

A RESOLUTION of the Port Commission of the Port of Seattle adopting certain amendments to its existing Comprehensive Scheme of Harbor Improvements to add to Unit No. 2 and to establish Unit No. 15-B.

WHEREAS, a Comprehensive Scheme of Harbor Improvements, including Unit No. 2, was heretofore adopted by the Port Commission of the Port of Seattle by Resolution No. 17 and ratified by the qualified electors of the Port District at a special election held therein on March 5, 1912, and whereas said Unit No. 2 has been subsequently amended in the manner specified by law, and

WHEREAS, a public hearing was held on April 28, 1964, after notice of such hearing was duly given as provided by law, on the questions of whether or not Unit No. 2 should be further amended and enlarged and a new Unit No. 15-B added to the Port of Seattle's Comprehensive Scheme of Harbor Improvements to permit the Port of Seattle to acquire additional real and personal property and to construct and install certain necessary additions, betterments, and improvements to its facilities, and

WHEREAS, after discussion and consideration of the proposed addition to Unit No. 2 and the proposed addition of Unit No. 15-B at said hearing, the Commission has decided that said Unit No. 2 should be amended and Unit No. 15-B added as hereinafter provided:

the Port of Seattle, as follows:

Section 1. That after, and pursuant to, a public hearing held on April 28, 1964, following notice thereof duly given as required by law, the Port Commission of the Port of Seattle does hereby adopt the following additions and amendments to Unit No. 2 and does hereby establish Unit No. 15-B of its Comprehensive Scheme of Harbor Improvements as follows:

A. Unit No. 2 of said Comprehensive Scheme of Harbor Improvements, as fixed by Resolution No. 17 of the Port Commission and ratified by the qualified electors of the Port District at a special election held therein March 5, 1912, and as later amended in the manner required by law, is hereby further amended and extended to permit the Port of Seattle:

(1) To acquire certain real property, a major portion of which is believed to be owned by Todd Shipyards Corporation, generally known as "Naval Industrial Reserve Shipyard, Plant A", and more particularly described as follows:

- (a) Lots 1 to 5, inclusive, and the northwesterly 30 feet of Lot 6, all in block 395, and lots 1 to 9, inclusive, block 396 of Seattle Tide Lands.
- (b) That street area vacated by Ordinance No. 70383 of the City of Seattle and described as West Florida Street from 11th Avenue S.W. to the East Waterway, being that portion of said street abutting on blocks 395 and 396 of Seattle Tide Lands.
- (c) The east one-half of 11th Avenue S.W. lying northerly of a line drawn at right angle to the center line of said avenue from the southwest corner of the northerly one-half of lot 6.

including appurtenances, improvements, fixtures and equipment;

(2) To develop, improve and promote the utilization of the above described properties for the accommodation of overseas, intercoastal, coastwise and local shipping, and for such industrial purposes as are in aid of commerce and navigation and incident, necessary or convenient to the carrying out of the purposes permitted under and by virtue of the laws determining and governing the powers of port districts;

(3) To construct upon and in connection with the above properties complete waterfront facilities, including the reconstruction and modernization of the existing facilities and equipment, including essential dredging, bulkheading, fills, utilities, roadways, railroads, approaches, cranes, transit sheds, warehouses, and other related facilities substantially in accordance with maps, plans and other data now on file in the offices of the Port Commission of the Port of Seattle, and to operate all such waterfront terminal properties and facilities, or to lease the same to other persons or concerns, as authorized by applicable laws.

B. Unit No. 15-B is hereby established as an additional Unit of said Comprehensive Scheme of Harbor Improvements to permit the Port of Seattle:

(1) To acquire certain real property, a major portion of which is presently owned by the United States of America, generally known as the "Port of Embarkation" properties and more particularly described as follows:

Beginning at the point of intersection of the northerly line of lot 14 in block 386, Seattle Tide Lands with the westerly margin of South Alaskan Way, in the City of Seattle; thence southerly along said westerly margin of South Alaskan Way to an intersection with the southerly margin of West Massachusetts Street; thence westerly along said southerly margin of West Massachusetts Street and the westerly extension thereof to intersect the southerly extension of the Outer Harbor Line of Elliott Bay in Puget Sound; thence northerly along said Outer Harbor Line and the southerly extension thereof to a point of intersection with the westerly extension of the northerly line of said lot 14; thence easterly along said northerly line and the prolongation thereof to the point of beginning.

including appurtenances, improvements, fixtures and equipment;

(2) To develop, improve and promote the utilization of the above described real property for the accommodation of overseas, intercoastal, coastwise and local shipping, and for such industrial purposes as are in aid of commerce and navigation and incident, necessary or convenient to the carrying out of the purposes permitted under and by virtue of the laws determining and governing the powers of port districts;

