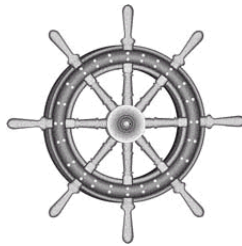


MARITIME HERITAGE SUMMIT

REPORT



Naval Reserve Center
South Lake Union, Seattle

May 7, 2004



ACKNOWLEDGEMENTS

Seattle Department of Parks and Recreation
Facility

Leonard Garfield, Executive Director, Museum of History & Industry,
Session Facilitation

Discovery Modelers Education Foundation
Refreshments

Dr. Raymond Ashley, Executive Director, San Diego Maritime Museum

Ken Bounds, Director, Seattle Department of Parks & Recreation

Lisbeth Cort, Executive Director, Washington Trust for Historic Preservation

Karen Daubert, Executive Director, Seattle Parks Foundation

Ken Johnsen, Shiels Oblatz Johnsen, Inc.

Jim Kelly, Executive Director, 4Culture

Honorable Peter Steinbrueck, Seattle City Councilmember

Rory Westberg, Deputy Regional Director, National Park Service, Pacific West Region
Presenters

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Editors

BACKGROUND & INTRODUCTION

In 2003, 4Culture, which has long been a funding and technical assistance partner of local heritage organizations, became increasingly concerned about the status of maritime heritage preservation activities in Seattle and King County. It had learned that the Maritime Heritage Foundation, a federation of local maritime heritage groups, had gone inactive, leaving a void of coordination and leadership in field of maritime preservation. At the same time, 4Culture staff saw a decline in grant application activity among maritime heritage groups, although their needs had, if anything, increased. In September, Jim Kelly, Executive Director of 4Culture, called attention to the issues facing maritime heritage groups in his monthly message for *e-News*, 4Culture's electronic newsletter for the cultural community. Kelly's message elicited a positive response from readers, including from the Seattle Support Office of the National Park Service, the Washington Trust for Historic Preservation and the Mayor's Office of Arts and Cultural Affairs, all of which offered their assistance in addressing the situation.

By early 2004, 4Culture staff learned that if there did not appear to be sufficient public interest and support for maritime heritage in the City, certain City funds previously allocated for improvements to the historic ships pier at South Lake Union Park in Seattle could be in some jeopardy due to Seattle's impending budgetary crisis. At the same time, they realized that development in the South Lake Union area was moving along quickly, and if an effort was not made to reorganize, nationally significant maritime heritage resources could be at risk and opportunities for public benefit could be lost. 4Culture, together with representatives of the Park Service, Washington Trust and Mayor's Office of Arts and Cultural Affairs decided to move forward together to sponsor a Maritime Summit on May 7th, during National Historic Preservation Week, to stimulate greater community awareness of the issues surrounding maritime heritage and to garner support for a new, collaborative effort to meet the common challenges facing maritime heritage groups.

The Summit was held on May 7th at the former Naval Reserve Center at South Lake Union and a total of 66 people representing a wide array of maritime stakeholders and other interested parties attended the all-day event. The proceedings were structured as focus group, albeit a large one, in light of the limited resources available to the Sponsors. Summit attendees worked out a vision for a Maritime Heritage Initiative that is described in the following pages. At the close of the Summit, attendees commissioned the sponsoring organizations to carry forward the task of requesting Seattle Mayor Greg Nickels to appoint a Task Force on Maritime Heritage, using Summit findings as background.

This Report provides a summary of the Summit attendees' findings on a common vision for a Maritime Heritage Initiative. Jim Kelly's *Message on Maritime Heritage Issues* has been included to reflect the context in which the Summit developed. Several appendices have been added in response to actions taken, or concerns raised, by the Summit.

SUMMIT VISION

The Major Vision Elements described below are the end result of the afternoon Summit visioning sessions facilitated by Leonard Garfield. Five Major Vision Elements were identified in plenary session with Attendees participating; they represent a synthesis of a larger number of components developed immediately before by four breakout groups of Attendees. All of the original large format flip chart & post-it notes created by the sessions are on file at the offices of 4Culture.

