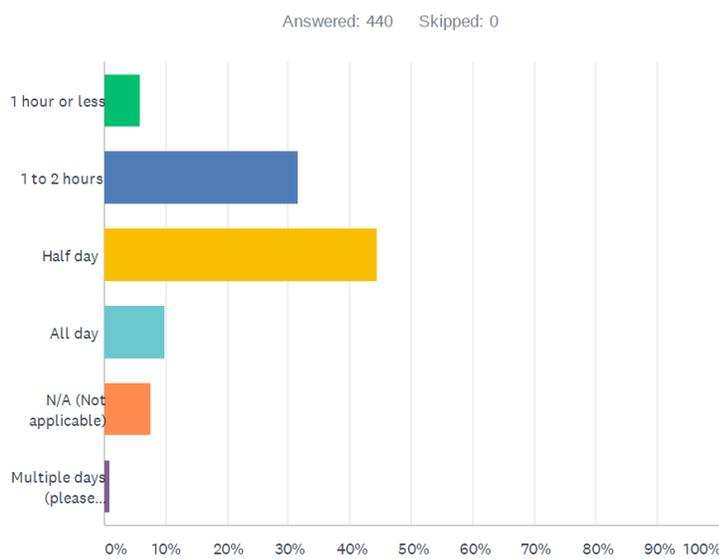
14

## Q6: Other responses (primary purpose for parking)



15

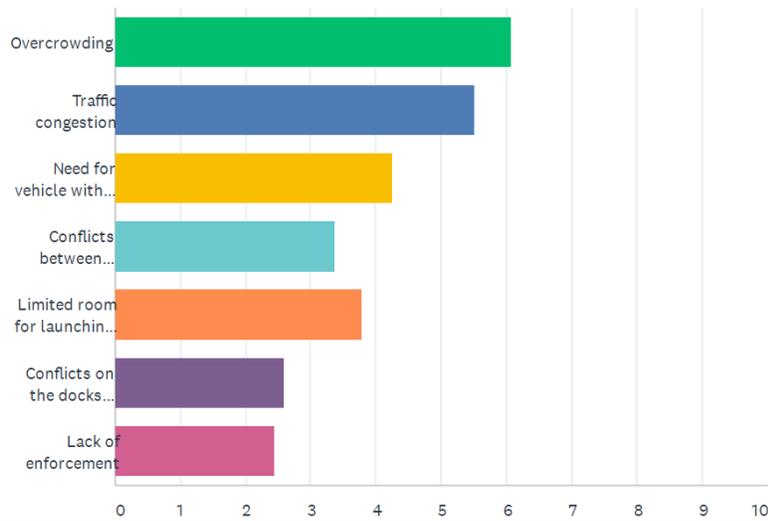
## Q7: When parked, how long do you stay?



16

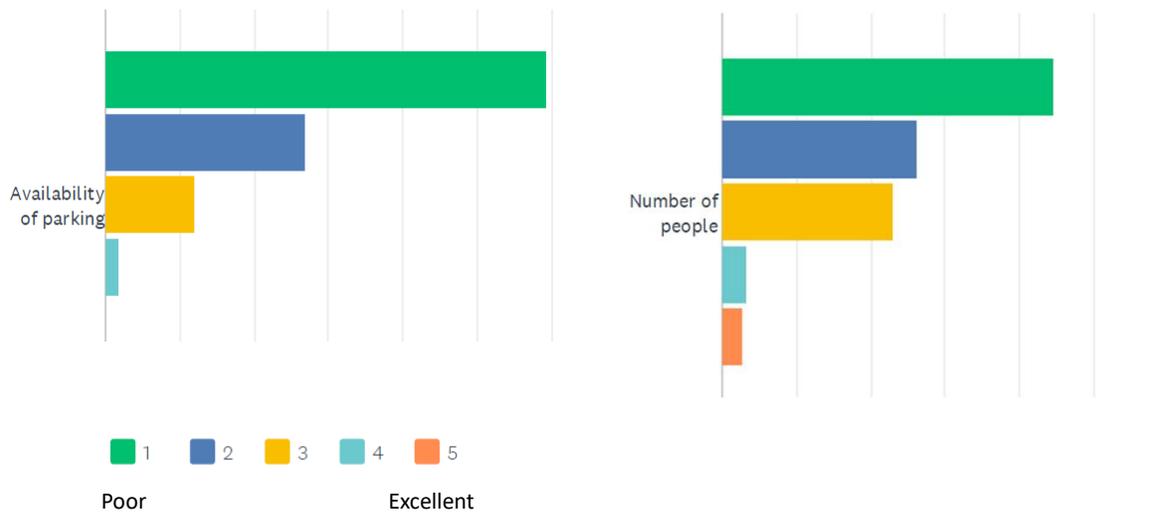
## Q8: Rank the challenges at beach/launch

Answered: 440 Skipped: 0

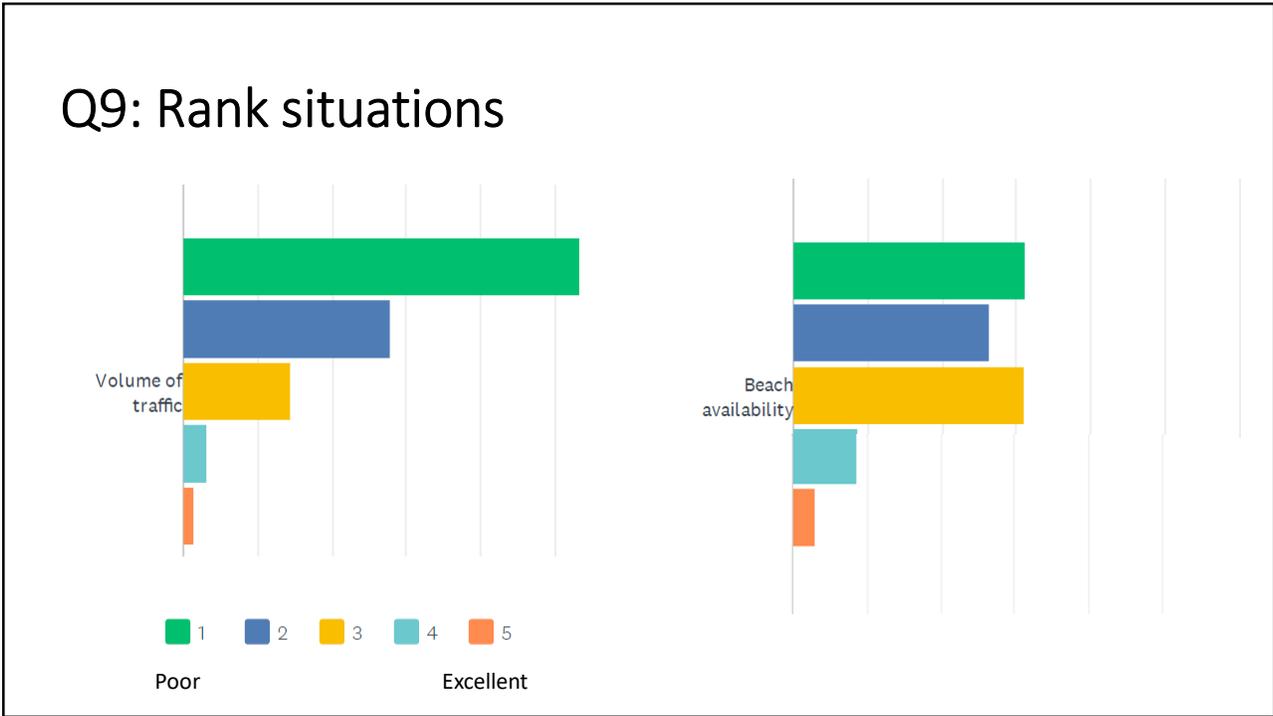


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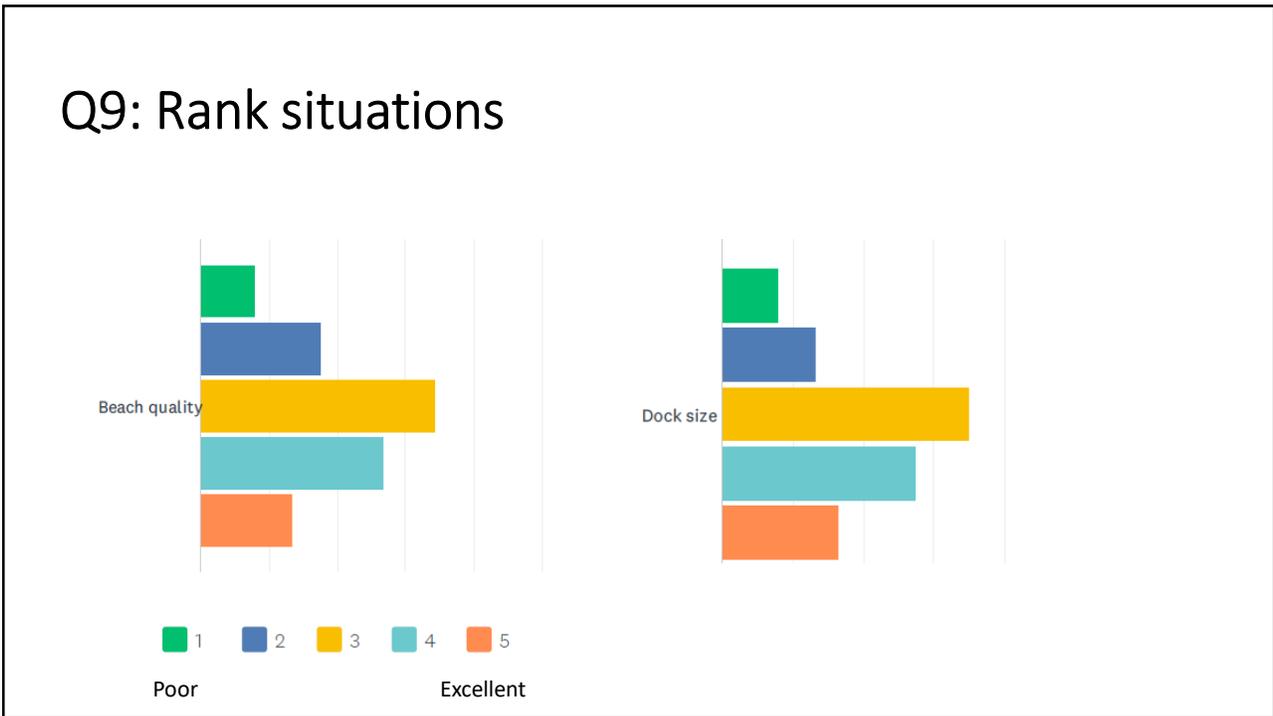
## Q9: Rank situations



18



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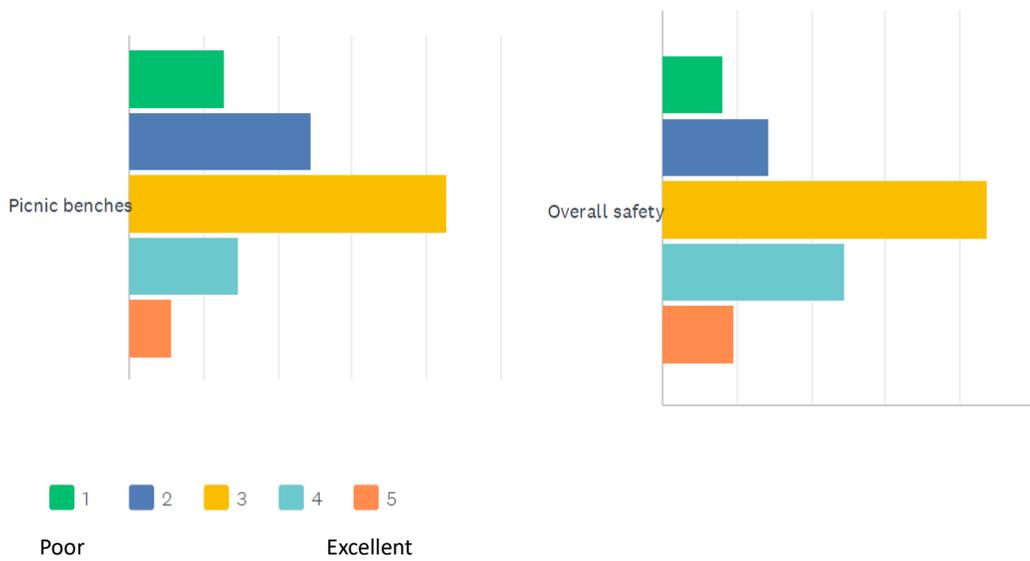
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### Q9: Rank situations



21

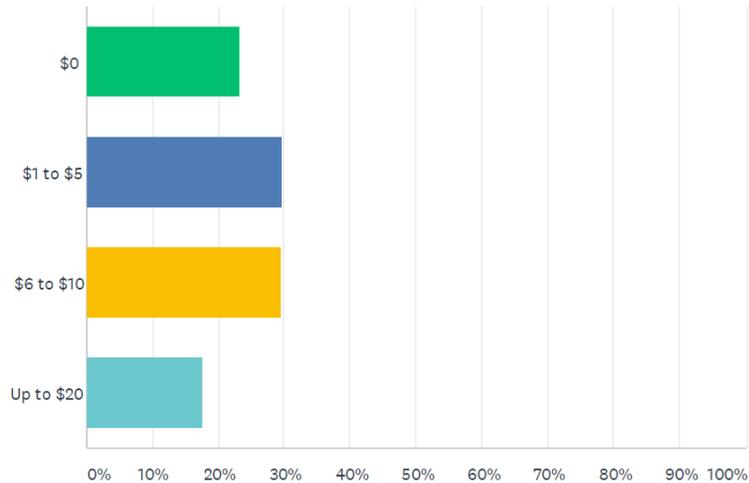
### Q9: Rank situations



22

## Q10: How much are you willing to pay daily for launch (launch fee, parking, etc)?

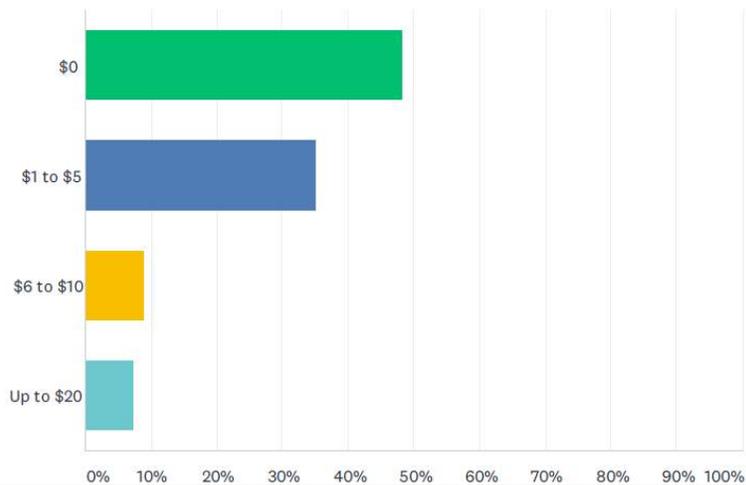
Answered: 440 Skipped: 0



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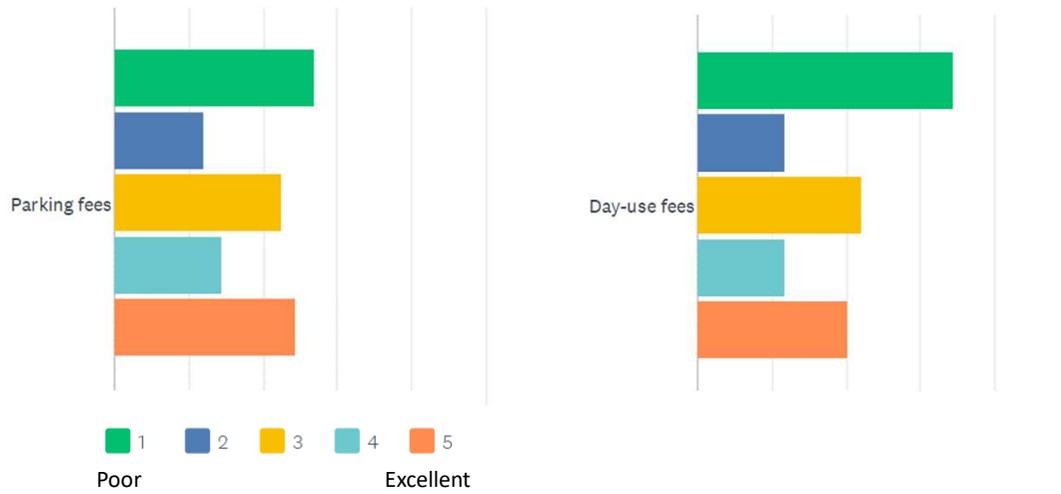
## Q11: How much are you willing to pay daily for beach (day passes, parking, etc)?

Answered: 440 Skipped: 0



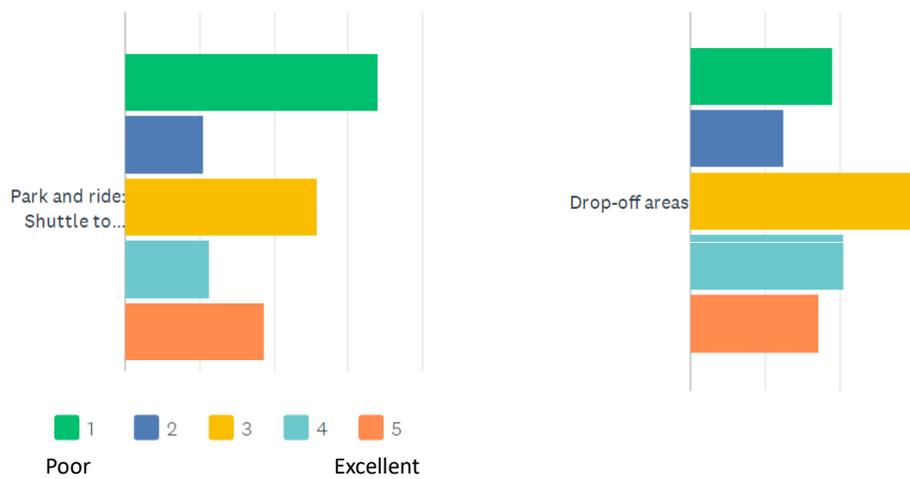
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## Q12: How do you rate these solutions?



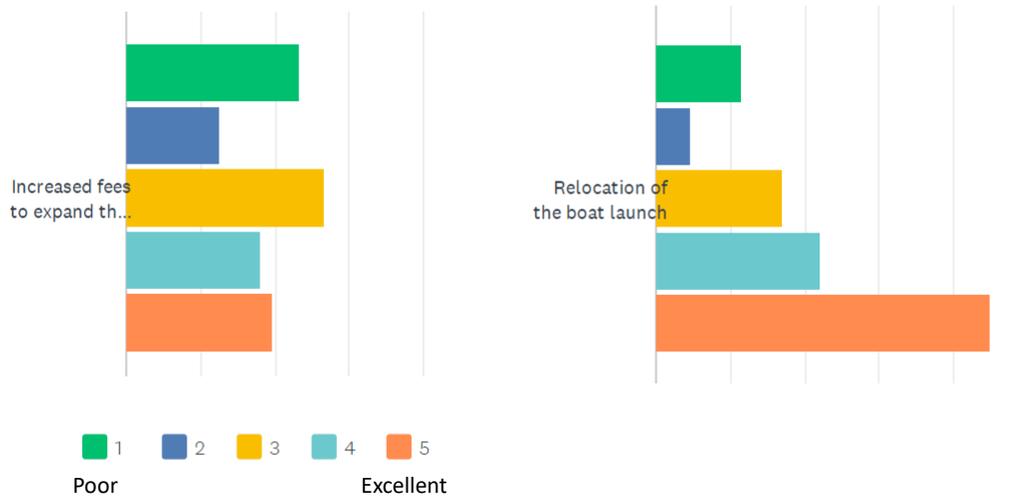
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## Q12: How do you rate these solutions?



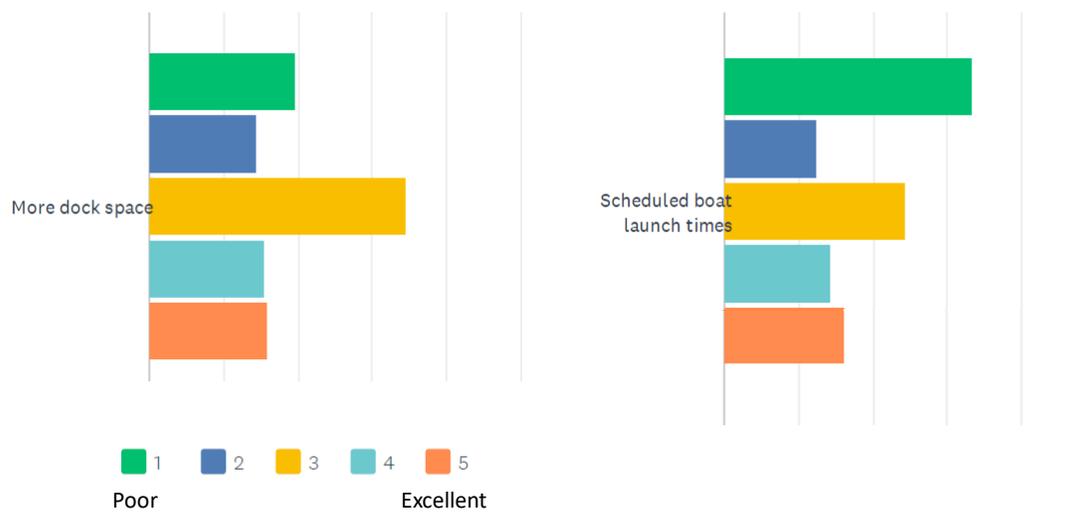
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## Q12: How do you rate these solutions?



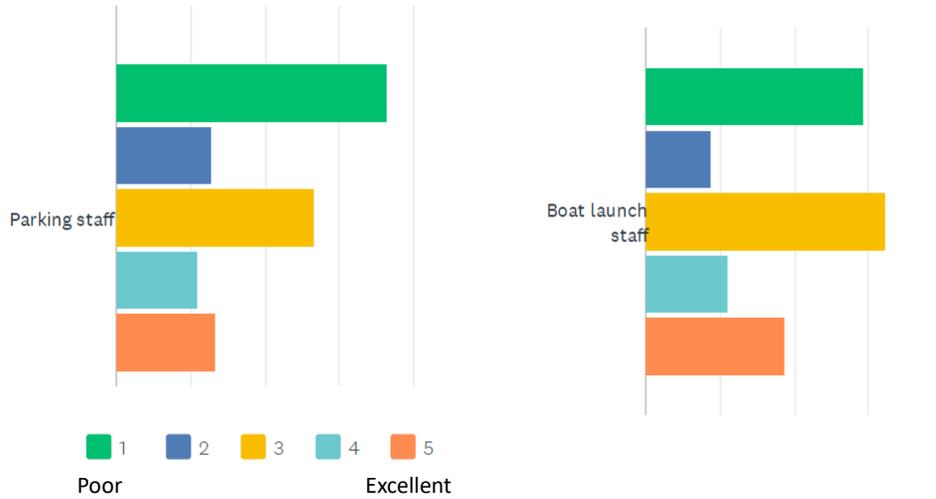
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## Q12: How do you rate these solutions?



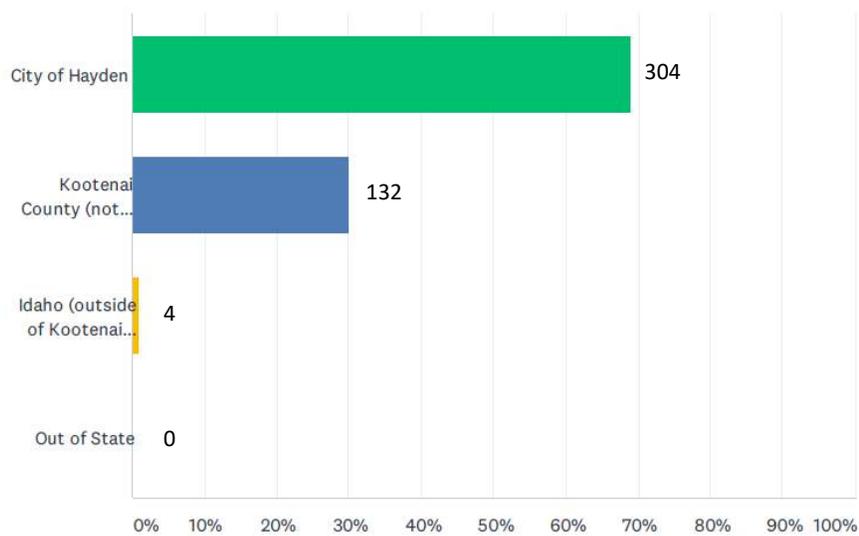
28

## Q12: How do you rate these solutions?



29

## Q13: Specify where you live?



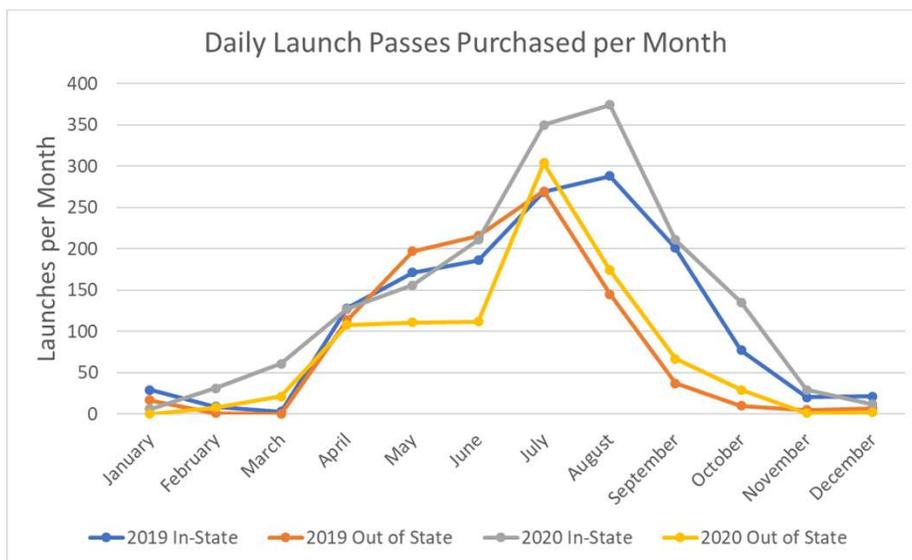
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## Results

- Over crowded and lack of parking main issues
- Other issues – cleanliness, perception of out-of-state users, traffic flow/conflicts
- More people parking to use beach than to launch boat
- Kayak/paddle boarding users
- Most people use facility between 9 AM and 6 PM and stay ½ day
- 64% would be willing to pay more to launch
- 48% would not be willing to pay for beach parking or dayuse
- 52% would be willing to pay up to \$5 for parking for beach parking/use
- People are in favor of relocating the launch as a solution

31

## Launch Data



32

**City of Hayden**  
**Honeysuckle Beach and Boat Launch Study - Revised**  
Working Group #2  
Tuesday, June 15, 2021, 10 a.m. - noon, City Council Chambers

**ATTENDEES:**

**In Person:**

- Julie Johnson, Inland NW Land Conservancy
- Roger Saterfiel, City Council President
- Sergeant Ryan Miller, KCSO, Marine Operations
- Nick Snyder, Director, County Parks and Waterways
- Kathy Muir, Idaho Parks and Recreation
- Tiffany Brunson, Idaho Parks and Recreation
- Dustin Jacobson, Hayden Lake Sewer District
- Patrick Green, Tobler Marina

**Not able to attend:**

- Shane Slate, Army Corp of Engineers
- Todd Higen, Idaho Dept of Water Resources
- Eric Shanley, Director, Lakes Highway District
- Paul Akmon, Dalton Irrigation District
- Andy Dux, Regional Fishery Manager, Fish and Game
- Will K., Kootenai County Sheriff Office

**STAFF:**

- City of Hayden:
  - Melissa Cleveland, Community Development Director
  - Brett Boyer, City Administrator
  - Alan Soderling, Public Works Director
  - Suzie Cano, Community Services Director
- Jon Mueller, Consultant Landscape Architect
- Gemma Puddy, Public Involvement

**GOAL:** Review alternatives and identify preferred options to carry forward to the public open house.

I.Welcome

II.Introductions

III.Review progress since last meeting

- City staff met to discuss how to incorporate the working group, stakeholder and public feedback into alternative designs
- Jon Mueller, the landscape architect, designed alternatives.

III.Recap: Needs/Priorities:

- Manage overcrowding
- Organize the site for safety and separation of uses – vehicles vs. pedestrians, boats vs. beach users, paddleboarders/kayakers
- Provide easy emergency access
- Beach, boat launch, and shared space

- Maintenance/control for public use on dike
- Not to increase access to lake, but organize to improve flow and safety

II. Alternatives - Discuss thoughts, challenges, opportunities, revisions

- a. 1A – boat/trailer parking lot on City land at Smith Road and Honeysuckle Avenue
  - a. Shuttle service would be needed, which the group likes
  - b. Concern – no parking for off-peak-hour/season boaters, such as fishermen
    - a. 10 boats down there in the early morning
  - c. Patrick – Fontana, WI is an example – 30 parking spots max, the limited space for getting on the water works
  - d. Maybe use scooters between parking lot and launch.
  - e. Trail on Richards’s property for safe pedestrian use – would need permission.
    - a. All agree that designated pedestrian path is key to safety.
  - f. Setback from Richards – without parking it could be used for pedestrian
- b. 1B – boat/trailer parking lot on private property
  - a. Less impactful to public works activities
  - b. City will meet with property owner before public open house
- c. 2 – rotated boat launch with short-term boat parking added at end of board walk/dock
  - a. Goal to improve operations
  - b. Angled dock would also have Sheriff slip
  - c. Short-term parking dock – to not impede to ramp, while getting pizza, grab a car
  - d. Department of Lands said this could be done ASAP
  - e. Wider dock for more space for pedestrians and boats
  - f. Harbor Master would be needed to enhance operations – located at the land-side end of the dock
  - g. Rentable dock space for the season – not a liked idea, because only a few people benefit; keep the spots for short-term parking only
  - h. Major liability in touching people’s boat
  - i. Loading/unloading is the key to the docks
  - j. Overnight – park closes at 10 p.m. (no overnight boat parking)
  - k. Dock has to be connected to main one.
  - l. Patrick – fundamentally protect access to the lake to manage the use; people in similar situations across the country deal with the congestion.
  - m. Local people preference is defined as discrimination; can have resident/non-resident fee, but resident cannot be more than double the fee.
  - n. Improving kayaking experiencing – a path would be helpful from access road.
- d. 4 – new boat launch and parking lot south of dike road.
  - a. Obtaining/using Dalton Irrigation District’s land.
  - b. Limiting parking to replace existing lots.
  - c. Honeysuckle launch would go away and just would be a beach.
  - d. LHD would be willing to partner if this moves forward.
  - e. How deep is the bay right here?

