



**STATE OF IDAHO DEPARTMENT OF LANDS
ATTACHMENT FOR ENCROACHMENT
COMMUNITY DOCK REQUIREMENTS AND SETBACKS**

General requirements are as follows:

1. No part of the structure waterward of the natural or ordinary high-water mark or artificial high-water mark shall exceed ten (10) feet in width except breakwaters when justified by site specific conditions and approved by the department.
2. A community dock shall not have less than fifty (50) feet combined shoreline frontage. Moorage facilities will be limited in size as a function of the length of shoreline dedicated to the community dock. The surface decking area of the community dock shall be limited to the product of the length of shoreline multiplied by seven (7) square feet per lineal feet or a minimum of seven hundred (700) square feet. However, the Department, at its discretion, may limit the ultimate size when evaluating the proposal and public trust values.
3. If a breakwater will be incorporated into the structure of a dock, and a need for the breakwater can be demonstrated, the department may allow the surface decking area to exceed the size limitations.
4. Length of Community Docks and Commercial Navigational Encroachments. Docks, piers, or other works may extend to a length that will provide access to a water depth that will afford sufficient draft for watercraft customarily in use on the particular body of water, except that no structure may extend beyond the normal accepted line of navigability established through use unless additional length is authorized by permit or order of the director. If a normally accepted line of navigability has not been established through use, the director may from time to time as he deems necessary, designate a line of navigability for the purpose of effective administration of these rules.
5. It will be presumed, subject to rebuttal, that single-family and two-family navigational encroachments will have an adverse effect upon adjacent littoral rights if located closer than ten (10) feet from adjacent littoral right lines, and that commercial navigational encroachments, community docks or nonnavigational encroachments will have a like adverse effect upon adjacent littoral rights if located closer than twenty-five (25) feet to adjacent littoral right lines. Written consent of the adjacent littoral owner or owners will automatically rebut the presumption. All boat lifts and other structures attached to the encroachments shall be subject to the above presumptions of adverse effects.

Please check one and initial:

I have reviewed the application, including the scope and location of the proposed encroachment as depicted. **I consent** to the application and do not wish to participate in a public hearing. (initial)

I have reviewed the application, including the scope and location of the proposed encroachment as depicted. **I object to the application and request IDL hold a Public Hearing.** I have attached a summary of my objection to this form on a separate page and a **\$75 publication fee.** I UNDERSTAND THAT I AM REQUIRED TO SUBMIT MY CONTACT INFORMATION (NAME, PHONE NUMBER, EMAIL ADDRESS) IN ORDER TO SET A HEARING DATE. (initial)

***IF YOU HAVE ANY QUESTIONS PLEASE CONTACT MEGHAN BYERS, RESOURCE SPECIALIST., AT MBYERS@IDL.IDAHO.GOV OR 208-263-5104 AS SOON AS POSSIBLE.**