The **Major Elements** of the **Vision** developed by Attendees is as follows. According to Attendees, a **Maritime Heritage Initiative** should:

- Be a Sustainable Business
- Be a Destination Site & Hub
- Make Use of Relevant Historic Vessels
- Offer Authentic Educational Experiences
- Utilize Core Stories

The **Components** of the Vision described above, according to Summit Attendees, are that a Maritime Heritage Initiative should:

Sustainable Structure & Business Model

- Develop a Sustainable Organizational Structure & Business Model
- Undertake Fundraising From Diverse Revenue Sources
- Establish an Organizational Structure for Collaboration & Leadership

Operational Model

- Create a Maritime Center that is a Focused Destination for Tourists & Residents
- Establish a Maritime Heritage Area (Broad Vision, Large Area)
- Develop Interconnections to Other Sites, Both Land & Water
- Develop a Year 'Round Venue & Programming
- Make Seattle a Hub & Secure Satellite Locations
- Achieve Site Control for Moorage & Workplaces

Vessels

- Restore Historic Vessels both Operating & Non Operating
- Maintain a Diverse Range of Vessels that Illustrate Chosen Themes
- Get Working Vessels Out on the Water

Programming

- Develop Experiential Programming with Hands-On History
- Include Static & Dynamic Displays
- Involve Working Seafarers
- Include Strong Educational Component & Experiential Opportunities for Students & Youth
- Develop Outreach to All People, Cultures & Ages Through Interpretation, Exhibits, Activities & Experiences
- Relate Activities to Culture, Community & Commerce

Stories

- Develop a Themed Approach, i.e., Stories of Native Americans, First Contacts, Exploration, Commerce, Puget Sound Environment, Ship Building, Preservation/Stewardship, Fisheries & Recreation

OTHER SUGGESTED ACTIONS

The suggested actions listed below are also synthesized from the reports of the four groups in afternoon Summit breakout sessions facilitated by Leonard Garfield. Findings of the Attendees have been categorized here for convenience.

According to Summit Attendees, a Maritime Heritage Initiative should:

Planning & Development

- Develop Conservation & Preservation Plans for Vessels, Collections & Resources
- Develop a Fundraising & Development Plan or Business Plan/ & Road Map to Get to Objectives
- Secure Adequate Resources & Funding for Ships & Vessels

Leadership

- Create a Task Force & Attract & Energize Community Leadership
- Raise Credibility with Visible & Connected Leadership
- Develop Cooperative, Broad & Committed Community Involvement
- Secure Political Buy-In & Support, Particularly the City's
- Call on the Governor to Declare a Maritime Heritage Month

Organization

- Study the '62 World's Fair as a Model for Mobilization
- Create a Major Initiative for a Maritime Heritage Alliance or Task Force
- Launch a Campaign to Develop Mission, Vision & Purpose for Resources & Planning
- Collaborate to Form One Cohesive Organization or Campaign that Includes Public/Private Sector Elements of Business/Government (all Levels), etc.
- Develop a Management Entity for Maritime Heritage Activities
- Develop a Centralized Organization
- Trade Control for Support

Other Matters

- Develop Multiple Exhibit Sites, Satellites & Connections to Other Water Resources, i.e., Port Townsend, Anacortes, etc.
- Incorporate a Maritime Museum – as a Centerpiece & Tourist Draw
- Undertake a Healing Process
- Find a New Name for South Lake Union Park
- Involve a Strong Retail Element
- Develop as a Working Port
- Promote Cooperation Among Maritime Groups by Holding Special Events Together
- Engage Residents & Visitors with Authentic Resources
- Provide Rentals on a Small Scale
- Develop Water Trails with Exhibits & Interpretation
- Develop Maritime History Tours with Interpretation to Start at the Airport
- Develop a Seamless Web of Tours, Education Programs & Entertainment Activities
- Employ Paid Staff

REGIONAL RESOURCES FOR MARITIME HERITAGE

The assets listed below represent regional resources identified by Summit Attendees at the morning session facilitated by Leonard Garfield. Attendee findings have been categorized for convenience.

Commerce

Active, Working Waterfronts with Skills
Businesses & Population on Waterfront
Central Waterfront
Convention Center
International Airport (Lake Union)
Jensen Motorboat Company
Link to Fisheries Industry
Living Cruise Experiences
Major Cruise Lines (Holland America, etc.)
Maritime Businesses & Publishing
Port of Seattle
Professional Sports Teams
Recreational & Commercial Divers
Shipyards (Lake Union Drydock, Todd, Etc)
Seattle Convention & Visitors Bureau
Tour/Excursion Boats
Tugboat Companies
Yacht Sale Showrooms

