

Advocacy Update
June 18, 2008

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Fremont Historical Society launches website

The Fremont Historical Society Web site is up! Please check it out at www.fremonthistory.org. Be sure to click your mouse on the homepage photos to enjoy the then-and-now interactivity. FHS enriches the community through education in the areas of cultural, political and social history. Through research, documentation, display and promotion, FHS encourages scholarship and accessibility to materials and research which tell the story of the Fremont neighborhood. When you attend the Solstice Parade this weekend, please visit the FHS booth at the Fremont Fair, June 21-22, near 34th and Fremont Avenue N.

History Coalition Endorses “Electronic Message Preservation Act”

In a letter to Congressional Representative Henry A. Waxman, Chairman of the House Oversight and Government Reform Committee, the National Coalition for History (NCH) this week endorsed the “Electronic Message Preservation Act” (HR 5811, H. Rept. 110-709). The bill would direct the National Archives and Records Administration (NARA) to establish standards for the capture, management, preservation and retrieval of federal agency and presidential electronic messages that are records in an electronic format.

NARA would have 18 months to promulgate the regulations to implement the bill’s requirements. Federal agencies and the White House would then have no more than four years to comply. NARA would then be required to report to Congress on White House and Federal agency compliance. There would be an additional requirement for presidential records. One year following the completion of a President’s term in office, NARA would be required to report to Congress on the status of the transition of that President’s records into his or her archival depository.

The NCH is a consortium of over 60 organizations that advocates on federal legislative and regulatory issues affecting historians, archivists, teachers, researchers, and other stakeholders. As historians, researchers and conservators of American history and culture they care deeply about the preservation of electronic records by NARA. At a recent hearing on H.R. 5811 before the Subcommittee on Information Policy, Census and the National Archives, Ms. Linda Koontz, Director of Information Management at the Government Accountability Office said in response to a question that records management is afforded a “low priority” at federal agencies and that a mandate was necessary to encourage agencies to meet their responsibilities for records preservation. NCH believes that NARA should be given statutory authority to issue regulations requiring for federal agencies to preserve electronic messages that are records in an electronic format. NARA also must be given oversight responsibility to set meaningful time frames to ensure compliance.

Through Waxman's committee’s vigorous oversight, NCH learned of the millions of White House e-mails that are either missing or have been destroyed. In court documents filed recently, the White House admitted that that it has no computer back-up tapes with data written before May 23, 2003, and that it cannot track the history of

missing e-mails created between March and May 2003. This three-month gap includes the historically critical period from when the United States invaded Iraq in March 2003, and the May 1, 2003 announcement by President Bush that major combat operations had ended in Iraq. If these records are indeed lost, imagine the difficulties that future historians of the Iraq War will have in presenting a full picture of the decisions that led the United States into this conflict.

As a result, NCH finds the need for the establishment of electronic record keeping standards to be equally, if not more, compelling for presidential electronic records. NCH agrees with the bill's mandates that the Archivist of the United States should establish standards for the capture, management and preservation of White House e-mails and other electronic messages.

\$17,000 Grant Awarded to City of Tacoma for Comprehensive Survey of Tacoma's Historic Sacred Places

In April Historic Tacoma was awarded a \$5000 grant by the National Society of the Colonial Dames in the State of Washington to conduct the first ever inventory of Tacoma's historic sacred places. Last week, Historic Tacoma learned that the city's grant proposal to expand the project has been fully funded by the state Certified Local Government grant program, in the amount of \$17,000. This initiative results from their work over the past year with about a dozen Tacoma congregations, all stewards of historic structures. The project will include web publication of the inventory, a walking tour map and brochure, marketing, and an event celebrating these architectural treasures. Historic Tacoma hopes this work will provide the means to proactively preserve Tacoma's sacred places and for more congregations to nominate their structures to the Tacoma Register of Historic Places.

Thanks to the city's Historic Preservation Officer, Reuben McKnight, for initiating this grant request, to the Tacoma Landmarks Preservation Commission for supporting the application, and to the many Tacoma congregations who continue to maintain these historic structures and provide a range of services to Tacoma's urban dwellers.

Help rescue an old Fremont neighborhood house

This home at 3628 Palatine Ave N. will be demolished if it does not find a new site by mid-July. Site owners have decided to construct five new townhomes on the parcel and have obtained a demolition permit for the old house. The residence has not yet been surveyed by the City, so no authenticated historic research exists regarding its significance. But relocation is always preferable to demolition from both a historic preservation and a sustainability standpoint. The 1908 two-story, single-family residence has five bedrooms and two bathrooms and comprises 3,360 square feet. Preservationists from the Fremont Historical Society contacted Nickel Brothers to inquire about relocation. The property owner would not oppose relocation instead of demolition.



