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January 28, 2018

Department of Planning and Community Development
Attn: Annie Hillier
City of Bainbridge Island
280 Madison Avenue North
Bainbridge Island, WA 98110

Re: Hanson Replacement SSDP/PLN50901 SSDP

Dear Ms. Hillier,

This letter responds to the Notice of Application/SEPA Comment Period issued in the above-referenced matter on December 29, 2018. Our home is located to the east of the Hanson's peninsula on the same side of Fletcher Bay, between the Mair and Schmidt properties. Views toward the west from our deck and dock include the Hanson's peninsula (their home has water on three sides) and proposed dock site. (Our house is situated somewhat inland.) The Hanson's existing dock is not visible from our property and does not affect navigation within the bay.

We are active boaters and users of Fletcher Bay. In the summer months our dock is often occupied by a 34' sailboat (cutter), 14' sailboat (sloop), and 15' skiff (Boston Whaler), along with a couple of dinghies, a canoe, a kayak, and a paddleboard. Our large sailboat can only enter or leave the bay at high tides because of the substantial bar at its mouth. In traversing the bar at the entrance to the bay we have always used the channel that runs immediately adjacent to the docks to the west of the Hansons. That channel only opens into deeper water as one approaches the proposed dock site. (One neighbor uses a somewhat straighter but shallower and less apparent route that cuts diagonally and ends up in the same general area, but most regard that route as more hazardous.)

Our response is twofold. On one hand, we generally support wishes of our neighbors to have ready access to Fletcher Bay, and it is important that the City recognize Fletcher Bay as a navigable body of water that is used by residents and others in a variety of vessels including small boats (e.g., rowboats, kayaks), larger powerboats, and seagoing sailboats. On the other hand, given the statement in the Notice of Application that "the comment period specified in this notice may be the only opportunity to comment on the environmental impact of this proposal," we want to let you know that this application would have significant environmental impacts if allowed to go forward as presently configured in documents on file with your agency.

The environmental impacts are (1) restriction of the route that must be followed by deep draft vessels entering or leaving Fletcher Bay, and (2) degradation of views from properties situated to the east of the proposed dock site. The negative effect on navigation stems from the

length and orientation of the proposed pier, dock, and float. As to views, instead of the existing wooded point, slope, and shoreline with associated wildlife (e.g., mergansers in attached photo) and views of homes beyond the point, we and others will see a long, multi-level aluminum fabrication.

Attached are three photographs to illustrate these points. The first, designated Dock Photo 1 (in electronic format), shows the approximate site of the northern edge of the float by means of a 30 foot string of buoys anchored approximately 88 feet from the easterly corner of the Hanson's bulkhead. The second, designated Dock Photo 2, shows the buoy string approximately 98 feet from the bulkhead, which represents the maximum distance from the bulkhead to the outboard side of a hypothetical moored vessel having a 10 foot beam. (These photos show slightly different alignments from the shore, in that the pier and ramp in the first photo are aligned with the left of the Hanson's house (as shown in the site plan) and the second are aligned to the right of the Corbin buoy (as also shown in the site plan). We are informed that the first alignment was intended, although that may have changed.

A third photo, designated Dock Photo 3, shows the location of the buoy string at approximately the 88 foot point as seen from the end of our dock. (It may help to enlarge the photo to see the string, which is end on.) It shows that the pier would likely limit the view of homes beyond the point. It also includes a few of the docks between us and the point for comparison. Other homes along the shoreline would presumably see something similar.

It is my understanding that you already have access to aerial photos of the bay that show the bar at its entrance. We would encourage you to look at photos at various tidal stages, particularly low tide, since they will show the proposed dock site in relation to the bar and channel. The bottom line is that boats entering or leaving the bay would need to alter course to avoid the dock, which is certainly possible to do but could lead to problems, particularly at night or if control is limited (as when towing) or moored boats restrict maneuvering.

Within the past couple of weeks, several residents of the bay (including one of us) have sought to find out (basically by taking depth measurements at different places) if there are other ways in which the Hanson's could achieve reasonable depth at a dock while reducing or eliminating these impacts. Mr. Hanson has cooperated with our efforts but, unfortunately, has been out of town, and we have now run out of time to settle on an alternative before the end of the comment period. Although we understand that Mr. Hanson is skeptical, our efforts suggest that shifting the existing dock to point toward deep water from its existing landing, and perhaps eliminating the dogleg, could achieve a dockside depth of five feet, which seems reasonable given the site and depths elsewhere in the bay. Even reducing the distance of the proposed dock from the bulkhead could help. An elevation plan on file with your agency (dated November 22, 2017) shows seven feet of depth at 88 feet from the bulkhead. We found that five feet could be achieved closer in, although still quite far from shore.

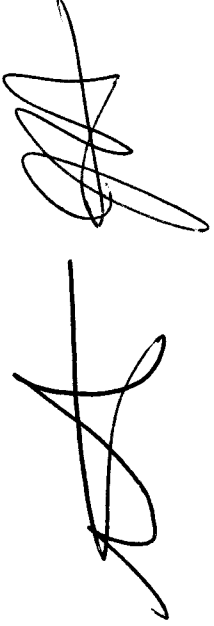
The irony, of course, is that the jurisdiction exercising regulatory authority over this proposal is the same jurisdiction (i.e., the City) that has allowed silt, presumably directed to the bay through its road and stormwater control systems, to accumulate to such an extent that the

Hanson family's existing dock grounds at low tide, thus rendering it unavailable for mooring large vessels and generating the present proposal.

Finally, we want to let you know that although Rick has been appointed as one of two Harbor Stewards for Fletcher Bay (or so we are told) these comments are our own and do not represent official action by the City. We understand that Dave Kircher, who lives further up the bay, has also been appointed to this volunteer position.

If you have questions, please feel free to contact us at 206-842-1122.

Sincerely,

A handwritten signature in black ink, consisting of a stylized 'A' followed by a series of loops and a final flourish.





