

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

-- JONI MITCHELL

2 0 1 0 P R E S E N T A T I O N T O G H P L A N N I N G C O M M I S S I O N - S M P U P D A T E

Good afternoon.

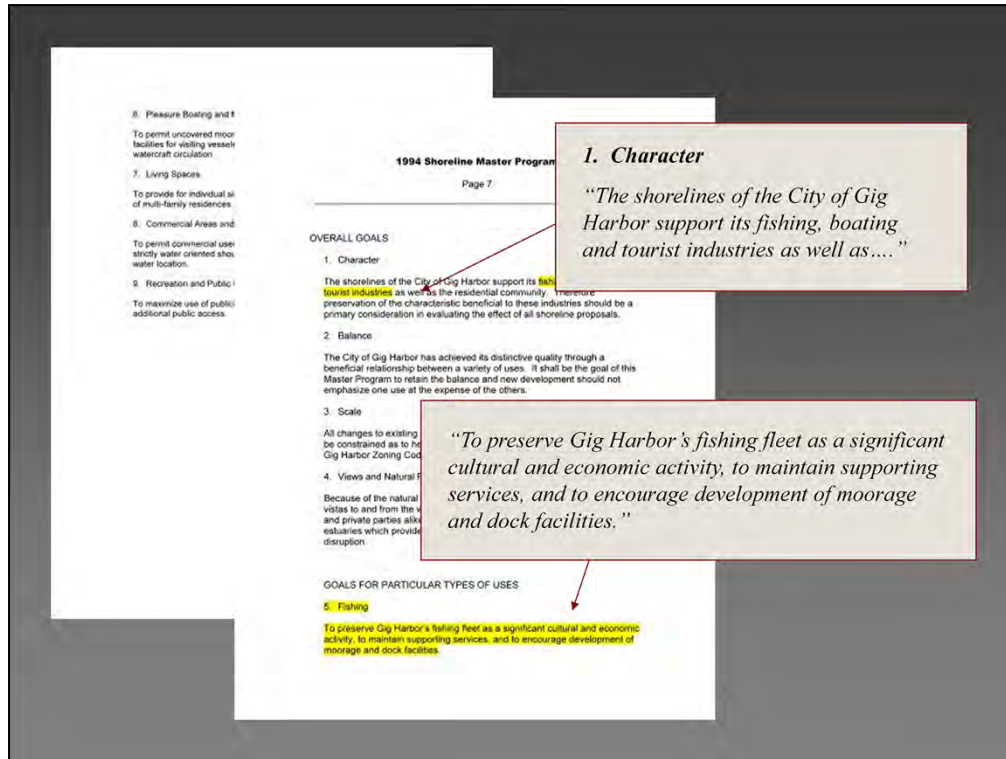
Thank you for setting aside this time for me.

My name is Lita Dawn Stanton and I act as the City's Historic Preservation Coordinator.

My reason for coming to you today is to talk about the Draft Shoreline Master Program (SMP) and how it impacts the future of Historic Preservation in the City.

I've tried to simplify this presentation by breaking the information up into 4 sections.

- A Background on our Cultural Resources and What we have
- Why it matters
- What we need and
- What we can do to get it



I credit the 1995 SMP we've been using since 1974 for recognizing the basic values of our community.

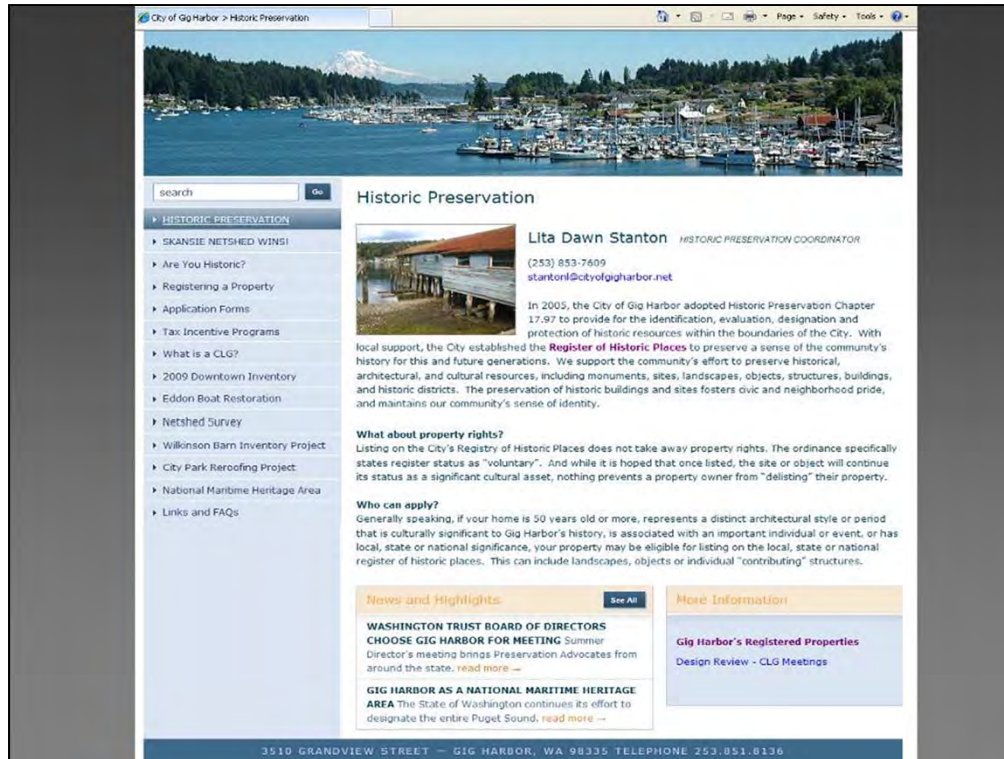
It begins with 4 main goals on page 7. They are listed in this order: Character, Balance. Scale. And finally, Views and Natural Features. Under #1. Character. The first item considered character-defining is "fishing".

Directly below that is the heading: "Goals for Particular Types of Uses"

The first on the list: Fishing.

(quote) *To preserve Gig Harbor's fishing fleet as a significant cultural and economic activity, to maintain supporting services, and to encourage development of moorage and dock facilities.* (end-quote)

The objective of my discussion today is to suggest ways to maintain the spirit of what was written nearly 40 years ago.



In 2005, the City signed on under the State Department of Archaeology and Historic Preservation (aka DAHP) and was designated a CLG or Certified Local Government. This status requires that the City act on behalf of DAHP to (and I quote): *"provide for the identification, evaluation and designation of Historic Structures, Objects and Sites."* end-quote.