If you know of a lot in Fremont where the house could be moved, please contact Jeff McCord at Nickel Brothers House Movers at 206-933-9699. The relocation cost is listed for \$158,500 if moved outside of Seattle on a barge but would be approximately \$15k to \$20k less if moved within ten blocks of its current site. For more information on the house, please see the Nickel Bros. Web site at: <http://www.nickelbros.com/housesforsale.html#Seattle>
<http://www.nickelbros.com/0836284.html>

Crosscut online magazine

June 16, 2008

Seattle's *Wawona* Sailing into oblivion

By Knute Berger

The *Wawona* is the last of the Pacific sailing fleet in Seattle. The 19th century vessel is a centerpiece of the region's maritime heritage and a testament to the tireless efforts of local preservationists. She was saved from

the scrap heap, gave birth to Northwest Seaport, and was the first ship named to the National Register back in 1970. Community leaders have gone to bat for her since the mid-1960s, including people who are themselves local legends, like Kay Bullitt, Ivar Haglund, and Wing Luke. But for all those decades of work and love, the national and city landmark ship is about to meet her end. Next month, she will be hauled to the Lake Union Drydock Company and dismantled. Says Joe Follansbee, author of *Shipbuilders, Sea Captains, and Fishermen: The Story of the Schooner Wawona*, "In my very personal opinion, her death is near."

The dream has long been to see the ship fully restored and once again sailing local waters. The *Wawona* is a three-masted schooner built in 1897 as lumber ship. Over the years, she also did duty as a codfishing vessel, and during World War II she was converted to a military barge bringing wood to Boeing to fuel the war machine that built bombers. After the war, various entrepreneurs tried to use her for other ventures. One of its co-owners in the 1950s was actor Gary Cooper. As the old Pacific sailing ships disappeared, the importance of saving the *Wawona* grew. For years she was berthed in Kirkland, then moved to Lake Union in the early 1980s where she has been an attraction — and a decaying white elephant — for years.

Those years have not been kind. It's tough enough preserving old wooden structures on land, even more difficult for those that live on the water, as any wooden boat owner knows. The ship is suffering from extensive dry rot. Northwest Seaport's Wayne Palsson describes it as being in "an advanced state of degradation." Northwest Seaport has explored various scenarios for its fate: full or partial restoration, displaying it on land, building a working replica, beaching or sinking it and allowing it to die gracefully at sea, or recovering parts for public display.

Pressure for a final decision has in part been driven by plans for south Lake Union development and the city's Lake Union Park. With the Center for Wooden Boats and the berth of other historic vessels, including the mosquito fleet survivor *Virginia V*, lightship *Swiftsure*, the tugboat *Arthur Foss*, and the fireboat *Duwamish*, all of them National Landmarks, the area is a focal point for local maritime heritage. But the challenges of the *Wawona* have made her the odd landmark out: big, expensive, unsafe, unseaworthy.

Various options were rejected: letting her die at sea was environmentally problematic. But a full restoration, the preferred outcome, was financially beyond reach. A 2005 summit on the fate of the *Wawona* concluded that a full restoration of the sailing ship would cost \$15 million and require an endowment of \$15 million to keep her going. That's cheap by mega-yacht standards. Paul Allen's Octopus cost \$200 million and has an annual operating budget estimated at \$20 million. But for this historic, blue collar coastal working gal, no angel with deep pockets like that has emerged to fund an active retirement.

The result was an agreement with the city to salvage what was salvageable for exhibit. The estimated cost of that was less than \$1 million. There are two parts to that plan. One is a "memorial" at Lake Union Park (or on an adjacent bit of Department of Natural Resources land) that would be a ship-sized display incorporating parts of the original schooner. The second is the idea that a large section of the ship — perhaps the entire aft section — could be incorporated into an impressive exhibit at the Museum of History and Industry (MOHAI) if it moves into the old South Lake Union Armory.

Those plans depend on a couple of things. One is how much of the ship can be saved. Once she is in drydock, the vessel might simply be too far gone to save much of her. The other is the MOHAI move. The head of the Montlake museum, Leonard Garfield, says that he feels "very confident our future will be at the Armory building." It's almost a done deal, but not quite. We should know more this summer. Garfield says that while exhibits have not been finalized, the museum would likely have a robust maritime display.

In the meantime, before it heads for the nautical hospice, Palsson says the *Wawona* is being extensively recorded and studied. The National Park Service, which oversees the National Landmark program, has been out to take detailed laser measurements of the ship. And this month a professor and students from East Carolina University's Maritime Studies program will be coming out to document the *Wawona's* construction. The university is known for its work in marine archaeology and conservation. One recent project of theirs: excavating and conserving what is believed to be Blackbeard's ship, *Queen Anne's Revenge*.

