

RESOLUTION NO. 2757

A RESOLUTION of the Port Commission of the Port of Seattle amending Unit 4 of the Port's Comprehensive Scheme of Harbor Improvements to provide for renovations and improvements to the Pier 66 Bell Street Terminal and acquisition of parking garage facilities.

WHEREAS, the voters of King County pursuant to the provisions of Chapter 92, Laws of 1911, RCW 53.04.010, authorized and approved at a special election held September 5, 1911 the formation of a port district co-extensive with King County to be known as the Port of Seattle; and

WHEREAS, pursuant to Chapter 92, Laws of 1911, RCW 53.20.010, a Comprehensive Scheme of Harbor Improvements was duly adopted by Port Commission Resolution No. 17 on February 7, 1912 and ratified by the qualified electors of the Port District at a special election held March 5, 1912 (as then required by law), and Unit 4 of said Scheme was applicable to the central waterfront of Seattle between Washington and Harrison Streets; and

WHEREAS, in accordance with Unit 4 of the Comprehensive Scheme of Harbor Improvements the Port completed its initial construction of the Bell Street Terminal (consisting of Port Office Building, Transit Shed, and Pier 66) between 1913 and 1915 on the site legally described and shown in green and blue on Port Drawing No. 66-7906-C-1 attached hereto as Exhibit A; and

WHEREAS, the Port Office Building (which has served for many years as an administration building pursuant to RCW 53.08.020) was initially constructed with its main entrance on the third floor level because Railroad Avenue (the predecessor of Alaskan Way) at the first floor level had

limited pedestrian-auto-truck traffic capacity in comparison to Bell Street. For this reason the Port Commission (through Resolution No. 197 adopted April 16, 1914) subsidized City of Seattle construction of a viaduct connecting Bell Street at Elliott Avenue with an elevated parking apron attached to the third floor of the Port Office Building, and the Port also connected this elevated parking apron by a ramp to Railroad Avenue; and

WHEREAS, Railroad Avenue has subsequently been developed into modern Alaskan Way with high pedestrian-auto-truck traffic capacity, and the relative importance and traffic capacity of Bell Street for access to the Port Office Building has also diminished due to the barrier to through traffic on Bell Street placed by the City of Seattle at Western Avenue and the City's limitation of Elliott Avenue to one-way traffic southbound and Western Avenue to one-way traffic northbound; and

WHEREAS, changing technology in ocean freight transportation has rendered the Bell Street Terminal largely obsolete as a marine terminal for handling of freight due to lack of open storage apron area, but portions of these premises are adaptable and required for marine passenger terminal use and for other commercial uses; and

WHEREAS, the first two floors of the Port Office Building are currently under-utilized and such commercial uses thereof will also require removal of the ramp, elevated parking apron, and the existing third floor main entrance and will require substitution of a first floor main entrance at Alaskan Way; and

WHEREAS, following many years of leasing the area to provide necessary, uncovered parking for users of the

Terminal, on August 29, 1973 the Port Commission authorized the purchase for this purpose of the premises legally described and shown in red on Exhibit A under the designation Garage Site, which purchase was consummated August 31, 1973; and

WHEREAS, following advertised public hearing on November 2, 1978 the Port published a final Environmental Impact Statement on December 22, 1978 and obtained a Revised Master Plan on February 12, 1979, both of which documents exhaustively considered environmental, architectural, engineering, and planning aspects of the proposed renovations to the Bell Street Terminal and construction of a modern parking garage; and

WHEREAS, following notice duly published in accordance with law on February 15, 1979, the Port Commission conducted an official public hearing on February 27, 1979 at which all persons present were given an opportunity to speak with regard to all questions, including environmental considerations, as to the adoption or rejection of the amendments provided for below to Unit 4 of the Comprehensive Scheme; and

WHEREAS, at said public hearing the Port Commissioners viewed and considered Exhibit A and Exhibit B (Port Drawing No. 66-7905-A-1) to this Resolution, the Environmental Impact Statement dated December 22, 1978, and Revised Master Plan dated February 12, 1979, as well as additional maps, plans and other data indicating the proposed renovation of the Bell Street Terminal and the construction of covered parking facilities on the Garage Site, which maps, plans and other data were and are now on file in the office of the Commission; and

