DAVE ULLIN OPEN WATER MARINA

Public Comments Received**

** Comments received from Marine Access Committee Meeting December 10, 2018 and during the comment period. Comments do not include those sent directly to Marine Access Committee members unless forwarded to staff.

1	11/28/2018	Kari & Joel Wright
2	12/2/2018	Tim Dore
3	12/10/2018	Jeff Adams
4	12/10/2018	Alex Schacht
5	12/10/2018	Barbara Trafton
6	12/10/2018	Philip Ohartigan
7	12/10/2018	Vicki Saunders
8	12/10/2018	Paul Svornich
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14	12/10/2018	Sue Entress
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30	12/14/2018	Charlotte Rovelstand
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DAVE ULLIN OPEN WATER MARINA

Public Comments Received**

** Comments received from Marine Access Committee Meeting December 10, 2018 and during the comment period. Comments do not include those sent directly to Marine Access Committee members unless forwarded to staff.

Aaron Claiborne

From: Kari Wright <joelkari@aol.com>
Sent: Wednesday, November 28, 2018 12:43 PM
To: Aaron Claiborne
Subject: DUOWM

November 28, 2018

Aaron,

We are off island on the 12/10/18 and would like our opinions noted at the meeting in our absence.

- We are residents of Eagle Harbor and observe the daily happenings on the harbor.
-
- · We are not in favor of expanding the liveaboard area. We are not in favor of it because we have seen the increase in visiting boaters and tourism now that the city has removed the derelict vessels from the harbor. We believe that all recreational opportunities for the general public should take precedence over anchored out housing. People living over water in the harbor take up space. This is a navigable area. Water that is navigable should be enjoyed by all. The proposed plan takes away space to be kayaked through and rowed through and to be available for temporary anchorage for visiting boaters. All summer long we have large rafts of anchored visiting boats, rowing, sailing and kayaking. There is simply limited space in Eagle Harbor that is coveted by all and many uses.
-
- · We are not in favor of allowing the current or future liveaboard vessels to change to a full swing circle on a single point moorage buoy because it encumbers more usable harbor area. Double tied is our preference, it is just better space usage. Other high use harbors on the west coast use this type of moorage systems. (just one example is Newport Harbor, CA)
-
-
- · We also feel very strongly that the liveaboard area stay on the (north side) public-dock side of the harbor as this is closest to the COBI dock and services. The boats should be clustered as tight as possible to allow space for other activities in this very popular part of the harbor.
-
- · If the number of liveaboard moorage buoys increase, the *non waterfront owner* permitted buoys in the center of Eagle Harbor should be revoked as these occupy the center of the harbor and deter navigation as well. (one example is the Dight buoy in the harbor center)
-
- · We also feel that the current area should have better monitoring and enforcement to ban plastic tarps on deck, proliferation of unsecured items on deck and gas powered generators on deck. There are 2 perpetual offenders in the harbor to date. Perhaps COBI needs to strengthen the existing rules and regulations governing the area so that the harbor master and BI police have the additional tools they need to take care of the harbor.
-
- · Please note it is also important to tighten up or add COBI laws with regards to liveaboards skirting the COBI laws and living on their boats anchored in Eagle Harbor. Owner of vessel *Chan* lives on his boat with his large dog on various private moorings in Eagle harbor year round which is Illegal per state law. This has been going on for over 2 years. Cobi has a permitted liveaboard area. Enforcement should be applied so that all liveaboards that are not in legal shore marinas, need to be in the legal open water area. They should not be allowed to move from private buoy to private buoy to anchor or just moving their anchor around the harbor for anytime over 30 days. There are individuals who are gaming our system and taking advantage of the situation.
- · We are also not in favor of current or future vessels encumbering our city dock *in addition to* their moorage buoys which happens now on an average of 1-2 nights a week on a weekly basis. Not only do they have buoys which encumber the harbor, they also park at the dock and deter visitors from using that as well.
-
- · Should COBI follow through and increase the liveaboard area and number, please plan to increase the paid harbor master staff time allocated to monitoring the area. While our harbormaster is responsive, the harbor

already requires more time than she is allocated and doubling the open water marina size will add to her load. This will be an additional expense for the city.

Thank you for your consideration.

Kari and Joel Wright

Aaron Claiborne

From: Tim Dore <twdore@gmail.com>
Sent: Tuesday, December 04, 2018 1:52 PM
To: Aaron Claiborne
Subject: Fwd: Open Water Marina, Waterfront Park

Aaron, I can't attend the meeting on Monday regarding the Open Air Marina so please see my comments below. A single point buoy system should be used for this project at all.

Sent from my iPhone

Begin forwarded message:

> **From:** Kol Medina <kmedina@bainbridgewa.gov>
> **Date:** December 4, 2018 at 10:15:02 AM PST
> **To:** Tim Dore <twdore@gmail.com>, Matthew Tirman <mtirman@bainbridgewa.gov>, Sarah Blossom <sblossom@bainbridgewa.gov>
> **Cc:** Barry Loveless <bloveless@bainbridgewa.gov>
> **Subject: RE: Open Water Marina, Waterfront Park**
>
> I appreciate you taking the time to write, Tim. Please don't ever be reluctant to write to any City representatives. We work for you.
>
> At our meeting last week, the Council discussed this at some length. During that discussion, Barry Loveless provided an explanation for why the City was not able to build the dock with the low float that the rowing community desired. It was not an oversight or a mistake. I'd encourage you to listen to that discussion. It is during our budget discussion. You can find the video here: http://www.ci.bainbridge-isl.wa.us/1101/City-Council-Agendas .
>
> You seem to know that the Council has approved some funding for this issue. In particular, if I remember correctly, the Council approved $30K to be spent on determining whether there is actually a way, within the confines of the various applicable laws, to build this low float.
>
> As for the open water marina issue. There are issues of fairness on both sides of this and various factors that need to be balanced, as I'm sure you understand. I'm looking forward to seeing what the Marine Access Committee recommends. I encourage you to make your voice heard as that Committee considers this.
>
> Thanks.
>
> ---
>
> Kol Medina
> Bainbridge Island Mayor and Council Member
> Position 2, North Ward
> kmedina@bainbridgewa.gov
> 206-512-7155

From: Tim Dore [mailto:twdore@gmail.com]
Sent: Sunday, December 2, 2018 10:10 PM
To: Matthew Tirman <mtirman@bainbridgewa.gov>; Sarah Blossom <sblossom@bainbridgewa.gov>; Kol Medina <kmedina@bainbridgewa.gov>

Cc: Barry Loveless <bloveless@bainbridgewa.gov>
Subject: Open Water Marina, Waterfront Park

Dear Council Members:

My name is Tim W. Dore, and I reside at 10653 NE Seaborn Road, Bainbridge Island, WA. 98110. I have lived on Bainbridge Island since 1999 and full-time since 2011. I am reluctant to write this email, but the current state of affairs and comments regarding the dock and Open Air Marina require that I state the following. I am currently on the Board of Bainbridge Island Rowing ("BIR"), but do not row, Both of my kids rowed on the High School Rowing Team but both have gone onto to College,

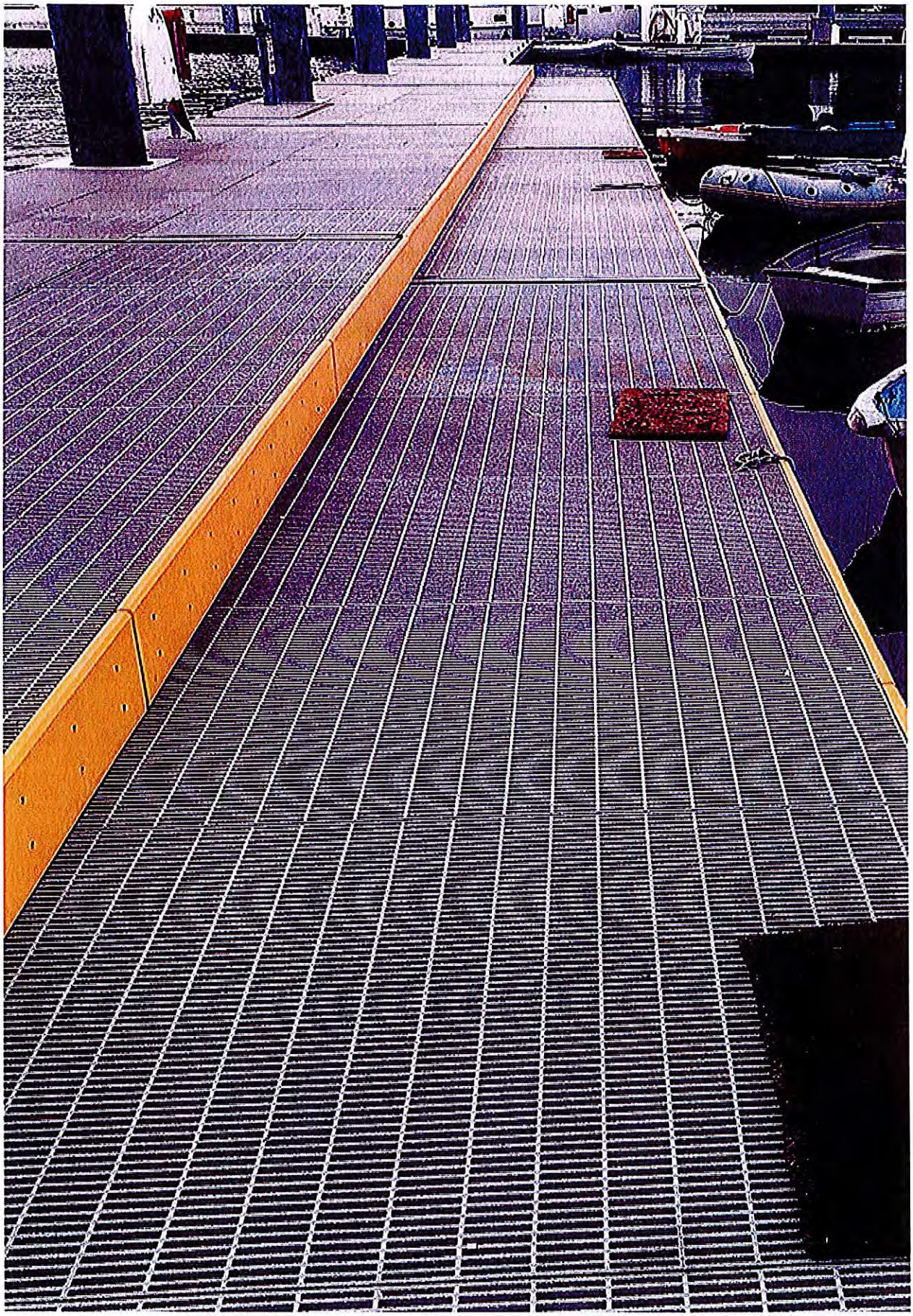
First and foremost, thank you for providing funding the repair of the existing dock in Waterfront Park as the current dock does not work for rowing shells. I personally attended in at least five (5) if not more, public outreach sessions throughout 2014-2016 as I have agreed to volunteer for BIR build the Rowing Center in Downtown Bainbridge Island. I personally provided the specifications, as well as Tom Coble from BIR, regarding the low float for the Rowing Center needed for shells which need to be low (no higher than 4", and must be at least 12' wide to accommodate a rowing oar). I simply do not know why the current dock is built at its current state. However, this was a large and complicated project. In private and public practice, I have worked on many projects and my experience is that these things happen and it is better to fix the problem than to point fingers as to the cause (look no further than the bathrooms at Waterfront Park). www.bainbridgereview.com/news/sweet-relief-waterfront-park-restroom-to-open).

I hope that is the practice employed here by starting talking to the contractor (Dave Barry) who built the dock and has a tremendous amount of experience in these matters, and might provide a cost effective solution which is needed here. As the below picture shows, the current dock certainly works fine for large boats such as Argosy boats, but is simply too high for kayaks, rowing shells and even little boats like my 17' Whaler. You can see that is current situation by the below photo simply does not work. That is why the smaller boats are not using the other portions of the dock but the low dock which is supposed to be for the rowing shells, and non-motorized boats.

Second, I am concerned that another mistake being considered with a single moorage point for the Open Water Marina. There are 15 acres of space for not only available for many uses but if a single point of moorage is used, this impact the entire harbor to the detriment of not only the Rowing team but also for small boats. A two moorage point design is allowed in the express terms of the lease for linear moorage and would everyone to use the Harbor which has been the case for over a decade. A single point of moorage would be a complete disaster for the High School Rowing team.

Third, I have personally volunteered over 1000 hours in building a legacy building in downtown Bainbridge since 2014. The Rowing team is the best thing going on in Waterfront Park, and at the end of the day, once the project is completed, a jewel for the City. There are many competing interests which with good planning can be accommodated. Currently, there are over 200 families associated with the Rowing team and since the creation of the team, over 500. Upon the completion of the multiple purpose room, this will be available for public use as well. I am a strong believer in public service having personally donated to this project, donation of public housing to Housing Resource Board (http://216.119.109.49/default.asp?ID=30) and many others on Bainbridge and Kitsap County. Please consider all interests in the consideration of this issue. Thank you.

Tim Dore
10653 NE Seaborn Road
Bainbridge Island, WA. 98110
(425) 503-8005



Aaron Claiborne

From: Jeff Adams <jeffatoms@gmail.com>
Sent: Monday, December 10, 2018 5:03 PM
To: Aaron Claiborne
Subject: Open Water Marina Liveaboard Leases

Dear Mr. Claiborne,

My name is Jeff Adams and I am writing to share with you my thoughts on the Eagle Harbor Open Marina liveaboard situation as it appears to exists today. I write this having called Bainbridge home my entire 50+ year life and as one who cares deeply about both the entire harbor's liveaboard community and also about the health and threats that appear to exist to Eagle Harbor from the Open Water Marina Liveaboards.

