



**King County**  
**Metropolitan King County Council**  
**Committee of the Whole**

**STAFF REPORT**

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<b>Agenda Item No.:</b> 8	<b>Date:</b> 8 July 2009
<b>Briefing No.:</b> 2009-B0167	<b>Prepared by:</b> Nick Wagner

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**SUMMARY**

The Washington State Department of Archaeology and Historic Preservation (DAHP) is soliciting support from the Council, among other entities and individuals, for a proposal to designate the Washington coastline and Puget Sound a “National Heritage Area.” *See* Attachment 1, p. 3 of these materials.

At this meeting, the Committee of the Whole will be briefed on the proposal by Fauna Doyle of Berk & Associates, who is working with DAHP.

Councilmember Ferguson has introduced a motion supporting the proposal (Attachment 9, pp. 27-29 of these materials); however, the motion has not yet been referred to the committee and therefore is not ready for action.

**BACKGROUND**

Congress has created a “National Heritage Area” designation to recognize nationally-important natural, cultural, historic, and recreational resources. *See* Attachment 2 at p. 6 of these materials. Forty-nine areas in the U.S. had received that designation as of May 2009, but none are on the West Coast. *See* Attachment 8, pp. 21-25 of these materials.

According to DAHP, possible benefits of the designation include the following (*see* Attachment 2 at p. 6 of these materials):

- Designation as a National Heritage Area can raise awareness of the quality and importance of local history, helping communities preserve their historic resources and share the story of their past.
- Increased heritage tourism provides economic benefits to heritage organizations, as well as restaurants, lodging, and other community businesses.
- Better coordination between heritage groups strengthens the ability to compete for grant funding.
- National Heritage Areas receive technical assistance from the National Park Service to support development and operations.

- In the past, National Heritage Areas have received some federal funding, although future funding of the program is uncertain.

According to DAHP, there is no increased federal regulation associated with National Heritage Areas. *See* Attachment 2 at p. 6 of these materials.

With their rich maritime heritage, which is described in a summary prepared by DAHP (Attachment 6, p. 15 of these materials), the Washington coastline and Puget Sound may meet the criteria for receiving the National Heritage Area designation. *See* Attachment 5, p. 13 of these materials).

The boundaries of the proposed National Heritage Area are described in Attachment 3, p. 9 of these materials.

## THE PROPOSED LEGISLATION

A proposed motion introduced by Councilmember Ferguson (Attachment 9, pp. 27-29 of these materials) would express the Council’s strong support for the proposal to designate the Washington coastline and Puget Sound a National Heritage Area. The motion has not yet been referred to the committee and therefore is not ready for action.

## INVITEES

1. Fauna Doyle, Berk & Associates

## ATTACHMENTS

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STATE OF WASHINGTON  
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To Whom it May Concern,

We are delighted to announce an ambitious endeavor to achieve national recognition for Western Washington's unique maritime heritage.

Beginning with coastal canoe cultures and continuing to superferries and superfreighters, Western Washington's community and commerce has grown on our saltwater shores. The story of our maritime heritage is a key to understanding ourselves as a region. It is also a story of national importance, reflecting a unique way of life in a place like no other.

A variety of groups—from heritage societies to ports to Native American tribes and intertribal organizations—have worked diligently to protect and celebrate our living maritime culture. However, many of those groups have also struggled to maintain volunteer support, raise funds, and build sustainable organizations.

Now, in partnership with the Department of Archeology and Historic Preservation and with financial support from the Washington State Legislature, these groups are in the process of building a proposal to designate Washington's maritime resources a National Heritage Area—the first National Heritage Area in the country to be focused on maritime themes and resources. This designation would raise awareness of our heritage resources with a national audience and support expanded cooperation among the maritime heritage groups working in Washington.

This is an exciting new opportunity for urban and rural communities on Washington's saltwater coast. A national maritime heritage area would coordinate promotion of communities' resources and potentially draw more heritage and maritime tourists to the region. We believe that telling a bigger story—one that brings together old and new, the Pacific and Puget Sound, large craft and small—will engage more of the public and better share the history, drama, and excitement of our maritime stories.

Extensive stakeholder outreach is being conducted in order to build support for the designation. Meetings with local officials, as well as with the public and other key stakeholders, will be held throughout the potential designation area over the next six months. During that time, we expect to contact you for your thoughts and feedback—and hopefully gain your support. In the meantime please see the attached materials to learn more about the National Heritage Area designation process and its opportunities and benefits.

