

# Public Access and Views

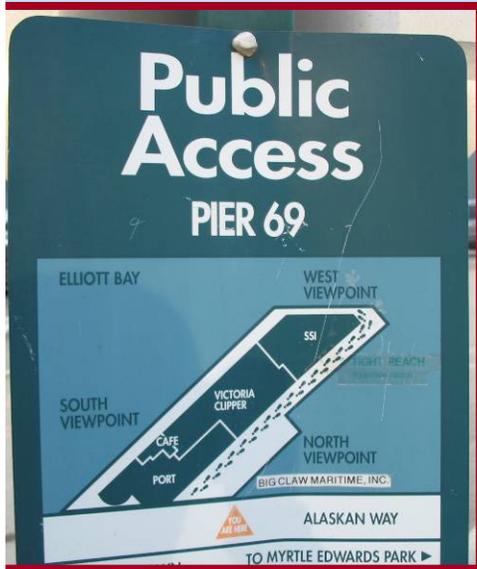
January SMP Citizens Advisory Committee meeting

# Public access vision

- Public access consists of views and physical access
- Three ways to provide physical access: parks, other public land, and easements on private property
- Improve quality and extent of access, increase connectivity
- Maximize compatibility between public access, ecological function, and preferred shoreline uses



# Access on private property: existing regulations

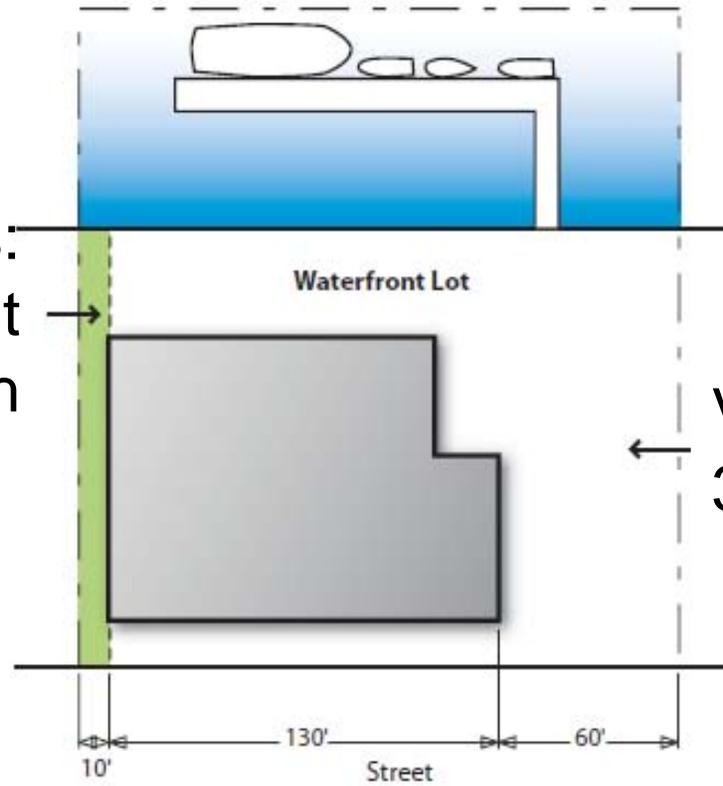


- Requirements vary by environment designation, land use, and shoreline region, but general rules are illustrated in the following slides.