- a. Patrick took a boat out and determined that there is 4 ft to 8 ft of depth consistently through the potential launch area (at about 15 to 20 ft offshore near Condon's dock).
  - a. The boat used has a draft of roughly 32 inches and is a very common size boat for Hayden Lake. There seemed to be a natural channel that would be directly in line with the proposed launch ramp.
  - b. Water levels are approximately 3 1/2 ft to 4 1/2 ft under summer pool right now.
- f. North Idaho Maritime – John Condon owns the barge at the south of the dike – could work with him; he doesn't launch.
- g. Spillway – two of them; the smaller one is dangerous – “it should go away”
  - a. The other one needs cleaning out, “stripped” to help with drainage; lots of water leaves the spillway; people wakeboard over the water and other dangerous activity.
- h. Littoral rights – the dock would potentially go on the Richards littoral rights in the water, so have one central dock rather than two and without the bent end piece.
- i. Richards do not want public access to their property.
- j. Sheriff – gate this alternative at 10/11 p.m.
  - a. Currently the boat launch is not closed at 10 p.m., just the park is.
  - b. Apparently commercial use of the launch happens early in the morning.
- k. Julie will not be one presenting this to the Richards – any changes would need to “enhance the conservation value” to be considered.
  - a. The ditch is very dirty – needles, etc. – make a cleaner, safer place to benefit everyone.
  - b. The berm already drains into the Richards; improvements could be made to stop flooding the property.
  - c. At this point, the City is trying to not affect the Richards property.
- e. 5 – Drop-off / circular design alternative with only car parking and the boat launch.
  - a. Lift station would need to be moved.
  - b. Sandpoint – Memorial is changing – moving the lift station will be \$400 - \$500 K – Dustin thinks he can make it work.
  - c. Concerns with no boat/trailer parking.
- f. 5B – wider beach and dock, no boat launch, would be paired with option 4
  - a. Could still have the sheriff slip on this solution.
  - b. 2 parking spots for police and ambulance.
    - a. Dive team would go to the launch.
  - c. Sheriff likes this for no trailers.
  - d. People like the drop-off idea or short-term parking.
  - e. Food trucks
  - f. ADA
  - g. Pizza delivery
  - h. Overall, the group likes this one.
- g. Other
  - a. Parking in triangle area on Honeysuckle – what trailer parking would fit here?

- b. Single-lane RAB is planned in the long-term future at Honeysuckle and Strahorn.
- c. Only replacing parking, not adding; 30-35 parking stalls is all they need.
- d. Hidden benefit of moving launch south – out-of-staters want to launch their 55' houseboat – right now they can, don't support this with the new launch.
- e. Lots of lights needed.
- f. Mooring buoys – up to 20 boats will moor – have to be a government entity to deploy buoys.
- g. "Plan ahead" as the message and maybe find an app for capacity control.
  - a. County – did away with reservations, because they are hard to manage.
- h. Limit use of lake by not parking up and down Honeysuckle
  - a. No parking on Honeysuckle – would you sell less permits? No, first come, first serve has worked in the County.
  - b. Worley and Lakes Highway District – just implemented no roadside parking due to congestion, and it works
  - c. Alan – concern with no parking on Honeysuckle

V. Next Steps:

- a. Revise alternatives based on this feedback.
- b. Public open house – in person and with online commenting.



# Honeysuckle Beach Working Group Meeting #2

June 15, 2021



# Working Group

- **PURPOSE:** Serve in an advisory role to the City of Hayden to help identify implementable solutions to address summer challenges.
- **ROLES & RESPONSIBILITIES:**
  - Provide community insights, guidance, recommendations and feedback throughout the process.
  - Serve as a liaison between the community and the project process.
  - Please try to attend each of the three meetings or send a support person in place of you.
  - Participate in discussions with respect of everyone's opinions and ideas.



# Progress Review

- City meetings
- Alternatives creation

## What we learned from the public:

- Manage overcrowding
- Organize the site for safety
- Provide emergency service access
- Beach, boat launch and shared space (separate uses, if possible)
- Maintenance/control for public use on dike
- No increase access to lake, but organize flow (improve experience)

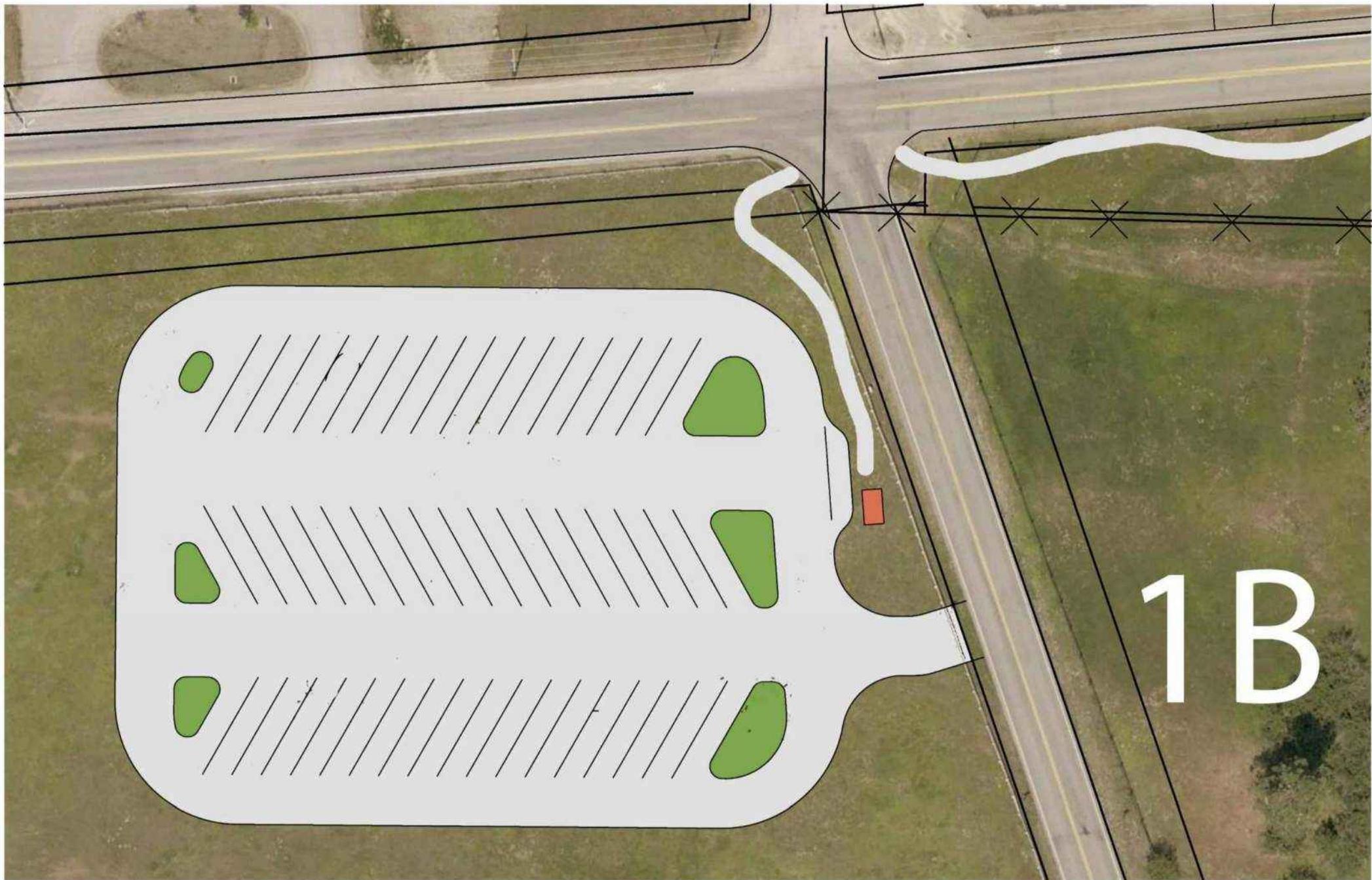


# Alternatives

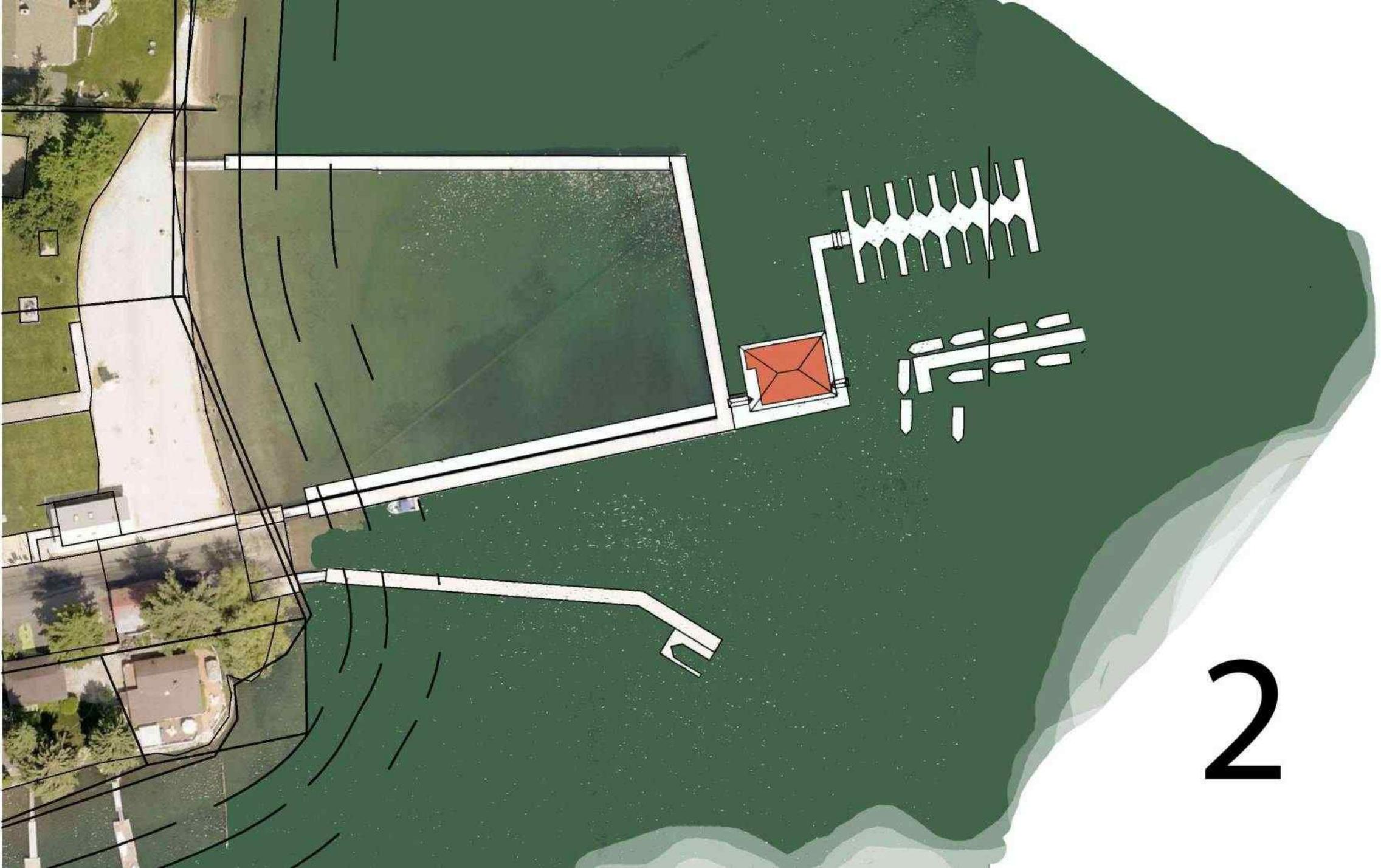
- Potential challenges
- Opportunities
- Revisions

1A



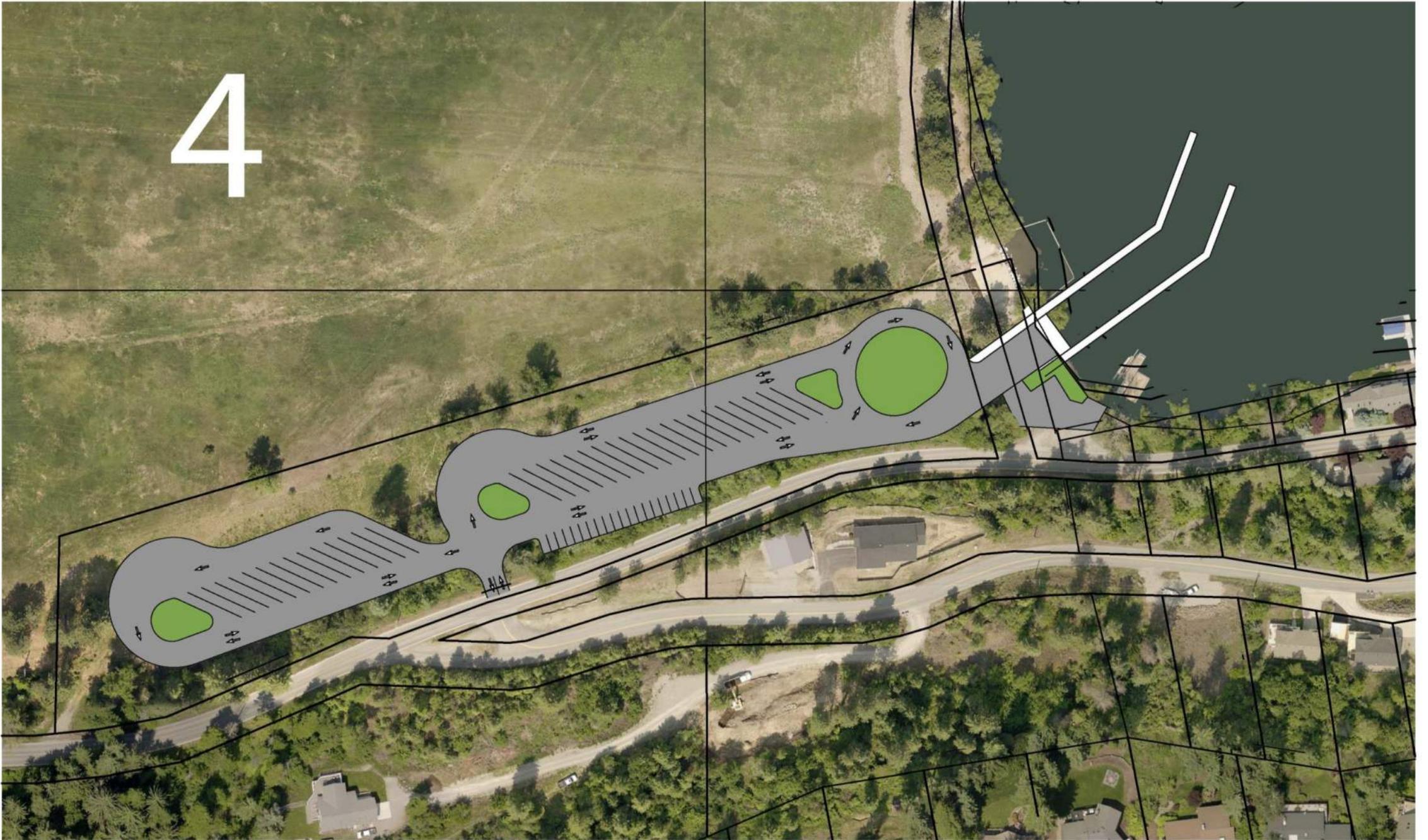


1B



2

4





5



5B

# Next Steps...



- Public Open House – in person and with online commenting
- Working Group Meeting #3



Thank You!



**City of Hayden**  
**Honeysuckle Beach and Boat Launch Study**  
 Working Group #3

Tuesday, February 15, 2022, 10 a.m.-11:30 a.m., City Council Chambers

**ATTENDEES:**

Name	Organization	Email or Phone
<b>In-person</b>		
Matt Creighton	Kootenai County Sheriff's Office	mcreighton@kcgov.us
Ryan Miller	KCSO Recreation Safety	rmiller@kcgov.us
Tanner Cox	KCSO	tcox@kcgov.us
Pat Green	Tobler Marina	patrickgreen@toblermarina.com
Andy Dux	Idaho Fish and Game	Andy.dux@idfg.idaho.gov
Shawn Hathaway	Hayden Lake Watershed Association	bbbhath@mac.com
Julie		Julielynn234@gmail.com
<b>Phone</b>		
Mike Ahmer	Idaho Department of Lands	mahmer@idl.idaho.gov
Tiffany Brunson	Idaho Parks and Recreation	tiffany.brunson@idpr.idaho.gov
Barb Neal	Hayden Lake Watershed Association	malapwu@aol.com
<b>City of Hayden</b>		
Ed DePriest	City Council	
Roger Saterfiel	City Council	
Dan Hall	Public Works	
Alan Soderling	Public Works	
Donna Phillips	Community Development	
Suzie Cano	Recreation and Communication Events	
Brett Boyer	City Administrator	
<b>Consultant Team</b>		
Melissa Cleveland	Welch Comer Engineers	mcleveland@welchcomer.com
Gemma Puddy	Horrocks Engineers	gemma.puddy@horrocks.com

**MINUTES:**

- Other Options to the Designs
  - Scheduling boats
  - Limited parking
- Officer Cox – pick up is challenging with current parking lot configuration (shuttle)
  - Size of shuttle – how would the shuttle function if there is already a lot of congestion at the parking lot and launch? There was discussion about having golf carts and maybe dropping off before the closest parking lot (by the sidewalk).



- More time to boat launch cycle – congestion.
- Doesn't solve congestion problem.
- Senior Center had interest in running the shuttle, but it would likely take a minimum of 2 employees and the Senior Center would want it to be profitable.
- Beach users have a lot more stuff to take to the beach.
- Shuttle would be for just boat launchers; beach users would have parking at beach.
- Disabled parking was always full. CdA is adding more.
- Congestion at docks
  - Wisconsin case study – ¾ block walk to parking. (Fontana Beach)
    - 4 boats at dock
    - One-way road for cars to get their boats
    - Attendants get compensated through launch fees. They have two of them managing boat traffic, with golf cart taking people to their cars. They primarily keep things moving.
    - Honeysuckle is a free for all.
    - Charge for beach and boat launch.
    - 50 people per day at the launch.
    - Once the parking lot is full, then capacity is reached.
    - Sign at the parking lot that says how many parking spots are available.
- We need launch data – Officer Cox thinks we get up to 250 boats per day, in waves of groups.
  - Launch is getting more use than parking lot. People take their trucks back to their beach houses.
- Boat wake data (passing it out) – Shawn, they put out 75 flyers on a weekend/busier day.
- Could the launch stay where it is for Sheriff and winter users (fishermen)?
- Honeysuckle is really the only ramp open on the lake.
- Both the bay and Sportman's Access freeze in the winter easily.
- Barb – encouraging Finucane to place, "move" a lot of the families to a recreational alternative than the beach.
  - Suzie – Finucane doesn't have capacity to add more people.
    - Maybe the softball fields need to be moved too.
    - Melissa talked to Bill Greenwood – did they see beach use decrease?
      - Always people ready to backfill any availability on the beach.
      - Little kids like the splash pads. Just doesn't necessarily decrease demand on the beach.
- Beach off Hayden Lake Drive?
  - Mike – we shy away from putting sand down. "Not super keen, but if other agencies are okay with it, they would be open to considering it."
- Sandy beach in Dover; they were only allowed to put peat gravel.
- Sportsman's Access is not able to be expanded.
  - Jet boats can't go from there.
  - It freezes easily.
  - It's steep.



- Water levels are too low.
  - Andy – renovated it within the last decade. Don't know where any new parking would go.
  - Fishing is throughout the lake (not just at the south end of the lake).
- No other properties appear to be available for a boat launch. The working group, highway district, and City, all did not find properties available.
  - Would the City be interested in enlisting a real estate agent?
  - Driving further around the lake isn't ideal, because of the roads around the lake.
  - The City can't justify looking any further out, as a City amenity.
- Roger talked to KEA at the open house; he was very set against dredging the lake and negatively affecting the lake.
  - Melissa and Alan have talked to many people with very varying information about how deep and what the material is at the bottom of the lake. Further sampling is needed.
  - The Army Corp of Engineers re-built the dike road twice, maybe they have that information.
    - Shane – past working group member, couldn't find soils information.
  - Shawn – the dark color is weed beds in the bay, NOT deeper water.
  - Andy – guesstimate - \$100k + effort to evaluate soils. (He emailed later to say that he looked further into this, and it could be much cheaper.)
- Boat Launch - Two slips because there isn't more room between the two adjacent properties.
  - The boat launch would need a 25' buffer from each littoral rights yet is subject to rebuttal.
  - The City is tasked with staying away from the Richards property.
- The boat launch would not be able to operate while the water is really high.
  - Seasonal access at Honeysuckle would be key, either when there is spillage, water is low, or frozen.
  - Julie – she will check to see if a pedestrian bridge over the spillway to the dike from the parking lot would be allowed under the conservation easement. This would seasonally / conditionally allow boats to leave from the existing launch.
- Last weekend, Honeysuckle was busy as the weather was nice. Pat
- Andy – what if use new site in peak season, but have the other site for off-peak times when water level is too low, it's frozen, or flooding? People liked this idea.
- Ryan - Blackwell Island is completely shut down during certain seasons of the years and generally at night.
- Shawn - high water on Hayden is generally June 1.
  - Maybe other times of the year, too.
- Regulate the use as needed, to respond to the conditions.
- Don't use the pull through during off-peak use.
- What's the capacity of the lake?
  - Melissa has done research – looking a Minnesota – 120 spaces yet need to consider lakeside properties.
  - How many homes are on Hayden Lake?
    - All of them have boats.



- Have to count primary and secondary users; many of them have boats.
- This is an opportunity to make Hayden more exclusive.
  - By restricting boats. No overflow parking.
  - North CdA Lake has gotten “crazy.”
  - Scheduling system.
  - Attendants to manage boats; then may not need reservations.
- Andy – at peak use times, have an attendant to improve flow of which sides of the launch are incoming and which are outgoing.
- Need launch information – attendant to count them or video to watch and track; there is a camera that focuses at the launch. The video footage last 45 days and is clear.
- Information at Honeysuckle and Smith regarding how many spaces are open, if any.
  - Or a camera that shows what parking is available and/or on the lake as to how busy it is.
- Ryan – Maybe have ADA stalls, but then contract with Lime Scooter instead of the shuttle.
- Sign at Strahorn to keep parking limited/restricted.
- Ryan – public camera so people can see how busy it is.
- Other Hayden Sheriff – consider making everyone pay for parking.
  - People will park wherever to get \$20 parking (for the ticket), and park in all kinds of bad/unofficial places.
  - Other Hayden Sheriff – sign tow away zone and tow vehicles parked on the roadway. The ticket is only \$25 so people don’t care. But towing will have an impact.
- Next steps: take this information to council soon, gather more information on launching, parking, further explore costs, etc.



# Honeysuckle Beach Working Group Meeting #3

February 15, 2022

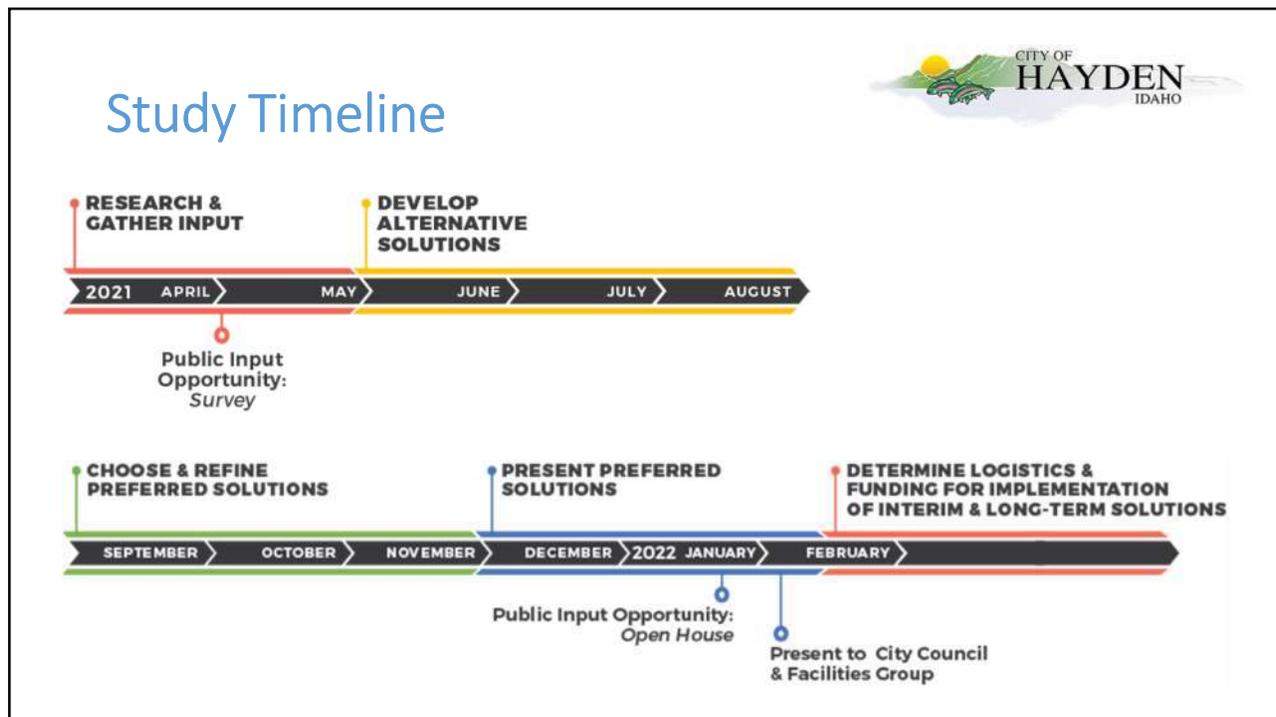
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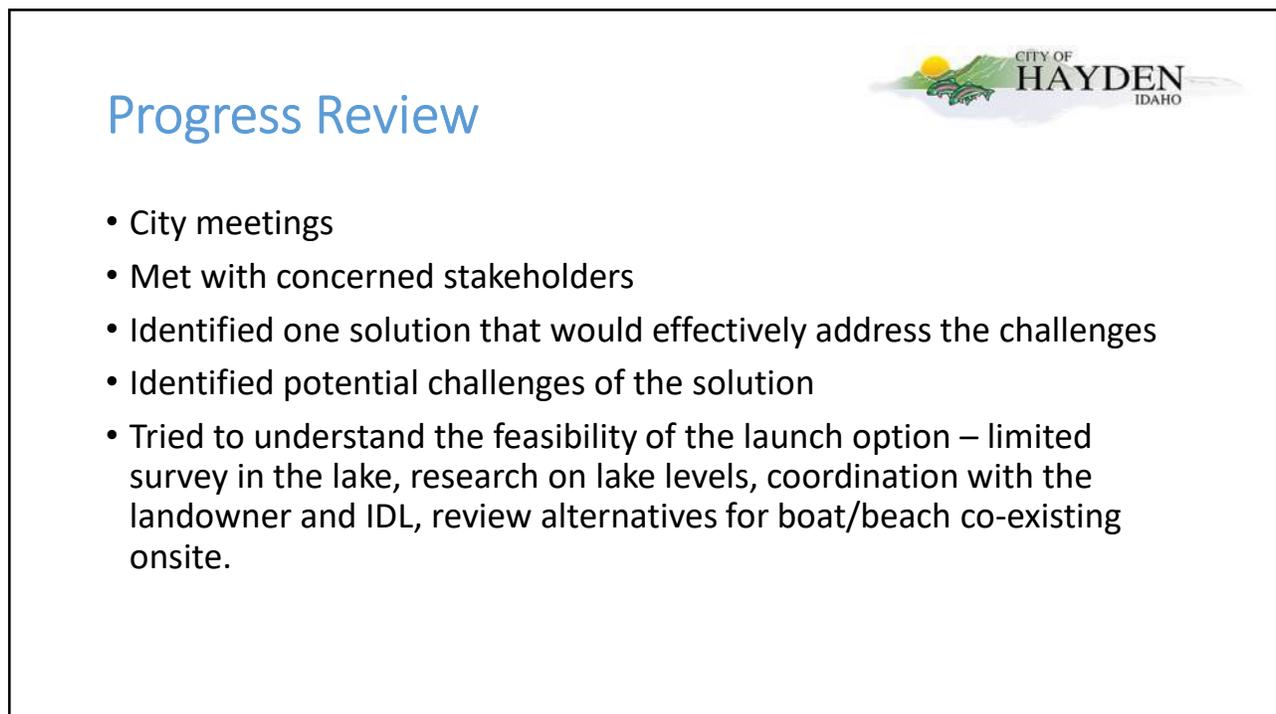
## Working Group

- **PURPOSE:** Serve in an advisory role to the City of Hayden to help identify implementable solutions to address summer challenges.
- **ROLES & RESPONSIBILITIES:**
  - Provide community insights, guidance, recommendations and feedback throughout the process.
  - Serve as a liaison between the community and the project process.
  - Participate in discussions with respect of everyone's opinions and ideas.
  - Consider all feedback and opinions in identifying solutions and next steps.