Feel free to contact us with questions or comments.

Regards,

Dick Thompson, Principal  
Thompson Consulting

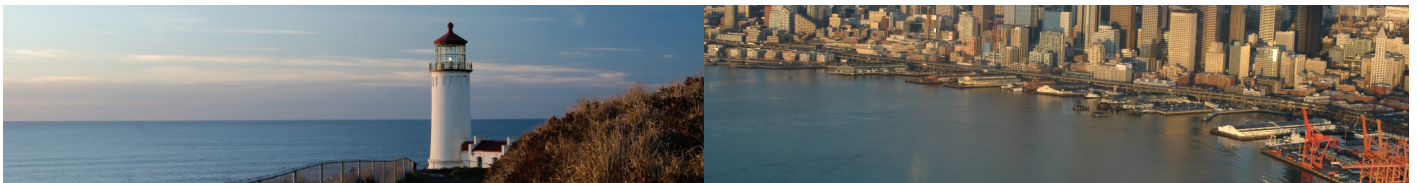
Allyson Brooks, Ph.D., State Historic Preservation Officer  
Department of Archeology and Historic Preservation

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*Washington State*

# **NATIONAL MARITIME HERITAGE AREA**

*Feasibility Study*



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

Feasibility Study Overview

## FREQUENTLY ASKED QUESTIONS

### What is a National Heritage Area?

National Heritage Areas are places designated by Congress to recognize nationally important natural, cultural, historic and recreational resources. Today, there are over 40 national heritage areas throughout the United States.

There is no increased federal regulation associated with National Heritage Areas. Instead, the designation supports local citizens to preserve, share and promote our own heritage, with full local control.

### How do communities benefit from National Heritage Area designation?

National Heritage Areas provide a range of benefits to local communities:

- Designation as a National Heritage Area can raise awareness of the quality and importance of local history, helping communities preserve their historic resources and share the story of their past
- Increased heritage tourism provides economic benefits to heritage organizations, as well as restaurants, lodging, and other community businesses.
- Better coordination between heritage groups strengthens the ability to compete for grant funding.
- National Heritage Areas receive technical assistance from the National Park Service to support development and operations.
- In the past, National Heritage Areas have received some federal funding, although future funding of the program is uncertain.

### What would the boundaries for National Heritage Area include?

The feasibility study includes Washington State's saltwater shoreline north from Willapa Bay, through the Straits of Juan de Fuca, and around Puget Sound to the Canadian border. In addition, the study area extends into Seattle to include Lake Union. Pacific County's shoreline is not included.

The proposed boundary will not be finalized until outreach is completed and stakeholders have voiced their opinion. Because the feasibility study is focused only on maritime heritage, the boundaries will likely include resources like vessels, specific sites such as lighthouses and maritime-related facilities, and visitor facilities with a maritime theme.

Local or tribal government must support any land or facility within their jurisdiction being proposed as part of the National Heritage Area designation.

### How are National Heritage Areas managed?

First, it's important to emphasize that "management" does not imply that the National Heritage Area has any authority over land use, public lands policy or privately owned resources. Management is focused on coordinating the activities of voluntarily participants in the National Heritage Area. Typical management activities might include:

- Maintaining communication between museums, ports, owners of historic vessels and other heritage-type organizations;
- Developing marketing programs to encourage heritage tourism;
- Applying for and managing grant funds;
- Sponsoring events, festivals, or other heritage-oriented activities.

National Heritage Areas have a range of options for management organizations. Around the country National Heritage Areas are managed by non-profit organizations, state or local agencies, or a specially appointed commission.

At this time, the study team expects that a private non-profit organization is the most likely type of management group for a National Heritage Area in Washington. Designation does not provide the management organization or any federal agency with the authority to regulate land. The management entity is also prohibited from using any federal funds it may receive through enabling legislation to acquire property.

### Who is leading the feasibility study?

The feasibility study is being managed by the Washington State Department of Archaeology and Historic Preservation, with guidance by a steering committee assembled for this project. The steering committee includes representatives from tribes, local and state government, heritage organizations, and other interested stakeholders. The steering committee's ultimate recommendations will be guided by the results of the public outreach from the feasibility study.

### What happens next if the Steering Committee requests designation of a National Heritage Area?

If stakeholders support moving forward, the state would request our federal congressional delegation to introduce legislation authorizing the development of the new National Heritage Area.

