



Don't it always seem to go,
That you don't know
what you've got
til it's gone...

-- JONI MITCHELL



PRESENTORS

Guy Hoppen Gig Harbor BoatShop

Pete Knutson Seattle Central Community College, Anthropology Professor

Peter Katich City of Gig Harbor / Senior Planner

Lita Dawn Stanton City of Gig Harbor / Historic Preservation

(GUY)

Good afternoon.

My name is Guy Hoppen.



FISHERMAN / GIG HARBOR BOATSHOP

Currently I commercial fish in Alaska and I am the founding director of a boatyard based non-profit, the Gig Harbor BoatShop.

I'd like to introduce:



EDUCATOR / ACTIVIST

PETER KNUTSON

A Commercial Fisherman, direct seafood marketer, and an anthropology professor at Seattle Central Community College.



CITY SENIOR PLANNER

PETER KATICH

is a senior planner at the City of Gig Harbor and a fourth generation Gig Harbor commercial fishing family member.



ARTIST / HISTORIAN

And LITA DAWN STANTON

is the City of Gig Harbor Historic Preservation Officer, a terrific charcoal artist, and a third generation Gig Harbor fishing family member.

The four of us are here to discuss sustaining the small community working waterfront. We'll discuss the challenges and the benefits of accomplishing the preservation of the small business character of working waterfront use in a small community: Gig Harbor, and within the larger context of a city located port: Seattle.

All four of us have common heritage roots on the working waterfront.

Peter Katich and Lita Dawn from commercial fishing families, and Pete Knutson and I from boatbuilding families.

That common small business working waterfront heritage and our current positions as boatyard non-profit director, professor, senior planner, and historic preservation officer informs and facilitates our working waterfront advocacy in ways that we thought might be valuable for others.

The Gig Harbor waterfront is the focus for three of us, so we'll begin with Lita Dawn and an overview of that waterfront."



Gig Harbor

(LITA DAWN)

I'm going to do my best to introduce you to our community, thru images.

Gig Harbor is one of the most protected bays in all of Puget Sound.

A 750-ft sand spit leaves about 200 feet for passage into a near 1-mile stretch of inner harbor.

The depths reach about six fathoms and we bask in moderate climates with sunny summers and rainy winters.



An abundance of natural resources attracted Euro-Americans to Gig Harbor in the latter half of the 19th century. Predominately Croatian immigrants launched the local commercial fishing and boatbuilding industries while Scandinavians and settlers from the mid-West established farms and small businesses.

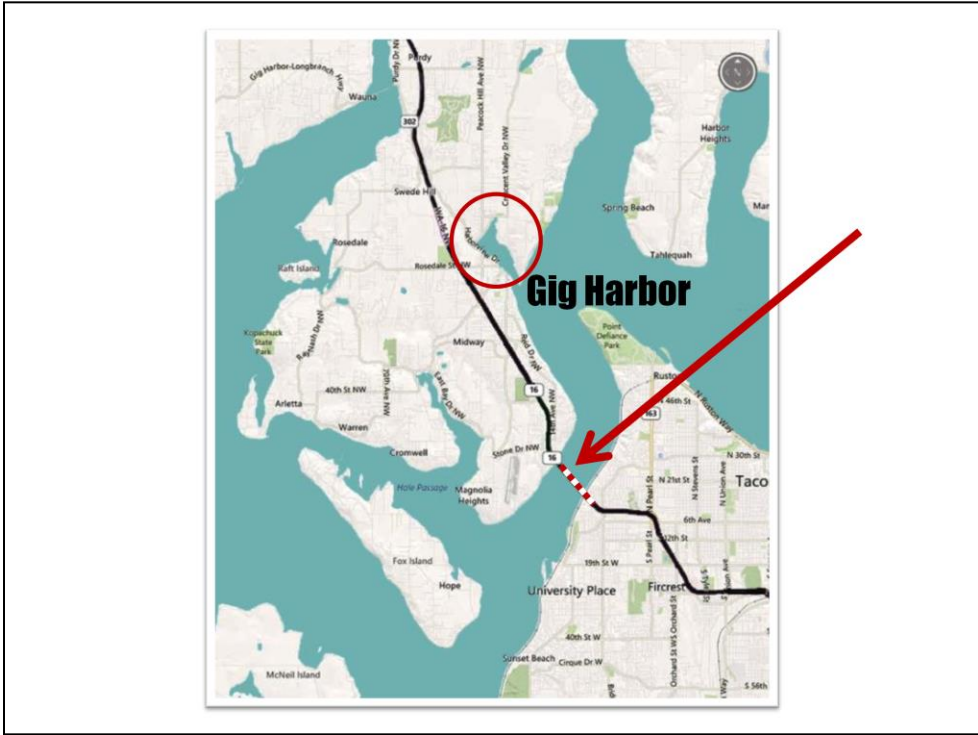
Here you see the docks and netsheds in the mid-1940's.
The absence of commercial fishing vessels suggests it's summer and the fishing season is underway.



In a regional context, the peninsula's development was slow.
This was mostly due to isolation from the mainland



Before the Narrows bridge was constructed, travel by land to Tacoma took hours.
Once that transportation connection was made



Gig Harbor's population mushroomed.
After the 2nd bridge in 2007,



the influx of retirees, commuters, and vacation dwellers has taken our population of about 1000 in the 1950's to nearly 7500 today.



A shoreline that was once strictly a working waterfront of netsheds and boatbuilding



Is now predominantly marinas, condominiums and private facilities.

The change has been rapid and dramatic.

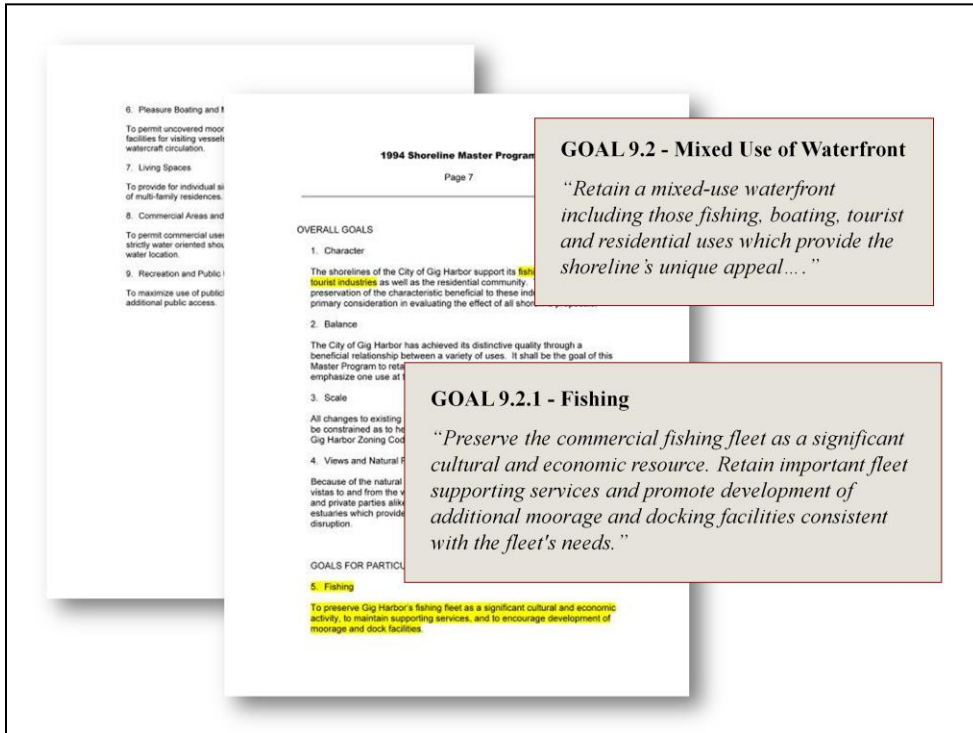
THE CHALLENGE

“Highest and Best Use”

(GUY)

As Lita has just shown, there have been significant changes on the Gig Harbor waterfront in the last few decades.

WHAT those changes reveal is that the reality of shoreline development is at odds with community goals.



Gig Harbor’s shoreline master program was written in 1974 and updated in 1995.

The same language you see on the screen is also contained in the 2010 city comprehensive plan.

The spirit of what was written 40 years ago - *Retain a mixed-use waterfront, and preserve the commercial fishing fleet*

as a significant cultural and economic resource – is a more critical objective now than ever. Its not too late to achieve it.



Commercial fishing, as stated in the City of Gig Harbor Shoreline Master Program, is identified by the community as one of five important waterfront uses, along with waterfront commercial use, boating & marina use, public recreation, and residential use.



A mixed-use waterfront is a laudable and logical community goal. It makes sense to have multiple uses on a waterfront – working waterfront services, commercial fishing, public space, recreational moorage, and water-oriented use like restaurants – that diversity **activates** a waterfront as a single use cannot.



As this photo shows one of the five identified preferred uses, recreational marina use and its ancillary upland parking lots, and occasionally condos or office space, are overtaking the other preferred uses, especially working waterfront uses.

Recreational marina use, one of the multiple uses that should be part of a balanced community waterfront

- has **un-mixed** - the Gig Harbor waterfront.

I'm guessing that single or dominant use waterfronts may be un-mixing all of your waterfronts as well.



When a single use begins to unravel a **mixed-use** waterfront despite the desires of a community manifested by written plans and perhaps public outcry - then something's wrong.

And that something is '**highest and best land-use,**' a land-use philosophy that says; a property must generate the highest profit to the property's owner or developer.

This single outcome and individual-property-centric concept for land development is largely responsible for displacement of small business working waterfront uses and the occupational traditions that are important, viable, and desirable to a waterfront community like Gig Harbor."

Left unrestrained the '**highest and best**' land-use model is unlikely to deliver the highest, or the best use for a waterfront when viewed through the wider angle of a

community lens.”



Service uses like fuel docks, and boatyards, and water dependent uses like commercial fishing, all continue to be important and desired uses on the Gig Harbor waterfront - a waterfront that moors *a thousand boats*.



That a prospective boatyard buyer can't justify the purchase price of a boatyard property, on a gentrifying waterfront, doesn't mean that boatyard use is not a viable or a desired service by a maritime community full of boats.



Gig Harbor once had four marine fueling facilities to service a few hundred vessels and now has none to fuel *a thousand*.

As you might expect there is much hand wringing and public outcry demanding that a marine fuel facility return to the waterfront.



Commercial fishing properties on the Gig Harbor waterfront continue to be re-developed.

The superficially plausible but actually wrong arguments, advanced by those unfamiliar with commercial fishing, that I hear over, and over again are these;

'fishing is a dying industry,' or, 'if fishermen can't afford to purchase a waterfront site – well then their operation must not be economically viable'.

Say it enough, and people think its true.



In fact, the fisheries of the North Pacific that Gig Harbor fishermen participate in are strong and sustainable



I make my living, and my two sons earn their livings commercial fishing, as do the other 117 owner/operators that live in the Gig Harbor area.
(Here are my boys about 20 years ago.)



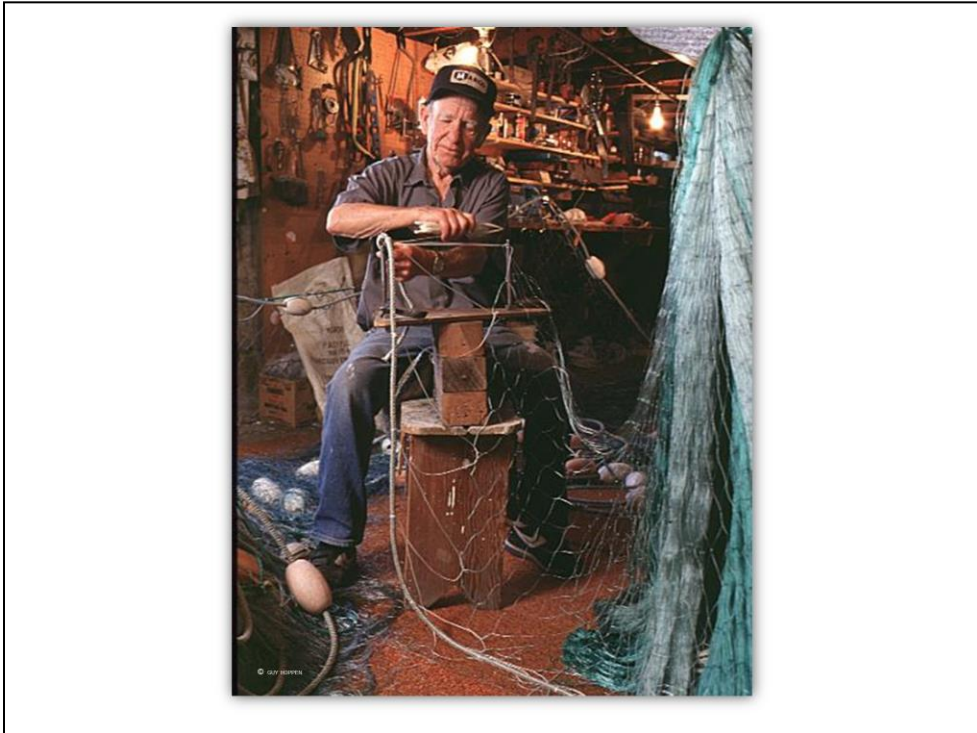
As you saw from Lita's overview, commercial fishing-use and commercial fishing families

are largely responsible for the unique architectural and cultural character of the Gig Harbor waterfront.