On behalf of the State, we manage a local Register of Historic Places and report to them each year.

This is a screenview of the City's Historic Preservation pages on the website.

My job is to make sure we are managing our historic resources, educating the public and promoting the preservation of our existing cultural resources.

Unlike most regulatory arms in city government, Historic Preservation tends to be driven by incentives.

Rather than identifying "what we can't do" the approach is to ask "what do we want."



So what do we have left that's historic?

Gig Harbor's history by all standards, is in its infancy.

Our Euro-American history only goes back to the late 1800's.

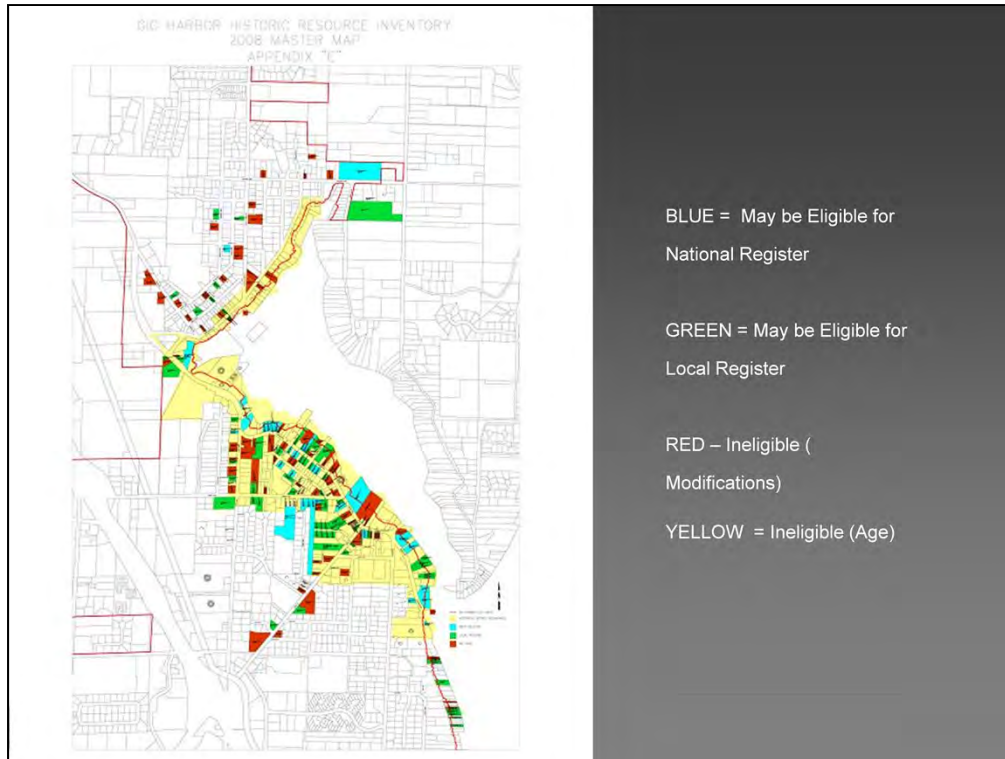
That's about 150 years.

With the earliest development occurring at the water's edge, it stands to reason that most of our historic structures are on or near the shoreline.

This image is from 1946.

The historic structures still standing in this area of town are shown in orange.

3 netsheds are shown at the water's edge.



In 2008, we received a state grant to do an inventory of our historic properties in the view basin.  
This Map shows those findings.

211 properties in the view basin were inventoried.

Most of the structures are private homes with only 22 commercial buildings in the survey.

- The shell of the old Skansie Boatbuilding Company which is now the Gig Harbor Marina.
- The West Side Grocers and Peoples Dock is now the Tides Tavern.
- The Washington State Co-Op building just past the Tides still stands and provides office space to architects and a sail shop.
- Spiro's in the old Peninsula Hotel with its adjacent grouping of historic buildings.
- Finholms Market
- and a handful of other buildings are all that's left



Drive. The most cohesive group is located around the intersection of Pioneer Way and Harborview Drive. Here, the continuity of form, materials and height is illustrative of early 20<sup>th</sup> century commercial business districts. Most of these were built during the 1920s and are of masonry construction. Although a few remain relatively intact the majority have been altered. For this reason the area is not considered eligible for listing in the National Register of Historic Places; however, it is eligible for listing on the local register. The majority of commercial buildings in the Vinholm District have been significantly altered and are not eligible for listing.

Following construction of the second Narrows Bridge, a number of commercial and institutional buildings were constructed in the city, most in the area south of Judson Street. Among them are Parker's Service Station at 3209 Judson Street, built in 1961 and Key Bank at 3216 Judson built in 1960. The Peninsula Shop at 3216 Judson was also built during this time; however, it has been extensively altered and is not in the inventory.

#### **Institutional Buildings**

There is a remarkably small number of institutional buildings in the city, including churches and one parsonage. The oldest surviving church is Memorial Lutheran Church at 7721 Pioneer Way built in 1913. It has been significantly altered; however, its form and massing contribute to the historic character of the historic core. St. Nicholas at 3510 Rosedale Avenue was built in 1914. It is an excellent example of early religious architecture and directly associated with the community's Croatian community. Built in the Gothic Revival tradition, it is a remarkably preserved and rare surviving example of an early church. St. John's Episcopal Church at 3918 Fuller was built in 1946. It has been altered somewhat and is the only one that is no longer in use as a religious facility. The Methodist Parsonage at Burnham Drive NW, built in 1905, is also included within this thematic area as it has been significantly altered.

#### **Industrial Buildings**

There are very few surviving properties associated with the city's industrial history that remain. Those that remain include the Austin Mill Building at 4102 Harborview built in 1912-25; Ship Building Company at 3117 Harborview Drive ca. 1912-25; Gig Harbor Works at 3308 Harborview Drive built in 1925; and Spadoni Brothers Garage at 3117 Harborview Drive built in 1950. With the exception of Spadoni Brothers Garage, all industrial properties have been compromised through demolition or alteration of their original parts.

#### **Netsheds**

Perhaps Gig Harbor's most distinctive, and iconic, historic buildings are its netsheds. There are 20 included in the inventory. Seventeen are located on the water; the remaining ones are located on Rosedale Avenue a short distance from the shoreline. Ranging in date from the first decade of the 20<sup>th</sup> century to 1950, these buildings are remarkably similar in form, massing and detail. A number of them are still in their original use; most have been adapted to other uses. All those that retain physical integrity are considered eligible for listing in the National Register of Historic Places due to their rarity and historic association with the city's fishing history.