KEVIN PALMER - SAFE HARBOUR HOLDINGS CORP. FEB 19, 2026
Name Date

3946 EDENSTONE RD, CALGARY ALBERTA T3A 3Z6
Address City State Zip

403.585.5588 kevin@palmermail.ca
Phone Number Email Address

NORMAL LINE OF NAVIGATION
PRESENTLY ESTABLISHED

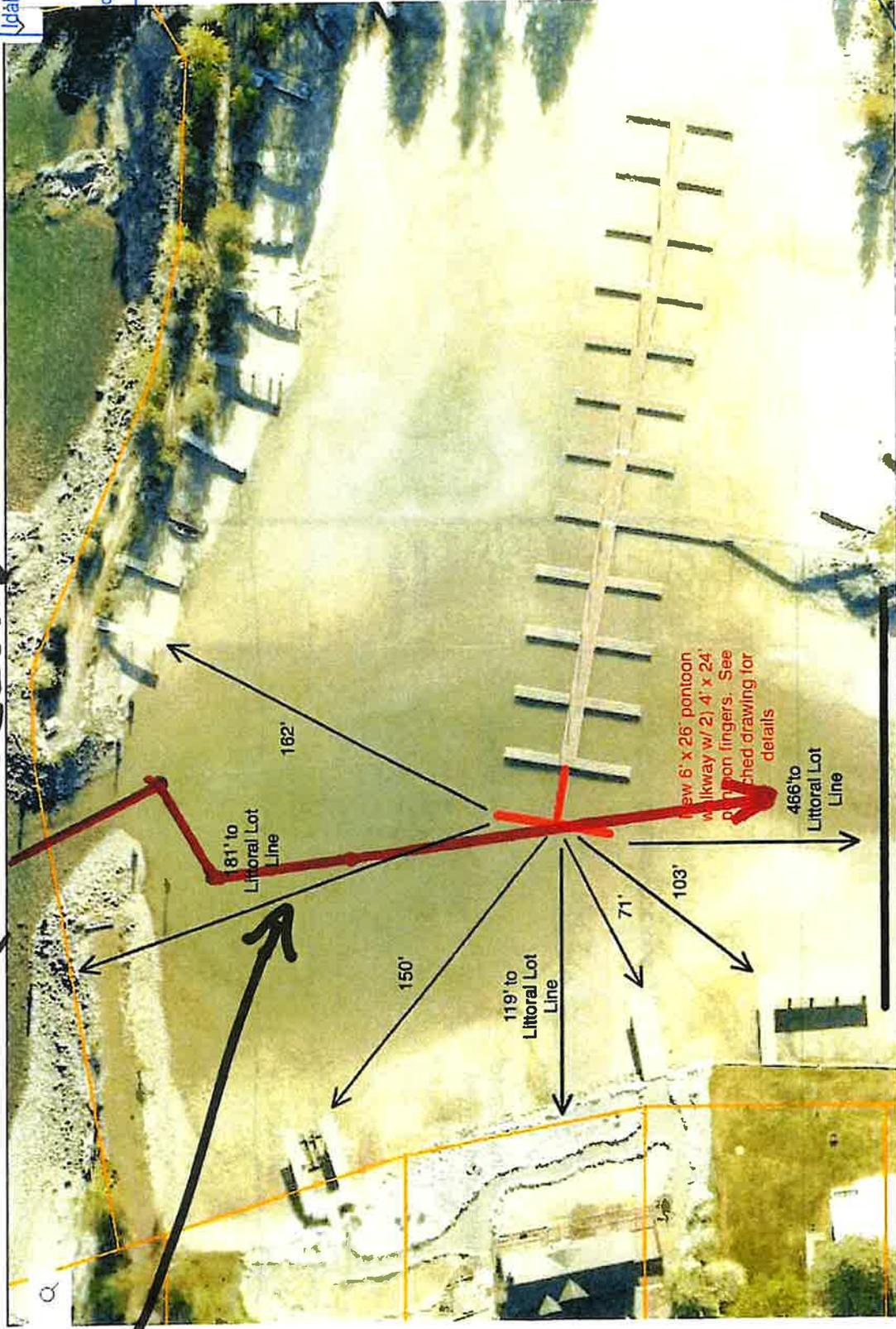


Idaho Department of Lands
FEB 20 2026
Pond Oreille Lake Supervisory Area
Navigable Waters



* NAVIGABLE LINE FOLLOWS
DEEPER WATER AND AVOIDS
SHORELAND DOCKS AND SWIMMING OF
BOAT ACTIVITIES

PRESENT NORMAL LINE OF NAVIGATION ESTABLISHED (SEE BELOW)



Idaho Department of Lands
FEB 20 2026
Oreille Lake Supervisory Area
Navigable Waters

PROPOSED DOCK EXTENSION ENCROACHES INTO NAVIGATION LINE ESTABLISHED

~~Idaho Department of Lands
JAN 14 2026
Oreille Lake Supervisory Area
Navigable Waters~~

Meghan Byers

From: Kevin Palmer <Kevin@palmermail.ca>
Sent: Thursday, February 19, 2026 8:42 PM
To: Meghan Byers
Cc: Kevin Palmer; Cyndi Palmer
Subject: Encroachment Application L96S02061 Sourdough Point HOA



Importance: High

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hi Meghan,

Thank you for your letter of January 22, 2026 regarding the Application for Encroachment Permit L96S02061 – Sourdough Point HOA.

I have reviewed the standards for commercial, community, or nonnavigational encroachments as well as the application, design drawings and documents provided in the application and by your office. While I am supportive of the community's efforts to expand boat slip space if required, I object to the proposed application for the following reasons:

1. The proposed extension violates requirements stated in item 4 of Community Dock Requirements and Setbacks which states "no structure may extend beyond the normal accepted line of navigability established through use unless additional length is authorized by permit or order of the director. If a normally accepted line of navigability has NOT been established through use, the director may from time to time as he deems necessary, designate a line of navigability..."
In this case, a definite line of navigability has been established through use, and the proposed project encroaches directly into that line. Since such a line is already established, the director should not be authorized to designate a new line.
2. If such an encroachment was approved, it disrupts the current established navigability line.
3. Disrupting this navigability line would result in shifting the line at least 26 – 40 feet closer to the west shore, nearer shoreline docks, including water activity of canoers, paddle boards, swimmers and boats.
4. Disrupting this navigability line would push boat traffic closer to the west shoreline and away from the deeper waters of the current navigability line resulting in boat draft issues and potential damage to hulls, props, etc.
5. My permitted boat dock (permitted 2024) was designed specifically in alignment with the current navigability line for safety reasons and water depth. Refer to drawings attached. This was done for boat operator safety.

Overall, a change in this line will increase congestion at the proposed encroachment area, will push boats toward the west shoreline activities and lower water levels and result in safety concerns for shoreline activities and watercraft navigation as well as boat draft exposures.

Let me know how best to submit the required fee of \$75.00. I can provide you credit card information tomorrow, or whenever you review this request. Alternatively I can mail you a check, which will take a few days coming from Canada.

Thanks for your consideration to this important matter. I look forward to finding another solution that will work for the community as well as not adversely impact watercraft navigation and safety.

Kevin Palmer
Phone: 403.585.5588

If the attachments do not come through in readable format, let me know and I will resend them.

From: Kevin Palmer <Kevin@palmermail.ca>
Sent: February 19, 2026 9:00 PM