And commercial fishing's contribution to the local economy is significant.

Commercial fishing also provides a community sense of place that is leveraged as a

heritage tourism draw, an event driver, and a marketing venue for the City, and for cultural organizations.



So why is a **mixed-use waterfront** so difficult to achieve?

The answer is because community-planning goals are most often **allow-for** goals.

They state a community's goals - but typically will not trump private property rights.

Years ago, I asked Peter Katich about the goal and outcome disconnect.

He pointed out that there are no regulatory tools in place that can dictate uses on our waterfront on a case by case basis.

With no clear path to balanced use – our working waterfront continues to erode as the mixed becomes the un-mixed.

GIG HARBOR'S
WORKING WATERFRONT

A Strategy for Balance

and now to PETER KATICH for an overview of Gig Harbor waterfront planning realities....



State of Washington Shoreline Management Act (SMA) was adopted in 1972; it regulates development and land use along marine waters such as those found within Puget Sound and Gig Harbor Bay.

The SMA requires that all cities and counties that have marine shorelines, lakes greater than 20 acres in size and streams with a mean annual flow of greater than 20 cubic feet per second, have adopted Shoreline Master Programs that regulate shoreline development and use at the local level.

EXISTING SHORELINE MASTER PROGRAM LIMITATIONS

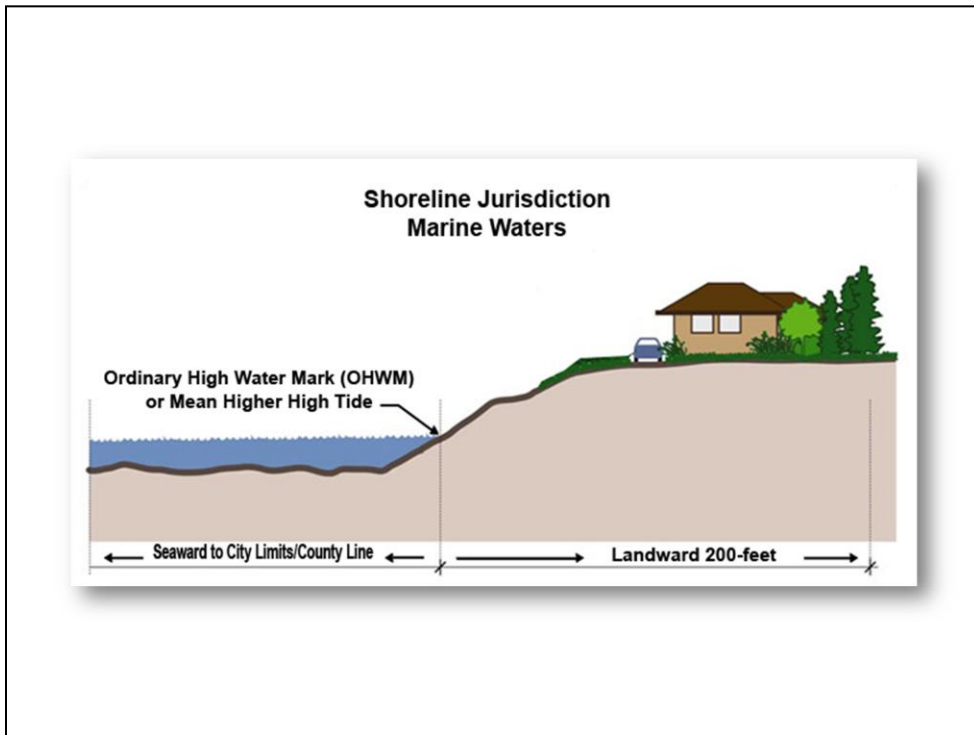
- State Shoreline Management Act promotes all forms of water dependent use as a “preferred” use along the state’s shorelines
- Existing Master Program goals and policies that address commercial fishing have same standing as goals that support marinas and other forms of commercial development
- Master Program lacks implementing regulations that promote commercial fishing over other types of waterfront development

In responding to Guy Hoppens’ comments regarding the conversion of the city’s working waterfront to other uses

despite the goal statement set forth in the city’s existing Shoreline Master Program,

I would note that marinas (one of the main uses that have displaced traditional working waterfront uses),

are a popular form of water-dependent use that is economically viable.



- SMP regulate development within 200 ft of the Ordinary High Water Mark

SHORELINE REGULATIONS are being updated



There is a community planning process underway to update the Gig Harbor Shoreline Master Program (SMP). The aim is to create regulations to guide future development along the shoreline. Attend the Planning Commission Public Hearing on **November 18** for more information and to provide public comment. The final SMP will be considered by the City Council in 2011. Since this public process began in 2008, the City has had 15 Stakeholder Committee meetings, 21 Planning Commission meetings and two public open houses.

Q: What is the Shoreline Management Act (SMA)?

A: The Shoreline Management Act (RCW 90.58) was passed by the legislature in 1971 and adopted by the voters in 1972. The overarching goal of the Act is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." It has three broad policies: 1) Encourage water-dependent uses on the shoreline, 2) Protect shoreline natural resources and 3) Promote public access.

Q: What is the Shoreline Master Program (SMP)?

A: The SMP provides goals, policies and regulations for all uses and development that occur either in the water or within 200 feet landward of the Ordinary High Water Mark. The SMP establishes preferences for uses, for public access and for restoration of degraded shoreline resources.

Q: Does Gig Harbor currently have a Shoreline Master Program?

A: Gig Harbor adopted its existing Shoreline Master Program in 1971 and last revised it in 1994.

Q: Why is the Shoreline Master Program being updated?

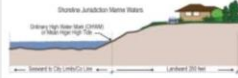
A: The update is mandated by the State of Washington to comply with Shoreline Master Program Guidelines (WAC 173-26) adopted by the state legislature in 2003. The legislature also set up a timetable. The city is required to update its master program by December of 2011.

Q: What kinds of issues does the SMP address?

A: Goals and Policies
Shoreline Environment Designations
Allowed and Prohibited Uses and Activities
Public Access
Non-conforming Use and Development
Marinas and Commercial Fishing
Remediation and Restoration
Regulations
Permit Process

Q: What are considered major changes to the SMP?

A: Bulkheads | Shoreline Setbacks | Vegetation | Overwater Structures | Water Quality Hazards | Nest Sheds



PLANNING COMMISSION PUBLIC HEARING

WHERE ... Civic Center | City Council Chambers
3510 Grandview Street

WHEN ... **Thursday | November 18, 2010**

WHEN ... 5:30 pm

Go to www.GigHarborShorelineUpdate.com to Download Draft SMP

- 266 cities & counties in Washington must update adopted master programs

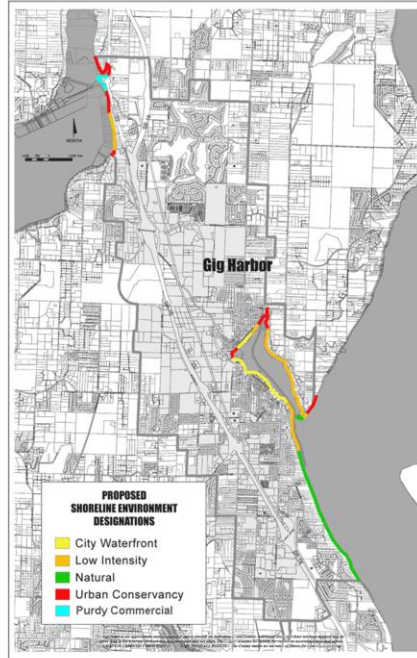
CITY'S SHORELINE MASTER PROGRAM (SMP)

- SMP's regulate development within 200-ft of the Ordinary High Water Mark
- 266 cities & counties in Washington must update adopted master programs
- SMP's used to regulate development and use activities (similar to zoning districts)
- *Inventory & Characterization* = basis for designations

- SMP's used to regulate development and use activities (similar to zoning districts)

GIG HARBO R
SHORELINE
ENVIRONMENTAL
DESIGNATIONS

(SED's)



Inventory & Characterization = basis for designations



SETTING -- Largest concentration of historic commercial fishing netsheds, moorage facilities and the restored Eddon Boatyard

HISTORIC WORKING WATERFRONT DESIGNATION

- **SETTING** -- Largest concentration of historic commercial fishing netsheds, moorage facilities and the restored Eddon Boatyard
- **PURPOSE** -- Recognize & preserve commercial fishing and boatbuilding
- **PREFERRED USES** -- Commercial fishing services/moorage and boatbuilding
- **OTHER ALLOWED USES** -- Non-water oriented uses that promote and preserve historic structures
- **APPLICABILITY** -- 14 Waterfront Parcels

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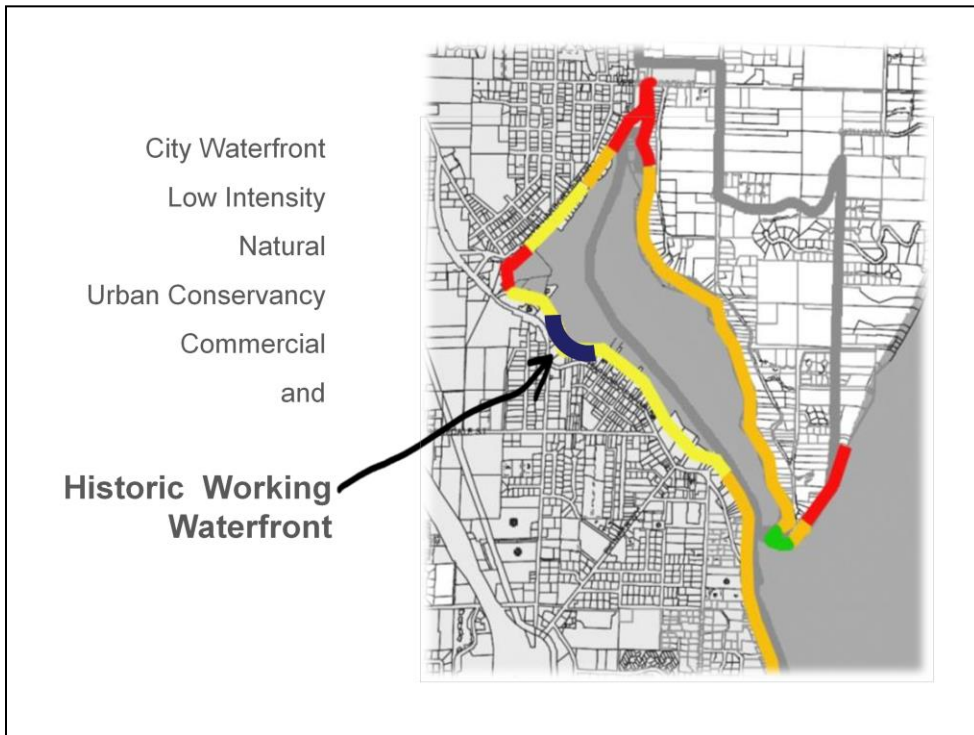
The city's proposed approach is just a start; continued political and public support and the city

walking the "fine line" of constitutionally protected property rights, will all play a big role in making this regulatory approach a success.

At the present time, the approach will help support the city's efforts to attract federal and state funding for developing

and improving the publicly owned parcels located within the Historic Working Waterfront Shoreline Designation,

and by providing opportunities for the re-use of existing, historic overwater structures.

