

Resolution No. 2541

A RESOLUTION of the Port Commission of the Port of Seattle amending Units 4 and 20 of the existing Comprehensive Scheme of Harbor Improvements and Industrial Development of the Port of Seattle for the Lower Duwamish Industrial Development District to provide for improvements as constructed and proposed to be constructed at the Pier 86 Grain Terminal, and to provide for property proposed to be deleted from said Scheme at Piers 36 and 37 and at Terminal 115.

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, R.C.W. 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; and

WHEREAS, the Port of Seattle was thereupon established as a Port District and has since been and now is a 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, R.C.W. Chapter 53.25 has authorized the Port Commission to create industrial development districts within the Port District and define the boundaries thereof and to establish comprehensive schemes of harbor improvements and industrial developments for such districts; and

WHEREAS, Port Commission Resolution No. 2111 duly established a Comprehensive Scheme of Harbor Improvements and Industrial Development for the Lower Duwamish Industrial Development District which Scheme has been subsequently amended by Port Commission Resolution No. 2232 and other Resolutions; and

WHEREAS, following notice duly published in accordance with law on August 15 and 16, 1974, an official public hearing was held August 27, 1974 at which the Port Commission heard

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from all persons desiring to speak with regard to all questions, including environmental considerations, as to the adoption or rejection of the amendments provided for below to the existing Comprehensive Scheme of Harbor Improvements and Industrial Development of the Port of Seattle for the Lower Duwamish Industrial Development District; and

WHEREAS members of the Port Commission at said public hearing viewed maps, plans, and other data indicating the proposed amendments to said Comprehensive Scheme, which maps, plans, and other data were and are now on file in the office of the Port Commission; and

WHEREAS, the members of the Port Commission have discussed and considered the proposed amendments in the light of the comments made by members of the public at the public hearing;

NOW, THEREFORE, BE IT RESOLVED that the following amendments are hereby adopted to existing Units 4 and 20 of the Comprehensive Scheme of Harbor Improvements and Industrial Development of the Port of Seattle for the Lower Duwamish Industrial District:

1. Unit 4 of the above-mentioned existing Comprehensive Scheme with regard to the Port of Seattle Grain Terminal facilities at Pier 86 provided for in Port Commission Resolution No. 2232 (and shown on Port Drawing No. 50-1 accompanying said Resolution) referred to from this date forward for administrative purposes as Unit 20 pursuant to Resolution No. 2476 is hereby amended by the adoption and approval of Port Drawing No. 86-7406-C-1 attached hereto and made a part of this Resolution No. 2541 as Exhibit A hereto. This Exhibit A shall supersede to the extent inconsistent the provisions of said Port Drawing No. 50-1 accompanying Port Commission Resolution No. 2232. In particular, the Port Commission of the Port of Seattle hereby approves and makes part of said Comprehensive

Scheme the as-built configurations of the silo complex, transfer and shipping galleries, and railroad tracks and facilities shown as constructed on Exhibit A, and hereby provides for the utilization of portions of the premises of the Grain Terminal for a scenic pathway for pedestrians and a scenic pathway for bicyclists as generally shown on Exhibit A, the pathways together with adjacent scenic plantings and landscaping having an over-all width of not in excess of 75 feet. These scenic pathways shall be owned by the Port and may be made available (but shall not be dedicated) by the Port for use by the public to the extent and in manners consistent with efficient operation of the Grain Terminal by the Port, its lessees, and invitees. These scenic pathways and plantings shall be substantially as shown and located on Exhibit A, and the locations thereof may be changed from time to time within the general area shown on Exhibit A if required for the efficient operation of the Grain Terminal. The provisions in the Comprehensive Scheme for these scenic pathways herein provided for shall replace and supersede the provisions in Port Commission Resolution No. 2232 and shown in blue on Exhibit A thereto for a north-south strip of land 50 feet wide to be dedicated by the Port to the City of Seattle for general street use in manners not subject to regulation by the Port.

