

Alternatives to the current Encroachment Location:

Historical Context

When the current floating dock configuration was originally constructed, John Cron was serving as President of the Sourdough Point Owners Association (SPOA). The project represented a significant investment for the community, and the expectation at the time was that every individual lot owners would participate in the cost of construction by purchasing a boat slip associated with the new floating dock system.

A number of lot owners elected not to purchase a slip during this construction phase. In order to generate the necessary funding to proceed with the project, those unclaimed slips were subsequently made available to other members of the community. As a result, some owners acquired a second slip, even though in many cases only one slip was actively used.

In addition, several waterfront lot owners who already had private shoreline docks also chose to purchase a slip within the community floating dock system to help fund the project.

This historical funding structure explains why several boat slips within the existing configuration are currently owned by individuals who already have docking options or who may not use the additional slip on a regular basis.

At the same time, some current lot owners who did not participate in the original construction phase, or who later purchased lots from prior owners, now wish to obtain a boat slip within the existing dock system. In many cases, the prior lot owner had previously declined the opportunity to participate during construction, and the lot was subsequently purchased with the understanding it did not include a community boat slip.

Historic Community Position Regarding Dock Locations

Historically, the SPOA membership has always maintained the position that community boat docks should be located within the protected lagoon area on the east side of the island, rather than extending beyond the lagoon into the open navigation corridor of the waterway. This is evidenced by the historical dock designs through the years.

Over time several proposals were raised to construct individual docks outside the lagoon area. These proposals were met with strong opposition from members of the community and not approved.

Similarly, suggestions to construct additional docks along the west shoreline of the island, within the waterway itself, were also discussed and ultimately rejected by homeowners.

On June 10, 2024, at the annual SPOA meeting, a motion was made by Carl Vetter, seconded by George Lockert, then passed by the members and recorded by Bob Chambers (of the board). This decision would “*limit the location of personal moorage docks to within sourdough point’s existing lagoon dock configuration.*” According to all three of these members, their motion was that all docks must be located within the existing configuration and within the lagoon shoreline area. Extending the floating dock

structure was not an option and not suggested in their motion of June 2024. Carl, George and Bob have reconfirmed this in April 2026.

Maintaining this open corridor has long been viewed as important for preserving clear navigation and open water between these two access points.

Potential Alternative Options for Boat Slip Availability

If additional boat slip access is desired within the community, several alternative solutions may exist that do not require extending dock structures further into the primary navigation corridor.

1. Purchase a boat slip from an owner who owns multiple.
2. Lease a boat slip from an owner.
3. Repair or rebuild an unused boat slip along the lagoon shoreline.
4. **Build a new boat slip along the designated shoreline within the lagoon.** Multiple areas could accommodate a dock comparable to other existing shoreline docks. This is the primary location recommended and approved by the community at the time of the June 10, 2024 owners meeting. **See attached photographs** provided by those who made the dock expansion location motion in that meeting.
5. Seek community approval to extend the existing lagoon dock configuration by adding two slips (2 boats) at the east end, which wouldn't extend into the navigation corridor and open water area. This should receive more support than the current application.
6. A combination of #4 and #5 could be an option for four slips.
7. Purchase a home or lot that includes a boat slip.

Closing Observation

If none of these alternatives are considered acceptable, the current situation may simply reflect the historical decisions made during the original construction phase of the dock system, when some lot owners elected not to participate in the purchase of a slip.

Where reasonable alternatives exist that would allow additional moorage without extending structures further into the open navigation corridor, it becomes appropriate for the Department to consider whether the necessity for the proposed encroachment truly outweighs its potential impacts on those protected public trust interests.

Photos of Predetermined Dock Availability Site