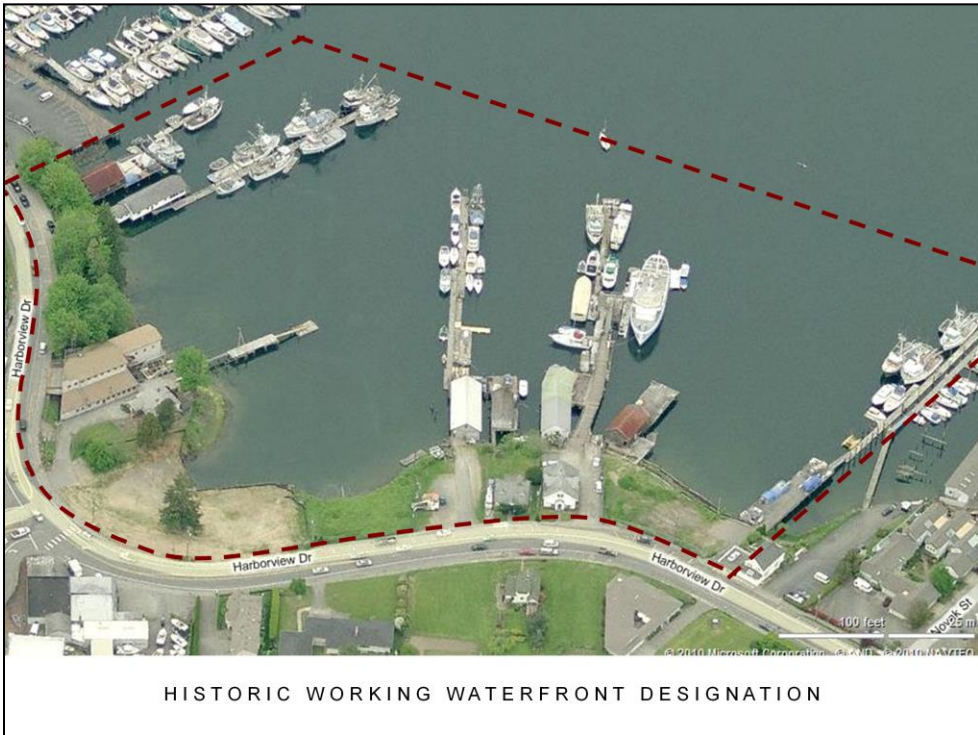


APPLICABILITY -- 14 Waterfront Parcels

NEW Designation created to that could help balance the displacement of historic uses.



This is the area



Closer view



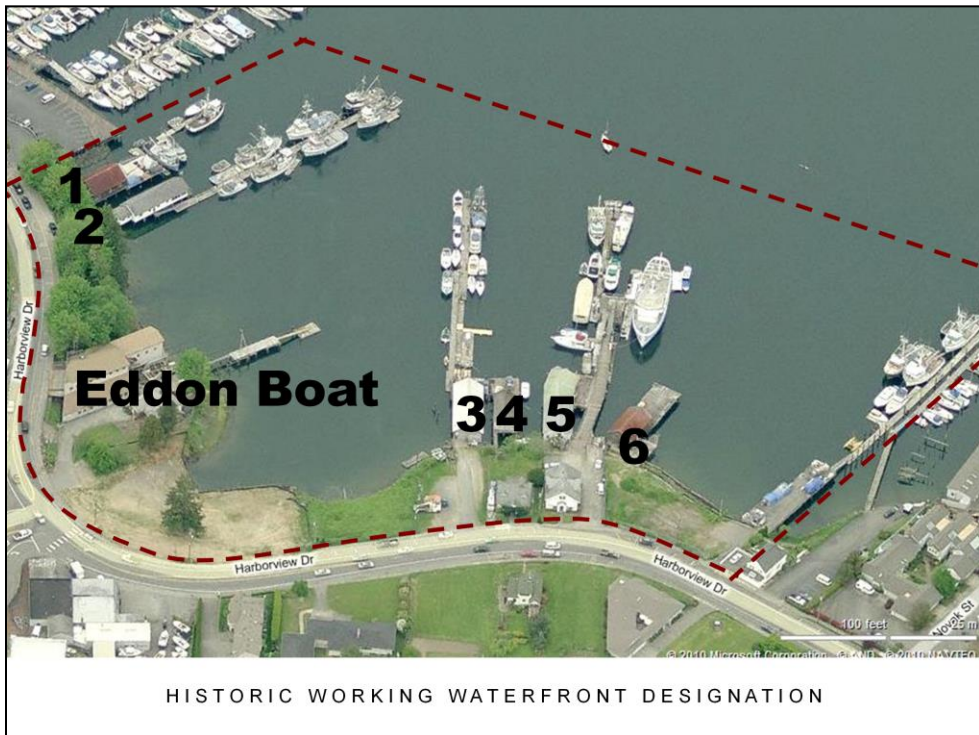
Purse Seiners moored at net sheds within “Eddon Boat Cove” preparing for the salmon season in Southeast Alaska.

GIG HARBOR'S
WORKING WATERFRONT

One Success at a Time

(LITA DAWN)

I'd like to share some of our successes over the last decade...



In addition to the working boatyard (Eddon Boat)
A cluster of 6 working netsheds are located within the
Cove.
They have been identified as Nationally significant.



In fact a 2009 Inventory described them as (quote) “Perhaps Gig Harbor’s most distinctive and iconic historic buildings” (end-quote)

Like barns are to farms, these sheds contribute to a functioning commercial fishing fleet.

They provide the upland space necessary



to work on and store fishing nets and gear.





This image show the crew of the Memories loading net for the fall season.



Other than the fishing vessels themselves, the netsheds represent the most prominent maritime architecture for our community.



What we lack in prominent historic landmarks, we have found in our modest, over-water docks and sheds.



In total, Gig Harbor boasts 17 historic netshed – the largest inventory in Puget Sound









Bringing *visibility* to our historic netsheds came in 2008 when the Washington Trust for Historic Preservation added all 17 of them to their 2008 Most Endangered Structures List.



Every year historic properties across Washington are threatened by deterioration, development pressure, or neglect.

Collectively, these properties contribute to the quality of life we enjoy in our beautiful state. They shape our daily experiences, bring to mind former times, inspire ideas and a sense of community. All are engaged in daily issues that contribute to and define Washington's heritage. All are irreplaceable and all are in jeopardy.

Since 1982, the Washington Trust has sponsored Washington's Most Endangered Historic Properties with an annual list. Drawing attention to imperiled historic buildings and sites that state has hoped only support for their preservation, resulting in many success stories. But much remains to be done.

The Washington Trust currently calls your attention to the following properties, nominated by concerned citizens and organizations throughout Washington, which form the Most Endangered Historic Properties List for 2008. The Washington Trust will assist those involved with each property in developing support to remove the threat. For more information on the Most Endangered Historic Properties List or to help in saving a threatened landmark in your community, contact the Washington Trust for Historic Preservation, 204 First Avenue, Seattle, WA 98101, 206-432-6346, or visit our website, www.wa-hist.org.

Living on the Edge

Most Endangered Historic Properties List - 2008

Stratger House (Edmonds, Snohomish County) William and Ida Stratger built this Queen Anne style house in 1917. One of the oldest houses in Edmonds' downtown core, the structure is notable for vertical Queen Anne details such as multiple gables, a wraparound porch, fish-scale shingles and decorative woodwork. The house is considered eligible for the local register and is highlighted as part of the downtown Edmonds Historic Sites Walking Tour.

The Challenge: The Stratger House sits within the commercially zoned core of downtown Edmonds and is subject to the intense real estate pressures that many cities are experiencing throughout the Puget Sound area. The building recently changed hands, while the new owners appreciate the historic value of the house they purchased the site for its prominent downtown location and have plans to erect a structure for business purposes. The owners are actively working with the city and other preservation advocates to identify a suitable education site for the house, ideally within Edmonds.

Greyhound Bus Station (Tacoma, Pierce County) In 1937, North Coast Lines, a consolidated bus company, built what company representatives described as the "simplest, most modern bus depot in the entire Northwest." Designed by architect L.B. Bartholomew, the structure has a Moderne design set the standard for other buildings in the area employing the same popular style.

In addition to the architectural features characteristic of Art Moderne, the bus depot featured a cooling structure resembling a radio tower that supported a tower "bus depot" sign, which served as a beacon to travelers. In 1965, North Coast Lines changed its name to the South Coast Greyhound Lines, becoming simply Greyhound Lines by 1968. The depot continues to provide service to Portland and Seattle and stands today as a contributing building within the Downtown Olympia National Register Business District.

The Challenge: For several years, the specter of redevelopment has threatened the Greyhound Bus Depot. In 2002, the company indicated plans to relocate its operations adjacent to a proposed expansion of Olympia's Interstate 5 transit station. If Greyhound were to move to the proposed new facility, the 1937 bus depot would be vacated and likely sold. The company has already received offers from a local developer interested in erecting a mixed-use development on the site in anticipation of the company relocating their operations. The proposed development would require demolishing the depot. Local zoning allows a more intense use of the parcel, while demolition and redevelopment of the site would be reviewed by the Olympia Preservation Commission, there are no demolition controls.

Old Century Building (Bellingham, Whatcom County) Responding to cooperation from importers of products, in the fall of 1913 a group of farmers formed an association that ultimately led to the organization of the Washington Cooperative Egg and Poultry Association, by 1926 Whatcom County's chicken population exceeded that of every other county in the West except one in California. Constructed for the Co-ops, the three-story concrete Century Building and an associated second framed six-story main a distinct silhouette in downtown Bellingham's skyline. The ensemble is architecturally notable as agricultural building form existing within an urban/industrial working waterfront setting. At present, the Century Building continues to stand as a monument to Whatcom County's early chicken and egg cooperative movement.

The Challenge: The first of Bellingham currently owns the Century Building, along with more than 200 acres of property along Bellingham's waterfront. The property contains numerous additional structures that, until recently, served as an operating site of the Georgia Pacific Corp. The Port released a Draft Environmental Impact Study (DEIS) in January of 2006, intending to redevelop the entire site. Each of the three subdevelopment schemes presented in the DEIS assumes removal of the Century Building. The DEIS assumes that of the 13 buildings at the site identified as potentially eligible for historic designation, all but one would be retained, an anticipation of major redevelopment activity. The Century is individually eligible for inclusion in the National Register of Historic Places.

Murray Morgan Bridge (Tacoma, Pierce County) Dominating the Tacoma skyline when it was built in 1913, the Murray Morgan Bridge, known then as the 11th Street Bridge, played a key role in the city's urban development by linking downtown to the waterfront and the industrial side flats. Designed by renowned bridge engineers Mackel and Herrington, the bridge is remarkable for the height of the deck, the overhead span designed to accommodate water pipe, and its construction on a grade. In addition, the bridge plays a prominent role in Tacoma's social history, serving as the setting for gatherings and labor disputes, including a violent strike in 1916, just three years after completion. In 1997, the bridge was renamed after Murray Morgan, a noted Washington historian.

The Challenge: The Murray Morgan Bridge became part of the state's highway system in 1937. But with new transportation corridors constructed in the 1960s, the 11th Street route was seen as less critical and WSDOT entered into negotiations with the City of Tacoma to return the bridge to municipal ownership. Failure to agree on the terms of transfer has led to a stalemate and concerns surrounding deferred maintenance prompted WSDOT to close the bridge to vehicular traffic, in full 2007 and to categorize the span as "structurally deficient." Additionally, as a measure to reduce tension on the bridge's deteriorated cables, WSDOT is considering lowering the center span to its raised position, a move that would end pedestrian access.

While a portion of the estimated \$60 million needed to rehabilitate the National Register-listed bridge have been identified, significant additional dollars will need to surface if the Murray Morgan Bridge is to be returned to one-use again.

Historic Commercial Fishing Net Sheds (Gig Harbor, Pierce County) Next to the fishing vessels themselves, net sheds represent the most important architectural byproduct of the commercial fishing industry in Gig Harbor. Custom construction began to evolve in the area around 1900, coinciding with the harbor's first boom. Milling along the waterfront and inland grain processing were developed during the waterfront and in many cases the family home was constructed behind these net sheds. In addition to net sheds, these simple wood pens and covered structures served as gathering places for fishermen, crews and their families.

The Challenge: As land values climb and property taxes increase, these simple architectural treasures are being demolished and replaced by condos and marinas. Bringing recognition to this endangered cultural resource make more substantial incentives to preserve them possible. The City of Gig Harbor has taken steps to provide incentives but property owners who retain historic net sheds and recently conducted a survey of the remaining structures lining the harbor's waterfront. In addition, the city recently received grant funds to document the net sheds for the Historic American Engineering Record (HAER), the results of which will be archived with the Library of Congress. Such project measures will work toward preserving these emblems of Gig Harbor's heritage.