2



3



4



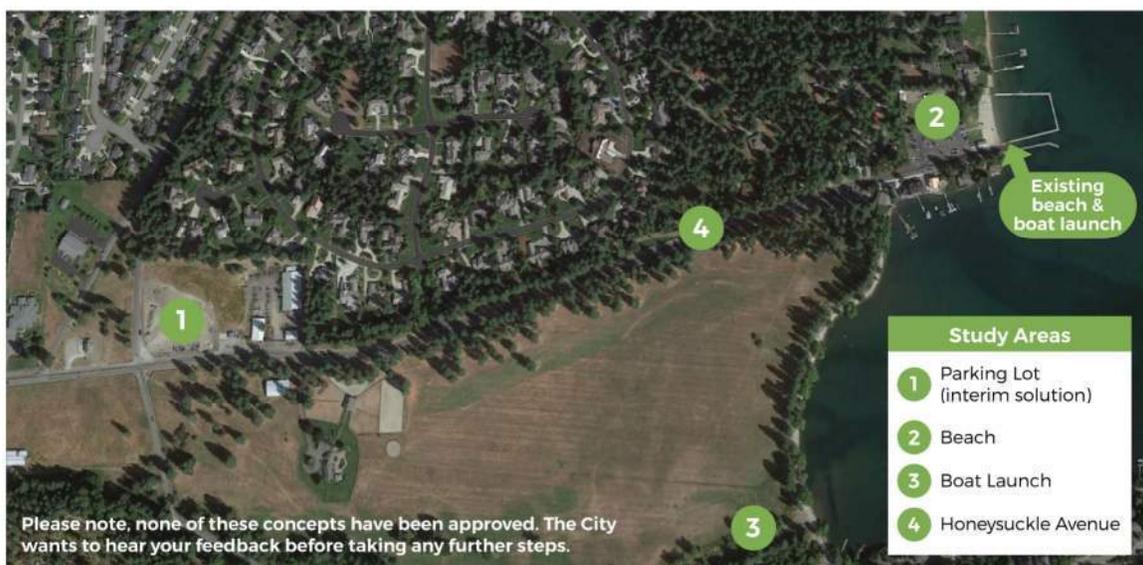
## Public Survey Feedback

From one-on-one interviews, a public survey (440 responses), and a working group, the project team identified several themes that shaped how the solutions were designed:

- Manage overcrowding.
- Organize pedestrian and vehicle flow, but don't increase lake access.
- Provide emergency service access.
- With the high demand for beach, boat launch and shared spaces, create a better, safer experience for all.
- Organize the site for safety.

5

## SOLUTION CONCEPTS



6

## SOLUTION CONCEPT: INTERIM PARKING LOT

As an interim solution for the congestion at Honeysuckle Beach and Boat Launch, the project team has identified City land northeast of Honeysuckle Drive and Smith Road intersection that could potentially be used for boat parking with a shuttle to the launch. Final approval, logistics and funding for implementation have not yet been determined.



7

## SOLUTION CONCEPT: BEACH

The project team determined that the goals of the study could not be reached with the beach and boat launch in the same location. The beach concept allows for several key improvements:

- Enhancement of the beach
- Expansion of the park space
- A pedestrian-friendly drop-off zone
- Designated sheriff/emergency parking and boat slip
- Space for a food vendor
- Kayak launch
- Parking for single vehicles adjacent to the beach
- Designated pedestrian pathways

Final approval, logistics and funding for implementation have not yet been determined.



8

# SOLUTION CONCEPT: BOAT LAUNCH



The project team determined that the goals of the study could not be reached with the beach and boat launch in the same location. The boat launch concept is proposed at the south end of the dike road along Hayden Lake Road and will

allow for similar trailer and regular parking as is at the existing site.

Final approval, logistics and funding for implementation have not yet been determined.

9

## Public Open House Feedback



From in-person and online feedback, this is the general feedback:

Beach	Boat Launch	Interim Parking Lot and Shuttle
Keep the beach and boat launch in the same location. 26	Don't like it. 75	Don't like it. 27
Don't like it. 21	Like it. 25	Like it. 51
Like it. 66	Like it, but concerned about impacts. 14	Make this permanent. 14
Move the beach somewhere else. 3	No preference stated, just concerned. 25	Concerned about logistics. 18
No comment. 39	Maybe. 5	No comment. 45
	No comment. 11	

10

## Public Open House Feedback



From in-person and online feedback, this is the general feedback:

### Location of Commenters

	Percent
Live in Hayden	32%
Kootenai County (not in Hayden)	61%
Unknown	2%
Outside Kootenai County	5%
<b>Total:</b>	<b>155</b>

11

## Public Open House Feedback



From in-person and online feedback, these are the general points:

### Shuttle Concept Design:

- Concern about vehicle maintenance, insurance, and scheduling.
- Concerns about hours and who will pay for this?
- Worried that this will allow for more people to visit.
- Majority agree that with this idea, parking should not be allowed on Honeysuckle.
- Several people like this as the permanent solution (as oppose to the boat launch concept).

12

## Public Open House Feedback



From in-person and online feedback, these are the general points:

### Beach Concept:

- Does not allow all user groups.
- Importance of Sheriff's presence.
- Favorable to separate the beach/launch.
- Concerns about where people would park (will there be enough?).
- This only benefits people going to the beach, and they do not pay.
- Potentially move to Dike Road.
- What are the impacts on fish and game?
- The biggest concern is maintaining safety at the beach.
- Don't commercialize the kayak launch.
- Williams Family (north of the beach, access thru the parking lot) often pulls a trailer that needs to be accommodated.
- Require payment for beach parking (annual pass only – no day passes).
- Some prefer larger grass area and less beach on the beach concept.

13

## Public Open House Feedback



From in-person and online feedback, these are the general points:

### Boat Launch Concept:

- Concern about no-wake zone impacts.
- Concerns about traffic congestion.
- Concerns about increased boat traffic and environmental issues (wildlife).
- The road is too narrow and will result in more congestion issues.
- Concern about price of design.
- Concerns about the lake being inaccessible for winter due to freezing.
- Concern over boats waiting in the bay to pull out.
- Concern over commercial use – float plane reservations, etc.
- The launch would no longer be at the end of a public road.
- More than 2 launch lanes for efficiency not more boats on the lake.
- Remove the launch and just use/expand Sportsman's Access.
- Reservation system for launching.
- Priority for Hayden and Hayden Lake residents.
- Increase fees for out-of-state.
- Floodwater.
- Shallow water.
- Gravelly soils where launch is proposed.
- Sight distance at approach.

14

## Public Open House Feedback



From in-person and online feedback, these are the general points:

- Honeysuckle Avenue and Smith Road Interim Solution, and Parking on Honeysuckle Avenue:**
- Increase parking cost for out of state users.
  - Tiered pricing: county (\$), state (\$\$), out of state (\$\$\$)
  - Concerns about increased congestion.
  - In support of “satellite” site for parking with no street parking.
  - In support of shuttle if it is completely covered by launch fees.
  - No on-street parking.
  - The left turn on Honeysuckle is dangerous; add a light.
  - Concerns about distance from beach.
  - Consider a roundabout.
  - Several people like the “interim solution” as the only solution.

15

## Public Open House Feedback



From in-person and online feedback, these are the general points:

- Lake Concerns:**
- Prioritize the environment – don’t harm the lake and its ecosystem.
- Other:**
- People taking a long time in the parking lots or launches while waiting to park or to launch.
  - Move remaining sports activities from Finucane Park to Croffoot Field to make Finucane Park a recreational area for families.
  - A shuttle could be located at Finucane Park, eliminating parking on Honeysuckle Avenue.
  - The lake belongs to the people, not the “residents on the lake.”
  - Need to provide parking near ramp for fisherman.
  - Add back trailer parking and charge more for parking including non-trailers.
  - Relocate beach to Conservatory Dike area.
  - Require reservations in advance to use and park at lake.
  - Keep cyclists safe on Hayden Lake Drive.

16



## Challenges

Details of all the logistics have not yet determined. Below are some of the topics that the City understands still need working on.

- Lake level/potential sediment removal (more study needed).
- Potential floodplain/wetland mitigation (need delineation and mapping).
- Stormwater treatment.
- Potential mitigations on East Hayden Lake Road.
- Understanding of no-wake zone and operation/function of the launch.
- Permitting through regulatory agencies including but not limited to Kootenai County, Idaho Department of Lands, Lakes Highway District.
- Soils in the bay.
- Bay freezes limiting winter fishing access to lake.

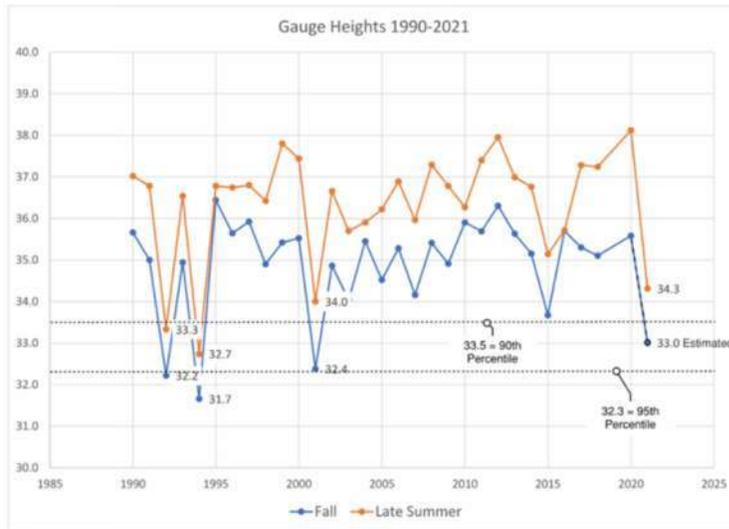
17

## Challenges - Parking

- Existing trailer parking at beach = 19/9
- Along Honeysuckle = 2600 feet = 30ish spots
- Total existing trailer spots = 49/39
- Shown interim lot = 34
- Shown on new launch concept = 40
  
- Existing vehicular parking at beach = 45/65
- Shown on beach concept = 58

18

## Challenges – Lake Levels



- Standards = low water level 3 - 4 feet below 90<sup>th</sup> percentile low water level
- Remove 2 - 4 feet of sediment in the vicinity of the ramp
- Remove 1 - 2 feet of sediment up to 200 or so feet out from shore
- Need more study

19

## Challenges – Wetlands



20

## Challenges – Floodplain



21

## Increasing Fees for Out of State

- State and federal law prohibits out of state fees greater than double in state fees.
- If went against this, could need to repay past grant funding obtained for the existing beach, parking, and boat launch.
- 36 CFR 59.4 federal register that describes the limitations.

22

## Next Steps



- Finalize report.
- Continue working with Dalton Irrigation District and County.
- Allocate funding for preliminary design.
- Chase WIF or other funding through IDPR or others for launch final design/construction.

23



Thank You!

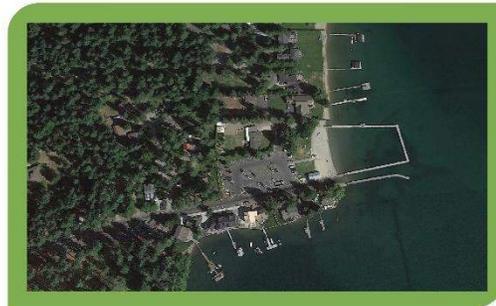
24

**APPENDIX III: Open House Materials**

**Display Boards**



# WELCOME TO THE HONEYSUCKLE BEACH & BOAT LAUNCH STUDY OPEN HOUSE!



JANUARY 2022 OPEN HOUSE

**HONEYSUCKLE BEACH & BOAT LAUNCH STUDY**



## HOW YOU CAN PARTICIPATE

### TODAY

- Tour the displays to learn about the solution concepts.
- Leave comments on the large maps.
- Ask project team members questions.
- Complete a comment card and leave it at the sign-in table.
- Share the information with family, friends, and neighbors.

### ONLINE

- Submit comments in the online form by Friday, Feb. 11, 2022: [www.cityofhaydenid.us](http://www.cityofhaydenid.us) - Latest News - Honeysuckle Beach Study (in the middle of the home page)



Scan to use online  
comment form.

JANUARY 2022 OPEN HOUSE



## CHALLENGES & GOALS

The City of Hayden has been working to identify solutions for the Honeysuckle Beach and Boat Launch challenges regarding the number of users, types of uses and functionality for pedestrians, vehicles, and boats. The engagement process has included one-on-one interviews, a public survey, working group and now this open house, as well as a project web page.

### THE GOALS OF THE PROCESS INCLUDE:

- 1** Gather feedback for the City to **understand the community's priorities and vision** for Honeysuckle, including the perspectives of different user groups.
- 2** **Identify implementable solutions** to enhance the summer experience and address key issues, including number of users, types of uses and functionality for pedestrians, vehicles and boats.
- 3** **Preserve Honeysuckle** as a City amenity into the future.

JANUARY 2022 OPEN HOUSE



## WHAT WE HEARD FROM THE PUBLIC

From one-on-one interviews, a public survey, and a working group, the project team identified several themes that shaped how the solutions were designed:

- Manage overcrowding.**
- Organize pedestrian and vehicle flow, but don't increase lake access.**
- Provide emergency service access.**
- With the high demand for beach, boat launch and shared spaces, create a better, safer experience for all.**
- Organize the site for safety.**

JANUARY 2022 OPEN HOUSE

# TIMELINE



JANUARY 2022 OPEN HOUSE

# NEXT STEPS

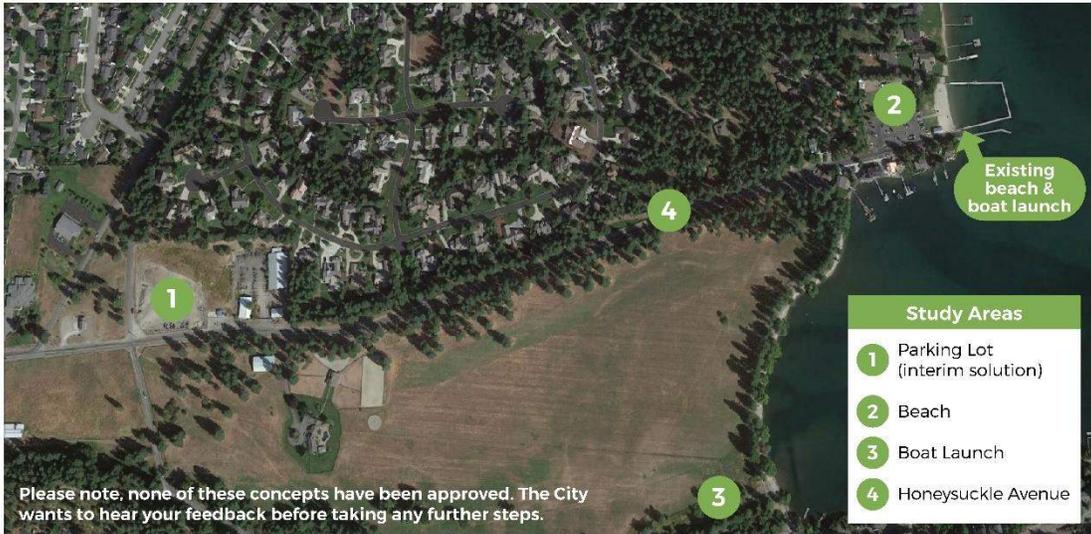
**Details of all the logistics have not yet determined. Below are some of the topics that the City understands still need working on.**

- Lake level/potential sediment removal (more study needed).
- Potential floodplain/wetland mitigation (need delineation and mapping).
- Stormwater treatment.
- Potential mitigations on East Hayden Lake Road.
- Understanding of no-wake zone and operation/function of the launch.
- Permitting through regulatory agencies including but not limited to Kootenai County, Idaho Department of Lands, Lakes Highway District.

**What thoughts do you have to address the logistical challenges?**

JANUARY 2022 OPEN HOUSE

# SOLUTION CONCEPTS



JANUARY 2022 OPEN HOUSE

# SOLUTION CONCEPT: INTERIM PARKING LOT

As an interim solution for the congestion at Honeysuckle Beach and Boat Launch, the project team has identified City land northeast of Honeysuckle Drive and Smith Road intersection that could potentially be used for boat parking with a shuttle to the launch. Final approval, logistics and funding for implementation have not yet been determined.



JANUARY 2022 OPEN HOUSE

## SOLUTION CONCEPT: BEACH

The project team determined that the goals of the study could not be reached with the beach and boat launch in the same location. The beach concept allows for several key improvements:

- Enhancement of the beach
- Expansion of the park space
- A pedestrian-friendly drop-off zone
- Designated sheriff/emergency parking and boat slip
- Space for a food vendor
- Kayak launch
- Parking for single vehicles adjacent to the beach
- Designated pedestrian pathways

Final approval, logistics and funding for implementation have not yet been determined.



JANUARY 2022 OPEN HOUSE

## SOLUTION CONCEPT: BOAT LAUNCH



The project team determined that the goals of the study could not be reached with the beach and boat launch in the same location. The boat launch concept is proposed at the south end of the dike road along Hayden Lake Road and will

allow for similar trailer and regular parking as is at the existing site.

Final approval, logistics and funding for implementation have not yet been determined.

JANUARY 2022 OPEN HOUSE

# SOLUTION CONCEPT HONEYSUCKLE AVENUE

## What are your thoughts?

1. No parking with wide shoulders for pedestrian and bicyclists.

2. No parking and separated path for pedestrians and bicyclists.

3. On-street parking on the south side with a pedestrian path/widened shoulder on the north side.

JANUARY 2022 OPEN HOUSE



## HONEYSUCKLE BEACH & BOAT LAUNCH STUDY

# OPEN HOUSE

## YOUR INPUT MATTERS!

The City of Hayden has been working to identify solutions for the Honeysuckle Beach and Boat Launch challenges regarding the number of users, types of uses and functionality for pedestrians, vehicles and boats.

The City received feedback from over 400 residents via a public survey in spring 2021 and has met with key stakeholders and user groups to understand needs and opportunities. From this input, various solutions have been drafted.



**You are invited to join us in person or online to review and provide comments on the solution concepts. Your involvement will help shape a future for Honeysuckle that reflects the community's vision. We look forward to hearing your thoughts!**

## HOW TO PARTICIPATE

### IN PERSON

Wednesday, Jan. 26, 2022

4:30 - 6:30 p.m.

City Council Chambers

8930 N. Government Way  
Hayden, Idaho 83835

### ONLINE

City Website

[www.CityofHaydenID.us](http://www.CityofHaydenID.us) -

Latest News -

Honeysuckle Beach Study

Visit after Jan. 27, 2022.

**Comment period closes Friday, Feb. 11, 2022.**



Scan to visit study webpage.



**HONEYSUCKLE BEACH & BOAT LAUNCH STUDY**

**OPEN HOUSE**

**YOUR INPUT MATTERS!**



The City of Hayden has been working to identify solutions for the Honeysuckle Beach and Boat Launch challenges regarding the number of users, types and uses and functionality for pedestrians, vehicles and boats.

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**Comment period closes Friday, Feb. 11, 2022.**

Facebook Posts



 CITY OF HAYDEN IDAHO

**HONEYSUCKLE BEACH & BOAT LAUNCH STUDY**  
**YOUR INPUT MATTERS!**

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**OPEN HOUSE**

Wednesday, Jan. 26, 2022, 4:30 - 6:30 p.m.  
City of Hayden Council Chambers

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 CITY OF HAYDEN IDAHO

**HONEYSUCKLE BEACH & BOAT LAUNCH STUDY**  
**YOUR INPUT MATTERS!**

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**REMINDER:**  
**Open House This Week!**

Wednesday, Jan. 26, 2022, 4:30 - 6:30 p.m.  
City of Hayden Council Chambers

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**HONEYSUCKLE BEACH & BOAT LAUNCH STUDY**  
**YOUR INPUT MATTERS!**

---

# **REMINDER: Open House Today!**

**Wednesday, Jan. 26, 2022, 4:30 - 6:30 p.m.**  
**City of Hayden Council Chambers**

---



**HONEYSUCKLE BEACH & BOAT LAUNCH STUDY**  
**YOUR INPUT MATTERS!**

---

# **Participate Online!**

**View the design concepts &  
submit comments by  
February 11, 2022.**

---



**HONEYSUCKLE BEACH & BOAT LAUNCH STUDY  
YOUR INPUT MATTERS!**

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**Reminder:**

View the design concepts &  
submit comments by  
February 11, 2022.

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**Appendix IV – Public Comment from Open House**

## Hayden Lake Boat Ramp Improvements

As a long-time citizen of Hayden and a life-long boating enthusiast, I feel it is my duty to speak up when I see a proposal such as this. The current renditions of the proposed beach does not allow all user groups. The shuttle lot on Honeysuckle will only add to the congestion and confusion as the City is also planning a poorly thought out roundabout project slightly west of the proposed parking lot. The new launch off Hayden Lake Road creates issues with the intersection of Upper Hayden Lake Road that I feel will result in unwanted vehicle collisions. The cost of this project alone would be extremely expensive. As the stewards of the citizens of Hayden's tax dollars, I would hope for a greater level of thought and investigation before spending a vast amount of money for very little return on investment.

As an Estimator/Project Manager in the local construction industry for the past 22 plus years, I feel that since construction costs have increased so drastically in recent months, that a more robust project could be achieved to meet the objectives. This does not feel like it is that. To which, what is the true objective?

The parking lot with the shuttle service is well-intentioned, but most likely cannot be implemented in practice. An on-going cost of a shuttle service means a vehicle, maintenance, insurance and scheduling multiple drivers. Maybe it is a gimmick to get it built then dump the service when it proves to be extremely costly. This does not even factor in the cost of construction. The City has not been able to keep the existing docks in good working order, with dock bumpers falling off for example, so how do we justify spending more money?

I think, if I am to point out the flaws in this plan, then I should also offer a solution. I feel the best solution would be to restore the boat launch parking back to the previous years layout and intended use. Increase the cost for out of state users. If out of state individuals want to reduce our recreational opportunities then they should pay accordingly. For example, Idaho Fish & Game (IDFG) sells Idaho residents a hunting license for \$20 and an Elk tag for \$20. For out of state hunters the license is \$185 and the tag is \$652. Idaho boat users spend about \$50 for annual registration and \$40 for an annual launch pass. Parking is free for visitors of the beach. Somehow one user group gets all the

parking and pays nothing. This does not appear equitable. I would keep Idaho Residents launch fee at \$5/day or \$50 for an annual pass. Out of state Residents launch fee should be \$20/day or \$200 for an annual pass. Parking for Idaho Residents should be \$5/day or \$50 for an annual pass and out of state residents parking should be \$20/day or \$200 for an annual pass. AND IT NEEDS TO BE ENFORCED! Penalties should be 50X the cost of the service as this would deter people from cheating. I can honestly say from first hand experience watching many people use the launch and not pay.

The idea of a splash pad at Finucane Park seems like it would take pressure of the beach/boat launch and off another recreational opportunity. It would be interesting how that would work if parking is at a premium there as well especially during softball tournaments. Another cost of a shuttle that is possibly not realistic. Moving the boat launch to Cofffoot Park sounds like the best idea that would put the boat launch in a better location and free up space for Finucane Park to become a family oriented park.

Thank you for the opportunity to comment and I hope careful consideration and due diligence will be applied to all City projects.

*[Faint, illegible text]*

## **Public Comment on Honeysuckle Beach Project**

### **To the City of Hayden 01-26-22**

I am adamantly opposed to this proposed boat launch and parking area. Honeysuckle Bay just recently became a no-wake zone for non-motorized activities and now you want to take that away from us!!?? Even if there were room for a boat launch, the quiet, serene experience for paddleboarders, kayakers, canoers and swimmers would be significantly diminished.

In addition, as a longtime resident of Hayden Lake Rd. it has been an ongoing battle with traffic and congestion especially during the summer months when the population around the lake explodes with summer residents. The sheriff's department is constantly being called for folks speeding and near misses of pedestrians on this narrow road. This new proposal will just make that situation worse and create safety issues.

### **As an alternative, I have the following suggestion:**

I have read through the City of Hayden's Parks Master Plan and on Page 7 (see attached) there is a reference to moving the remaining sports activities from Finucane Park to Croffoot Field. On that same page is a reference to making Finucane Park a recreational area for families.

If the above two things were done, then the city could put in a splash pad park which is very popular with families. Having raised three kids, and grandkids, in North Idaho I found the lakes and rivers, although fun, were always a safety concern to me as a mom/grandma. Fast feet and deep water could be a treacherous combination. That's why I think a splash pad park would be ideal for both kids and parents/grandparents. It could also significantly relieve the congestion of beachgoers at Honeysuckle beach. It could be like McEuen splash park in CDA.

Finucane 'Recreational' Park would have an easy and centrally located access, low operating costs and lots of parking. This could satisfy many family water activities, leaving the boat launch where it is and leaving Honeysuckle Bay for non-motorized activities.

In addition, the city's master plan calls for taking out the Honeysuckle beach parking lot which would open additional green space for beachgoers, that could potentially eliminate much of the family/swimmer interface with the boaters putting in at the launch and address safety concerns.

A shuttle for beachgoers (after they have dropped off their families and beach stuff) could be located at Finucane Park. The gravel pit parking area could then be used for boat trailers instead of cars, eliminating parking on Honeysuckle Ave. This suggestion could be implemented much sooner than the proposed moving of the boat launch, eliminate the beach congestion and get boat trailers off Honeysuckle Ave. This solution provides more green space for beachgoers, a new family water activities recreational splash pad park and eliminates safety concerns.

---

**Subject: The Honeysuckle Beach and Boat Launch Project**

To Whom It May Concern,

It is difficult to understand that there is any consideration for this project, as described, that would increase the amount of boats on Hayden Lake. I do not know of any lake resident that does **not** have concerns about the environmental issues that have increased because of increased use of the lake in the last many years. The many other issues articulated in this publication would be more than enough to veto this idea.

I see this beautiful lake being compromised in so many ways and I encourage The Hayden Lake Watershed Association and others influences to take no further action on this proposal.

Date: Wed, Jan 26, 2022 12:44 pm

Attachments: ninja-forms-submission.csv (490)

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We strongly oppose the building of a new boat ramp & vehicle parking area adjacent to South Hayden Lake road near the current outflow. We agree with the HLWA observations and concerns and the potential problems that would be created associated with the building of this new ramp.

Date: Wed, Jan 26, 2022 12:38 pm

Attachments: ninja-forms-submission.csv (805)

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We have read the proposed changes for the public beach and boat launch on the west side of Hayden Lake. We would like to express our gravest concerns regarding the potential and likely ramifications of the proposed changes as it threatens both safety and environmental impact on this area. The ingress and egress on East Hayden Lake road is already congested and the proposal would greatly amplify this which will interfere with access for emergency vehicles to residents east of this area. The environmental impact to both the aquifer and wildlife far out way the cities needs.

## **Regarding the Proposed Relocation of the Honeysuckle Beach Boat Launch**

The proposed parking lot along E Hayden Lake Rd appears to cover Feller Ditch which was constructed as a flood water infiltration gallery. It is designated as a wetland that is the first line of defense against flooding.

The proposed parking lot will also add additional congestion to an area of E Hayden Lake Rd which is already difficult to get through in the summer months. As a south shore year-round resident, I am concerned that emergency vehicles trying to get to the south and east side of the lake would be further hampered by traffic snarls exacerbated by ingress and egress at the parking lot. For residents that could be suffering a critical medical emergency or trying to flee from a wildfire on the lake's east side the traffic gridlock could be deadly.

## Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

### Beach Concept

nice idea for just a beach  
sheriff's presence important

### Relocated Boat Launch Concept

good idea, bad idea to move  
to Hayden Lake Rd - too narrow  
what about run off, overflow

### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

how about ~~permanent~~ parking  
permenent

### Honeysuckle Avenue Options

no on street parking

### Additional Comments

keep working on ideas w/  
the community input

Submit comments: 1) Deliver to City Hall or  
2) Complete an online comment form on the study webpage,  
[www.cityofhaydenid.us](http://www.cityofhaydenid.us) - Latest News - Honeysuckle Beach Study (middle of the  
City homepage).

Comment period closes Friday, Feb. 11, 2022.





## Comment Card

Name: \_\_\_\_\_ Email: \_\_\_\_\_ Address: \_\_\_\_\_

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

### Beach Concept

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### Relocated Boat Launch Concept

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### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

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### Honeysuckle Avenue Options

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### Additional Comments *Temporary Shuttle*

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[www.cityofhaydenid.us](http://www.cityofhaydenid.us) – Latest News – Honeysuckle Beach Study (middle of the  
City homepage).

**Comment period closes Friday, Feb. 11, 2022.**



## Comment Card

N

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts.

### Beach Concept

Viable option. Proceed.

### Relocated Boat Launch Concept

Viable Option - Proceed.  
Haters be damned!

### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

It's better than nothing. Proceed. Just need  
to figure out the shuttle deal - that's a long  
walk for geriatrics.

### Honeysuckle Avenue Options

### Additional Comments

I like the thought and effort  
you've put into this. Great work!

Submit comments: 1) Deliver to City Hall or  
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[www.cityofhayderid.us](http://www.cityofhayderid.us) - Latest News - Honeysuckle Beach Study (middle of the  
City homepage).

Comment period closes Friday, Feb. 11, 2022.



Scan to submit  
comments online.

## Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts.

**Beach Concept** FAVOR CONCEPT OF SEPARATE  
BEACH FROM BOAT LAUNCH.

**Relocated Boat Launch Concept**

IN FAVOR

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**

IN FAVOR

**Honeysuckle Avenue Options**

**Additional Comments** THE LAKE BELONGS TO THE PEOPLE  
NOT THE OWNERS AROUND THE LAKE.

Submit comments: 1) Deliver to City Hall or  
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[www.cityofhaydenid.us](http://www.cityofhaydenid.us) - Latest News - Honeysuckle Beach Study (middle of the  
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Comment period closes Friday, Feb. 11, 2022.



## Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

### Beach Concept

Favor the concept to separate beach / launch

### Relocated Boat Launch Concept

Favor relocation: Would like to see signage to stay to Right like driving to encourage flow @ dock/ramp.

### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

Favor "satellite" site for overflow w/ shuttle. No street parking on upper or lower lake roads.

### Honeysuckle Avenue Options

Prefer walkway, separated walk + bike w/ some street parking only WITH separate boat ramp + parking

### Additional Comments

Lake residents do not "OWN" the lake. Their desire to eliminate the lakes usage is repulsive, selfish, elitist and unamerican. Favor of some kind could be given to Idaho residents, but nothing more restrictive than that.

Submit comments: 1) Deliver to City Hall or  
 2) Complete an online comment form on the study webpage,  
[www.cityofhaydenid.us](http://www.cityofhaydenid.us) - Latest News - Honeysuckle Beach Study (middle of the City homepage).

**Comment period closes Friday, Feb. 11, 2022.**



Scan to submit comments online.



# Comment Card



Name: Beach Concept Email: Please, tell us what you think about the Hon

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### Relocated Boat Launch Concept

I am an avid boater who rides the lake road 2-3x/week. Relocating the boat launch where proposed would create a very dangerous stretch of road from the cut-off

### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

to the new boat launch. This road is too narrow to handle all the traffic, trailers, etc. to maintain a

### Honeysuckle Avenue Options

Safe shared road w/ bikers.

### Additional Comments

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Submit comments: 1) Deliver to City Hall or  
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[www.cityofhaydenid.us](http://www.cityofhaydenid.us) - Latest News - Honeysuckle Beach Study (middle of the City homepage).

Comment period closes Friday, Feb. 11, 2022.



Scan to submit comments online.



Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

**Beach Concept** SEPARATING THE BEACH & LAUNCH IS A  
GOOD IDEA. HAVING THE SHERIFF'S PRESENCE  
THERE IS A GOOD IDEA AS WELL.

**Relocated Boat Launch Concept** VERY NARROW ROAD - S LAYDOWN  
LAKE RD. & ALSO A RUN-OFF AREA.  
ACCESS FROM LAUNCH TO BEACH FOR WALKERS?  
WHAT ABOUT THE GULLY?

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**  
HOW DO YOU IMPLEMENT A SHUTTLE? HOW  
DO YOU SET HOURS & PAY FOR THIS?

**Honeysuckle Avenue Options**  
NO BOAT PARKING / TRAILER PARKING ON  
HONEYSUCKLE. LAKE FOR WALKING & BIKING.

**Additional Comments**  
THANKS FOR THE OPEN HOUSE & OPPORTUNITY  
TO COMMENT. KEEP WORKING AT IT.

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[www.cityofhaydenid.us](http://www.cityofhaydenid.us) - Latest News - Honeysuckle Beach Study (middle of the  
City homepage).

**Comment period closes Friday, Feb. 11, 2022.**



Scan to submit  
comments online.

## Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

**Beach Concept** Like the idea of elimination  
the boat launch. And eliminate  
boat launch parking along honeysuckle if  
the launch is not moved. Like the sheriff's  
Launch there!

**Relocated Boat Launch Concept**  
Is there a better place - road is  
too narrow + the area is currently  
a runoff area, it's a ditch

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**  
Too much congestion in the area. Limit  
access + traffic.

**Honeysuckle Avenue Options**  
don't allow parking on the street!  
if the lot is full, no more trailers parked  
on the street

**Additional Comments**  
The money for this project could probably  
be better used. People will walk on the  
dike road to get from one area to the other.

Submit comments; 1) Deliver to City Hall or  
2) Complete an online comment form on the study webpage,  
[www.cityofhaydenid.us](http://www.cityofhaydenid.us) - Latest News - Honeysuckle Beach Study (middle of the  
City homepage).

**Comment period closes Friday, Feb. 11, 2022.**



Scan to submit  
comments online.



## Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

### Beach concept

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### Relocated Boat Launch Concept

Any boat ramp shall have a bumper stop at end to protect against running off. Dredging MIN 6'

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### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

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### Honeysuckle Avenue Options

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### Additional Comments

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Submit comments: 1) Deliver to City Hall or  
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## Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study <sup>Hayden</sup> concept

### Beach Concept

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### Relocated Boat Launch Concept

Not in favor. The boat launch in that area which is a <sup>large</sup> protected no wake zone would not work. No way boats would be coming in

### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

I believe this is a dangerous proposal. The amount of traffic along with bike traffic would not work. Traffic study needs to be performed

### Honeysuckle Avenue Options

Should consider expansion options on the gravel pit area on Honeysuckle

### Additional Comments

in compliance w/ No Wake zone since the zone starts at the mouth of the bay

Submit comments: 1) Deliver to City Hall or  
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### Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

#### Beach Concept

Blank lined area for handwritten comments under the Beach Concept section.

#### Relocated Boat Launch Concept

Concerned  $\bar{c}$  congestion along Hayden Lake Rd which is the only outlet for all the homes on S. side of lake.

#### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

INGRESS  $\leftrightarrow$  EGRESS SEEMS TIGHT FOR BOAT TRAILERS.

#### Honeysuckle Avenue Options IF PARKING IS APPROVED

IN IMPROVED AREAS WILL PARKING BE PROHIBITED ALONG HONEYSUCKLE? IT SHOULD BE PROHIBITED.

#### Additional Comments

IT LOOKS LIKE THERE ARE 64 BOAT TRAILER SPOTS PROPOSED. HOW MANY ARE THERE NOW, including the spots people use along Honeysuckle? Should be equal or about equal.

Submit comments by delivering this card to the City of Hayden, 1000 Hayden Blvd, Hayden, ID 83401.

2) Complete an online comment form on the study webpage, [www.cityofhaydenid.us](http://www.cityofhaydenid.us) - Latest News - Honeysuckle Beach Study (middle of the City homepage).

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### Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

**Beach Concept** Nope! Parking would be a problem. more beach means more people/cars. where would they park?

**Relocated Boat Launch Concept** Hard No. The road that leads around the lake is too narrow/windy. where do the trailers park. Not thought out well enough

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**  
out of state users should be charged for parking use - which would enhance income for maintenance

**Honeysuckle Avenue Options**  
The left turn from Honeysuckle onto the road to the lake is extremely dangerous - needs to be discussed re: adding a light

**Additional Comments**  
Day use fees for out of state users

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Comments

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

Beach Concept Has The City Planners considered The considerable impact to Lake Bed, aquifer etc? Cost?!?!?

Relocated Boat Launch Concept NO NOT IN FAVOR

DONT LET HAYDEN LAKE GET SWAMPED!

Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

TRYING TO SHOULDER IN TOO MANY THINGS. PUT UP A KIOSK FOR BEACH ACCESS - LIMIT TO CAPACITY

Honeysuckle Avenue Options HAYDEN NEEDS TO STOP BENDING OVER BACKWARDS TO ACCOMMODATE GROWTH.

- LIMIT ACCESS
- FEES FOR BOAT USE - INCREMENTAL TO CITY (\$50)

Additional Comments County (\$), STATE (\$5) OUT-OF-STATE (\$555)

This is a treasure for HAYDEN. Keep it that way! Day USE FEES FOR NON RESIDENTS

Submit comments: 1) Deliver to City Hall or 2) Complete an online comment form on the study webpage. www.cityofhaydenid.us - Latest News - Honeysuckle Beach Study (middle of the City homepage). Comment period closes Friday, Feb. 11, 2022. Scan to submit comments online.

## Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

### Beach Concept

Poorly designed + shuts down boating. Only people going to beach are rewarded even though they pay nothing for parking, registration, etc.

### Relocated Boat Launch Concept

Too Expensive and detrimental to the environment. Over burdens E. Hayden Lake Rd.

### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

NOT a good idea as a shuttle service is an on-going cost w/ little return on investment.

### Honeysuckle Avenue Options

"Preserve Honeysuckle as a City amenity into the future."

**Additional Comments** Charge NON RESIDENTS MUCH, MUCH MORE! NON-BOATING ENGINEERS AND COUNCIL MEMBERS SHOULD RECUSE THEMSELVES SINCE THEIR LACK OF KNOWLEDGE ADDS NOTHING TO THE PROBLEM SOLVING.

Submit comments: 1) Deliver to City Hall or  
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## Comment Card

**Beach Concept**

would be easier to move  
beach to Dyke Rd.

**Relocated Boat Launch Concept**

~~Relocate to~~ Much  
easier to move swimming area to  
this location, won't require dredging

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**

Should be done regardless of other  
changes to help with overflow.

**Honeysuckle Avenue Options**

**Additional Comments**

It is a City Park Charge more for  
non Hayden residents. Trailer and non trailer should  
both pay. Offer discount to city people for season  
pass and have attendant to manage traffic.

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# Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts: <sup>Hayden Lake</sup>

**Beach Concept** The concept is nice but it opens <sup>up</sup> to a lot more users which will create more issues during the busy weekends.

**Relocated Boat Launch Concept** I question the ability to build this launch due to dredging the bay & maintaining the new channels. How do we maintain access with ice?

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**  
I like the addit parking in the gravel pit. Why is it an interim solution? Batters already park haphazardly in this area on busy days.

**Honeysuckle Avenue Options**

**Additional Comments**  
Need to provide some parking near ramp for winter fisherman.  
see back

Submit comments: 1) Deliver to City Hall or  
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While it may be nice to separate the boat ramp from beach users, it seems that it just caused more disruption to lake residents. Currently there are the 10 or so residences at honeysuckle beach who deal w/ traffic & noise from the ramp & beach. To create a new ramp off east lake shore drive causes a traffic burden on another road & noise / traffic impacts to the numerous houses along the south shore of honeysuckle bay.

### Comment Card

Beach and Boat Launch Study <sup>Hayden</sup> concepts:

**Beach Concept**

~~Close off beach area~~ it is now.

All you are doing is inviting more traffic from non Hayden residents.

**Relocated Boat Launch Concept**

NO Too much money to relocate. Again - you are catering to non residents of Hayden at our expense

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**

If you build a new boat launch, sounds like a better solution, keeps traffic away from beach area. Safety first.

**Honeysuckle Avenue Options**

**Additional Comments**

Too much money to relocate. Close the existing ramp now. Safety. All you are doing is bringing more outside Hayden residents in. Will be too many on lake.

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### Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

**Beach Concept** Close the boat ramp,  
We have outgrown the area

**Relocated Boat Launch Concept**  
To either upper hyd LR road  
or ~~Fishermans~~ off Lancaster  
sportsmans landing

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**  
better than having trailers  
at beach area

**Honeysuckle Avenue Options**

**Additional Comments** The safety of the  
beach goes + Kayakers need to  
be addressed in the decision  
that is made. PLEASE

Submit comments: 1) Deliver to City Hall or  
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 comments online.

# Comment Card

Name: \_\_\_\_\_ Email: \_\_\_\_\_ Address: \_\_\_\_\_

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

**Beach Concept** I STRONGLY ENDORSE THE CONCEPT! MUCH SAFER AND FEATURES A TRUE ASSET FOR/OF THE COMMUNITY. MUST SEPERATE THE BOAT LAUNCH FROM THE BEACH.

**Relocated Boat Launch Concept** I LIKEWISE STRONGLY ENDORSE THE RELOCATION OF THE BOAT LAUNCH FOR REASONS STATED ABOVE. IN ADDITION, MUST GET THE PARKING OFF OF HONEYSUCKLE.

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)** NEED TO FULLY CONSIDER LEAVING SPORTSMAN PARK - LOWER COST

**Honeysuckle Avenue Options** NEGATIVE ON THIS ~~CONCEPT TO ACHIEVE~~ - IT ONLY SERVES TO INCREASE THE BOAT LAUNCH ACTIVITY (WHICH IS THE ROOT ISSUE) AND QUESTION THE VIABILITY OF THE SHUTTLE - 7 DAYS A WEEK FOR 4 HRS/DAY?

**Additional Comments** TAKE WARNING ON THIS ~~CONCEPT~~ OPTION. WHILE IT ACHIEVES THE OBJECTIVE OF RELOCATING THE LAUNCH - I FEAR WE WILL ONLY FURTHER INCREASE THE VOLUME OF BOAT LAUNCHES. SPORTSMAN PARK !!

AS STATED ABOVE, WE MUST SEPERATE THE BOAT LAUNCH FROM THE BEACH. ALSO, I SEE THIS AS AN ISSUE OF "DEMAND EXCEEDING CAPACITY" AND UNLESS THE DEMAND IS ADDRESSED THE SOLUTIONS WILL ~~BE~~ INCREASE DEMAND OF STORAGE.

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\*\* (OVER) \*\*

ADDITIONAL COMMENTS CONTINUED.

WE MUST ADDRESS the demand/usage/pollution  
~~AT STATE LEVEL~~  
OF BOAT LAUNCHES AS WELL AS ADDING CAPACITY.

IF WE DO NOT ALSO implement policies or  
approaches to limit the number of BOATS  
WE WILL AT BEST HAVE spent money for a  
VERY TEMPORARY SOLUTION.

### POTENTIAL ACTIONS TO TAKE

- ① REVISE THE BOAT LAUNCH ~~PERMIT~~ PERMIT  
PROCESS AND ESTABLISH A LIMIT ON THE NUMBER  
OF PERMITS ISSUED. PRIORITY TO HAYDEN, THE HAYDEN  
LAKE RESIDENTS FOLLOWED BY OTHER IDAHO COMMUNITIES  
OUT OF STATE LAST IN LINE.
- ② LIMIT THE NUMBER OF BOAT LAUNCHES PER  
DAY - RESERVE YOUR LAUNCH TIME JUST AS  
TEE TIMES ARE RESERVED!
- ③ INCREASE THE COSTS TO NON-RESIDENTS OF  
HAYDEN - IF THE STATE LIMITS WHAT WE CAN  
CHARGE FOR BOATS GOING INTO THE LAKE,  
CHARGE HIGHER FEES FOR THE PERMIT OR  
THE PARKING LOT! I WOULD DOUBT THE STATE  
HAS CONTROL OVER HOW WE USE OUR LAND!
- ④ MUST FULLY EXPLORE LEVERAGING OF  
SPORTSMAN PARK IN ORDER TO HAVE A FULL  
ANALYSIS
- ⑤ I DO NOT UNDERSTAND WHY RESIDENTS OF HAYDEN  
SHOULD BE PAYING TAXES TO ENABLE OUT OF STATE  
BOATERS! I WOULD LIKE THE SOLUTION TO ACCOMMODATE  
HAYDEN HAYDEN AREA RESIDENTS - BUT CLOSE THE RAMP IF

who have control over the ramp to control usage



# Comment Card

Name: \_\_\_\_\_ Email: \_\_\_\_\_ Address: \_\_\_\_\_

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

### Beach Concept

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### Relocated Boat Launch Concept

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### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

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### Honeysuckle Avenue Options

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### Additional Comments

keep all as is and charge higher fees and give discount to city residents. Keep fees at sportsmans the same (so its cheaper)

Submit comments: 1) Deliver to City Hall or  
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## Comment Card

*[Faint, illegible handwriting]*

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### Relocated Boat Launch Concept

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### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

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### Honeysuckle Avenue Options

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### Additional Comments

*Add back trailer parking  
and charge more for parking including  
non trailers*

Submit comments: 1) Deliver to City Hall or  
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comments online.

## Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

**Beach Concept** LOVE EXPANDING BEACH USE FOR FAMILIES. CONSIDER  
A FEE (NOMINAL) FOR ALL USERS.

**Relocated Boat Launch Concept**

NICE IDEA IF ROADS CAN HANDLE IT AND BOAT NUMBERS  
ARE NOT INCREASED

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**

GOOD AS AN INTERIM SOLUTION. IF IT STAYS W/ A NEW  
LAUNCH OUT IN, THAT WOULD BE TOO MANY ADDITIONAL  
BOATS

**Honeysuckle Avenue Options**

PREFER NO PARKING ON HONEYSUCKLE

**Additional Comments**

PLEASE MAKE IT SAFER FOR FAMILIES AT THE BEACH  
AND ON THE LAKE BY REDUCING BOAT NUMBERS OR  
KEEPING THEM THE SAME

Submit comments: 1) Deliver to City Hall or  
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# Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts: 40

### Beach Concept

I like it, minimum traffic near Beach.

### Relocated Boat Launch Concept

Fine, but need strict enforcement of speed in Honeysuckle Bay. A Boat lane is ideal!

### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

Good, keep traffic low

### Honeysuckle Avenue Options

### Additional Comments

The boat launch and No walk in Honeysuckle need to be strictly enforced Great Job!

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### Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

#### Beach Concept

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#### Relocated Boat Launch Concept

Very tight turns for parking access from Hayden Lake Rd. - Very little boat staging. Emergency & local traffic - safety issue

#### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

Long way from beach. - Shuttle?

#### Honeysuckle Avenue Options

Walking path away from road would be helpful. - Shuttle for beach goers - good parking

#### Additional Comments

Dredging & environmental concerns plus impact on housing - Serious traffic concerns.

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## Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

### Beach Concept

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### Relocated Boat Launch Concept

Dredging & Dike driving may damage LAKE BED AND exacerbate drainage into the Aquifer.

### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

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### Honeysuckle Avenue Options

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### Additional Comments

HAYDEN ALREADY HAS dangerous levels of boat traffic the last thing we need is to encourage MORE boats on the lake.

Submit comments: 1) Deliver to City Hall or  
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### Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

**Beach Concept**

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**Relocated Boat Launch Concept**

*This would move Boat Traffic  
Away from Families & Beach -  
Not Enough Water at this Site*

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**

*Yes - only option  
is to improve Remote Parking  
Honeysuckle Avenue Options with Shuttle / Trolley*

**Additional Comments**

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 comments online.

# Comment Card

Name: \_\_\_\_\_ C.A.

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

### Beach Concept

Fine if you have a boat ramp + trailer parking solution  
→ over →

**Relocated Boat Launch Concept** Hayden Lake Rd is too narrow + windy to be well suited for more trailer traffic.  
- Where does the water go that currently fills the ditches where you are planning on paving?

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**  
- Should be a permanent solution that uses the entire property. Shuttle bus is not needed

**Honeysuckle Avenue Options**  
- Status Quo is Fine

**Additional Comments** I would like to know what law-state or Federal-limits the amount that can be charged to non-residents. Please contact me with that info.

Submit comments: 1) Deliver to City Hall or  
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→ I would like info on impact of dredging sediment + boat ramp construction on fish + spawning habitat.

## Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

### Beach Concept

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### Relocated Boat Launch Concept

This Concept would make the lake inaccessible for long in winter vs the current location due to freezing. (those of us that fish the lake care about that)

### ~~Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)~~

\* Please don't eliminate boat parking again. It wasn't right or fair to those of us who purchase launch passes prior to that happening. A refund would be nice.

### Honeysuckle Avenue Options

**Additional Comments** Have the land owners to the west of the dike been approached to purchase land along the dike and/or @ the dike + honeysuckle Ave. for parking or more Kayak/Paddle board access? Can beach be moved here?

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# Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

**Beach Concept** WITH THE EXPANDED CONCEPT OF THE ADDITIONAL PARKING LOT, I BELIEVE THE BOAT LAUNCH SHOULD STAY AT HONEYSUCKLE BEACH.

I RECOMMEND THIS CONCEPT BE DISCARDED.

**Relocated Boat Launch Concept.** THIS CONCEPT JUST DISPLACES THE CONGESTION FROM HONEYSUCKLE TO E. HAYDEN LAKE RD. THE ENTRANCE IS PROPOSED TO BE ON A TIGHT CORNER THAT ALREADY IS TRAFFIC ISSUES, DREDGING THE BAY IS REQUIRED THAT WILL (COVER)

**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**  
THIS CONCEPT HAS MERIT TO ALLEVIATE SOME CONGESTION AT HONEYSUCKLE BEACH. BOATS CAN STILL LAUNCH AT THE BEACH AS IS AND SHUTTLE TO FROM THE PARKING LOT

**Honeysuckle Avenue Options**

**Additional Comments** I EXPECTED A SIT DOWN PRESENTATION AT THIS MEETING, NOT A FREE FOR ALL WITH ATTENDEES WALKING AROUND LOOKING AT POSTERS. THE MEETING COULD HAVE BEEN MORE EFFECTIVE 2) HANDLED WITH PRESENTATIONS

Submit comments: 1) Deliver to City Hall or  
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ADD SEDIMENT TO THE LAKE. THE LAKE OUTFLOW IS NOT  
ADDRESSED IN THIS PROPOSAL. THE PARKING LOT FOR THE  
BOAT LAUNCH WILL COVER THE EXISTING OUTFLOW.  
AS A HOMEOWNER ON E HAYDEN LAKE ROAD,  
I REJECT THIS BOAT RAMP CONCEPT.

How Bout Larger Spaces for info!

HONEYSUCKLE BEACH & BOAT LAUNCH STUDY



Comment Card

Please, tell us what you think about the Honeysuckle

h o pt

Relocated Boat Launch Concept

Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

Honeysuckle Avenue Options

Will road be widened?  
Traffic is going to be a mess! Will be backed up at intersection. Noise will be an issue. "PARTYING" other

Additional Comments

HOURS, TRASH... How will upper Hayden Lk Rd. traffic get across intersection to lower Hayden Lk Rd. with boats blocking "RESIDENTS"??

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# Community Board

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

## Beach Concept

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## Relocated Boat Launch Concept

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## Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

This is a great interim solution. I don't like the idea of paying for shuttle unless it's fully covered by launch fees.

## Honeysuckle Avenue Options

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## Additional Comments

Try to relocate beach to Conservatory Dike Area to get it away from boat launch area. Increase fees substantially for non-local residents.

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## Comment Card

Name: \_\_\_\_\_ Email: \_\_\_\_\_ Address: \_\_\_\_\_

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

### Beach Concept

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### Relocated Boat Launch Concept

WE DONT NEED A NEW BOAT LAUNCH  
JUST A LOT MORE PARKING

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### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

VERY GOOD IDEA

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### Honeysuckle Avenue Options

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### Additional Comments

SUGGEST HAVING RESERVATIONS

THE LAKE IS AT RISK DONT NEED MORE CONCRETE

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Submit comments: 1) Deliver to City Hall or  
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Scan to submit  
comments online.



### Comment Card

Name: \_\_\_\_\_ Email: \_\_\_\_\_ Address: \_\_\_\_\_

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

#### Beach Concept

Great

#### Relocated Boat Launch Concept

Horrible! Terrible! New Boat Launch is environmentally + neighborhood unfriendly!

#### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

Great

#### Honeysuckle Avenue Options

Also Finucane Park Shuttle

#### Additional Comments

DO NOT DREDGE OR DISTURB THE OVERFLOW DIKE! ~~IT~~ IT'S HORRIBLE!

Submit comments: 1) Deliver to City Hall or  
 2) Complete an online comment form on the study webpage.  
[www.cityofhaydenid.us](http://www.cityofhaydenid.us) - Latest News - Honeysuckle Beach Study (middle of the City homepage).

**Comment period closes Friday, Feb. 11, 2022.**



Scan to submit comments online.



# Comment Card

Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

## Beach Concept

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Relocated Boat Launch Concept

*BAD IDEA*

*see attached comment & suggestions*

## Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Honeysuckle Avenue Options

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Additional Comments

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\_\_\_\_\_  
\_\_\_\_\_

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## Ramp at spillway

- Traffic will destroy the ~~spill~~ water
- <sup>real</sup> Enforcement of no work (4")  
not practical
- Environmental concerns raised  
are real

## What about this plan

- Existing lot for beach only  
<sup>with ~~space~~ on boat launch</sup>
- Pave the dike for overflow  
beach parking
- Widen Honorable pavent  
for 11 parking for trailers
- Overflow parking at gravel pit
- Shuttle to service 11  
parking to overflow  
(include that in bank fee)

We strongly oppose the proposal to construct a boat launch facility on the Dalton Irrigation District property on Hayden Lake Road over the canal. We recommend that the city create a permanent overflow parking area for boat trailers at the city gravel pit. Additional parking could also be created in the triangle of land between Honeysuckle Avenue, North Strahorn Road and Smith Road. This option would get boat trailer parking off Honeysuckle Avenue and expand the number of trailers that could park there. The city could then reserve parking on Honeysuckle Avenue for vehicle use only and create a safe walkway for pedestrians to use from their vehicles to the beach. A shuttle service could be provided from the trailer parking for pedestrian safety. As an alternative, the parking lot west of the boat launch could be reconfigured to allow trailer parking. That facility is not addressed in the presentation on the City of Hayden website nor in the Welch- Comer You Tube presentation.

We are year-round residents of our sole Real Property and principal residence at 1951 E. Upper Hayden Lake Road, which is directly across from proposed Hayden Lake Road boat launch facility on Dalton Irrigation District property. Our location is the gateway to Hayden Lake as it is the first dwelling encountered after turning off Honeysuckle Avenue. One of the primary reasons we chose this location was because it was isolated from immediate encroachment to the north due to the Dalton Irrigation District canal and the Wetlands on the Richards family property; thus, ensuring privacy and personal security. The construction of a boat launch facility and associated parking, restrooms, and pump house removes those aspects of the desirability of our property and would significantly reduce the value of our home. In view of these facts, should the proposal for the Hayden Lake Road boat launch facility go forward, any funding requirement should include compensation for our loss.

We are extremely concerned about noise abatement from the proposed boat launch at the Dalton Irrigation District canal site. Trespassers on Dalton Irrigation District's property have been observed to meet in the wooded area and the noise is transmitted up to our property and can be extremely disturbing at times. Having a public boat launch at that site would enormously increase the noise generated by the users of the facility and significantly exacerbate the disturbance of the peace in the surrounding neighborhood. Consideration must be given to planning for the construction of some sort of noise abatement system so that our normally quiet neighborhood would not be disturbed by the placement of the boat launch in the proposed Hayden Lake Road location over the Dalton Irrigation District canal.

Construction of the boat launch at the Dalton Irrigation District property would greatly increase traffic on Hayden Lake Road. There are no shoulders on that roadway and any vehicle accident would halt ingress and egress from all the homes and businesses east of the junction of Hayden Lake Road and East Upper Hayden Lake Road. The proposed parking lot will also add additional congestion to an area of E. Hayden Lake Road, which is already difficult to get through in the summer months. The problems will be magnified if excess boat trailer parking is allowed on the roadway. We are concerned that emergency vehicles trying to get to the east side of the lake would be further hampered by traffic snarls exacerbated by ingress and egress at the parking lot. For residents that could be trying to flee from a wildfire on the lake's east side the traffic gridlock could be deadly.

We are also concerned that by paving this area they will eliminate a vital flood control outlet. Many can recall when the whole conservation area was covered several feet deep with overflow water. Remediation will be costly, maybe impossible.

All information provided to date indicates that the cost of this project has not been ascertained. In developing the costs, consideration must be given to the Environmental impacts of disturbing the Wetlands. The Environmental Protection Agency should be contacted to ensure that site disturbances do not impact the habitat of any endangered species. There is a significant deer population in this area and paving over some of their remaining habitat will only increase their encroachment on the surrounding properties and increase the potential possibility of the deer becoming a roadway hazard.

Honeysuckle Bay has recently been designated as a no wake zone for the enjoyment of non-motorized sports such as kayaking, canoeing, paddle boarding and swimming. If a new boat launch were to be installed in the bay it would greatly diminish the tranquil experience for those wishing to participate in these non-motorized activities. The city and some of the participants say they are committed to keeping as much of the Bay no wake as is possible. We are skeptical that this can be achieved without buoy channels and strict enforcement.

Because of the shallow nature of the Bay at the dike, dredging would have to be done to allow for bigger boats. There is speculation that driving piers and dredging the porous and fragile lake bottom at this location could increase the leakage from the lake into the aquifer, many of us are not convinced that the dramatic lower lake water levels last summer were due only to lower snowpack, higher temperatures and increased irrigation draws. An increase in the water flowing into the aquifer is a possibility that should be taken seriously while further study is done. Any action that could increase the current leakage should be undertaken with extreme caution and detailed study.

The Dalton Irrigation District property where the proposed launch facility under consideration is in Kootenai County, not the City of Hayden. Any illegal activity taking place at the proposed Dalton Irrigation District site would require a response from the Kootenai County Sheriff's Office. Increased vigilance by KCSO would be required if the relocation of the boat launch facility proceeds. The cost of this service to the community must be considered for budgetary requirements.

Increased vehicle traffic and people using the proposed facility will result in increased trash and littering in the area. In the spring, summer and fall we routinely walk from our home at the intersection of Hayden Lake Road and East Upper Hayden Lake Road along the Hayden Lake Road to Honeysuckle Avenue and then east to Honeysuckle Beach and along the Dike Road picking up trash and litter. We have been appalled at the amount and disgusting items people discard along the roadway. The increase in the volume of people transiting along Hayden Lake Road should the proposed boat launch facility proceed, would unquestionably result in a significant increase of trash and litter deposited in our neighborhood.

The City of Hayden website presentation on these improvements states the fisherman have indicated approval for the planned boat launch on the Dalton Irrigation District property. They state that the long transit from the Sportsman's Access, (7 road miles from the Honeysuckle Beach boat ramp) to the good fishing in Honeysuckle Bay is a deterrent to using the Sportsman's Access. If the southwestern most point of Honeysuckle Bay becomes the lake access point with the resulting increase of boat activity in that location along with changing the bottom geographic configuration with dredging, will the fishing still be as good?

## HONEYSUCKLE BEACH & BOAT LAUNCH STUDY



Please, tell us what you think about the Honeysuckle Beach and Boat Launch Study concepts:

### Beach Concept

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### Relocated Boat Launch Concept

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### Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)

I feel that there needs to be more  
adequate handicapped parking available.

### Honeysuckle Avenue Options

I couldn't use the lake because of no  
place to park my trailer.