Community

Alki Point
Bridges
Classic Yacht Association
Coast Guard
Elected Officials
Environmental Programs
Ferry System
Fresh Water Storage
Government Locks
Government Resources
Growing Job Skills
Houseboat Communities
Interconnected Waterways
King County Metro Dock
Labor Movement & ILWU
Lake Union/Interconnected Waters
Private Boat Ownership
Puget Sound Naval Shipyard
Sister Port Cities
Soviet Sub
Street Ends/Waterways
Surplus Naval Vessels
Thea Foss Waterway Development, Tacoma
Trade School Programs
Trolley Connections
United Way Consulting Service
U.S. Navy Youth Maritime Training
University of Washington Ocean Science
Various Small Boat Associations
Water Trails

Waterfront City Parks
Waterfront Neighborhoods
Yacht Clubs
Youth Programs/Sea Scouts

Culture

Association of King County Historical Organizations (AKCHO)
Aquarium
Center For Wooden Boats Activities
Folklife Festival
4Culture
4 National Historic Landmark Vessels (Duwamish, Swiftsure, Arthur Foss & Virginia V)
Hydroplane & Race Boat Museum
Festivals (4th of July)
Historic Photos
Historical Role as Center for Trading
History of Lake Union
Historylink.Org
Hotel-Motel (Lodging) Tax
Klondike Seattle
Lighthouses
Link to Nordic Heritage
Marine & Related Folk Arts
Maritime Related Documents/Archives
Maritime Writers
MOHAI & Collections
National Register Vessels (Wawona, Zodiac, etc.)
Native Boats & Skills
Native Canoe Journeys
Naval Reserve Center
Music Program
Northwest Schooner Society
National Park Service
Northwest Seaport, Shipyard Equipment & Working Buildings
Odyssey Maritime Center
Olympic Sculpture Park Proximity
Pacific Science Center
Port Townsend Maritime Center
Puget Sound Maritime Historical Society & Museum
Regional Maritime Heritage Organizations
Ship Model Organizations
Skilled Artisans
Tribal Nations
Volunteers

SUMMIT ATTENDEES

Name		Organization
Jim	Kelly	4Culture
Warren W.	Buck	4Culture Board of Directors
Karen	Klett	AKCHO
Betsy	Davis	Center for Wooden Boats
	Saaduuts	Center for Wooden Boats
Dick	Wagner	Center for Wooden Boats
Beth	Chave	City of Seattle Historic Preservation Program
David	Allen	Coastal Heritage Alliance
Mike	Vlahovich	Coastal Heritage Alliance
Judy	Romeo	Discovery Modelers Education Foundation
Colleen	Wagner	Discovery Modelers Education Foundation
Charles	Payton	Heritage 4Culture
Todd	Croteau	Historic American Engineering Record
John	Chaney	Historic Seattle
Allen	Stein	HistoryLink
Julie	Koler	King County Historic Preservation Program
Tim	Clancy	King County Real Estate Services
Chris	Kirk	Kirk & Associates, LLC
Don	Johnson	Kreielsheimer Foundation
Raymond	Ashley	Maritime Museum of San Diego
Joseph	Follansbee	Maritime Volunteer
Wayne	Palsson	Maritime Volunteer
Dan	Roberts	Maritime Volunteer
Alice	Winship	Maritime Volunteer
Michael	Killoren	Mayor's Office of Arts and Cultural Affairs
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Leonard	Garfield	Museum of History and Industry
Hank	Florence	National Park Service, Pacific West Region
Gretchen	Luxenberg	National Park Service, Pacific West Region
Rory	Westberg	National Park Service, Pacific West Region
Dave	Robison	Northwest Maritime Center
Gary	Ritzman	Northwest Seaport
Bob	Sittig	Northwest Seaport
Karl	Mehrer	NW Schooner Society Schooner Zodiac
Michael	Bittner	Odyssey Maritime Discovery Center
Chuck	Fowler	Pacific Northwest Maritime Heritage Council
Pat	Hartle	Pacific Northwest Maritime Heritage Council
Flo	Lentz	Preservation 4Culture
Jim	Hopper	Preservation 4Culture Advisory Committee
Carol	Tobin	Preservation Consultant
Loren	Herrigstad	Puget Sound Fireboat Foundation

