

February 28, 1974

MINUTES OF THE SPECIAL MEETING OF THE PORT COMMISSION OF THE PORT OF SEATTLE

The Port Commission met in special session in the Commission Chambers at 2:00 p.m. on February 28, 1974. Commissioners Adlum, Block, and Kotkins were present. Commissioners Friedlander and Simonson were absent. Among others who signed the register were: Mr. and Mrs. Philip Lester, Pat Christopherson, and Mrs. Jack Taylor; Dick Mohn, Vern Ljungren, Jim Hogan, Don Shay, Susan Gerrard, Ron Silkworth, Mike Benett, Robert Edwards, Art Yoshioka, George Sutter, R. D. Ford, Jim Dwyer, J. E. Opheim, F. W. Short, R. H. Fletcher and Iola Umphrey of Port staff.

✓ H2B
Resolution No. 2516, "A RESOLUTION of the Port Commission of the Port of Seattle providing for the amendment of Unit 18 of the existing Comprehensive Scheme of Harbor Improvements of the Port of Seattle applicable to Sea-Tac International Airport, and providing for the acquisition of additional lands and other properties necessary and related to the operation of Sea-Tac International Airport," was presented, and Mr. Adlum moved second reading and final passage. Motion unanimously carried.

Resolution No. 2518, "A RESOLUTION of the Port Commission of the Port of Seattle modifying certain rates, rules and regulations in Sea-Tac International Airport Schedule of Rules, Regulations and Charges No. 3," was introduced and Mr. Block moved second reading and final passage. Motion unanimously carried.

Resolution No. 2519, "A RESOLUTION of the Port Commission of the Port of Seattle amending Resolution No. 2195 establishing the basic rules and regulations governing the reimbursement and payment of travel and other business expenses incurred by Port Commissioners, officers and employees as provided for by Chapters 101 and 116, Laws of 1965," was presented and Mr. Adlum moved second reading and final passage. Motion unanimously carried.

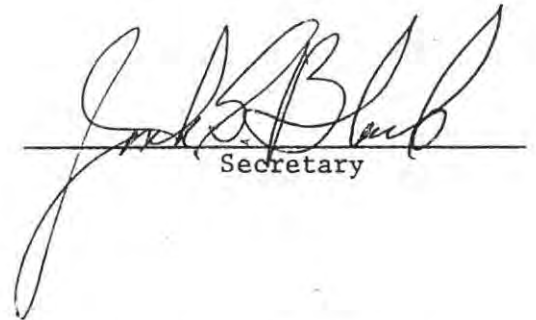
Request for approval of a policy statement regarding fishing within the boundaries of the Port District, was presented. The policy voices concern that proper attention has not been given to the necessity of maintaining the Duwamish Waterway and other navigable waters clear of obstruction. It sets forth a commitment by the Port Commission to take reasonable steps, which are available, to petition the proper persons and agencies to exercise their authority to maintain the navigable waterways clear of obstructions. Moved by Mr. Block that the following statement be adopted:

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Tacoma International Airport boundaries. An Environmental Impact Statement has been circulated in connection with this Resolution and it has become apparent a number of changes are necessary. The best way to handle this will be to cancel Resolution No. 2498 and cover the changes in a new Resolution No. 2516 which will be on the agenda on February 26. In this connection it will be necessary to hold a further public hearing. Moved by Mr. Friedlander that authorization be granted to publish Notice of Public Hearing to be held on February 26th at 2:00 p.m. in the Port Commission Chambers. Motion unanimously carried.

The President announced the next regular meeting will be held February 26, 1974, at 2:00 p.m.

There being no further business, the meeting adjourned.