Nuclear Reactor Building (University of Washington, Seattle, King County) Understanding that a research reactor was essential to a competitive Nuclear Engineering program, the University of Washington completed construction of its Nuclear Reactor Building in 1961. Known today as the Steve Hall Annex, the Nuclear Reactor Building derives significance as a rare example of a Nuclear Age structure that embraced transparency by further than exposing the building to a remote corner of campus, one severely difficult to spot for a site in a prominent university plaza. The exposure concrete structure featured walls of glass allowing observers to essentially participate in the facility and modern work occurring within.

As a structure, the Nuclear Reactor Building itself is a fine example of modernism. Noted architects Wendell Lovell, Gene Jervis and Donald Springthorn collaborated with a structural engineer and an artist on the design. Collectively, the group was known as The

That attention paid big dividends with over \$1 million dollars in preservation grants.

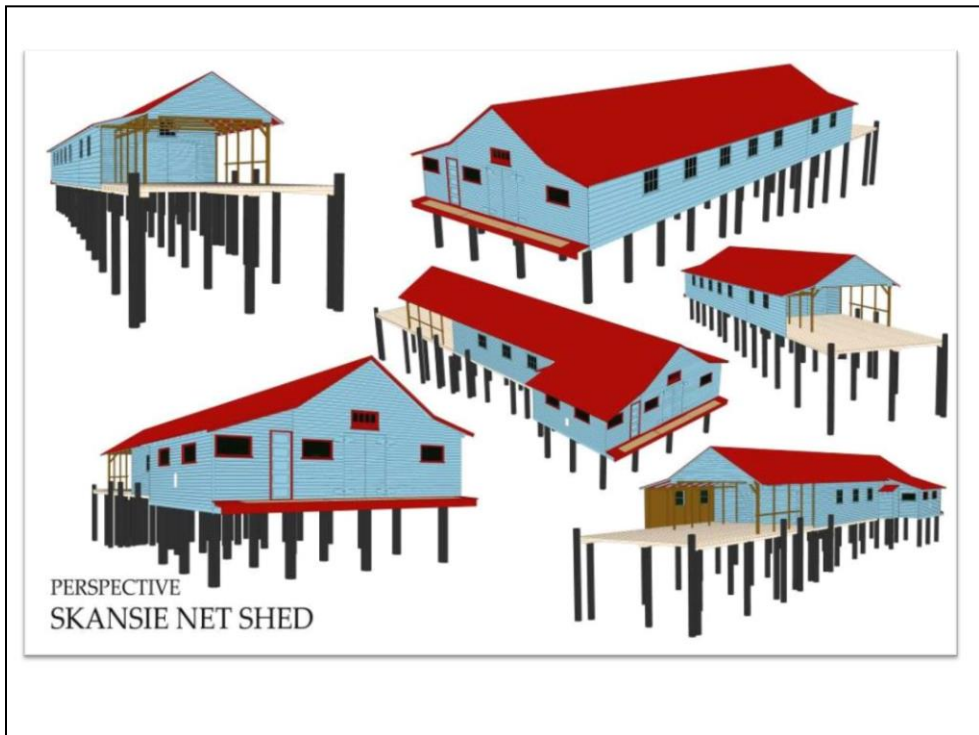
And although no one expects all 17 net sheds to survive, because of this expanded exposure-some will.

2002 ACTION

Political Will

What we've learned is that the best chance for success is **direct ownership**.

The City had to invest in what our community said it values.



So in 2004,
the City purchased the iconic 1910 Skansie Netshed and family home located in the center of downtown.



SKANSIE BROTHERS PARK

Now a City Park, that commands a spectacular presence by land and water, it has become a centerpiece for our community with new space for festivals, cultural events and community activities.



Phase II to restore the netshed is underway.



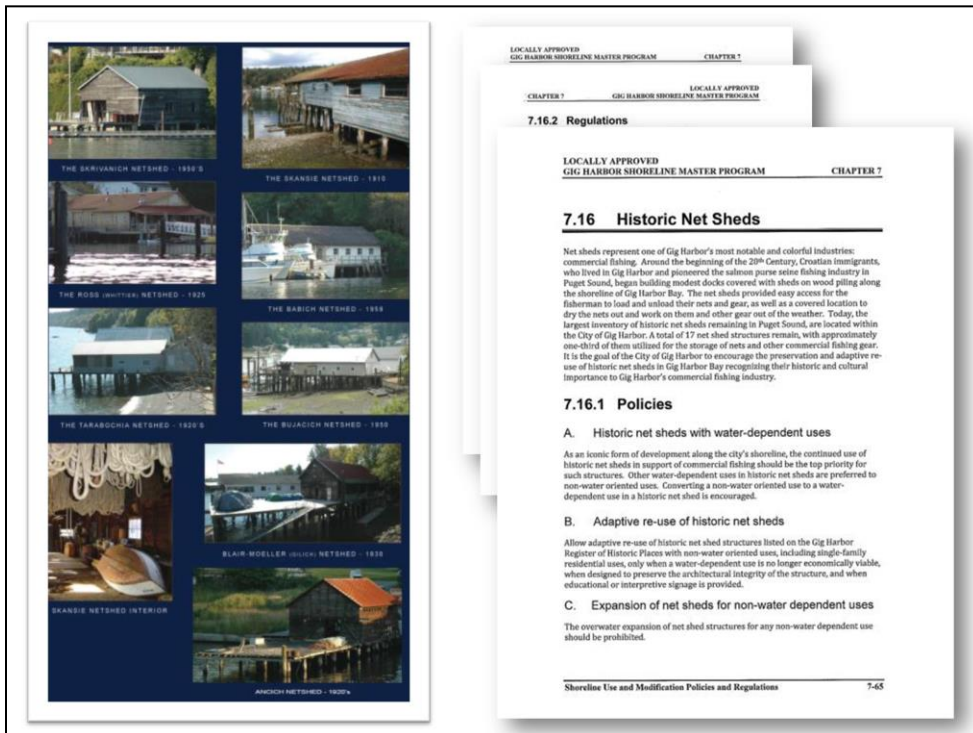
It's will be a place for cultural education.



It makes the *invisible* –



visible to the public.



(PETER KATICH)

One of the major changes to the city's existing Shoreline Master Program is the addition of new net shed regulations.

Net sheds may be converted to non-commercial fishing uses provided the following steps are taken:

- a. Demonstration that another water-dependent use can't be found for the structure;
- b. Approval of a Shoreline Conditional Use Permit by the city and state;
- c. Placement of net shed on city's Register of Historic Properties;
- d. Deed restriction on title relative to use of net shed; and,
- e. Interpretive signage that addresses historic use of net shed.

2006 ACTION

Grass Roots Ownership

(LITA DAWN)

Four years later, came the Eddon Boatyard story....



RUSS CARMACK | THE NEWS TRIBUNE

Robert Winskill runs a boat repair operation from the Eddon Boatyard in Gig Harbor. He said he knows he'll probably lose his space there no matter what happens with a bond issue by the city to buy the site, but he believes the place must be preserved. The yard is also known as the birthplace of the do-it-yourself saiboot, the Thunderbird.

By ROB CARSON
The News Tribune

Many people in Gig Harbor agree it would be a shame to lose the historic Eddon Boatyard to development.

The 84-year-old yard, with its sagging wooden shop and rusting railways, is a bit of working-class reality that has all but disappeared from the city's increasingly trendy and coveted waterfront.

The question is, do people care enough to pay for it out of their own pockets?

Faced with a private development plan that would demolish four old structures on the site and replace them with pricey waterfront homes, the City of Gig Harbor is asking residents to approve \$3.5 million in bonds to buy the

Waterfront's history for sale at \$3.5 million

Gig Harbor: City asks for 30-year bond issue to preserve Eddon Boatyard's place as blue-collar reminder



ROY GALLOP | THE NEWS TRIBUNE

City Administrator Mark Hoppen grew up in a brick house on the property. His father, Ed Hoppen, owned the boatyard. Its name, "Eddon" is a combination of Ed Hoppen's first name

Constructed in 1946, it represents one of the last family-run wooden boat building sites on the Puget Sound.



A grass-roots push to save the site in 2004



City to ask voters to buy boatyard

\$3.5 million in bonds to buy building, nearby lots

CALLIE WHITE
of the Harbour

The City of Gig Harbor will ask voters to vote the city into debt for the first time in nearly 30 years to pay \$3.5 million dollars for the historic Eddon Boatyard and three adjacent properties. The bond money will also allow for the "initial clean-up and restoration of the Eddon boatyard and dock."

As the bond ordinance was originally written, the city would have asked for \$2.5 million and purchased the boatyard alone. The council changed its mind and amended the package to include the nearby plots after they were encouraged

by citizens to go for as much of the waterfront as possible.

"I think this will be a good time to take a look at including the southern three lots," said John McMillan, a member of the newly-formed "Save Eddon Boatyard

"So we're looking at \$99 for a \$300,000 versus \$66. It's financially reasonable. It's worth discussing."

Derek Young, council member

"You'll have a better chance of selling the bond."

"If we're going to spend money we should own it all," said Jack Bojarski, former mayor of Gig Harbor. "There's no way to push for a small parcel; we've got to give the voters a clear picture of what they're voting for."

The council was more than willing to adjust the ordinance.

According to Councilman Derek Young, the council felt a smaller pricing might persuade more residents to vote in favor of the bond issue. However, he said, the difference between the terms for

Rob Cram stands his boat before giving it a new patina at the Eddon boatyard Tuesday morning.

Library photo: Chris Cooper/SH

Please see Boatyard, page 14

resulted in its purchase with over 62% of the population voting to save the boatyard AND more importantly,



its traditional use: BOATBUILDING



The purchase was used to match a \$1 million dollar heritage grant and the building was restored





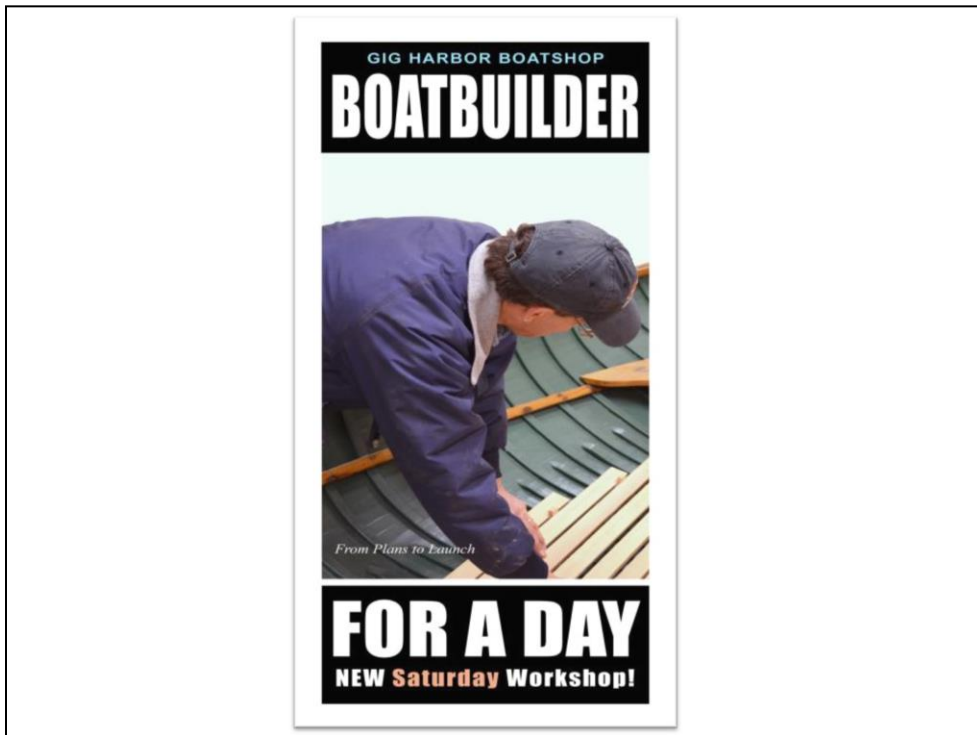
BEFORE AND AFTER



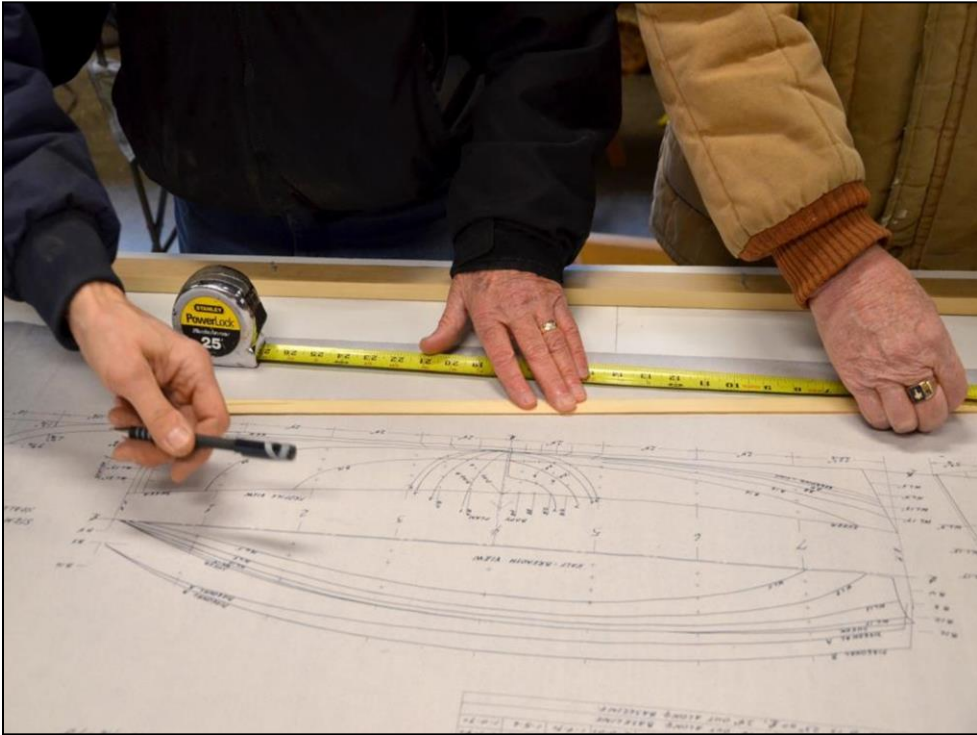
(Point out trees on 2 parcels – before and after)

The site is now a public park.