2. Unit 20 of said Comprehensive Scheme is hereby amended to delete therefrom building No. 1-05 situated at Terminal 115 which was formerly used as the original factory building of the Boeing Company. This building is hereby declared to be surplus to Port needs as it was built in 1915 and its wood-frame construction makes it unfit for further service as part of the present and future development of Terminal 115. The real property on which said building is situated, however, shall remain in said Comprehensive Scheme as it is necessary rather

than surplus to the present and future development of Terminal 115.


3. Unit 20 of said Comprehensive Scheme is hereby amended to delete therefrom one 45-ton Colby Model 200 Jib-boom Electric Gantry Crane, Port Serial No. 30, which is currently situated at Pier 37. Said crane by reason of its age and design is hereby declared surplus to Port needs and is authorized to be sold. The real property on which said crane is situated, however, shall remain in said Comprehensive Scheme subject to the provisions of paragraph 4 below, as it is necessary rather than surplus to the present and future development of Piers 36 - 37.

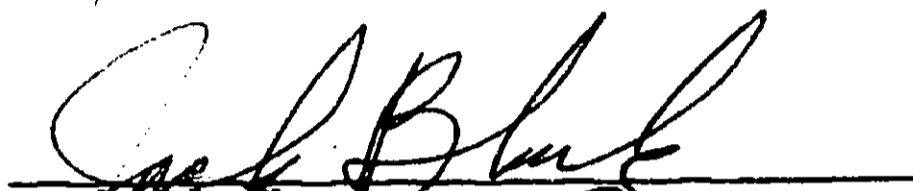
4. The real property owned by the Port and the abutting harbor areas comprising all of the premises necessary for the efficient operation of Pier 36 and portions of Pier 37 described below, together with all improvements thereon (except the crane described in paragraph 3 above) are hereby declared surplus to Port needs and appropriate for sale or other disposition to the United States of America for use by the U. S. Coast Guard. This real property and improvements are shown outlined in red and legally described on Port Drawing No. 36-7401-C-1 attached hereto as Exhibit B. Unit 20 of said Comprehensive Scheme is hereby amended to delete said real property and improvements effective in the event (but only in the event) that the Port negotiates such a sale or other disposition to the United States of America.

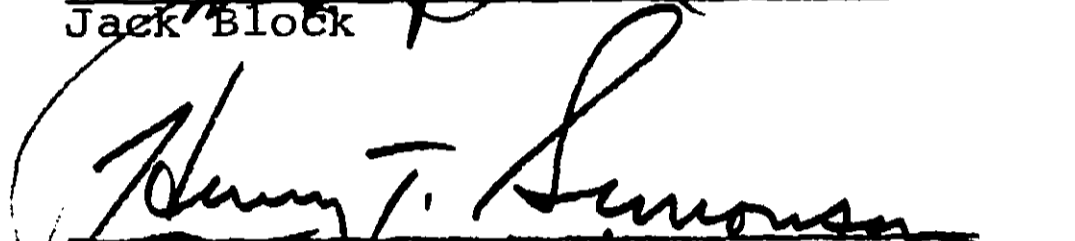
ADOPTED by the Port Commission of the Port of Seattle

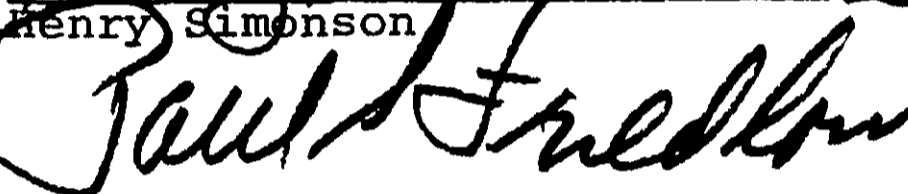
at a regular meeting held this 10<sup>TH</sup> day of September, 1974,  
and duly authenticated in open session by the signatures of the  
Commissioners voting in favor thereof and the seal of the  
Commission.