If this legislation is successful, the management organization for the National Heritage Area would then create a management plan for the heritage area, and would be authorized to receive federal funds if funding is available. The management plan would typically include an education plan, the rehabilitation of historic sites or vessels, a tourism enhancement strategy, a strategy for improvement of local museums, and similar activities.

The authority to implement the management plan would be local, resting in the hands of willing local officials and the actions of local organizations.

*Washington State*

**NATIONAL MARITIME HERITAGE AREA**  
*Feasibility Study*



WASHINGTON STATE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION

# A National Heritage Area

## *Celebrating and Supporting*

### Washington State's Maritime Culture

#### OVERVIEW

Beginning with coastal canoe cultures and continuing to superferries and superfreighters, Western Washington's community and commerce has grown on our saltwater shores. The story of our maritime heritage is a key to understanding ourselves as a region. It is also a story of national importance, reflecting a unique way of life in a place like no other.

A variety of groups—from heritage societies to ports to Native American tribes and intertribal organizations—have worked diligently to protect and celebrate our living maritime heritage. However, many of those groups have also struggled to maintain volunteer support, raise funds, and build sustainable organizations.

Today, Washington's maritime heritage community is working towards a new partnership throughout the region. Individual groups believe that telling a bigger story—one that brings together old and new, the Pacific and Puget Sound, large craft and small—will engage more of the public and better share the history, drama and excitement of our maritime stories.

Local organizations are considering a new designation for Washington's maritime resources as a National Heritage Area—the first National Heritage Area in the country to be focused on maritime heritage. This designation would raise awareness of our heritage resources with a national audience and support expanded cooperation among the maritime heritage groups working in Washington.

At this stage of the process, the State legislature has provided seed funding to complete a feasibility study for a National Heritage Area. Our heritage resources are of exceptional quality and interest. However, supporting a National Heritage Area requires more than great ships, museums, and events. It also requires strong grassroots support, a stable organization, and reliable funding. These are the critical issues the feasibility study is addressing.

Developing the proposal for a new National Heritage Area will require new and strengthened partnerships among heritage groups, local governments, and coastal tribes. The feasibility study is focused on reaching out to those groups, as well as the general public, to understand whether a National Heritage Area designation makes sense for Western Washington's maritime resources.



*Washington State*

**NATIONAL MARITIME HERITAGE AREA**

*Feasibility Study*

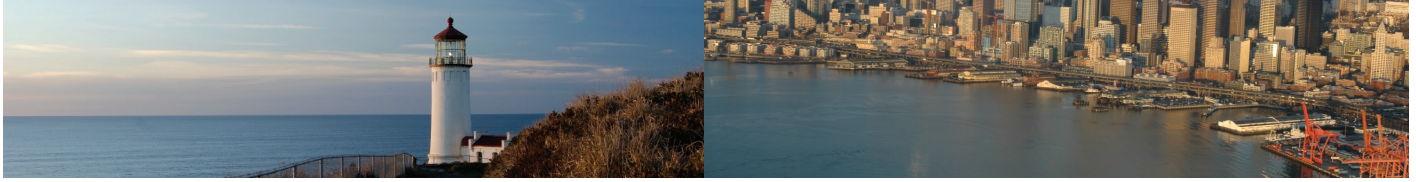


WASHINGTON STATE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION

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# Washington State

# NATIONAL MARITIME HERITAGE AREA *Feasibility Study*



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

## National Heritage Areas ARE

LOCALLY INITIATED, MANAGED,  
AND CONTROLLED BY GRASSROOTS  
ORGANIZATIONS

FEDERALLY RECOGNIZED BY AN ACT OF  
CONGRESS

COOPERATIVE ORGANIZATIONS WITH  
REGIONAL REPRESENTATION

SUPPORTIVE OF TOURISM AND ECONOMIC  
DEVELOPMENT

COMPETITIVE FOR GRANT AND FEDERAL  
FUNDING

## National Heritage Areas ARE NOT

A PROGRAM INITIATED, MANAGED OR LED BY  
FEDERAL AGENCIES

PUBLICLY OWNED, MANAGED BY FEDERAL  
AGENCIES OR SUBJECT TO ADDITIONAL  
FEDERAL CONTROL OVER LAND USE

GUARANTEED FEDERAL FINANCIAL SUPPORT,  
ALTHOUGH THERE MAY BE SOME FUNDING  
AVAILABLE FOR A STARTUP PHASE

The feasibility study is involving state, local, and tribal governments, heritage organizations, ports, tourism organizations, landowners, and the general public to evaluate whether a National Heritage Area designation makes sense to support Washington's maritime resources. If you have additional questions or would like an opportunity to comment on the proposal, please contact:

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# What are the boundaries of the Heritage Area?