As landlord, the City required that any boatyard tenant guarantee a public benefit by offering programs that preserve the boatyard's traditional use.





Gig Harbor BoatShop was awarded the lease for \$1 per year for 20 years.



Public viewing is guaranteed with an elevated platform open during park hours.
(point to platform)



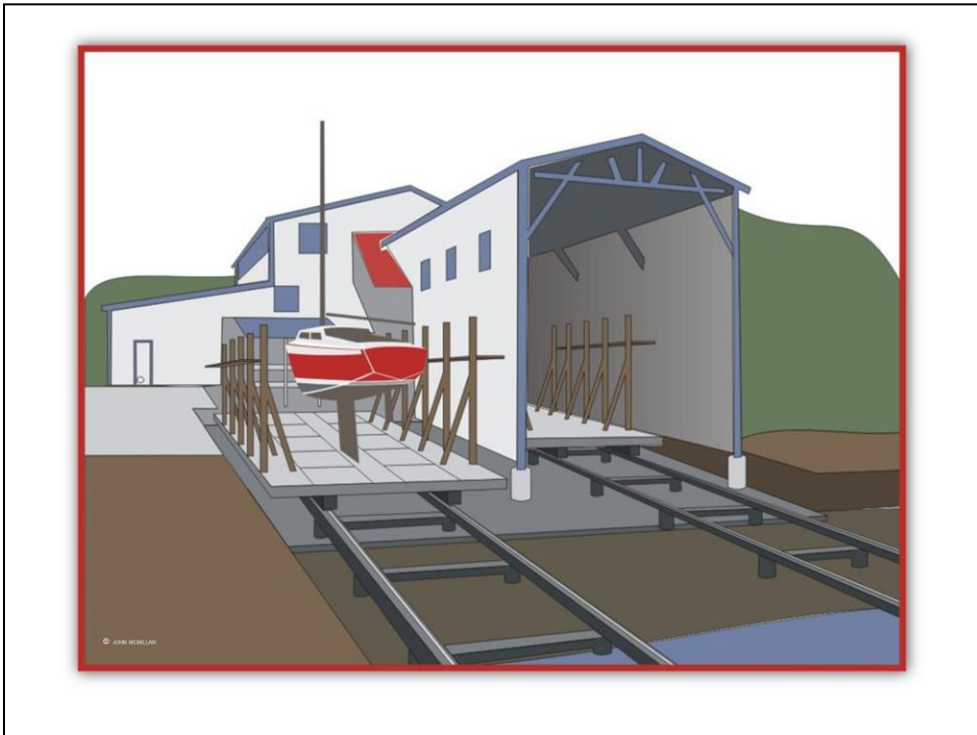
Last year, Thunderbird #2, the Piroutte, was restored.



She launched in May



Unfortunately, the hard way...
With brute strength and a high tide.



The last phase to restore Eddon Boatyard is to reconstruct the marine railways and bring the facility back online.

New environmental regulations is another challenge...

(PETER KATICH)

Local, state and federal permits will be required to complete the installation of the marine railways

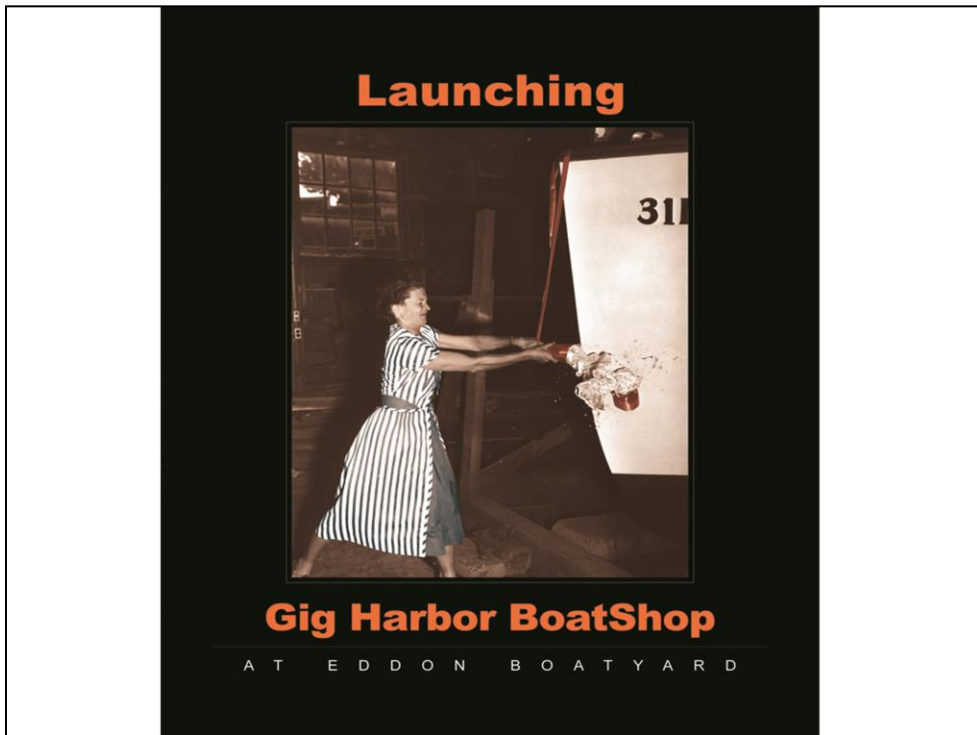
and to install a waste/storm water containment facility around the landward half of the railway system

to prevent contaminated discharges of water to Gig Harbor Bay.



(LITA DAWN)

\$140,000 was privately raised and all the piling for the carriage are in place.



Fund-raising is a challenge but the promise for authenticity will make the facility functional and economically viable.



It preserves our character and keeps our heritage alive as a **lifestyle**.
Ensuring that the invisible remains visible to the public.

2012 ACTION

The Maritime City gets a Pier

2012's action came ...

DIRECT ECONOMIC BENEFITS

COMMERCIAL FISHING INDUSTRY - Most of Gig Harbor's commercial fishing vessels belong to third generation descendants who have made their livelihoods on the waters of Puget Sound and Puget Bay. According to data from National Marine Fisheries, there were at least 87 commercial fishing permits registered to Gig Harbor residents in 2005. 73 Gig Harbor residents served as crewmembers. Contributing to an industry in decline, diversification of personal finances puts Gig Harbor's commercial fleet in fourth position as the largest in the State. Their contribution to the local economy by goods and services cannot be understated. Their contribution to Heritage Tourism has gained national attention with support from the National and Washington State Tours for Historic Preservation and the Washington State Department of Archeology and Historic Preservation (DAHP).

HERITAGE TOURISM - Heritage tourists in Washington State generate economic benefits by spending money on goods and including food and drink, transportation, and lodging. Heritage tourists spent an estimated \$7.7 million water stays in Washington's Puget Sound area in 2005. This investment supported about 25,000 jobs, paid \$10 million in labor income (wages and salaries), and contributed \$67 million in state tax revenues. These direct expenditures generate economic activity in other parts of the economy through what is known as the multiplier effect, with direct spending generating induced economic impacts.

HERITAGE TOURISM SPENDING BY ECONOMIC SECTOR

FUTURE PIER

Construction of a landmark "Maritime Pier" boost downtown commerce and promote "walk access" to the city, on water taxis and commercial vessels; water access will reduce downtown traffic congestion, improve circulation and free-up limited parking throughout the district.

GIG HARBOR HISTORIC WATERFRONT ASSOCIATION (GHWFA) The Washington Main Street Program has been helping commercialize their commercial districts along the Main Street app 1994. Building renovations and new business activity (measured in terms of new employment) within the area designated local 10 program communities resulted in \$165 million in total sales (of which \$10 million in state sales and B&O taxes each year, as well as local sales tax revenues (which are not included in the total)). Historic districts were an important heritage tourism attraction. The Maritime Pier will be located next door to the landmark Pier 10 and is expected to quickly become a regional destination.

Photo of the Maritime Pier historic during annual event

Northwest Fisheries Science Center (NMFS) West Coast and North Pacific Fisheries Community Public 2006. www.nwr.noaa.gov/education/publications/wa_harbor_06.pdf

The Economic Benefits of Historic Preservation in Washington State, Washington State Department of Archeology and Historic Preservation, Nov 2005.

City of Gig Harbor
3510 Grandview Street
Gig Harbor, WA 98335

January 1, 2010

BACKGROUND

Named in 1841, Gig Harbor is located in Pierce County on a small bay across the Tacoma Narrows Bridge in Washington State. Commercial fishing and boat building dominated the local economy and continued for over one hundred years. Today, 7,500 city residents share services with a population of over 40,000 on the Greater Peninsula.

When the City incorporated in 1946, it inherited a developer county-owned "Fishermen's Wharf". At that time, Gig Harbor's commercial fishing fleet was known as the largest and most successful on the West Coast. Fishermen used the pier to load and unload gear, net and grousems. It provided a place to moor vessels and a landing for cargo. At the time open circulation on the waterfront was of paramount consideration for the speedy transfer of goods and equipment. That original pier is long gone but Gig Harbor's identity remains firmly linked to its maritime past. **For decades, community groups, the Commercial Fishermen's Club and local residents have petitioned the City to reconstruct a Maritime Pier that honors the past and serves today's fleet.** Construction of a pier will boost downtown commerce, draw visitors and provide multi-purpose uses for recreational boaters, walking tourists and commercial vessels.

PROJECT COST & DESCRIPTION

The City is requesting **\$390,000 in State Funds** to construct a 137-foot deep-water pier in the heart of the historic district in downtown Gig Harbor. The drive-aboard pier will provide access for loading and unloading, viewing areas with seating, pedestrian walkways, a ramp to floats for transient moorage and new water access for the boating public. It will connect to the island park and to network of walkways, viewing areas, picnic tables, parking and a public restroom.