Henry L. Kotkins

  
Merle D. Adlum

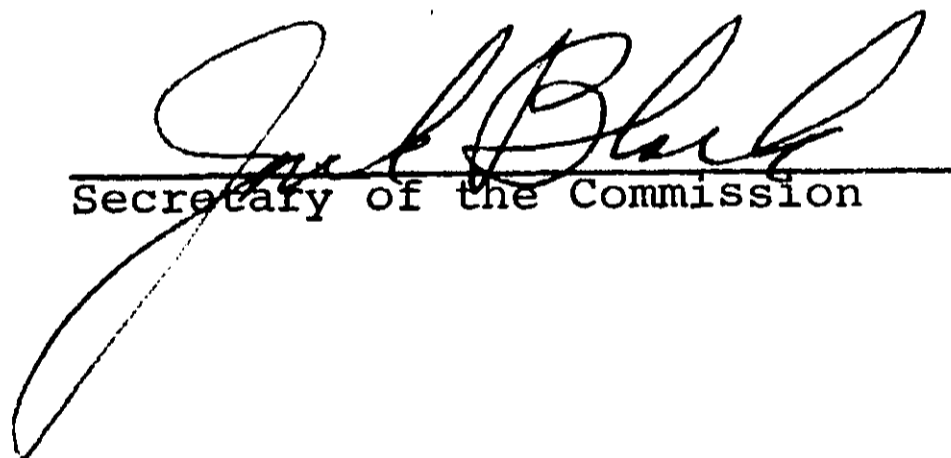
  
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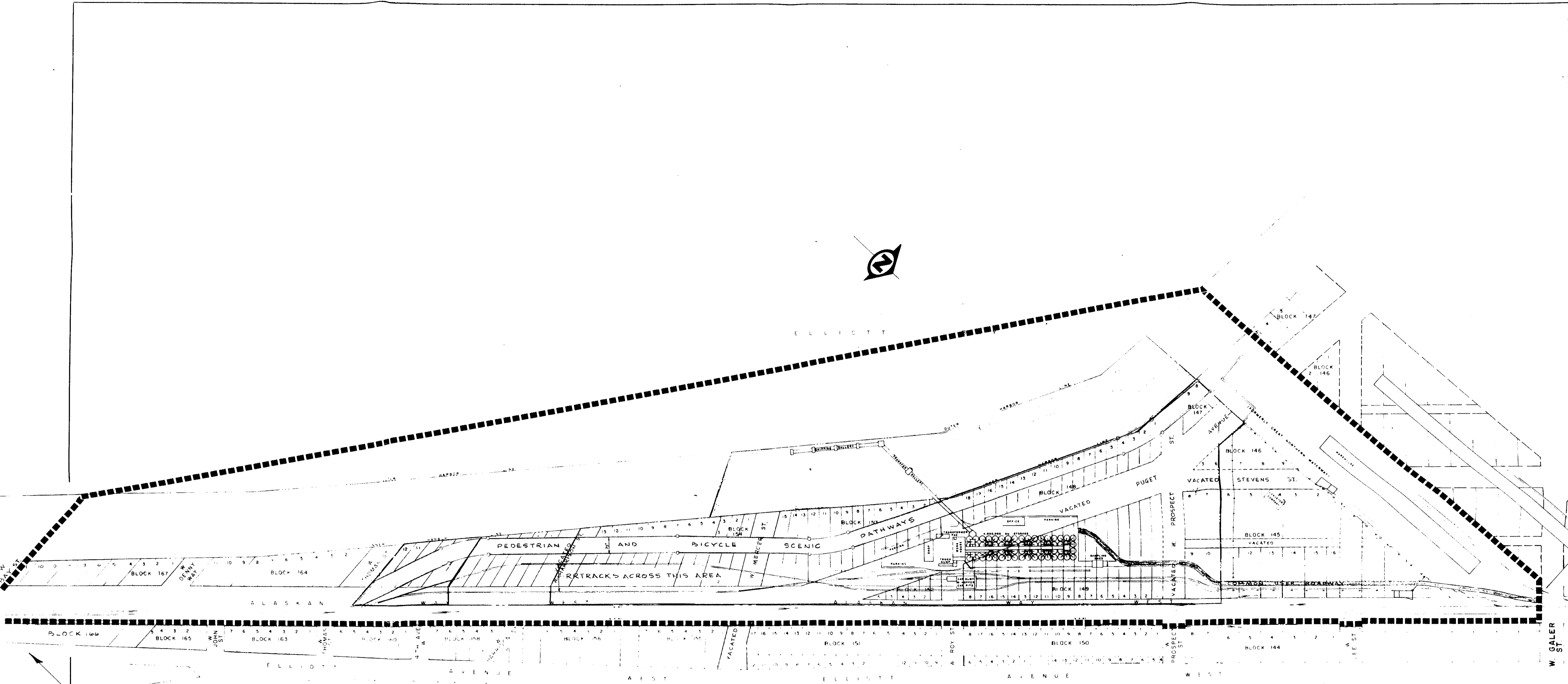
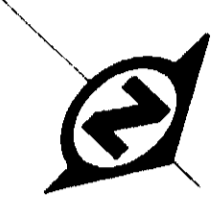
  