The National Maritime Heritage Area would include Washington's saltwater coastline from Grays Harbor County to the Canadian border. It would also extend through Seattle's Ship Canal to include Lake Union.

The proposed boundary for the heritage area includes the area 1/4 mile landward of the shoreline.

Areas zoned for residential use would not be included in the designation.

Any local, state, tribal, or national park unit, public shoreline, national wildlife refuge, or WA DNR land that allows public access and is at least partly located within 1/4 mile of the shoreline would be included in its entirety.

Any designated historic district at least partly located within 1/4 mile of the shoreline would be included in its entirety.

Heritage sites not within 1/4 mile of the shoreline can be nominated for inclusion.

National Heritage Areas are not regulatory. Inclusion within the Heritage Area has no regulatory effect on land use or other property rights.



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## National Heritage Areas – FAQ's<sup>1</sup>

- **How do National Heritage Areas work?**

National Heritage Areas (NHA) expand on traditional approaches to resource stewardship by supporting large-scale, community centered initiatives that connect local citizens to the preservation and planning process.

- **What is the role of the National Park Service?**

The National Park Service (NPS) provides technical, planning and limited financial assistance to National Heritage Areas. The NPS is a partner and advisor, leaving decision-making authority in the hands of local people and organizations.

- **How is it different from a National Park?**

A National Heritage Area is not a unit of the National Park Service, nor is any land owned or managed by the NPS. National Park Service involvement is always advisory in nature.

- **How does a region become a National Heritage Area?**

National Heritage Areas are designated by Congress. Each National Heritage Area is governed by separate authorizing legislation and operates under provisions unique to its resources and desired goals. For an area to be considered for designation, certain key elements must be present. First and foremost, the landscape must have nationally distinctive natural, cultural, historic, and scenic resources that, when linked together, tell a unique story about our country. It is strongly recommended that a feasibility study be conducted prior to [any] designation attempt.

- **How do communities benefit from the National Heritage Area designation?**

The designation has both tangible and intangible benefits. Heritage conservation efforts are grounded in a community's pride in its history and traditions, and in residents' interest and involvement in retaining and interpreting the landscape for future generations. It offers a collaborative approach to conservation that does not compromise traditional local control over and use of the landscape. Designation comes with limited financial and technical assistance from the National Park Service.

- **Why utilize the heritage areas strategy?**

The heritage area concept offers an innovative method for citizens, in partnership with local, state, and Federal government, and nonprofit and private sector interests, to shape the long-term future of their communities. The partnership approach creates

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<sup>1</sup> Taken verbatim from the National Park Service website (<http://www.nps.gov/history/heritageareas/FAQ/>).

the opportunity for a diverse range of constituents to come together to voice a range of visions and perspectives. Partners collaborate to shape a plan and implement a strategy that focuses on the distinct qualities that make their region special.

- **What kinds of activities does a National Heritage Area offer to outside visitors?**

National Heritage Areas appeal to all ages and interests. Some have opportunities for walking, hiking, biking and paddling. Some have festivals to attend and museums to visit. Many Areas provide volunteer opportunities, group tours, and multiple-day excursions and can also be visited in combination with over 80 units of the National Park Service.



### Critical Steps

The National Park Service has outlined **four critical steps** that need to be taken prior to congressional designation of a national heritage area. These steps are:

1. Completion of a suitability/feasibility study;
2. Public involvement in the suitability/feasibility study;
3. Demonstration of widespread public support among heritage area residents for the proposed designation; and
4. Commitment to the proposal from key constituents, which may include governments, industry, and private, non-profit organizations, in addition to area residents.

