

RESOLUTION NO. 2692

A RESOLUTION of the Port Commission of the Port of Seattle, Washington, amending the Comprehensive Scheme of Harbor Improvements and Industrial Development for the Lower Duwamish Industrial Development District authorizing the acquisition of specific real property situated within said Comprehensive Scheme.

WHEREAS, the voters of King County, pursuant to the provisions of enabling legislation adopted by the Legislature of the State of Washington, Chapter 92, Laws of 1911, RCW 53.04.010, authorized and approved at a special election held in King County on the 5th day of September, 1911, the formation of a Port District coextensive with King County to be known as the Port of Seattle ("the Port"); and

WHEREAS, the Port of Seattle was thereupon established as a Port District and has since been and now is duly authorized and acting Port District of the State of Washington; and

WHEREAS, the Legislature of the State of Washington by Chapter 73, Laws of 1955, RCW Chapter 53.25 authorized the Port Commission to create industrial development districts within the Port District and to define the boundaries thereof and to establish comprehensive schemes of harbor improvements and industrial developments for such district; and

WHEREAS, the Lower Duwamish Industrial Development District Comprehensive Scheme of Harbor Improvements and Industrial Development was heretofore adopted by the Port Commission of the Port on September 14, 1962, by Resolution No. 2111, which said industrial development district scheme has been subsequently amended in a manner provided by law; and

WHEREAS, the Port of Seattle owns property within an area of land designated Terminal 115 which land is within the Lower Duwamish Industrial Development District Comprehensive Scheme of Harbor Improvements and Industrial Developments (also referred to as "Unit 20"); and

WHEREAS, the Port is faced with the need to increase land area due to accelerated projections in containerized, barge, freeze, and other cargo; and

WHEREAS, existing terminal facilities of the Port are not adequate to meet such increased demand and the Port must proceed promptly with development of increased capacity to handle containerized, barge, freeze, and other cargo to meet said increased demand; and

WHEREAS, the Port has determined that the Terminal 115 site is particularly suited and thus in the best location for the further development of a marine terminal for containerized, barge, freeze, and other cargo to meet said projected demand for the following, among other, reasons:

1. The use of this area will permit the further expansion of docking facilities immediately adjacent to the present Terminal 115 facility.

2. Sufficient flatland is available as back up area to provide an economically-sized terminal facility, allowing for more efficient operations; and particularly to provide for a site for a proposed cold storage facility to be used in conjunction with shipborne movement of freeze cargo through this area;

3. The use of this site as a terminal for containerized, barge, freeze, and other cargo will be compatible with existing industrial development and terminal developments of the Duwamish Waterway;

4. The location will be adequately served by rail and by industrially-oriented street systems;

5. This additional area will provide an essential key facility linked with other Port facilities by transportation networks so as to provide a smooth-flowing, high-capacity cargo system; and

WHEREAS, additional land must be acquired for the proposed development of Terminal 115 in addition to that already owned by the Port; and

WHEREAS, the Port now has a need to acquire the immediate use and possession of the premises shown and legally described in Exhibit A (the "Exhibit A Premises" - Drawing PM 115-3) attached hereto and by this reference incorporated herein; and

WHEREAS, the Port has the power under and by virtue of the Constitution and the laws of the State of Washington and particularly the laws of 1955 Chapter 73 and amendments thereto to acquire lands necessary in the development, improvement, ownership, construction and operation of marine terminals and related utilities and facilities; and

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Port is hereby directed to acquire by negotiated purchase, and/or by eminent domain proceedings if necessary, certain real property in the City of Seattle, County of King, State of Washington described and shown in the Exhibit A Premises.

2. The acquisition of the real property shown and described in the Exhibit A Premises is for public uses and purposes as follows:

(a) To meet the present and reasonably foreseeable needs of the Port in the development, improvement and construction of facilities related to the operation of a marine terminal for containerized, barge, freeze and other cargo and related utilities and facilities necessary and convenient for the full, complete, and economical maintenance and operation of such a marine terminal installation.

(b) To serve the public convenience and necessity and preserve the peace, security and safety of the people residing within the jurisdiction of the Port of Seattle and of the State of Washington.

3. BE IT FURTHER RESOLVED, that the Executive Director or his designee is hereby authorized and directed to execute all necessary measures required to carry out the provisions of this resolution.

