

**Dressler, Amy**

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**From:** White, Paul  
**Sent:** Monday, November 09, 2015 2:18 PM  
**To:** Dressler, Amy  
**Subject:** FW: Kirk Utter e-mail to commission re Seaview Marina expansion

Amy: Please print for me. Thank you.

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**From:** Merritt, Mike  
**Sent:** Monday, November 09, 2015 1:50 PM  
**To:** White, Paul  
**Cc:** Bellezza, DeAnna  
**Subject:** Kirk Utter e-mail to commission re Seaview Marina expansion

To: Port Commissioners Tom Albro, Stephanie Bowman, Bill Bryant, John Creighton, Courtney Gregoire

From: Shilshole Chapter Washington Liveaboard Association, October 26, 2015  
Paul: As we discussed here is the Utter message to the commission re Seaview expansion.  
Mike

Our organization has devoted considerable attention and discussion to the proposed Seaview Boatyard expansion within the recreational marina. Increasing the size of this commercial, private, for profit, enterprise is in our view unnecessary and has negative effects that fall into roughly three categories.

1. Impacts on parking and access to water
2. Further change away from recreational vessel moorage environment
3. Fiscal responsibility

In the first category, the proposal eliminates roughly 20 parking spaces serving piers A and B/C. This is in the area where the last boatyard expansion has already necked down the upland space. The parking pressure will also ripple north to piers D/E. A larger yard implies the need for more worker and service vehicle parking. A potential restaurant will further compound the problem.

Regarding the second point, SBM is a beautiful recreational asset to the city and boating community. The existing boatyard is certainly adequate for all but a few of the very largest vessels in the marina and is a convenient resource for the majority of moorage customers. However increasing its size is counterproductive to maintaining the green marina that we all strive toward each day. It is inappropriate to devote additional space and resources to an industrial private enterprise that already accords SBM a full service rating. In spite of everyone's best efforts, increasing industrial operations in this environment will degrade the air, water, and audio environment. It is a matter of balance.

Thirdly, since the Port receives regional tax support it must tread a fine line between fiscal responsibility and the fair provision of resources and jobs for the public good. Hence we understand the constant pressure on moorage rates, liveaboard fees, and other income generating efforts that reflect regional market rates. However it has come to our attention that the ground lease rates for the boatyard area are about 33% below market compared with comparable sites. If the objective is to generate more income from the boatyard by simply renting more square feet, roughly the equivalent income could be generated by moving the existing lease area to market rate without incurring the downside effects of expansion. We also have concerns over implications that a larger boatyard will demand a larger travel lift, larger lift pier, further on-water congestion and how those all fit within the Port's fiscal responsibility. Though increased boatyard activity may increase jobs at that facility, it is not a value added industry. It competitively draws customers from a finite pool with local expansion providing little if any regional job growth while the Port risks being perceived as favoring a particular private enterprise.

As you can imagine we, and many non-liveaboard moorage tenants, object to an expansion that offers little enhancement yet degrades this fine marina. We are particularly sensitive when asked to give up amenities and incur increased costs to subsidize below market lease rates for a private commercial enterprise.

The Shilshole chapter of the Washington Liveaboard Association looks forward to continuing the excellent relationship with the Port that we've worked to develop and maintain over more than two decades. We can together help identify SBM enhancements that offer reasonable Port income and improved amenities for recreational moorage customers. The existing boatyard is a useful resource but need not be larger.

Thank You,

Shilshole Liveaboard Association  
Kirk Utter President

Mike Merritt  
Chief of Staff  
Port of Seattle Commission

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