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

NOW, THEREFORE, BE IT RESOLVED that the following amendments are hereby adopted to existing Unit 4 of the Comprehensive Scheme of Harbor Improvements of the Port of Seattle:

(1) Unit 4 of the Port's Comprehensive Scheme of Harbor Improvements is further amended with regard to the Bell Street Terminal to provide for the following renovations and improvements, among others:

(a) Improved passenger vessel berthing facilities on the Pier 66 Apron with appropriate access and other passenger terminal facilities through the Transit Shed and Port Office Building;

(b) Passenger terminal and Elliott Bay viewing facilities open to members of the public, including the handicapped;

(c) Marine-oriented and other commercial office space and facilities in addition to existing space and facilities provided for fish processing companies;

(d) Restaurants, retail stores, and one or more banks serving the public, including Port personnel;

(e) One or more modern passenger elevators serving all floors of the Port Office Building;

(f) Removal of existing third floor main entrance to Port Office Building and ramps and elevated parking apron providing auto-truck access thereto and substitution of new main entrance on first floor Alaskan Way level.

Exhibit A, Details 3-5 of Exhibit B to this Resolution, and the Revised Master Plan dated February 12, 1979 are hereby referenced by way of general illustration, but not limitation, of the amendment to Unit 4 of the Comprehensive Scheme provided by this section (1).

(2) Unit 4 of the Comprehensive Scheme is further amended to include only the following interests in the Garage Site legally described on Exhibit A in Port ownership:

(a) Condominium ownership of first floor of garage to be constructed in the configuration generally and substantially as shown on attached Exhibit B Details 1 and 2, together with ancillary rights to use elevator and staircase shown on said Exhibit for access purposes and ancillary ownership interest in other common areas in garage including skybridge(s) connecting to Port Office Building;

(b) Undivided ownership interest in real property underlying garage ancillary to condominium ownership of first floor and other rights in subparagraphs (a) above and (c) and (d) below;

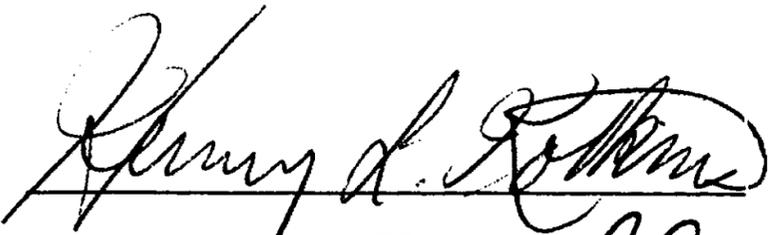
(c) Right to use parking stalls on other floors of garage on leasehold or license bases at fair and reasonable rates;

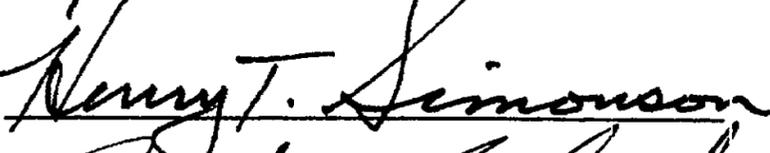
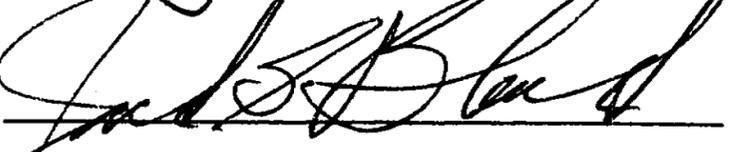
(d) Option to reacquire ownership of all other floors of garage and interest in Garage Site ancillary thereto pursuant to provisions of future agreement with a prospective third party developer-builder of the garage.