Secretary

February 26, 1974

MINUTES OF THE REGULAR MEETING OF THE PORT COMMISSION OF THE PORT OF SEATTLE

The Port Commission met in regular session in the Commission Chambers at 2:00 p.m. on February 26, 1974. Commissioners Adlum, Block, Friedlander and Kotkins were present. Commissioner Simonson was absent. Among others who signed the register were: Paul W. Liston, Wayne Burnett, Mrs. A. Desmarais, Mrs. M. Keegstra, Jim Ruckers, Mrs. Herbert Nelson, John L. Sloan, Howard Olsen, Jean Pihlman, Frank G. Searles, Virginia Dare, L. Hall, Bob Wray, Frances Kleitsch, Marge MacKinnon, G. Jorgensen, Walter Kent, Paul Went, James E. Jennings, George Carter, Norma Carter, Dorpas Bratt, K. Martinson, Eric Grant, Robert O. Brown, Morris Robinson, Morin DiGiovanni, Donna Whitton, Mr. and Mrs. Keith Jorgenson, Albin Anderson, T. Nakkerud, Dean Paul, Glen Carter, Al Watts, Mike Louisell, John Money; and Jim Hogan, V. L. Ljungren, Robert Edwards, G. H. Sutter, Susan Gerrard, Oris Dunham, Jr., U. W. Killingsworth, R. D. Ford, Jim Dwyer, J. E. Opheim, F. W. Short, R. H. Fletcher, Bob West, A. H. Yoshioka, M. O. Bennett, Wm. Hoogendijk, Dick Petit, and Iola Umphrey of Port staff.

Moved by Mr. Friedlander that the minutes of the special meeting of February 13, 1974, be approved without reading. Motion unanimously carried.

Since there was a large crowd present who was interested in Resolution No. 2516, the General Manager asked that Item 6 be advanced to be handled as the first item on the Agenda.

Resolution No. 2516, "A RESOLUTION of the Port Commission of the Port of Seattle providing for the amendment of Unit 18 of the existing Comprehensive Scheme of Harbor Improvements of the Port of Seattle applicable to Sea-Tac International Airport and providing for the acquisition of additional lands and other properties necessary and related to the operation of Sea-Tac International Airport," was introduced and Mr. Friedlander moved first reading. This Resolution would supercede and nullify Resolution No. 2498 which had first reading on October 9, 1973. It would also authorize the Port to acquire by condemnation or negotiation additional properties and property rights north and south of existing airport boundaries of approximately 421 acres.

Pursuant to Notice of Public Hearing published in the Seattle Daily Journal of Commerce on February 14 and February 23, 1974, the President declared the meeting a public hearing and asked if there were any comments from the Commissioners or the audience. He first called on the Director of Aviation and asked him to explain the action to be taken. Mr. Shay read his memorandum dated February 15, 1974, and explained it in detail. Joe Sims of our Planning Department spoke on the community environmental impact of this action. Dave DesVoigne, also of the Port's Planning Department, gave his comments on the impact on the natural environment. A copy of the final environmental impact statement was placed on file. Following these presentations Mr. Robert Brown, Chief of the Airport's Division, FAA, in Seattle, read a statement relating to the definition of clear zones. A copy of the summary of each of these remarks is attached to the original copy of the minutes on file in the office of the Port Auditor and by reference made a part of these minutes.

A number of the residents of the Zone 3 area were present and asked to be heard. Mrs. Jean Pihlman, Coordinator of the Zone 3 Committee, spoke first and expressed her appreciation that the public was allowed to participate and that their input was considered. She said the group was well-pleased with the results. She further stated that, as a resident of the area between S. 211th Street, which is the proposed new boundary for the clear zone, and S. 216th Street, which the Zone 3 residents would like to have considered for the southern boundary, she would like to know if there is any chance that the Sea-Tac/Communities Plan might present evidence to substantiate their desire to have the southern boundary extended. Among

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others who spoke were Keith Jorgensen, Wayne Burnett, Mrs. M. Keegstra, Paul Liston, Frank Searles, Bob Wray, Albin Anderson, Dean Paul, and Grace Nelson. All of these except Mr. Liston said they would like to get out of the area as soon as possible. Mr. Liston said he would prefer to remain in his home, that he hoped it would be at least six or eight years before he would be required to move. He also commented that Mr. Gray of Airport Homes was violating his agreement with the Port by renting some of the houses which had been acquired in the previous acquisition. This will be checked. On call for the question, motion unanimously carried.

Pursuant to notice calling for bids for the Foss-Alaska Expansion Phase No. 1, Demolition and Fill at Terminal 115, plans and specifications for which have been on file in the office of the Port Commission for public inspection, the following bids were opened by staff on Friday, February 22, 1974, at 2:00 p.m. in the Commission Chambers, each of which was accompanied by a bid proposal deposit in the form of a surety bid bond to the Commission for a sum not less than 5% of the bid:

1.	Thos. Scalzo Co.	\$73,286.50
2.	R. W. Rhine, Inc.	86,640.00
3.	United Contractors Co.	86,973.00
4.	Scarsella Bros., Inc.	89,642.50
5.	Century Construction Co.	91,133.40
6.	Iconco	101,070.00
7.	Ferrell-Penning, Inc.	103,197.00
8.	Ben Holt Construction Co.	106,328.00
9.	Hurlen Construction Co.	110,330.30
10.	Stevens Construction Co.	113,171.10
11.	Cleveland Wrecking Co.	113,375.50
12.	Howard Peck Const. Co.	116,790.10

The work includes the development of a five-acre site, including demolition of a one-story warehouse building containing 6,700 square feet of floor space and a 2-1/2 story foundry-type building containing 11,150 square feet of floor space, site utility modifications, removal and relocation of seven-foot security fencing, move and compact approximately 27,000 cubic yards of fill material on site; move approximately 10,000 cubic yards of fill material off site; and place approximately 6,300 tons of crushed rock sub-base on site. Following the bid opening and reading of such bids, the Engineering Department proceeded to canvass the bids and the same were made available for public inspection by those present, including representatives of the parties bidding. Following a review of the bids, the Chief Engineer recommended the contract be awarded to the low bidder. Moved by Mr. Adlum that the contract be awarded to Thomas Scalzo Co. in the amount of \$73,286.50 and that work

MEMORANDUM

February 15, 1974

COMMISSION AGENDAITEM NO. 6

TO J. Eldon Opheim - General Manager
FROM Donald G. Shay - Director of Aviation

DATE OF MEETING 2-26-74

SUBJECT Request to Adopt Resolution No. 2516 to Amend Unit 18 of the Comprehensive Scheme of Harbor Improvements to Cover Acquisition of Property Adjacent to Sea-Tac International Airport.

It is recommended that the Commission adopt Resolution No. 2516 amending Unit 18 of the Comprehensive Scheme of Harbor Improvements/Sea-Tac International Airport.

This amendment, if adopted, would authorize the Port to acquire by condemnation or negotiation additional properties and property rights north and south of existing airport boundaries of approximately 421 acres. In accordance with Commission authorization, notice was published in the Daily Journal of Commerce of a public hearing to be held at the time of the regular Port of Seattle Commission Meeting on February 26, 1974. Said notice was published February 14 and 24, 1974.

On October 9, 1973, first reading was held to consider Resolution No. 2498 which also amended the Comprehensive Scheme to cover acquisition of property adjacent to Sea-Tac International Airport. Resolution No. 2516 now before you, would supersede and nullify Resolution No. 2498. The reason for introduction of the new resolution is to incorporate several amendments to the prior resolution including minor boundary changes. It was felt that the most appropriate procedure, especially in light of environmental laws, would be introduction of a new resolution with proper hearings.

In considering the adoption or rejection of Resolution No. 2516, attention should be given to the final environmental impact statement which has been completed after consideration of proposed amendments, comments, and testimony relevant to the environmental impacts of the proposed acquisition.

The purpose of the proposed amendment to the Comprehensive Scheme authorizing additional acquisition is to comply with Federal Aviation Administration extended clear zone criteria, i. e., land necessary to restrict the use of areas adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with airport operation, as well as to meet current and anticipated development at the airport. The boundaries of the proposed land acquisition have taken into consideration land needed to respect existing property lines as well as the boundaries created by nature such as rivers and man-made developments such as highways, etc.

Prior to the public hearing on February 26, 1974, numerous hearings and meetings have been conducted within the community to explain the proposed acquisition to interested members of the public and to answer questions pertaining thereto as

J. Eldon Opheim
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well as entertaining relevant comments from the community.

The general description of the properties to be acquired follows. A more detailed legal description is included in Exhibit A to Resolution No. 2516 attached hereto. Exhibit B is a drawing of the revised boundaries which are authorized by this resolution.

DGS:ss

Donald May

Attachments

cc: R. D. Ford
A. H. Yoshioka
W. Thompson
J. Hogan
V. Ljungren

MEMORANDUM

COMMISSION AGENDA

February 26, 1974

TO J. Eldon Opheim, General Manager SUPPLEMENT TO ITEM NO. 6
FROM Donald G. Shay, Director of Aviation DATE OF MEETING 2-26-74
SUBJECT Request to Adopt Resolution No. 2516
to Amend Unit 18 of the Comprehensive
Scheme of Harbor Improvements to Cover
Acquisition of Property Adjacent to
Sea-Tac International Airport

On January 28, 1974, a Public Hearing was held, after due notice, at the Highline High School to hear comments relative to the draft Environmental Impact Statement which was prepared in accordance with FAA criteria. A summary of these comments and responses thereto will be presented by Dr. David DesVoigne, the Port's Environmental Affairs Specialist.