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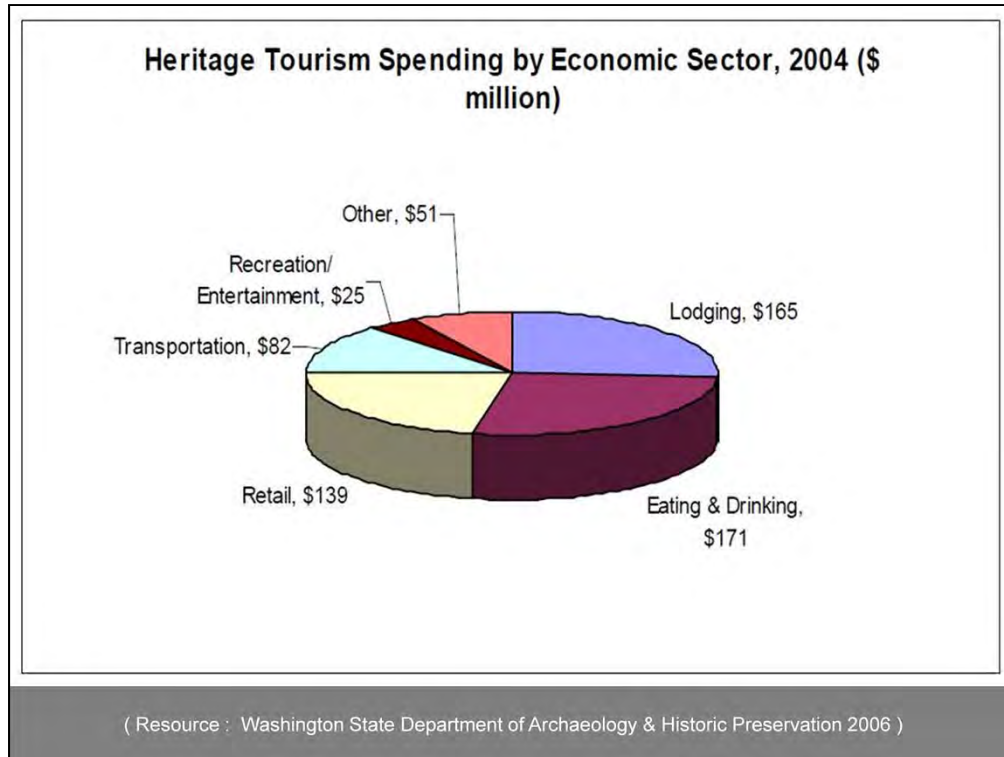
*Ranging in date from the first decade of the 20th century to 1950, these simple, vernacular buildings are remarkably similar in form, massing and detail. A number of them are still in their original use; most have been adapted to other uses. All those that retain physical integrity are considered eligible for listing in the National Register of Historic Places due to their rarity and historic association with the city's fishing history.*

Except, of course, for what the survey consultant called:

"Perhaps Gig Harbor's most distinctive and iconic historic buildings are its netsheds." (end-quote)



What we lack in prominent historic landmarks, we have found in our modest, over-water docks and sheds because other than the fishing vessels themselves, these 17 netsheds set us apart from every other town on the Puget Sound, and probably the entire country.



This is the “Why does it matter?” slide.

**Historic Preservation has documented economic benefits.**

In 2004 the State did a study to evaluate, in dollars and cents, what the economic pay-back is to communities.

They focused on the rehabilitation of historic buildings, heritag tourism, and the effects of historic designation on residential property values.

Recent data suggests that especially in this tough economic environment, visitors are staying closer to home.

On average, Heritage tourists spend \$72.00 a day.



Comparison of Historic Rehabilitation with Other Economic Sectors

Economic Sector	Jobs (per \$1 million of Sales)	Labor Income (\$ per \$1 million of Sales)
Health Services	36.31	1.185
Retail Trades	33.87	0.962
<b>Historic Rehabilitation</b>	<b>27.50</b>	<b>1.026</b>
Finance and Insurance	26.73	0.978
Construction	26.45	0.908
Wood Products Manufacturing	26.39	0.920
Food Products Manufacturing	21.72	0.705
Aerospace Manufacturing	10.60	0.452

( Resource : Washington State Department of Archaeology & Historic Preservation 2006 )

And developers are finding new ways to reinvest in existing structures.



**WASHINGTON TRUST FOR HISTORIC PRESERVATION**

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

Collectively, these properties contribute to the quality of life we enjoy in our beautiful state. They share our daily experiences living in small towns, large cities and rural communities. All are irreplaceable historic resources that contribute to our rich heritage. Washington's historic sites are irreplaceable and all are in jeopardy.

Since 1982, the Washington Trust has spotlighted Washington's Most Endangered Historic Properties with an annual list. Soliciting attention on important historic buildings and sites in our state has helped rally support for their preservation, resulting in many success stories that much remain to be done.

The Washington Trust eagerly 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 capacity to preserve the threat. For more information on the Most Endangered Historic Properties List or for help in saving a threatened landmark in your community, contact The Washington Trust for Historic Preservation, 1004 Minor Avenue, Seattle, WA 98107, (206) 434-6440, or [www.washingtontrust.org](http://www.washingtontrust.org)

## Living on the Edge

### Most Endangered Historic Properties List – 2008



**Bellevue House (Bellevue, Snohomish County, Washington)**  
 One of the oldest houses in Edmonds' downtown area, the structure is notable for its typical Queen Anne details such as multiple gables, a wrap-around 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 Bellevue 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 relocation site for the house, ideally within Edmonds.



**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 Noyes and Hartington, the bridge is remarkable for the height of the deck, the overhead span designed to accommodate a 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 1918, just three years after completion. In 1977, 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 1955, but with new transportation corridors constructed in the 1980s, 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 fall 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 leaving the center span in the raised position, a move that would end pedestrian access.

While a portion of the estimated \$80 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 use once again.



**Greyhound Bus Station (Olympia, Thurston County)**  
 In 1937, North Coast Lines, a consolidated bus company, built what company representatives described as the "busiest, most modern bus depot in the entire Northwest." Designed by architect L.B. Bartholomew, the distinctive Art Moderne depot set the standard for other buildings in the area employing the same popular style. In addition to the streamlined features characteristic of Art Moderne, the bus depot featured a rooftop structure resembling a radio tower that supported a new "Bus Depot" sign, which served as a beacon to travelers. In 1949, North Coast Lines changed its name to The North Coast Greyhound Lines, becoming simply Greyhound Lines by 1950. The depot continues to provide service to Portland and Seattle and stands today as a contributing building within the Downtown Olympia National Register Historic District.