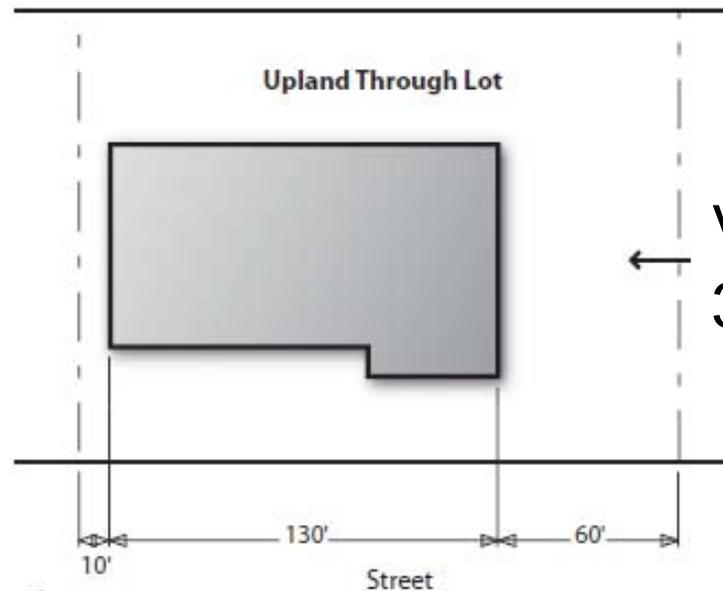


# Standard lot configuration

Public access:  
10' easement  
and 5' path



View corridor:  
35% lot width



View corridor:  
35% lot width

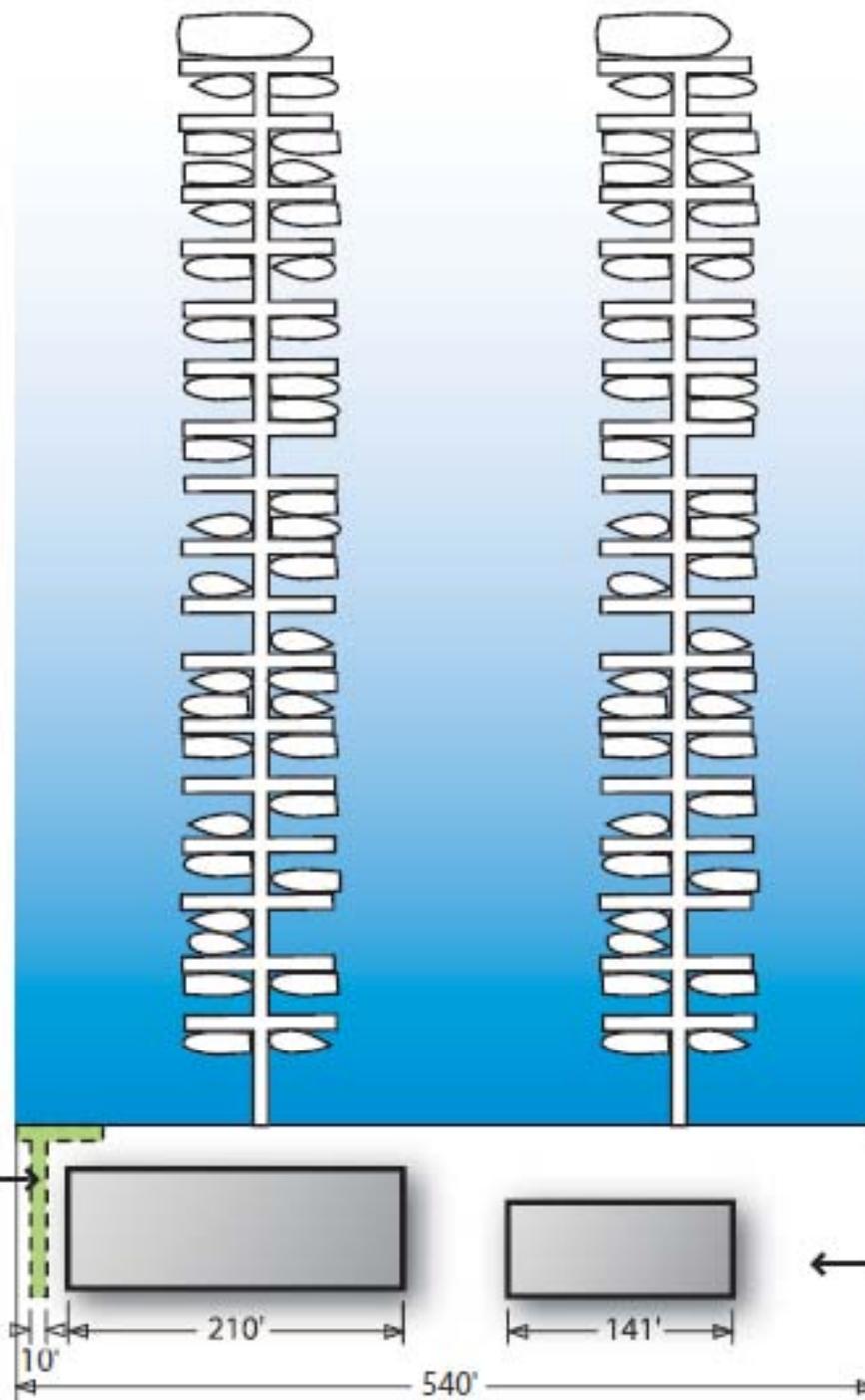
# Important exceptions/additions

- Public access requirements do not apply to water-dependent/water-related uses, view corridors are typically reduced
- Additional public access amenities are required for non-water-dependent/water-related uses in US