In addition there were many comments, and questions relating to the suggested acquisition boundaries. The substance of these comments, whether the property in question was located west of 12th Avenue South or Des Moines Way South, east of 24th Avenue South or south of the proposed southerly boundary, was that the property should be included because of high noise levels, air pollution, inability of the present owner to sell the property, etc.

Mrs. Jean Pihlman, on behalf of herself and some 80 property owners south of the proposed southerly acquisition boundary, presented a petition requesting that the Port consider extending the southerly acquisition to South 216th Street as a more logical boundary, between 24th Avenue South and SR 509, we have subsequently received 45 letters from 19 property owners owning property within this area, also stating their request that their properties be included.

The staff has reviewed all of the requested additions on several occasions as well as with representatives of the FAA. For several reasons, we are not prepared at this time to recommend further additions to the proposed acquisition. More specifically, as previously stated, we have attempted to comply with FAA criteria for extended clear zones in order to achieve maximum FAA participation in the funding. This, of course, maximizes the amount of land that can be acquired per dollar of Port monies spent. Our present boundary at the south already exceeds the FAA criteria of 5,200 feet from the runway end by some 1,150 feet. We think we can justify this additional land to the FAA and are prepared to do so. It is our judgement, however, that further extension of the clear zone criteria would exceed that which might be approved.

Secondly, a major addition to the south would, in our opinion, imply an obligation to include a comparable area on the north, an area equally impacted.

J. Eldon Opheim, General Manager
Donald G. Shay, Director of Aviation
February 26, 1974
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Thirdly, Port funding capabilities as now projected, are utilized to their limits, including short term interim financing, to accomplish the presently proposed acquisition.

Finally, the Sea-Tac Communities Plan should be completed by Fall, 1974. This plan may well include recommendations for other solutions to the problems faced by the property owners.

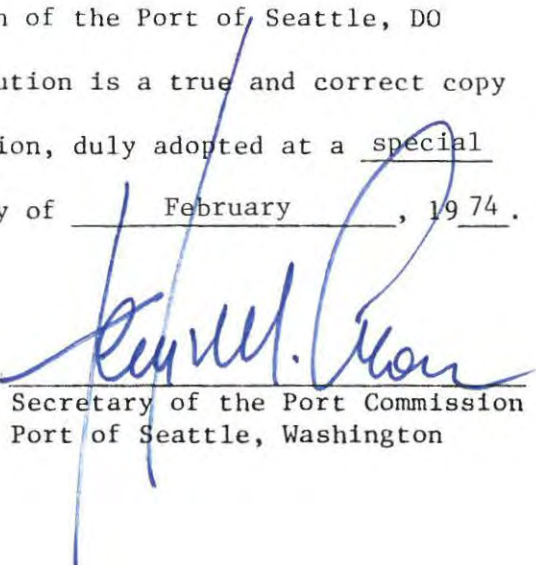
Donald G. Shay

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C E R T I F I C A T I O N

I, Henry M. Aronson, the duly chosen, qualified and acting Secretary of the Port Commission of the Port of Seattle, DO HEREBY CERTIFY that the attached resolution is a true and correct copy of Resolution No. 2516 of said Commission, duly adopted at a special meeting thereof, held on the 28th day of February, 1974.

Dated: August 7, 1986


Secretary of the Port Commission
Port of Seattle, Washington

RESOLUTION NO. 2516

A RESOLUTION of the Port Commission of the Port of Seattle providing for the amendment of Unit 18 of the existing Comprehensive Scheme of Harbor Improvements of the Port of Seattle applicable to Sea-Tac International Airport, and providing for the acquisition of additional lands and other properties necessary and related to the operation of Sea-Tac International Airport.

