



May 3, 2011

Margaret Glowacki
 City of Seattle – DPD
 700 Fifth Ave. Suite 2000
 P.O. Box 34019
 Seattle, WA 98124-4019

Dear Ms. Glowacki:

Thank you for the opportunity to comment on the proposed revisions to Seattle’s Shoreline Master Program. Our comments are below.

CWB currently has or plans to have the following facilities:

- Museum, boat livery, boat shop, classroom and gallery facility, and miscellaneous accessory uses including boat sales, boat repair and administrative offices, located in Waterway 4 (Conservancy Waterway Environment);
- A planned educational facility with administrative offices to be located in the South Lake Union Park (proposed Urban Commercial Environment).

CWB is also exploring the possibility of a third facility on property owned by Metro Transit on north Lake Union (Urban Maritime Environment) for boat repair and livery.

Sales and Rental of small and large boats.

The current classification of the uses, “sales and rental of small boats” and “sales and rental of large boats” appear inconsistent between the different shoreline environments. To illustrate the inconsistency, we put together the following table:

Environment	Sale& rental of small boats in proposed SSMP	Sale and rental of large boats in proposed SSMP
CW	Prohibited except on historic ships	Rentals permitted as a special use. Sales prohibited.
UC dry land	permitted	permitted
UC submerged	Prohibited except in existing structures	Prohibited except in existing structures
UM dry land	Permitted	permitted
UM submerged	Permitted	permitted

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As currently described the definition of “sale and rental of small boat parts and accessories” appears to refer to marine supply stores such as West Marine and Fisheries Supply where customers arrive and leave with their purchases by car. CWB’s enterprise is significantly different.

We suggest revising 23.60.936. Definitions--“S”. Sale and rental of small boat parts and accessories by dividing the definition into two: “Sale and rental of small boats and accessories, non-water-dependent” and “Boat livery”. The definition of boat livery could read, “means a marine service use in which boats and accessories are rented or sold to the general public for use in adjacent waters.” Under this definition, “boat livery” would also include kayak and paddle board rentals, increasingly popular waterfront uses in the Puget Sound area. We think boat liveries should be permitted in the CW, UC UH and UM environments.

Although the prohibition of sale or rental of boats on submerged land in the UC environment may not affect us directly, it illustrates the confusion over this use. Currently the sale of almost all large boats and some small recreational boats take place primarily at marinas --not in structures. Yet, marinas are prohibited in the UM Environment, the one environment where the sale and rental of both small and large boats are permitted. This confusion could be eliminated by stating that the moorage of large and small boats for sale is permitted wherever moorage is permitted and the prohibition refers to offices.

Conservancy Waterway Environment (23.60.310).

We are concerned that changes to the CW Environment may make some of CWB uses nonconforming. The current code permits nonprofit uses outright in the Conservancy Waterway Environment (23.60.480) and all other uses “only when either accessory to or associated with abutting uses.” In addition, the current regulations permit many of CWB’s specific uses as special uses, including shoreline recreation, vessel repair minor, rental of boats and a water-dependent museum.

In contrast, the proposed use regulations for the CW Environment (Table A for Section 23.60.310) make no mention of nonprofit uses and in fact, prohibit many of CWB’s specific uses, although water-dependent museums are allowed as special uses. We suggest making water-dependent nonprofit uses either allowed outright or allowed as special uses.

(See also our comments on the purpose of the Conservancy Waterway Environment under Shoreline Policies.)

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Urban Commercial Environment (23.60.382).

The proposed regulations allow vocational or fine arts schools if water dependent, and we support that regulation as it would clearly allow our planned educational facility.

In addition, CWB requests that wooden boat building be included in the definition of custom craft work and that such a use be considered water-dependent and allowed on waterfront lots in the UC Environment. Wooden boat building requires training and skill but is not as intense as a manufacturing use. It is often done on waterfront lots to facilitate launching of the vessels.

Urban Maritime Environment (23.60.502).

CWB supports the provision allowing WD/WR Vocational or Fine Arts Schools in the UM Environment. We are disappointed that WD/WR museums are not permitted in the UM Environment. Although our current plans for the North Lake Union site do not include a museum, we would like the flexibility to include some museum elements, perhaps in conjunction with wooden boat repair demonstrations.

Shoreline Policies

CWB objects to proposed policy language for the Conservancy Waterway Environment that restricts overwater structures. We request LU292 be revised as follows:

LU292 Allow in and over-water structures only where needed for navigational purposes, temporary moorage, minor vessel repair, pedestrian bridges, ecological restoration and/or nonprofit water-dependent uses.

Purpose of the Urban Commercial Environment. Please add language clarifying that the purpose of this environment is to encourage water-oriented recreational and commercial uses, similar to the wording of the purpose for the Urban Maritime Environment which is clearly for water-oriented industrial and manufacturing uses. Although the name does help clarify the Environment's purpose, the actual wording of the purpose seems unnecessarily vague.

Area Objectives for Seattle's Shoreline Goals. Although CWB supports moving the Shoreline Policies to the Seattle Comprehensive Plan as proposed, we would like to see language similar to the existing area objective for Lake Union included in the Comprehensive Plan. Although some areas of the shorelines such as the downtown waterfront and the Duwamish Industrial area have neighborhood plans that serve a similar

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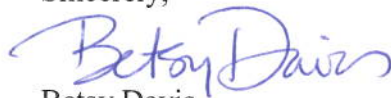
function as the Shoreline Objectives, Lake Union has no unifying plan. In fact, several areas of Lake Union, such as Northlake and Westlake are not covered by any neighborhood plans. Boaters and other maritime-oriented people are accustomed to think in terms of water-bodies, not land-based neighborhoods.

The current language, “maintain and encourage a diversity of uses around Lake Union and Portage Bay by designating different areas of the shoreline with different shoreline environments” and “Retain the working character of Lake Union by reserving those areas of the lakes’s shorelines that are suitable for water-dependent uses for the use of marine businesses...” is critical to define the uniquely diverse, colorful and vital place that Lake Union is today. With only Shoreline Environments to define Lake Union, knowledge of the reason for Lake Union’s diverse shorelines would be lost and the potential for Shoreline Environment changes and the resultant loss of the Lake’s diversity would increase.

CWB is proud of its role in maintaining the Lake’s character and also in documenting its history. We wish to maintain the Lake’s vibrant and diverse character as described in *Legends of the Lake Volume I* by Dick Wagner (CWB’s founder) and Paul Dorpat. We request that the current Lake Union area objectives be updated and included in the Seattle Comprehensive Plan.

If you have any questions about these comments, please contact Elsie Hulsizer, a member of CWB’s Board of Trustees. Although she is out of town through September, she can still be reached at ejhulsizer@earthlink.net.

Sincerely,



Betsy Davis
Executive Director
Center for Wooden Boats

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