Lisle	Rose	Puget Sound Fireboat Foundation
John	Rose	Puget Sound Fireboat Foundation
Horton	Smith	Puget Sound Fireboat Foundation
George	Todd	Sailing Heritage Society
Kate	Richardson	San Francisco Maritime National Historical Park
Peter	Steinbrueck	Seattle City Council
Loan	Nguyen	Seattle City Council, Office of Councilmember Della
Virginia	Wilcox	Seattle Landmarks Preservation Board
Ken	Bounds	Seattle Parks and Recreation
Colleen	Browne	Seattle Parks and Recreation
Victoria	Schoenburg	Seattle Parks and Recreation
Karen	Daubert	Seattle Parks Foundation
Tracey	Wickersham	Seattle Convention & Visitors Bureau
Ken	Johnsen	Shiels Oblatz Johnsen, Inc.
Geoff	Ball	Sound Experience
Michael	Foley	Steamer Virginia V Foundation
Scott	Morris	Steamer Virginia V Foundation
Jo Ann	O'Conner	Steamer Virginia V Foundation
Michelle	Sanidad	United Indians of All Tribes
Lance	Davisson	WA State Department of Natural Resources
Rex	Thompson	WA State Department of Natural Resources
Allyson	Brooks	WA State Office of Archaeology and Historic Preservation
Donovan	Gray	WA State Office of Archaeology and Historic Preservation
Lisbeth	Cort	Washington Trust for Historic Preservation
Cathy	Wickwire	Washington Trust for Historic Preservation



Maritime Heritage Summit

Friday, May 7, 2004

Naval Reserve Center, Officers' Club Room

South Lake Union Park

860 Terry Avenue North, Seattle

AGENDA

9 a.m. Welcoming Remarks

- Jim Kelly, Executive Director - 4Culture
- Peter Steinbrueck, Seattle City Council
- Rory Westberg, Deputy Regional Director - National Park Service, Pacific West Region, Seattle

Goals for the Day

Lisbeth Cort, Executive Director - Washington Trust for Historic Preservation

9:30 a.m. Keynote Presentation

Dr. Raymond Ashley, Executive Director - Maritime Museum of San Diego

10:30 a.m. Break

10:45 a.m. Current Planning at South Lake Union

- Ken Johnsen - Shiels Oblatz Johnsen, Inc.
- Ken Bounds, Superintendent – Seattle Parks and Recreation
- Karen Daubert, Executive Director – Seattle Parks Foundation

11:30 a.m. Roundtable Discussion: Current Asset Inventory

Leonard Garfield (Facilitator), Executive Director - Museum of History and Industry

Noon Break for Lunch -- aboard the *Steamer Virginia V*, Nat'l Historic Landmark

12:15 pm – depart for Metro Dock at North Lake Union; 1:15 pm – return

1:30 p.m. Group Discussions

- **The Future of Maritime Heritage in Seattle/King County**
- **Identifying Challenges Ahead**

Leonard Garfield, Facilitator

3:00 – Roundtable Discussion: Next Steps

3:30 p.m. Leonard Garfield, Facilitator

MESSAGE ON MARITIME HERITAGE ISSUES

4Culture e-News, September 2003

There has been some unfortunate press coverage recently about challenges facing maritime heritage resources and organizations. The pending auction of the historic ferry Kalakala, the bankruptcy proceedings involving the Kalakala Foundation, and the possible dissolution or reorganization of the Maritime Heritage Foundation, which was spearheading the development of a Maritime Heritage Center at South Lake Union, have made the news in recent months and have brought the challenges to our maritime heritage resources into sharp focus.

Our region developed in the late 1800s because of the dynamism of our maritime industries - fisheries, shipbuilding, and maritime transport. No authentic, comprehensive history of our region can ignore these contributions.

Fortunately, we have several non-profit heritage organizations dedicated to the task of preserving significant remnants of our maritime history: the Virginia V Foundation (the last remaining steamboat from the Mosquito Fleet); Northwest Seaport, preserving the *Swiftsure* (a lightship), the *Arthur Foss* (a tugboat), and the *Wawona* (a lumber and cod fish schooner); the Center for Wooden Boats (preserving small craft heritage); the Shipping and Railway Heritage Trust, focusing on the *Duwamish* (a fireboat built at Richmond Beach); and the Schooner Martha Foundation. In fact, in all of King County, there are only seven National Historic Landmarks (the highest possible level of designation), and five of them are vessels. That is an indication of how important the preservation of our maritime heritage really is.

These are difficult times for cultural organizations, but no sector of the cultural community has been harder hit or is more threatened than that of maritime heritage.

