

RESOLUTION NO.157

A RESOLUTION of the Port Commission of the Port of Seattle making certain additions to the Comprehensive Scheme of harbor improvement heretofore adopted by the Port Commission and ratified by the voters of the Port District at a special election held March 5, 1912.

BE IT RESOLVED BY THE PORT COMMISSION OF THE PORT OF SEATTLE, as follows:

Section 1. That after and pursuant to a public hearing thereon November 11, 1913, called and held upon notice as required by the statute, the Port Commission of the Port of Seattle does hereby officially adopt the following additions to the Comprehensive Scheme of harbor improvement heretofore adopted by the Port Commission of the Port of Seattle and ratified by a vote of the electors of the Port District March 5, 1912, to-wit:

PROPOSITION ONE

That there be added to said comprehensive scheme of harbor improvement three units to be known as Unit No.9, Unit No.10, and Unit No.11, more particularly described as follows:

Unit No.9 - Lake Union

For the accommodation of shipping on Lake Union, or passing to and from said lake by the government ^{canal,} and for rail and water transfer and terminal facilities for commerce passing over said routes, the acquirement of one or more landing places on the shores of Lake Union, the utilization with the cooperation of King County of the sites already acquired by said county on the shores of said lake, and the utilization of the westerly portion of the old canal right-of-way between Lakes Union and Washington under authority of the Government of the United States, said sites to be developed and used for the following purposes:

At the south end of Lake Union, at or near Block 69, Lake Union Shorelands and vicinity, landing places for general traffic, particularly

passenger, freight, and car ferries.

On the north shore of Lake Union, at or near Block 100, Lake Union Shorelands, - landing places for general traffic.

At the head of Lake Union in Portage Bay, at and in the vicinity of the old canal right-of-way, a sheltered harbor for small boats of all descriptions.

Unit No.10 - Lake Washington

For the accommodation of shipping on Lake Washington, or passing to and from said lake by the government canal, and for rail and water transfer and terminal facilities for commerce passing over said routes, the acquirement of landing places on the shore of Lake Washington and tributary waters, in part upon the strip of land to be uncovered by the lowering of Lake Washington upon the completion of the Lake Washington Canal, the utilization by cooperation with King County, of such sites as the County has acquired^{or may acquire} on this body of water and may desire to have the Port develop, the utilization of the easterly portion of the old canal right-of-way between Lakes Washington and Union under the authority of the Government of the United States, said sites to be developed for the purposes specified below in general terms for certain of them, to-wit:

On Union Bay, at the site of the old canal right-of-way, a landing for general utility purposes, such as the transfer of sand, gravel, cement, lumber, etc. required in the vicinity.

Landing places for general traffic at the following situations: Pontiac Bay, the upper end of Lake Washington, Juanita Bay, Kirkland and vicinity, Mercer Slough, Renton, Rainier Beach, Wetmore Slough, and such minor points as the needs of commerce may justify.

Ferry landings at or near Pontiac Bay, at or near Kirkland, at the northern and southern extremities of Mercer Island, at or near Rainier Beach, and at or near the outlet of Mercer Slough.

Waterways and landings primarily for the convenience of residence districts at such points as the growth of population may

render necessary, but particularly in Yarrow, Cozy Cove, and Fairweath or bays, in the vicinity of Medina and Bellevue, and on Mercer Island.

The acquisition or establishment of a marginal way for rail and water transfer and terminal facilities, with public landings at convenient intervals between the following points: Pontiac Bay and the head of the Lake, Juanita Bay, and the vicinity of Northrup Landing, Mercer Slough, and Renton.

The development of navigable channels with public landings, on the tributary waters of Lake Washington as follows: Commencement Bay from the head of the Lake to Bothell; Mercer Slough from its outlet to Wilburton.


Said Units 9 and 10 are proposed with a view to their ultimate development and use by the Port for rail and water transfer and terminal facilities, such development to be inaugurated and carried out only as demands of commerce may justify.


Unit No. 11 - Vashon Island Ferry

For the accommodation of shipping traffic between Vashon Island and the main land, the construction or acquisition, the maintenance and operation of a ferry boat, the use of county landings, or the acquisition of landing sites for such ferry service at a point or points on the East shore of Vashon Island and the West shore of the main land, and the construction, maintenance, and operation upon said sites of stations and equipment for the accommodation and handling of freight and passengers.

ADOPTED by the Port Commission of the Port of Seattle in open session this 12th day of November, 1913, and signed by its proper officers in open session in authentication of its passage, on the same day.

ATTEST:


Secretary of Port Commission
of the Port of Seattle.


PRESIDENT OF PORT COMMISSION
of the Port of Seattle.