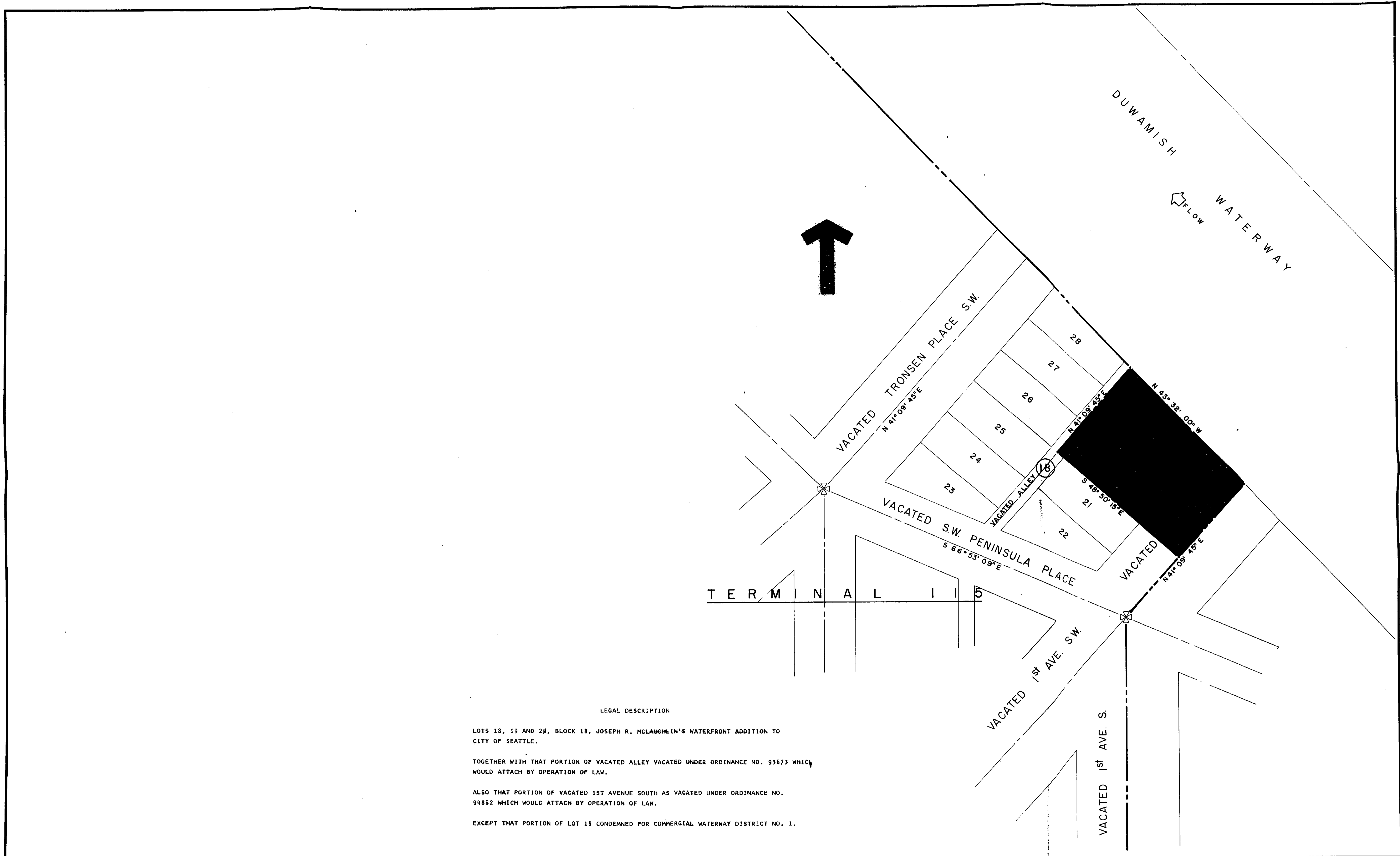
ADOPTED by the Port Commission of the Port of Seattle at a regular meeting thereof held this 26th day of September, 1977, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission duly affixed.

(S E A L)

*Mark J. Dalby*  
*Jack B. Blum*  
*Henry T. Simonson*

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LEGAL DESCRIPTION

LOTS 18, 19 AND 28, BLOCK 18, JOSEPH R. MCLAUGHLIN'S WATERFRONT ADDITION TO CITY OF SEATTLE.

TOGETHER WITH THAT PORTION OF VACATED ALLEY VACATED UNDER ORDINANCE NO. 93673 WHICH WOULD ATTACH BY OPERATION OF LAW.

ALSO THAT PORTION OF VACATED 1ST AVENUE SOUTH AS VACATED UNDER ORDINANCE NO. 94862 WHICH WOULD ATTACH BY OPERATION OF LAW.

EXCEPT THAT PORTION OF LOT 18 CONDEMNED FOR COMMERCIAL WATERWAY DISTRICT NO. 1.

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