

4

RESOLUTION NUMBER 17.

- 0 -

A RESOLUTION of the Port Commissioners of the Port of Seattle adopting a comprehensive scheme of harbor improvement in the Port District of the Port of Seattle.

BE IT RESOLVED by the Port Commission of the Port of Seattle as follows:

Section 1. That the Port Commission of the Port of Seattle does hereby officially adopt a comprehensive scheme of harbor improvement in the Port District of the Port of Seattle, after having had a public hearing thereon after ten (10) days' notice thereof published in a daily newspaper of general circulation in said Port District, as follows:

General Features: The acquirement, construction, maintenance, operation, development and regulation of a system of harbor improvement and rail and water transfer facilities within the port district of the Port of Seattle.

and Terminal

These general features to be accomplished by the acquisition of such tracts of land, with the adjacent shore or tide lands, and leasehold interests in adjacent harbor area as may be found necessary or convenient, and by the acquirement therewith or construction thereon of piers, quays, slips, gridirons, wharves, boat landings, warehouses, storehouses, elevators, grain bins, cold storage plants, lumber yards, coal bunkers and oil tanks, together with modern appliances for the economical handling, storing and transporting of freight and handling of passenger traffic; also the construction of railway and terminal tracks and yards and the equipment and operation of the same so as to accomplish the convenient and economical transfer of freight between ship and railway and to and from warehouse, storehouse or factory, to or from rail or sea, also the acquirement or construction and operation of ferry boats, tug boats, scows, bridges, subways, tramways, cable ways and conveyors to be operated in connection with the foregoing.

The particular features of the plan, so far as developed and which, in connection with the foregoing general features and general method of accomplishment of the same, constitute said comprehensive scheme of harbor improvement, consist of the following parts, designated as units, to-wit:

UNIT 1. For the accommodation of over-seas shipping, the acquirement of all water front lands and harbor area leases, lying along the east margin of Smith's Cove Waterway, between West Wheeler Street and the outer harbor line, and the construction, maintenance and operation, by lease or directly, on the same of a pier with warehouses, storehouses, cold storage plants, coal bunkers, grain bins, elevators, oil tanks and freight and passenger sheds, with all proper facilities for the accommodation, storing, hauling and shipping of lumber, with the necessary equipment and appliances, also a car-ferry, gridiron, and railroad tracks and equipment of same, also the necessary dredging for said pier and slips and berthing places.

UNIT 2. For the accommodation of over-seas shipping, the acquisition of tracts of land on the east side of the east waterway, between Lander street and the north side of block seven of the Seattle Dock Company's Replat of block 369, Seattle Tide Lands, and the construction, maintenance and operation, by lease or directly, on the same of either slips or quays with grain bins, warehouses, storehouses and elevators for the handling and transferring of freight, also passenger accommodations, overhead bridges; also rail and water transfer and terminal facilities in connection therewith; also the necessary dredging for said slips and berthing places along said quays.

Resolution No.17--2.

UNIT 3. For the accommodation of over-seas shipping, the acquisition of a tract of land lying on the south shore of Salmon Bay, in unplatted Reserve "A" of Gilman's Addition, and in blocks 3 and 5, Seattle Tide Lands, lying immediately to the westward of the right of way of the Great Northern Railway and the west line of Fifteenth Avenue West, produced north, containing about 36 acres, or so much of said tract as may be found to be necessary, and the construction, maintenance and operation thereon, by lease or directly, of the following improvements, to-wit: A quay with warehouses and storehouses thereon along the western margin of said tract, with a frontage of about 1,200 feet; a pier near the center of said tract about 1,000 feet in length, projecting northward; a quay near the easterly margin of said tract, with a frontage of about 1,000 feet; a car ferry landing and gridiron upon the extreme easterly margin of said tract, and grain bins, warehouses, storehouses, elevators, overhead bridges, cold storage plants, railway tracks and equipment in connection with such quays, pier, ferry landing and gridiron; also the necessary dredging for slips and berthing places.

UNIT 4. For the accommodation of coastwise and local shipping traffic, the acquirement of tracts of land with lease of harbor area fronting same, situate on the central water front of the city of Seattle, between Washington and Harrison Streets, with any structure or structures situate thereon, and the construction or reconstruction, extension, maintenance and operation, by lease or directly, of piers or quays thereon with warehouses, storehouses, cold storage plants, grain bins, elevators, coal bunkers, oil tanks and rail and water transfer and terminal facilities, with all necessary over-head bridges and roadways.

UNIT 5. For the accommodation of Lake Washington shipping traffic, the construction, maintenance and operation, by lease or directly, of a ferry boat, the acquisition of a landing site for same on the west shore of said lake near the foot of Yesler Way, and the acquisition of one or two landing for same on the east shore of said lake, one at or near Medina, the other at or near Bellevue, as the Port Commission may find to be necessary, and the construction, maintenance and operation upon said sites of stations and equipment for the handling of freight and passenger business.

UNIT 6. For the accommodation of Lake Union shipping traffic, the acquisition of a tract of land on the west side of waterway No. 4 at the south end of Lake Union, and the construction, maintenance and operation, by lease or directly, thereon of a motor boat, ferry and car ferry landing with the necessary approaches and railway connections thereto.

UNIT 7. For the accommodation of over-seas, coastwise and local shipping traffic, the acquisition of a tract of land with lease of harbor area fronting same on the northerly portion of Harbor Island, the same being the island situate between the east and west waterways, and the construction, maintenance and operation, by lease or directly, thereon of piers, wharves, warehouses, storehouses, lifts, elevators, cold storage plants, coal bunkers and oil tanks, also all necessary appurtenances and appliances for the handling of freight and passenger traffic, and railroad tracks and yards, and equipment thereof and all other necessary or convenient rail and water transfer and terminal facilities, including ferry and car ferry landings, gridirons, bridges, subways, tramways, cable ways, conveyors, ferries, tug boats, scows, and all other appurtenances, equipment and appliances of whatsoever sort or kind necessary or convenient for the full, complete and economical accomplishment of such maintenance and operation, also the necessary dredging for slips and berthing places.

Adopted by the Commissioners of the Port of Seattle in open session this 7th day of February, 1912, and signed by its proper officers in authentication of its passage on the same day

Attest:

Robert Bridges
Secretary of the Port Commission

William H. ...
President of the Port Commission
of the Port of Seattle.

PC