Henry T. Simonson

  
Paul S. Friedlander




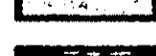



(SEAL)

ATTEST:

  
Secretary of the Commission



**PIER 86**

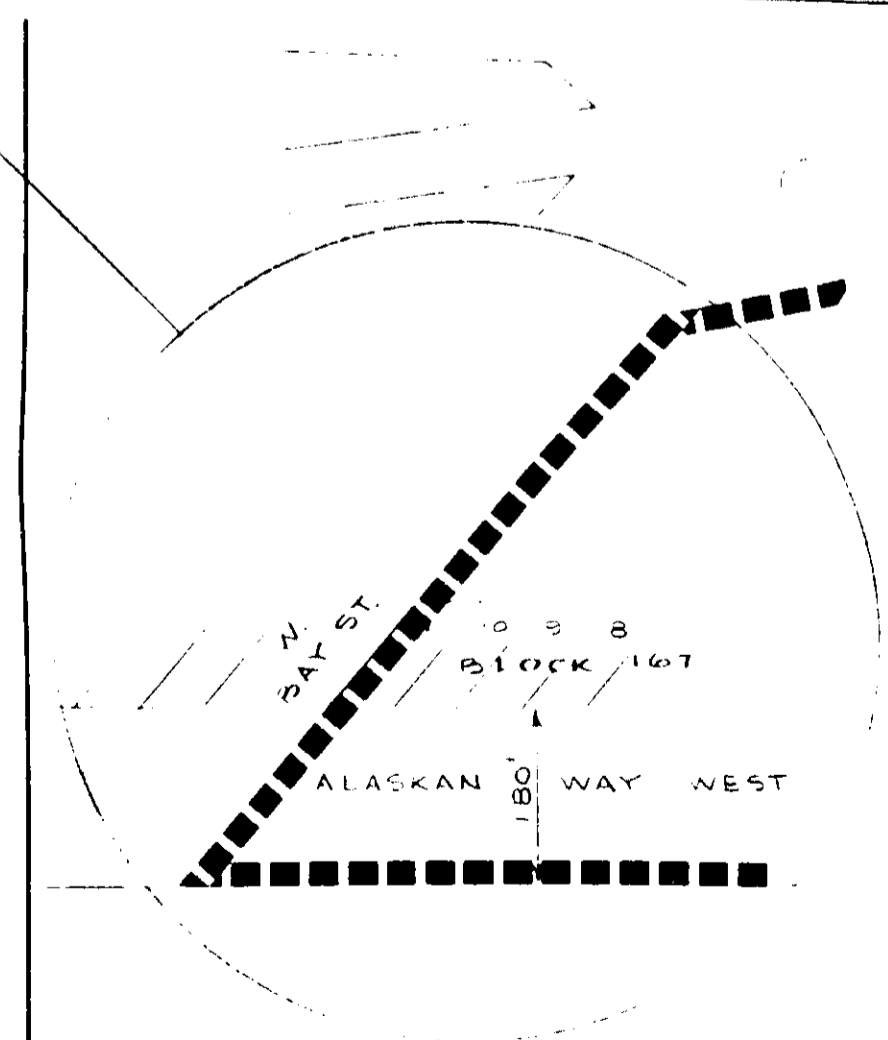
-  EXISTING PORT OWNED REAL PROPERTY
-  EXISTING IMPROVEMENTS
-  PROPOSED PEDESTRIAN AND BICYCLE SCENIC PATHWAYS
-  EXISTING HARBOR AREA LEASES
-  EXISTING COMMON USER ROADWAY
-  REAL PROPERTY TO BE ACQUIRED BY AGREEMENT WITH CITY OF SEATTLE
-  LIMITS OF AMENDMENT TO UNIT NO. 4 OF THE COMPREHENSIVE SCHEME PROPOSED BY RESOLUTION NO. 2232.