**The Challenge:** For several years, the specter of redevelopment has threatened the Greyhound Bus Depot. In 2002, the company initiated plans to relocate its operations adjacent to a proposed expansion of Olympia's transit station five blocks away. 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 its operations. The proposed development would require demolishing the depot. Local zoning allows a more intensive use of the parcel and while demolition and redevelopment of the site would be reviewed by the Olympia Preservation Commission, there are no demolition controls.



**Old Grocery Building (Bellingham, Whatcom County)**  
 Responding to competition from imported 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 1920, Whatcom County's chicken population exceeded that of every other county in the West except one in California. Constructed for the Co-op, the three-story concrete Grocery Building and an associated wood frame side tower create a distinct silhouette in downtown Bellingham's skyline. The ensemble is architecturally notable as agricultural building forms co-existing within an urban/industrial working waterfront setting. At present, the Grocery Building continues to stand as a monument to Whatcom County's early chicken and egg cooperative movement.

**The Challenge:** The Port of Bellingham currently owns the Grocery 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 2008, intending to redevelop the entire site. Each of the three redevelopment schemes presented in the DEIS assumes removal of the Grocery Building. The DEIS assumes that of the 13 buildings at the site identified as potentially eligible for historic designation, all but one would be removed in anticipation of major redevelopment activity. The



**Historic Commercial Fishing Shed (Gig Harbor, Kitsap County)**  
 Next to the fishing sheds themselves, net sheds represent the most important architectural byproduct of the commercial fishing industry for Gig Harbor. Chinese immigrants began to settle in the area around 1900, establishing one of the harbor's first towns. Millville, along the western shore, with commercial fishing as the predominant industry, came across to land for loading and unloading gear was essential. Modern docks built on wood piles developed along the waterfront and in many cases the family house was constructed behind these net sheds. In addition to workshops, these simple wood piers and covered structures served as gathering places for sleepers, 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 made more substantial incentives to preserve them possible. The City of Gig Harbor has taken steps to provide incentives for 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 secured 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 prescriptive 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 More Hall Annex, the Nuclear Reactor Building derives significance as a rare example of a mid-century modern structure that embraced transparency. Rather than sequestering the building in a remote corner of campus, university officials opted for a site in a prominent university plaza. The expressive concrete structure featured walls of glass allowing observers to essentially participate in the faculty and student work occurring within.

As a structure, the Nuclear Reactor Building itself is a fine example of modernism. Noted architect Wendell Lovett, Gene Zeme and Daniel Strongbaugh collaborated with a struc-

## So how do we preserve what we have?

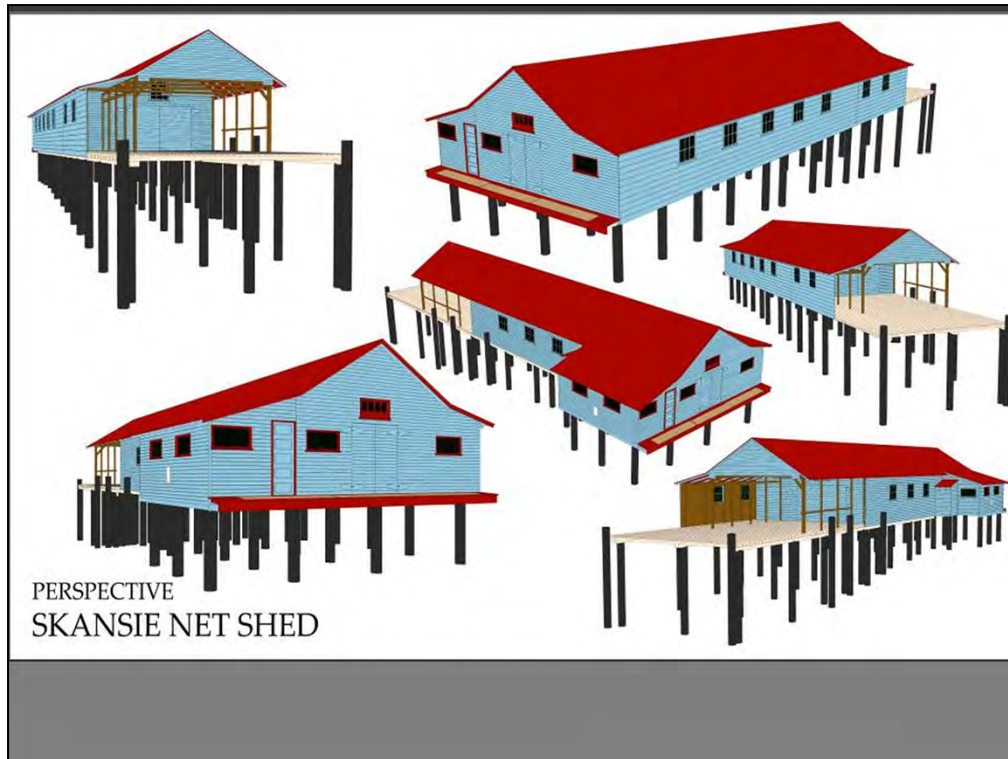
The more attention our remaining landmarks draw, the more opportunities we find.  
 So far this attention has paid big dividends with over \$1 million in preservation dollars.

It began when all 17 sheds were recognized by the Washington State Trust for Historic Preservation's when they were added to their **2008 Most Endangered Structures List**.

10



In 2009, the City was awarded a grant to do a survey of the netsheds.