Specifically, I am concerned that Eagle Harbor is at risk from the threat of pollution, from both gradual human sewage dumped in the harbor, and the possible toxic and oily discharge from a potential Open Water Marina vessel sinking. Having lived here long enough, I have witnessed what appears to be the look-the-other-way attitude by our local city's open water enforcement team. We appear to either not be aware of the laws regarding discharge of human feces or the requirements enacted on all the rest of Eagle Harbor's marina liveaboards, which include requirements for insurance, regular and monitored sewage pump-outs of marine holding tanks, requirements for operating engines and closed waste seacocks and closed onboard sewage systems.

I understand that it is expensive to maintain insurance on a vessel, I also understand that it costs money to have an electrical generation system that will power a bilge pump in the owner's absence. I understand that maintaining a vessel with both State of Washington registration and an operating engine costs money but to ignore the fact that our local marinas are required to monitor and enforce such basic requirements whereas the city doesn't is, in my opinion, a risk the City of Bainbridge is taking without the well being of the greater community being properly considered. These costs are not meant to be a burden but to insure that the boats that locate in our harbors can be reasonably assumed to stay floating and not polluting.

I propose the following considerations be included in any future Open Water Marina leases:

- Requirement for $250,000 of legitimate marine insurance, including a pollution clause, that names the City of Bainbridge as also insured.
- Vessel Registration with the State of Washington
- Regular inspection of all boats in Open Water Marina in conjunction with the US Coast Guard and/or Coast Guard Auxiliary, including impoundment clause for those tenants that never seem to make time for an inspection
- Inspection of bilges for the presence of waste oil
- Use of lock-out/sealed cables/cable ties installed by and identified as City of Bainbridge preventing overboard dumping of sewage into Eagle Harbor. These can be renewed if the boat notifies the city of its owner's intent to go offshore where overboard dumping of human waste is permitted.
- Proof of operability as demonstrated by vacating Eagle Harbor for a period one consecutive week a year.
- An operating bilge pump and power supply capable of keeping the boat afloat for at least 24 hours, unmonitored.

- Assistance for Open Water Marina Lessees obtaining the requirements as spelled out in the lease, possibly including contracting with a state sponsored open water and mobile pump-out contractor/provider.

I trust that the City will neither look the other way nor will it penalize those that call the Open Water Marina home and that it will find a way to treat everyone with compassion and respect. Call me at (206) 842-0123 if you have questions.

Kind Regards,

Jeff Adams

Aaron Claiborne

From: Alex Schacht <alex.schacht@gmail.com>
Sent: Monday, December 10, 2018 8:36 PM
To: Aaron Claiborne
Subject: DUOWM Layout/Design Project comment

Aaron,

I am writing to submit the following comment regarding the layout proposed at tonight's MAC meeting.

The proposal as drawn looks great. I appreciate the variety of slip sizes as well as the maximization of the number of larger slips as it provides the most flexibility for the future. I have little concern that on busy summer weekends visiting boats will find a place to anchor. As for concerns regarding safe navigation through the harbor, I do not believe this mooring field will pose any significant obstruction.

Thank you,

-Alex Schacht
S/V Tangent
303-829-1082

CITY OF
BAINBRIDGE ISLAND

MARINE ACCESS COMMITTEE (MAC) BUOY PLACEMENT MEETING

DECEMBER 10, 2018

NAME: Barbara Trafton

PHONE: 206.842.5747 E-MAIL: barbtrafton@gmail.com

COMMENTS:

Please work to find a solution that pleases as many as possible. A decade ago waterfront park was what high school kids called "Sketchy". When kids left afternoon practice from Rowing, coaches would stand along the road to meet parents. The park didn't feel safe. There were

few park visitors. Gradually, by populating the place - it started to feel safe. Happy. I worked with Dave Ulin to clear invasive weeds. He led in stewardship of both park & harbor. He urged people to care for each other & care for place. Sometimes, as seems to often in this crazy world these days, we are once again in a place that feels divisive. Let's look for common interests. There is room for various uses in our shared harbor. Take time, please. Consider safety & community & encouraging citizens into our shared waterways. Thank you - Barbara

CITY OF
BAINBRIDGE ISLAND

MARINE ACCESS COMMITTEE (MAC) BUOY PLACEMENT MEETING
DECEMBER 10, 2018

NAME: PHILIP OHARTIGAN
PHONE: (206) 650 -4641 E-MAIL: OHARTIGAN@GMAIL.COM

COMMENTS:
LIVEBOARD COMMUNITY IS UNIQUE CONCEPT BUT SHOULD NOT BE EXPANDED. LIVEABOARD MEANS RESIDENCE, INDICATING MORE PERMANENT THAN TRANSIENT. MOST LIVEBOARD VESSELS ARE NOT SUBJECT TO MONITORING FOR ENVIRONMENTAL COMPLIANCE, NOR HEALTH & SAFETY THAT HAS DIRECT IMPACT TO EAGLE HARBOR. REGULATION OF LIVEABOARDS AT PIER/DOCKSIDE/SLIP SETTING THAT BY EXTENSION OF SHORE SERVICES PROVIDES REGULATED WATER/POWER/SEWER SERVICES. ADDITIONALLY MOORING OF LIVEABOARDS @ PIER/DOCKS/WHARFS/SLIPS

(OVER PLEASE)

(CONTINUED)

FREES UP NAVIGATIONAL USE OF THE WATER CONSISTENT WITH THE REST OF THE STATE. WHERE LIVEABOARD COMMUNITY MOORINGS ARE SITED IS GREATER THAN 6 FATHOMS & IS DOMAIN OF THE STATE (WA DNR REGULATED TIDELANDS) AS ITS PRIMARY USE & PURPOSE IS UNRESTRICTED NAVIGATION. UNDER CURRENT WA DNR LEASE 9 BOATS APPROVED. 9 BOATS CAN BE RECONFIGURED EVEN @ 60FT. LENGTH & RADIUS TO INCREASE WIDTH OF NAVIGATION LANES. NAVIGATION LANES SHOULD HAVE PRIORITY OF USE (SERVES MANY, NOT FEW) ESPECIALLY FOR NON MOTORIZED OR LOW-IMPACT USES SUCH AS KAYAKING, ROWING & PADDLEBOARDING. NOT KNOWING THE EXACT SURFACE AREA (~1,000,000 ft) SET ASIDE TO BENEFIT PROPOSED 16 BOATS = ~50,000$ PER BOAT FOR LIVING SPACE FOR A BOAT W/LESS THAN 4 RESIDENTS SEEMS DISPROPORTIONATE IN FAVOR OF LIVEABOARDS THAN TO GREATER COMMUNITY. IN SUM: KEEP #@ 9 BOATS, CONFIGURE FOR BEST MOORING ALIGNMENT TO RETURN NAVIGATION AREA TO PUBLIC. PROVIDE USE PREFERENCES TO LOW IMPACT USE OF NAVIGATION & HARBOR. SUPPORT INCREASED USE OF SLIPS & DOCKS W/ SAFE INFRASTRUCTURE TO BENEFIT LIVEABOARD COMMUNITY.

THANKS. VR. PHILIP

CITY OF
BAINBRIDGE ISLAND

MARINE ACCESS COMMITTEE (MAC) BUOY PLACEMENT MEETING
DECEMBER 10, 2018

NAME: Vicki Saunders

PHONE: (206)954-6096 E-MAIL: vicki.saunders@gmail.com

COMMENTS: Harbor space is a common resource — the role of the city council should be to adjudicate between public needs, not discounting any of them, not favoring one opinion over the other. It seems, from this meeting, that decisions have been made without taking into account the needs & wishes of all harbor users.

CITY OF
BAINBRIDGE ISLAND

MARINE ACCESS COMMITTEE (MAC) BUOY PLACEMENT MEETING

DECEMBER 10, 2018

NAME: KARL DIGHT

PHONE: _____ E-MAIL: CAPTKARL@GMAIL.COM

COMMENTS: THANKS GOOD JOB!

CITY OF
BAINBRIDGE ISLAND

MARINE ACCESS COMMITTEE (MAC) BUOY PLACEMENT MEETING

DECEMBER 10, 2018

NAME: Paul Svornich

PHONE: 206-842-6036 E-MAIL: lgg@bainbridge.net

COMMENTS: I think your plan for 16 L.A.'s is not only a good one but it accomidates all requirments of the lease agreement with the D.N.R.

CITY OF
BAINBRIDGE ISLAND

MARINE ACCESS COMMITTEE (MAC) BUOY PLACEMENT MEETING
DECEMBER 10, 2018

NAME: D. Spencer

PHONE: _____ E-MAIL: _____

COMMENTS: I need to explain the 2 survey systems that are used and incompatable in the harbor.

CITY OF
BAINBRIDGE ISLAND

MARINE ACCESS COMMITTEE (MAC) BUOY PLACEMENT MEETING
DECEMBER 10, 2018

NAME: Sam Bloom

PHONE: 856-266-7967 E-MAIL: sam.t.bloom@gmail.com

COMMENTS: As a coxswain, easy navigation through the harbor is key to making our crews go fast. Talking from experience, easy navigation also adds to the safety of our crew, as it more buoys creates more opportunity for our boats, and our shells to be damaged

CITY OF
BAINBRIDGE ISLAND

MARINE ACCESS COMMITTEE (MAC) BUOY PLACEMENT MEETING

DECEMBER 10, 2018

NAME: Robert Hershberg

PHONE: 206 919 7919 E-MAIL: Rhershberg_1@msn.com

COMMENTS:

1. Design OWM to accomodate other uses of water
2. Incorporate sewage & garbage into rent and contract for service

CITY OF
BAINBRIDGE ISLAND

MARINE ACCESS COMMITTEE (MAC) BUOY PLACEMENT MEETING
DECEMBER 10, 2018

NAME: Marie Pahlmeyer
PHONE: 503 927 5860 E-MAIL: mpahlmeyer@gmail.com

COMMENTS:

The layout shown in this meeting seems like a good solution to the optimization problem that is getting 16 liveaboard buoys into the envelope given. I fully support spacing the boats (no overlapping swing at MLLW) and maximizing potential boat size (mostly 60' buoys). Thanks for the well-crafted proposal!

CITY OF
BAINBRIDGE ISLAND

MARINE ACCESS COMMITTEE (MAC) BUOY PLACEMENT MEETING
DECEMBER 10, 2018

NAME: SUE ENTRESS

PHONE: 206 780 6627 E-MAIL: sueentress@gmail.com

COMMENTS:
I BELIEVE THERE ARE MULTIPLE OPTIONS THAT WOULD PROVIDE SAFE USE OF THE HARBOR FOR ALL. FORE/AFT OR LINE LARGER VESSELS OR A HYBRID OF FORE/AFT + FULL SWING. AS OUR HARBOR GROWS IN USE, SAFE NAVIGATION CHANNELS ARE CRUCIAL. THANK YOU

From: **Ed Kushner** kushner@bainbridge.net
Subject:
Date: December 10, 2018 at 4:20 PM
To:

December 10, 2018

Dear Members of the City of Bainbridge Island Marine Access Committee, City Council and City Staff,

The mariners currently living aboard their vessels moored on the waters of Eagle Harbor are the most recent members of a residential community which has existed on Bainbridge Island for some 120 plus years. The very existence of that community was challenged some twenty years or so ago and its integrity is being challenged now.

The previous challenge, mounted by a group of shore-living Islanders, claimed that the live aboard mariners were squatting on public property (the Harbor's surface) and polluting its waters. The pollution challenge was resolved by Health Department generated evidence that the primary source of pollution of the Harbor's waters was from the leaking drain fields of nearby waterfront residences. The squatting challenge was resolved by a legally binding agreement between the City of Bainbridge Island and the State of Washington which led to the establishment of the Dave Ullin Open Water Marina and the demarcation of its configuration and boundaries.

It is on the waters within those boundaries that live aboard mariners now have the legal right to moor their vessels. The current challenge, being mounted by a group of Islanders who, overwhelming, also live onshore and want to expand their use of the Harbor's surface. To do so would preempt the prior rights of the live aboard mariners to occupy the full extent of the Dave Ullin Open Water Marina. It is my opinion that any pre-emption of the live aboard mariners' rights to moor in the Open Water Marina would constitute an abrogation of the promises implicit in the agreement between the City and the State of Washington.

In closing, I want to share with you the attached copy of a "Guest Column" (of which I was the author) that appeared in the pages of the Bainbridge Island Review's edition of October 7, 1998 (or maybe 1999), during our community's efforts to resolve the conflicting opinions about use of the waters of Eagle Harbor by live aboard mariners before the agreement reached between the City and the State of Washington. In it, I wrote that . "Fundamentally I see the anchor-out live aboard debate as a struggle to decide how to allocate use of a scarce publicly owned resource: the surface of Eagle Harbor." I submit that what's going on in our community now is a variation on the same theme: how to resolve competing claims for access to the Harbor's waters.

That said, we are not now in the same place we were then, because the debates of twenty or or so years ago generated precedents which should be honored now. In my opinion, a very important one is that we don't get what we want just because we want it if others in the line are in front of us and have priority. The live aboard mariners and the Dave Ullin Open Water Marina have prior rights to a portion of the surface of the waters of Eagle Harbor and those rights should be honored and respected.

