

Gregory Baumann
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Seattle, WA 98102

December 28, 2011

Maggie Glowacki
Senior Land Use Planner
Department of Planning and Development
City of Seattle
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

Re: Request for a follow-on revision to the 2011 SMP Second Draft

Dear Ms. Glowacki,

As a part-time live-aboard whose moorage is a fee-simple accessory slip to a commercial marina, I have a great deal at stake riding upon the final language of the SMP, particularly as it affects marinas, live-aboards, housebarges, and private property/public access issues (that's an ominous number of issues affecting live-aboards alone).

I have studied the comments of various other stakeholders at length, and applaud them all for their worthy efforts to work with your department in fashioning a more workable final code. To that end, and based upon the myriad concerns expressed by the aforementioned stakeholders with the second draft, I urge you to continue the process of revision and public comment until an economically and ecologically tenable SMP is reasoned out.

In its present form, the second draft is over-reaching in many areas (all of which have been painstakingly cited by others so I won't be redundant here), and its enactment would be a lose – lose proposition not only for the city of Seattle and the very habitat your department is charged to conserve, but to the vast majority of those who are engaged in this discussion as well.

The shoreline in question is not unlike a welcome mat to the city of Seattle. Elliott Bay, Lake Washington, Lake Union, Portage Bay, and the ship canal are symbolic of the City of Seattle and unique to the world in their present form. Unlike a welcome mat, however, these iconic shorelines are interlocked with their urban environment and can't simply be lifted up and replaced with a LEEDS certified doormat. Pardon the simplistic analogy, but it's not very far off the mark when you size up the big picture.

I would be remiss in closing without reiterating my concerns over ambiguous and Orwellian language contained in the second draft which would serve no other purpose than to conduct "witch hunts" of live-aboards; or the thinly veiled blacklisting of certain vessels based purely on subjective criteria; or the taking of private property under the

guise of public access. With all the other concerns this SMP raises, the last thing live-aboards (and shoreline business owners) need to worry about is trespassing vagrants.

The SMP in its present form is clearly discriminatory toward a subset of legally abiding Seattle citizens referred to as live-aboards. I have cause for grave concern over some unsettling innuendos in the present language which portend the extinction of a uniquely "Seattle" lifestyle. The live-aboard lifestyle is as "Seattle" as it gets, and dates back well over a century. Modern day live-aboards appreciate a healthy aquatic eco-system as much or more than anyone. The waters and shorelines addressed by the SMP are our back yards, and it's not in our best interest to treat our own yards as sewers or landfills.

Another issue of great concern to live-aboards are the proposals in the SMP mandating grey water containment aboard vessels not engineered or plumbed for such. These proposed regulations are targeted at specific vessels (houseboats/housebarges) and are further evidence of the DPD's crusade against such vessels and their legally abiding, live-aboard residents. The SMP further attempts to over-regulate vessel owners with draconian limitations on routine vessel cleaning and maintenance. We all know birds defacate over the lake and apparently nature saw no need for a containment system, yet if a boat owner uses a garden hose to remove errant bird poop from his deck, he'll be breaking the law and somehow harming the ecology? That doesn't pass the common sense test, nor do a host of other proposed "make rules" regulations contained in the present draft.

Despite my concern that input from the live-aboard community has not received equal consideration by your department up to this point, I appreciate being able to participate in this process in the hopes of yet producing a workable, predictable program that is both live-aboard compatible and environmentally protective.

Sincerely,

Gregory Baumann

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cc: Margie Freeman, President Lake Union Association
cc: Charles Draper Jr., President Association of Independent Moorages
cc: Gregory Lyle, President Ballard Mill Properties LLC
cc: Mark Shuler, President Allison Marina Condominium Association
cc: Kevin Bagley, President Lake Union Liveaboard Association