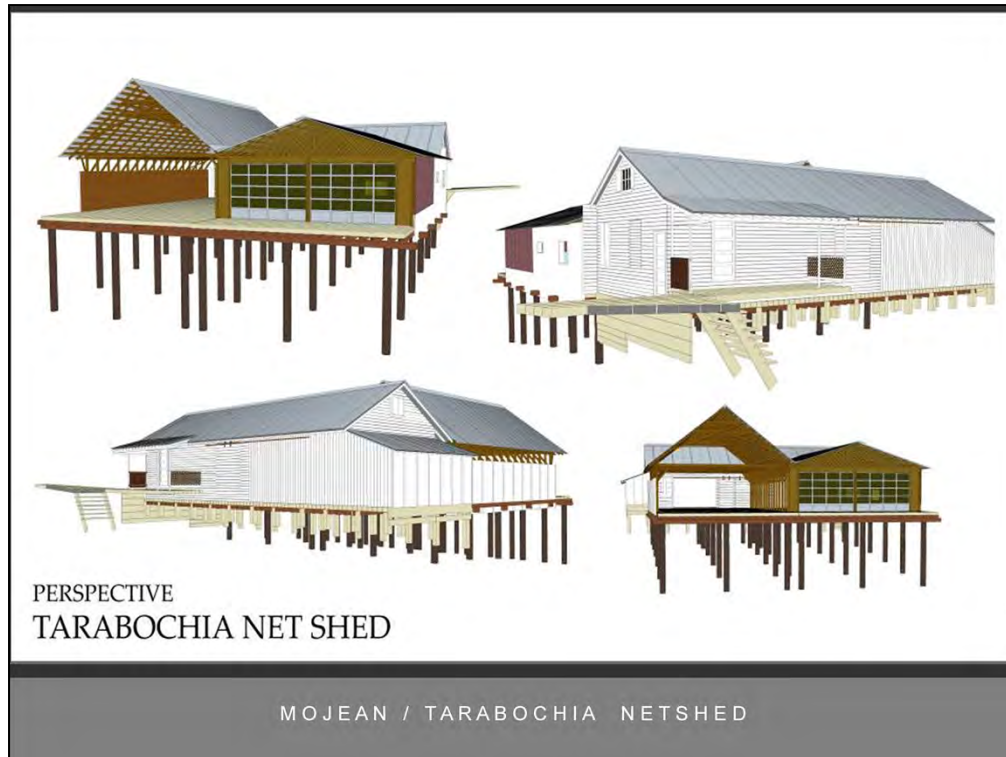
Engineered drawings were completed on all 17 sheds.





Copies of the survey are available here at the City, the Pierce County Library, the Harbor History Museum, DAHP in Olympia, and posted on the city's website.





The drawings, historic narratives and 4x5 negatives of each shed is on file with the Library of Congress in Washington D.C and posted on their “Built in America” website for research.


**City of Gig Harbor**
washington state
(253) 851.8136

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[Netshed Survey](#)
[Wilkinson Barn Inventory Project](#)
[City Park Reroofing Project](#)
[National Maritime Heritage Area](#)

## National Maritime Heritage Area

*Washington State*  
**NATIONAL MARITIME HERITAGE AREA**  
*Feasibility Study*



**WASHINGTON STATE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION**

Washington State's Department of Archaeology and Historic Preservation (DAHP) is working to designate the entire Puget Sound as a **National Maritime Heritage Area**. In order to apply, a feasibility study is underway.

Go to: <http://www.maritimeheritage.net/resources/mha.asp> for information on why and how it will benefit you and your organization.

Another project underway is Washington State's bid to become the first National **Maritime** Heritage Area in the country.

It would apply to all of Puget Sound and the coastline to promote Heritage Tourism by water.



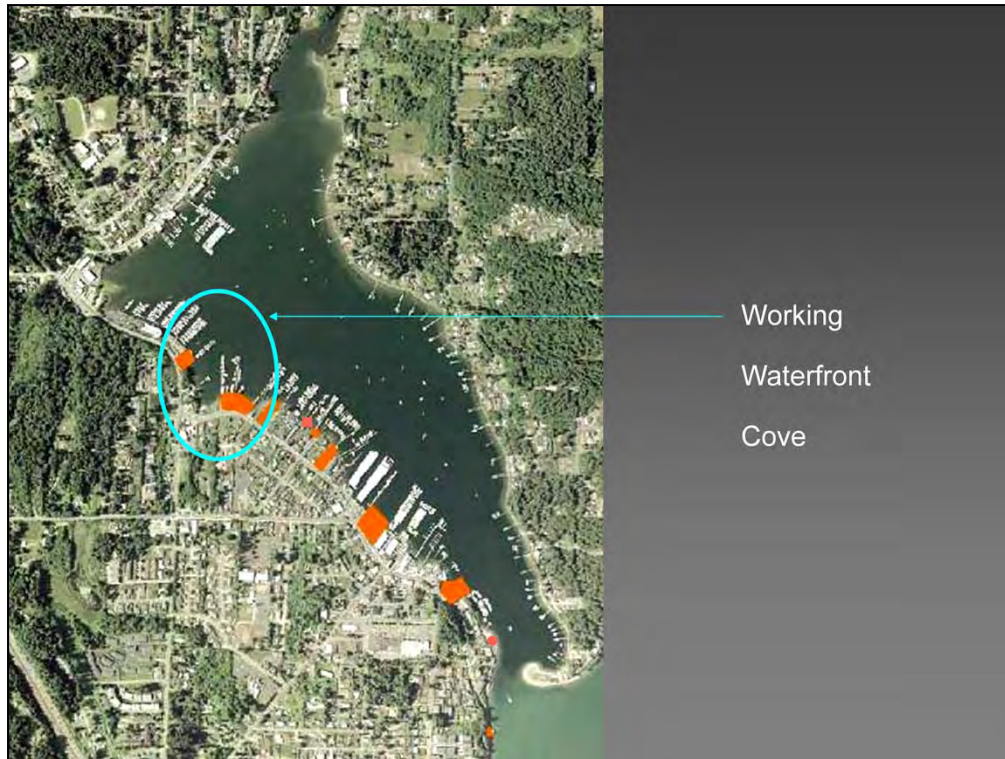
Gig Harbor is one of 7 key destination locations that tell our Northwest story. We're famous.



This year the National Trust and American Express ran a stiff competition for \$1 million dollars to preserve local landmarks. It was a "by invitation only" competition and out of 25 sites, we were one of only 3 projects in Western Washington awarded the runner-up position of \$100K that will be used to restore the Skansie Netshed.

In 2011 we'll use another DAHP grant to create a **Walking Guide to Gig Harbor Netsheds**. Another grant will be used to add Skansie Netshed to the National Register of Historic Places.





Your decision to add Historic Netsheds for adaptive reuse will provide an important incentive to help preserve them. Because without an income source, their maintenance may become impractical. No one expects all 17 net sheds to survive, but with an allowance for expanded uses-- some will.

There is one more step we could take that would strengthen preservation and visibility for the community.

The 2008 Inventory of Historic Structures in the downtown calls out a cluster of those historic netsheds located in the cove next to the Eddon Boat Yard site.

Their importance as a **Working Waterfront** ensemble is really remarkable.