### Suggested Criteria

The following components are helpful in assessing whether an area may qualify as a national heritage area. ***A suitability/feasibility study should include analysis and documentation that illustrates that:***

1. The area has an assemblage of natural, historic, or cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use, and are best managed as such an assemblage through partnerships among public and private entities, and by combining diverse and sometimes noncontiguous resources and active communities;
2. The area reflects traditions, customs, beliefs, and folk life that are a valuable part of the national story;

3. The area provides outstanding opportunities to conserve natural, cultural, historic, and/or scenic features;
4. The area provides outstanding recreational and educational opportunities;
5. Resources that are important to the identified theme or themes of the area retain a degree of integrity capable of supporting interpretation;
6. Residents, business interests, non-profit organizations, and governments within the proposed area that are involved in the planning, have developed a conceptual financial plan that outlines the roles for all participants including the federal government, and have demonstrated support for designation of the area;
7. The proposed management entity and units of government supporting the designation are willing to commit to working in partnership to develop the heritage area;
8. The proposal is consistent with continued economic activity in the area;
9. A conceptual boundary map is supported by the public; and
10. The management entity proposed to plan and implement the project is described.

For more information, visit our website:  
<http://www.cr.nps.gov/heritageareas/>

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*There are stories here.* Canoe cultures. The age of European exploration. Gray, Thompson, the Pacific Fur Company, Hudson's Bay Company. Trade with Asia, shipped east on James J. Hill's railroad. Oyster boats, fishing fleets, the mosquito fleet. Whaling ships from Grays Harbor to Westport. Canneries up and down the coasts. Steamers to the Klondike. Freighters, tankers, container ships. Bremerton, Everett and Bangor. Lighthouses and shipwrecks. Dozens of tribal groups and affiliations. The Alaska fleet, sheltered and repaired in protected Puget Sound waters. Salmon and more salmon, caught and dried and canned. Then, fewer and fewer salmon, stewarded and defended and celebrated. And always fishing, shipping, trading, and lives shaped by water. Washington's Pacific and inland coast is a place where maritime dramas large and small helped to shape a nation.

*They are stories of land and water, sound, strait and ocean, bays and beaches.* They are stories of fish and oysters, clams and shorebirds. They are stories of longshoremen and welders, explorers and fishing crews, captains and deckhands. They are also stories of the people who have made this place their home, or who have sought it out for exploration, commerce, or recreation. It is the rich mix of these stories through time and place that would make a National Heritage Area for Washington's saltwater shore so compelling.

*There are different audiences for these stories.* First, the generations of new visitors who will come to this place to explore and learn. Second, the generations of residents for whom the heritage area will become part of their own story, and enrich the way that they think of themselves and the place they have chosen to live.

While there may be questions of boundaries and emphasis for a National Heritage Area, *there should be no questions about the quality and significance of Washington's maritime heritage resources.* The challenge is to demonstrate widespread support from the public and elected officials, and the willingness of the region to work together to support a National Heritage Area.

*The National Heritage Area feasibility study will also tell a story—a story about the continuation of our maritime past and present into the future.* It needs to combine the excitement and significance of the region's landscape and cultures with the compelling details of community, political, and financial support. It needs to paint a picture of a region eager to represent the system of National Heritage Areas, eager to host new visitors.

Working together as a region we should be able to be better stewards of our maritime heritage, to increase private, federal, and grant funding opportunities, to bring more visitors to experience our heritage, and to make a stronger contribution to our communities. That is the story that the feasibility study for the National Heritage Area needs to tell, and to be effective, it needs to be a story that is shared throughout the region, told by many different voices.

*This is the story of our shared place, how we came to be, who we are now, and who we will be, living on saltwater shares.*

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## **Celebrating the Northwest's floating world**

Maritime advocates are looking to have Congress declare most of Washington's coastline, including Puget Sound, a National Heritage Area. It could be a boon for tourism, preservation, and the marine industry itself.

**By Knute Berger**

**June 24, 2009.**

**There's a proposal making the rounds** to designate a large chunk of Washington's coastline a National Maritime Heritage Area. Such an area would require an act of Congress.

The proposed Heritage zone would extend up Washington's Pacific coast from Gray's Harbor and include the Strait of Juan de Fuca and San Juan Islands. It would run south from the Canadian border to the southern tip of Puget Sound. In Seattle, it would encompass Salmon Bay, the Lake Washington Ship Canal and Lake Union. It would extend 1/4 mile inland, and could include other nearby designated sites.

The main idea is to provide a way to recognize Washington's maritime history and industry, from Coast Salish cedar canoes to old lighthouses, from World War II shipyards to houseboat communities. A Heritage Area designation allows locals to coordinate ways to recognize and protect local historic sites and structures, promote tourism, and develop a narrative that ties-in life today. It also views cultural heritage to be seen broadly, connected to living, inhabited, and industrious contemporary landscapes. A Heritage Area is no wilderness National Park, though the Park Service does provide technical assistance.