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 53.040.101, 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 Improvement 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 18 of the Comprehensive Scheme of Harbor Improvement was heretofore adopted by the Port Commission of the Port of Seattle by Resolution No. 1194 and ratified by the qualified electors of the Port District at a special election held therein on November 5, 1946, which unit has been subsequently amended in the manner provided by law; and

WHEREAS, on October 9, 1973 the Port Commission of the Port of Seattle considered, but did not adopt, Resolution No. 2498 which related to the subject matter of the present resolution; and

WHEREAS, an official public hearing was held on February 26, 1974 on the question of whether or not Unit 18 of the Port's Comprehensive Scheme of Harbor Improvements applicable to Sea-Tac International Airport should be enlarged to include certain additional real property (hereinafter referred to as the "Proposed Amendment"); and

WHEREAS, notice of said public hearing on February 26, 1974 and of the Proposed Amendment to be considered at said meeting was published in a daily newspaper of general circulation in the Port District as provided by law; and

WHEREAS, the Port heard from all persons desiring to speak at said public hearing with regard to said Proposed Amendment, including all persons who desired to speak on the environmental aspects of said Proposed Amendment; and

WHEREAS, the members of the Port Commission at said public hearing viewed maps, plans, and other data indicating the properties proposed to be added to Unit 18 of the 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 Amendment in light of the comment by members of the public at the Public Hearing.

NOW, THEREFORE, BE IT RESOLVED that the earlier resolution relating to the subject matter, Resolution No. 2498, is hereby deemed cancelled and without further force or effect.

BE IT FURTHER RESOLVED that Unit 18 of the Port of Seattle Comprehensive Scheme of Harbor Improvements be enlarged by the addition of certain real property in the County of King, State of Washington, legally described in Exhibit A attached hereto and by this reference incorporated herein and shown on Port Drawing No. STIA-7318-C-1 dated October 9, 1973 and revised February 5, 1974 attached hereto and incorporated herein by this reference as Exhibit B.

BE IT FURTHER RESOLVED, that the Port of Seattle shall acquire by purchase on the basis of qualified appraisals and/or by eminent domain proceedings the fee ownership of each parcel of that certain real property in the County of King, State of Washington described and shown in Exhibits A and B respectively; Provided, however, that the Port may from time to

time in the course of this acquisition acquire by purchase on the basis of qualified appraisals interests less than that of a fee interest in any such parcel.

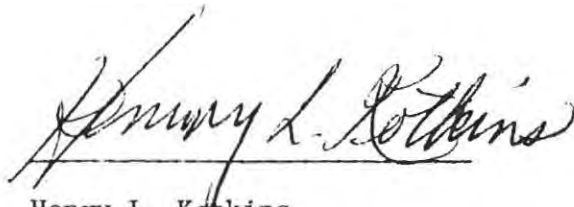
BE IT FURTHER RESOLVED, that should the acquisition or proposed acquisition of any parcel of real property described and shown in Exhibits A and B divide and take only a portion of an existing property ownership then, to eliminate any hardship and injury to the property owner, the Port is authorized to acquire by purchase on the basis of qualified appraisals the entire existing property ownership or any portion of, or interest in, that part of the parcel not described and shown in Exhibits A and B; Provided, however, that nothing herein shall be deemed to restrict the Port's right to acquire by purchase and/or eminent domain just that portion of the existing property ownership described and shown in Exhibits A and B.

BE IT FURTHER RESOLVED, that the acquisition of said property is for public use and purpose, to wit: for the public convenience and necessity and for the peace, security, and safety of the people within the jurisdiction of the Port of Seattle and this State, and for the present and reasonably foreseeable future needs of the Sea-Tac International Airport for the following uses: runway clear zone; additional buffer zone; the additional safety of airplane passengers, airport personnel, neighboring residents; the expansion and protection of navigational equipment and other electronic or mechanical apparatus.

BE IT FURTHER RESOLVED, that all proceedings in implementation of this Resolution shall be subject as a condition precedent to full compliance by the Port of Seattle with any and all applicable requirements of federal, state, and local environmental laws, ordinances, and regulations, including without limitation the State Environmental Policy Act and the State Shoreline Management Act to the extent applicable.

BE IT FURTHER RESOLVED, that Bogle, Gates, Dobrin, Wakefield & Long as attorneys for the Port of Seattle, be and they hereby are, authorized and directed to bring and prosecute actions and proceedings in the manner provided for by law to condemn, take, damage and appropriate lands and other property necessary to carry out the provisions of the Resolution.

ADOPTED by the Port Commission of the Port of Seattle at a special meeting held this 28th day of February, 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



Jack Block

Henry Simonson

Paul S. Friedlander

General Description of Proposed Property Acquisition

Parcel 30. Area adjacent to the northern portion of Sea-Tac International Airport bounded by the intersection of SR 518 with the Port of Seattle west property line, west 200 feet plus or minus, north to Des Moines Way South, north to South 136th Street, east to 16th Avenue South, south to South 140th Street extended, east to 18th Avenue South, north to South 136th Street, east to 24th Avenue South, south to South 146th Street, the existing Port of Seattle property line.