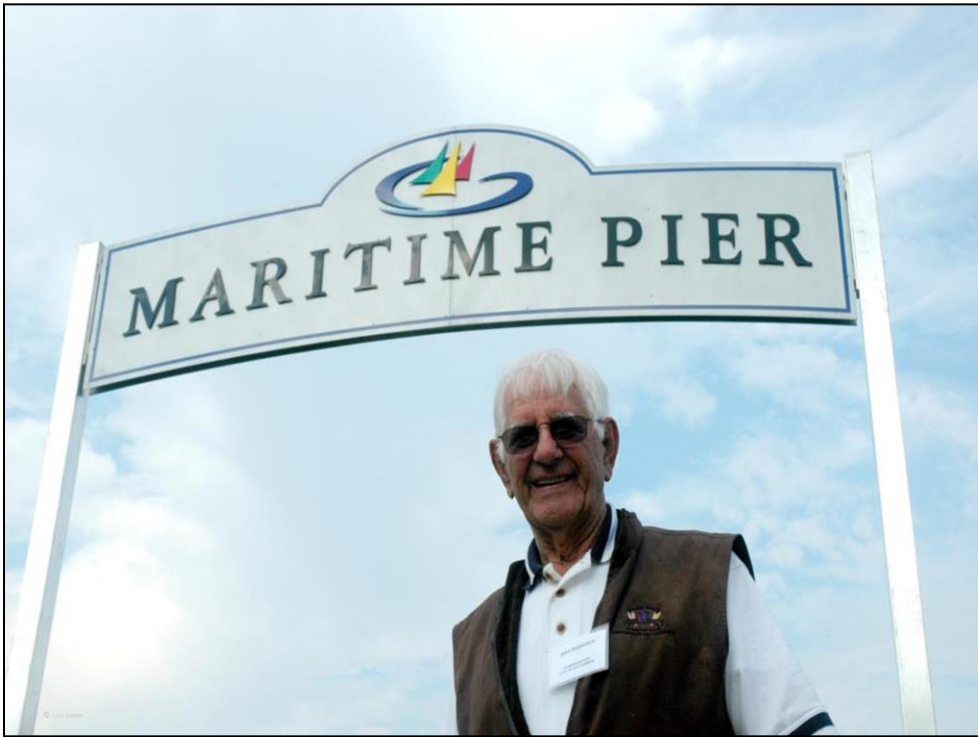
PARTNERS

In these difficult economic times, the role of Heritage Tourism has had a significant impact on the City's management strategies. With input from Washington's Main Street Program, the Gig Harbor Historic Waterfront Association in partnership with the Chamber of Commerce and the Gig Harbor Commercial Fishermen's Club support the project as a way to boost downtown commerce and promote cultural heritage. The Downtown Gallery Association, the Maritime Pier Committee, the Skansie Park Ad Hoc Committee and a long list of local supporters are in favor of this important project.

The City has already invested and committed nearly \$1.2M in land acquisition and spend improvements:

| | |
|---------------------------|-------------|
| Land Acquisition | \$ 895,000 |
| Upland Improvements | \$ 300,000 |
| City Investment (to date) | \$1,195,000 |
| State Funds needed | \$ 390,000 |

when after over 66 years,
the City solicited support from the state thru grants to construct a multi-use pier.



It was completed last year will serve the commercial fleet for loading and unloading nets and gear.

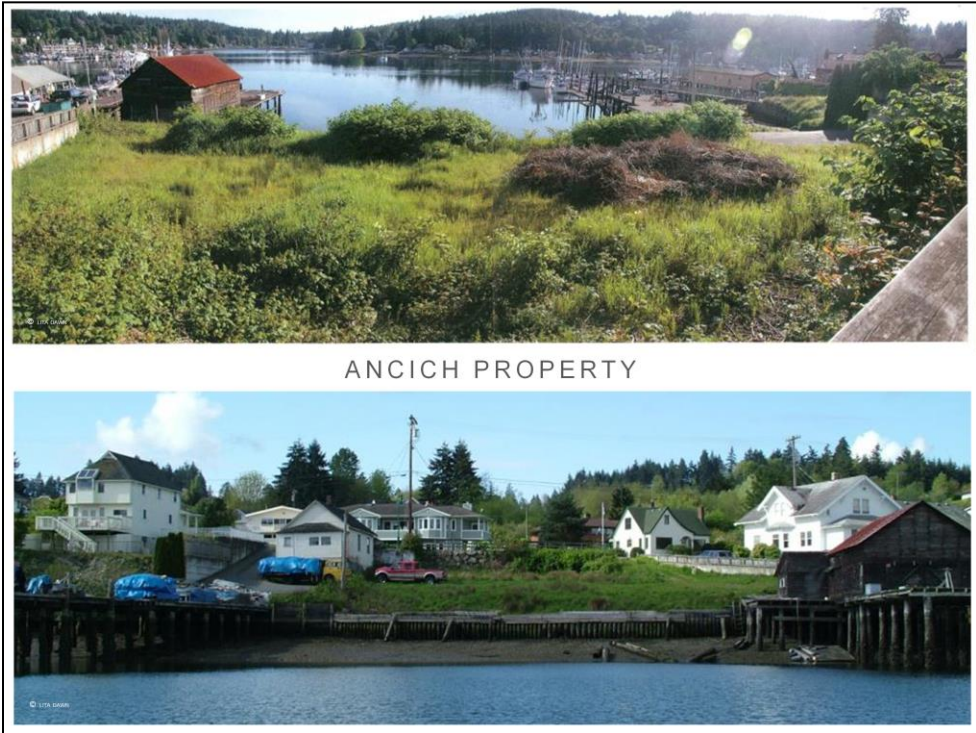


This is the ribbon-cutting ceremony last year.

2013 ACTION

Testing the Vision

The most challenging project on the horizon will come this year.



With the Ancich family heirs deceased, and private developers unable to finance the marina and condos originally planned for the site...

Last year, the City acted quickly and purchased the last 100 feet of undeveloped waterfront left on the bay.

It includes a registered Netshed and another opportunity for water access.



It is located within the *Historic Working Waterfront*.

The challenge is: **Who will it serve?**



(GUY)

Lita has detailed some extraordinary success of late in securing working waterfront structures and uses on newly acquired public properties.

But existing commercial fishing use, arguably the defining use on the Gig Harbor waterfront, continues to rely on a handful of private properties.

Given the single-use nature of waterfront development, its clear that unless evolving commercial fishing use is anchored on public property


- it will be all but erased from the local waterfront within a decade or two.

Direct & Indirect Benefits

JOBS AND INCOME
The Multi-Use Boating facility is expected to create an estimated 25 new construction jobs in 2014. New moorage activity and service-related commerce will boost economic activity for the entire area. The needs of recreational programs, sailing, kayaking, paddle boards, and create as much as \$172 per day in a business.

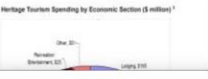
COMMERCIAL FISHERIES INDUSTRY
According to data from National Marine 87 commercial fishing permits register 2008. 73 Gig Harbor residents serve Harbor's Commercial Fleet (services cannot be understated. The recreational boaters during the summer.

HAND POWERED WATERCRAFT
Gig Harbor's Kayak Team factor for their success is the quality of to provide opportunities for local youth Boating Center staff will train, envision Olympic Dreams. The Club also support **Clamnet**.



40 years ago authors of the City's Shoreline Master Program apply words that preserving Gig Harbor's "character" meant "to encourage development of moorage and dock facilities." This is still our goal.

Heritage Tourism Spending by Economic Sector (\$ million)¹



Over 20%
Nautical
Boaters \$57
Sailing \$10


Ancich Park BOATING CENTER

"A Multi-Use Boating Center will serve area youth, promote environmentally sound uses, and provide new access for residents and visitors throughout the region."

REUSE OF THE NETSHEED
The Gateway Building - "Re-use" city's Architecture and sustainable rehabilitation use a 400-year year old residential establishment creates 875 storage, education space, and program.

PROJECT COST & DESCRIPTION
Conventional wisdom used to be that by creating a strong economy first, a higher quality of life would follow. The concern now seems more likely - creating a higher quality of life is the first step to attracting new residents and jobs."

The City is requesting \$921,000 in State Funds to design and construct **deep-water access for a Multi-Use Boating Center.** It will provide moorage slips for commercial and recreational boaters, storage facilities for a community kayak program, staging platform for the youth sailing program, and new water access for the City.



Commercial Vessels ?

Sailing Team ?

Kayak Club ?

Recreational Boats ?

The Ancich property will be the test –

- it lies within the new **Historic Working Waterfront District**, its adjacent to two of the remaining six active commercial fishing properties. And its an **intact** commercial fishing family property.

A growing risk - is that city and community leaders will shoehorn every use **but** commercial fishing onto the Ancich site.

My friend Pete Knutson would say; it's the *embedded psychology of gentrification at work.*



With city ownership of the Ancich property comes the freedom to dismiss the private property practice of applying ‘**highest and best use.**’

Comprehensive Plan goal language clearly states, “*commercial fishing services and moorage - and boatbuilding*” as the **preferred uses** for the Ancich property.

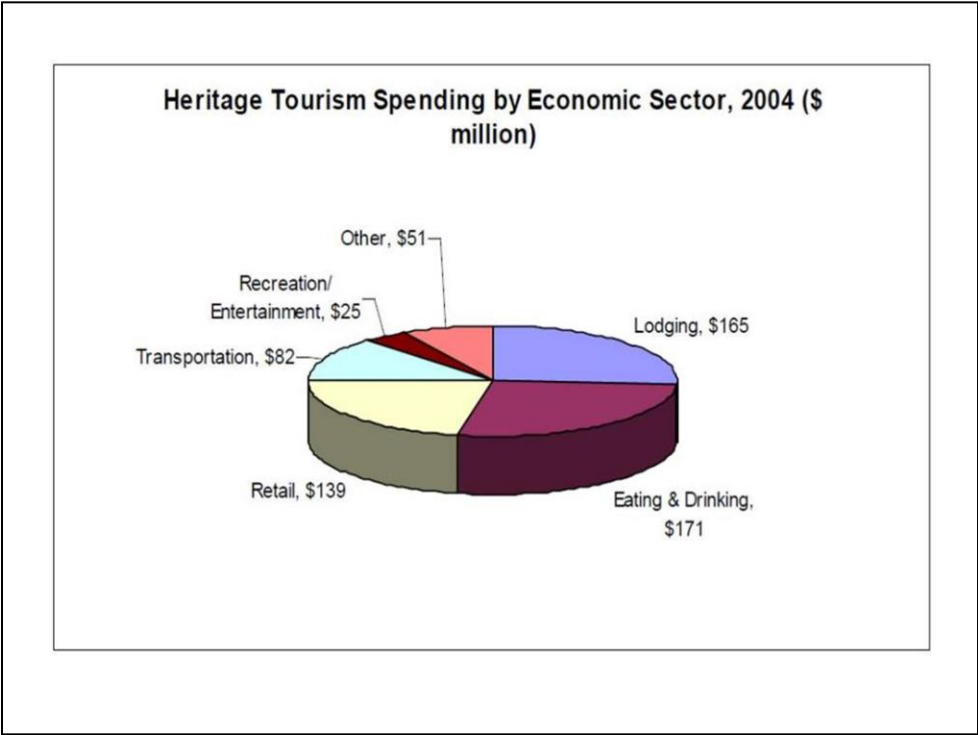
There is no other site left on the waterfront for this to happen
- and city leaders are no longer shackled to an unenforceable goal – so what will they do?



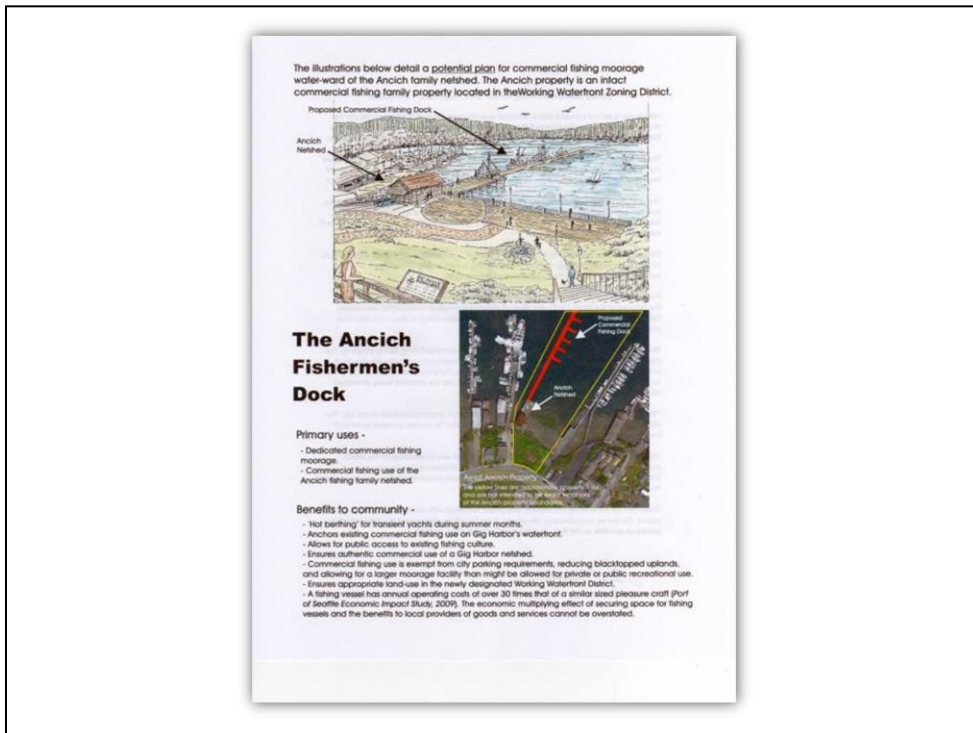
Will they acknowledge that commercial fishing is NOT a dying industry if presented with the facts?