Respectfully,

Ed Kushner
West Port Madison

" said Craswell. "I expected to get 20. That
ly goal. And I'll do better in the general

bly more liberal than Democrat Inslee because
he has had to adapt his views to the 1st district,

Adele Ferguson can be reached at
P.O. Box 69, Hansville, 98340.

we are deeply grateful.
: all those who have
s in celebrating the ini-
our fine telescope and
on Oct. 24, from 7 p.m.
next a.m.
ill be waxing crescent
ome early; Saturn and
sible all night (weather
ease come and let us

MAC GARDINER
President
Battle Point
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a lower speed limit and
s drivers?
MARY LICHTENBERG
Poulsbo

S
welcomes submis-
ctronic mail, at
ainbridgeisland.net

Still room for liveaboards

GUEST COLUMN
By ED KUSHNER

Your self-confessed confusion in last Saturday's Review's editorial ("Free-floaters past their time," Sept. 26) about the anchor-out liveaboard issue is easy for me to understand because it is a difficult and multi-faceted issue and the passion and rhetoric some advocates bring to it makes staying focused more difficult.

However, your conclusion that "free-floaters (are) past their time" because "only a few can do it" is not easy for me to understand.

Here's why.

The allocation of access to, and use of, scarce publicly-owned resources has probably always been a tricky piece of work to do equitably. That has not, however, stopped us from making decisions about how to do it.

Some examples:

Cable television viewers are probably all familiar with this one. Access to national parks and wilderness areas, including some well known ones in the State of Washington, increasingly, is allocated on the basis of "first come, first served" permits.

Without one, you just don't get to commune with Mother Nature at the time and place of your choosing. Access to the bottom of Eagle Harbor is presently allocated on the basis of proximity: If you own uplands and tidelands, then you might be able to lease the harbor bottom.

I believe it is true that, without the leases they hold from the State of Washington for use of the bottom of Eagle Harbor, every marina on Eagle Harbor would be substantially smaller and some might even cease to be economically viable entities.

No doubt there are other examples, but I trust that these are sufficient to make my point and refute yours: that just because a public resource is scarce does not mean that if "only a few can do it," then no one should be allowed to do so.

Fundamentally, I see the anchor-out liveaboard debate as a struggle to decide how to allocate use of a scarce, publicly owned resource: the surface of Eagle Harbor.

Clearly, we can't all live on Eagle Harbor at the same time, but that doesn't mean it can't be used for that purpose by anyone.

The report of the Mayor's Ad Hoc Liveaboard Committee recognized this and offers a reasonable proposal for allocation of that resource: create a fixed number of "berths" and allocate them to members of the present group of anchor-out liveaboards who are willing to register with the city, pay a fee for services and for use of the harbor in lieu of property taxes, and adhere to appropriate regulations about safety, sanitation, dinghy docking and navigation channels.

Further, the report proposes the creation of a waiting list for future hopeful harbor dwellers so that, if a family or individual ceases to be a member of this unique neighborhood, a replacement member can be added and, thus, the community of anchor-out liveaboard people remains a living part of our island heritage and our future.

Members of the existing liveaboard community are not asking the City Council to make the "nonsensical decision" to allow them "to remain while nobody else can join them" as you state.

Rather, they seek the council's approval for a community which can change without risk of extinction.

Contrary to your statement that a "revised liveaboard ordinance won't float," it most certainly can and will if the city council wants it to do so.

Indeed, it should, unless the council chooses to ignore our Comprehensive Plan.

You and I just have to get in line, Jack, just like we already do for the ferryboat and most of the other things in life which are desirable, because there are others in front of us.

Ed Kushner is a former member of the Bainbridge Island Housing Resources Board.

10/7

ou getting ready for winter?

*g green manure
len, stacking and
wood and making
ids have warm*

DARDEN BURNS
mother/piano teacher
Bainbridge Island

"We're getting ready for fall, not winter. It doesn't seem like winter yet."

LYNETTE RODGERS
with MADDIE
homemaker
Bainbridge Island

"Enjoying the fall days, harvesting the garden and finding some good books to read."

EMILY MANSFIELD
researcher
Bainbridge Island

"Haven't even thought about it yet, but I am looking forward to skiing."

DAVE WAGNER
architect
Seattle

Aaron Claiborne

From: JANETTE AHRNDT <sourcebalancing@msn.com>
Sent: Thursday, December 13, 2018 3:10 PM
To: Anthony Oddo; Aaron Claiborne
Subject: Comments from 12/10/18 meeting

Dear Anthony and Aaron,

Thank you for taking my comments and questions. I'm posing them for thought, not necessarily a direct answer.

Under 'Purpose" for the MAC begins with "Work to support awareness, management, and enhancement of public access to and from the island's waters and water dependent activities." This statementl helped guide my thoughts.

I'm curious how paths through the harbor could be created for safe and reasonably easy navigation for all (from the SUP to motorized traffic). I understand there are no 'official' channels currently. Might it be helpful to explore if this would assist safety and increased use of the Harbor?

What is the best way to support a vibrant liveaboard community? To me it would seem residents would need to live on their boats primarily through-out the year to participate in a 'vibrant' community. Are there guidelines as to how much time is required to be on the boat each month/year?

Is moorage for 16 the decision because that is the allowed amount per the DNR lease? Or did the COBI council have other reasons? I'm not versed in the history of this decision. Having some background in the rationale and discussion of placement might be helpful for those of us new to the topic.

I heard a comment Monday that affordable housing an element of this DUOWM plan. How does the treatment of these water based residences compare & contrast with how the COBI is focusing on/ planning for land based residences/ options for affordable housing. Is it helpful to link these elements for continuity in decision making and maximizing financial investment?

Are experts in the areas where differences of opinion, questions and uncertainties lie being consulted? With so many groups impacted, as well as the sustained health of the Harbor, it seems reasonable to me that more than a volunteer committee be involved in the process which will have very large and long-lasting impact.

The Marine Access Committee seems to have a big task to coordinate the many elements and perspectives involved. Thank you for volunteering to do this.

Best regards,

Janette Ahrndt

Aaron Claiborne

From: Jennie Sheldon <jwoodsheldon@gmail.com>
Sent: Thursday, December 13, 2018 4:40 PM
To: Aaron Claiborne
Subject: Open Water Marina Proposal

Dear Mr. Claiborne,

As residents of Eagledale, parents of two former Junior rowers, owners of a small daysailer, a dinghy, and other paddle craft that allow us to get out on the waters of Eagle Harbor on a regular basis, we offer these comments on the open water marina proposal now being discussed by the Marine Access Committee.

1. Harbor Safety - Safe transit in and around Eagle Harbor must be a priority. The harbor is a busy and crowded space with many users. What are the current traffic patterns and who are the main user groups (OWM residents, visitors, dock tenants, ramp users, rowers (Juniors and Masters), sailors, etc.)? The city is obligated to do what it takes and pursue a more hands-on approach to managing different uses in the harbor for the safely of all who use it. **Bainbridge should not be hiding behind DNR or Coast Guard regulations in stating they're not allowed to create "no moorage" zones or safe ingress and egress channels.**
2. Decisions & Timelines - The current siting proposal for the new open water marina prioritizes the placement of 16 tenants in the new open water marina. This is an expansion from 9 tenants according to city documents. So, even before capacity has been assessed or a design settled on for the new OWM, the city has opened an application process for additional OWM tenants. This is putting the cart before the horse. Is there room for that many OWM tenants given competing uses of the harbor? Is this also prioritizing OWM tenants above the other lease uses? Those uses, as it states in the DNR agreement, include: "...public use and access open water moorage and anchorage space *as well as* a maximum of sixteen (16) residential use spaces" [emphasis added]. What happens to other "open water moorage and anchorage space" if the entire lease area is dedicated to an expanded group of 16 tenants? We suggest the city prioritize a plan that accommodates the current live-aboard community before seeking to expand it.
3. OWM Design - While we understand the linear mooring system previously in place was expensive to maintain as designed, we feel the city has not done enough to explore other options for more compact siting of Eagle Harbor live-aboards. What about a better linear design, a two-hook layout (perhaps even two boats per three hooks), or an anchored dock system? The expansive one-acre-per-boat layout presented at December's community hearing commits a disproportionate amount of space to a small number of users at the expense of many other users. We are strong supporters of the live-aboard community in Eagle Harbor but feel that if asked, they probably don't want to be responsible for monopolizing so much open water space in Eagle Harbor at the obvious expense of those they share the water with.
4. Accommodating On-The-Water Youth Activities - Most islanders would agree that connecting our youth to aquatic experiences and resources is a special obligation as we live on an island. There are lots of opportunities for doing this in Eagle Harbor with summer kayaking programs, year-round rowing, and competitive sailing. The Junior rowing and sailing programs put more people on Eagle Harbor every day than any other use (likely by far). This is a good thing that deserves the island's support. Before blocking off major areas of the harbor for a restricted use, we need to understand and do our best to accommodate the ongoing needs of these important groups.

We appreciate the opportunity to comment on what is certainly a challenging task for the city and the Marine Access Committee and would be happy to be part of finding a workable solution.

James & Jennie Sheldon
10257 Ronald Court NE

PUBLIC MEETING DECEMBER 10TH

OPEN WATER MARINA

These are my thoughts and observations of the meeting sponsored by the Marine Access Committee (MAC) to obtain ideas and information on the locations of the Dave Ullin Open Water Marina (DUOWM) live aboard community's placements of buoys for the 16 vessels. A lease between the City of Bainbridge and the State of Washington Department of Natural Resources has defined and authorized this area for residential use. This meeting was mainly attended by members of the Bainbridge Island Rowing (BIR) and the DUOWM and it's the function of the MAC committee to present to the City Counsel a final concept of buoy placement.

The City's concept was on display with drawings showing the placement of the buoys to accommodate all 16 with different sizes for vessels from 20 to 60 feet. The live aboard community was supportive of the City's concept.,There were no other designs submitted or disclosed. The MAC was asked directly more then once if there were any other concepts or designs to consider and we were told there was not. But we were informed that the city drawings might not be the final concept to be submitted to the City Counsel and that was main reason for the meeting was to obtain other input and ideas from the public.

There was a lot of shared information that I felt was informative and you could also write your ideas and put them in a box there or submit your ideas by Friday. But you could feel an under current of mistrust and lack of transparency, something was off.

Lo and behold after the meeting was ended a member the BIR said to a small group that he had drawings with the BIR concept of placement of the buoys and wanted to present them to the meeting, but he wasn't allowed to do that. Furthermore, the final drawings would be completed by Christmas. So, the BIR have been working on this for quite some time. Why all the deception they have been asked on several occasions for transparency, but they wanted to manipulate the issue behind the scene, convince the City Council that there concept of the DUOWM was the best and should be finalized. To accomplish one's goals with deception and lies really undermines the whole community.

I am aware the BIR has invested a large sum of money in infrastructure. Even though they do not have a proper area to race their shells. I don't understand the thinking here, it's like they put the cart before the horse. So now their desperate to get the changes they need to make BIR viable.

This whole issue has been so poorly executed it's understandable that all involved are on the defensive and the feeling of mistrust and animosity is thick. A good friend of mine had recommended to me that there should be a sub-committee between the DUOWM and Bir to brain storm, negotiate and work out a solution for the whole community. An agreement that would work for all then everyone wins. I wish that had been an option. Perhaps it still could be. Believing in your community and being a good neighbor benefits all.

Richard Seubert

Public Comment: DUOWM - COMMUNITY

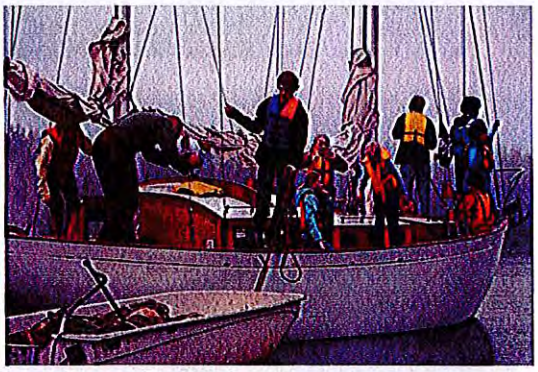
Bainbridge Islanders have historically bound to the earth and sea for their livelihood. We value the past yet we constantly grow further from our roots. For thousands of years people have paddled and sailed in and out of our island harbors, a few have chosen to stay, despite the chilly winds of winter, choosing a connection to the sea and sky, a priority over modern conveniences, taken for granted by so many. Those who stay are leaving the smallest environmental "footprint" that absolutely no one on the island can match.

Today's liveaboards are keepers of the harbor; working to keep it clean, protecting nature (and Scout who has joined the harbor), volunteering, teaching, learning; the more you know the less you need. That which you need is limited by space. Creativity is challenged by nature, who bites at you with superiority.

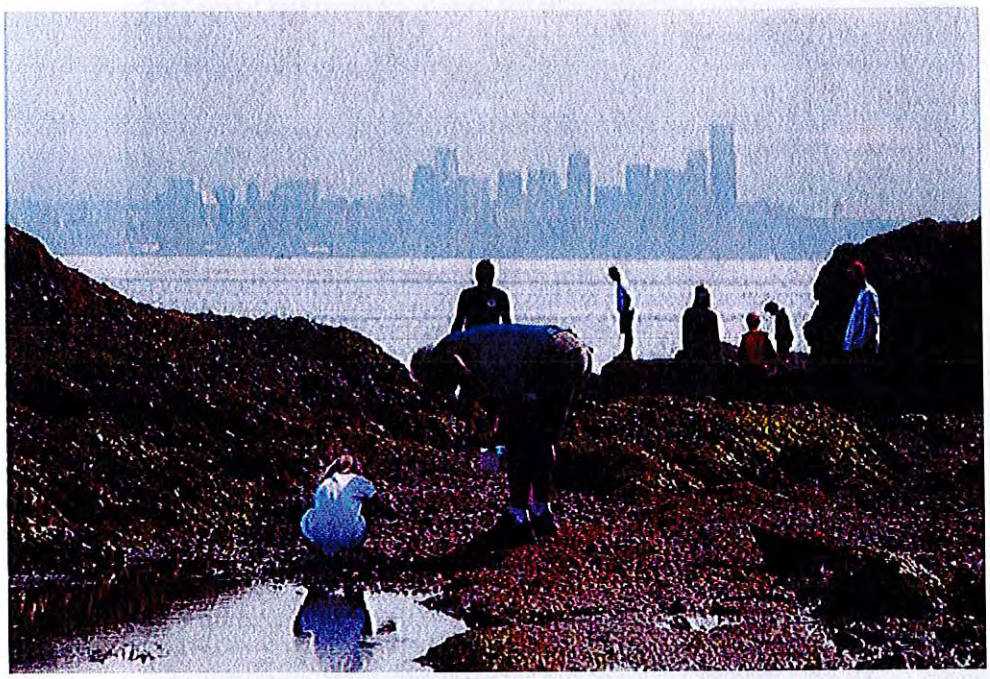
Community! A helping Hand! Knowledge shared!