Parcel 31. Area adjacent to the southern portion of Sea-Tac International Airport bounded by the intersection of South 200th Street and 24th Avenue South extended, south to the mid line between South 210th Street and South 212th Street, west to 20th Avenue South extended, north to South 210th Street, west to 15th Avenue South extended; also the south lots of Glen Echo add, north to the south line of Cordell tracts, east to the mid line of Cordell Tracts, north to South 208th Street, including the east lots of said plat, west to the alley between 16th Avenue South and 15th Avenue South, north to South 201st Street, west to 15th Avenue South, north to South 200th Street; west to the alley between 14th Avenue South and 13th Avenue South, north to South 192nd Street, north extended along the tracts west of 16th Avenue South to South 188th Street extended, and then east to 16th Avenue South; the existing Port of Seattle property line, and including that portion north of South 200th Street and west of 24th Avenue South extended to the existing Port of Seattle property, and including lots abutting the east boundary of Airport in the plat of Lowe's Terrace No. 7 to the existing Port of Seattle property line except that portion of land deeded to King County and the State of Washington.

PLAT 113 - A
#12516

PARCEL 30

THAT PORTION OF THE SOUTHEAST 1/4 OF SECTION 17; THAT PORTION OF THE SOUTHWEST 1/4 OF SECTION 16; THAT PORTION OF THE NORTHWEST 1/4 OF SECTION 21; AND THAT PORTION OF THE NORTHEAST 1/4 OF SECTION 20 ALL IN TOWNSHIP 23 NORTH, RANGE 4 EAST, W.M. IN KING COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST 1/4 CORNER OF SECTION 16, THENCE S 1° 12' 09" W ALONG THE SECTION LINE A DISTANCE OF 657.89 FEET AND TRUE POINT OF BEGINNING THENCE S 1° 12' 09" W ALONG SAID SECTION LINE A DISTANCE OF 657.89 FEET; THENCE S 89° 53' 35" E A DISTANCE OF 682.83 FEET TO A POINT OF INTERSECTION WITH THE EAST MARGIN OF 18TH AVENUE SOUTH PRODUCED SOUTH; THENCE N 0° 30' 2" E ALONG SAID EAST MARGIN A DISTANCE OF 1285.92 FEET TO A POINT OF INTERSECTION WITH THE SOUTH MARGIN OF SOUTH 136TH ST.; THENCE S 89° 52' 58" E ALONG SAID SOUTH MARGIN A DISTANCE OF 1910.93 FEET TO A POINT OF INTERSECTION OF THE WEST MARGIN OF 24TH AVENUE SO.; THENCE S 1° 52' 19" W ALONG SAID WEST MARGIN A DISTANCE OF 2601.40 FEET TO THE CENTER LINE OF SOUTH 144TH ST.; THENCE S 1° 11' 59" W, CONTINUING ALONG SAID WEST MARGIN A DISTANCE OF 690.46 FEET TO A POINT OF INTERSECTION WITH THE SOUTH MARGIN OF SO. 146TH ST.; THENCE N 89° 43' 45" W ALONG SAID SOUTH MARGIN A DISTANCE OF 294.97 FEET; THENCE S 1° 14' 32" W A DISTANCE OF 5.00 FEET; THENCE N 89° 43' 45" W ALONG SAID SOUTH MARGIN A DISTANCE OF 2274.97 FEET TO A POINT OF INTERSECTION WITH THE CENTER LINE OF 16TH AVENUE SO.; THENCE N 88° 16' 41" W CONTINUING ALONG THE SOUTH MARGIN OF 146TH ST. A DISTANCE OF 420.00 FEET; THENCE S 1° 32' 40" W A DISTANCE OF 103.04 FEET; THENCE N 88° 01' 49" W A DISTANCE OF 122.72 FEET; THENCE S 1° 32' 40" W A DISTANCE OF 250.00 FEET; THENCE S 7° 43' 52" W A DISTANCE OF 199.16 FEET TO A POINT OF INTERSECTION WITH THE NORTH MARGIN OF SR 518; THENCE WESTERLY ALONG SAID NORTH MARGIN A DISTANCE OF 200.00 FEET MORE OR LESS; THENCE N 0° 00' 00" E TO A POINT OF INTERSECTION WITH THE EASTERLY MARGIN OF DES MOINES WAY SOUTH; THENCE NORTHEASTERLY ALONG SAID EASTERLY MARGIN TO A POINT OF INTERSECTION WITH THE SOUTH MARGIN OF SO. 136TH ST.; THENCE S 89° 10' 15" E ALONG SAID SOUTH MARGIN A DISTANCE OF 241 FEET MORE OR LESS TO A POINT OF INTERSECTION WITH THE WEST MARGIN OF 16TH AVENUE SO.; THENCE S 1° 12' 09" W ALONG SAID WEST MARGIN A DISTANCE OF 657.89 FEET THENCE S 89° 10' 15" E A DISTANCE OF 30.00 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 31