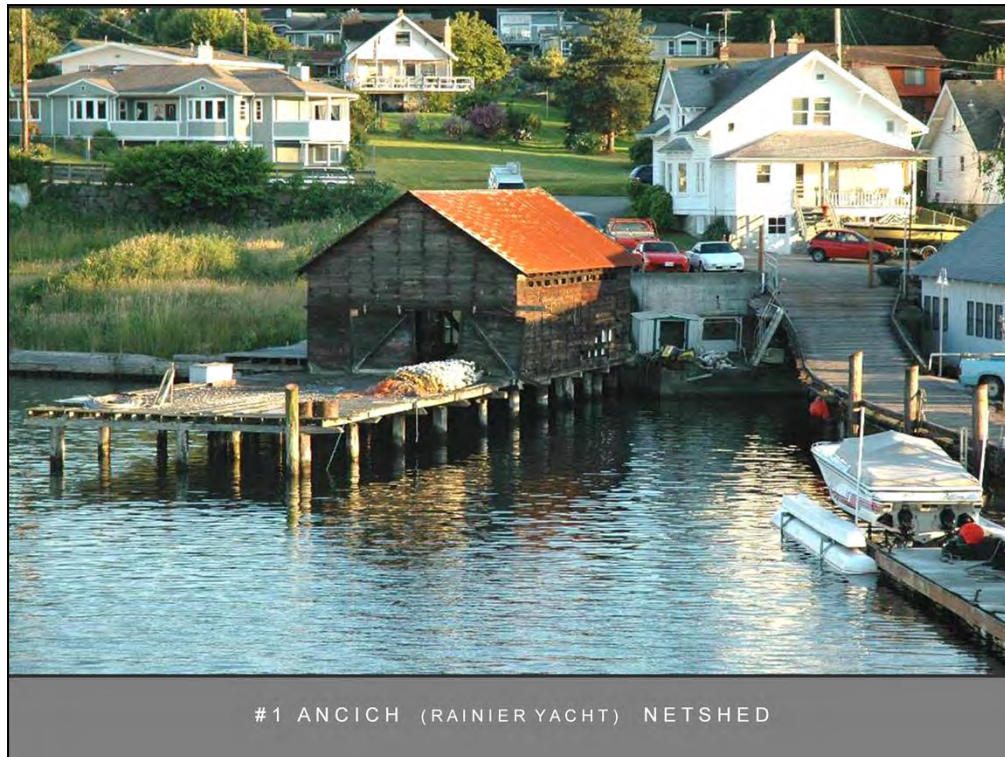
Most of our commercial fishing fleet is found in the this area.

It's remained virtually unchanged for over 50 years.

This District is considered eligible for the National Register.

The following images show each of them from the water.



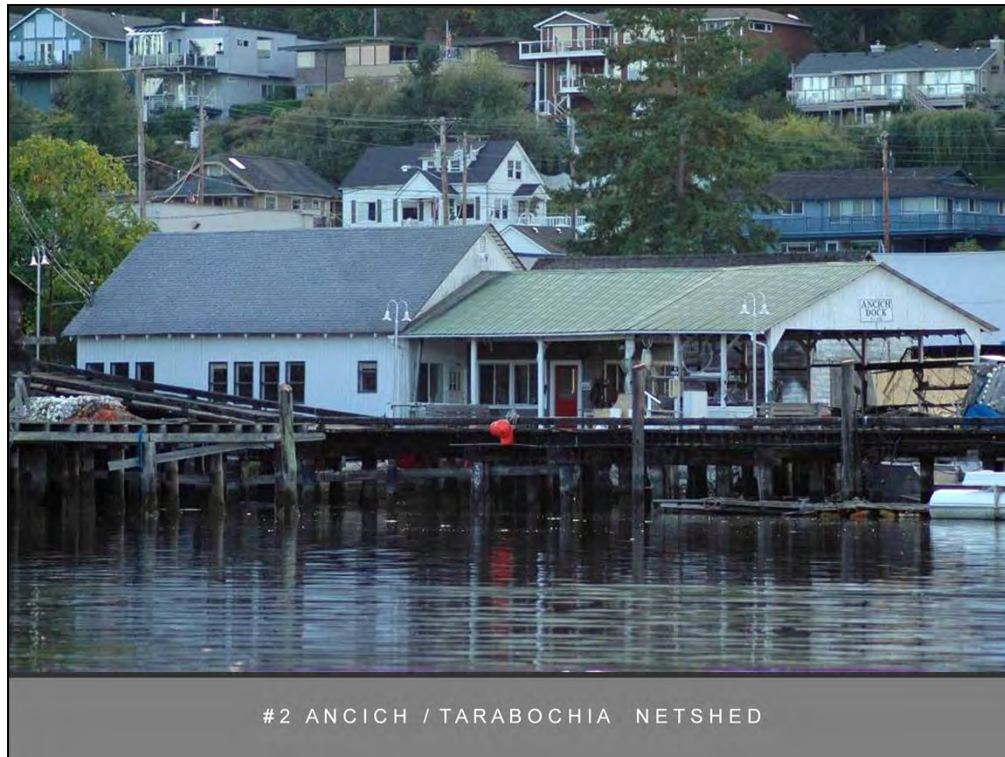


Probably the most obvious reason why they've survived is because (other than the Ancich Brothers site that recently sold, pictured above), they have been passed down from fishing family to fishing family, generation to generation.

But at today's waterfront prices, I don't know of any fishermen that could afford to buy a netshed outright.

It just doesn't pencil out. The costs to own and maintain one are becoming cost prohibitive...

In addition to property taxes, the water UNDER the netsheds is, in most cases, leased from the Department of Natural Resources.



The annual rate for the "tideland-lease" is figured on a per-square-foot amount -- based on Pierce County assessed upland values.