The issues are not difficult to understand:

- Historic vessels are expensive to restore and maintain;
- Moorage sites are increasingly hard to secure anywhere in these waters; it has taken decades to come to consensus that South Lake Union is the preferred location for maritime heritage interpretation, recreational and educational facilities;
- Working places needed by maritime groups and their dedicated volunteer staffs to restore and maintain vessels have been even tougher to acquire, but we cannot do without them;
- Our maritime heritage resource base is significant at a regional and national level, but the preservation task has been left for the most part to small, local maritime heritage

organizations without sufficient financial resources;

- Dedicated grant revenues for heritage organizations, including maritime heritage groups, have only been available since 1990 from King County's hotel-motel tax revenues and since 1997 from Washington State. These existing sources alone are simply inadequate to get the job done.

That is not to say that public agencies and private foundations have not helped. They have, and in highly significant ways. The City of Seattle has been, and continues to be, very supportive of a maritime center at south Lake Union. The State has also assisted by allocating funds from its Capital Projects for Washington's Heritage Grant Program, through the Washington State Historical Society. King County and the CDA have understood these challenges and have consistently responded with grant support for maritime projects.

But it is time for something more: A task force should be established to examine the challenges and propose solutions. New leadership, community support, and a vision for integrating maritime heritage more fully into community cultural planning are imperative if we are to succeed in preserving vessels and artifacts that are integral parts of this community's character.

From the very beginning, Seattle and King County have been a gateway to the world. Maritime heritage is part of our community identity -- its heart and soul. We cannot share the story of our community with visitors and future generations without these essential cultural resources.

Jim Kelly
Director

APPENDIX A

INTERIM WORK PLAN ELEMENTS

June 2004

The following summarizes interim work plan activities and elements for the Maritime Heritage Summit Sponsors and the proposed Steering Committee as conducted or proposed to date.

- Prepare findings from the Summit sessions based upon flip charts, post-its and notes as a component of the interim report to Summit Attendees
- Respond to calls, e-mails and letters from those attending, as well as those who didn't; collect advice and feedback for potential use in task force development.
- Attend North Lake Union (NLU) Stakeholders group meetings convened by County on disposition of several NLU properties including the Metro Dock, now temporary moorage for the *Zodiac*, and incorporate a summary of activities in the Summit report.
- Finalize an op-ed piece for *The Seattle Times*
- Convene meeting(s) of the Sponsors to outline work plan for the ongoing Maritime Heritage Initiative, including recruitment of additional individuals for a Steering Committee
- Convene meeting(s) of the Steering Committee to prepare a proposal to the Mayor
- Continue to communicate to Summit Attendees and other stakeholders
- Present the proposal to the Mayor
- Convene and provide staff support for the Task Force as required
- Develop and distribute a final report of the Task Force and develop public relations materials as required
- Mobilize community support for the Maritime Heritage Initiative

APPENDIX B

MAJOR VESSELS: IMMEDIATE THREATS

May 2004

The following is a brief summary of the immediate challenges and threats faced by the five major vessels in Seattle's historic fleet. This information was gathered through telephone interviews with vessel representatives as a follow-up to the maritime summit. It represents only a first step in a comprehensive needs assessment for the entire maritime heritage community.

Tugboat Arthur Foss

The non-profit group Northwest Seaport is the long-time steward of the *Arthur Foss*. She is currently moored at South Lake Union Park just west of the Naval Reserve Building. The group recently matched a \$150,000 "Save America's Treasures" grant and is nearing completion of restoration work on the decks. According to NW Seaport officials, in the immediate and mid-term future supporters of the *Foss* must:

- Finish the decks and paint the hull (a newly proffered grant of \$15,000 must be matched dollar for dollar)
- Reinstate operational insurance (now estimated at \$20,000 or more per year), so that revenue-generating excursions can be started up again
- Secure long-term moorage at a visible, publicly accessible location

Lightship Swiftsure

Renamed the Lightship *Swiftsure* in 1995, this steel-hulled vessel is also part of Northwest Seaport's important collection. Her current berth at South Lake Union Park is also uncertain. NW Seaport leaders say the most pressing needs of the *Swiftsure* are to:

- Raise \$200,000 to match a year-2000 TEA-21 grant of \$530,000 before the WA State Department of Transportation withdraws the funds
- Make her steam plant operable again with the repair of two steam boilers
- Secure long-term moorage at a visible, publicly accessible location

