

## **RESOLUTION NO. 3249**

**A RESOLUTION** of the Port Commission of the Port of Seattle amending Unit 4 of the Comprehensive Scheme of Harbor Improvements of the Port of Seattle declaring Certain Real Property located inland from the Seattle Waterfront (Pier 64/65 Uplands) surplus and no longer needed for Port purposes and authorizing its sale.

**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, RCW Title 53, 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 original Comprehensive Scheme of Harbor Improvements of the Port of Seattle was fixed in Resolution No. 17 of the Port Commission and was ratified by the qualified electors of the Port District at a special election held therein on March 5, 1912; and

**WHEREAS**, Unit 4 of the Comprehensive Scheme of Harbor Improvements has been most recently amended by Port Commission Resolution No. 3224, and

**WHEREAS**, an official public hearing was held July 8, 1997, after notice of such hearing was duly published as provided by law, the question as to whether said Unit 4 should be further amended and modified to provide for certain portions thereof to be declared surplus to Port needs; and

**WHEREAS**, the Port has heard from all persons desiring to speak at said public hearing with regard to the proposed amendment and modification to Unit 4, including without limitation the environmental aspects of such amendment and modification, and

**WHEREAS**, the members of the Port Commission at said public hearing viewed maps, plans, and other data regarding the property and the portion thereof proposed for sale, 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 amendment to Unit 4 of the Comprehensive Scheme in light of the staff presentation, plans, data and comments made at the public hearing;

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

Section 1. The real property, in the form of air rights, shown on the Drawing attached as Exhibit A and legally described in Exhibit B and which is part of Unit 4 of the Comprehensive Scheme is hereby declared surplus to Port needs and is no longer needed for Port purposes:

Section 2. The Executive Director Port staff is authorized to take all necessary steps to arrange for the sale of said real property in the form of air rights and to execute all documents necessary to accomplish the sale in accordance with state law.

**ADOPTED** by the Port Commission of the Port of Seattle this 22nd day of July, 1997, and duly authenticated in open session by the signatures of the Commissioners voting in its favor and with the seal of the Commission.