In recent years the liveaboards has been active in many different community events including a 5 day summer camp for children on the Island, many had never been on a boat other than a ferry. We explored maritime history and traditional , marine biology, art, navigation, and traditional boating. Kids loved it!!! The following photos are from that wonderful week, celebrating our island life through nature and maritime tradition.

The DUOWM represents a very special place in our community. As the only Open Water Marina in the State of Washington, it is a place to celebrate our history and our culture. It is an important place to support and nourish. Envision a future where lives are enriched with the knowledge of where we fit into the continuum of history and experience. Please support our history. Please support the Dave Ullin Open Water Marina.



Public Comment: DUOWM - COMMUNITY



Public Comment: DUOWM - COMMUNITY

Aaron Claiborne

From: Kurt Frost <kwilsonfrost@gmail.com>
Sent: Friday, December 14, 2018 2:04 PM
To: Aaron Claiborne
Subject: Dave Ullin Open Water Marina

My name is Kurt Frost. My family has resided on Bainbridge Island for over 50 years. I am a 1979 graduate of Bainbridge Island High School and have been an active member of the Bainbridge Island Rowing (BIR) for the last 15 years.

I want to express my strong support for the City of Bainbridge Island, the residents of the Dave Ullin Open Water Marina and BIR to work together to ensure that Eagle Harbor remains a viable, enjoyable environment for all.

I want to acknowledge with extreme gratitude how appreciative BIR is to the City of Bainbridge Island for allowing us to make use of the roughly half a tennis court sized piece of property in Waterfront Park for our activities. On this third of an acre of property, hundreds of citizens of Bainbridge (young, middle-aged and senior) participate throughout the year in the majestic sport of rowing.

There is no other sport in the Pacific Northwest with as long or as proud a tradition. In fact rowing organizations are located and supported in over 20 communities spread throughout the greater Puget Sound area.

BIR is a non-profit organization that was founded in 2001 and for over 17 years has been an active and positive tenant at Waterfront Park. In those years our organization has been able to introduce this wonderful sport to over a thousand individuals. BIR receives no direct local, regional or state government financial support, but relies on the funds raised from our members and community to support our activities.

Through wide spread community support, our organization raised and spent over $800,000 on the foundation of a new rowing center. We are in the latter phases of our efforts to raise an additional $1.5M for the roof and walls of this facility.

While I support the mission and vision of the Dave Ullin Open Water Marina, I am concerned about the unavailability of designated navigable lanes through Eagle Harbor. If this issue is not adequately addressed, it could threaten the existence of our seventeen year old rowing organization.

Section 4.2.4.1 of the Bainbridge Island Shoreline Master Program outlines the City's principles with regard to public access to the shoreline and waters of Bainbridge Island (which are premised upon the Public Trust Doctrine). Below are the first two principles of this particular section:

1. Promote and enhance the public interest with regard to rights to access waters held in public trust by the state while protecting private property rights and public safety.
2. Protect the rights of navigation and space necessary for water-dependent uses.

Given the number of families and youths of our community that have benefited from our rowing programs, I believe that the City's support of BIR has greatly satisfied the first principle above with regard to Eagle Harbor.

It is my sincere hope that working in partnership with the City and the residents of the Dave Ullin Marina residents we can ensure the second principle enshrined in the City's Shoreline Master Program above is fully realized.

Thank you.

Kurt W. Frost
kwilsonfrost@gmail.com
(206) 369-6286

Aaron Claiborne

From: Jeff Kanter
Sent: Friday, December 14, 2018 3:04 PM
To: Aaron Claiborne
Subject: Public Comment Expansion of the Open Water Marina

As a resident of Bainbridge Island I oppose the expansion of the open water marina. As explained in the public meeting the expansion will reserve 15 acres of prime waters in Eagle Harbor for the exclusive use of a select few individuals. This expansion appears to be the antithesis of the goals of the Marine Access Committee.

Eagle Harbor is a prime boating destination for thousands of Washington boaters. Comments that suggest the new dock and available anchorage space are adequate to meet the greater public need are simply not supportable. I count at least six outstations owned or leased by yacht clubs. This is unprecedented without similar comparisons in other harbors in our state. Why so many outstations? The answer is obvious, the City of Bainbridge Island has never felt an obligation to serve the general boating public or benefit from the economic opportunities.

Claims by the Harbor Master that visiting boaters have ample anchorage are not apparent. The western most pier of the ferry terminal marks the beginning of the no anchorage zone to the east. The area between that sign and the OWM severely restricts opportunities for visiting boats to find overnight anchorage.

Winslow Wharf marina is the only other marina in Eagle Harbor that provides overnight facilities and then only when one is vacant.

So the message our City is sending, is that if you want to bring your boat to Eagle Harbor, your best option is to join a yacht club.

I don't know the B.I. rowing club's official position but this expansion of the OWM cannot but severely impact the use of the harbor for the large community of rowers. We are often told there are not enough activities available for our children on this island. Rowing has so many benefits from exercise to team building that to restrict this activity should come about only because of some other overarching need.

Finally, as a boater, one feels that the City does not respect the value of the resource that is Eagle Harbor. To turn over such a large portion of this resource for boater liveaboards is comparable to opening up Waterfront Park for liveaboard RVers.

Aaron Claiborne

From: Jeff Adams <jeffatoms@gmail.com>
Sent: Friday, December 14, 2018 3:35 PM
To: Aaron Claiborne
Subject: Re: Open Water Marina Liveaboard Leases

Dear Mr. Claiborne,

My name is Jeff Adams and I am writing to share with you my thoughts on the future of the Eagle Harbor Open Water Marina liveaboard situation as it appears to exist today. I write this having called Bainbridge home my entire 50+ year life and as one who cares deeply about both the entire harbor's liveaboard community but also how that fits in balance with the rest of the greater island community and the potential pollution and related health and threats that appear to exist to Eagle Harbor from the Open Water Marina.

Specifically, I am concerned that the City of Bainbridge may be laying the groundwork to potentially harm Eagle Harbor and to degrade the peaceful beauty which the community treasures. I do understand that there is a desire create a lasting legacy to Dave Ulland, however I fear that the expansion of the existing open water liveaboard marina may come with unintended consequences and unanticipated risks.

Currently, we have a relatively clean harbor that is free of the over population of anchor-out liveaboards that we had in the past. I believe the reduction to the current levels, though not welcome by all, was a positive change and balanced the desire to have some open water liveaboards with the desire by all to maintain a scenic harbor that has space to welcome visiting boaters as well. I worry that to increase the capacity is simply an invitation for increased pollution and possible derelict sinking and it concerns me that it will create less vacancy for visitors.

The reality is that the spirit of Mr. Ulland's lifestyle is not the same as the that held by many of the current and anticipated future Open Water Marina liveaboards; his was for a simple life not bound to the land, theirs, in many cases, is a lifestyle of necessity to avoid or forestall a personal housing crisis by way of a derelict vessel or one close to it. The reality is that many of the Open Water Marina liveaboards live there because they have nowhere else to live. As a result, the harbor is at risk of filling with boats that are not recreational boats in the sense that they have plans to use away from the harbor for sailing and motoring but rather as a shelter of last resort. Given the limited means that many who chose the Open Water Marina have, Eagle Harbor is at risk from the threat of pollution, both from gradual and intentional daily human sewage being dumped in the harbor, and the possible toxic and oily discharge from a potential derelict Open Water Marina vessel sinking. Further, I am concerned that an expansion of the Open Water Marina may not serve our local community members (given that there are now vacancies in the marina) but only serve to attract others who see it as a low cost alternative to homelessness in the name of "Boating".

I am concerned that the city's open water enforcement team hasn't the will to properly enforce existing regulations designed to protect harbors such as ours from daily sewage discharge or the potential for a derelict vessel sinking. We appear to either not be aware of the laws regarding discharge of human feces or the requirements enacted on all the rest of Eagle Harbor's marina liveaboards, which include requirements for insurance, regular and monitored sewage pump-outs of marine holding tanks, requirements for operating engines and closed waste seacocks and closed onboard sewage systems. Given that the US Coast Guard is permitted to inspect any vessel on any public waterway at any time, I would suggest that the City explicitly spell out to all potential lessees that as part of this open water lease they will preserve the same inspection rights, which may include assistance from the US Coast Guard to inspect all participant

vessels at-will to insure that only seaworthy vessels that are properly maintained in a manner that protects our environment will be welcome to participate in the program.

Though I am unaware of the current terminology in the open water liveaboard lease agreement, I would hope that any change to the standard liveaboard lease include and have regular monitoring for:

- Annual vessel registration with the State of Washington
- Maintenance of WA State Boater ED ID
- Development of a Lease Compliance checklist for each boat that should be publicly available on the City's website
- Maintenance of insurance on a vessel, including bondage for abandonment, provision for insurance and regular boater's liability, naming the City of Bainbridge as Also Insured
- Provision for audible alarms that a high water threshold has been breached so that others in the harbor are loudly notified of a serious potential sinking before it occurs so that the City can be notified
- Provision to allow the city to board boat at any time, with or without cause (same as the Coast Guard has)
- Maintain a boat with an operable engine capable of leaving the harbor for a minimum number of days, regularly as scheduled in the lease agreement
- Establish minimum requirements that only seaworthy boats be allowed to participate in the Open Water Marina, possibly included in a checklist so that applicants know in advance what the city expects, will tolerate and how they will enforce the terms of the lease
- Requirement for bilge pump activation counters (how often does bilge pump self-activate)
- Requirements for fire suppression systems
- Notification of absence from vessel for more than 2 consecutive days and who will be responsible to monitor it (contact person)
- Provision that the vessel be maintained such that open water eyesores are discouraged or prohibited (including the accumulation of on-deck "junk", loud music systems, multiple dinghies, loud, on-deck gas operated generators, prohibited or that can only be operated during certain hours, and other unattractiveness that takes away from the beauty of the harbor and otherwise makes the harbor look like a homeless camp.
- Establish penalties for violations of each and all clauses, including forfeiture of bondage for failure to adhere to terms of the lease
- Eviction clause for participants that do not allow for or make time to participate in vessel inspections
- Previous Bainbridge Island residency requirement of 24 months with the past 5 years (why do we advertise space in this facility in local boating periodicals?)
- Other eviction and Impoundment provisions

Regular monitoring will be required by the City such as:

- Monitoring of said insurance by the City for lapses in coverage
- Copies of all lessees Boat ID cards
- Monitored pump-out services – possibly contracted boatside by the City Establishment of inspection criteria and schedules including development of remediation timetables with consequences up to and including eviction and/or forfeiture of bond
- Maintenance and inspection of electrical generation and storage systems that will power a bilge pump in the owner's absence (note just because a liveaboard has a wind generator, doesn't mean it works!)
- Engine inspection including actual usage
- Provide for inspection and compliance – possibly in conjunction with the US Coast Guard
- Testing of electrical storage system capacity

- Testing of bilge pumps including capacity to continuously operate and recording of activation counter intervals
- Testing of high water alarm activation
- Inspection for bilge pollutants

I propose the following considerations also be included in any future Open Water Marina leases:

- Explicit Non-perpetuity clause
- Requirement for $250,000 of legitimate marine insurance, including a pollution clause, that names the City of Bainbridge as also insured
- Vessel Registration with the State of Washington
- The City should act as stewards not only of the harbor, but as trusted partners of the participants so that lessees have a means of notifying the city of lapse in insurance, maintenance issues, and other factors before little problems become big ones
- The City should have a budget for assistance to help participants maintain compliance
- Regularly scheduled Open Water Marina seaworthiness inspection in conjunction with the US Coast Guard and/or Coast Guard Auxiliary those tenants that never seem to make time for an inspection
- Inspection of bilges for the presence of waste oil
- Plan for lease termination of those tenants that never seem to make time for an inspection
- Use of lock-out/sealed cables/cable ties installed by and identified as City of Bainbridge preventing overboard dumping of sewage into Eagle Harbor. These can be renewed if the boat notifies the city of its owner's intent to go offshore where overboard dumping of human waste is permitted
- Proof of operability as demonstrated by vacating Eagle Harbor for a period one consecutive week a year
- An operating bilge pump and power supply capable of keeping the boat afloat for at least 24 hours, unmonitored
- Consider limiting the number of liveaboard spaces to 10% of moorage field which is the same that private marinas are encouraged to do
- Consider using the Washington State Clean Marina guidelines for how to establish an open water marina that focuses on the health of the environment (same as many marinas use)
- Assistance for existing Open Water Marina Lessees obtaining the requirements as spelled out in the lease, possibly including contracting with a state sponsored open water and mobile pump-out contractor/provider

All of the items listed above have costs; to the individual, to the City and to the greater community. These costs are not meant to be a burden but to insure that the boats that locate in our harbors can be reasonably assumed to stay floating and not polluting.