\*HENCEFORTH UNIT 20 PURSUANT TO RESOLUTION NO. 2476

**EXHIBIT "A"**

**PORT OF SEATTLE**

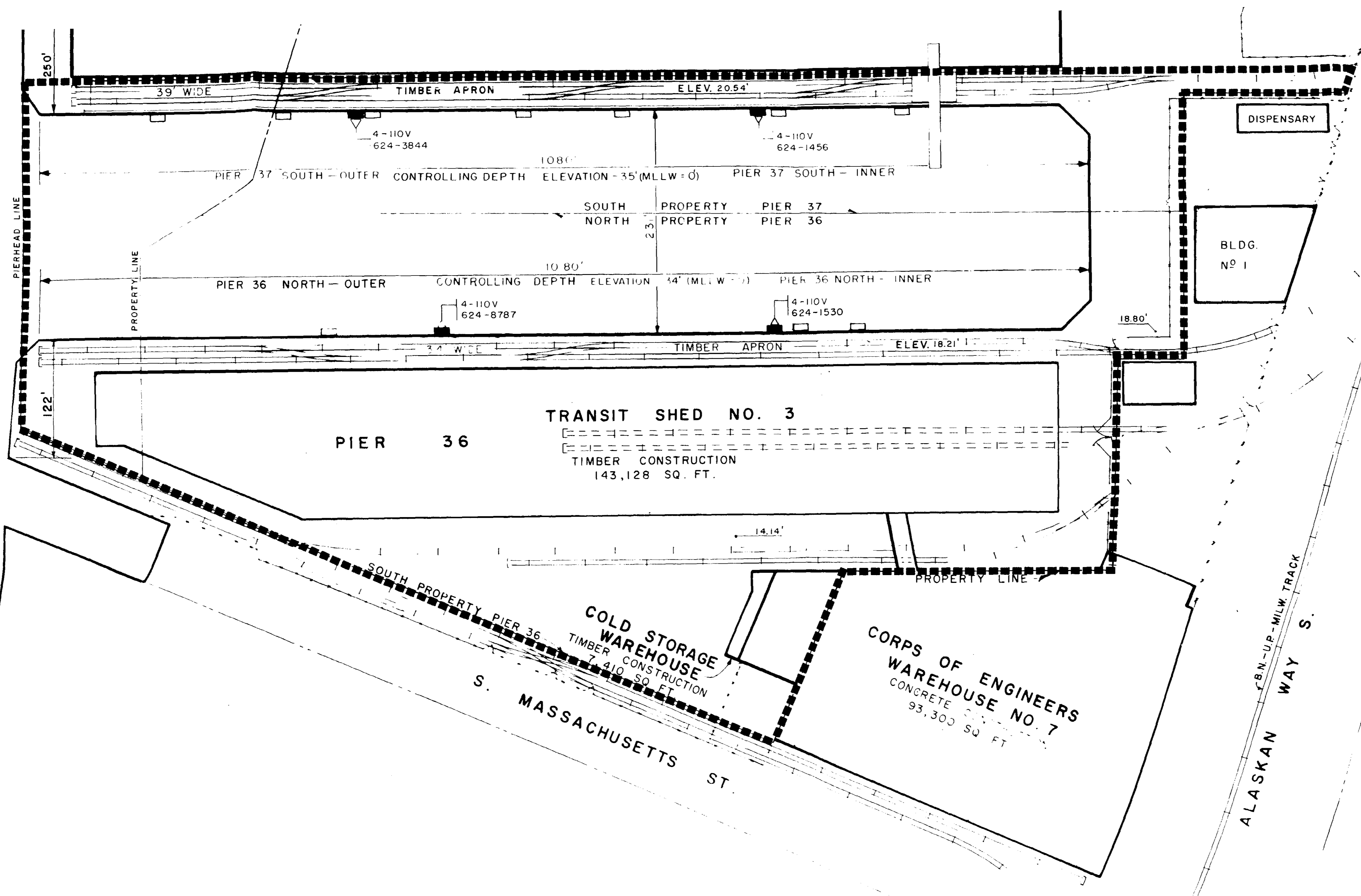
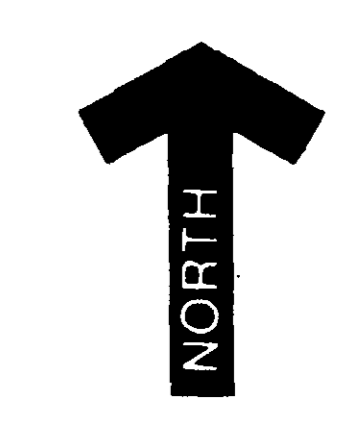
MARINE FACILITIES  
 RESOLUTION NO. 2541  
 AMENDING UNIT NO. 4 \*  
 OF THE PORT OF SEATTLE  
 COMPREHENSIVE SCHEME