### Additional Comments

I am 84 years old and  
handicapped. I like to use the lake  
but I can't walk 1/2 mi to park  
Joseph C. Saffels

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Scan to submit  
comments online.

Council Members:

Re: Proposed boat launch off East Hayden Lake Road

When I first heard of this, I was astounded. There are several reasons why this is not feasible.

1. In high water years, such as 2008, if the ditch weren't where it is, the water would inundate Richards' pasture and possibly their buildings, go across E Hayden Lake Road, down to the corner of Finucane Farm and across Honeysuckle Rd. and eventually in to the newish subdivision off Honeysuckle. If you removed the ditch-overflow, you could possibly be liable for damage because the ditch has traditionally provided relief from overflow from the lake. There is a map showing this which was developed in 2008.
2. There is a plug in Honeysuckle Bay. However, we have searched and searched for someone who remembers where that plug is. No one alive knows for sure. It plugged a whirlpool in the lake. Also, Hayden Lake feeds the aquifer and interfering with this bay might be detrimental to level of the lake and to the aquifer.
3. Traffic---the traffic on East Hayden Lake Road has grown a great deal in the 23 years I've lived here. It has been exacerbated by people renting their houses through AIRBNB and VRBO. Also, during every summer that I've lived here, huge trucks with excavating rigs and huge loads of rocks have run up and down this road. They travel at a fast rate of speed and so coming upon impediments around Honeysuckle Bay would be dangerous.
4. There are solutions that are available to you that would work far better. These would include: Putting a fence over the entrance to the water and giving the key to the few people who launch in the winter time and closing the boat launch off at a certain time during the summer and closing the gate.
5. Parking: In my opinion you have adequate parking and a good traffic flow to let people off near the beach. The lake is handling about as many boats as can be on it safely in the summer time right now.
6. Parking: Perhaps the city could arrange with the highway district to utilize the empty lot where gravel is stored for the winter.
7. This seems like that the City of Hayden has a problem and is ready to just put that problem onto those of us in the county. Since the City of Hayden doesn't own the Honeysuckle property and might be liable for damages if a high-water year results in flooding of residential properties and potential deadly traffic problems, I don't see this as a viable solution for anyone.

## Comment Card

same. Don't allow swimmers in the boat ramp area.

**Relocated Boat Launch Concept:** This is a mistake! Traffic on East Hayden Rd will be terrible, emergency vehicles & escape routes will be inhibited. Dredging the lake will disrupt the whole ecosystem including the aquifer. Traffic in a no wake -  
**Parking Lot Concept at Honeysuckle Avenue and Smith Road (interim solution)**

Good idea + keep parking off of Honeysuckle avenue

### Honeysuckle Avenue Options

No Parking on street

**Additional Comments:** Hayden <sup>lake</sup> is so crowded with boat traffic now that at times it's dangerous. Why do we need to accommodate out of state boaters. When the parking is filled up at the gravel pit why not

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## Relocated Boat Ramp

zone will be enormous (boat traffic).

The homeowners on Honeysuckle Bay will be encroached by all the boats & jet skis that do not obey the no wake zone.

Filling in the ditch along The East Hayden Lake road (Dalton Irrigation Property)

will affect the overflow on the Richards Conservatory. Big mistake to move the boat ramp.

---

## Additional Comment

close off the access & not allow parking on Honeysuckle Ave. Also the

Kokanee fishery will be affected. They spawn in Honeysuckle Bay.

Received via Citizen Request Center

4-28-2022

Issues = I live on E Upper Hayden Lake Rd. The proposed boat launch site is ridiculous. You want to turn the only access for residents on the south and eastern side of the lake into a traffic jam? I can understand the beach goers being concerned by boat traffic. Turn it into Kayak only then, and don't add a new boat launch. The lake doesn't need more boats anyway. The proposed site is also environmentally precarious. Horrible idea. Can residents on this side of the lake engage in a class action law suit against the city? That sounds like a good idea.

January 18,2022

Alan Solderling

City of Hayden Lake

Hayden Lake, Idaho

Mr. Solderling,

I am writing regarding the proposed changes on Hayden Lake concerning the boat launch ramp. Below I have outlined my concerns:

1. Make use of the gravel lot located on Honeysuckle Road and Hayden Lake Road for overflow parking.
2. In 2021 Honeysuckle Bay was declared a "no wake zone." As such, there has been a substantial increase in non-motorized activity in Honeysuckle Bay. You cannot safely have such a mixed use in this small bay.
3. East Hayden Lake Road is narrow and winding and cannot support the increase in traffic.
4. At the very least EPA studies and Wildlife studies should be implemented.

The last two years have seen unprecedented low lake levels on Hayden Lake. Honeysuckle Bay is a very shallow bay. Why build a launch ramp in an area already fraught with water issues.

Let's explore options beneficial to our precious lake and it's citizens.

Tell us what you think about the Honeysuckle Beach Concept	Tell us what you think about the relocated Boat Launch Concept	Tell us what you think you the Parking Lot Concept at Honeysuckle Avenue and Smith Road as an Interim Solution	Tell us what you think about the proposed options for Honeysuckle Avenue	Tell us any additional comments that you may have
<p>I think the boat launch should not be changed and remain the same. Hayden Lake is a small lake and is in danger of more pollution and irreparable harm from construction. People that live on the lake care deeply about the health of our lake. It would cause more milfoil problems. It is a ridiculous concept to endanger the water from selfish boaters. Please no construction on our lake. It will also cause harm to wildlife in the area. There are many other lakes that people can go to. I am totally against this. It will be detrimental to Hayden Lake in the years to come. Why let that happen?</p>	<p>No changes</p>	<p>No changes</p>	<p>No changes</p>	<p>No you are ruining the bucolic nature of the area. Wake up! All for some whiny people that will ruin the health of Hayden Lake. NO</p>
<p>I don't believe I see a problem if this only for beach access.</p>	<p>This area is shallow and marshy waters. This is not a good area to launch.</p>			<p>Before a ton of money is spent getting more people on the lake, something seriously needs to be done with wake zone problem. Docks, boats, people are being tossed around with much shoreline damage being done. This is not being addressed nor enforced. Put up more buoys, more patrol, more tickets, better inform the people who are coming onto the lake that don't live there. etc... What about a lake permit fee and they have to sign off saying they know the rules.</p>
<p>The beach concept looks fitting for the use case and improves access to non-boating lake users.</p>	<p>The boat launch concept looks plausible. My concern lies in the lack of mention of stormwater facilities, as directly N of the proposed improvements lies a critical aquifer recharge channel. Quite possibly is the largest measured "point source" of surface water recharge to the entire SVRP aquifer. Due diligence needs to be done to ensure that the 50-200+ year events do not undermine the structure to the point it fails into the outlet channel. Equally, hazardous materials in the parking lot runoff need to be captured so as not to further degrade the water quality as it goes subsurface into the aquifer - and downstream drinking water well capture zones for multiple public water systems.</p>	<p>No comment.</p>	<p>No comment.</p>	<p>Thank you for the opportunity to provide input.</p>

It is attractive but significantly reduces parking	I very much appreciate what is being attempted here but I am deeply concerned about the possible environmental effects, especially the possibility that dredging the area may puncture the lake floor. It will be a challenge to have this year round with the water in the bay being so shallow	I think it is unworkable. Imagine how long it will take for someone to retrieve their vehicle while their boat is tied to the dock	There must not be any decrease in parking. Even if the boat launch were to move, there would be a need for parking.	I salute the effort, but am concerned that the environmental impacts are a fatal flaw
It looks like it will lack parking.	This is really a bad idea! We used to own property there. It's too much of an environmental impact for that area.	It's a long journey with little kids and your beach gear! And Grandma.	I don't know.	Boat trailer parking and safety are very important.  Have you considered running a shuttle bus? I see them around Hayden for seniors. It might work for beach goers.  Or what about a lime bike service? They are popular in other cities.  And consider bringing a full time life guard back. Some kids are not well supervised there.
	NO!!! Totally against it. It will only add to the heavy traffic on East Hayden Lake Rd. Entering and exiting this lot will be unsafe and cause logjams causing unsafe risk taking by drivers. We don't need any more boats on Hayden esp w the huge wakes and now w the very low water level currently!! Please vote this down!!			
It is an overdue step in the right direction	The boat launch activity horribly conflicts with the public beach activity. The two activities need to be separated so each can function efficiently	Again, separate the parking activity of the two different types of parking. Boat trailers and their towing device take up a lot of space. Swimmers/bathers and fishermen don't need as much space per unit of activity as boat launching activities.	I'm not acquainted with this aspect of the project.	Financing these changes will be the difficult part of the project. It seems to me that boaters should pay for their special services. Swimming/bathing and fishing from shore seems to me to be a public right and should require special charges .
Increasing the depth of the beach doesn't improve the beach-going experience. The bigger issue is, and will remain, the boat launch.	I'm very concerned with the environmental ramifications of this concept. There is a huge potential for negative impact on wetland conservation land, the lake itself, and the aquifer.  Not to mention the traffic issues! If it must be moved, it needs to be somewhere less invasive to both the ecosystem and the property owners. This seems like a terrible spot.	I'd be open to seeing if it worked.	If there is a parking lot at Honeysuckle/Smith Rd., there should be no parking with wide shoulders for pedestrians and cyclists (option 1).	What about a fee for boat launch at Honeysuckle, with the Sportman's Park access remaining free? This would shift more boat traffic away from the beach.
Are you also working o keeping the lake clean?	I have seen the meadow flood too many times. I also wonder about the outlet from Hayden Lake to the Spokane River being in that area?			

#### Honeysuckle Beach and Boat Launch Study

Online Open House Comments

January and February 2022

<p>This is not needed. The lake will only bear the recreational traffic that currently exists. It is a relatively small lake with a delicate ecosystem that has already taking a huge hit from mishaps made by developers and renovators. I know the lake does not belong exclusively to the lakeside land owners. But we have to put up with and clean up the stuff that finds its way to the lake via recreational visitors. Insofar as this is based on a feud between beach-goers and boaters, that is a conflict that existed since the first motorized water craft. And it is not up to the lake stewards to play referee and try to appease both parties at the expense of the health of the lake. Leave the facilities as they exist, find a better parking solution for boats and create an off-lake swimming facility for beachgoer overflow.</p>	<p>This a horrible idea. The proposed launch is in a particularly ecologically vulnerable area. The launch will also bring more boat activity to the lake overall, the result of which is more erosion and property damage from the increased boat traffic, especially the artificial-wave-making boats. Often the lakeside water banks get so abused, the water is brown with silt and shore debris for days during weekends, holidays and peak vacation times. Unless and until a comprehensive and meaningful plan can be advanced to protect the affected lakeside properties and prevent irreversible ecological impact, it cannot be done without killing the lake. Don't kill the lake.</p>			
<p>This is great. Turning it into a safer park feeling without all the boat trailer traffic</p>	<p>Relocation to the south is great. Provides more parking and efficient maneuvering for launch and take-out. Overall much safer set up</p>	<p>The overflow parking with shuttle is great to keep boat and trailers off the road edge</p>	<p>Not familiar with Honeysuckle improvements</p>	
<p>We need to retain this as a deep water boat launch site. Remote parking for beach goers can be accomplished with a transport from the corner parking lot the city owns.</p>	<p>This site is too shallow and is being constructed on the old creek bed the directly feeds water in the Spokane aquifer. Dredging of the bay may create excessive drainage into the aquifer, pulling the plug on the lake.</p>	<p>Excellent idea. moving beach goers parking with a dedicated drop point at the beach would eliminate the congestion. transportation from this parking lot is the most cost effective solution</p>		
<p>Ill conceived without understanding of the Non motorized use of Honeysuckle Bay or the high traffic volume on Hayden lake Rd. Hayden Lake Road is the only point of ingress and egress for hundreds of homes and the proposed ramp would create a bottle neck.</p>	<p>See above.</p>	<p>Better than putting the ramp on Hayden Lake road.</p>		<p>The proposed launch is outside city limits</p>

<p>looks pretty good, maybe not have cars backing out of spots directly opposite the drop off area for children. A smaller center of parking lot island could increase the distance to the drop off area for backing out of spaces cars. Limited need for double dock on South side. Sheriffs can just use the same single dock. Put a controlled gate to Sheriff sljip if worried about others getting to it.</p>	<p>Prep area way too small especially for sailboat rigging which takes time. Twos sets of restrooms not needed. Narrow big island (3) so that people are able to back STRAIGHT up to north side launch spot from prep areas. Be sure this time to not have overhead power lines and lights that the masts of sailboats will hit when launching. Areas are needed to be able to pull ahead and not be in the way of other traffic to de-rig and tie down and secure boats without blocking launch lanes. Left turn lane into lot needed to not block main roadway on East Hayden. You show a one way around the SW island, but two way North of that - that should be interesting.</p>	<p>Interim for how long? It is really a quite poor solution. Invest in crews to assure weed and invasive species monitors at the boat launch instead of limited busses and crews. Once the boats are not launching at the Old site, traffic mix for walkers and bikers will be greatly improved there and probably have no need for another remote parking lot.</p>	<p>Good, but keep the existing South side of Honeysuckle parking areas for families, bikers, and walkers.</p>	<p>Great that you are all putting in the work to make this facility first class. A reasonable fee is just fine to be able to launch and retrieve here. Be sure tie up space exists along to dock for solo operators to moor to, and walk to get their trailers, without blocking launch lanes. Your mix of trailers trying to get into position to use the ramp - with limited space to pull ahead for trailers that have launched or retrieved is going to be a congestion mess. That tight corner near the big island is going to be a huge choke point of interference</p>
<p>Acceptable</p>	<p>Acceptable</p>	<p>Not in favor</p>	<p>Acceptable</p>	<p>Not at all in favor of the blocking of the center parking spaces for boats. The reason is so that families with kids don't have to walk on Honeysuckle. However more often than not the boats parked there are early morning fishing boats with elderly occupants, many with physical issues, forcing "them" to walk some distance down Honeysuckle. The families can drop off the occupants, the boater doesn't have that option. Besides the issue that the boater has paid for the use of the launch. If the center spaces are blocked from boats, that leaves 92 spaces for cars, 9 for boats. Is that an equitable balance? I think not. Leave the spaces open until we come to a permanent solution. Thanks</p>

See comments below	See comments below	See comments below	See comments below	<p>Earlier I suggested a splash pad park at Finucane and moving the remaining sports activities to Croffott park as outlined in the City of Hayden's Master Plan. Another idea, and less costly, would be to develop a water play area for kids using misting towers. After speaking to Bill Greenwood, CDA Parks Director, it is clear that any kind of alternative water activity would greatly change the dynamics of congestion at Honeysuckle Beach especially for families with kids ages up to 12 years old. The misting towers are relatively inexpensive to build and maintain and could be incorporated into a family recreation area at Finucane. By creating this water alternative, the City of Hayden could very well see a dramatic decrease in beachgoers at Honeysuckle beach thus reducing congestion and no longer needing to move the boat launch. Director Greenwood suggested looking at the misters at 'Most Dependable Fountains': <a href="https://www.mostdependable.com/product-category/play-towers/">https://www.mostdependable.com/product-category/play-towers/</a></p>
				<p>Have you thought about building community swimming pools, splash pads, and public water parks to take some of the load off of the beach? It would cost less than moving the boat launch.</p>
<p>This beach concept is significantly increasing the capacity. What authority does the City of Hayden have to increase lake access when only a few hundred feet of shoreline are within city limits? Hayden lake has over 40 miles of shoreline and the City is taking on a project that will cost millions and lead to increased lake access and impact to this precious resource. We are "loving the lake to death." The swim/beach area is used 3 months out of the year. This concept is not good stewardship of dollars or land/lake. Focus should be on the idea that "when all the seats in the stadium or theater are filled- the door closes."</p>	<p>Unlike the swim beach, the boat launch is used year round. If there is not ice on the lake, boats are and will be launched. Honeysuckle Bay is one of the first sites where ice forms. Work crews and fisherman that access the lake in winter months to do seasonal activity will be further restricted with this relocation. Two years ago a tree fell across the road near the irrigation pipeline one morning after a storm. The road was closed for several hours and residents to the east had to drive all the way to the north around the lake. This bottleneck site will be problematic from both land and lake with launch traffic. I'm sure many others have commented about the significant impact of construction specifics at this complex site. State and Federal Agencies will need to come to the table and sign off on issues. I don't know where funding will come from when the City has other more pressing issues on their plate.</p>	<p>This is probably the most sensible solution to traffic congestion on Honeysuckle Ave. and at the beach/launch site. It is about a five minute walk and a shuttle is unnecessary.</p>	<p>For safety, there should be no parking along the roadway. Have a pedestrian path along the northside possibly curbed from the traffic lane.</p>	<p>Who will police compliance with parking, pets, pedestrians, alcohol etc. when we can't afford the county sheriff contract for the rest of the city? It seems that County, State and Federal Agencies need to be at the table when concepts are proposed to circumvent misguided concepts from the beginning.</p>

<p>Just fine as is. Need no vendors, but rather limitation to use, and noise restrictions are a must.</p>	<p>Do not like anything that expands boat access to lake. Already abused by muscle boats and wave producing boats with outrageous loud "music". They should all be eliminated from Hayden Lake.</p>			
<p>Relocate beach not the launch, add additional lane for launch on north side of ramp shorting the beach frontage and relocating more beach to dike south side.</p>	<p>Not a good idea, too many environmental hazards and traffic issues, let alone shallow bay issues and boat traffic.</p>	<p>Could be a temporary solution but costly to maintain with shuttle and service.</p>	<p>I am not clear on your proposal, is it changing parking on Honeysuckle or a lane for pedestrian traffic?</p>	<p>One of the main hang ups to relocate or add additional beach at the south side dike sight was you couldn't bring in any additional sand. But you could transfer in natural lake sand from other parts of the lake, like Gem Shores that is trying to get a permit to dredge their bay.</p>
<p>The current boat launch is working, there are a few high traffic days, think if we required reservations (like the National Parks) and an attendant to help on those days it could work smoothly.</p>	<p>I feel this would be an environmental disaster, so much dredging would be required. Our lake is already at risk. A better use would be more beach for the children, way from boat traffic.</p>	<p>I think that is a fine idea.</p>		<p>We don't need anymore hard surfaces around the lake.</p>
<p>I am not sure if you would be able to expand the beach, given Fish and Game's veto of bringing in new sand. Parking should be more limited and shuttle facilitated and encouraged.</p>	<p>My overriding concern is for the fragile ecology in this shallow bay, and the possible devastating consequences of dredging. I do not believe it will be possible to maintain the no wake zone in what's left of the bay either.</p> <p>The negative impacts of traffic flow on Hayden Lake road with trailers coming in and out of the launch will be serious. If trailers or other vehicles park along the road way the effects will be even worse. I don't believe that the county or the city is prepared to police/tow vehicles parked on the roadway.</p> <p>Where will the vehicles park that bring additional passengers for the boats once they are in the water? (Not all boat passengers arrive with the boat.) If those folks park on Honeysuckle Avenue, they will either trespass over to the boat launch across private land or the boats will have to swing by the dock where the sheriff's launch is located. We do not believe that the current plan will meet demand for parking spots for boat trailers, and that boat trailers will also be parking along Honeysuckle Ave. in addition to the proposed lot. The city will then be snarling traffic on both Hayden Lake Rd and Honeysuckle Ave.</p>	<p>I think the city should make parking at this location with a shuttle service a permanent solution for boat trailers, and eliminate the plan for the new boat launch. The city should improve parking for passenger vehicles along Honeysuckle and build a walkway to get pedestrians off the main thoroughfare.</p> <p>It has been suggested that the city re-design the launch as it is currently configured, and put the launch on the north end of the city property and the beach on the south end. That would eliminate Honeysuckle driving straight into the lake. It would mean less vehicle parking at the drop off area, as that would be largely dedicated to boats coming in and out, hence the need to improve vehicle parking opportunities on Honeysuckle Ave, and the city gravel pit.</p>	<p>My husband and I are concerned that by paving the Dalton Irrigation property a vital flood control channel will be eliminated. We have little confidence that the existing wetlands will be protected and that the Richards/Conservancy property will not be compromised.</p>	<p>I do not believe that the city has any idea of the long term negative consequences or prohibitive expense of these plans. I am not convinced that alternatives have been seriously considered, including establishing splash parks. (The CDA parks director has said that the McCuen splash park reduced congestion at the city beach by about a third.)</p>

<p>I appreciate the effort and work to improve the Honeysuckle Beach area. Is the parking sufficient? the improved beach design look ok at first glance.</p>	<p>I appreciate the effort and study to solve this issue, I do have concerns regarding possible detrimental environmental effects this might have on the lake/honeysuckle Bay and the output stream. This should be diligently studied and expert scientific opinions given by more than one entity, as well as the HLWA before entertaining this option. Also have concerns about the traffic on the east side of Hayden lake. I travel that road in the summer and it often has allot of traffic. The parking on the narrow roadside in that area and the marina makes for possible hazards and could affect emergency response times around Hayden Lake Road. this also must be studied by the appropriate entities.</p>	<p>Good use of that space,</p>	<p>Shuttle bus option could be a positive, should be looked at more closely. I support putting in a Splash pad in Finucane Park...excellent idea!</p>	<p>Finucane park splash pad and more parking needed at this park. thank you!</p>
<p>Aside from increasing the passenger car parking, this does nothing to improve the user experience. There is no actual increase in area available for sitting- it only shows that the grassy area will be turned into sand. We must be promised that the giant ponderosa pine will not be affected by these plans- in other words, be carefully protected and not cut down. If this restructuring occurs, there will be nowhere for boaters to launch into Hayden Lake during many winter months. It is easy to observe that the south side of the Bay, where the proposed new launch is to be located, freezes over and remains frozen (because it is shaded from winter sun due to hill just south of the lakeshore). There are many fishermen who frequent the lake during the winter months- their access would be denied (unless Hayden wants to purchase an icebreaker and run it for months daily). Also note: the Honeysuckle Beach dock will continue to be used by motor boats to drop off/pick up people at the beach, perhaps even more so than now since they can dock and stay as long as they like- thus not reducing any swimmer/boat</p>	<p>This is not part of a long-term solution to the overall challenges the lake is facing and does not reflect well-informed knowledge of the realities at hand. The "survey" conducted for this project had serious methodological flaws and should in no way be used to inform decisions going forward (I am a scientist and know- the construct of the survey was flawed as was its distribution and analysis). Here are the major reasons why I am vehemently opposed and will, along with many of my neighbors, protest this plan: 1) Lack of Environmental Assessment or informed consideration/ study: dredging the lake bottom to make the depth sufficient for boat launching has potential long term environmental damage and this impact has in no way been assessed or addressed. If we ruin our lake (decrease water depths even more, damage the fragile interface between the lake and the aquifer, increase sediment load and runoff) the impact on Hayden's property values will decrease (since money must be driving this ill-conceived plan). We do NOT want Hayden to be turned into Fernan Lake. 2) Flooding: the area planned for the new parking lot is an active, functioning wetland ecosystem with values in its own right, not to mention the value of floodwater control. Every 3-5 years Hayden Lake overflows during spring melt, and the majority of the water is controlled via the</p>	<p>This is a clear and appropriate LONG TERM solution for the parking issues: turn the gravel lot into a (fee-based) parking lot with a shuttle to the beach. No longer will people have to walk great distances, drive around looking for parking at the beach itself. Include trailer parking in the gravel lot, but leave some spots at the beach for fishermen who might recreate on the lake outside of shuttle business hours. This is the first part to a more reasonable, logical solution to the problem.</p>	<p>You have not provided any information here about the proposed options for Honeysuckle Ave. If it involves creating more parking, I am in support as long as it does NOT include removing mature ponderosa pine. Again, I will happily protest any such tree removals as they have both intrinsic and extrinsic (cooler temperatures, shading, aesthetic appeal, wildlife habitat) values.</p>	<p>This planning "process" has not reflected a systematic or inclusive procedure: there is only one option presented, and the "survey", again, is therefore meaningless. Alternative options should be explored in partnership with local environmental, recreation, tourism, planning organizations. The broad array of stakeholders with vested interests in Hayden Lake should be included in an inclusive evaluation process and discussion of potential solutions: this must be conducted in a transparent way (unlike what has happened thus far). The fact that the public was given ONLY two weeks to provide comment on a proposal they just learned about is absurd and does not reflect representative, inclusive governance. Hayden leadership needs to put the brakes on this project and conduct the process appropriately, or else large protests and negative publicity will be the result.</p>

<p>This doesn't solve any problems- and would prevent winter fishermen from having access to the lake since the south "new" launch site is frozen for most of the winter. Don't cut down the big pine tree.</p>	<p>I am firmly against this proposal. Here are the reasons: there was no environmental review of the potential impacts this would have on the wetland west of the dike, nor on the lake bottom due to dredging and increased near-shore traffic which also promotes erosion and sedimentation. The groups at the table didn't include anyone from the environmental or recreation community- only agencies. Where was the public input? The survey was not widely seen or participated in, and it only presented one option for a solution instead of multiple options which is typically how planning should be done. People who use the Bay for paddle boarding, fishing from shore or in the water, kayaking, etc. would be gravely disadvantaged- this is currently the only place on the lake where these users can use the lake, and they do so in the hundreds. Why don't non-motorized lake users have a voice in this process? Also, the traffic wouldn't get better- it'd get worse with everything backing up to Honeysuckle. This would block people from getting the beach and cause even more problems.</p>	<p>I think Hayden needs to consider if increasing motorized boat traffic on the lake by creating so many additional parking areas is actually in the interest of Hayden's population: it decreases the quality of recreation for those users, ultimately, and doesn't consider whether it's even safe to have double the amount of boats on the lake at the same time. This to me seems like a great solution- it's hardly used for anything but gravel and random equipment. Why not make it into a paid parking lot and use the funds to create a shuttle system so people don't have to walk so far carrying all their things to the beach? This seems like a better long term solution- use the whole big lot, and even some of the spaces across the street from the lot (empty now) for trailer parking, as well.</p>	<p>Could be OK as long as this doesn't include chopping down any of the mature pines.</p>	<p>This process has rubbed me the wrong way. It hasn't been transparent and as I mentioned, there were only a few agencies at the table instead of reps from a wide range of groups who care about the lake. It is solely focused on improving motorized boat traffic and that is not equitable treatment of all lake users. The Bay would be ruined for anything other than motorized boats. Also, I need more than two weeks to evaluate the ONE option presented and provide feedback- this short period also ignores all the homeowners who might not be here other than in the summer. Hayden deserves better from its leadership and this proposal for moving the boat launch and paving over wetlands is not something I support in any way.</p>
<p>No. Just leave it and only allow residents to use the area.</p>	<p>This is horrible. It will increase traffic on a small lake. Those of us that own homes/cabins on the lake do not want this.</p>	<p>Leave it alone</p>	<p>Just leave it alone and charge out of state people more \$\$</p>	
<p>it is no good. the population is growing -sad fact is you can't always make room for everyone all the time.</p>	<p>would cause far more problems for people that live here.. the bay is so shallow the amount that would need dredged is insane and unsafe for ecology. remember when they closed off the dike to traffic it was because it was to dangerous to the utility pipes in the dike. not to mention 15 other reasons that there is no space for.</p>	<p>when you have a "plan " such as this there should not be an interim solution. a permanent solution should be in place, or it is not a plan</p>	<p>another failure</p>	<p>there is no way any portion of this plan should go forward. there is no way dredging can be done in a safe manner to make water deep enough. there is not enough parking since both sides of honeysuckle fill along with the grass area on a regular basis. develop the dike for beach users- not all beaches are sand. it would probably be cheaper to purchase or eminent domain a house next to the beach.</p>
<p>Not in favor of it!</p>	<p>Against it!</p>	<p>Against it!</p>	<p>Against it!</p>	<p>We are overcrowded now and this will worsen things.</p>
<p>I like it. More beach space is definitely needed.</p>	<p>I like it. We haven't used the Honeysuckle launch for years because of the crowds. It makes sense keeping it separate from the beach.</p>			

Not thrilled.	Not thrilled			<p>The dike should not be a beach. Too much traffic already on E. Hayden Lake Rd. People speed. We have to dodge bicycles, people walking and having increased traffic is going to make it worse.</p> <p>Maybe having a limited capacity of boats on Hayden lake would help with the congestion. Priority for Hayden lake residents and visitors second.</p>
<p>Aspects can be included in plan, just make sure there is plenty of parking for cars. And leave lots of grass..honestly don't think the beach needs to be expanded quite that much....almost 2/3 bigger? Part of what I like the most about Honeysuckle Beach is the grassy park like area next to the sand. Half beach, half park like setting.</p>	<p>I think it would be better because it fixes two things. One: A lot less traffic where kids and families swim and dike road users for fishing and walking, etc. And possibly more parking spots. And Two: provides parking for the trucks and boats away from honeysuckle beach, and regular people can go to the beach. But the road to the boat launch needs to be improved and signage needs to be appropriate. That being said I am concerned about loosing the wetlands that are affected by this move. Is there a way to mitigate it? But also understand that the area in question is a cesspool and a lot of partying teenagers/people use the land as a dumping site. And am concerned that the landowner has rights to the property. And lastly....the dike road had seriously blooms of lily pads, and algae etc....can a boat launch work there? I am assuming from the picture the proposed boat ramp is at the other end of the dike road.</p>	<p>In an interim it might work but really the problem is the trucks and boat trailers. If a family just wants to go and swim or even just hang out on the beach, or someone just wants to walk the dike road, they have to often park a long way away...on a narrow shoulder on Honeysuckle after the parking lot next to the dike road parking area. The trucks and trailers can open up at least two parking spots for families for each parking spot. They park all along Honeysuckle anyway, and that is a long way away when cars with families try to find a spot. (and widening Honeysuckle wouldn't hurt) .....but on peak days trucks and boat trailers and families are parked that far from the beach. If trailers had to park down the road, and families can access the beach closer, I wouldn't have to worry my grandkids might get hit by a car. Or trailer or truck.</p>	<p>What? Do not see anything specific to Honeysuckle other than Smith Rd. My biggest concern is if the boat launch is relocated, to the other end of the dike road, I wholly support that if it is viable..i.e. boats can be launched safely, a path to deeper waters w/o lilly pads, etc, with wake limits until they are out of the dike area. And a sufficient area for boat trailers and rigs... Would also like to see the dike area, cleaned up...underwater, on the shoreline AND on the "road". Honestly wish part of it could be turned into a park like setting with more beach area, (like the added beach area proposed) but know that is not an probably financially feasible at this time.</p>	<p>Or deal with traffic at all. Won't have to sit for 10 or more minutes while a jerk blocks the way and is getting his boat out of the water and doesn't understand the lanes...or wait for someone on the sidelines wanting to put one in. Honestly, just getting rid of the boat/trailer parking would have a serious impact. And the boat launch, if planned right, would cut down on people driving into the lake!</p>
<p>Prefer HLWA proposal and agree with concerns. Agree that historic low water may be due to infiltration to aquifer, possibly exacerbated by proposed new boat launch. Am frequent user of existing facility. Though congested, it works adequately. Limiting Honeysuckle Ave parking would limit the number of boats launched at Honeysuckle. Sportsman Access exists for overflow.</p>				