In the Spirit of the Open Water Marina, I understand that simplicity of a virtue, however, simplicity while forsaking the attraction of derelict vessels with no ties to our community is foolhardy and it isn't respectful to the rest of the community who expect the City to act in a way that preserves the health of the harbor and maintains it in a manner that doesn't degrade its current beauty, while also respecting our greater island community.

I trust that the City will neither look the other way nor will it penalize those that call the Open Water Marina home and that it will find a way to treat everyone with compassion and respect. Call me at (206) 842-0123 if you have questions.

Kind Regards,

Jeff Adams

On Mon, Dec 10, 2018 at 5:02 PM Jeff Adams <jeffatoms@gmail.com> wrote:

Dear Mr. Claiborne,

My name is Jeff Adams and I am writing to share with you my thoughts on the Eagle Harbor Open Marina liveaboard situation as it appears to exists today. I write this having called Bainbridge home my entire 50+ year life and as one who cares deeply about both the entire harbor's liveaboard community and also about the health and threats that appear to exist to Eagle Harbor from the Open Water Marina Liveaboards.

Specifically, I am concerned that Eagle Harbor is at risk from the threat of pollution, from both gradual human sewage dumped in the harbor, and the possible toxic and oily discharge from a potential Open Water Marina vessel sinking. Having lived here long enough, I have witnessed what appears to be the look-the-other-way attitude by our local city's open water enforcement team. We appear to either not be aware of the laws regarding discharge of human feces or the requirements enacted on all the rest of Eagle Harbor's marina liveaboards, which include requirements for insurance, regular and monitored sewage pump-outs of marine holding tanks, requirements for operating engines and closed waste seacocks and closed onboard sewage systems.

I understand that it is expensive to maintain insurance on a vessel, I also understand that it costs money to have an electrical generation system that will power a bilge pump in the owner's absence. I understand that maintaining a vessel with both State of Washington registration and an operating engine costs money but to ignore the fact that our local marinas are required to monitor and enforce such basic requirements whereas the city doesn't is, in my opinion, a risk the City of Bainbridge is taking without the well being of the greater community being properly considered. These costs are not meant to be a burden but to insure that the boats that locate in our harbors can be reasonably assumed to stay floating and not polluting.

I propose the following considerations be included in any future Open Water Marina leases:

- Requirement for $250,000 of legitimate marine insurance, including a pollution clause, that names the City of Bainbridge as also insured.
- Vessel Registration with the State of Washington
- Regular inspection of all boats in Open Water Marina in conjunction with the US Coast Guard and/or Coast Guard Auxiliary, including impoundment clause for those tenants that never seem to make time for an inspection
- Inspection of bilges for the presence of waste oil
- Use of lock-out/sealed cables/cable ties installed by and identified as City of Bainbridge preventing overboard dumping of sewage into Eagle Harbor. These can be renewed if the boat notifies the city of its owner's intent to go offshore where overboard dumping of human waste is permitted.
- Proof of operability as demonstrated by vacating Eagle Harbor for a period one consecutive week a year.
- An operating bilge pump and power supply capable of keeping the boat afloat for at least 24 hours, unmonitored.

- Assistance for Open Water Marina Lessees obtaining the requirements as spelled out in the lease, possibly including contracting with a state sponsored open water and mobile pump-out contractor/provider.

I trust that the City will neither look the other way nor will it penalize those that call the Open Water Marina home and that it will find a way to treat everyone with compassion and respect. Call me at (206) 842-0123 if you have questions.

Kind Regards,

Jeff Adams

Aaron Claiborne

From: Ken Fabert <kenfabert@icloud.com>
Sent: Friday, December 14, 2018 3:48 PM
To: Aaron Claiborne
Subject: Eagle Harbor proposals

Follow Up Flag: FollowUp
Flag Status: Flagged

Dear Mr. Claiborne,
As a frequent user of EH, I'd thought I'd weigh in on the planning process. I understand that the deadline for comments is today.
I'm a sailor. I have both a 39' cruising boat and a 23' daysailer, which I sail frequently in both the inner and outer harbor. The daysailer is engineless.
At a minimum, there need to be clear fairways on the north and south margins of the harbor. The rowers need to be mindful of the need to share this access and maneuvering space. Occasionally they do not and some friction has resulted. There is a perception amongst the sailors that the rowers are trying to control more space in the harbor. In conversations with rowers, however, this seems to be unfounded.
Amongst the rowers, there is a perception that the live aboard anchorage is going to be expanded with further limitation of rowing room. My understanding is that the proposal at hand is to expand live aboard space without restriction of anchoring options for transients, but the mooring will be enlarged.
So, there are misperceptions all around.
I would propose the following:
1. Preserve the fairways as they are. This is probably required by the USCG anyway.
2. Go ahead and expand the live aboard mooring field but consider more efficient options like fore and aft balls, etc. I have heard rumors that the liveaboards want to maximize space for privacy. That should not be a priority in my view. The harbor footprint doesn't afford that luxury.
As an act of good faith, the rowers and the city should also consider converting the City Dock shell access feature back to more transient Moorage. They never use it anyway.
Finally, and this is not PC to say but I will: there need to be some sorts of standards and rules regarding those moored out long- term. I have observed many episodes of pollution and irresponsible discharges. Some of the living conditions are also nothing short of squalid. What standards are going to be enforced?
It seems to me that all "sides" need to communicate better and if need be, maybe the timelines should be extended.
Finally a comment on the process: better transparency and information for stakeholders would have been helpful.
Best,
Ken Fabert
Sent from my iPhone

December 13th, 2018

Aaron Claiborne
Operations, Project Manager
City of Bainbridge Island

Dear Mr, Claiborne,
Thank you for your work on the Dave Ullin Open Water Marina design, and thank you for taking the time to tour the harbor by boat, to gain a better understanding of the complexity of this project.

Through tireless volunteer leadership, Bainbridge Island Rowing has been expanding our programs over the past 17 years. Through these programs, we were able to offer meaningful, consistent access to Eagle Harbor to over 108 high school students and 60 adults, in 2018 alone. Rowing is the largest sport at Bainbridge High School and the demand for our programs continues to grow.

Providing the opportunity for over 100 youths to continue to safely navigate Eagle Harbor, five days per week, nine months out of the year, requires community support. We ask that COBI take great care not to make permenant changes to the layout of the harbor which would create obstacles, restricting navigation options and creating unsafe navigational circumstances not only for rowers but all users of the harbor.

With an area of over 15 acres comprising the core of Eagle Harbor, we feel certain that accommodations can be made to offer 16 residential moorage opportunites to our liveaboard community, while also designating Northern and Southern Safety Fairways, allowing unobstructed ingress and egress to rowers, boaters, kayakers, service and emergency vessels. This process will preserve the intent of the DUOWM as well as upholding the Public Use Doctrine, which requires safe navigation to all users of our public waterways. As you can see by the attached survey, many private buoys abut the southern edge of the lease area. There is currently no safe navigation channel to the south of the DUOWM.

How can we offer an southern harbor Safety Fairway?
• limit to the amount of 60' vessels in the DUOWM. Vessels of this size have the largest impact on harbor navigation, yet the most recent COBI design offers moorage for ten 60' vessels. Instead, reflect the current useage, with the majority of allowed vessels at 20'-50'. The current makeup of the DUOWM is as follows:

<30': 1
30-40': 5
40-50': 1
50-60': 2

• Fore/aft moorage. Not only is this preferred by the DNR, it allows the greatest number of vessels to have the least impact on marine navigation. Several of the current liveaboards are using fore/aft to allow for solar power. Eagle Harbor is extremely well protected from strong winds, and fore/aft moorage is a widely accepted standard in many marinas. COBI should look to successful fields rather than trying to come up with a new design. Newport Harbor and Catalina Island are good examples.

• Hybrid of Fore/aft and full swing buoy designs: Need both options? Offer both options while still providing safe navigational channels.

Proper planning of the layout of the DUOWM and the resulting traffic flow will create a marine environment that is navigable for generations to come. Poor planning is a detriment to our entire community. COBI needs to properly address the complexity of this project from both legal and practical perspectives by engaging all Eagle Harbor stakeholders before finalizing the design.

Thank you,

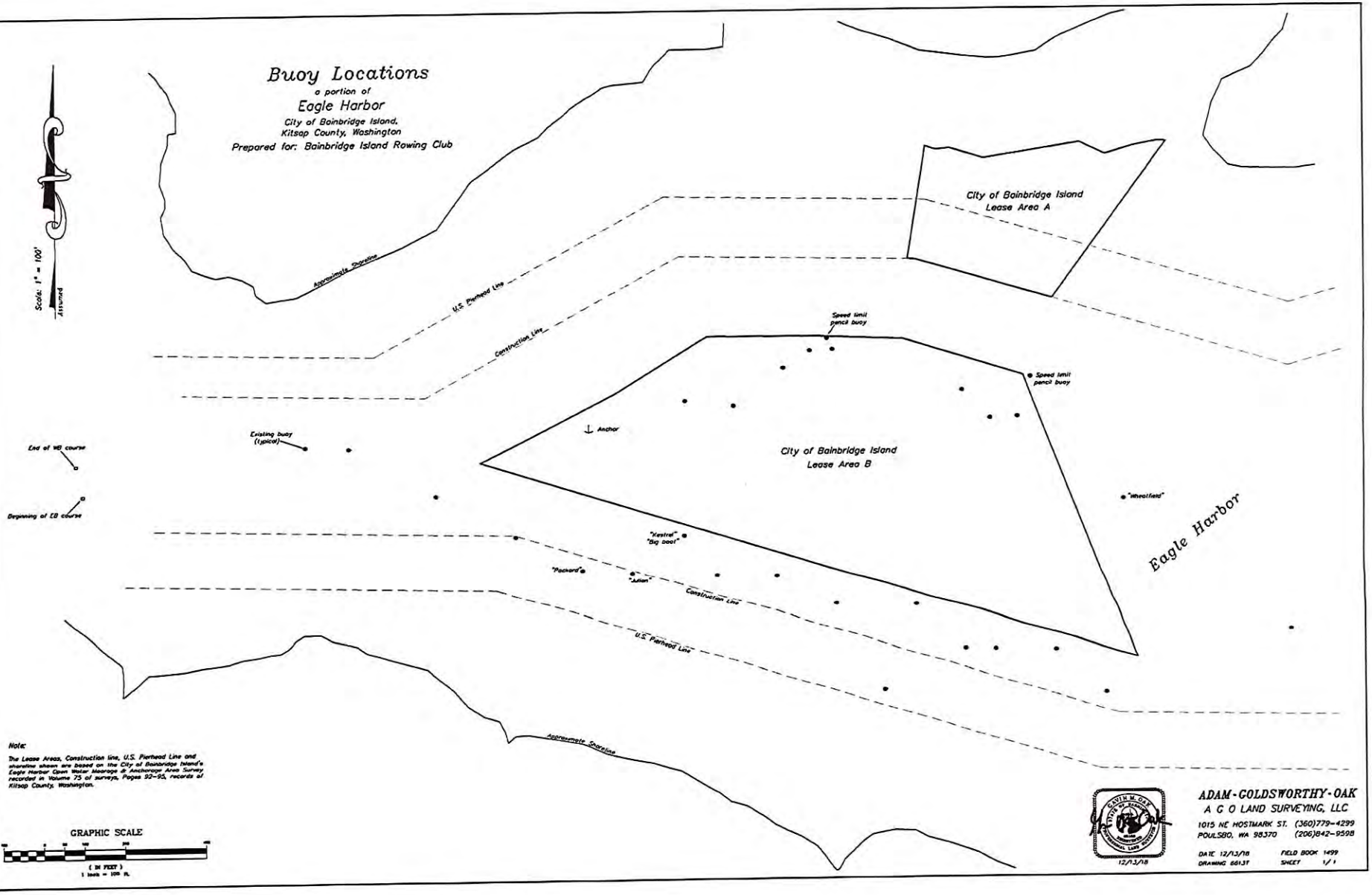
Sue Entress
4224 Point White Drive
Bainbridge Island, WA

Buoy Locations

a portion of

Eagle Harbor

City of Bainbridge Island,
Kitsap County, Washington
Prepared for: Bainbridge Island Rowing Club



Note:

The Lease Areas, Construction line, U.S. Pierhead Line and shoreline shown are based on the City of Bainbridge Island's Eagle Harbor Open Water Moorage & Anchorage Area Survey recorded in Volume 75 of surveys, Pages 92-95, records of Kitsap County, Washington.

GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

12/13/18

ADAM-GOLDSWORTHY-OAK
A G O LAND SURVEYING, LLC
1015 NE HOSTMARK ST. (360)779-4299
POULSBO, WA 98370 (206)842-9598

DATE 12/13/18 FIELD BOOK 1499
DRAWING 66131 SHEET 1/1

Aaron Claiborne

From: Ted Davis <12e3pi@gmail.com>
Sent: Friday, December 14, 2018 4:26 PM
To: Morgan Smith; Kol Medina; Ron Peltier; andy@rovelstad.net; Anthony Oddo; Tami Allen; Council; Charlotte Rovelstad; Mark; Elise Wright; Ian Macrae; Mark Davis; Ted Davis; Aaron Claiborne; Hilary Franz
Subject: Fwd: DAVE ULLIN OPEN WATER MARINA

Follow Up Flag: FollowUp
Flag Status: Flagged

---------- Forwarded message ---------
From: **Ted Davis** <12e3pi@gmail.com>
Date: Fri, Dec 14, 2018 at 4:14 PM
Subject: Re: DAVE ULLIN OPEN WATER MARINA
To: rich seubert <kellybree1@hotmail.com>

After end of Monday's MAC, I spoke with Bruce, BIR/RC head/director/coach/..? who also said he was told not to present the BIR plan. Totally suspicious and disingenuous of MAC-chair Anthony Otto(shill, affiliated with BIR) repeatedly requesting the present public for their `options'.