PUBLIC BENEFIT

Economics



In addition to preserving a community's identity and heritage and providing tourism dollars.



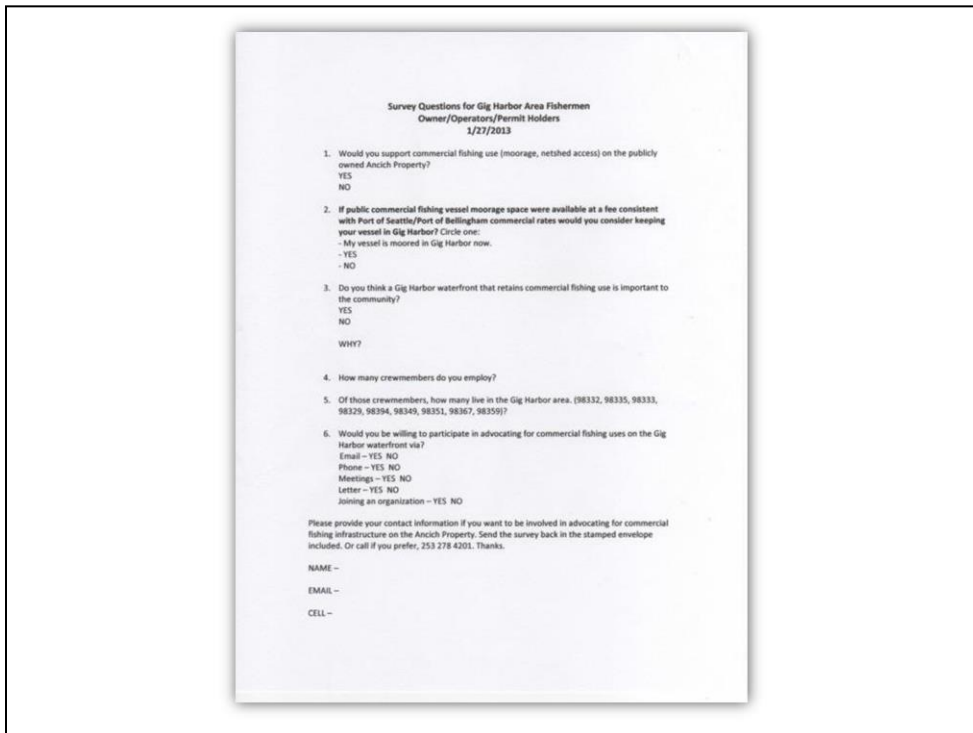
Commercial fishing pays.

I knew that the 30 fishing vessels that moor full or part time in Gig Harbor were not a fair representation of the fishermen that called Gig Harbor home.

Research revealed 120 fishing vessel owners and/or permit holders that live in the Gig Harbor area.

From average data per fishery gleaned from state websites and public disclosure requests

- the research also revealed that local fishermen are responsible for over 28,000,000 dollars in harvest value.

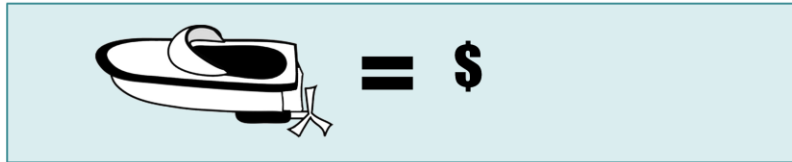
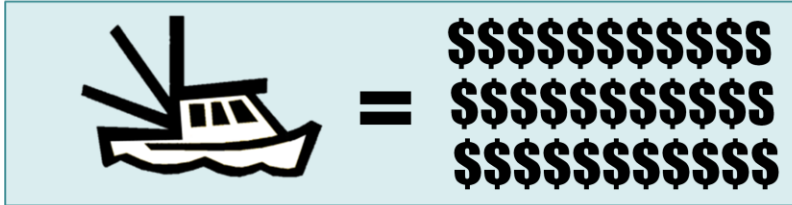


114 surveys intended to gauge support for a commercial fishing use on the Ancich property were mailed to the identified fishermen. To date 50 have been returned.

- 100% of those surveyed are supportive of commercial fishing use of the Ancich property.
- 100% felt that retaining commercial fishing use on the Gig Harbor waterfront is important.
- 26 fishermen surveyed don't moor their vessels in Gig Harbor, but would like to moor their vessels at their homeport.

FISHING VESSEL vs. PLEASURECRAFT

Annual Expenditures / Operating Expenses = 33 to 1



Expenses Include: equipment, gear, fuel, engine repairs, shipyard, haul-outs, insurance, ship stores, etc.

Having more fishing vessels moored in Gig Harbor would make a huge economic impact.

In 2007 the Port of Seattle commissioned a study by Martin and Associates that found that small sized fishing vessels identified as purse seiners, tenders, gillnetters and trollers

– have annual expenditures 33 times that of a similar sized yacht.

When visualized in a moorage manner it would take a marina filled with 100 pleasure-boats

to contribute the same economic impact to a local economy - than a dock that moored three or four purse seiners.

This is a powerful economic incentive to retain a fishing fleet on anybody's waterfront.

Will these facts make invisible fishermen more visible to our decision makers?

REGIONAL CONTEXT

The Challenge

Now PETE KNUTSON has a cautionary story to tell about commercial fishing's struggle to survive - on a public property.



Fishermen's Terminal in Seattle may soon let yachts and other pleasure craft fill the vacancies left by the declining fishing fleet at the port. More than 30 percent of the 371 slips are empty.

Fishermen Fear Yachts Signal End of Old Ways

By TIMOTHY EGAN
SEATTLE, Dec. 11 — At Fishermen's Terminal here today, the familiar smells were in place: the endangered blend of diesel, fresh ground fish and seaweed. But the people who work and live out of what may be the largest active commercial fishing port left in the contiguous United States could detect something else in the air — the smell of death.

Later today, the Port of Seattle, leaders of the movement, targeting men's Terminal.
"We're not converting Fishermen's Terminal into Marina Del Rey," said Bob Edwards, one of the five port commissioners.
"We know there's been a lot of emotion, a lot of anxiety, a lot of fear about this proposal," said Fage Miller, another commissioner. "This is not about changing the character of the facility, it's about keeping the

More than 30 percent of the 371 slips for fishing boats are empty. Every other boat seems to have a for sale sign in the window.
A defiant flag or two flies in the harbor, hand-painted with the words "Yachts don't feed people; fishermen do."
Yet, much of the terminal still seems to match the description of the British writer Jonathan Raban, who wrote about it in "A Passage to Juarez," his 1998 book recounting a West coast sailing trip. "At Fisher-

The cultural clash was evident today, as a parade of unscrubbed men appeared before the commission, throwing out asides about how scribbars have disappeared in some of the outer ports, and how brutal it is to cross the Gulf of Alaska in a small boat.
The commission heard from the fishermen just after they received a report on the growth of the cruise ship industry in Seattle. In some, it was like the passing of a torch when commissioners were told that the



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(PETER KNUTSON)

The Seattle Times DECEMBER 16, 2001
Sunday
Seattle Post-Intelligencer

SHIFTING TIDE AT TERMINAL

A storm is brewing among fishermen as the longtime home of Seattle's commercial fleet faces possible evolution into a facility that would also house pleasure boats.



TON BESS / THE SEATTLE TIMES

Commercial fishing boats occupy slips at Fishermen's Terminal. A shrinking fishing fleet has emptied nearly one-third of the slips.

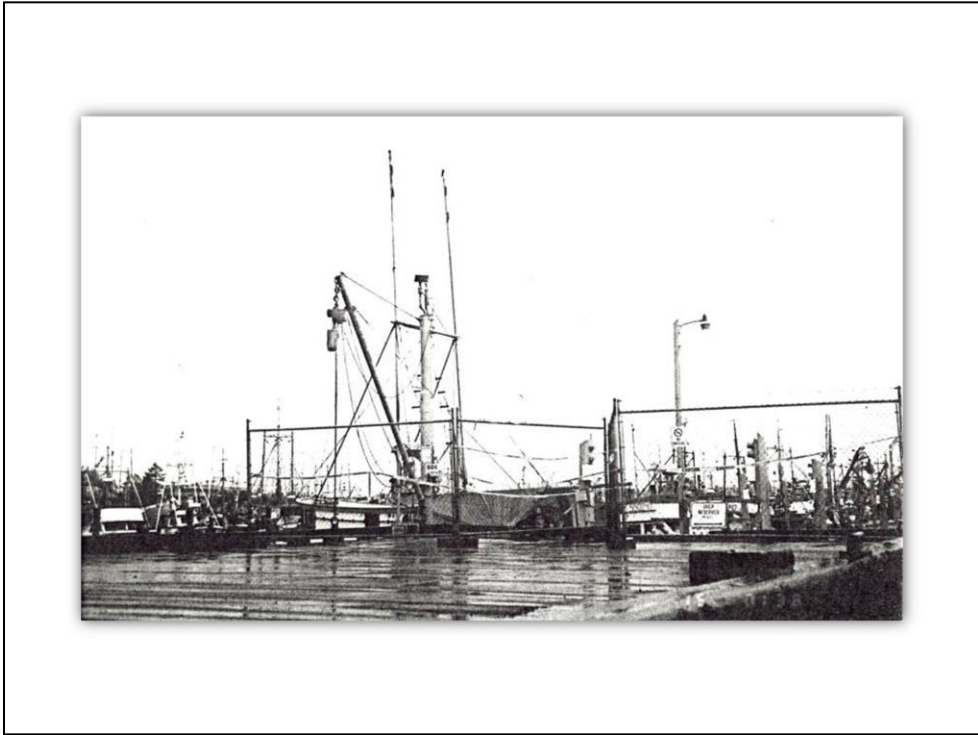
BY PHILIP VITELLIO AND BRETTY BARNES
Seattle Times staff writers

On Jan. 23, 1954, a procession of fishing boats poured into Salmon Bay to celebrate the opening of Fishermen's Terminal. Brig. Gen. Hiram Chittenden, retired district engineer of the U.S. Army Corps of Engineers and one of those involved then...





Steel sheets laid atop unsound planks on Dock 5.
Vehicles prohibited - hand cards only.



Inoperable loading crane on Dock 7



Fishermen's temporary access around condemned infrastructure

"It was clear to us, to all the smart people in the committee, that the crown jewel is your real estate portfolio," said Cholly Mercer, business analysis subcommittee chair, and president of Rainier Petroleum Inc., during the Tuesday presentation to the port commission. That is why all of the proposals pivot around reconsidering the uses of the land, he said.

Port revamp urged - 2001-03-19 - Puget Sound Business Journal (Seattle)

Save Fishermen's Terminal!

The Port of Seattle proposes to convert working waterfront to private pleasure use. The port would change the mission of Fishermen's Terminal and convert fishing moorage to marina usage for pleasure boats. The Terminal, established in 1913 to support the North Pacific fleet, supports 5306 jobs and generates over \$ 410 million in wages and business revenues. All Port marina operations combined generate 87 jobs and 3.5 million in wages.

The Port fails to maintain support facilities for the fishing industry. The Seattle Fire Department refuses to drive trucks onto the rotten approaches and loading docks at Fishermen's Terminal. Vehicles have been banned from falling docks, some unreplaced since 1914, and the Port fails to maintain unloading cranes, forcing fishers to unload cargo by hand. The Port reneged on 1986 promises to build a 20,000 sq.ft. facility that would enable the public to conveniently buy fish off the boat from fishermen. Port real estate managers have squeezed out critical marine suppliers from the Terminal, such as Captain's Nautical Supplies.

In contrast, the Port massively subsidizes cruise line owners and the well-off. In excess of 160 million dollars were spent to construct the lavish, mostly empty Bell Street marina and cruise ship terminal. This was after the Port forced out working fish processors from the site. Now Bell Street loses \$4 million per year. In 2000 the Port gave the cruise lines 1/3 of the King County tax assessment, over \$10 million, plus free moorage and no sewer hook-up requirement!

Yachts Don't Feed People!