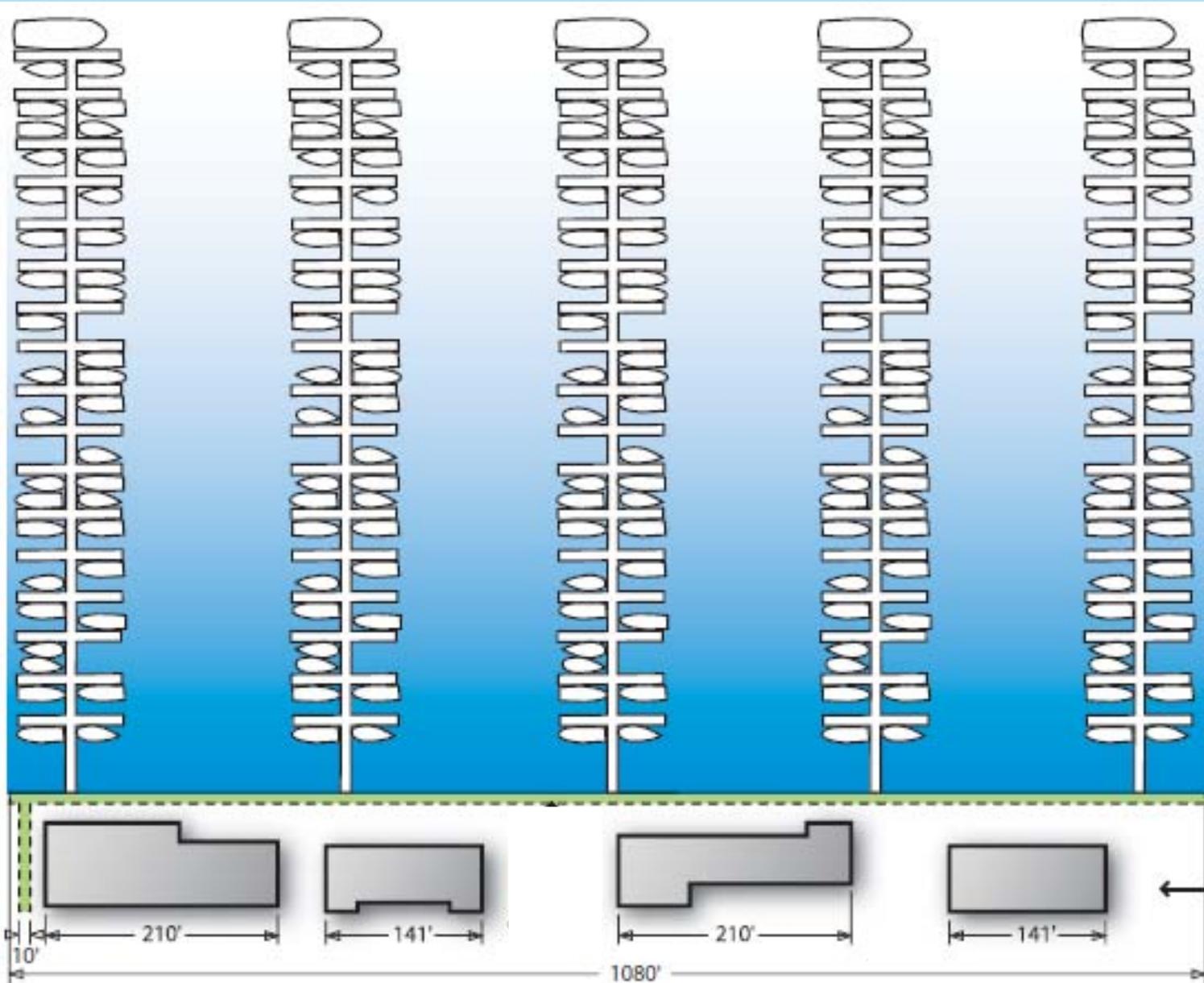
**Marinas 2,000 -  
9,000 linear feet  
moorage**