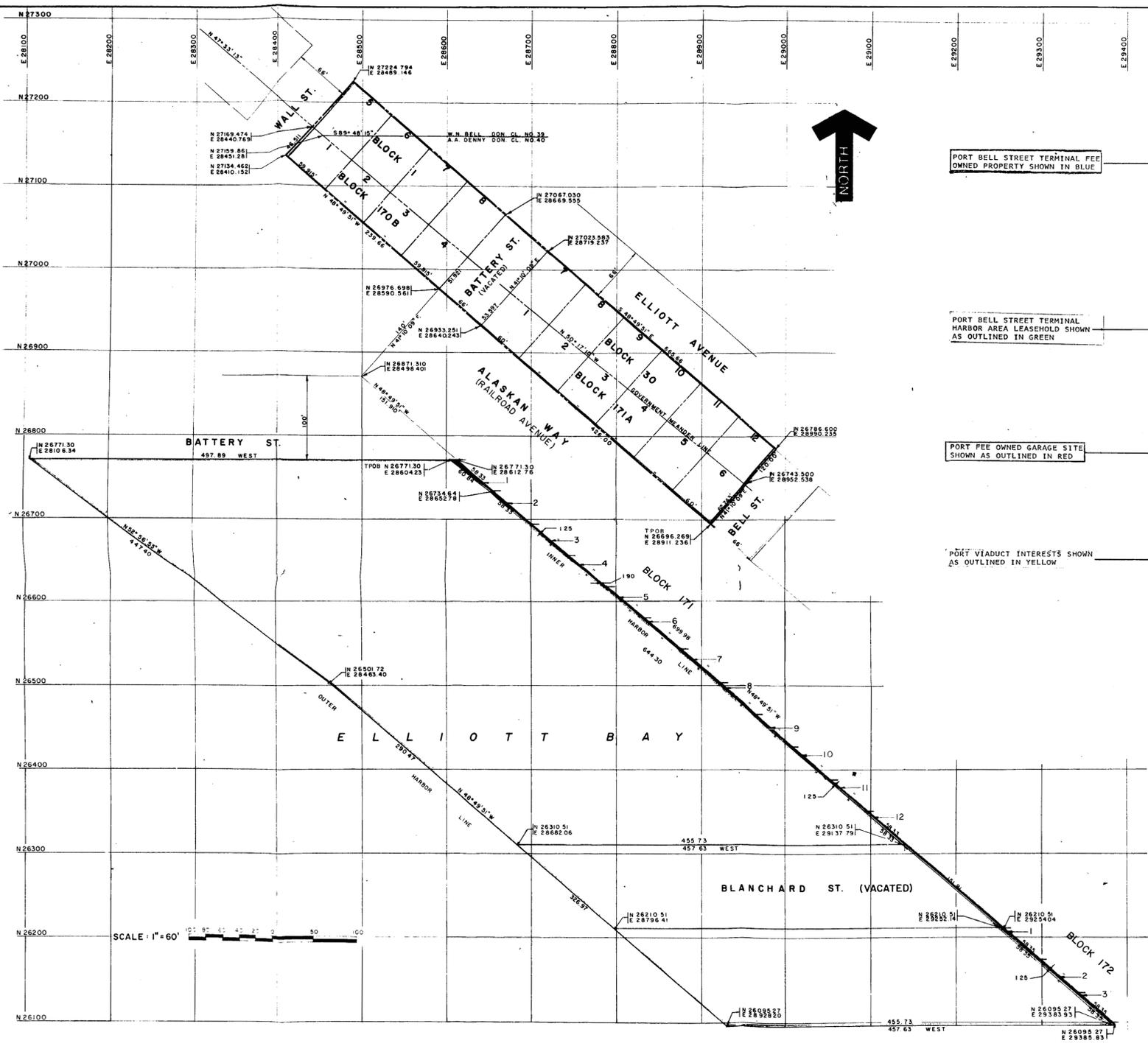
(3) All ownership interests in the Garage Site and all other present and future structures erected thereon other than those enumerated in paragraph (2) above are hereby determined and declared pursuant to RCW 53.08.090 and RCW 53.20.010 - .020 to be surplus to Port needs, and not a part of Unit 4 or of any other unit of the Port's Comprehensive Scheme of Harbor Improvements, and available and appropriate for sale to a third party willing to develop covered parking facilities on the Garage Site with connecting skybridge(s) generally and substantially as shown on Exhibit B Details 1 and 2.