National Heritage Areas have proven popular, mostly in the eastern U.S., and the idea is spreading. According to a presentation by the state's Department of Archaeology and Historic Preservation, there are 49 such areas in the U.S., with nine of those designated just this year. The largest Heritage Area is the entire state of Tennessee, recognized for its Civil War era history. There has also been interest in creating a Heritage Area along the Columbia River, inspired in part by the recent Lewis and Clark expedition's bicentennial.

Washington's would not be the first to focus on an industry. Surrounding

Dayton, Ohio is the National Aviation Heritage Area, home of the Wright Brothers, the National Museum of the U.S. Air Force and the Aviation Hall of Fame. In Michigan, there's the Motor Cities National Heritage Area which focuses on the U.S. auto industry (which is almost history) connecting factories, museums, and sites in Detroit, Lansing and Flint.

**Washington's maritime heritage, past and present, is significant,** but an official Congressionally-approved Heritage Area might give widespread locales a reason to coordinate efforts and find strength in developing interpretive centers and signage that tell the story of our relationship with the sea. In effect, a Heritage Area allows a kind of re-branding that can attract "cultural tourists" who want to learn something on their travels (they also tend to stay longer and spend more than other tourists). We may not have Europe's ancient cathedrals to offer sightseers, but we do have working and historic waterfronts. Maritime Heritage includes, but is bigger, than sailing ship replicas and historic tugboats.

One example of a creative packaging of maritime history is in Richmond, California, home of the Rosie the Riveter National Historic Park. While not a Heritage Area (it's run by the Park Service) it's an example of what can be done to revitalize old shipyards and warehouses into a compelling story of life and work on the home front during World War II. It hosts a festival dedicated to the wartime contributions of civilians, and you can also see where Rosie lived, worked and visit the ships she built, like the surviving "Victory Ship" SS *Red Oak*. With so much to compete with in the Bay Area, it's hard to imagine a city like Richmond finding a way to make itself attractive to visitors, but it's been done.

A Heritage Area designation could also give some aid to preservationists who are fighting ongoing battles to save waterfront history. The Washington Trust for Historic Preservation's annual endangered list has included maritime structures consistently in recent years.

The 2009 most-endangered list worries about the historic structures at Seattle's redeveloping Sand Point, once home of a Naval Air station. In 2008, Bellingham's Old Granary building, threatened with demolition by the Port of Bellingham, was listed and is on the current "Watch" list. Also listed last year were Gig Harbor's waterfront fishing net sheds and Tacoma's Murray Morgan Bridge, which is also on the "Watch" list. And Seattle's *Wawona* sailing ship was listed in '05, but nevertheless demolished just this year.

Another notable example is so-called Collins Building in Everett, which once housed a casket manufacturing company, which the Port of Everett approved demolishing in a vote on June 16 despite loud and long public objection. Preservationists have been engaged in a multi-year battle to save the building with its important connections to the "city of smokestacks" blue-collar history. The Washington Trust listed it as endangered in '04 and it's on the '09 "watch" list.

Many of these struggles derive from the push and pull over redevelopment. The region's port authorities are often unfriendly to

historic preservation. This is partly due to the fact that port facilities often see the need to change for competitive reasons, and also because many have jumped into the real estate development business, turning once working port areas into marinas and condos. Another aspect is that port officials are often slow to see the historic or cultural significance or the potential of old warehouses.

**It should be noted that a Maritime Heritage Area would not guarantee success** in any of these preservation efforts. The entity would be run by a local non-profit, not the government, and no regulation whatsoever comes with it. It offers no protections, and it is not federally owned or operated (so property rights advocates can relax). Its leverage comes from creating a common purpose and awareness, opening an avenue for grant funding, and providing some strategic glue for tourism promotion. If a Heritage Area can't actually save anything, it might add something to the heritage protection tool kit by helping parlay maritime activity and legacy into another kind of money-maker.

Indeed, Ports and cities could see a Heritage Area as help in waterfront redevelopment in places like Tacoma, Everett, Olympia, Bremerton, and Seattle. The latter is already contemplating a massive revamp of its post-Viaduct downtown waterfront. The Maritime Heritage Area could help inform the planning and design process.

To be designated by Congress, the Heritage Area must be widely supported by locals. A steering committee that helped advise a feasibility study by the state Department of Archaeology and Historic Preservation included stakeholders as well as staffers from Congressman Jay Inslee's and Sen. Maria Cantwell's offices. To get the word out, the state's head of historic preservation, Allyson Brooks, is currently making presentations about the proposal and spreading the word on how to take the next-steps in establishing the zone. She'll be briefing members of the Seattle City Council on July 14.