Public access:  
10' easement  
leading to 10%  
of shoreline



View corridor:  
35% lot width

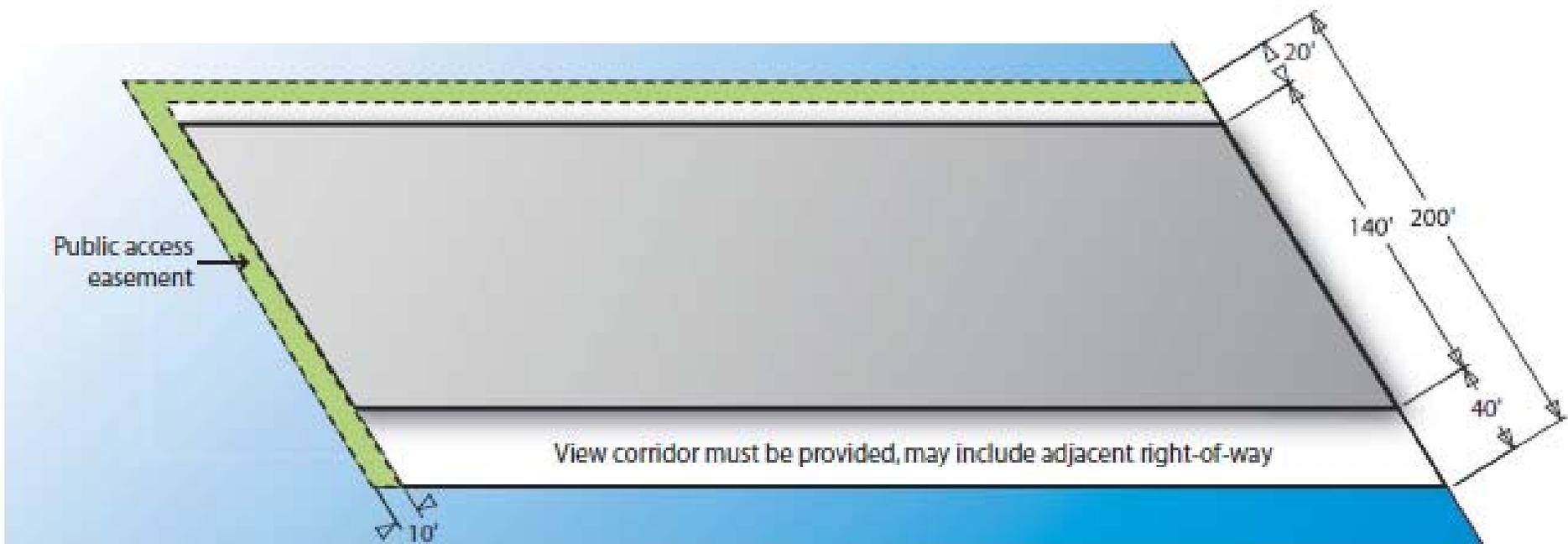
# Marina w/ 9000+ linear feet moorage



Same as smaller marina except full shoreline access is required

# Urban Harborfront

- Access: 10' easement along two sides of pier, including western end, must total 15% of developed area or 5,000 sf (whichever is greater)
- View corridor: 30% lot width along Alaskan Way