(4) Those portions of platted and dedicated Bell Street west of Elliott Avenue shown outlined in yellow on Exhibit A are hereby added to Unit 4 of the Port's Comprehensive Scheme of Harbor Improvements for purposes of planning and possible future development as indicated herein. Port staff is hereby authorized and directed to evaluate and consider the possibility of making application to the City of Seattle for vacation of all public rights of street use of this portion of Bell Street and the viaduct, removal of the viaduct, and substitution of Alaskan Way grade level crossing plus staircase and/or elevator to provide pedestrian access to Elliott Avenue, generally as shown on Exhibit B. Upon conclusion of the study, Port staff is further directed to present their recommendations to the Port Commission for final determination.

ADOPTED by the Port Commission of the Port of Seattle at regular meeting held March 13, 1979 and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.



LEGAL DESCRIPTION

THAT PORTION OF THE WEST HALF OF SECTION 31, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M., KING COUNTY, WASHINGTON BEING ALL OF LOTS 1 THRU 12, INCLUSIVE, BLOCK 171; ALL OF LOTS 1 THRU 3, INCLUSIVE, BLOCK 172, TOGETHER WITH THAT PORTION OF VACATED BLANCHARD STREET LYING BETWEEN THE INNER HARBOR LINE AND THE SOUTHWESTERLY MARGIN OF ALASKAN WAY PRODUCED; ALL IN PLAT OF SEATTLE TIDE LANDS DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY POINT OF LOT 1, BLOCK 171, SAID POINT BEING THE TRUE POINT OF BEGINNING; PROCEED NORTH 99°49'51" EAST ALONG THE NORTH LINE OF SAID LOT 1 A DISTANCE OF 8.54 FEET TO THE SOUTHWESTERLY MARGIN OF ALASKAN WAY; THENCE SOUTH 48°49'51" EAST ALONG SAID MARGIN A DISTANCE OF 126.96 FEET TO THE SOUTH LINE OF LOT 3, BLOCK 172; THENCE NORTH 99°49'51" WEST ALONG SAID SOUTH LINE A DISTANCE OF 1.98 FEET TO THE INNER HARBOR LINE; THENCE NORTH 48°49'51" WEST ALONG THE INNER HARBOR LINE A DISTANCE OF 971.27 FEET TO ANGLE POINT 9'; THENCE NORTH 52°56'53" WEST CONTINUING ALONG THE INNER HARBOR LINE A DISTANCE OF 68.84 FEET TO THE TRUE POINT OF BEGINNING. CONTAINING 1486 SQUARE FEET (8.825 AC.)

(THE GENERAL SHAPE OF BLOCKS 171 AND 172 BEING PARALLELOGRAMS 1.25 FEET IN WIDTH).

TOGETHER WITH ABUTTING HARBOR AREA IN ELLIOTT BAY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY POINT OF LOT 1, BLOCK 171, PLAT OF SEATTLE TIDE LANDS, SAID POINT BEING ON THE INNER HARBOR LINE AND TRUE POINT OF BEGINNING; PROCEED SOUTH 52°56'53" EAST ALONG THE INNER HARBOR LINE A DISTANCE OF 68.84 FEET TO ANGLE POINT 9'; THENCE SOUTH 48°49'51" EAST CONTINUING ALONG THE INNER HARBOR LINE A DISTANCE OF 971.27 FEET TO THE SOUTH LINE OF LOT 3, BLOCK 172; THENCE NORTH 99°49'51" WEST ALONG SAID SOUTH LINE EXTENDED WEST A DISTANCE OF 455.73 FEET TO THE OUTER HARBOR LINE; THENCE NORTH 48°49'51" WEST ALONG THE OUTER HARBOR LINE A DISTANCE OF 617.44 FEET TO ANGLE POINT 9'; THENCE NORTH 52°56'53" WEST CONTINUING ALONG THE OUTER HARBOR LINE A DISTANCE OF 447.48 FEET TO A POINT ON THE NORTH LINE EXTENDED WEST OF LOT 1, BLOCK 171; THENCE NORTH 99°49'51" EAST ALONG SAID NORTH LINE EXTENDED WEST A DISTANCE OF 497.89 FEET TO THE TRUE POINT OF BEGINNING. CONTAINING 314,544 SQUARE FEET (7.2288 AC.)