(Recall Anthony Otto mentioned at the previous MAC meeting the `challenge' of getting this done ..where I interrupted him and said the "`challenge' is you getting this done without telling us about it!")
So last Monday's kangaroo court meeting was Mister Otto's callow invention of satisfying `The Challenge'.

Also of note, after last Monday's Mac meeting, I said to Bruce(BIR) this threatens our mutual goodwill, and also brought up the necessary west-side DUOWM dinghy dock, and he agreed, he would also advocate it.

Ted

On Fri, Dec 14, 2018 at 5:10 AM rich seubert <kellybree1@hotmail.com> wrote:

Get Outlook for Android

Aaron Claiborne

From: Barbara Trafton <barbtrafton@gmail.com>
Sent: Friday, December 14, 2018 4:44 PM
To: Aaron Claiborne
Subject: Dave Ullin Open Water Marina Layout/Design Project

Follow Up Flag: FollowUp
Flag Status: Flagged

Dear Aaron and DUOWM Committee:

These are my reactions to the DUOWM proposal:

1. **Great** to provide a place for liveaboards in Eagle Harbor: for historic, cultural and economic reasons
2. Please consider ALL uses of the harbor, even though you're tasked with only considering the layout for the DUOWM
3. If affordable living is the primary goal: why not more boats, in less space? why 60 ft boats which are hardly affordable?
4. Consider the fact that the existing proposal dedicates nearly one acre to every boat, (someone mentioned this on Dec10th meeting and questioned if anyone would ever advocate so much space per unit on land) to the detriment of other uses of the harbor: the space-demanding design simply leaves less functional use for people in sailboats, rowing shells, kayaks, visiting boats, etc.
5. Seriously consider two-point mooring systems or reconstructing a line system. DNR has reported a preference for two-point moorings. Discussions that I have had with various individuals with abundant experience and knowledge lead me to believe that citizens should be presented with more detailed information. Are these options too complicated or expensive or environmentally damaging? Why? Provide data.
6. Please provide several options for the community to consider: include your existing plan, a plan with two-point mooring, and a plan with a single-line system with costs, or a combination of two or more of these. Costs for installation, maintenance and projections for longevity must be included in the proposals.

Once COBI approves a plan we will all live with it for many years. PLEASE spend more time getting this right.
I understand that Bainbridge is unique in this quest to provide liveaboard moorage. Please take this time to create a stellar proposal that educates and informs so we can all be confident in the solution.
Your end-plan will have lasting repercussions.

As a former rowing coach, I wouldn't be surprised to see that the standing proposal, if approved, would require that the High School rowing program be cut by 40 to 50 percent, in order to run a safe program on available long waterways. Years ago we discussed the fact that navigable waterspace is limited and the program could include a maximum of not much more than 100 kids. Very few high school coxswains in the nation have such challenging obstacles. Close off a route for shells to travel east-west through mid-harbor and only the north channel remains, which is not wide enough to run two sets of shells in opposite directions. Condense your proposed area for liveaboards and 1) the people living aboard do not have to row their dinghies so far to the public dock, while 2) you allow many more students to engage in a healthy community-spirited, character-building activity. AND there is more space for visiting boaters and various other craft.

Thank you,
Barb

Aaron Claiborne

From: Tom & Sue Haines <sailvolcano@gmail.com>
Sent: Friday, December 14, 2018 4:42 PM
To: Aaron Claiborne
Subject: Open water residential marina

Follow Up Flag: FollowUp
Flag Status: Flagged

Hello Aaron,
I have the following comments regarding the proposed layout of the Open Water Residential Marina.
1. Please do not discontinue to provide safe navigation between the liveaboard community and the private buoys on the Eagledale side and Winslow side of Eagle Harbor. It might not show on charts but there is a long standing use of this buffer area. Instead please consider what you did in Port Madison some years ago. There is a safety fairway, from the entrance all the way back to Hidden Cove, that COBI established for safe passage of boats. No permanent buoys can be placed in the fairway.
2. When we put in a buoy, the swing radius we were granted was only to surrounding buoys. In the new liveaboard proposal, it shows swing radius to adjoining swing radius. This requires much more water area between boats for no benefit.
3. Why are there so many 60' sized buoys planned? The current liveaboard population does not have anywhere near that number size boats. Again, this takes up more space that is not necessary.
4. The most efficient use of our collective Island water resources demand 2 point mooring systems for residential use. To put in a single point mooring for residents who rarely leave the harbor is a complete waste of water area that belongs to us all.
Thanks for hearing my input.
Susan Haines

Aaron Claiborne

From: T WILLIAM & BEATRICE <bbbooth@msn.com>
Sent: Friday, December 14, 2018 6:49 PM
To: Aaron Claiborne
Subject: open water mooting

Follow Up Flag: FollowUp
Flag Status: Flagged

Attention COBI Council Person.
I invite each of you to read these comments.
First you must ask yourselves: I have I been on the water at the proposed site when BHS (Bainbridge High School} rower are at practice? or have I been on the water when the harbor is crowded with visiting yachtsperson? Do I have first hand knowledge of how much just buying and owning a livable costs? I have. and I can assure you the proposal makes no sense.
When visitors anchor out, as they must when the newly popular city dock is full, they come in town to shop. They spend money at groceries, restaurants, taverns. Live-a-boards do not. The proposal would occupy that very space that our visitors use now. Business activity would dwindle. Not good.
Well then would live-a boards really address low income housing. I think the reality is that if one could afford a seaworthy boat costing at least $25,000 then that same person is capable of renting on land for less cost. Thinking live-a-board will address affordable housing is an economic joke.
But if you persist in this line of thinking, them any occupant must pass a "means tests" or the well to do will scam the system. And you must assure us that the rental rate will be high enough to amortize the investment of placing and maintaining the system. Would those vessels have their sewage overboard lines sealed? Does the Harbor Master want this policing job added to her job description? At What cost? Has anyone done a rigorous cost benefit analysis? Probably not. So what value is this to your public? To continue in this naïve way will be costly.
X

Aaron Claiborne

From: Ted Davis <12e3pi@gmail.com>
Sent: Friday, December 14, 2018 11:12 PM
To: Elise Wright
Cc: Morgan Smith; Kol Medina; Ron Peltier; andy@rovelstad.net; Anthony Oddo; Tami Allen; Council; Charlotte Rovelstad; Mark; Ian Macrae; Mark Davis; Aaron Claiborne; Hilary Franz; Gelfenda@earthlink.net; Michael Graf
Subject: Re: DAVE ULLIN OPEN WATER MARINA

Follow Up Flag: FollowUp
Flag Status: Flagged

"..I.can assure you BIR was no more restricted in making comments than anyone else."

Bruce told me otherwise.
Rich, from what I understand, was also told otherwise.
This Monday's phoney balognie kangaroo court, I had the mic and said "There's a big silent elephant in the room.." and now we know why they were silent.

The only take away of us in the DUOWM is a silenced transparancy due to a back-room heinous 'option' that Otto knows we would tear him a new pie-hole if we knew.

I have right now spent a hundred hours since the past week trying to get 14 tiny computers to talk together and they do not. The BIR has nothing better to do this time of year than fuck around with people who actually work for a living, steal their property, and further waste other people's money.

Should BIR Shill Otto and the BIR continue to interfere with our DUOWM existence and destroying my computer cluster progress, I will have to focus on a DUOWM --NOT-- otherwise out of sight out of mind.

TED

On Friday, December 14, 2018, Elise Wright <elise.wright@cobicommittee.email> wrote:

I'm very sorry you feel this way, Ted. I can assure you BIR was no more restricted in making comments than anyone else. We expected all groups to confine their comments and suggestions to written and verbal, rather than PowerPoint, presentations - perhaps BIR felt restricted by that request.

I can also assure you that while Anthony is a strong advocate of the rowing community, as I try to be for the Liveaboard community, his goal has always been a solution that works for all community members.

I still believe that is possible. We will be reviewing all the public input at our January 14th meeting. While I cannot predict the outcome, I'm hoping for an "old Bainbridge" style solution - where folks just get together and work it out. Anything you can do toward that end is most welcome.

Sincerely,
Elise

From: Ted Davis <12e3pi@gmail.com>
Sent: Friday, December 14, 2018 4:25 PM

To: Morgan Smith; Kol Medina; Ron Peltier; andy@rovelstad.net; Anthony Oddo; Tami Allen; Council; Charlotte Rovelstad; Mark; Elise Wright; Ian Macrae; Mark Davis; Ted Davis; Aaron Claiborne; Hilary Franz
Subject: Fwd: DAVE ULLIN OPEN WATER MARINA

---------- Forwarded message ---------
From: **Ted Davis** <12e3pi@gmail.com>
Date: Fri, Dec 14, 2018 at 4:14 PM
Subject: Re: DAVE ULLIN OPEN WATER MARINA
To: rich seubert <kellybree1@hotmail.com>

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Ted

On Fri, Dec 14, 2018 at 5:10 AM rich seubert <kellybree1@hotmail.com> wrote:

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Aaron Claiborne

From: Charlotte Rovelstad <milagrosx2@comcast.net>
Sent: Friday, December 14, 2018 11:44 PM
To: Aaron Claiborne; Morgan Smith; Elise Wright; Kol Medina; Ron Peltier; Anthony Oddo; Tami Allen; Sarah Blossom; Rasham Nassar; Leslie Schneider; Matthew Tirman
Subject: Please support buoy placement plan as presented at MAC meeting

Follow Up Flag: FollowUp
Flag Status: Flagged

Dear members of the Marine Access Committee, City Council and City Staff,

I am writing in support of the buoy placement presented at the Marine Access Meeting last Monday.

It was however a little confusing that public comment was not taken given that the outreach effort suggested:

CITY OF
BAINBRIDGE ISLAND

MARINE ACCESS COMMIT
PUBLIC MEETI
MONDAY, DECEMBER 10, 2
5:30
COUNCIL CHAMB
280 MADISON AVENUE NOF
BAINBRIDGE ISLAND, WA 98

Members:	Fred Grimm, Peter Hill, Anthony Oddo, Frank Ostrander, Greg Spils, Elise Wright
Co-Chairs:	Anthony Oddo, Peter Hill
Council Liaison:	Ron Peltier
Harbor Stewards:	Dave Kircher, Mark Leese

The City of Bainbridge Island's Marine Access Committee is hosting a public meeting ' gather input from the community about the placement of new buoys in the Dave Ullir Open Water Marina (DUOWM) in Eagle Harbor.

The City of Bainbridge Island operates a residential marina within Eagle Harbor, unde the terms of a lease with the Washington State Department of Natural Resources (DNR). The DNR lease allows the City to enter into subleases with 16 individual tena in the DUOWM for the purpose of supporting a vibrant liveaboard community. Earlie this year, the City Council voted to provide funding to restore the number of moora sites to 16, as allowed under the terms of the lease.

During the last few months, the Marine Access Committee has heard from a variety c community members regarding the location of the new buoys and safety concerns involved with navigation in Eagle Harbor. The Marine Access Committee is now hosti public meeting at City Hall Monday, Dec. 10 at 5:30 p.m. to receive public comment c this project and provide an overview of the planned work. The Committee will use public input to develop recommendations for staff and Council to decide how and wh the buoys should be located in Eagle Harbor.

Marine Access Committee members suggested that the recommendations to be made to the City Council may or may not be what was presented. Since only one plan was presented and no explanation was provided as to what additional information would be used for generating alternate options, it begs the question how the committee will proceed from here. Subsequently, for the sake of transparency we will be expecting another meeting in order to answer the above questions. Please inform the community as to when that will be.

I believe you are aware of the proposal by BIR and I suspect others have addressed the problematic aspect of that proposal. Hence, I would like to add the recent revelation by BIR board members, parents and coaches that suggested safety issues are a concern. Numerous instances of shells colliding with PARKED BOATS have been recorded and were shrugged off as "You know, teenagers". SInce "The Rules of the Road" as reiterated by the harbor master reminds all that it is the responsibility of the sailor to navigate safely the only conclusion to be drawn is the fact that any harbor user including rowers must be competent and capable. It appears that that is not the case for the young rowers so I would like to suggest the solution to increasing safety lies elsewhere. Inquiry into other rowing clubs suggest that safety, skills and responsibility are of utmost priority. Hopefully, the MAC in conjunction with BIR will work to make the harbor safe for all.

Sincerely,
Charlotte Rovelstad

Aaron Claiborne

From: Haley Lhamon <haley.lhamon@gmail.com>
Sent: Friday, December 14, 2018 11:57 PM
To: Aaron Claiborne
Subject: Dave Ullin Open Water Marina

Follow Up Flag: FollowUp
Flag Status: Flagged

Hi Aaron,
Thank you for your recent help advising my husband Rusty about the water hook-up for our dock! Everything looks great, passed inspection, and works well (we just drained outside pipes for the winter).

I hope you didn't need the following comment about the Dave Ullin Open Water Marina by 5pm today and that you can still accept it with email dated Dec. 14th. I attended the presentation by the Public Water Access Committee on Monday, and I'm happy to hear that COBI City Council is interested in expanding the liveaboard community in Eagle Harbor. I'd like to share a few concerns and questions Rusty and I have related to the buoys, especially those that would have swing circles for boats up to 60 feet:

1. If the buoys for smaller boats/swing circles are already subleased, would smaller boats be assigned to buoys that are still available for 60-foot boats? How would priority for new applicants be defined? Since the city is paying substantially below market value for the DNR lease, there is likely to be a mad rush for moorage if the rental/lease rates are lower than market value. For example, DNR charges the following fees for commercial buoys: vessels up to 35' are currently $3,750/year plus leasehold tax (LHT); vessels up to 40' are $4,170/year plus LHT; and vessels up to 50' are $5,055/year plus LHT. These do not represent the full cost of a buoy but could be considered the absolute minimum if a buoy were already purchased, installed, and we ignore maintenance. In reality, costs are higher.