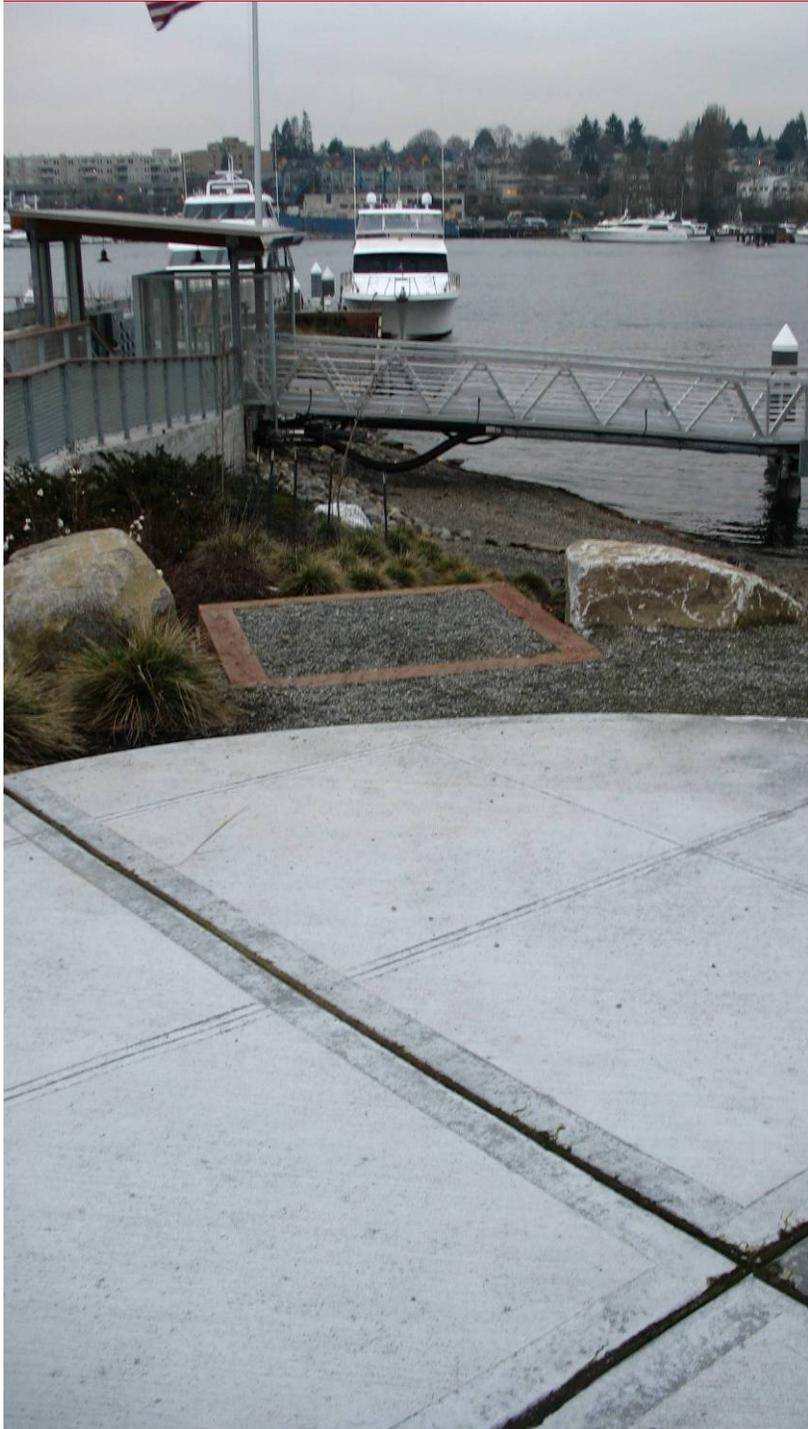


# Proposals: Tracking, enforcement, and development standards

- Create public access easement inventory and tracking system, for public information and inspections.
- Additional development standards for public access:
  - Separation between public/private land
  - New limits on overwater coverage for public access
  - Avoid disturbance of trees and native vegetation
  - Additional standards for signs and placement

# Public access - water dependency

- Only provide public access exception for water-dependent uses, not water-related.
- Consider alternatives for non-water-dependent industrial:
  - Payment-in-lieu toward regional public access improvements
  - Ecological restoration beyond mitigation



## Public access – Lake Union

- DPD is exploring options to allow public access credit for payment-in-lieu toward Cheshiahud Loop
- Remove exception for parcels less than 100' wide and adjacent to street ends – considering a general exception for parcels below a certain width.

# Public access - Urban Stable

- US lots currently have additional access requirements if uses are predominantly non-water-dependent. Modify additional requirements as follows:
  - Require major open space over other options, unless infeasible due to lot size or uses
  - Allow vegetated area to be counted as part of total public access
  - Provide standards to prevent excessive paving while encouraging useable open space.

# View proposals

- Clarify the definition of “view corridor” to allow vegetation.
- Only provide view corridor reductions for water-dependent uses, not water-related.
- Consolidate view requirements into one section.
- Require view corridors along the Fremont cut for parcels separated from the water by a thin band of CN.

# Broader public access planning

- Completed inventory (not including private easements)
- Coordinate with relevant planning initiatives.