<p>I do not like the idea of turning this into beach access only. I believe this location, with its existing boat launch should be turned exclusively into boat launch.</p>	<p>I do not believe this should be dredged or turned into boat launch. I believe it's a bad idea to do anything that messes with the current lake bottom considering the concerns of a new leak from boat traffic at the existing boat launch. I believe this area would be better used as a swimming area in order to maintain the quiet, no wake access and no dredging necessary.</p>	<p>I think this could be beneficial if we could patrol the road and make sure vehicles do NOT continue to park along Honeysuckle. The number of boat trailers and vehicles parked along the road is a danger for ingress/egress to the neighborhood there as well as boat launch access.</p>	<p>I believe strongly that vehicles should NOT be allowed to park along Honeysuckle Avenue between Hayden Lake Rd and the Honeysuckle boat launch. I believe they pose a significant danger to access for all the homes along Honeysuckle and the neighborhood to the north along Honeysuckle as well as people trying to access the beach and boat launch at Honeysuckle.</p>	<p>I strongly believe a factual, data-driven study of the number of cars and boats accessing Honeysuckle needs to be done before ANY plans can be drafted. We need to know definitively whether the historically low lake levels of Summer 2021 were due to a leak from current boat traffic at the Honeysuckle boat launch or in fact low moisture in the surrounding mountains and address that problem before we even think about making any changes. Moving the boat launch toward the overflow channel is not a sound solution because the necessary dredging and additional disruption to the lake bottom will be much more detrimental to the lake than leaving it where it currently is. We need to eliminate vehicles parking along Honeysuckle Ave leading up to the boat launch. We need to eliminate fishing from the docks at Honeysuckle beach.</p>
<p>Generally speaking my wife and I like this concept. We like the separation of boaters and beachgoers and the expanded parking for same.</p>	<p>We live off of E. Hayden Lake Rd and are concerned about the increased traffic to and from the boat launch entrance. With numerous boats being trailered to and from the parking lot, the risk for traffic jams and collisions is increased with an increased risk of blocking traffic to residents and emergency vehicles to and from the eastern side of the lake. Additionally, we are concerned about the impact of this project on home owners who live near the intended project. We would not be affected personally, but are concerned for those who could be. We are also concerned that this area of the lake is very shallow to begin with so the question of maintenance (dredging) and funding for same is very important. Potential flooding of the area is a concern as the weir is right there, so water flow and erosion has to be considered. Conceptually, as boat owners, we not against this project but have serious concerns as stated.</p>	<p>As long as the shuttle operates continually and frequently, this idea is good. You need to remember that some of us launch our boats very early in the morning; so either the shuttle needs to be available quite early (like 0500 in the summer) 7 days a week, or street parking along Honeysuckle must still be allowed</p>		<p>In general we appreciate that we are expanding and need to balance growth with our rural charm. We urge the committee to very carefully consider the long-term and unintended consequences of these projects.. What will be the consequence of increasing access to the lake? The lake itself cannot expand; so what will be the effect of increased boat traffic on water quality, fishing, shoreline erosion (wake boats!), water safety, traffic to the backside of the lake, funding for maintenance, and quality of life for long-time homeowners along the lake (again, not us personally). We hope you will take this slowly. We just heard about this study yesterday when we received our survey card.</p>

<p>Would be a safer environment for the swimmers in general.</p>	<p>Increased traffic on local road.</p>	<p>Shuttle service would have to run several times in an hour.</p>	<p>We own water front property on the northeast end of the lake, for close to 29 years now - please do not consider adding on to the existing Sportsman's boat launch. I know this was not mentioned as an existing option because of the inconvenience and marshy conditions. The low water levels, the on-going weed problems, especially the boats tearing up the weeds that float to shore and spread the weeds everywhere has always been an issue which is getting worse and needs its own remedial efforts. Any new docks built on the lake should be cable systems only to prevent water from draining thru the pylon holes to the aquifer and lowering lakes levels even more.</p>	<p>We have received newsletters from various "Friends of Hayden Lake" for years, they have voice concerns regarding the lake, why is the group(s) not part of the working group? More boat traffic on the lake will increase shoreline erosion, so any changes to improve the "experience" should also not increase boat traffic if possible. Regarding threat of ongoing low water levels due to drought conditions - can the Dalton Gardens and Avondale lake pumping be limited in some way? Who else is drawing water out of the lake? Water front property owners are paying the lions share of taxes, our needs and property values have to be taken into consideration as well.</p>
<p>We should keep the ramp there and reorganize parking and lot control with security agents or fees. If more water access is needed for bathers, access to the dike area should be enhanced and made more convenient. I see no requirement to expand sand areas as this is an artificial environment for our area.</p>	<p>I strongly oppose to this proposal for many reasons:  1. Environmental impact on water-drainage by impeding on natural waterways by asphaltting the stream bed.  2. Increased traffic and risk in a very important and sensitive part of E. Hayden Lake Rd and the intersection with Upper Hayden Lake Rd.  3. Environmental impact of the lakebed and vegetation of Honeysuckle Bay due to needed dredging to allow deep-draft boats and enable year-round access.  4. Possible/Probable damage to the lakebed allowing leakage into the aquifer. The would cause Irreparable damage to the lake, fishery, property value and quality of life to the entire area.  5. This would cause a boat traffic-flow problem in the bay area as the boats are awaiting trailer pickup in a small, congested area exacerbating environmental damage.  6. Damage to the docks and shore of the bay area due to increased traffic and wakes. I am aware of the plan to cordon off the traffic lanes in the bay but that would require enforcement and exacerbate the congestion.</p>	<p>The best solution in my opinion. Building large, open parking areas for both boat trailers and cars would allow for better traffic flow and ease of parking for trailers, but this would require a shuttle system.</p>	<p>I am unaware of this proposal but I think a traffic light would be necessary at the three-way intersection if Honeysuckle and 4th. Also a side-walk is necessary.</p>	<p>When I attended the session at city hall it appeared that the main problem is friction between boaters and bathers in the parking lot. I personally believe this is becoming a problem due to current social environment. People from out of the area coming here to enjoy the access of our state's facilities, bringing their 'non-local' attitude, and people acting out inappropriately is commonplace. I think a temporary solution would be security/police supervision to see if this is a permanent problem or just a sort-term situation. I also don't think we should negatively impact our community and resources when there are a multitude of other lakes and rivers in the immediate area available for bathers and boaters.</p>

<p>I think it's adequate.</p>	<p>I believe splitting the launch from the beach is a great concept. I do have concerns with traffic along Hayden Lake road. This is an extremely popular road for cyclists and it would be beneficial to add bike lanes along it help separate the increased traffic from non-motorized users.</p>			
<p>The Beach Concept looks like a sensible reworking of the current layout. Charging people to launch boats and park sensible and would aid in paying for this project and wear and tear on the road and a designated sheriff to patrol the launch and water more successfully than is currently being done. Our dock has to be fully redone due to people not observing the no wake zone, increased traffic on the lake and low water levels. We need to be mindful to protect what we have even in the face of extreme growth. Most of the parking around Couer d'Alene is fee/paid parking. Additionally, money could be used to help defray costs of low water levels which may or may not persist. Solutions to this issue need to be addressed-as in why the Country Club is allowed to irrigate with lake water etc. Expanding usage of a shrinking lake and one that feeds into the aquifer is a very delicate issue.</p>	<p>This is a very bad idea in our opinion for two reasons. The road cannot manage the additional traffic. There is already speeding and drunk driving. The road is very narrow and additional trucks/cars with trailers would be quite dangerous. It would be hard to have two boat trailers passing each other on the road and in an emergency impossible for vehicles to quickly access houses farther down the lake. Additionally, further stress on the lake could potentially cause issues for the aquifer and marine life in Honeysuckle Bay. The water levels are so low at the moment and anything that might interfere with water levels or water sources should not be attempted. The bay is zoned for non motorcraft boats and it is nice to have a peaceful spot at that end of the lake.</p>	<p>A parking lot at Smith Road seems like a workable solution. Again-it should have a fee attached. Boats and trailers cause wear and tear on the roads and the lake.</p>	<p>The options for Honeysuckle Avenue sound much better than the option of building over by the dike and increasing traffic on Hayden Lake Road. You need to address the fact that people are pulling water out of the lake for irrigation (like the Hayden Lake Country Club) and increased traffic on lower Hayden Lake Road is already an issue with the marina and it will only be worse with a boat launch. An emergency vehicle would likely be unable to reach its destination in a timely manner.</p>	<p>Essentially, we agree with Barb Nealand Hayden Lake Watershed Association's, concerns"about this project, from traffic and lake overflow impacts to how it will affect wetland conservation land and the need to drive pilings and dredge a boat channel in the bed of Honeysuckle Bay, "which is known to be a fragile interface between the lake's waters and the Rathdrum Prairie Aquifer." Hayden Lake is a gem and it really needs to be protected. The clarity has decreased substantially over the years, no wake zones are not observed(we need better policing), low water levels which may be due to a leak(which could become worse if dredging happens in Honeysuckle Bay)-any way you look at it low water levels need to be addressed and the lake can not continue NOT to be managed. We need to protect the aquifer which means not dredging and reworking Honeysuckle Bay.</p>
	<p>I have numerous concerns about the proposal. First, I have safety concerns related to creating a new boat launch that would potentially put paddlers and other non-motorized recreationists at increased risk of harm. I also have concerns about dredging and the negative and potentially unexpected consequences of this activity. Finally, this proposal does not address the issue of increased use of Honeysuckle Beach by swimmers and the fact that use will only continue to increase unless another alternative is provided. I feel the suggestion of a splash pad at Finucane Park is a fantastic and innovative solution. Splash pads are well studied and their popularity is well documented. Creating an alternative to swimming would not only reduce traffic at Honeysuckle Beach but would also provide a much safer solution.</p>			

	Bad idea. Too much traffic and congestion on South Hayden Lake Rd	Better idea		
Don't like it. It will create traffic issues on East Hayden Lake Road. It is already congested with illegal parking on the sides of the road in the summer. This plan will only make it worse. Who wants to sit behind a line of cars waiting to launch their boats while just trying to navigate to and from home. I can imagine it could also create a nightmare for emergency vehicles trying to get to and from emergencies.	Don't like it all. Why don't you expand the existing launch and push the swimming area further North?			People are going to park outside the proposed parking lot in your plan. You can see they already do now between Strahorn and Honeysuckle Beach. We, who live on East Hayden Lake don't want that congestion on the road. It will only create significant problems. Have you considered putting the swimming beach where you are proposing the new boat launch area? People could drop off or park single cars with no boat trailers in your new proposed parking lot. No congestion hanging out in East Hayden Lake Road then.
	We don't need the additional problems with traffic and street parking on East Lower Hayden lake Rd.			
Keep the boat launch there, or find another area on the lake for a launch.	This is a terrible idea. Have you ever been on E. Hayden Lake Road in the summer? This will significantly contribute to the bottle neck that already exists. For people who live in the area, it will be difficult to get onto Honeysuckle off of E. Hayden Lake Road. Where the proposed boat launch is located seems to be a very shallow area. What kind of environmental damage is going to be done to dredge the lake? Also, a gigantic paved area for the launch in that location would be a travesty. It's beautiful with lots of wildlife. It would be a shame to pollute it with unsightly pavement. Also, there seems to be a lot of water running in that ditch during spring run off. Where is all of that water going to go if it's paved? Please give this more consideration before destroying this area.	I'm not sure where Smith Road. Is it the area by the gravel quarry? If it is, trailer parking is already occurring there. I'd rather see that be a permanent parking solution and not an interim.	I'm not sure what the proposed options for Honeysuckle Ave. are.	It seems like we are catering to out of state visitors. The majority of boat trailers in the summer are WA plates. Why are we spending money and destroying green space to make things easier and more convenient for out of state people? Do they pay any fees to use our boat launches and lakes? Do they pay to maintain these areas?

<p>Need to retain boat launch</p>	<p>This is not a viable option. Traffic on Hayden Lake Road would become impassible. Noise pollution would require abatement. Dredging and disturbance of the lake bottom could be environmentally impossible. Environmental studies and input from the USACE would be required.</p>	<p>This is the best solution and should be made permanent.</p>	<p>The shuttle and walkway are a good idea. The parking should be expanded to the triangle formed by Honeysuckle Ave, Smith Road, and Strahorn Road. The City of Hayden website presentation on these improvements states the fisherman have indicated approval for the planned boat launch on the Dalton Irrigation District property. They state that the long transit from the Sportsman's Access, (7 road miles from the Honeysuckle Beach boat ramp) to the good fishing in Honeysuckle Bay is a deterrent to using the Sportsman's Access. If the southwestern most point of Honeysuckle Bay becomes the lake access point with the resulting increase of boat activity in that location along with changing the bottom geographic configuration with dredging, will the fishing still be as good?</p>	<p>We strongly oppose the proposal to construct a boat launch facility on the Dalton Irrigation District property on Hayden Lake Road over the canal. We recommend that the city create a permanent overflow parking area for boat trailers at the city gravel pit. Additional parking could also be created in the triangle of land between Honeysuckle Avenue, North Strahorn Road and Smith Road. This option would get boat trailer parking off Honeysuckle Avenue and expand the number of trailers that could park there. The city could then reserve parking on Honeysuckle Avenue for vehicle use only and create a safe walkway for pedestrians to use from their vehicles to the beach. A shuttle service could be provided from the trailer parking for pedestrian safety. As an alternative, the parking lot west of the boat launch could be reconfigured to allow trailer parking. That facility is not addressed in the presentation on the City of Hayden website nor in the Welch-Comer You Tube presentation. We are year-round residents of our sole Real Property and principal residence at 1951 E. Upper Hayden Lake Road, which is directly across from proposed Hayden Lake Road boat launch facility on Dalton Irrigation District property. Our location is the gateway to Hayden Lake as it is the first dwelling encountered after turning off Honeysuckle Avenue. One of the primary reasons we chose this location was because it was isolated from immediate</p>
<p>It's fine other than the fact that it moves the boat launch which is a big concern</p>	<p>Terrible idea. Too much parking - the lake isn't big enough to support that much traffic...especially considering how it bottlenecks up north and has shallow waters. We are also very concerned about the potential problems with the aquifer on a lake that already has water issues. Hayden Lake cannot support any more traffic - excess traffic needs to be pushed to CDA Lake (10 times bigger than Hayden) or Pend Oreille Lake (3 times bigger the CDA Lake)! Hayden lake is 5.9 sq miles, CDA lake is 50 sq miles, Pend Oreille is 150 Sq miles. The larger lakes can handle the traffic, Hayden cannot! Going from 19 boat trailer parking slips currently to 76 is ridiculous. You are going to make what is already an over crowded lake on many summer weekends to one that is down right dangerous. I know from personal interactions with boaters that they often will avoid Hayden Lake because of the difficulty in parking their truck and trailer.</p>	<p>If you increase access to the lake (your public polls, by the way said NOT to increase access) by increasing the number of parking places you will absolutely increase boat traffic on the lake which creates an unsafe atmosphere (which should be of the upmost importance). First come, first serve is perfectly fine we do not need to change anything and WE DO NOT/WILL NOT SUPPORT ANY PLAN THAT INCREASES BOAT TRAFFIC ON HAYDEN LAKE! Again - terrible idea - we do not need to increase the traffic on Hayden Lake. Things can continue as they are. First come first serve. Keep the lake SAFE!</p>	<p>As long as boat traffic on the lake itself isn't affected - whatever.</p>	<p>WE DO NOT/WILL NOT SUPPORT ANY PLAN THAT INCREASES BOAT TRAFFIC ON HAYDEN LAKE!</p>

<p>Seems like a good solution for water access without a dramatic effect on the health and safety of the lake</p>	<p>This could have major environmental impacts to the health of the lake. A study of the additional boat traffic should be held. The marina also just increased their capacity last summer. Additional traffic will absolutely pose issues to the quality of the lake. Traffic on Hayden lake rd will also be much higher and needs to be further studied.</p>	<p>Seems like a reasonable solution and could be a permanent solution instead of spending an excessive amount of money to relocate the boat launch.</p>		<p>A very nice feature of the current setup is the lake is self regulated. Even at current capacity the lake is very dangerous when it is full of traffic. Not to mention the health of the lake itself. Lake health is a constant battle.</p>
<p>I like the concept. It allows more space for family use of the beach area and improves the safety of the lot. You would not have beach traffic, ramp traffic, etc... all competing for the same space.</p>	<p>Concerned about the impact to the wetlands and the traffic along Hayden Lake Road. Current use sees a lot of cars trying to park along the road making for narrow lanes and pedestrian issues. Other than that there is definitely a need for expanded ramp space and the two lane ramp is great idea.</p>	<p>Parking is needed to address the parking along Honeysuckle Road that spills out all the way to Hayden Lake Road</p>	<p>Anything to improve capacity issues and safety is great</p>	<p>A launch fee structure that takes into account resident vs non, in state vs out. All these improvements are going to cost a great deal of money and all those who access the lake via Honeysuckle should share that cost burden.</p>
<p>I like the idea of taking away the boat ramp and moving it to another location. The Kayak ramp would ok if it is not commercial.</p>	<p>This would be ok.as long as it is not near the beach area.</p>	<p>It is a walk but we need handicap parking for seniors and disabled people closer.</p>	<p>It is a much better solution than what we currently have.</p>	<p>I would like to see the boat ramp moved to the other end of the lake, where parking for the beach area is closer and I would like to see a FEE for OUT OF STATE people who use our facilities. This include the beach as well as the boat ramp. Thank you for your work, long overdue....</p>
	<p>Been a Hayden resident since 1978...when does the madness stop ???... why are we trying so hard to RUIN our area...been taking my dogs to the dike for the last 22 years...along with many others...keep it like it is ...have boat launch fees ... restrictions on out of state folks...increased parking areas...it's only going to get WORSE !!!!... STOP KILLING OUR BEAUTIFUL AREA !!!!</p>			

<p>Public Comment on Honeysuckle Beach Project To the City of Hayden 01-27-22 I am adamantly opposed to this proposed boat launch and parking area. Honeysuckle Bay just recently became a no-wake zone for non-motorized activities and now you want to take that away from us!!!! Even if there were room for a boat launch, the quiet, serene experience for paddleboarders, kayakers, canoers and swimmers would be significantly diminished.</p> <p>In addition, as a longtime resident of Hayden Lake Rd. it has been an ongoing battle with traffic and congestion especially during the summer months when the population around the lake explodes with summer residents. The sheriff's department is constantly being called for folks speeding and near misses of pedestrians on this narrow road. This new proposal will just make that situation worse and create safety issues.</p>	<p>As an alternative, I have the following suggestion: I have read through the City of Hayden's Parks Master Plan and on Page 7 (see attached) there is a reference to moving the remaining sports activities from Finucane Park to Croffoot Field. On that same page is a reference to making Finucane Park a recreational area for families.</p> <p>If the above two things were done, then the city could put in a splash pad park which is very popular with families. Having raised three kids, and grandkids, in North Idaho I found the lakes and rivers, although fun, were always a safety concern to me as a mom/grandma. Fast feet and deep water could be a treacherous combination. That's why I think a splash pad park would be ideal for both kids and parents/grandparents. It could also significantly relieve the congestion of beachgoers at Honeysuckle beach. It could be like McEuen splash park in CDA.</p> <p>Finucane 'Recreational' Park would have an easy and centrally located access, low operating costs and lots of parking. This could satisfy many family water activities, leaving the boat launch where it is and leaving Honeysuckle Bay for non-motorized activities.</p>	<p>I think that is a good idea if it is a permanent solution.</p>	<p>I prefer solution #3. On-street parking on the south side with a pedestrian path/widened shoulder on the north side.</p>	<p>Please explore the idea of a splash pad park at Finucane and offer this as an option to the community via a survey. This may just solve all of the issues. It would be such a wonderful resource for kids and their families.</p>
			<p>Any options that mess with the dike and wetlands could be catastrophic to the lake. This lake has had a deadly algae in it for the last few years because it's not healthy and adding more boats on it in any way will only make that worse. The priority of this lake should be it's health and I would hope your main advisors would be the agencies and scientists that track the lake. Who cares about beach access when you have a dead lake? Please really listen to these departments as they should make your decisions quite easy.</p>	

<p>My main concerns are  1- the impact on the health of the lake. We have seen toxic green algae like never before near the north end of the lake, we have also seen the incredible increase of boats on Hayden in recent yrs. Our banks at Henry Point are eroding and this presents serious long term environmental concerns. My family has been on Hayden Lake for going on 100 yrs, and the lake is changing for the worse, not better. Anything that effects the health of the lake needs to be addressed first and foremost as we will not have a lake for anyone to enjoy if we do not make this a priority.  2- I think the idea that we can try to fulfill the needs of all the new growth in our area in one location is not feasible, which is why I believe limiting the access to the lake to local residents only would help at least ease the burden slightly. I also love the idea of using funucan park as a splash pad, as it's centrally located and has lots of unused space.</p>	<p>I would love to see all the locals be able to enjoy Hayden lake as we all have for so many yrs, but unfortunately I am not sure how to do that properly with so much growth. Limiting access to locals will help, and trying to make the beach safe for young family's is so important. You have a real dilemma, and I truly appreciate all of you for taking on this difficult process. Thank you for you hard work!  I am concerned about the environmental impact on the lake.</p>	<p>I think that is a better option</p>		<p>Again, I really think the two main things need to be addressed first, then a plan can made with those in mind  1- are we going to impact the lake in any negative way ( environmental) if yes, then it's not an option.  2- who can access the lake? Do we have a huge problem because growth in our area, or is it mostly from out of state visitors, or is it both?  If we could keep the beach the same and just limit who can access it to locals would we need to do much changing?   * maybe imposing a much higher day use fee for out of town visitors would limit the use enough? Before we ok a plan I really believe these key items need to be addressed, then the plan may change. Thanks again!!</p>
<p>The beach concept looks nice and should be good for the community.</p>	<p>Very worried about the high traffic and increased boats on the lake, it's so irreversible damage to the ecosystem of the lake and we may have a dead lake if it continues.</p>	<p>No comment</p>	<p>I think the beach is great but we need to watch for overcrowding and overuse of the lake.</p>	

<p>Concept looks good provided that the boat launch concept is also carried out. Alleviating boat launch traffic thru the lot will help overall parking and traffic jam situations that occur - but a big part of the problem is also beach goers that just sit waiting for a parking space to open up in the front lot - The proposed drop off is a good solution for this - but I think it might need to be bigger than what is pictured to be truly effective. I think you should charge for parking in this front lot to help cut down on traffic. I can't count the number of times that I've been in the lot with my boat, waiting to get to the launch to either put my boat in, or pull it out, and have been blocked by people "camping" in the lot waiting for a spot to open up.</p>	<p>Love it. I fear that even though this has a lot of parking, it's not big enough for busy days, where the street used to serve as an overflow on the south side, now that won't be an option. Having an attendant at the launch to help direct traffic would help cut down on cutting in line and the general chaos and borderline "road rage" that occurs later in the day. Due to there being kayak launch at the beach, this should be no kayak launching and no fishing at this dock to keep the launch process working smoothly.</p>	<p>This would be good. Great interim help there.</p>	<p>You're going to have to keep parking on the south side, there just isn't enough parking in the lots to accommodate the overall usage (boats or not). That said, a separated bike/pedestrian path would be a huge improvement - people often walk in the road on the south side and when you have vehicles coming from both directions, this just is asking for trouble. I don't think too many pedestrians mind sharing with bikes there, in particular and visa-versa but a curb or something to keep pedestrians away from traffic and to keep traffic from wandering into the bike lane, would be good. Sidewalk, even better as that would communicate a clearer message about people not parking on the north side.</p>	<p>I'm the paying user for the facility with my launch pass, and I felt that the removal of the central trailer parking, which was always utilized fully on busy days by boats and trailers, was a slap in the face after having already purchased a pass for the year in 2021. Separating the launch and beach facilities is definitely the way to go.</p>
<p>It's nice</p>	<p>That might work.</p>	<p>I'm not sure</p>	<p>They might work</p>	<p>I think the boat ramp needs to be monitored at least dusk to dawn and out of state boaters need to pay a premium to launch there. Most boaters are not in state. Make the out of state users pay for the privilege. \$50 a day, at least.</p>

<p>I STRONGLY disagree with your entire approach to enhance boat access to Hayden Lake. The focus should be on the impact to residents of the City of Hayden and Hayden Lake. Last Summer, I drove my NEV along Honeysuckle Avenue and the existing parking lot at Honeysuckle Beach several times each week. I would estimate that 35%+ of the trucks with boat trailers parked in the existing lot and along Honeysuckle had Washington State license plates. The draconian COVID-19 measures imposed by Governor Inslee caused Washington residents to flee to Idaho for their recreational needs starting back in 2020.</p> <p>If you insist on improving access to outsiders, improve access to Sportsman's Access or Sportman Park. There is ample land there to improve boat access and parking. Consider restricting access to Honeysuckle Beach to residents of the City of Hayden or Hayden Lake.</p>	<p>Honeysuckle Beach should be what it was 12 years ago when we moved here, a serene family environment that was heavily accessed only on major holidays, such as Memorial Day (assuming good weather,) 4th of July and Labor Day. This plan will negatively impact the environment and quality of life for local residents. My wife and I, along with countless neighbors, walk our dogs on the levee and then allow them to swim in this area where you propose to build the new boat launch. I have grave concerns about the potential negative impact on the aquifer by allowing boats to launch in this area.</p> <p>The impact to residents on Lower and Upper Hayden Lake Road will be significant. It is a very narrow road with limited sight pictures between Honeysuckle and the proposed entry to the proposed parking lot. It is already difficult to drive on Lower Hayden Lake Road when encountering the few boats going in and out of the Old Tobler's Marina, now Hayden Lake Marina.</p>	<p>A truly bad idea. It is bad enough with the existing parking along Honeysuckle Avenue. You are inviting more non-residents to flood to the area. People walking to and from Honeysuckle Beach will even further slow access and egress to residents along Honeysuckle, Chalet Drive and Forest Hills.</p>	<p>I spent 43-years in public service. I know how hard your jobs are. I graduated from Stanford University with degrees in Political Science and Local Government Management. I spent the first third of my career working as a police officer, Field Training Officer, Sergeant and Watch Commander, this while working my way through law school. I spent a decade as a prosecutor, followed by 18-years as a Superior Court Judge.</p>	<p>I realize that Northern Idaho is growing rapidly and that there will be growing pains. For cities within Kootenai County, their primary focus should remain on the citizens of their political subdivisions. By increasing access to people that do not live in the City of Hayden and Hayden Lake, we are benefiting outside residents at added costs to local citizens.</p> <p>I would guess that the vast majority of those folks paying launch fees fail to disclose the fact that they are non-residents. I also see a LOT of boats being launched without anyone going toward the kiosk to pay any launch fees, many of those folks had Washington State license plates. I cannot make comment on whether these people have annual passes, but I'm guessing most of them do not.</p> <p>I strongly suggest you reconsider the proposal and underlying philosophy behind it. Residents of the City of Hayden should not have to underwrite the costs associated with the proposed improvements which will only invite more non-residents to flood to the lake.</p>
<p>Good. Like shift of kayak launch to opposite end. Like addition of Sheriff slip. Beach could use to be expanded. No issues as I see at this point.</p>	<p>I don't see much in the way of better alternatives given the ownership/control of surrounding land. I do like the way the parking lot is oriented to minimize taking more lake frontage.</p>	<p>Interim for how long? Will not do anything to speed launch/retrieval time of separate boating activities from beach use.</p>	<p>I guess I missed this other than parking curbside on Honeysuckle will be prohibited. Doing so will make parking tighter (or non-existent) during peak days. Perhaps this is a goal, to limit the number of users.</p>	<p>Overall I feel good about this project. I did hear attendees who ever vehemently opposed but their objections were not knowledge based. (i.e. -- dredging will dig a hole into the aquifer and all the water in the lake will drain into the aquifer!) These people may present a bigger challenge than the engineering challenges, which I do not see as being that great.</p>
<p>I do not think it's ideal but understand it's a difficult space.</p>	<p>This not workable and motivates me to get more involved.. This is dangerous. That road can't handle more traffic. The wetland floods every year and the repairs alone will make it a maintenance nightmare. The lake would need to be dredged past the sand bar that now exists. Why would you consider this plan? It's very short sighted.</p>	<p>Feels like a much wiser plan. Less flooding, safer for cyclists, less maintenance, closer to the beach.</p>	<p>It should be improved but the plan should be considered comprehensively.</p>	<p>Please don't put the boat launch and parking lot along Hayden Lake road. If you must use the wetland, and I don't know why you would, consider the other side along Honeysuckle. This plan spreads chaos when the goal is to resolve chaos.</p>
<p>This looks fine.</p>	<p>I'm against any concept that attempts to move the congestion from Honeysuckle to Hayden Lake Drive.</p>			<p>Please do not adopt any concept that increases congestion or traffic on Hayden Lake Drive.</p>