2. Planning a live aboard moorage field as a "low cost" housing option could be a mistake if not done properly. Boats do require maintenance and do cost money. Encouraging a "bare bones" live aboard lifestyle has the potential to encourage unsafe practices including lower than necessary maintenance resulting in unintended sinking (including fuel spills) or worse. Eagle Harbor has seen this before, and we do not want to encourage it again. Providing market-rate liveaboard moorage with adequate rules and regulations can prevent this and still provide an affordable housing option.

3. People who can afford 60' boats typically do not need affordable housing options, and the liveaboard community would potentially be less diverse, less vibrant (60' boat owners would probably not continuously live on their boats or remain on their buoys year-round with warmer second homes and ports available), and less welcoming or accommodating to those in need of low cost housing if ten COBI buoys have large yachts on them. Low cost housing was mentioned as one of the purposes of the open water marina expansion in the introduction to the project at Monday's meeting. We recommend a re-layout of the open water marina to enable more boats in the 40' range as opposed to preferring larger boats. This will have several advantages such as providing more space/privacy between boats, reducing maintenance costs (which go up with the cube of the boat's length), and ensuring less crowding in the harbor overall.

4. Navigation: ten 60-foot boats will definitely make it more difficult for visitors, rowers, kayakers, sailors, and Eagle Harbor boat owners to safely pass through the open water marina if needed, especially when Eagle Harbor is crowded with traffic and anchored boats.

5. We believe the harbor could benefit from some short term rental/transient buoy moorage (ideally off the Pub and City dock). If we look forward 50 years, it is not impossible to imagine a time when the demand for moorage will far outpace the moorage available, like in Camden, Maine, and Martha's Vineyard. In these locations, mooring fields with a mix of permanent and transient moorage provide for an active hospitable harbor community. While this may seem a

long way off, it might be prudent to begin planning (and learning) what this type of future might look like, so we can all decide if it is what we want for our beautiful island, or not.

For the sake of affordability, diversity, safety, and navigation, please consider limiting the majority of the buoys to 30-40' boats with just a few for 50'-60' boats.

Thank you for considering! Please pass on our concerns and questions to the Public Water Access Committee and to the City Council.

Kind Regards,
Haley & Rusty Lhamon

'18 DEC 14 PM 3:18
LEM

To: Aaron Claiborne / Marine Access Committee December 14, 2018

From: Bainbridge Island Rowing

Re: Buoy placement in Dave Ullin Open Water Marina

First of all I would like to state from the start that Bainbridge Island Rowing (BIR) is not against the Live-a-boards. We are not trying to get them removed from the harbor. I am not sure where this rumor started but it is false. BIR has been vilified in recent meetings and in posters posted in downtown Winslow as putting a sport ahead of the live-a-boards. This is not correct. We have peacefully co-existed with the vast majority of live-a-boards for 15 years. We are only asking to SHARE the harbor so that we can continue to offer rowing to those who would like to experience the joy of gliding on Eagle Harbor in a racing shell. The current plan would eliminate a major portion of the harbor from our use.

Are the city and the live-a-board community willing to compromise and explore other configurations for the DUOWM and allow BIR to survive? Or will the DUOWM be established to the exclusion of reasonable use of the harbor by BI residents?

The key to our being able to share the harbor with the live-a-boards (from the rowing perspective) is bow and stern mooring. By letting the boats swing on a 360 degree circle it would not be safe for our crews to row in the middle of the harbor. I recognize that the current lease specifies that all mooring be switched to single point. Are the city and the live-a-board community willing to compromise? Are you willing to explore this aspect of the DUOWM to help BIR survive? Does the lease stipulate that this body of water is for the exclusive use of 16+ individuals?

BIR, and rowing in general, are often viewed as elitist. This is not accurate. There is really nothing elitist about the sport. We specifically removed "Club" from our official name 7 or 8 years ago as one way to addresses this perception. Anyone can try rowing. We are open to the public for both adults and high school kids (juniors). For the last two summers we have experimented with a middle school program and will continue to refine this offering in the near future. We would also like to offer adaptive rowing sometime in the future. We offer financial aid to anyone (both adults and high school kids) interested in rowing.

For adults we offer Lean-to-row classes 3 or 4 times a year (primarily in the spring and summer) and have a wide range of individuals who use our equipment. We have introduced hundreds of people to rowing over the 15years that BIR has existed.

Currently we have adults that row at 5:15 am, two groups that row from 9:00 to 11:00 and additionally another group at 6:15pm when light allows. These range from those interested in competing regionally and nationally to those who row recreationally to enjoy the harbor and the exercise.

For the juniors (high school) we have from 85 to 110 kids rowing each year. They row from 3:30 to 6:00pm 5 days a week in three different seasons. The fall season is September through the first week in November. The spring season is from February through May and then there is a 6 week summer session (they workout indoors from the end of the fall season until the start of spring season in February).

The sport of rowing teaches teamwork to a degree greater than all other sports. Each rower does exactly the same thing and they need to do it absolutely together - there are no "stars". It is physically challenging, teaches goal setting and that the group effort is greater than the sum of its parts. These are no doubt some of the reasons the so called elite colleges have supported the sport for over 125 years (the oldest intercollegiate completion in the United States is the Harvard -Yale crew race started in 1852 - that is before the civil war). Some of our rowers have qualified for the Youth National Championships. We have had a number of crews finish in the top 10 in the nation is their specific event. Over 10% of the kids are on some level of scholarship, provided by BIR. One of the live-a-board will be trying the High School rowing program this February.

We have also experimented with teaching corporations to row as a team building experience. I would invite each and every one of you to come to one of our learn-to-rows and try a sport that encompasses all major muscle groups, has both a strength and cardiovascular component, is weight supported (so not hard on knees /hips etc) and requires balance and rhythm with an emphasis on team work. The metaphors about rowers working together are exceedingly accurate. It is a magical experience when 8 rowers are working in complete synchrony, the boat is gliding across.

The current buoy plan would in effect grant the exclusive use of a 15.5acre major section of Eagle harbor to 16+ people and severely restrict the use of Eagle Harbor. We respectfully request that COBI consider alternate designs for the DUOWM to mutually accommodate live-a-boards and BIR. We are asking to SHARE the harbor so that we can continue to offer rowing to approximately 200 BI and Kitsap County residents.

Alternate configurations for the OWM could include a mix of mooring configurations, single point and two-point moorage. There might be an arrangement made for the winter months where the boats are attached to bow only mooring. Attached is a conceptual map of buoy placement that should be considered as a starting point for discussion.

Thank you for your consideration

Bruce Beall
Director of Rowing

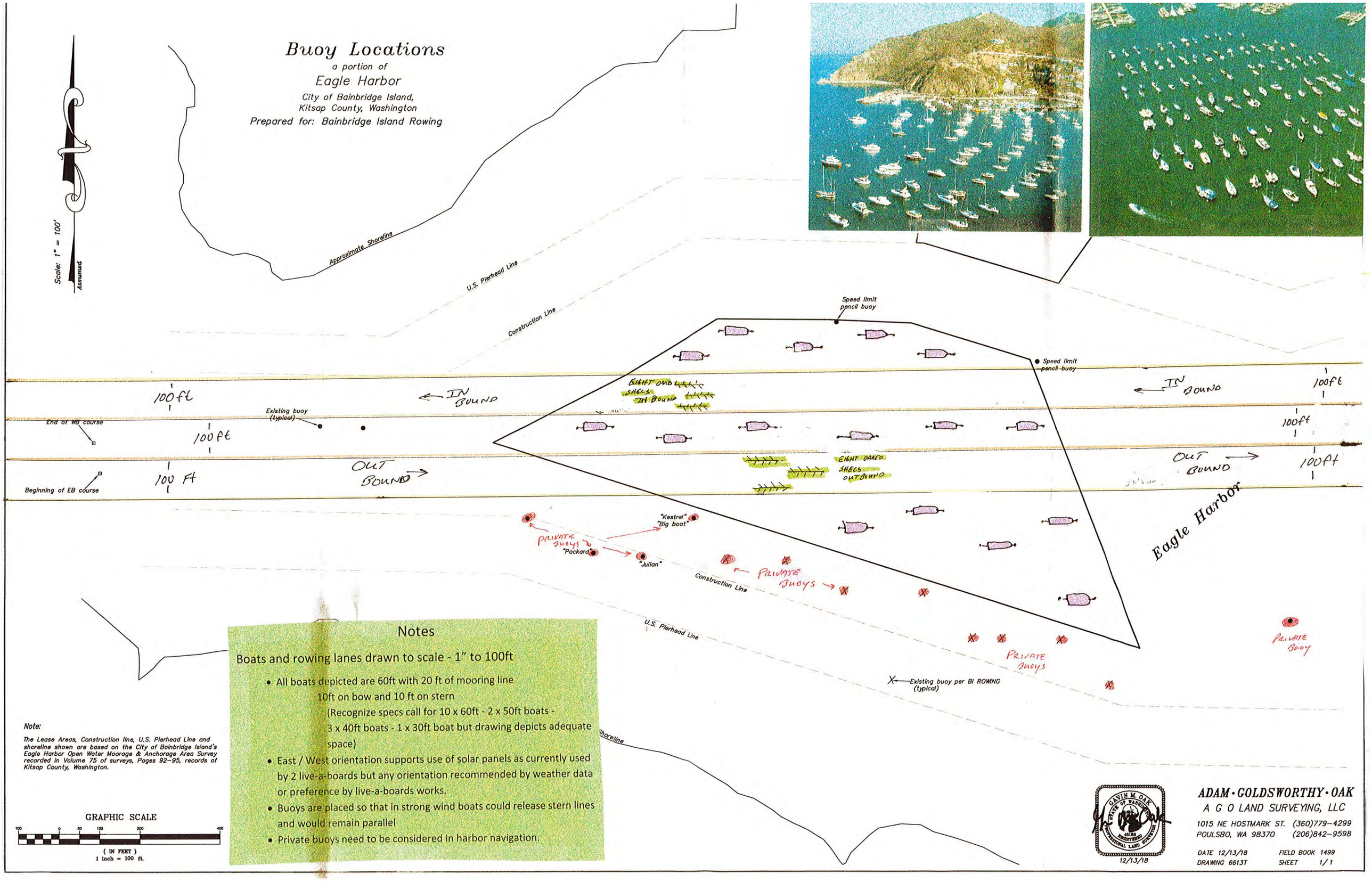
Buoy Locations

a portion of

Eagle Harbor

City of Bainbridge Island,
Kitsap County, Washington

Prepared for: Bainbridge Island Rowing



Notes

Boats and rowing lanes drawn to scale - 1" to 100ft

- All boats depicted are 60ft with 20 ft of mooring line
  10ft on bow and 10 ft on stern
  (Recognize specs call for 10 x 60ft - 2 x 50ft boats - 3 x 40ft boats - 1 x 30ft boat but drawing depicts adequate space)
- East / West orientation supports use of solar panels as currently used by 2 live-a-boards but any orientation recommended by weather data or preference by live-a-boards works.
- Buoys are placed so that in strong wind boats could release stern lines and would remain parallel
- Private buoys need to be considered in harbor navigation.

Note:

The Lease Areas, Construction line, U.S. Pierhead Line and shoreline shown are based on the City of Bainbridge Island's Eagle Harbor Open Water Moorage & Anchorage Area Survey recorded in Volume 75 of surveys, Pages 92–95, records of Kitsap County, Washington.

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

GAVIN M. OAK
STATE OF WASHINGTON
45168
REGISTERED PROFESSIONAL LAND SURVEYOR
12/13/18

ADAM · GOLDSWORTHY · OAK
A G O LAND SURVEYING, LLC
1015 NE HOSTMARK ST. (360)779-4299
POULSBO, WA 98370 (206)842-9598

DATE 12/13/18 FIELD BOOK 1499
DRAWING 6613T SHEET 1/1

Aaron Claiborne

From: Andy Rovelstad <andy@rovelstad.net>
Sent: Sunday, December 16, 2018 3:08 PM
To: Aaron Claiborne
Cc: Morgan Smith; Kol Medina; Ron Peltier; Anthony Oddo; Tami Allen; Elise Wright; Ian Macrae; Mark Davis; Hilary Franz
Subject: Re: Public Comment DAVE ULLIN OPEN WATER MARINA
Attachments: DUOWM Layout thoughts.pdf

Follow Up Flag: FollowUp
Flag Status: Flagged

Hi all,

I put together some thoughts on a revised organization of the buoy location which was inspired by the idea that the rowing club brought to the table (but did not present) and the presentation drawings uploaded to the city's website late this week. Anyhow, Just some thoughts on nature, space and organization that hopefully works for everyone,

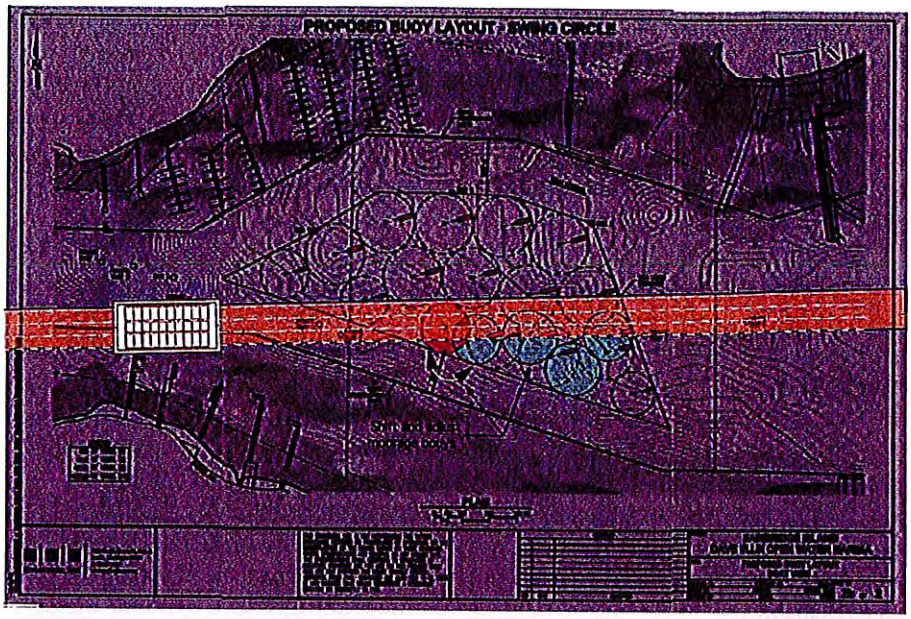
My other comment would be to eliminate (or minimize) the 20' boat moorage slips, but still achieve 16 spaces. That is the size of a automobile parking space and is pretty small - (They are just a lot easier to squeeze into tight corners).