Street End plan

Open Space 2100

Blue Ring

Bands of Green

Central Waterfront Plan

Cheshiahud Loop

Light Rail Planning

Port Public Access Plan

Water Trails

TPL Puget Sound Shoreline

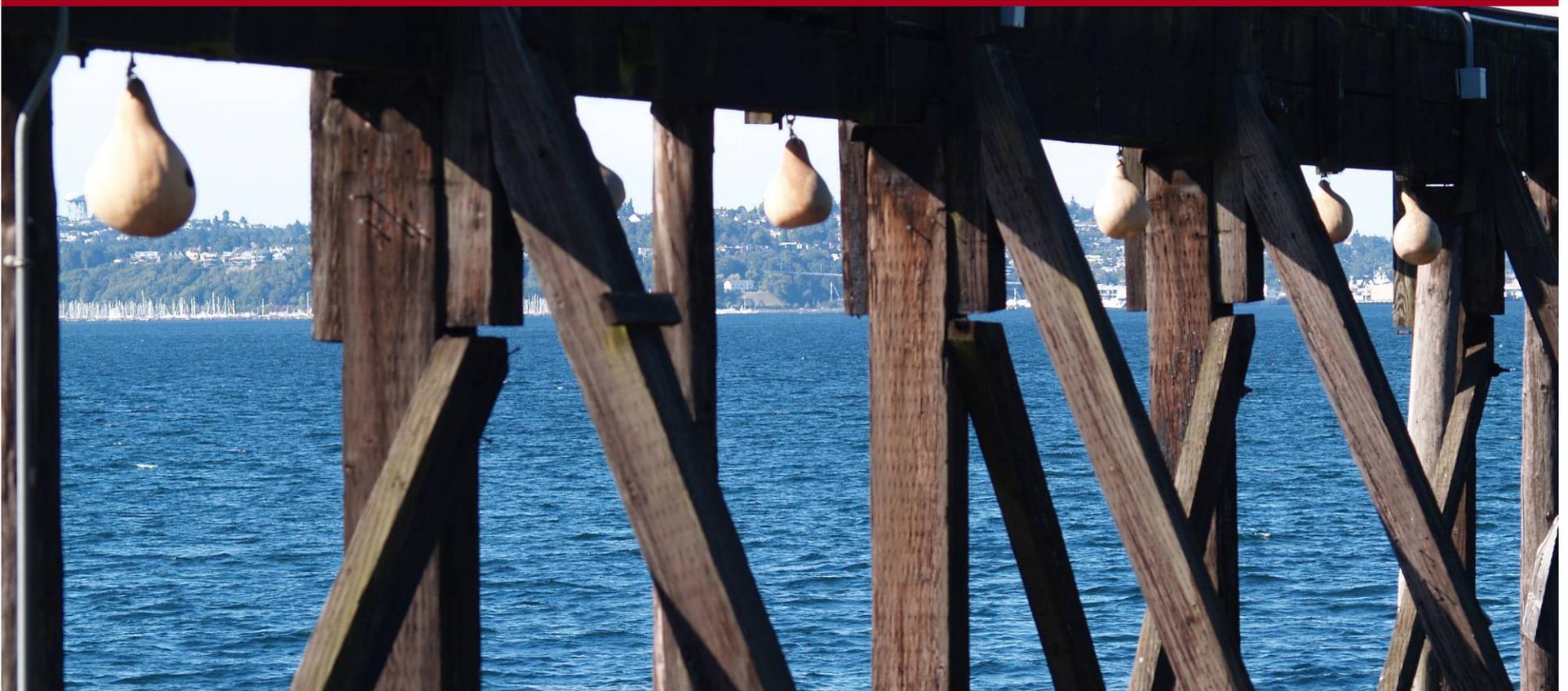
Strategy Report and Map

Bicycle Master Plan

- DPD is considering development of a Shoreline Public Access Plan in late 2009. This plan might accomplish the following:
  - Identify opportunities for integrating existing public access plans
  - Identify priorities for future improvement of public open space
  - Assess opportunities for allowing contribution to off-site public access in lieu of on-site requirements
  - Develop detailed plans for regional access opportunities in industrial areas

# CAC vision statement

- Are the proposals consistent with the Committee's vision statement?



# Key Issues

- Do current requirements for private land result in meaningful public access? Would the proposals outlined here help?
- What is the best approach to public access for shorelines in industrial areas, where safety, security, and environmental impacts may complicate access?
- Do current and proposed view corridor regulations adequately balance the need for water views with use of waterfront property?
- What role should the SMP update play in city-wide public access planning efforts?