ALSO LOTS 1 THRU 4, INCLUSIVE, BLOCK 178B AND LOTS 1 THRU 6, INCLUSIVE, BLOCK 171A, ALL IN PLAT OF SEATTLE TIDE LANDS; LOTS 5 THRU 8, INCLUSIVE, BLOCK 1, BELL & DENNY'S ADDITION TO THE CITY OF SEATTLE; LOTS 7 THRU 12, INCLUSIVE, BLOCK 3B, BELL & DENNY'S 1ST ADDITION TO THE CITY OF SEATTLE; AND A PORTION OF VACATED BATTERY STREET. ALL DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY POINT OF LOT 6, BLOCK 171A, SEATTLE TIDE LANDS, SAID POINT BEING ON THE NORTHEASTERLY MARGIN OF ALASKAN WAY AND TRUE POINT OF BEGINNING; PROCEED NORTH 48°49'51" WEST ALONG SAID NORTHEASTERLY MARGIN A DISTANCE OF 665.66 FEET TO THE SOUTHWESTERLY MARGIN OF WALL STREET; THENCE NORTH 41°18'09" EAST ALONG SAID SOUTHWESTERLY MARGIN A DISTANCE OF 128.88 FEET TO THE SOUTHWESTERLY MARGIN OF ELLIOTT AVENUE; THENCE SOUTH 48°49'51" EAST ALONG SAID SOUTHWESTERLY MARGIN A DISTANCE OF 665.66 FEET TO THE NORTHEASTERLY MARGIN OF BELL STREET; THENCE SOUTH 41°18'09" WEST ALONG SAID NORTHEASTERLY MARGIN A DISTANCE OF 128.88 FEET TO THE TRUE POINT OF BEGINNING. CONTAINING 79,879 SQUARE FEET (1.8338 AC.)

THAT PORTION OF BELL STREET LYING SOUTHWESTERLY OF ELLIOTT AVENUE.