THAT PORTION OF SECTION 4, THAT PORTION OF N. W. 1/4 OF SECTION 9, THAT PORTION OF THE EAST 1/2 OF SECTION 5, ALL IN TOWNSHIP 22 NORTH, RANGE 4 EAST, AND THAT PORTION OF THE S. E. 1/4 OF SECTION 32, TOWNSHIP 23 NORTH RANGE 4 EAST, W.M. IN KING COUNTY, WASHINGTON; DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH 1/4 CORNER OF SECTION 4, BEING THE TRUE POINT OF BEGINNING; THENCE S 3° 49' 25" E ALONG THE NORTH-SOUTH CENTER LINE OF SAID SECTION 4 A DISTANCE OF 3446.1 FEET TO THE CENTER OF SAID SECTION; THENCE S 1° 18' 46" E, CONTINUING ALONG SAID NORTH-SOUTH CENTER LINE, A DISTANCE OF 2642.73 FEET TO THE SOUTH 1/4 CORNER OF SECTION 4, THENCE N 88° 26' 13" W A DISTANCE OF 38.88 FEET TO THE INTERSECTION OF THE WEST MARGIN OF 24TH AVENUE SOUTH PRODUCED SOUTH; THENCE S 1° 06' 28" W ALONG SAID WEST MARGIN A DISTANCE OF 989.89 FEET; THENCE N 88° 22' 19" W A DISTANCE OF 1281.94 FEET; THENCE N 1° 06' 18" E A DISTANCE OF 329.47 FEET TO THE CENTER LINE OF SOUTH 21ST ST.; THENCE N 88° 23' 37" W ALONG SAID CENTER LINE PRODUCED WESTERLY A DISTANCE OF 175.88 FEET TO THE WEST LINE OF LOT 1, PLAT OF MAYVA NO. 3, VOL. 78-55; THENCE N 1° 06' 18" E ALONG SAID WEST LOT LINE A DISTANCE OF 88.88 FEET; THENCE S 88° 23' 37" E A DISTANCE OF 15.88 FEET; THENCE N 1° 06' 18" E A DISTANCE OF 198.88 FEET; THENCE N 88° 23' 37" W A DISTANCE OF 15.88 FEET; THENCE N 1° 06' 18" E A DISTANCE OF 358.81 FEET TO A POINT OF INTERSECTION WITH THE SOUTH MARGIN OF SO. 28TH ST.; THENCE N 88° 26' 13" ALONG SAID SOUTH MARGIN A DISTANCE OF 98.68 FEET; THENCE S 1° 06' 08" W A DISTANCE OF 275.88 FEET; THENCE S 29° 37' 28" W TO A POINT OF INTERSECTION WITH THE EASTERLY MARGIN OF SR 59; THENCE SOUTHERLY ALONG SAID EASTERLY MARGIN TO A POINT OF INTERSECTION WITH THE CENTER LINE OF SO. 21ST ST. AS PRODUCED WESTERLY; THENCE N 88° 23' 37" W ALONG SAID CENTERLINE PRODUCED TO A POINT OF INTERSECTION WITH THE EAST SECTION LINE OF SECTION 8, TOWNSHIP 22 NORTH, RANGE 4 EAST, W.M., THENCE N 1° 06' 08" E A DISTANCE OF 38.88 FEET; THENCE N 86° 04' 37" W A DISTANCE OF 353.74 FEET; THENCE N 0° 58' 04" E A DISTANCE OF 387.96 FEET; THENCE S 85° 47' 23" E A DISTANCE OF 192.75 FEET; THENCE N 1° 06' 08" E A DISTANCE OF 323.73 TO A POINT OF INTERSECTION WITH THE NORTHERLY MARGIN OF SOUTH 28TH STREET; THENCE WESTERLY ALONG SAID NORTHERLY MARGIN TO A POINT OF INTERSECTION WITH THE WESTERLY LINE OF BLOCK 81, AMENDATORY PLAT OF PART OF SEELEYS ADDITION TO THE CITY OF DES MOINES; THENCE NORTHERLY ALONG SAID WESTERLY LINE TO A POINT OF INTERSECTION WITH THE NORTHERLY MARGIN OF SOUTH 21ST STREET; THENCE WESTERLY A DISTANCE OF 115.88 FEET TO A POINT OF INTERSECTION WITH THE EASTERLY MARGIN OF 15TH AVENUE SOUTH, THENCE NORTHERLY ALONG SAID EASTERLY MARGIN TO A POINT OF INTERSECTION WITH THE NORTHERLY MARGIN OF SOUTH 28TH STREET, THENCE N 87° 01' 01" W ALONG SAID NORTHERLY MARGIN A DISTANCE OF 558.75 FEET TO A POINT OF INTERSECTION WITH THE WESTERLY LINE OF BLOCK 35 OF SEELEYS ADDITION TO THE CITY OF DES MOINES; THENCE N 0° 36' 36" ALONG SAID WESTERLY LINE TO A POINT OF INTERSECTION WITH THE NORTH MARGIN OF SOUTH 196TH PLACE; THENCE N 89° 29' 54" W ALONG SAID NORTH MARGIN TO A POINT OF INTERSECTION WITH THE LOT LINE 8-9, PLAT OF KOESSNER ADDITION VOL. 57 - 75, 76, 77; THENCE N 2° 34' 28" E ALONG SAID LOT LINE A DISTANCE OF 281.28 FEET TO A POINT OF INTERSECTION WITH THE NORTH MARGIN OF SO. 196TH ST; THENCE N 88° 54' 15" W ALONG SAID NORTH MARGIN TO A POINT OF INTERSECTION WITH THE EAST MARGIN OF 14TH AVE SO; THENCE N 1° 39' 39" E ALONG SAID EAST MARGIN AND AS PRODUCED NORTHERLY A DISTANCE OF 1548.15 FEET TO A POINT OF INTERSECTION WITH THE CENTERLINE OF SO. 192ND ST. BEING THE NORTH SECTION LINE OF SECTION 5; THENCE S 88° 28' 28" E ALONG SAID SECTION LINE A DISTANCE OF 12.87 FEET; THENCE N 5° 23' 52" E A DISTANCE OF 288.59 FEET; THENCE S 88° 28' 28" E A DISTANCE OF 64 FEET; THENCE N 5° 23' 52" E A DISTANCE OF 992.11 FEET TO THE NORTH LINE OF THE S. E. 1/4

