

Peter and Martha Hofmann  
8955 Woodbank Drive  
Bainbridge Island, WA 98110

January 28, 2018

City of Bainbridge Island  
280 Madison Ave North  
Bainbridge Island, WA 98110  
Attn: Annie Hillier, Planning Department

Re: Hanson Dock Replacement (Project SSDP/PLN 50901)

Dear Ms. Hillier:

Our family has lived on the south side of Fletcher's Bay for 40 years. We are a boating family and have had both power boats and sailboats over the years, including a number of 6 metre racing sailboats that Peter's father and Peter have owned since the early 1980's. The boats are non-motorized, about 36 ft long and heavy, so we have towed them in, slowly and carefully. At this point, we still have one of the 6 metre sailboats and we take it in and out of the bay several times during the summer.

There are two channels across the shallower section of sandbars at the mouth of the bay. The channels are easily visible in aerial photos of the bay at low tide. One goes along the inside of the spit and then turns up along the south shore past the docks at Fletcher's Landing to an area near the Croker's boathouse. The other is a diagonal channel (we refer to it as the center channel) that runs from an area near the bay entrance to near the Croker's boathouse.

While most of the boat owners have chosen to use the south channel, we have continued to use the center channel, especially when towing the sailboats. The prime reason is safety – you have to stick very close to the docks along the Fletcher Landing portion to be in deep water. While under tow, the sailboat can veer off track with the current flow and be diverted into the shallower areas. With either route, once you get to the area off of the boathouse, the issue is whether there will be adequate room to continue up the bay and, between the Croker and Corbin boats/mooring buoys and the shore. This has been the safest and most straightforward way to get up into the mid-bay. We are concerned that the location of a new dock must provide adequate space to maneuver between it and the boats/mooring buoys.

We want to be clear that we support the Hanson's effort to relocate their dock, but want to be sure that navigation and safety considerations are fully explored in determining where the dock is placed. We would like to see at least 25 feet of clearance between the outer edge of a boat at the proposed dock and the stern of a boat attached to either the Croker or Corbin buoys. We have reviewed the Hanson Dock Replacement Proposal on file with the City, but it's difficult to provide concrete comments relative to navigation and the proposed dock because there really is not enough information supplied to do that. We understand that there are additional revisions to the proposal in the works, but because the comment deadline is today we feel that we need to comment based on the plans on file. Here are some of our concerns.

(a) The existing plan drawing only shows the Corbin buoy, not the Croker buoy. During an incoming tide (or a wind out of the northwest) it is usual for the boats on those moorings to point towards the mouth of the

bay, which would seem to put the Croker boat's stern pointing more or less directly towards the corner of the proposed dock. It is our understanding that the Croker's boat is about 43 feet long. So it is very important to understand where the Croker buoy is relative to the proposed dock.

(b) We are also concerned with the accuracy of information that is available and would suggest that actual measurements be used to accurately locate the Croker and Corbin buoys relative to the proposed dock. Annie, we are basing this concern largely on a photo map you provided Peter the other day during his visit with you at city hall that showed the recorded location of mooring buoys on the bay.

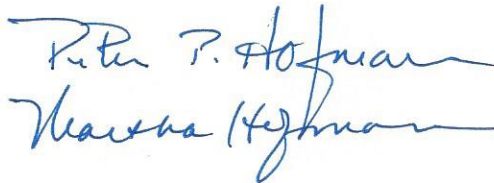
That photo shows the "location" of the Corbin buoy, but in addition it also appears to show the actual Corbin buoy, with the boat Stone Horse on it, some distance to the northwest of the map marker for the buoy. The picture is taken at low tide which might explain 10-12 feet of drift, but Stone Horse looks like it is further away than that. In addition, the location of the marker for the Croker buoy does not look to us like it is in the right place either.

(c) In determining whether there is the necessary clearance between the boats/mooring buoys and the proposed dock, calculations for the buoys should take into consideration boat length, drift and length for a painter from the boat's bow to the buoy. Dock measurements should account for the beam of a boat at the dock.

Thank you for considering our comments. We are admittedly trying to preserve a route that we have used for a long time to get our boats up into the bay, but we also feel that the issues we've raised are important navigation and safety considerations for everyone who comes into Fletcher's Bay.

Yours Sincerely

Peter and Martha Hofmann

The block contains two handwritten signatures in blue ink. The top signature is "Peter P. Hofmann" and the bottom signature is "Martha Hofmann". Both are written in a cursive, flowing style.