Schooner Wawona

The *Wawona* is highly visible at its berth at South Lake Union, next to the Center for Wooden Boats. Her condition reflects the enormous challenge of keeping up with restoration, repair, and year-round maintenance on a wooden vessel. Despite all that has been accomplished, including new rigging and starboard side restoration, *Wawona* is perhaps the most immediately threatened of all Seattle's large ships. According to NW Seaport, she needs:

- A broad public awareness campaign
- A coat of paint to improve her immediate appearance

- Port side planking and big timber work - industrial activity that is not allowed at South Lake Union Park
- Secure, long-term moorage in a visible and publicly accessible location

Fireboat Duwamish

The Fireboat *Duwamish* is owned and maintained by another small, all-volunteer, non-profit organization, the Puget Sound Fireboat Foundation. She too is temporarily moored at South Lake Union in full view of visitors to the park. The *Duwamish* faces several severe and immediate challenges to:

- Repair the starboard engine, estimated at \$39,600, to enable revenue-generating activities away from the dock
- Raise funds to get the vessel fully operational, requiring shipyard work on the propulsion plant and pumping plant, and hull restoration at an estimated cost \$490,000
- Secure long-term moorage at a visible, publicly accessible location

Steamer Virginia V

The *Virginia V* is a familiar site on the waters around Seattle. She is owned and operated by the Steamer Virginia V Foundation. The vessel has been thoroughly rehabilitated, and is open for business with new educational programs under development. The *Virginia V* is currently moored at the H.C. Henry Dock at Chandler's Cove. Despite her many successes, the *Virginia V* still faces daunting challenges. According to her general manager, the foundation must:

- Raise funds and write grants to re-plank the bottom of the boat, at a cost of \$700,000 - the Coast Guard says this must occur by 2005
- Secure long-term moorage in a visible, publicly accessible location
- Secure moorage for winter work

APPENDIX C

REPORT ON THE METRO DOCK, NORTH LAKE UNION

June 2004

Access to long-term moorage and site control is one of the most formidable challenges facing the Maritime Heritage Community of Seattle and King County. Without it, organizations that are stewards of historic vessels often lack the ability to provide public access to resources, fundraise, meet grant program eligibility or engage in essential earned income producing activities. The long-term prognosis of any such organization's revenue generation attempts is far from optimal.

Those South Lake Union sites that are currently under consideration for use by historic vessels are simply inadequate -- under any scenario -- to provide the stable moorage and working places needed to repair, maintain and display the fleet of irreplaceable historic vessels now in our waters, and the attrition of historic vessels is already underway. There are currently too few sites that can be used to display and work on historic vessels anywhere in King County.

Over the past few years, the Northwest Schooner Society, which operates the *Schooner Zodiac* for public benefit, has had a lease and/or access to a moorage site at the north end of Lake Union. It is known as the "Metro Dock," because it is owned by Metro Transit, a part of the King County Department of Transportation.

Maritime Heritage groups have long identified the Metro Dock site as a potentially valuable location for vessel repair, storage and public programs. Such uses of the Dock were endorsed by the King County Landmarks and Heritage Commission and the Association of King County Historical Organizations in 2001. Individual Maritime Heritage organizations, 4Culture and the Seattle Department of Parks and Recreation have also lent their support to the proposed maritime heritage uses of the Metro Dock in recent months. Maritime Heritage Summit Attendees viewed the Dock on May 7th because of its high relevance to the effort to preserve historic vessels.

The Metro Dock is currently the subject of a public process involving a North Lake Union (NLU) Stakeholders Group convened by the County to determine how the Metro Dock and two other parcels of property in the area just west of Gasworks Park should be managed. The NLU Stakeholders Group is composed of residents and other stakeholders from the Wallingford area of Seattle, a number of whom have been engaged in activities to update the neighborhood component of the City of Seattle's Comprehensive Plan. The process is of some concern and urgency, because of the County's ongoing budgetary crisis, and because government agencies are required to receive adequate consideration from the use or sale of any property they surplus. Metro Transit owned properties are especially problematic for potential re-users because assets owned by Metro are considered part of an "enterprise fund," the proceeds from the use or sale of which can only be used for Metro related activities, rather than general fund purposes of King County government.

The NLU Stakeholders group will examine issues relating to disposition of the sites and develop a report with recommendations that will be submitted to the King County Council late this summer or early this fall. Council action on such recommendations could be crucial to the future of maritime heritage preservation in the region.