OF THE S. E. 1/4 OF SECTION 32; THENCE S 88° 28' 58" E ALONG SAID NORTH LINE TO A POINT OF INTERSECTION WITH THE SOUTHERLY MARGIN OF 12TH PLACE SOUTH; THENCE SOUTHEASTERLY ALONG SAID SOUTHERLY MARGIN TO A POINT OF INTERSECTION WITH THE EAST MARGIN OF 16TH AVENUE SO; THENCE S 5° 23' 32" W ALONG SAID EAST MARGIN TO A POINT OF INTERSECTION WITH THE SOUTH SECTION LINE OF SECTION 33, SAID POINT BEING N 89° 09' 01" E ALONG SAID SOUTH SECTION LINE A DISTANCE OF 38.18 FEET FROM THE SOUTHWEST SECTION CORNER OF SECTION 33; THENCE N 89° 09' 01" E ALONG THE NORTH SECTION LINE OF SECTION 4 A DISTANCE OF 2632.78 FEET TO THE TRUE POINT OF BEGINNING. ALSO: THAT PORTION OF THE NE 1/4 OF SECTION 4, TOWNSHIP 22 NORTH, RANGE 4 EAST WM DESCRIBED AS FOLLO

LOTS 1 THRU 13 BLOCK 4 OF LOWE'S TERRACE NO. 6 VOL. 49, PAGE 27 RECORDS OF KING COUNTY.

EXCEPT ALL PROPERTY NOW OWNED BY THE PORT OF SEATTLE. EXCEPT ALL PARK PROPERTY OWNED BY KING COUNTY. EXCEPT ALL PROPERTY OWNED BY THE STATE OF WASHINGTON.

EXHIBIT - A