

8873 Woodbank Drive NE  
Bainbridge Island, WA 98110

January 25, 2018

City of Bainbridge Island  
Attn: Annie Hillier, Planner  
280 Madison Ave. North  
Bainbridge Island, WA 98110

Dear Ms. Hillier:

Re: Hanson Dock Proposal, Fletcher Bay  
COBI Reference: SSDP/PLN50901 SSDP

We have no objection to the Hansons having a replacement dock. Our concern is that the proposed location would have a much greater adverse impact on the navigability into the inner, deep-water portion of Fletcher Bay in front of our home than would a re-build in the area of its existing location, even with greater length, pursuant to an existing easement. It would also be unnecessarily visually intrusive.

We enclose an aerial (Google) photo of the bay to illustrate our concern. At any tide level lower than a plus five-foot tide, the only safely navigable channel into the inner part of the bay for the power and sailboats moored in the bay is along the outer line of existing docks on the south side of the bay. That channel extends to the Croker dock just to the west of Hanson's existing dock, then begins to widen, and passes just to the north of the Hanson property, which juts out into the bay. The tip of this peninsula-like extension is already well beyond the outer line of the docks to the west of Hanson's property, and is about in line with the outer line of the docks to the east.

The proposed dock would therefore extend well out past the existing outer dock line, both east and west, and well out into the navigable channel described above.

Scaling from the Google photo, it appears that the existing Croker mooring buoy (which is not shown on the Hanson application's aerial photo/site plan) is about 200 feet from the base of Hanson's bluff, where the dock would begin. The Croker's boat, which is shown in the Google photo, is 43 feet long. Its "swing" with mooring line and slack in the buoy mooring is something more, and pretty much pre-empts the left side of the channel. Coupled with the 88 foot proposed dock on the right side (presumably plus a boat moored at its outboard end), the remaining gap for boat transit into the bay will be, at best, about 50 feet.

Again with reference to the Google photo, it appears that a re-build of the existing dock (which does appear in the photo, though somewhat obscured by tree shadows), possibly with some modifications in orientation and length in order to get greater depth, could be accomplished without compromising the channel.

Use of the existing site would also result in the dock being far less visually intrusive for those of us in the inner part of the bay, and less of an obstacle for frequent kayakers and other shallow draft vessels.

We are also enclosing an additional photo, taken from our home, which shows the docks immediately to the west of us, the tip of the Hanson property projecting into the bay, and three buoys set by an interested neighbor. The approximate location of the outboard end of the proposed Hanson float is marked by the third buoy from the left. The Croker buoy is the fourth buoy from the left. For scale, the Corbin's sailboat, moored to the fifth buoy, is, we have been told, a 23-footer.

We think it readily observable from this photo that shifting the entire structure to the left (west) would enlarge the navigable entry channel into the bay, and be less visually intrusive.

Please keep us informed; together it should be possible to find a solution that serves the interests of the Hansons, as well as their immediate neighbors, and boaters of all sorts who enjoy the ambiance of this jewel of a bay.

Very truly yours,

Thomas R. Beierle  
Karen M. Beierle

Cc: Darron Hanson  
LeAnn McDonald