PORT BELL STREET TERMINAL FEE OWNED PROPERTY SHOWN IN BLUE

PORT BELL STREET TERMINAL HARBOR AREA LEASEHOLD SHOWN AS OUTLINED IN GREEN

PORT FEE OWNED GARAGE SITE SHOWN AS OUTLINED IN RED

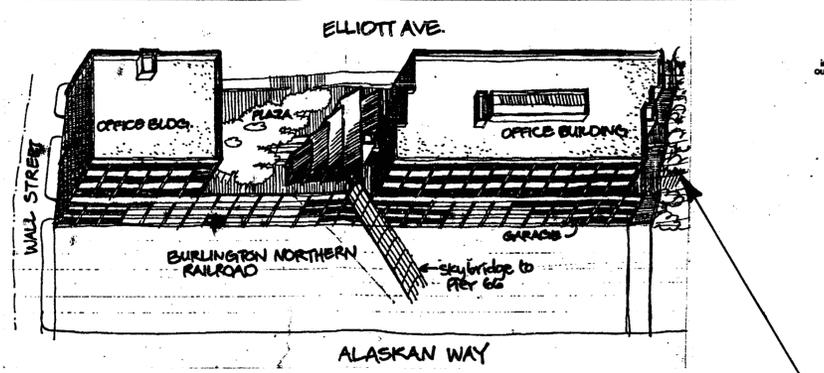
PORT VIADUCT INTERESTS SHOWN AS OUTLINED IN YELLOW

EXHIBIT "A"
TO RESOLUTION NO 2757
PORT OF SEATTLE
MARINE FACILITIES
PIER 66
PROPERTY PLAN

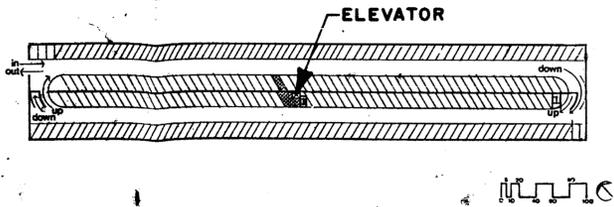
WORK ORDER NO
D - 2701
CONSULTANT'S NO
PORT OF SEATTLE NO
66-7906-C-1

DESIGN ENGINEER	DESIGNER	SCALE	DATE	CHECKED BY	NO	DATE	BY	DESCRIPTION	APPD	AD	DATE	BY	DESCRIPTION	APPD
J. Fisher	J. Fisher	1" = 60'	2-14-79	Hoffer	A	2-16-79	LH	ADDITION TO LEGAL DESCRIPTION	JMF					

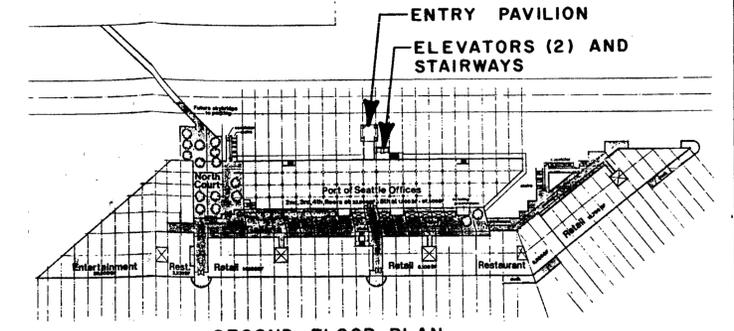




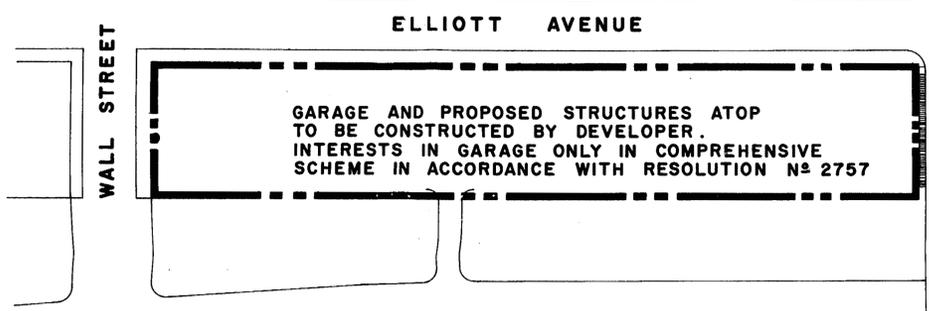
PROPOSED HILLCLIMB TO BE CONSTRUCTED
SUBSEQUENT TO BELL STREET VACATION
GARAGE AERIAL PERSPECTIVE
DETAIL 1



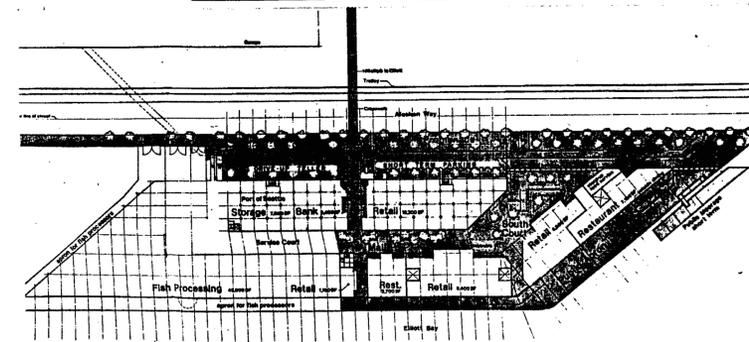
FIRST FLOOR (SPLIT LEVEL) GARAGE
CONDOMINIUM WITH STAIRWAY, ELEVATOR,
AND RAMP ACCESS TO BE PURCHASED BY PORT.
CONCEPTUAL GARAGE FLOOR PLAN
DETAIL 2