<p>I think this is an excellent concept. The beach and park definitely need to be expanded. I approve of the separation of the beach from the boat launch.</p>	<p>This will provide much better access to the lake for boaters without interfering with beach goers. It seems much safer than the current situation.</p>	<p>This is a great use of under utilized City property.</p>	<p>I like the concept of street parking.</p>	
<p>I am in favor of having as much beach/swimming area as possible. This looks better.</p>	<p>Seems okay. Hope to separate boats from picnic /swimming as much as possible.</p>	<p>Whatever works best.</p>	<p>Not sure what that is.</p>	<p>Would be in favor of as much swimming/picnic space as possible on the lake. Any other areas where boats could launch farther from town?</p>
	<p>It could work. I would suggest more parking for both cars and boats. Maybe at least two rows of each.</p>	<p>Terrible. Long walks tie up the boat launch as people wait for boats to be retrieve and older people may not be able to walk as well and will the shuttle run from say 5 am to 8pm?</p>		<p>I would like to see the swimming area moved to the where the proposed boat launch is with parking on the field, paved with wetland mitigation, and put in restroom and changing rooms there. I would use ALL the current parking space for boats with more parking in the field by the dyke. You could separate the swimming and trailer parking with a barrier (fence) for safety to reduce foot traffic around trailers. Put in more parking around current beach restrooms while leaving them. I would also recommend one more launch lane be installed.</p>
<p>I think the boat launch should remain at its current location. Expand boat trailer parking here and have beach goers park at the new overflow parking lot and shuttle down to the beach. If you have boat trailer parking in the overflow lot then the boat owner will be making 6 trips on Honeysuckle Ave. to launch, drive back to parking lot, shuttle to launch, shuttle back to parking lot, drive to launch to load boat and then leave. What a mess!!! Much easier to shuttle large number of beach goers from the parking lot to the beach and back. All parking on Honeysuckle Ave. must be stopped except in designated parking areas. Increase the boat launch fees and start charging for shuttle service.</p>	<p>I have the following serious concerns with this location. 1. Traffic congestion and illegal parking on Lower Hayden Lake Rd. 2. Need for dredging of Honeysuckle Bay and potential impact on the lake bed and the Rathdrum Prairie Aquifer. 3. Filling the Feller ditch which will force overflow water into the Richards meadow and potentially flooding of personal property or roads. Both Feller Ditch and Richards meadow are designated federal wetlands. 4. Honeysuckle Bay is now a No Wake Zone, this was passed by the BOCC to provide a safe area for non-motorized recreation. You would be putting a boat launch in the middle of this. 5. Honeysuckle Bay freezes over every winter for several months while the current boat launch location rarely freezes over. You would be eliminating launch activity during the winter and early spring.</p>	<p>I think this is a great idea and should be made part of a permanent solution to get all parking in designated areas only. The parking along Honeysuckle Ave. has to stop, it creates a dangerous environment with kids on bikes and children walking in the street and giant trucks with boat trailers speeding past. It is also unacceptable to the neighborhood residents.</p>	<p>Create safe perpendicular car parking near Honeysuckle Beach and eliminate all boat trailer parking along Honeysuckle Ave. Have the boat trailers park at the current boat launch and move the beach goer car parking to the overflow lot with shuttle service.</p>	<p>Please consider this concept as you move forward.  Social Carrying Capacity The maximum level of use that can be absorbed by an area without an unacceptable decline in the quality of experience of visitors and without unacceptable adverse impact on the area's society.  Honeysuckle Beach and Boat Launch has exceeded its Social Carrying Capacity. The proposed new location has serious concerns and I don't believe there is any other locations on the lake for a new boat launch. This leaves us with limiting the use of the current location so that everyone has the opportunity for a safe and quality experience. Suggestions to limit use include raising user fees, limiting parking to designate areas, having an online boat launch reservation system or having a boat launch lottery system.</p>

<p>It has promise</p>	<p>Terrribly expensive and environmentally dangerous</p>	<p>I think boat ramp needs to be moved to the north side</p>	<p>Too expensive, environmentally dangerous, dangerous to possible flood event. I think I have a solution. Parking Problem: You will need to widen the road into Honeysuckle a bit and you might lose the pull in parking on the south side. You could maybe salvage a parallel parking place. However if you can get permission to use that gravel area that the highway district uses for summer parking, that would be a solution. I would suggest marking off a part of it for boat launchers and beach parking ONLY and leave the rest for the highway district's use. They don't need all of it in the summer.</p>	<p>Solution to Beach problem: Move the boat launch to north side. Put a wall up at end of Honeysuckle between drivers and swimmers so no one can drive into lake.          Make three lanes out of the two lane entrance. One is for leaving Honeysuckle of course. One is for boat launchers only and is well marked.          One is for swimmers and beach goers only and is well marked. That would leave that lane open for beach goers who wouldn't be hampered by the line of boat launchers. The boat launchers would have to wait their turn.          Using the E Hayden Lake Rd area is just to physically and environmentally dangerous. For one thing, that bay is now so shallow that there is land way out into that bay. You would have to dredge tons of material. Also you would need to widen the road. You would have to gain ownership of the mountainside and that has water and electric coming down. You would have to blast away some of the mountain. I grew up on road construction and that is unbelievably expensive--blasting mountains and hauling away rock IF you could get ownership which I doubt. A lot of that is tied up in water and elec easements or ownership or private ownership.</p>
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	<p>This concept is bad for a number of reasons: 1: it moves traffic congestion from Honeysuckle to E Hayden Lake Rd. 2: traffic along E Hayden Lake Rd is already dangerous for bikers and walkers and there are frequent near misses on the blind corners... this concept exacerbates the safety issue; 3: the proposed parking lot paves over the existing outflow corridor downstream from the dike. I saw no mitigation measures in the plan to allow water flow downstream from the dike; 4: the water depth at the ramp is too shallow to launch boats; therefore, significant dredging of the bay is required. Dredging will release sediment into suspension and damage the fishery; 5: Hayden Lake is already too crowded, and this plan will allow 40-50 more boats than current parking allows; 6: homeowners near the proposed boat ramp will have reduced property values due to the added traffic; and, 7: the plan is likely to be very expensive due to filling in the existing outflow stream corridor, dredging the bay, providing revised outflow, and constructing the large parking lot. I reject this proposal.</p>	<p>This concept allows the current boat ramp to be used, with parking available via shuttle to Honeysuckle. It is the most economical solution that does not displace traffic congestion to E Hayden Lake Rd.</p>		
				<p>Instead of spending money to improve Honeysuckle boat launch/parking, why not inventory the Lake for an additional boat launch site nearest to the City of Hayden. What has happen over the years-- Hayden Lake has become a "Private Lake" with little to no public access points. The other public access point is at the far, far, far north part of the Lake. With given population growth, another public access point is sorely needed.</p> <p>Another idea: What about conversations with Hayden Marina to redesign it so as to allow for a public access boat launch/parking area. Presently the boat launch is private and use by only those that have purchased a boat slip.</p>

<p>See Additional Comments regarding cost, safety, and environmental issues associated with moving the boat launch.</p>	<p>It appears moving the boat launch from Honeysuckle Beach to SW Honeysuckle Bay is deleterious for several reasons including; but not limited to the following: 1. Cost appears prohibitive to include; a) actual construction costs, b) temporary parking costs, c) concept research, d) traffic studies and potential need to widen and improve Lower Hayden Lake Rd, e) environmental studies, f) public hearings, g) enforcement, and h) potential lawsuits from property owners; 2. Public Safety a) Honeysuckle Bay currently supports non-motorized public use due to it's no-wake designation, b) traffic hazards and congestion on Lower Hayden Lake Rd; 3. Environmental Impact to a) wetlands located on proposed site and directly adjacent to proposed site, b) dredging and potential for aquifer contamination, c) water quality of Hayden Lake due to overuse, d) wildlife in the water (fish and water fowl population) and on land (moose, elk and deer use Honeysuckle Bay as a corridor to water and feeding grounds in the field west of the dike and adjacent to the proposed boat launch site; 4. User Impact. Fisherman use the boat launch in its current location year round. However, the proposed site is located in a shallow portion of Honeysuckle Bay that freezes 2-4 months during most years.</p>	<p>The proposed site would require dredging the boat corridor (see Environmental Impact concerns above) and designation of a boat corridor (see Public Safety concerns above.) Suggest maintaining the current boat launch location and turning the Parking Lot Concept at Honeysuckle Ave/Smith Rd into a permanent solution for boat trailer parking, charge and enforce boat launch and parking fees to pay for enforcement and shuttle bus to and from Honeysuckle Beach, and eliminate all Honeysuckle Ave overflow parking on south side of the street.</p>	<p>Eliminate all Honeysuckle Ave overflow parking on south side of the street and enforce No Parking designations. Add a guard gate to collect fees to pay for shuttle and enforcement, as well as, improvements. 1. Preserve our natural resource. Currently there is no limit to usage of Hayden Lake and it is destroying the lake, shoreline, and surrounding areas. Limiting the number of boats using the lake and beach goes to the number of parking spaces provided would greatly preserve the quality of the lake and its shoreline.</p>	<p>2. Public Safety. Increase the safety of the public by eliminating the potential for conflict and traffic accidents between vehicles and walkers along Honeysuckle Ave by separating boat parking and beach parking, eliminating parking along Honeysuckle Ave, providing shuttle service, and strict enforcement. Install a guard gate to collect fees and monitor usage. This would pay for the additional services and also eliminate the need for constant police monitoring of the beach and launch area during non-use hours, and the possibility of the public driving into the lake from the launch area both of which drains our police and fire resources. 3. The boat launch proposal includes a North Idaho Maritime site. Not sure why the city would pay for paved parking/storage area for a business on public land? It appears to be a conflict of interest and exploitation of a governmental position for personal gain. At a minimum it appears to be improper personal gain for John Condon who is a member of the Parks and Waterways Advisory Board and the owner of North Idaho Maritime.</p>
<p>The Beach Concept is very positive! Closing the boat ramp significantly reduces the risk of serious injury to families and children. In addition, the Concept enhances a valuable community asset!</p>	<p>The "relocation" of the boat launch activity is a critical must do. However, I do not support the proposed Concept to Relocate the Launch to South end of the Dike. Sportsman Park should be featured and utilized as the public boat launch onto the lake. Leverage the existing boat launch, parking and associated infrastructure. There can be no rationale for building a new separate launch facility when Sportsman Park already exists! This approach can be acted upon and perhaps little or no additional cost to the City and ultimately the taxpayers!</p>	<p>There should be no need for an interim solution IF the concept of building a new ramp is abandoned. Proceed with the Honeysuckle Beach Concept, direct all public boat launch activity to Sportsman Park. If it is deemed necessary to have overflow parking for beach goers, then perhaps the use of this space for the parking of cars in conjunction with the wider shoulders for pedestrians along Honeysuckle may have merit.</p>	<p>Concept #1 is much preferred - "No parking with wide shoulders for pedestrians and bicyclists." In addition to eliminating parking along Honeysuckle, parking along Chalet, Hayden Lake and other nearby roads must be eliminated.</p>	<p>2. Priority should be given to Hayden and then Hayden Lake residents at all times! The Hayden taxpayers are footing the bill and the lake is shared with our good neighbors in Hayden Lake. Residents of other N. Idaho communities should be in line behind Hayden/Hayden Lake resident AND out of state residents should be even further behind. City of Hayden should be first and foremost concerned with it's citizens!</p> <p>3. Under no circumstances should the residents of Hayden be paying for increased access and convenience of non-residents! Concepts such as the "Relocation of the Boat Launch to the South End of the Dike" will increase convenience for boaters and in addition to being extremely costly, will likely benefit non-residents on a disproportionate basis unless access to the lake is also controlled.</p>

<p>I like the expanded beach and separation of the kayak and powerboat launches</p>	<p>I think this is a great solution to the parking issues at Honeysuckle beach. Separating the beach goers and the boat launch is a great idea</p>	<p>It will definitely help with the overcrowding on Honeysuckle Ave.</p>	<p>Option #3</p>	
<p>My family and I use this beach 2-3 times a week in the summer. I really like the idea of moving the boat launch away from the beach. The extra parking and expanded beach is great. We always try to get to the beach by 10am to guarantee a parking spot, so more spots is nice. The parking layout looks much easier to get in and out of. We have enjoyed the ice cream truck and would like to see a food vendor remain.</p>	<p>I love the idea of relocating the launch. The boats are very noisy and the boat traffic in the parking lot can be dangerous. It can also be hard to leave the lot when there are boats waiting to launch. Many boats are not safe or considerate when approaching or leaving the dock. They go way too fast and their wake can be dangerous when on the dock especially with little kids.</p>	<p>I'm not a huge fan of having shuttle service. The logistics of it do not seem feasible. I think when the lot is full, it's full.</p>	<p>I think there should still be overflow parking available for the beach on Honeysuckle Avenue, but with a designated pedestrian walkway.</p>	<p>We really love this beach. My kids love the dock and I like the enclosed swimming area. I would like to keep the beach as local as possible and not see it turned in CdA City Beach. I grew up walking to City Beach daily, but I don't take my kids there because it is overrun with tourists and doesn't feel safe.</p>
<p>Love it. Still think you need more parking</p>	<p>Love it.</p>	<p>This works. Maybe partner with Hayden Lake Marina to use their space by smith road and then a boat shuttle to Hayden Marina/Boat House.</p>	<p>I like the #3 option. Long walk from Smith Road.</p>	<p>Need to make Honeysuckle PARK close to beach a FEE area only pay by YEAR at a time \$25 for year pass for resident \$50 for non-resident. No option for day use (year passes only at park). The additional parking could be day use only with smaller park fee.</p>
<p>Expansion of the beach area is of concern due to the import of sand which as I understand is not allowed by IDL and DEQ as it affects fish gills. Prefer to keep both the boat launch and beach same location and manage use more effectively by boaters (daily limit of boaters allowed on the water).</p>	<p>We are not in favor of this concept due to increased traffic on a residential street that will affect access for local residents of both UHL rd and EHL rd. Concerns with the natural environment of that area and the concerns with dredging the area that will potentially affect the aquifer. Additionally concerned with flood control and the cost of doing this project when boating seasons is approximately only 2.5 months long.</p>	<p>This is a reasonable solution but as mentioned the number of boats should be limited per day on the water, to continue to preserve the pristine nature and environmental quality of the lake.</p>	<p>This is a good option, but again manage use.</p>	<p>Thank you for the opportunity to comment and all the work the community and city staff have put into this project. This is a very difficult issue to address, but first and foremost the continued preservation and environmental sustainability of the lake must be at the core of this project. This can be done by managing use and by keeping use in a specific area as opposed to impacting other areas of the lake, residential neighborhoods and the vast aquatic, bird and animal life that use the lake.</p>

<p>I like the concept. The expanded part of the beach will be well used and the drop off area is a good idea. The grassy swale is of course required (for good reason) - I hope it will be designed to add to the appeal of the area. The kayak launch is a great addition.</p> <p>I hope the fact that this parking lot is in the middle of a residential area will not be forgotten and that lighting and signage will be kept to a minimum. The beauty of the area should not be degraded by more commercialization obviously this is important to me since I live right there, but I hear often from visitors and other residents of Hayden that they don't want it to be ruined by even more lights, signs and asphalt.</p>	<p>Separating the boat launch from the beach is an excellent idea - for safety, less congestion, and increased enjoyment of the beach. As to the proposed location my concerns are related to not harming the lake in any way.</p>	<p>As an interim solution the parking lot at Honeysuckle and Smith Rd seems to make sense.</p>	<p>I think having no parking and separated paths for pedestrians and bicyclists is by far the best option. I drive Honeysuckle to and from my home so I know what it is like during the summer months. When crowded with vehicles parked, people walking and bicyclists it just isn't safe.</p>	<p>People love Honeysuckle Beach and it is a gem we should preserve and improve. Boaters need a safe place to launch their boats and a separate location for this should be the goal. Please keep the beauty of the area and the small town feel prominent in your solutions to what has become an overcrowded, often unpleasant, and at times dangerous area due to the combination of a small beach and a boat launch.</p>
<p>I basically like the Beach Concept. The removal of the boat ramp will make it a more enjoyable and safer beach area. I also like the idea of having added grassy swale/green space breaking up the parking lot. I would hope that minimal but adequate lighting would be used with the direction of lighting controlled to produce the least possible light pollution and that signage would consider aesthetic effect.</p>	<p>I think relocating the Boat Launch is a fabulous idea. I'm afraid that this particular concept would not be safe for the environmental health of the lake or the adjacent wetland areas. Messing with the only outflow of the lake i.e., drainage of overflow into the wetlands and field could be a disaster. I also believe that dredging would be required and would create the possibility of losing water into the aquifer at a rate that would lower lake levels.</p>	<p>I don't see anything wrong or detrimental about it, but it's a long walk and a shuttle would be difficult to operate efficiently.</p>	<p>Eliminating the parking on Honeysuckle Avenue would be the responsible thing to do. It is currently very dangerous with vehicles and boat trailers maneuvering into parallel parking spaces with traffic going both directions, pedestrians of all ages, bikes, skate boards, golf carts, etc. making their way to the beach. Providing a separate bike lane would be helpful.</p>	<p>Having lived on Honeysuckle Avenue next to the beach for 41 years, I have seen the transformation of a pleasant quaint park atmosphere into a noisy, stressful, blacktopped, crowded mess. Some well thought out solutions are needed and I appreciate the efforts being made to make the best out of our current situation. The most important priority in finding a solution should be taking care of the lake. It is our crown jewel!</p>

<p>I try hunk it's unnecessary</p>	<p>It's dangerous. It's a dangerous mix of non motorized and motorized vessel. See below.</p>	<p>It's a great idea. Using the empty lot in Honeysuckle would alleviate many of the citizens concerns. The lot is sitting empty, use it.</p>	<p>The proposal to move the launch ramp is not well thought out. Here is one scenario which has not been addressed. When boats are lined up, and waiting for their boat trailer to be launched so they can pull their boat out, where will they all be waiting? Where the launch ramp is now, they have a lot of area on the lake to sit and wait for their trailer to be back down the ramp. If you move the launch to honeysuckle Bay, that small bay cannot accommodate 20, 30, and more boats waiting to depart the lake. They'll be stacked upon each other, and it presents yet another hazard to kayakers that are there, swimmers that are there, and paddle borders etc. 1. Steps must be taken to control, or limit, the number of boats being launched onto the lake. Demand will always exceed the capacity that is created and beyond being an endless cycle of expenditures, it is damaging to the environment. Potential solutions may include:</p>	<p>a. Limiting the number of boat launch permits issued each year. b. Limiting the number of boat launched each day. Utilize a reservation system just as parks do for access and/or camping spots, golf tee times, auto license, etc. On any given day in the summer, there are many cars that are illegally parked on E. Hayden Lake Rd. so that these people can have access to the dike area for swimming and enjoying the lake. With a large parking lot there, people will do the same thing as they have been doing for years on honeysuckle Avenue, they will park on the road which is already narrow, already windy, and present even more of a hazard than we've been enduring for 20 years. I think there needs to be a study done on how many cars are using the lower E. Hayden Lake Rd. It's not just the home owners that live on the lake, it's the people who live above on upper Hayden Lake, and all the other neighborhoods that funnel down to East Hayden Lake. You'll be dealing with more traffic than you think. We need to have a study. Also, unless you're going to post a law enforcement officer, or volunteer officer, who will regulate that road and where everyone is parking — People just don't seem to follow the rules on their own.</p>
<p>This looks like a good concept. I personally do not use the beach area but do think out of State vehicles should be charged \$25.00 a day parking fee. Separating the beach area from the boat launch is an outstanding idea.</p>	<p>This looks like a great layout. Much needed trailer parking. It is difficult to see how wide the actual ramp would be and are there sufficient areas to tie the boat to for single fishermen to walk to get their trailer? I would suggest a ramp wide enough to launch three boats.</p> <p>One of our biggest issues is the out of State boaters using Haden Lake as a ski and wake board recreation lake and blaring their music at high volume. This lake is too small for this type of activity and causes many problems with the lake residents and fishermen.</p> <p>I would suggest charging out of State vehicles with trailers a \$50.00 a day park and launch fee. I would even pay more as a resident if out of State boaters were charged double what I pay.</p>	<p>A short term solution at best. Still charging out of State vehicles and trailers \$50.00 a day for parking and ramp usage.</p>	<p>I have not looked at this proposal</p>	<p>Thanks for allowing us local fishermen and women to have some input. Keep up the good work!!</p>

<p>That the swimming area and boat launch were side by side never made sense to me— the pollution from the boats is right there. That the concession, restrooms, etc., building was built where it was pretty much precludes doing much rearranging. I applaud the city's efforts to make improvements that are sorely needed and a huge undertaking. The old log home adjacent to the parking area was built by the father of my late husband, Gerry House and was Gerry's early childhood home.. Gerry loved and grew up on the lake &amp; he worked many years with Geoff Harvey and others to protect it. In Geoff's book about the Lake, he dedicated a full page (49) to Gerry. What strikes me now is the unintended consequences that yet again may occur with changes that are intended as improvements. My property fronts on both Honeysuckle Ave and Chalet Rd and for some 30 years I've watched the use and problems increase. More law enforcement presence is needed. Has use reservations been considered? Is the City reimbursed for trash pickup, cleaning, etc? What is the</p>				
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<p>I see some good things about the design but have a major concern for access into our property/driveway. I often use a 36' trailer and access is poor the way it is drawn. We have lived here for 22 years and have several comments about daily and night time use. Fears for my family, disrespectful users etc. The sign says "no dogs" but there are dogs constantly. The usual disrespect—no enforcement now at all.</p>	<p>Overall I think it makes sense. The boater traffic mixed with the daily users is a disaster on busy days at the current launch site. Nothing against the boaters! Most are good but many are so inconsiderate. Separating the boaters (on the warm days) from the day users is a good plan. The fishermen are not the problem. They are mostly considerate and good, patient people.</p>	<p>Seems to make sense. Will people use it if there is a "closer" option along Honeysuckle Ave. will there be enforcement? Will there be a reliable shuttle from there to the lake?</p>	<p>See above.</p>	<p>This area has been a problem for a long time and we have seen it all for many years! It's an awesome spot for people to use and enjoy. We understand that but human nature and disrespectful people are the concern. The more people, the more problems. We constantly have people over on our property, volleyballs over the fence (not a major problem), food (worst is chicken bones) thrown over the fence and a Major concern is who is over there at midnight or 2-3-4am. My wife has been scared many times. I also have concerns about the erosion at the property line caused by the dock/walkway in a strong NE wind funneling in the monster waves but also the huge waves coming in from these newer boats that want to make the biggest wave they can. We loose a lot of sand/beach every year. I have tried to help deal with this and have had "some" help from a few City employees but none from City management. I could go on but I would like to get together with the people working on this project.</p>
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<p>This is NOT the answer. Taking away the boat launch from the beach seems like a great idea until you realize that it will only increase the boat traffic on the lake and Hayden CANNOT handle more boats! The congestion at the boat launch helps keep down the traffic. The thing that needs to be done is to improve the beach and bathroom facilities. Get rid of the penal toilets and expand into the former concession and lifeguard area since you got rid of them. Redo the sprinklers. Redo the curbing. Make it a nice place to hang instead of the ghetto it has become!</p>	<p>This is NOT a viable option. Traffic on the lake is already too high. Don't expand to allow for more boats. Increase the boat launch fee to out of town (not Hayden residents that pay the taxes and upkeep) and make it less desirable to launch if you are not a resident.</p>	<p>No. Please just get the work done early season on the beach. Clean it up. Redo as stated above.</p>	<p>No.</p>	<p>I know this beach well. I know the history. I know the challenges. I know the economics. I know the useage. While this is the gem of the city, it is not a good option to make it the gem for Washington residents. Keep the docks repaired. Redo the bathrooms to make more stalls. When we put together this design it didn't include all of the traffic it is getting. This lake is not about attracting more boaters. The launch needs to detract more useage. I would rather see it stay just the same with ghetto bathrooms and a drinking fountain that hasn't worked in five years and the lawn that has soft muddy spots and dry goose poop spots than to do the proposed plan. Use locals to help you figure this out not the mindset of attracting more people down Honeysuckle to this gem. The use is high for 3 months. Just clean it up and make it amazing for that time period. Then allow the fishermen and local folks to launch boats and kayaks. The congestion keeps this from being totally overrun. Don't ruin the lake and the SMALL TOWN atmosphere to provide more use for out of state users! Send them to other local lakes. This lake has no way of cleaning itself out with a river running through it. Know what we have and look at it from that standpoint. Oh, and if you want more input and help I am willing to do that. Guessing you all know who I am. I think my history with this city and this beach deserve some serious consideration and thoughtfulness. I am working</p>
<p>The beach concept seems nice. The downside is that it eliminates our final non commercialized / developed area of hayden lake in Honeysuckle Bay. We need to face the facts that space is limited. If the shore line were more extensive and a larger lake, this entire idea would make sense. We need a different solution. Improve the current facilities and keep it as a first come first serve.</p>	<p>Many reasons to not do this. Environmental, we all know the potential implications. Traffic on Lake Road. This road is already dangerous, why increase traffic. Eliminating area to enjoy the bay via walking / fishing / kayaking / swimming / dogs / or floating in peace. As a resident who lives close to and frequently uses this section of the lake, I am in total disagreement with developing this area into a boat launch. Respect nature and respect the residents surrounding this bay and those use this area and want it to remain as is.</p>	<p>This is a better idea VS the boat launch and removing the launch from the beach area . Expand parking, and use a shuttle system to the current boat launch. This would expedite the process of launching and loading boats, relieving a bottle neck effect.</p>		
<p>I think it's a great idea to separate the trailer traffic from the beach area. More families could use the beach and find parking</p>	<p>My concern would be the approach of the entrance. Looks like lots of parking but where would the overflow parking go? They will end up finding parking along the roadway which is already narrow</p>	<p>Trailer parking is almost to that location on busy days. Good solution for additional parking</p>		

				Why don't you put up a gate as a barrier for the ramp, it would be cheaper than relocating everything and redoing the entire beach and ramp. This should have been done years ago and now before anyone else drives into the Lake and dies! Have the gate shut and locked after dark and open during daylight.
Depends on pending Boat Launch access.	Makes sense, not sure about traffic problems but.....	Not sure	Not Sure	Limited space for Beach goers and fisherman. Spots frequently taken by Non-Kootenai county residents. We pay for it (charge residents what it takes--sliding scale for those who don't make much--FROM KOOTENAI COUNTY!). Out of state residents should not be able to access Honeysuckle--or pay \$50-\$100/ day to launch boat and \$????/ day to use beach. Hayden is a small lake with only 2 access points--residents should come first. Non-residents can go to Lake CDA or Pend Oreille where there is room for non-Idaho residents. PLEASE don't say out of state Hunting and Fishing license help pay for improvements-- I'm real good at math so--
Love it, definitely more beach and pedestrian friendly	Awesome idea. Greatly reduces conjection at the beach side at both parking and dock use.	I dont think this would be utilized to the extent hoped for. If there is a shuttle service, could it be serviced with volunteers? Otherwise seems like an unnecessary expense.	Great restructure	Very happy to see this development. A win win win in my opinion. Thank you !