The plans seem like a letdown given all the passion and hard work that has gone into the *Wawona* over the years. The best face Palsson puts on it is to call the outcome "a highly mixed success." Maritime heritage preservation is problematic for many reasons, the cost of restoration and maintenance being just one.

While there are many successes, there are also embarrassing failures. The *Kalakala*, the world's first streamlined, Art Deco ferryboat and once the futuristic symbol of Seattle, languishes in Tacoma. No one quite knows what to do with it — Seattle Post-Intelligencer columnist Cathy Sorbo joked recently that it might make a suitable floating jail. And the ferry system recently announced that their four recently retired, 80-plus-year-old steel electric ferries, including the *Nisqually* and the *Klickitat*, will possibly be sold for scrap or auctioned on eBay. Some have suggested these wonderful old boats be sunk for the entertainment of local Scuba divers.

Art Skolnik, who once led the effort to save the *Kalakala*, says that two things are needed to help maritime heritage efforts. One is a tourist-friendly location in the thick of the tourist action, like Seattle's waterfront, that provides free moorage. South Lake Union is the closest to this we have, but it's not as well located as, say, the San Francisco Maritime National Historic Park and Museum which is right next to Fisherman's Wharf. Skolnik likes the idea of an historic waterfront pier near Pioneer Square. Another idea: Create a fund or endowment to provide the insurance coverage needed to protect old ships. Skolnik says this could be done through private fundraising or by "placing a small tax on luxury water craft sale and resale." Unless such things are done, "expect to see more gloom and doom" on the maritime front, he predicts.

The reference to San Francisco offers both an example and a consolation for *Wawona* buffs. The only other surviving sailing ship of the Pacific Coast fleet is there: the *C.A. Thayer*. The two "sister" ships are from the same era (the *Thayer* built in 1895) and were used similarly to haul lumber, cod, and war material from the late 19th to the mid-20th century. The *Thayer's* multimillion dollar restoration was accomplished with heavy funding (some \$10 million) from the federal government, an advantage the *Wawona* hasn't had.

With that kind of muscle, our ship might have been saved. We can ponder that while the old *Wawona* faces destruction here this summer and, perhaps, an afterlife for its parts in a memorial or exhibit dedicated to her memory, we can also find a dram of solace knowing that she is not the last of her species.

AKCHO needs booth volunteers at Wooden Boat Festival

This year the Association of King County Historical Organizations will have a table at the 32nd Annual Lake Union Wooden Boat Festival from July 4-6, 10 am to 6 pm. Your help is needed to host the AKCHO table for July 4, 5, and 6. Sign up now before all the spots are taken. This has become AKCHO's Annual Heritage Expo and is a great way for Seattle's preservationists to network with each other. We will be having a table with various information about AKCHO, 4Culture and many other heritage organizations. We'll have the TV/VCR unit with our videos, books, brochures, info, and hopefully YOU to talk with and hand out info to attendees.

Bring updated brochures and literature from your own heritage organization and "what is it" items from your collection to show while you are there to help draw people to the table. Please email me at wa_udc@yahoo.com to let me know what times you would like to represent your organization. Thank you.

Marjorie Ann Reeves, AKCHO Board of Directors

Seattle Community Council Federation Annual Workshop

Brighton Apartment Penthouse
6727 Rainier Avenue South

Saturday, June 21, 2008, 10:00 a.m. – 1:00 p.m.

Everyone welcome, this is an open, community-wide workshop that will include a dialogue with the Livable Seattle Movement, and some proposed solutions to make Seattle more livable and affordable

The Federation Workshop will further continue the dialogue initiated at Sally Clark's Planning and Land Use Committee workshop, but this meeting will be between neighborhood and community folks and architects, land

use planners, and others who have weighed the City's housing agenda, the current and proposed land use codes, lax or entirely missing code enforcement, "flexible" and porous code, "micropermitting" aka "piecemealing" and have found all to be wanting.

It won't be dominated by a majority of developers, consultants and City employees. It won't be a gripe session, but will present some concepts that have yet to be grasped by some Councilmembers, much of our Department of Planning and Development and Mayor Nickels. We hope to have representatives from neighborhoods all over the city who share the goal of correcting the current housing trends. Bring your ideas, your hopes and your dreams for an affordable, livable Seattle, and let's get something done.

WSDOT open house regarding SR 520 and tolling implementation

Join WSDOT at open houses to learn about progress toward building a new SR 520. Project team members, and agency and community representatives will answer your questions and share the latest project information on:
Opening the new bridge in 2014.

Designing the new corridor.

Commuting across Lake Washington.