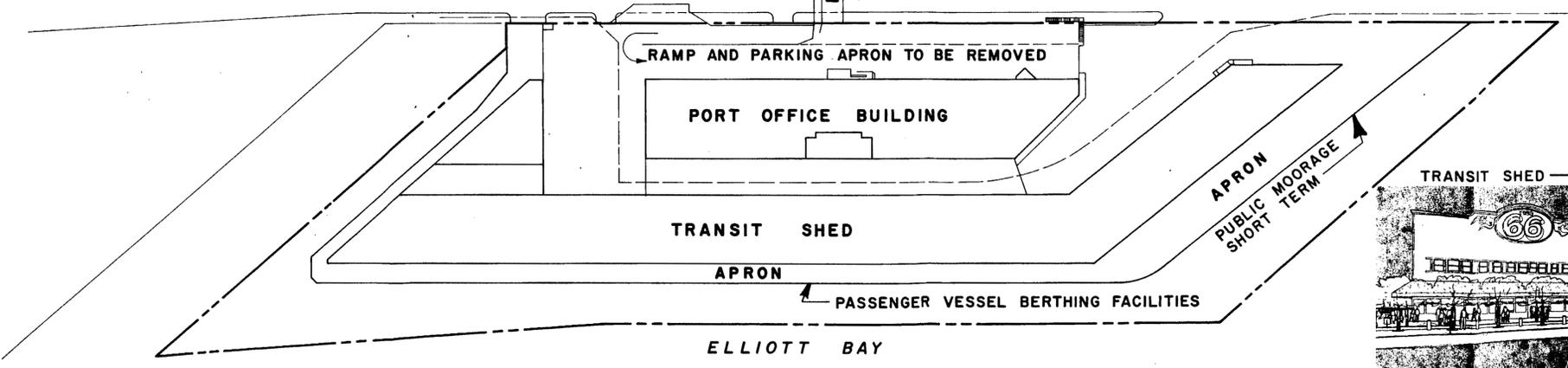
SECOND FLOOR PLAN
DETAIL 3



GARAGE AND PROPOSED STRUCTURES ATOP
TO BE CONSTRUCTED BY DEVELOPER.
INTERESTS IN GARAGE ONLY IN COMPREHENSIVE
SCHEME IN ACCORDANCE WITH RESOLUTION N° 2757

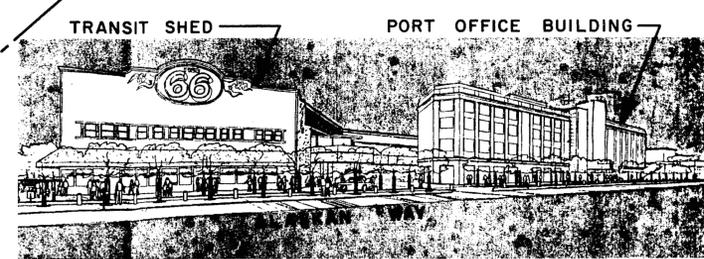


FIRST FLOOR PLAN
DETAIL 4



PIER 66 PLAN
SCALE: 1" = 60' - 0"

NOTE:
DETAILS SHOWN ON THIS PLAN ARE
EXCERPTED FROM THE PIER 66
MASTER PLAN PREPARED BY THE
NBBJ GROUP.



BELL STREET TERMINAL PERSPECTIVE
DETAIL 5

EXHIBIT B TO RESOLUTION N° 2757

PORT OF SEATTLE

MARINE FACILITIES
PIER 66
COMPREHENSIVE SCHEME
PLOT PLAN & FLOOR PLANS

WORK ORDER NO.
D-2530
CONSULTANT'S NO.
PORT OF SEATTLE NO.
66-7905-A-1

PROJECT ENGR/ARCH.		REVISIONS						PROJECT ENGR/ARCH.			
DESIGNER:	SCALE:	NO.	DATE	BY	DESCRIPTION	APPD.	NO.	DATE	BY	DESCRIPTION	APPD.
Wade W. Watson	NOTED	2-16-79	MAC		MISCELLANEOUS REVISIONS						
Michael A. Corpuz	Feb. 12, 1979										