Join Friends of Fishermen's Terminal
notforyachts.com (206) 528-2559

Port of Seattle Facts

Facilities:

- Slips for Fishing Vessels: 369
(Fishermen's Terminal)
- Slips for Pleasure Boats: 1760
(all Port marinas)

source: *Port of Seattle web page*

Economic Impact:

- Fishermen's Terminal: 5306 jobs,
\$256 million in wages, \$161 million
in business revenue.
- Marina operations: 87 jobs, \$3.5
million in wages.

source: *The Economic Impacts of the Port of
Seattle*, 9/7/2000, prepared for the Port by Martin Associates,
pages 14, 38.

Yachts Don't Feed People!

Join Friends of Fishermen's Terminal (206) 528-2559

Direct Jobs Per Acre at the Port of Seattle

| | Direct Jobs/Acre |
|--------------------|------------------|
| Fishermen's | |
| Terminal | 23.5 |
| Breakbulk | 14.8 |
| Containers | 10.8 |
| Grain | 6.3 |
| Automobiles | 5.8 |
| Marinas | 0.45 |

Source p. 16, 28, 38 Martin and Associates, 9/7/2000
POS acreage stats for FT and marinas, 76 and 127 respectively

POTENTIAL PORTFOLIO OPPORTUNITIES
(Excluding Container Terminals and Warehouse LOB Parcels)

TIER 3 – SECOND TIER OPPORTUNITIES

Fishermen's Terminal

Current Use: 26 acres of land substantially developed with retail, office and net sheds totaling over 156,000 square feet

RE Factor: \$1.13/square foot – uplands

Market (Land): Not available but significantly higher than real estate factor

NPV: N/A

Improved Value: N/A

Market (Improved): N/A

Comments: Property is home to commercial fishing fleet. Site is constrained by access and parking limitations but represents a good example of how the Port can combine market-based real estate uses with industrial uses.

Fishermen's Terminal Net Shed Redevelopment – Current market conditions and the location of this property suggest that higher values could be achieved if ground leased or sold for other real estate uses.

Action Plan: Continue current uses; explore consolidation of existing uses. Consider utilizing net shed areas for other real estate uses.

Patience, Persistence and Passion...

AUTHENTICITY *(Our Recipe for Success)*

- History / Education (Expertise and Direction)
- Tradesmen (Fisherman / Boatbuilder - Longtime Resident)
- Media (Artist / Photographer / Web / Illustrator / Journalist)
- Government (Regulations and Funds)
- Citizens (Grassroots Labor and Volunteers)

(LITA DAWN)

To wrap up.... It's been ten years.

If we hope to hang on to our working waterfronts we must remain vigilant with patience, persistence and passion.

It only takes a handful of committed individuals...

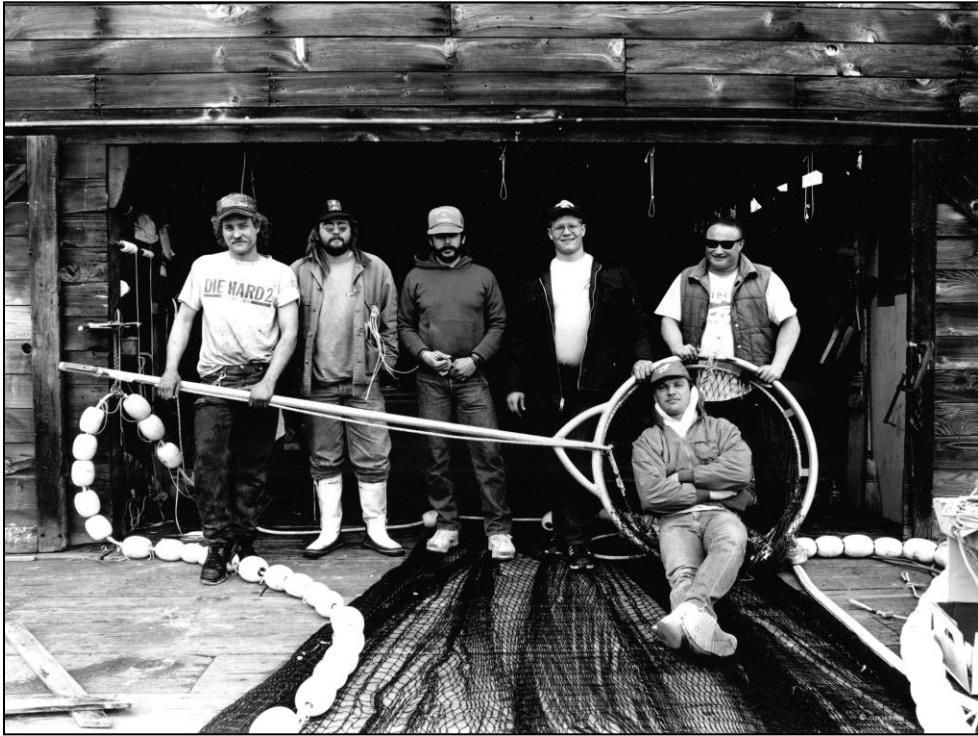


educating our community -- on our traditions, our stories, our livelihoods, and our histories...



ANNUAL BLESSING OF THE FLEET

Click thru



Making the invisible, visible.



It's been said that the heart and soul of a city can be seen through what it leaves behind.



Well this is all that's left of the working waterfront in Coal Harbour, Canada. This sculpture called the "Light Shed" was completed in 2004 and is a tribute to the history of the area whose docks, sheds and fishing boats were replaced by private marinas, public spaces, condominiums, and commercial buildings.

Thankfully we're not Coal Harbor,
but we could be.



(Cue music thru to end)

JOANNIE MITCHELL

*Don't it always seem to go
that you don't know what you've got till it's gone*

*They paved paradise
To put up parking lot...*













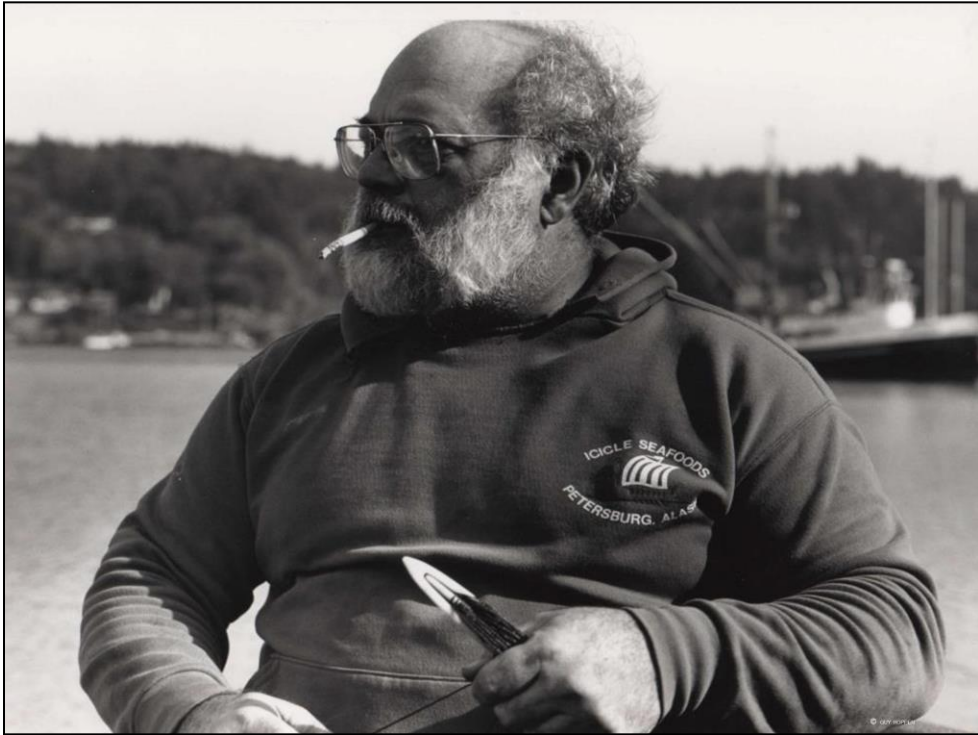






© 2014 Garmin

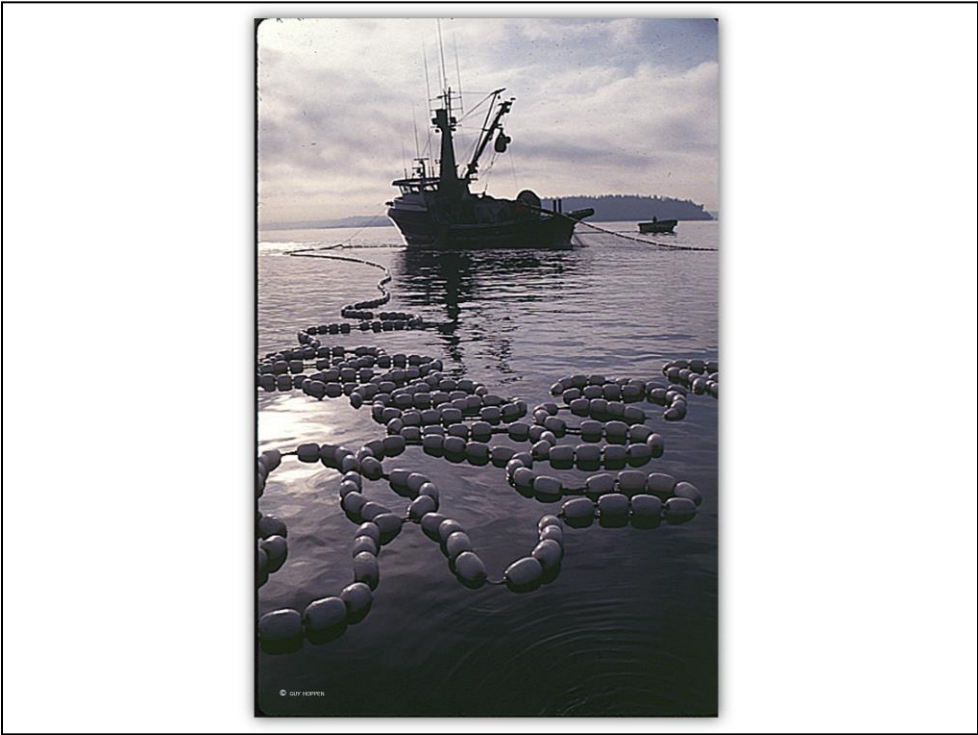
Don't wait til it's gone...







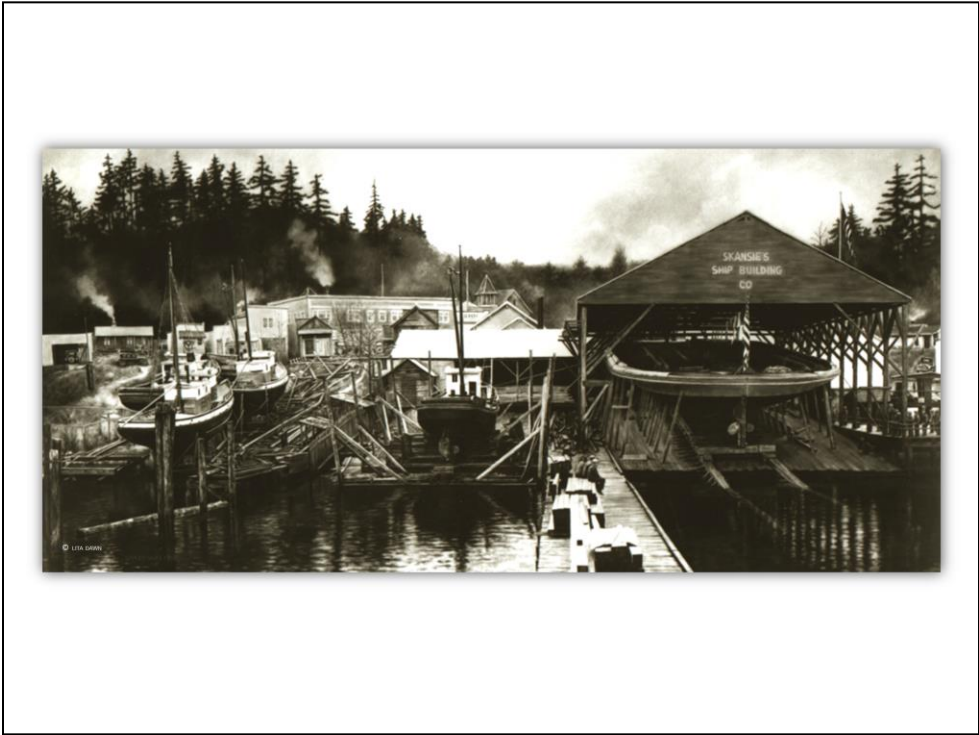












END