(3) To construct upon and in connection with the above properties complete waterfront facilities, including the reconstruction and modernization of the existing facilities and equipment, including essential dredging, bulkheading, fills, utilities, roadways, railroads, approaches, cranes, transit sheds, warehouses, and other related facilities substantially in accordance with maps, plans and other data now on file in the offices of the Port Commission of the Port of Seattle, and to operate all such waterfront terminal properties and facilities, or to lease the same to other persons or concerns, as authorized by applicable laws

Section 2. Any part or portion of any other existing

Units of the Port of Seattle's Comprehensive Scheme of Harbor Improvements which may conflict with the amendments and additions to Unit No. 2 and the addition of Unit No. 15-B, as herein provided, shall be and the same are hereby, modified to the extent necessary to resolve any such conflict.

ADOPTED by the Port Commission of the Port of Seattle this 28th day of April, 1964, and duly authenticated in open session by the signatures of the Commissioners voting in its favor and the seal of the Commission.

Richard H. Long
Frank R. Mitchell
William H. ...
Mark H. ...
...

Port Commissioners

(SEAL)

ATTEST:

Richard H. Long
Secretary

RESOLUTION NO 2162

A RESOLUTION of the Port Commission of the Port of Seattle adopting certain amendments to its existing Comprehensive Scheme of Harbor Improvements to add to Unit No. 2 and to establish Unit No. 15-B.

WHEREAS, a Comprehensive Scheme of Harbor Improvements, including Unit No. 2, was heretofore adopted by the Port Commission of the Port of Seattle by Resolution No. 17 and ratified by the qualified electors of the Port District at a special election held therein on March 5, 1912, and whereas said Unit No. 2 has been subsequently amended in the manner specified by law, and

WHEREAS, a public hearing was held on April 28, 1964, after notice of such hearing was duly given as provided by law, on the questions of whether or not Unit No. 2 should be further amended and enlarged and a new Unit No. 15-B added to the Port of Seattle's Comprehensive Scheme of Harbor Improvements to permit the Port of Seattle to acquire additional real and personal property and to construct and install certain necessary additions, betterments, and improvements to its facilities, and

WHEREAS, after discussion and consideration of the proposed addition to Unit No. 2 and the proposed addition of Unit No. 15-B at said hearing, the Commission has decided that said Unit No. 2 should be amended and Unit No. 15-B added as hereinafter provided

NOW, THEREFORE, BE IT RESOLVED by the Port Commission of the Port of Seattle, as follows

Section 1 That after, and pursuant to, a public hearing held on April 28, 1964, following notice thereof duly given as required by law, the Port Commission of the Port of Seattle does hereby adopt the following additions and amendments to Unit No. 2 and does hereby establish Unit No. 15-B of its Comprehensive Scheme of Harbor Improvements as follows

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A Unit No 2 of said Comprehensive Scheme of Harbor Improvements, as fixed by Resolution No. 17 of the Port Commission and ratified by the qualified electors of the Port District at a special election held therein March 5, 1912, and as later amended in the manner required by law, is hereby further amended and extended to permit the Port of Seattle

(1) To acquire certain real property, a major portion of which is believed to be owned by Todd Shipyards Corporation, generally known as "Naval Industrial Reserve Shipyard, Plant A", and more particularly described as follows

- (a) Lots 1 to 5, inclusive, and the northwesterly 30 feet of Lot 6, all in block 395, and lots 1 to 9, inclusive, block 396 of Seattle Tide Lands.
- (b) That street area vacated by Ordinance No. 70383 of the City of Seattle and described as West Florida Street from 11th Avenue S. W. to the East Waterway, being that portion of said street abutting on blocks 395 and 396 of Seattle Tide Lands
- (c) The east one-half of 11th Avenue, S. W. lying northerly of a line drawn at right angle to the center line of said avenue from the southwest corner of the northerly one-half of lot 6

including appurtenances, improvements, fixtures and equipment,

(2) To develop, improve and promote the utilization of the above described properties for the accommodation of overseas, intercoastal, coastwise and local shipping, and for such industrial purposes as are in aid of commerce and navigation and incident, necessary or convenient to the carrying out of the purposes permitted under and by virtue of the laws determining and governing the powers of port districts,

(3) To construct upon and in connection with the above properties complete waterfront facilities, including the reconstruction and modernization of the existing facilities and equipment, including essential dredging, bulkheading, fills, utilities, roadways, railroads, approaches,

cranes, transit sheds, warehouses, and other related facilities substantially in accordance with maps, plans and other data now on file in the offices of the Port Commission of the Port of Seattle, and to operate all such waterfront terminal properties and facilities, or to lease the same to other persons or concerns, as authorized by applicable laws