*Knute Berger is Mossback, Crosscut's chief Northwest native. He also writes the monthly Gray Matters column for Seattle magazine and is a weekly Friday guest on Weekday on KUOW-FM (94.9). His new book, Pugetopolis: A Mossback Takes On Growth Addicts, Weather Wimps, and the Myth of Seattle Nice, has just been published by Sasquatch Books. You can e-mail him at [mossback@crosscut.com](mailto:mossback@crosscut.com).*

**View this story online at: <http://crosscut.com/2009/06/24/mossback/19070/>**

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### **Champlain Valley National Heritage Partnership**

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### **Crossroads of the American Revolution National Heritage Area**



## National Heritage Areas Contact Information

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**Delaware and Lehigh National Heritage Corridor,  
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**Erie Canalway National Corridor**

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Erie Canalway National Heritage Corridor  
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(518) 237-7000  
(518) 237-7640 fax  
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**Essex National Heritage Area**

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978-740-0444  
978-744-6473 fax  
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**Freedom's Frontier National Heritage Area**

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PO Box 526  
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785.865.4494  
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<http://www.freedomfrontier.org>

**Freedom's Way National Heritage Area**

John Ott, President

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mail@freedomsway.org  
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**Great Basin National Heritage Area**

Greg Seymour, Executive Director  
Great Basin Heritage Area Partnership  
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**Gullah/Geechee Cultural Heritage Corridor**

Emory Campbell, Chair  
Gullah Geechee Cultural Heritage Corridor  
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538 Spanish Wells Road  
Hilton Head, SC 29926  
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**Hudson River Valley National Heritage Area**

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Director, HRV National Heritage Area  
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**Illinois & Michigan Canal National Heritage Corridor**

Ana Koval, President & CEO  
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815.588.1101 fax  
akoval@canalcor.org  
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**John H. Chafee Blackstone River Valley  
National Heritage Corridor**

Jan Reitsma, Executive Director



**National Heritage Areas Contact Information**

Blackstone River Valley Heritage Corridor  
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**Journey Through Hallowed Ground National Heritage Area**

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C. 703.244.3347  
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**Kenai Mountains - Turnagain Arm National Heritage Area**

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**Lackawanna Heritage Valley**

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Lackawanna Heritage Valley  
Lackawanna Heritage Valley Authority  
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**Mississippi Delta National Heritage Area**

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**Mississippi Gulf National Heritage Area**

Tina Shumate  
Mississippi Department of Marine Resources

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Biloxi, MS 39530  
228-523-4122  
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<http://www.msgulfcoastheritage.ms.gov>

**Mississippi Hills National Heritage Area**

Mississippi Hills Heritage Area Alliance  
Kent Bain - Project Coordinator  
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662.844.1276  
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**Mormon Pioneer National Heritage Area**

Utah Heritage Highway 89 Alliance  
Monte Bona, Director  
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montebona@hotmail.com  
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**MotorCities National Heritage Area**

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**Muscle Shoals National Heritage Area**

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**National Aviation Heritage Area**

Anthony F. Sculimbrene, Director  
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**National Heritage Areas Contact Information**

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**National Coal Heritage Area Authority**

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PO Box 5176  
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304-256-6994 fax  
ccbailey@ntelos.net  
<http://www.coalheritage.org>

**Niagara National Heritage Area**

[www.nps.gov/nifa](http://www.nps.gov/nifa)

No management entity yet

**Northern Plains National Heritage Area**

Mr. Tracy Potter  
401 Main Street  
Mandan, North Dakota 58554  
701.663.4758

**Northern Rio Grande National Heritage Area**

Jose Villa  
Executive Director  
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(505) 753-0937  
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<http://www.nps.gov/history/heritageareas/AREAS/NO RG.htm>

**Ohio & Erie National Heritage Canal Way**

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330-434-5657  
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**Oil Region National Heritage Area**

Marilyn Black, Vice-President for Heritage  
Development

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**Quinebaug and Shetucket Rivers Valley National Heritage Corridor**

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**Rivers of Steel National Heritage Area**

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**Sangre de Cristo National Heritage Area**

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601 County Rd 12 South  
Alamosa, CO 81101

**Schuylkill River National Heritage Area**

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**Shenandoah Valley Battlefields National Historic District**