Paige R Miller

Gary Grant

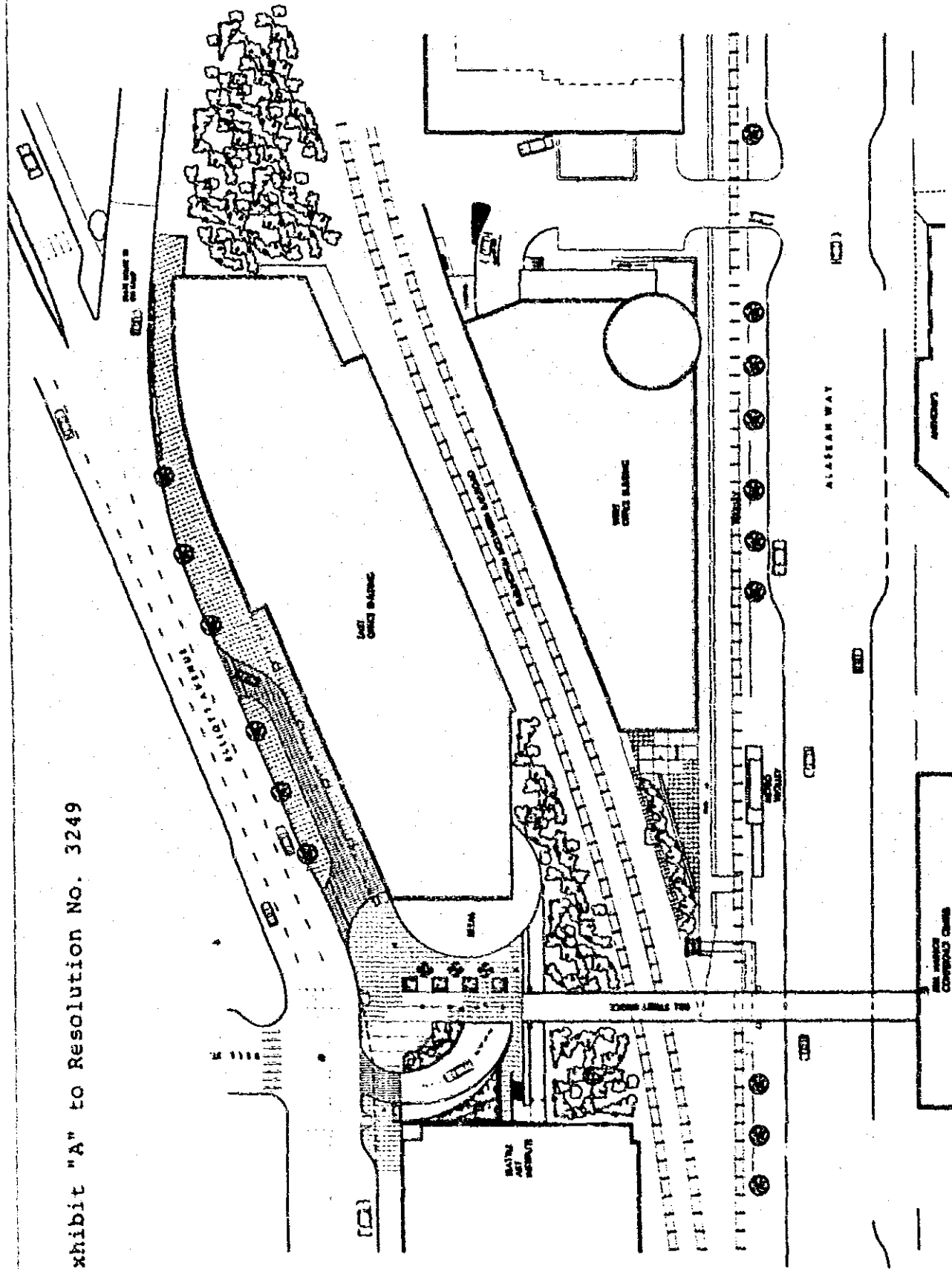
John B. Blum

Paul Selby

Patricia Davis

Port Commission

Exhibit "A" to Resolution No. 3249



1" = 20' FEET  
SOUTH EAST NORTH WEST

SITE PLAN  
WORLD WIDE CORP.

SENT BY: PRESTON, GATES & ELLIS; 7- 7-97 ; 5:31PM ; PRESTON, GATES & ELLIS 206 623 70226 728 3205:# 2/ 5

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EXHIBIT B  
TO  
DEVELOPMENT AGREEMENT  
LEGAL DESCRIPTION OF GARAGE PROPERTY

**PARCEL A:**

All that portion of Block 171B, Seattle Tide Lands, according to the official maps thereof on file in the Office of the Commissioner of Public Lands in Olympia, Washington, and of Block 32, Addition to the Town of Seattle as laid out by A.A. Denny (commonly known as A.A. Denny's Sixth Addition to the City of Seattle), according to the plat thereof recorded in volume 1 of Plats, page 99, in King County, Washington, lying northeasterly of the following described property:

Beginning at the most southerly corner of Lot 8, said Block 171B; thence north  $47^{\circ}41'27''$  west along the southwesterly line of said block, 262.21 feet to an intersection with a line concentric with and 15.0 feet southwesterly from the centerline of Burlington Northern Railroad Company's (formerly Great Northern Railway Company) most southerly track which passes through said blocks, as said track was located on May 16, 1969, said concentric line being on a curve of 1,560.60 foot radius, the origin of which bears north  $29^{\circ}12'42''$  east 1,560.60 feet from said intersection; thence southeasterly along said curve and concentric line an arc distance of 122.16 feet through a central angle of  $4^{\circ}29'06''$  to a point of tangency therein; thence south  $69^{\circ}16'34''$  east along aforesaid line parallel with and 15.0 feet southwesterly from track centerline a distance of 69.24 feet to the beginning of a curve to the right of 1,451.11 foot radius; thence along said curve concentric with and 15.0 feet southwesterly from said track centerline an arc distance of 89.15 feet through a central angle of  $3^{\circ}22'12''$  to the beginning of a curve to the right of 659.64 foot radius; thence along said curve concentric with and 15.0 feet southwesterly from said track centerline an arc distance of 2.47 feet through a central angle of  $6^{\circ}12'12''$  to the southeasterly line of aforesaid

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LEGAL DESCRIPTION, continued:

AND TOGETHER WITH that portion of the vacated northeasterly 31 feet of Alaskan Way, as vacated by City of Seattle Ordinance Number 117279, lying southeasterly of the southwesterly extension of the centerline of said vacated Bell Street, and lying northwesterly of the southwesterly extension of the southeasterly line of said vacated Bell Street;

AND TOGETHER WITH that portion of Lots 8, 9 and 12, Block 33, Addition to the Town of Seattle as laid out by A.A. Denny (commonly known as A.A. Denny's Sixth Addition to the City of Seattle), according to the plat thereof recorded in Volume 1 of Plats, page 99, in King County, Washington, lying southwesterly of the southwesterly margin of Elliott Avenue, as condemned by the City of Seattle under Ordinance Number 12502;

EXCEPT any portion thereof condemned in King County Superior Court Number 397727 for the widening of Armory Way (now known as Alaskan Freeway) by the City of Seattle under Ordinance Number 77749;

AND TOGETHER WITH that portion of vacated Blanchard Street, as vacated by City of Seattle Ordinance Number 117279, which attached to said portion of Block 32 by operation of law;

AND TOGETHER WITH that portion of vacated Elliott Avenue, as vacated by City of Seattle Ordinance Number 117279, which attached to said portions of Blocks 32 and 33, by operation of law;

AND TOGETHER WITH that portion of vacated Elliott Avenue, as vacated by City of Seattle Ordinance Number 9133, lying northwesterly of the extension of the southeasterly line of Blanchard Street and southeasterly of a line lying 120 feet northwesterly of and parallel with the extension of the northwesterly margin of Blanchard Street;

EXCEPT those portions of said Blocks, Streets and Avenues lying between a line concentric and/or parallel with and 15.0 feet northeasterly from the centerline of Burlington Northern Railroad Company's (formerly Great Northern Railway Company) most northeasterly track which passes through said Blocks, Streets and Avenues and line concentric and/or parallel with and 15.0 feet southwesterly from the centerline of Burlington Northern Railroad Company's (formerly Great Northern Railway Company) most southwesterly track which passes through said Blocks and continues through said Streets and Avenues.