B. Unit No 15-B is hereby established as an additional Unit of said Comprehensive Scheme of Harbor Improvements to permit the Port of Seattle

(1) To acquire certain real property, a major portion of which is presently owned by the United States of America, generally known as the "Port of Embarkation" properties and more particularly described as follows

Beginning at the point of intersection of the northerly line of lot 14 in block 386, Seattle Tide Lands with the westerly margin of South Alaskan Way, in the City of Seattle, thence southerly along said westerly margin of South Alaskan Way to an intersection with the southerly margin of West Massachusetts Street, thence westerly along said southerly margin of West Massachusetts Street and the westerly extension thereof to intersect the southerly extension of the Outer Harbor Line of Elliott Bay in Puget Sound, thence northerly along said Outer Harbor Line and the southerly extension thereof to a point of intersection with the westerly extension of the northerly line of said lot 14, thence easterly along said northerly line and the prolongation thereof to the point of beginning

including appurtenances, improvements, fixtures and equipment,

(2) To develop, improve and promote the utilization of the above described real property for the accommodation of overseas, intercoastal, coastwise and local shipping, and for such industrial purposes as are in aid of commerce and navigation and incident, necessary or convenient to the carrying out of the purposes permitted under and by virtue of the laws determining and governing the powers of port districts,

(3) To construct upon and in connection with the above properties complete waterfront facilities, including the reconstruction and modernization of the existing facilities and equipment, including essential dredging, bulkheading, fills, utilities, roadways, railroads,

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approaches, cranes, transit sheds, warehouses, and other related facilities substantially in accordance with maps, plans and other data now on file in the offices of the Port Commission of the Port of Seattle, and to operate all such waterfront terminal properties and facilities, or to lease the same to other persons or concerns, as authorized by applicable laws.

Section 2 Any part or portion of any other existing Units of the Port of Seattle's Comprehensive Scheme of Harbor Improvements which may conflict with the amendments and additions to Unit No 2 and the addition of Unit No 15-B, as herein provided, shall be and the same are hereby, modified to the extent necessary to resolve any such conflict

ADOP TED by the Port Commission of the Port of Seattle this 28th day of April, 1964, and duly authenticated in open session by the signatures of the Commissioners voting in its favor and the seal of the Commission.

/s/ ROBERT W. NORQUIST

/s/ FRANK R. KITCHELL

/s/ MINER H. BAKER

/s/ MERLE D ADLUM

(SEAL)

/s/ JOHN M. HAYDON
Port Commissioners

ATTEST

/s/ ROBERT W. NORQUIST
Secretary

(Copy of Certification by Port of Seattle Commission Secretary and copy of Notice of Public Hearing attached to original Resolution.)

Port of Seattle

Public Hearing

Date of Hearing, April 28

**PORT OF SEATTLE
NOTICE OF PUBLIC HEARING**
NOTICE IS HEREBY GIVEN that at 2:00 o'clock p.m. on the 28th day of April 1964 a public hearing will be held by the Port Commission of the Port of Seattle at the public meeting room of the Port Commission, Bell Street Terminal Seattle, Washington for the purpose of considering whether or not the existing Comprehensive Scheme of Harbor Improvements of the Port of Seattle should be changed by an amendment to Unit No. 2 thereof which will authorize the acquisition and improving of certain improved real property generally known as the Naval Industrial Reserve, Shipyard, Plant A* located at the northerly end of Harbor Island on the East Waterway and to establish a new unit to such Comprehensive Scheme of Harbor Improvements to be known as "Unit No. 15-B" which will authorize the acquisition and improving of certain real property generally known as the former Seattle Port of Embarkation being Piers No. 26, 27, 28 and 29 located in the southeast portion of Elliott Bay.

Maps, plans and other data showing the properties to be acquired and the improvements to be added, developed or redeveloped and the nature and extent of such improvements, its developments or redevelopment of the properties are now on file at the office of the Port Commission at the said Bell Street Terminal and will be available at said hearing.

At said hearing, the Port Commission will hear from all persons desiring to be heard upon the question of the adoption or the rejection of an appropriate resolution amending and adding to the existing Comprehensive Scheme of Harbor Improvements.

DATED this 24th day of April, 1964.

PORT COMMISSION OF THE

PORT OF SEATTLE

By ROBERT W. NOR-

QUIST,

Secretary

Date of first publication April

25, 1964

(2915 M)

Affidavit of Publication

STATE OF WASHINGTON

COUNTY OF KING

SS

The undersigned, being first duly sworn, on oath deposes and says that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper. That said newspaper is a legal newspaper and it is now and has been for more than six months prior to the date of the publication hereinafter referred to published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and there now and during all of said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the said Daily Journal of Commerce was on the 17th day of June 1911 approved as a legal newspaper by the Superior Court of said King County.