The open houses will be held from 4 - 7 p.m., with a brief presentation at 5:30 p.m., at the following locations:

Tuesday, June 24: Seattle

Naval Reserve Building

Lake Union Park

860 Terry Avenue N (at Valley Street)

Wednesday, June 25: Bellevue

Bellevue City Hall

450 - 110th Avenue NE

The Lake Washington Urban Partnership project also will be featured at the June open houses. This plan is a cooperative undertaking between WSDOT, Puget Sound Regional Council (PSRC) and King County to reduce congestion along the SR 520 corridor across Lake Washington. It is funded by the U.S. Department of Transportation as part of an innovative grant program designed to reduce congestion on big-city freeways through the combined use of transit, technology, telecommuting and tolling. Join us to find out more about what's being considered and to offer your feedback on the project. To find out more about the Urban Partnership project, visit www.wsdot.wa.gov/Congestion/UPA/.

To launch public discussions about tolling in the SR 520 corridor, the 2008 legislature appointed a Tolling Implementation Committee that has three members: WSDOT Secretary Paula Hammond; Puget Sound Regional Council Executive Director Bob Drewel; and Commissioner Dick Ford from the Washington State Transportation Commission. In a press release this week, the committee announced its first public meeting on June 17, as well as its new Web site (www.build520.org). Staff from the committee will also attend the SR 520 open houses on June 24 and June 25 to preview the committee's work and answer your questions.

Seattle Times

June 14, 2008

Vulcan wants to relocate historic pieces of Lake Union dealerships

By Eric Pryne

The vacant William O. McKay Ford and Pacific Lincoln Mercury auto showrooms in South Lake Union are historic landmarks, relics of the age of the Model A and Model T. They're also in the path of Seattle's plans to widen Mercer Street. Mega-developer Vulcan, the buildings' owner, on Friday unveiled an unusual proposal to save them — at least in part. It would dismantle the buildings, then carefully catalog and store the elements the city has deemed most worthy of preservation: their terra cotta facades and the Pacific showroom's ornate interior.

Later, after Mercer Street is widened, those components would be reassembled inside and outside a new frame Vulcan would build for them, 70 feet north of the buildings' present locations. The rebuilt Pacific Lincoln Mercury structure would hold down the northwest corner of Westlake Avenue North and Mercer, just as it has for more than 80 years, architect David Yuan said. Vulcan also plans to build a six-story office building on the block. Spokeswoman Lori Mason Curran said the new and old buildings would be connected, and Vulcan envisions the new building as a backdrop to the reconstructed showrooms.

The city's Landmarks Preservation Board must approve any changes to the historic buildings. Vulcan officials and contractors briefed a board committee on the proposal Friday, emphasizing it is preliminary. Karen Gordon, the city's historic-preservation officer, said she couldn't recall any other owner proposing a similar preservation scheme. "This is definitely unusual," she said, "but it's not out of the realm of consideration." Stephen Lee, the landmarks board's chairman, told Vulcan he wants to hear more about why the buildings can't be moved in their entirety. "We see it done all the time with other kinds of buildings," he said.

But Susan Boyle, Vulcan's historic-preservation consultant, said the concrete buildings are settling and have structural problems. The showrooms were built in the early 1920s by Seattle auto-industry pioneer and civic leader William O. McKay. At the time Ford was building cars in a factory a few blocks away, and Westlake Avenue North was becoming Seattle's auto row. The online local-history encyclopedia Historylink.org has likened the Pacific Lincoln Mercury showroom's interior to a Mediterranean courtyard. It features a vaulted ceiling, Ionic columns and a tile fountain flanked by twin staircases ascending to a mezzanine.

While there's no final plan yet, the relocated showroom could serve as a lobby for the new office building, or retail or restaurant space, Vulcan's Mason Curran said. Vulcan, controlled by Microsoft co-founder Paul Allen, owns more than 60 acres in South Lake Union and is redeveloping the once-neglected area into an office, residential and biotech hub. It bought the block that includes the two auto showrooms in 2003, and successfully nominated them for historic-landmark status in 2006. Mike Foley, who is married to a McKay granddaughter and managed the property before the sale to Vulcan, said he likes the developer's plan. "I hope the landmarks folks don't hold them up," he said.

My Ballard Blog

June 18, 2008

Ballard housing growth off the charts

In just three years and three months, Ballard has skyrocketed 174 percent of its 20-year housing growth target — the most of any of Seattle's 38 urban villages, reports the Seattle Times. In 2004, planners set a target of 1,000 new housing units in Ballard by 2024. Today, there are 1,739 new units — 287 finished and 1,452 permitted but unfinished units, many nearly ready for occupancy. "The demand for services is not going down and we don't seem to have the structure in place to respond," said Catherine Weatbrook, who works on the Ballard District Council. "Growth is going to happen. We can plan for it — or we can have chaos." Meanwhile, Fremont has reached 62 percent of its 20-year target with 312 new units, and Phinney-Greenwood is at 44 percent with 175 new units.

Christine Palmer, Preservation Advocate

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