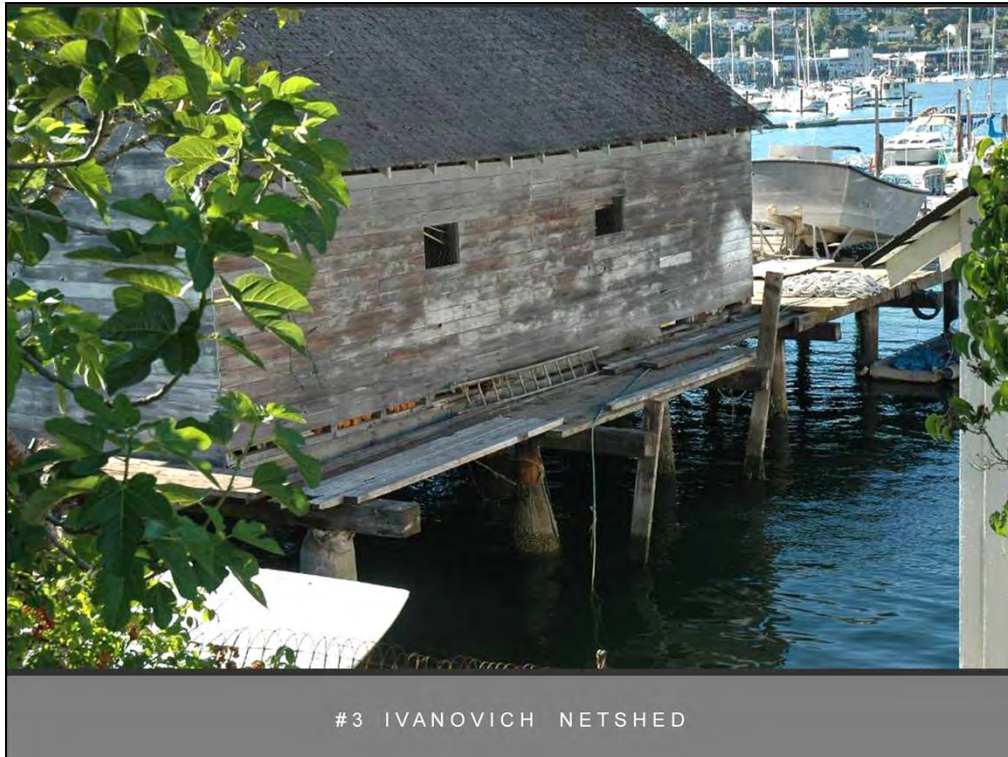
That value is based on **highest and best use** which in Gig Harbor equates to condos & recreational marinas.

In 2009, per-square-foot rates for the uplands ranged from a low of 10 cents to a high of 43 cents per square foot.

Exhibit A is from DNR. The column in yellow shows the rates. To the left is the annual fee each property owner pays. It can equate to as high as \$14,000 each year for the tidelands.

In some cases property owners who want to preserve access of their docks for navigation, may be required to lease the open water all the way out to the outer harbor line. If not, anyone can lease it. This can double a lease rates.

How can this happen? Because there are so few left -- no allowances have been written.



Pierce County's highest and best does not reflect existing use.

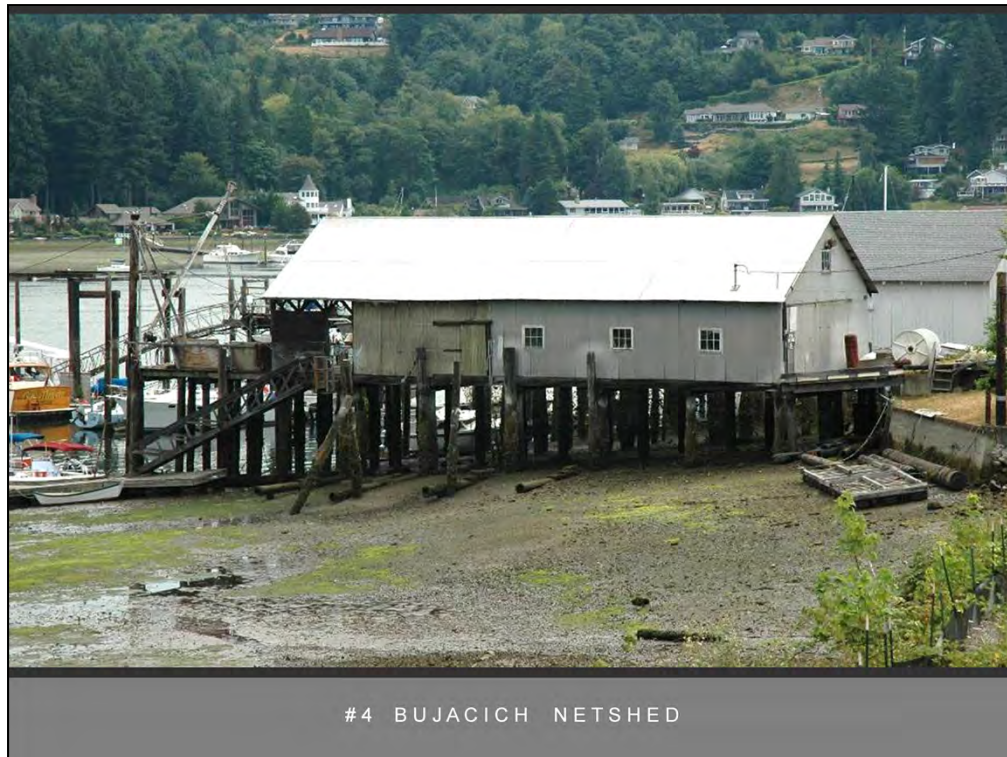
50+ slip marinas are taxed at the same rate as smaller 1 to 5 boat moorage facilities.

I think this information is important because there is no equitable relief in sight.

Tideland leases and property taxes put pressure on smaller facilities to sell.

Without a some creative relief, redevelopment of these properties is eminent.





So what can we do?

If we agree with the authors of the Shoreline Master Program and the spirit of their stated goals written in 1974...

And if we are willing to acknowledge the **public benefit** when netshed owners maintain them.

Then way not make an effort to find incentives that might preserve this stretch of Historic **Working Waterfront**?



#5 MORIN / LOVROVICH NETSHED

We regulate for open space and parks.