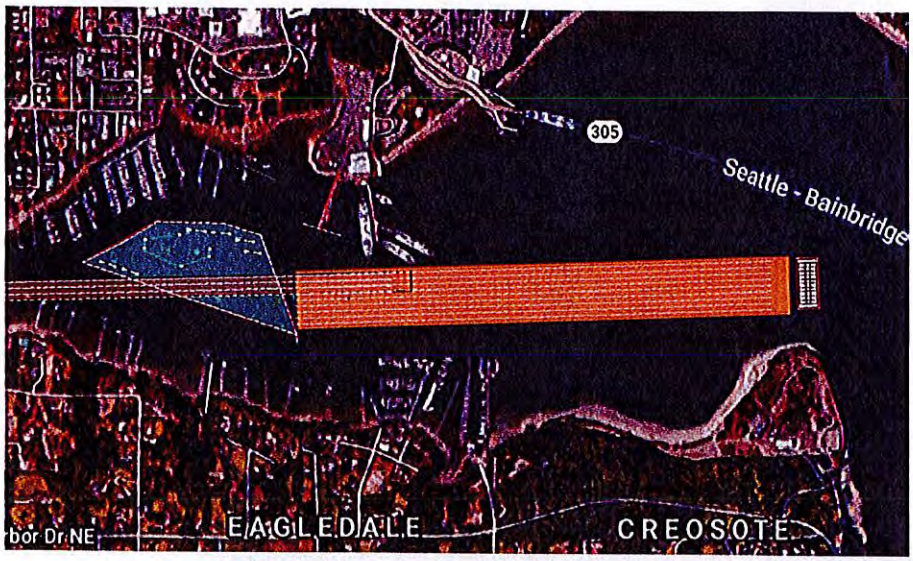
Thanks all,

Andy

Rovelstad Architects
andy@rovelstad.net
206-518-3678

DUOWM Thoughts





The image above shows a 8 lane Master Course in unobstructed waster according to the requirements of the World Rowing Championship & Rowing World Cup Regatta, with the proposed natural access in the DUOWM .

Sincerely,

Andy Rovelstad

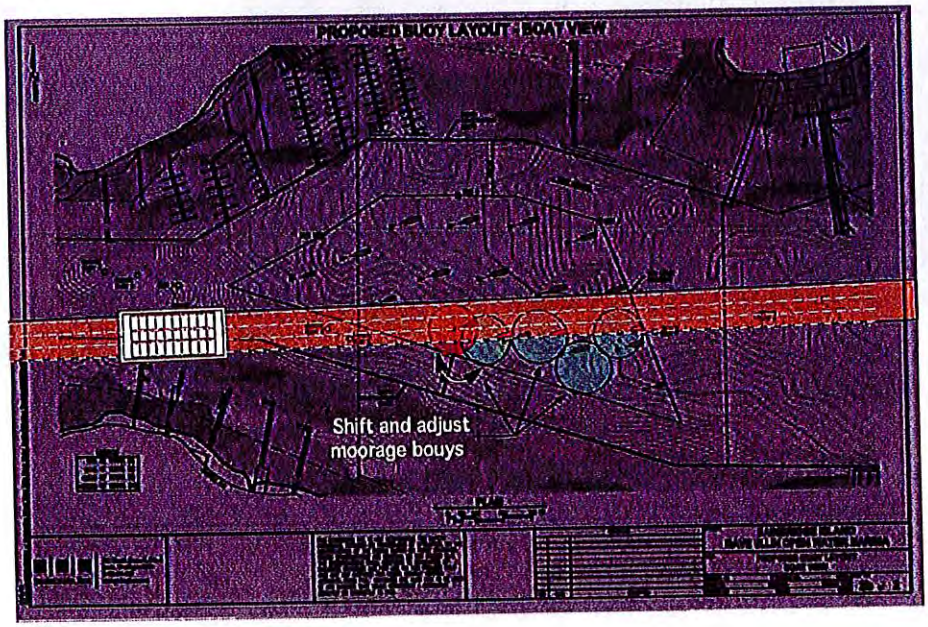
DUOWM Thoughts

Understanding Nature: The swing of a vessel on anchor or a single point mooring buoy is defined by the direction of the tide. In Eagle harbor tides are either coming in or going out, with the direction of vessels primarily being in an East- West direction. There is a brief and magical moment when nature swings the boat around offering new views and orientation. Most often this takes place in less than a matter of minutes. A cluster of boats on single point will swing with the same orientation providing the same distance between boats. During extreme low tide and high wind nature will break her own rules, and all mariners need to take responsibility for their drafts.

Distance: The swing radius for the single point mooring is defined by the depth of the water and size of theboat. The larger boats have a distance between mooring buoys of 210' (scaled off the drawings). The width of an American football field is 140', so the distance between buoys and the distance between boats is substantial wider than a football field.

Layout: Minor adjustment to the layout of the buoys could allow for a clear path with 3 rowing lanes (based on the width of an Olympic rowing course). The borders of the lane would shift with the tide but the consistency of nature will have boats aimed the right direction and a clear path for a shared harbor. It is, of course the responsibility of any boater to understand nature, tides and wind to finetune their course. Tides are predictable and can easily be included in the lessons of youth. Recognizing the dangerous condition of wind is the responsibility of all mariners.

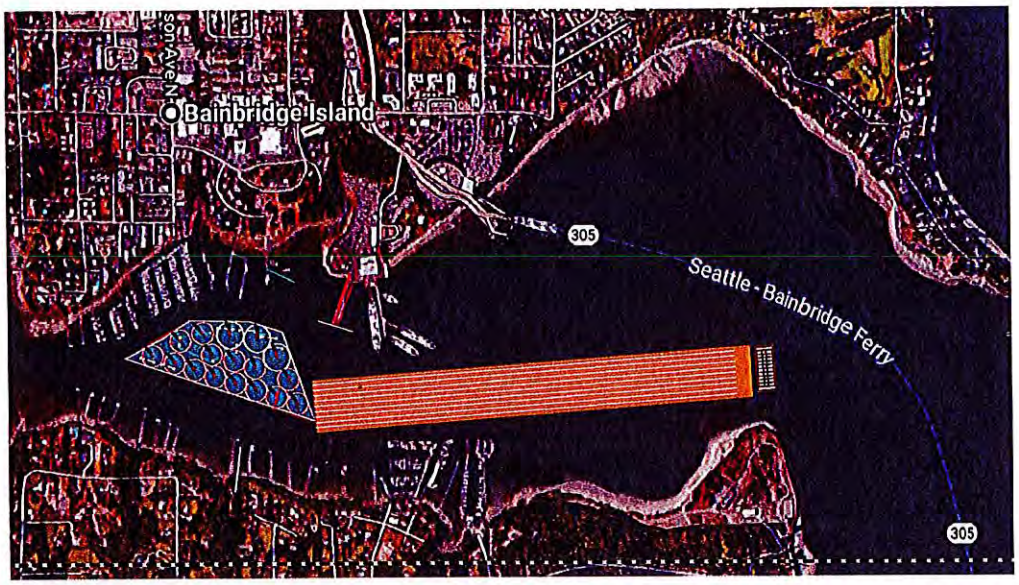
Application: The enclosed drawing show a minor shift in the city's proposed plan, with an adjustment to the location and size of 5 single point buoys. The buoy noted by a red outline is shifted to the East and the location and size of three buoys are adjusted to allow a clear straight path with a buoy separation of approximately 150'. This is wider than a football field and almost as wide as Lake Washington Shipping Canal at Montlake Bridge by UW. I've included an image of a football field on the drawing to help with scale. I have also included an image of the proposed area in relation to the open area North of Pritchard Park.



Public Comment: DUOWM

I want to commend Aaron Claiborne and Tami Allen for their work and presentation at the Marine Access Council meeting for the DUOWM. The plan that they put together for the harbor reflected a lot of hard work and it was clear to see that they had taken into consideration comments by both the Marine Access Committee as well as public comments by Community Members during the last few months. I totally support the proposal and the layout of the marina that was presented.

The World Rowing Championship & Rowing World Cup Regatta has established standards for the dimensions of a rowing course. It is recommended to have a minimum of 8 racing lanes, plus sufficient water width on both sides of the course to allow for both safe traffic patterns and for moving lanes in case of unequal conditions. The length for a 1,000 meter course with sufficient length at the ends of the course to slow down is 1,150 meters. The image below shows the layout of the "water requirements" of a World Cup Rowing Course in Eagle Harbor in the least congested area of the harbor. The square at the East end of the course is an American football field to give scale to the course in the harbor. There is a lot of space in Eagle Harbor for all of us to share.



A plan is being developed outside of the public process for the DUOWM that inserts two 100' wide navigation lanes extending through the marina, reducing its area by over 30%. This is problematic from several standpoints:

- Safety: Creating two navigation channels through the marina would be dangerous to small boaters, kayaks, and kids in sail boats who are transversing Eagle Harbor and could quickly be in the way and out of sight of a fast moving shell.
- Environmental: Having all of the residential slips on a dual point system increases the disruption to the bottom of the harbor and is against DNR requirements.
- Cost: Having all of the residential slips on a dual point system doubles the amount of infrastructure and will substantially increase cost to the city.

Sincerely,

Andy Rovelstad

To: Bainbridge Island City Council, Bainbridge Island Marine Access Committee 12/12/2018

In regards to the December 10th meeting at City Hall about installing 16 permanent, single point moorings in the Dave Ullin Open Water Marina I'd like to make a few comments. First off, I think your plan as described at the meeting is an excellent one. Given the parameters in the lease agreement with the DNR there is very little room for any significant alterations to this plan other than reducing the number of available spots for liveaboard use. I think this would be a grave mistake.

I had the wonderful opportunity to live, "On the hook" in Eagle Harbor periodically from 1976 to about 2003 in a variety of different boats. From the early 1980's through the early 2000's there was a thriving community there of rich diversity in character. Some 20 to 40 boats strong. All but a handful of disgruntled waterfront "liveashores" held this community in high regards. I think it was around 2004 that this handful of citizens managed to get the DNR to create new regulations that forbid any vessel in the state to remain anchored in one spot for more than 30 days at a time. It was because of this "Derelict and Abandoned Vessel" law that the wheels of creating the DUOWM began turning. As you know, it is the only OWM of its kind in the State. It is a Treasure! Only 16 citizens in the entire State of Washington are legally allowed to live on their boats out at anchor in one area! All the others that choose this lifestyle must live in a state of continuous migration, changing harbors every month. They are not allowed to settle into any one community for an extended period of time. Their kids can't settle into any one school, the parents can't settle into any one job, they are forbidden by law to become a part of any one community unless they choose to radically change their choice of lifestyle! This is wrong but its all we've got. 16 spots is all we've got in the entire State of Washington! Please don't squander them for appeasement to petty self interests of lessor importance!

This brings me to the alternative plan that is being presented to COBI by the Rowing Club. I have seen their proposal of preserving the 16 LA spots but crowding them into 3 tiny sections of fore and aft moorings inside the current DNR lease area with two 100' rowing lanes running through the middle of it. This is a bad idea for a number of reasons. The most important is safety. Nearly all, if not all, of the numerous collisions between boats in Eagle Harbor in the past decade has involved the rowing club. I personally have watched four man boats, without a coxyn, slowly overtaking my deep sea fishing vessel while maneuvering in Eagle Harbor and never once did any member of the rowing team ever look forward to see where they were going! My friend Mark Adams has had his boat moored on privately owned bottom lands in inner Eagle Harbor for decades. His boat and or his dinghy has been struck by rowing race boats 3 times! To even consider creating two channels for oar powered race boats, that are slow to turn, even slower to stop, have a long history of collisions and put these channels in the middle of an overcrowded, fore and aft moored, 100% residential use anchorage is absolutely nuts! Because of the overcrowding of fore and aft moorings, vision will be significantly impaired. Dinghys and Kyaks coming out of the 3 moorage area's will not be able to see the race boats until they are out in the channel and the race boats will not be able to see the small boats approaching the channels and that's if the rowers even bother to look!

Please don't get me wrong. I am a strong advocate of getting all people and especially young people out on the water. I have nothing against recreational rowing. I rowed across the strait of Juan de Fuca when I was 16. I do feel however that special channels for high speed, rowing race boats do not belong inside the DUOWM. And I can see that the day may come when rowing race boats might not belong anywhere inside Eagle Harbor. Please pass the proposed 16 moorings as described in the Dec. 10th meeting.

Sincerely,

Paul Svornich