REVISIONS	
NO.	DESCRIPTION

DATE: August, 1974  
 DRAWN BY: JOHN FISHER  
 CHECKED BY: [Signature]

EAST WATERWAY



S. ATLANTIC ST.

COLORADO AVE. S.

ALASKAN WAY S.  
1-BN-UP-MILW. TRACK

LEGAL DESCRIPTION  
PROPOSED UNITED STATES COAST GUARD  
PROPERTY ACQUISITION AT  
PIERS 36 & 37

THOSE PORTIONS OF THE NORTHEAST QUARTER OF SECTION 6, AND THE  
EAST HALF OF SECTION 7, T4N, R2E, S12E, KING COUNTY, WASHINGTON,  
BEING PORTIONS OF LOTS 10, 11, 12, 13, 14, 15, 16, 17, 18, 19,  
20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36,  
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- LEGEND**
- SHIP'S HYDRANT
  - ELECTRICAL OUTLET
  - TELEPHONE OUTLET

<b>PIER 36</b>	<b>PIER 37 SOUTH (PORTION)</b>
APPROX USEABLE AREA	APPROX USEABLE AREA
194,406 SQ. FT.	195,584 SQ. FT.
OR	OR
6.76 ACRES	4.49 ACRES

**ADDRESS - PIER 36**  
1201 - ALASKAN WAY S. 98134

**EXHIBIT "B"**

SCALE: 1" = 50'

**PORT OF SEATTLE**

MARINE FACILITIES  
RESOLUTION NO 2541

DESIGN ENGINEER	SCALE	NOTED	DATE
DESIGNER	DATE		
DRAWN BY			

REVISIONS			
NO.	DATE	BY	DESCRIPTION