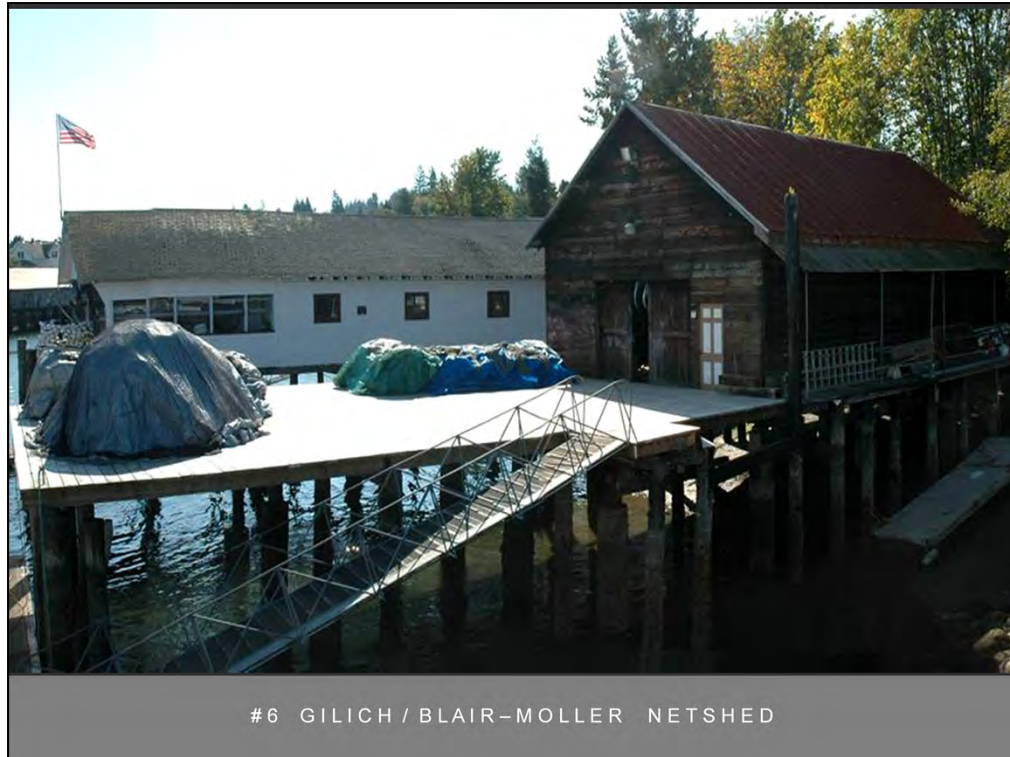
We regulate to preserve buffers and trees.

We regulate to protect views.

If we do not plan for the future and consider creative ways to protect the netsheds and the open water -- it will be lost.

If we do nothing, recreational slips may displace our working waterfront and Gig Harbor's commercial fishing fleet.





I ask that you consider adding a new designation for the cove called HISTORIC WORKING WATERFRONT.

WAC 332-30-137 – Nonwater-Dependent Uses  
Exceptional Circumstances

1. (e) When acceptable sites and circumstances are identified in adopted local shoreline management master programs which provide for the present and future needs of all uses and resources of statewide value, identify specific areas or situations in which nonwater-dependent uses will be allowed, and justify the exceptional nature of those areas or situations.

Thanks to Senior Planner Peter Katich and his dialogue with DNR this week, they are willing to recognize netsheds as unique.

They have determined that the netsheds qualify as an "exceptional circumstance" provided we identify them in our SMP.

If you approve, planning could propose draft language for a new HISTORIC WORKING WATERFRONT designation.

## HISTORIC WORKING WATERFRONT

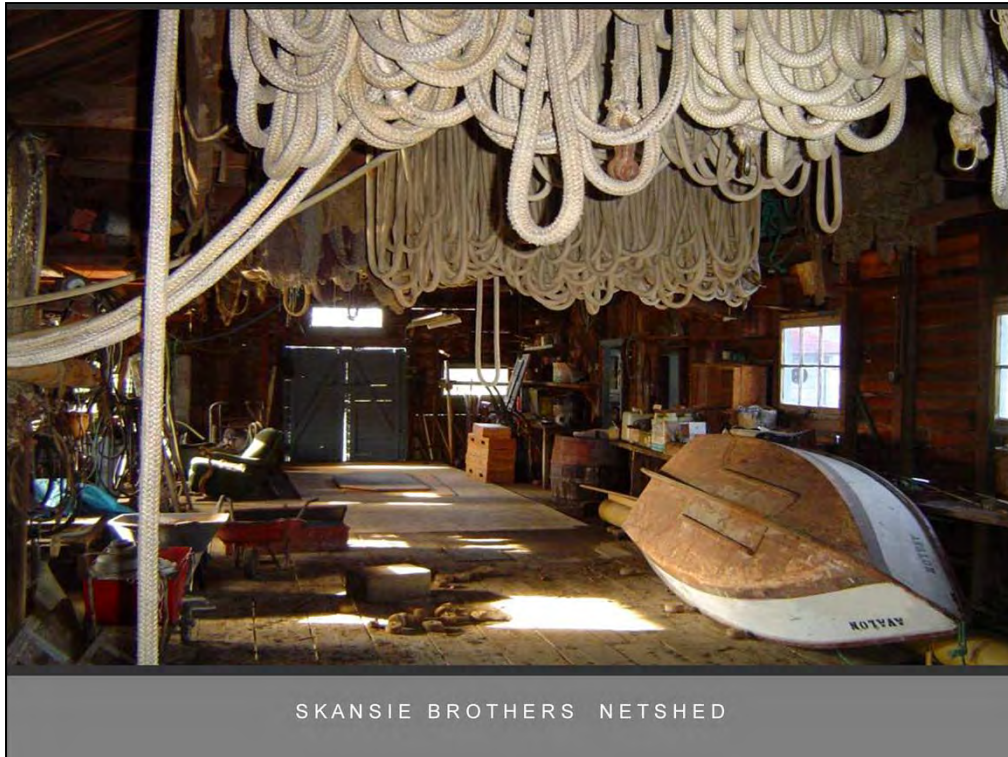
The purpose of the “Historic Working Waterfront” is create incentives to preserve its exceptional use per WAC 332-30-137 1 (e), and to acknowledge the public benefit of investments that preserve Gig Harbor’s netsheds, commercial fishing facilities and docks. The goal of the City is to encourage the protection of this important and character-defining cultural resource.

Chapter 5 – Shoreline Environment Designations - could be amended to include a 6<sup>th</sup> designation on the map.

Chapter 6 – General Goals, Policies and Regulations – could read something like this....

## *HISTORIC WORKING WATERFRONT*

*The purpose of the “Historic Working Waterfront” is to create incentives that preserve its exceptional use per WAC 332-30-137 1 (e), and to acknowledge the public benefit of nvestments that preserve Gig Harbor’s netsheds, commercial fishing facilities and docks. The goal of the City is to encourage the protection of this important and character-defining cultural resource.*



SKANSIE BROTHERS NETSHED

It's been said that the heart and soul of a city can be read 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 marinas, public spaces and commercial buildings.

We can do better.

Thanks to your consideration and I'd be happy to answer any questions you might have.

[http://vancouver.ca/parks/info/features/2004/041206\\_artinparks.htm](http://vancouver.ca/parks/info/features/2004/041206_artinparks.htm)