Beth Stern, Acting Executive Director





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**National Heritage Areas Contact Information**

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epstern@svbf.net  
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**Silos & Smokestacks National Heritage Area**

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319.234.4567  
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**South Carolina National Heritage Corridor**

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South Carolina Department of Parks,  
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Columbia, SC 29201  
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**South Park National Heritage Area**

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**Southwestern Pennsylvania Heritage Preservation  
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**Tennessee Civil War National Heritage Area**

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**Upper Housatonic Valley National Heritage Area,  
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**Wheeling National Heritage Area**

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**Yuma Crossing National Heritage Area**

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Date Created:	<b>July 7, 2009</b>
Drafted by:	<b>nw</b>
Sponsors:	<b>Ferguson</b>
Attachments:	

1 ..Title

2                   A MOTION supporting the proposal to designate  
3                   Washington’s coastline and Puget Sound a Maritime  
4                   National Heritage Area.

5 ..Body

6                   WHEREAS, Washington has a rich and varied maritime heritage, as described in  
7 the following excerpt from materials prepared by the Washington State Department of  
8 Archaeology and Historic Preservation: “There are stories here. Canoe cultures. The age  
9 of European exploration. Gray, Thompson, the Pacific Fur Company, Hudson’s Bay  
10 Company. Trade with Asia, shipped east on James J. Hill’s railroad. Oyster boats, fishing  
11 fleets, the mosquito fleet. Whaling ships from Grays Harbor to Westport. Canneries up  
12 and down the coasts. Steamers to the Klondike. Freighters, tankers, container ships.  
13 Bremerton, Everett and Bangor. Lighthouses and shipwrecks. Dozens of tribal groups and  
14 affiliations. The Alaska fleet, sheltered and repaired in protected Puget Sound waters.  
15 Salmon and more salmon, caught and dried and canned. Then, fewer and fewer salmon,  
16 stewarded and defended and celebrated. And always fishing, shipping, trading, and lives  
17 shaped by water. Washington’s Pacific and inland coast is a place where maritime dramas  
18 large and small helped to shape a nation,” and

19                   WHEREAS, the National Heritage Area designation has been created by  
20 Congress to recognize nationally-important natural, cultural, historic, and recreational

21 resources, and the designation of an area as a National Heritage Area requires an act of  
22 Congress, and

23 WHEREAS, there were 49 National Heritage Areas across the United States as of  
24 May 2009, but none on the West Coast, and

25 WHEREAS, the possible benefits of designation as a National Heritage Area  
26 include the following, as described by the Washington State Department of Archaeology  
27 And Historic Preservation: "Designation as a National Heritage Area can raise awareness  
28 of the quality and importance of local history, helping communities preserve their historic  
29 resources and share the story of their past. Increased heritage tourism provides economic  
30 benefits to heritage organizations, as well as restaurants, lodging, and other community  
31 businesses. Better coordination between heritage groups strengthens the ability to  
32 compete for grant funding. National Heritage Areas receive technical assistance from the  
33 National Park Service to support development and operations. In the past, National  
34 Heritage Areas have received some federal funding, although future funding of the  
35 program is uncertain," and

36 WHEREAS, there is no increased federal regulation associated with National  
37 Heritage Areas, and

38 WHEREAS, the area being studied for inclusion in a Washington State Maritime  
39 National Heritage Area extends along Washington's coastline north from Willapa Bay,  
40 through the Strait of Juan de Fuca, and around Puget Sound to the Canadian border, and  
41 extends into Seattle to include Lake Union, though those boundaries are subject to  
42 modification based on an ongoing feasibility study, and

43           WHEREAS, the feasibility study is being managed by the Washington State  
44 Department of Archaeology and Historic Preservation, with guidance by a steering  
45 committee assembled for this project. The steering committee includes representatives  
46 from tribes, local and state government, heritage organizations, and other interested  
47 stakeholders. The steering committee's ultimate recommendations will be guided by the  
48 results of the public outreach from the feasibility study, and

49           NOW, THEREFORE, BE IT MOVED by the Council of King County:

50           A. The King County council hereby expresses strong support for the proposal to  
51 designate Washington's coastline and Puget Sound a National Heritage Area.

52           B. The clerk of the council will send a copy of this motion to Governor Gregoire  
53 and to each member of Washington's congressional delegation.

54           C. The council thanks the staff of the King County Historic Preservation Program  
55 for its efforts to promote that designation and requests that it continue those efforts.