<p>See below</p>	<p>You don't own this property, I assume you have reason to believe Dalton Irrigation will deed it to you. In my humble opinion, are a number of compelling reasons this project would cause substantial problems for the lake, which will probably wind up in costly conflict or litigation involving the City of Hayden. These issues are well known, you will develop this boat launch at your and the city's peril.</p> <p>1. The spillway there is extremely dangerous in early summer. Drawing people to this location is a recipe for someone drowning, which will focus liability on the city. At a minimum, do we need tens of thousands of cost in attorney fees and the negative publicity that will go along with it?</p> <p>2. Honeysuckle Bay is notoriously too shallow for boat traffic. I assume you have personally looked at this location in August? I recently owned a lot 200' north of this location, I am well familiar with the inadequate water depth there.</p> <p>3. Is dredging really an option, given the hydrology of Honeysuckle Bay? Historic documents refer to bags of bentonite being placed on the bottom there to stop an intermittent whirlpool. Do you want to deal with the publicity from consequences of disturbing a fragile lake bed?</p>	<p>You might want to review the origin of the Salton Sea from a canal project gone awry in 1905. Have you consulted with the state agencies that would have jurisdiction over this? Dept. of Lands and Fish/Wildlife come to mind.</p> <p>4. There are other issues such as traffic, etc. which I won't go into here.</p> <p>From my perspective, it looks like your intention recently was to placate beach users at the expense of boaters. How did that work out? The bottom line is that access to the lake is limited, which isn't your fault, or your problem to fix. In this age of everyone getting what they want, I understand that a response from a municipality of, "sorry, we can't do that" is socially unpopular, the public being very entitled..</p>	<p>However if you've lived through the 50's and 60's as I have, you know that "sorry, but no" is much more rare than it was a few decades ago. But it's still valid in the context of the long-term greater good. Far better to walk away now than deal with a logistical, financial and public relations nightmare that can't be undone going forward.</p>	
<p>Creative concept; separating day users from boat launch should greatly improve safety and usability of the site. I also like the idea of allowing kayaks to launch from this site.</p>	<p>Creative concept; separating boaters from day users should greatly improve safety and usability of site. The pull through design of the site is good, as is having some single vehicle parking stalls.</p>	<p>This is a good idea if it is accompanied by restricting some of the roadside parking that is currently occurring on busy days.</p>	<p>I prefer to eliminate parking along Honeysuckle and convert this to better pedestrian and bike access for residents in the area. Ideally, separate paths for pedestrians and bikes.</p>	<p>One of my biggest complaints about use in the area is speeding on Honeysuckle Ave by folks leaving the beach/launch. It can be very dangerous, especially for pedestrians. Anything that can be done to help would be desirable (signs with radar that show speed, speed bumps, ???). Related to this, I believe the City has long-term plan to align Strahorn and Hayden Lake roads via a roundabout. If the day use and launch are separated as proposed, I think this would become even more important to manage traffic better (i.e. boaters trying to pull out onto Honeysuckle). And, it may also help with the speeding issue I referenced above because of a forced deceleration as folks travel down Honeysuckle.</p>

<p>The beach concept is fine and should include a lifeguard stand, Gate and guard shack on the road. There is no indication that a use study has been done. I would venture a guess that more than half the people who use the beach neither live in Kootenai County Sherriff nor in Idaho. There should be a fee to park your car as well as use the beach which is higher for those who live out of state. \$10 per car including two people and three dollars for each extra person for in-state and double that amount for out of state. There should be a limit to the number of people on the beach with a maximum number predetermined.</p>	<p>This concept addresses the symptom instead of the cause of conflict between beach goers and boaters at honeysuckle. I estimate that at least half or more of the people who use the beach and the boat launch are neither residents of Kootenai County or of the state of Idaho. A boat launch in this location with significantly decrease home values for all the people who live on Honeysuckle bay due to increased boat traffic and difficulty policing and enforcing the no wake zone. Property owners along honeysuckle Bay pay hundreds of thousands of dollars annually in property taxes. Either honeysuckle Bay should have no boat launch, or the launch should remain where it is charging in-state boats \$50 daily to launch their boat and out of state \$100 with the option of a season pass such as \$1000 for in-state and \$2000 for out of state. A guard gate needs to be at the entrance and exit to the parking area and should be closed after 10 PM. How many more people need to die or be injured from driving straight down honeysuckle off of the boat launch?</p>	<p>A parking lot on honeysuckle is a great idea. Cars and trailers should not be allowed to park on honeysuckle. There should be a fee to park the trailer in this parking lot as well as a shuttle.</p>	<p>Another problem with relocating the boat launch is that the aquifer is 6 feet below the surface and therefore dredging out the bay would result in water draining out of the lake and is not feasible.</p>	<p>Relocation of the boat launch and putting in a large parking lot will provide more parking spaces for people who don't pay taxes to live on Hayden lake, in Hayden or even Idaho. This will increase boat traffic, need more policing to enforce no wake zone and result in environmental damage by breaching the aquifer and removing spawning areas for many of the fish in the lake.</p>
<p>The beach should be moved south along the dike.</p>	<p>The traffic along Hayden Lake rd is awful and congested in the summer. There are lots of bikers and walkers who use this stretch of roadway. The road is narrow and would pose a safety concern to those not familiar with its layout. Couple all of this with the fact that people will be driving vehicles with boats attached and it's a recipe for disaster.</p>	<p>This is a good idea and should utilized for boat parking and beach goer parking.</p>	<p>No comments</p>	<p>This is a terrible design idea.</p>
<p>I like how it's more open and able for people to access</p>	<p>I've never used the dock.. so my thought is nonetheless</p>	<p>Parking always needs to be added</p>	<p>I think it's good. It helps with parking and maneuvering</p>	

<p>I think the beach concept is fine, but I have issues with the boat launch concept</p>	<p>I believe the boat launch should stay where it is. Hayden Lake Rd is a traffic disaster in the summer. We are already dealing with major traffic issues at the dike access from people parking all along the road, as well as the large amounts of people at the marina, and typical increased summer traffic that has gotten worse in the past few years. If the parking and boat launch is so terrible at honeysuckle, people can use sportsman's access launch, or possibly consider limiting the amount of boats that can launch from honeysuckle in a day. It seems that between the marina adding more boat slips, and now this new boat launch concept, the traffic issues are only going to get worse. People who live on Hayden Lake Rd have to drive past these things multiple times per day - it is not just a minor inconvenience. On top of all this, I know that area is very shallow and we can see Kokanee spawning there. I'm curious what kind of issues this could cause environmentally.</p>	<p>I think this would be a good idea for more parking</p>		
<p>While I understand the desire to update this area, the swale takes away parking and removing the boat launch is lunacy.</p>	<p>No. This is terrible and the lower lake road is already bad. This will clog the road and hamper emergency access for those who live down the road from this proposed sight. You honestly would be better off buying land or forcing the landowner, the living Trust of William Thomas Richards and Sheila Griffiths. You would also have to dredge that bay to get boats to be able to launch there year round. I have seen how backed up cars and vehicles with trailers are like on Honeysuckle. Doing that to a winding blind corner road is terrible. People do not care if they cannot park somewhere, they still will.</p>	<p>It is the most sensible thing proposed so far and I am all for it.</p>	<p>Limiting the parking to regular vehicles and not trailer parking would be good as long as you have the overflow area off of Smith road done.</p>	<p>I know this area needs to be revamped, but as most of it stands. It is just not a workable solution. Please do not make the lower lake road and upper a parking or a congestion nightmare for those who live down road from it. Please explore buying land from the trustees as that would be the more realistic option in solving this issue. Last, we do not know how the impact of Idaho raising its out of state fees may decrease traffic or use. It could be minimal but may not. Who knows but leave the shallow bay as is. Thank you for your time.</p>

<p>I like the concept but think that parking will still be an issue during the summer. I would suggest eliminating the grass areas by the lift station and drop off area to allow for more parking.</p>	<p>I absolutely love the idea of anything different than the current boat launch on honeysuckle. With that being said, i do think that when this gets busy traffic will come to a stop on this road from boats being backed up waiting to enter and launch. I suggest that the entrance for boats be at the furthest west portion of the parking lot so that when the line to launch is long it will not stop traffic on the main road.</p>			<p>My biggest complaint with the current set up at honeysuckle is when trying to get off in the afternoon. Without being able to power load the boat on the trailer you end up with multiple boats being walked up and down the narrow channel. Often times people will not be able to load because the boat is 2 boats back and now the truck is in the launch to get the boat and the boat in the way has the tow vehicle in line waiting for the spot to open up to back down. If we are prohibited from power loading then possibly we can devise a launch on one side pick up on the other style of launch ramp. Or provide a 4 wide ramp to accommodate the traffic. I have not had issues at blackwell even during the busy summer weekends. Thanks for working hard to resolve the issues at our beautiful lake. I recognize that Hayden is much smaller and a large ramp probably is overkill but the launch at hayden becomes a zoo quickly. In fact my family will not boat on hayden on a weekend in the summer because of this.</p>
<p>Looks pretty good. I do not think residents of Hayden should have to pay the same amount to park as our of state residents. Maybe offering an annual pass for Hayden residents like has been done downtown CDA would be good. Or at least charge more for out of staters. Our tax dollars fund these things and yet the parking lot is full of Washington plates. Let them come, but do not charge Hayden residents the same as you charge them</p>	<p>Concerned about overflow, but we do need a better launch situation. Although we live .5 miles away, we never launch or boat at honeysuckle because it's way too crowded and there's no parking.</p>	<p>Only would work if there was a shuttle. I worry about congestion of boats if it takes substantial time for the driver to get back to the launch</p>	<p>I like the idea of a shuttle from finucane park for beach goers if that's an option.</p>	
		<p>Moving the parking lot to the northeast of Honeysuckle Drive and Smith Road intersection with shuttle service on the weekend makes a lot of sense. That would help minimize the cars along the road. A shuttle – golf cart trolley– or similar would be nice. Without a shuttle, many people may choose to continue parking along the road.</p>		<p>It would be nice to expand water front access. The dike is currently a mess with concrete debris making it a safety &amp; liability issue. If there were a way to use the dike for kayaks, swimming, paddle boarding etc. it would be a great benefit to the community and beautify the dike and lake. Perhaps the Richards family could assist with access. I would imagine leaving a legacy to the community could be desirable.</p>

<p>The grass area is nice why are you getting rid of that?</p>	<p>Something needs done about the current situation the honey suckle boat launch is a disaster and it was the useible boat launch last year after July what ever it takes because something has to change and the situation is only going to get worse as more people move in</p>			
<p>Leave the existing boat launch there and make the current property there work. Shoving more people into that area is not the answer.</p>	<p>Terrible idea- the obvious that has already been brought up: This area is an overflow for high water years to prevent the lake from overflowing onto property. The wetlands in the field there. A sensitive area of the lake, dredging and driving piling could worsen the leaking problem into the aquifer and be an environmental disaster. Pushing higher traffic there could impede the need for an evacuation of those that live on E Hayden Lake Rd. Also the danger to bike riders and pedestrians who use E Hayden Lake Rd. Pushing the problem to E Hayden Lake Rd. is not the answer.</p>	<p>I think that could be a solution for more parking that is needed. Not just Interim, and a better idea than shoving the boat launch onto the dike.</p>	<p>Parking with a widened shoulder for a pedestrian path could work.</p>	<p>I have lived in Hayden since 1976 and have witnessed our explosive growth along with everyone else. Making the current property at Honeysuckle work would be the best option, as opposed to "forcing" something onto an area where we do not have the supporting infrastructure would be a disaster. Hayden Lake is a small lake, despite the growth. Ruining what we have there is not the answer, and the potential for an environmental disaster by forcing the launch onto a very sensitive area along the dike would be irresponsible to say the least.</p>
<p>Great</p>	<p>Best thing ever, needed to be done years ago</p>	<p>Very bad idea!!!</p>		<p>Bigger than smaller up front as we are growing as a community.</p>
<p>undecided</p>	<p>The objective is to separate beach-goers from boaters. The dike area and the cordoned area by the spillway are popular "beach-goer" areas, currently with limited access. I think that the new large parking will be inviting to swimmers and non-motorized craft recreators and that the population of shoreline users in that area will increase. I think the problems with the interface between beach-goers and boaters will not be solved by this configuration, but will be moved from the current location to this location.</p>	<p>It could be used now lighten the problems with the current configuration.</p>	<p>The new no-wake-zone has created a lovely swimmer/kayaker/paddleboarder safety zone that the non-motorized recreation sector uses heavily. Will the needs of that population be overlooked for the needs of the boating population? I hate to pit one against the other. How will a balance be achieved?</p> <p>Thinking of the lake system, if the bottom of the lake is excavated to make a boating channel that can withstand the variations in lake level, what will that do to lake drainage and the fishery?</p> <p>I hope to see the results of a number of analyses before the project is fully approved: geotech survey, fish and wildlife impact study, traffic study.</p>	<p>I'm concerned about the changes that will have to be made to the lake bottom in order to make a boat launch in this location viable. The bay is SO shallow. Without changes to the lake bottom, the ramp will need to extend half way out into the bay in order to float a boat off a trailer early in the spring and late in the summer.</p> <p>I wish that I had suggestions that would adjust the plan to overcome the areas of concern...</p> <p>Would it be possible to expand the Hayden Marina area, create a private side and a public side, add parking, so that all of the boat launching could take place there? That's not an unprecedented configuration. I realize the City doesn't own property over there and that one of the constraints is City jurisdiction. So such a move would come with its own sticky issues. But, are they are they any stickier than the environmental issues associated with a boat launch in a super-shallow bay?</p>

It is a great idea to separate the beach goers and the boaters!!	Love it! There has been a large demand for additional trailer parking for years. The beach goers take up a large percentage of the parking. The relocated lot will also lower the traffic at the beach for a lower risk for the foot traffic. Please consider future growth in the size of the parking area for the trailers.	Not in favor of. It would stink to have to shuttle. It might be a good idea for the beach people but not the boaters. Waste of monies and man power for an interim solution.	option #3	
Parking is the biggest issue for Honeysuckle, forget the green areas in the parking lot and make it all parking. Keep the green area that exists but don't add extra green area when you could just make it parking.	With all the blind sides on that road and how difficult it is to get out of it now, this is a terrible idea. Imagine a boat trailer trying to turn that way with how busy that road is in the summer. This is also where to water run off is that floods this exact area for a few months. It literally becomes a river here.	Grammatically, this question makes zero sense. You might want to read it back to yourself.	Make the parking angled all the way up the side instead of parallel parking.	If you want a spot at Honeysuckle, get there early. I do think the angled parking down the road would help.
	This is a great idea! It gives a designated place for boaters to launch and retrieve their boats. It also gives plenty of parking for vehicles with their trailers.			
Hard to tell from design but best to restrict parking at honeysuckle to cars and no trailers and put cars with trailers at parking lot #1.	Opposed. Creates a high traffic area in a tight street location and additional pressure on the lake.	The right place for cars with trailers	Bike and walking lane is essential especially with option #1 parking. Some overflow parking but not for cars and trailers	
I think the beach and boat launch work well as they presently exist.	I have major objection to locating the boat launch at the south end of the dike. 1) proposed parking area floods when lake is at elevated water level. 2) proposed parking area is where water going over dike goes when lake level is elevated. Much of the water percolates into the ground and naturally disappears, which is good. If developed into parking lot, we lose part of this natural drainage basin. 3) Honeysuckle bay can become very shallow in late summer and not suited for boat traffic. 4) this plan causes environmental harm to bay and locates parking and boat launch in or near a sensitive drainage area.	Additional parking here is fine.	need the parking along south side of Honeysuckle Ave.	I am strongly opposed to proposed location of boat launch.
Great! Keep the beach separate from boat launch like Down Town CDA.	Finally something potentially being done about moving the boat launch. My cousin drowned at the boat launch as well as other people. Move it to safer location with BETTER viability and a GATE to close the boat launch after hours. Help save other people from losing their life's and family losing their loved ones.	great!	If anything changes MOVE the boat launch location!	

<p>Critical floating toilets added in Mokins Bay to accommodate 40+ boats extended daytime use on sand bar. Heavy Peeing in the shallow water there bad for water quality, potential Covid issues &amp; sanitary issues.</p> <p>Needed now &amp; definitely additional need with increased boat use.</p>	<p>Not without year round toilets</p>	<p>Not without more toilets! And floating toilets.</p> <p>Windy bay &amp; Mokins bay</p>	<p>Higher boat fee</p>	<p>Need boat fees at fisherman's access.</p> <p>Need fees for all boats moored at marinas &amp; falls for non-lake residents</p>
<p>I strongly agree that the beach and launch site should be separated. Having a non-motorized boat launch here is a good idea.</p>	<p>I am not a boater, but this looks like a good option.</p>	<p>I am not in favor of this. I don't understand how the 'boats in waiting' would work, and I don't think there should be a shuttle.</p>	<p>I'm not sure what you're asking.</p>	
<p>340 e honeysuckle, hayder</p>				<p>met with Melissa @ Welch-Comer 2/3. Great discussion re:concepts and vision moving forward...notes on record</p>
<p>I think the Honeysuckle Beach Concept is an excellent idea. With expanded parking in the gravel pit it makes sense.</p>	<p>I think the boat launch concept project would be a major disaster. This is one of the worst concepts I have ever seen. The problems I see include the increased traffic with terrible sight lines for ingress and egress for vehicles and boat trailers. It would be extremely dangerous. Launching boats here would ruin the calm swallow bay for kayakers, paddle boarders, floaters, and young children. This project would also have a detrimental impact on the fish and birdlife in this protected area. Last year I watched several photographers taking photos of osprey fishing for spawning kokanee. This shallow bay is a gem that would be permanently harmed on several levels by dredging. The environmental impacts would be severe including the effects on the wetlands and overflow in the spring. I could go on, but I am trying to be brief.</p>	<p>I think this is an excellent option. It is a much better idea.</p>	<p>I am in favor.</p>	<p>Building a new boat launch in the swallow bay is a terrible idea. The option of improving the existing launch, parking, etc will solve the problem without impacting our beautiful lake.</p>
<p>I would like an upgrade to the beach-including tables and BBQ - would it still be kayak accessible?</p>	<p>Nice but who will pay for this? Should be through launch fees - non-residents should be much higher</p>	<p>Parking will always be a problem- I'm assuming shuttle will be limited. However, it should not include paid parking.</p>	<p>No comment</p>	<p>I think this is an excellent option. It is a much better idea.</p>

**Honeysuckle Beach and Boat Launch Study**

Online Open House Comments

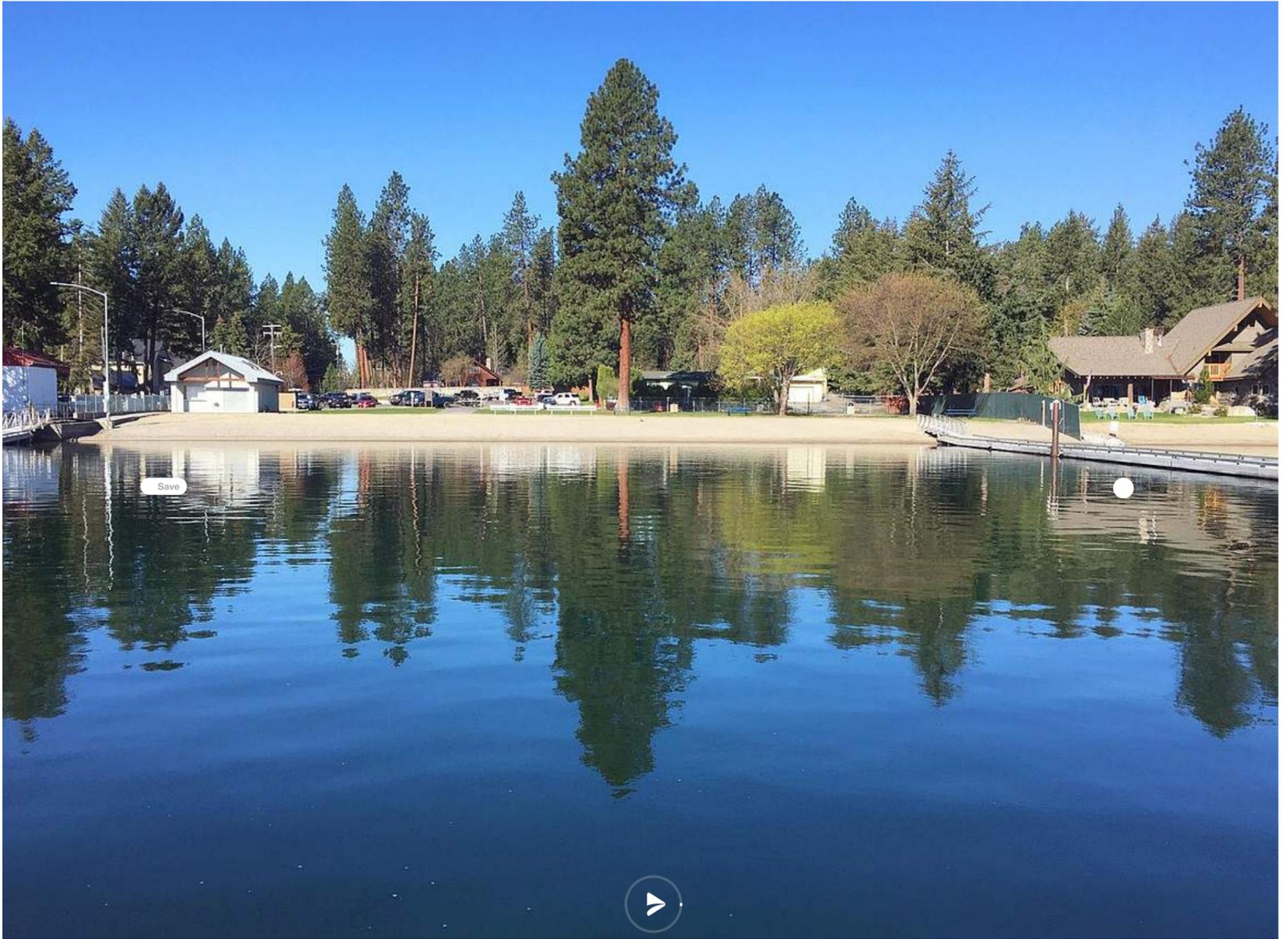
January and February 2022

<p>I think it is ludicrous to change this concept and lose the boat launches already in place and usable on City of Hayden's property. What you are proposing is to lose the boat launch forever, put it on The City of Dalton's property in Kootenai County. So who is supposed to pay for this transformation? Common Sense tells me that this proposal is way too expensive to implement, and would put the cost onto other people that don't use the launch.</p> <p>I agree there is a big problem with the launch where it is, which is mostly the parking arrangement. You are not going to make this experience any better on the new proposed area, because the problem is still going to be there on the high use days by having an off site parking area. Why not apply the concept of the off site parking to the existing launch and have a shuttle to the current site.</p>	<p>There are lots of problems with putting a boat launch on this site. This is where the overflow from Hayden Lake goes, which is up the existing trench along south Hayden Lake Road almost all the way to Honeysuckle. If you fill this area in, where is the overflow water going to go? Currently in the spring this whole field is flooded for a long time. Another concern is Hayden Lake's Current water level. I have lived on Hayden since 1976 and know what usually happens with the water levels. Hayden is at its lowest ever for this time of year and is 3 to 5 feet lower than usual. It think there might be a leak or something going on like happened in Spirit Lake 30 years ago. The other concern is how shallow this bay is anyway. I can see on the high lake use days where there might be 20 or more boats waiting to launch or pull out at the same time and there wouldn't be room for them on the dock or in the bay. The bay is also a spawning area for trout, kokanee, and bass, which would be upset by the extensive dredging required to try and make this a launch area.</p> <p>Another big concern is the amount of traffic and congestion you would be putting on South Hayden Lake Road with this new boat launch. It is bad now and dangerous. Several deer are killed on this road as they cross it to go to Richard's field. This launch area couldn't be used right now because it is</p>	<p>I think this would also be a nightmare to try and implement and manage. There are way too many days that you wouldn't need it and when it's really busy there would be problems getting everyone to and from in a timely manner. Who is going to pay for this service? Why not try it for a year on the old site to see if it works?</p>	<p>No need to change it from what it currently is.</p>	<p>There are other problems with this dream, but the bigger ones are the additional traffic concerns, cost of improvements, shallowness of the bay, and problems adapting the new property without losing current advantages of the property the way it is. If this plan is put into use, I think the current problems will still exist at the cost of people that didn't sign up for this plan.</p> <p>I can tell that a lot of work and thought has been put into this project, I just hope that you will stand back and look at the whole picture before you change things that probably won't work as well as some people think they will.</p>
<p>I like the grass space and tables. Will be sad to see it replaced with sand.</p>	<p>It could work, however what happens when it's full, where is the overflow parking for trailers?</p>	<p>That's a long ways and most people will just park where the trailers park now on the right side of Honeysuckle.</p>	<p>People drive way to fast down that road. With more people walking, pedestrians, could be a recipe for disaster. Also, you'll need to improve the intersection at honeysuckle no E Hayden lake road. A lot more congestion on E Hayden Lake and this will make it worse.</p>	<p>I like that you're thinking ahead and am just adding a few points to consider as you debate the various options.</p>
<p>Very nice make over - but it must include the boat launch.</p>	<p>Relocating the launch to Honeysuckle Bay is a non-starter. It is suffering from significant environmental, logistical and recreational issues.</p>	<p>The parking lot at Honeysuckle Ave &amp; Smith Rd should be the final solution.</p>	<p>Honeysuckle Ave should be designated as passenger vehicle parking only with a pedestrian path between the parking slots and Richards property.</p>	<p>No dredging of Honeysuckle Bay; Do not alter Feller Ditch; Do not increase traffic on E Hayden Lake Rd.</p>

# Appendix C

## Coeur d'Alene Press News Articles

# Survey focuses on Honeysuckle Beach congestion



The waterfront at Honeysuckle Beach reflects off a calm Hayden Lake in spring 2021. In the coming year, Hayden officials will solicit public input about how to maintain a quality recreational experience and increase safety at the beach.

**BILL BULEY/Press File**

By

**CRAIG NORTHRUP**

Staff Writer

|

April 21, 2021 1:06 AM

The city of Hayden launched a survey on its website Monday as the first step in a new attempt to tackle the growth problems that have crept onto the shores of Honeysuckle Beach.

The survey debuted on cityofhaydenid.us, although the SurveyMonkey questionnaire has already been digitally distributed through QR codes on flyers circulating around town since Friday.

The 13-question survey is part of a five-month strategy to address the escalating number of visitors — both local and from abroad — who travel to the popular public shoreline destination.

“What the study’s goal is, how do we best accommodate the boat launch users and beach users,” said Melissa Cleveland, community development director for the city of Hayden. “This survey is just the first part of that.”

The survey asks its takers how often they use the Hayden lakeside space, what facilities they use, and what reasons prevent users from enjoying Honeysuckle more.

The survey also asks people to rank, in order of importance, the challenges they face when visiting the park and launch, and it asks to rank potential solutions, which could include park-and-ride shuttles, designated drop-off areas, and day-use fees.

Cleveland said a group has been brainstorming the issue. That group includes representatives from Kootenai County, Idaho Fish and Game, the Corps of Engineers, the Department of Lands, and, of course, the city of Hayden.

“Everybody’s trying to look at this from a global perspective,” Cleveland said. “If it were easy, it would have been done already. There might not be too many easy solutions.”

Honeysuckle Beach is easily Hayden’s most popular public outdoor attraction, as backed up by studies woven into the city’s Park and Comprehensive plans. Passenger vehicle parking has been an issue at Honeysuckle Beach for more than a decade, as cars often stretch up East Honeysuckle Avenue for upward of a half-mile during summer weekends.

Concerns over those issues have run neck-and-neck with boat launch traffic. The increased number of boaters — combined with the often-busy pedestrian traffic that can swirl around the lone boat launch — can make for some cramped shared public space.

“Safety is a big challenge,” Cleveland said. “You’ve got boats getting pulled through the parking lot, boats backing up, kids walking around. We’re just trying to come up with some solutions.”

The survey is the first step in a five-month process designed to identify residents’ priorities with Honeysuckle Beach, workshop solutions, and narrow down the city’s options before presenting to the City Council for consideration in September.

The survey closes April 30.

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## Recent Headlines



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SKIP

Ads by

# Hayden pitches in for Honeysuckle Beach safety

By  
**MADISON HARDY**

Staff Writer  
|  
September 25, 2021 1:00 AM

**HAYDEN** — Unused impact fee revenue finally has a purpose — building a permanent marine facility for the Kootenai County Sheriff's Office at Honeysuckle Beach.

In the early 2010s, Hayden city officials adopted a development impact fee program to finance projects.

According to city documents, Hayden had collected a public safety impact fee for "acquisition and construction of a Kootenai County Sheriff Hayden Substation office."

Following a 2016 impact fee study, plans changed, and the funding collected from developers sat in savings until the city defined a specific project.

"Over the last few years, we had looked at the possibility of partnering with the county on some form of public safety facility," City Administrator Brett Boyer said Friday. "We were meeting on Honeysuckle Beach, and as we looked at the area, the county mentioned they were searching for a permanent place to park their boat on the lake."

Revenue pulled from impact fees has to be used for capital projects, Boyer said. The city is sitting on about \$60,000.

During the fiscal year 2022 budget process, city staff suggested helping pay for deputy presence at Honeysuckle Beach.

In recent years, Honeysuckle Beach has become a popular destination for families and waterway recreation, Sheriff Bob Norris said Friday. In tow is a rising number of calls for service.

"The Honeysuckle Beach area and launch have one of the highest call volumes in the city of Hayden," Norris said.

Those calls include parking problems, suspicious activity, drownings, and other services that are "significant in nature," he said.

On summer weekends, Norris has seen lines of boats and trucks flowing halfway down streets surrounding the recreation area. Having to navigate that traffic can delay deputies getting to the launch, he said.

KCSO Recreation Safety Sgt. Ryan Miller said team response could be 20 minutes or more without a permanent facility at Honeysuckle Beach, depending upon available resources. Miller said Hayden Lake received the third-highest number of calls this summer but was staffed far less than Lake Coeur d'Alene and the Spokane River — the top two call areas.

Having a dedicated area for KCSO deputies would open doors for getting permanent staff and equipment at Honeysuckle Beach, Miller said.

"If we already had a boat on the water, our response time would reduce greatly," Miller said. "We could jump in the boat and go, and it would aid any citizen in an emergency."

For decades, the city and KCSO have contracted for additional law enforcement services. Norris said the approximately \$60,000 in impact fees toward Honeysuckle Beach will be "a great benefit for the users of Hayden and residents who live and play near the lake."

Mayor Steve Griffitts said credit goes all around.

"We are grateful to be able to use impact fees to partner with the sheriff to improve services to the citizens of Hayden," he said. "All parties worked hard to move this forward."

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## Recent Headlines



# Honeysuckle Beach open house is Wednesday



Snow covers a dock by the Honeysuckle Beach boat launch last Wednesday. Community members are invited to contribute their insight to the Honeysuckle Beach and boat launch study during an open house from 4:30 to 6:30 p.m. Wednesday, Jan. 26 in the Hayden City Council Chambers.

**DEVIN WEEKS/Press**

By

**Press Staff**

|  
January 24, 2022 1:06 AM

**HAYDEN** — Community members are invited to contribute their insight to the Honeysuckle Beach and boat launch study during an open house Wednesday.

The open house will take place from 4:30 to 6:30 p.m. in the Hayden City Council Chambers in city hall, 8930 N. Government Way.

The city of Hayden is engaging the public as it works to identify solutions for Honeysuckle Beach and boat ramp challenges regarding the number of users, types of uses and functionality for pedestrians, vehicles and boats.

Honeysuckle Beach has long been a popular summer destination and a cherished amenity for residents, from fishermen and summer campers to families picnicking on the beach.

The engagement process will include one-on-one interviews, a public survey, a stakeholder working group and a public open house, as well as ongoing updates through social media and the city's website.

Goals of the process include:

- Gathering feedback for the city to understand the community's priorities and vision for Honeysuckle, including the perspectives of different user groups
- Identifying solutions to enhance the summer experience and address key issues, including number of users, types of uses and functionality
- Preserving Honeysuckle as an amenity for generations to come

The Honeysuckle study started in April 2021. Since then, the study team has received feedback from more than 400 residents via a public survey in spring 2021 and has met with stakeholders and user groups to understand needs and opportunities. Various solutions have been drafted from this input.

The link to submit public comments online will be available Thursday through Feb. 11.

Visit [cityofhaydenid.us](http://cityofhaydenid.us) to view a recorded presentation after Thursday.

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## Recent Headlines

# Appendix D

## Location of Sportsman's Access