That the annexed is a true copy of a

NOTICE OF PUBLIC HEARING

as it was published in regular issues (and not in supplement

form) of said newspaper once each day for a period of

eight (8) consecutive days, com-

mencing on the 13th day of April 1964,

and ending on the 27th day of April 1964,

both dates inclusive and that said newspaper was regularly

distributed to its subscribers during all of said period

M. E. Dwyer

Subscribed and sworn to before me this

17th day of April 1964

Notary Public in and for the State of Washington, residing at Seattle
(This form officially sanctioned by Washington State Press Association)
10-10-63

... duly chosen, qualified,
... Commission of the Port of Se
... attached is a true and correct
... by the Port Commission at
1961.

[Handwritten signature]

Secretary of the Port Commission

I, ROBERT W. NORQUIST, duly chosen, qualified, and acting as Secretary of the Port Commission of the Port of Seattle, DO HEREBY CERTIFY that the following is a true and correct extract from the minutes of the meeting of the Port of Seattle Commission held on April 28, 1964:

"Pursuant to Notice of Public Hearing published in the Daily Journal of Commerce each day, except Sunday, for a period of 10 consecutive days beginning April 18, 1964, as authorized by the Port Commission on April 14, 1964, a public hearing was held in the Commission Chambers on April 28, 1964, for the purpose of considering whether or not the existing Comprehensive Scheme of Harbor Improvements of the Port of Seattle should be changed by an amendment which would add to Unit No. 2 and by addition of a new unit to be known as Unit No. 1-B. These involve the proposed acquisition and improvement of the Tide Shipyards Corporation Plant 'A' and the former Seattle Port of Embarkation properties.

"General Manager read proposed Resolution No. 2162 which covers the above matter and outlined some immediate and long-range plans of the Port of Seattle for utilization of the properties. Maps, plans and other data were displayed and reviewed by the Manager, Property Management and Industrial Development Department. The President then invited comments from interested persons in the audience. Garrett Eddy, Chairman, Municipal League's Port Committee, Knox Woodruff, Chairman, Maritime Division of the Seattle Chamber of Commerce, Robert Lettering, member of the Municipal League's Port Committee and Rear-Admiral F. A. Zeuster (Ret.), past Chairman of the Terminal East Force section of the Citizens Port Committee, noted that the organizations which they represented were in full concurrence with the Port's proposed acquisition of the above-named properties. R. H. Warnke, a private citizen, suggested that the Port of Seattle consider building wharves rather than piers in its future waterfront development. William Wesselboett, attorney, representing Taylor-Edwards Warehouse and Transfer Company, asked that the Port Commission delay action on the proposed acquisition of the Port of Embarkation to permit further consideration of including warehouse No. 7, Pier 36, in the overall purchase.

"It was then moved by Mr. Baker that the rules be suspended and Resolution no. 2162, 'A RESOLUTION of the Port Commission of the Port of Seattle, adopting certain amendments to its existing Comprehensive Scheme of Harbor Improvements to add to Unit No. 2 and to establish

Unit No. 15-B, be placed on final passage, the Commissioners all voting 'aye' and none opposed. The President then declared the motion carried whereupon Resolution No. 2162 was placed on final passage and upon call of the roll the vote was as follows: Mr. Norquist, 'aye', Mr. Kitchell, 'aye', Mr. Baker, 'aye', Mr. Adlum, 'aye', Mr. Haydon, 'aye.' Thereupon Resolution No. 2162 was declared to be passed and the same then duly authenticated in open session by the signatures of the Commissioners voting in its favor and the seal of the Commission.

Resolution No. 2167, 'A RESOLUTION of the Port Commission of the Port of Seattle, authorizing the General Manager to offer to purchase from the United States of America, or any agency thereof, a tract of real property with improvements located within Unit No. 15-B of the Port of Seattle's Comprehensive Scheme of Harbor Improvements,' (proposed purchase of a major portion of the Port of Embarkation property at an acquisition cost of \$1,000,000) was introduced and given its first reading. Moved by Mr. Adlum that the rules be suspended and Resolution No. 2167 be placed on final passage, the Commissioners all voting 'aye' and none opposed. The President then declared the motion carried whereupon Resolution No. 2167 was placed on final passage and upon call of the roll the vote was as follows: Mr. Norquist, 'aye', Mr. Kitchell, 'aye', Mr. Baker, 'aye', Mr. Adlum, 'aye', Mr. Haydon, 'aye.' Thereupon Resolution No. 2167 was declared to be passed and the same then duly authenticated in open session by the signatures of the Commissioners voting in its favor and the seal of the Commission."

Secretary of the Port Commission

Dated _____, 1911