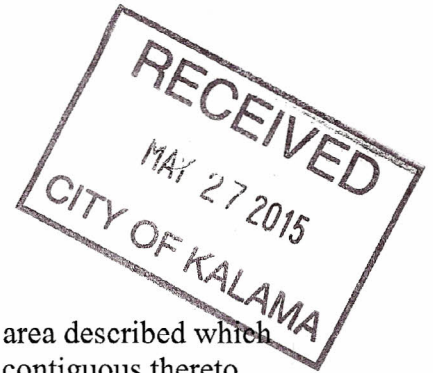


PETITION FOR ANNEXATION
TO THE CITY OF KALAMA, WASHINGTON



DECLARATION

We, the undersigned, being the owners of real property within the area described which lies outside the corporate limits of the City of Kalama, Washington but is contiguous thereto, having an assessed value in excess of 60% of the total value of the said described area according to the assessed valuation for general taxation purposes, do hereby petition the City Council of Kalama for annexation of said described area to the City of Kalama, Washington. In addition to those parcels described by the legal descriptions contained herein, the described area shall include the following rights-of-way: 1) Hendrickson Drive from the northern boundary of Tax Lot 41060 to the southern boundary of Tax Lot 60054; 2) Burlington Northern Inc. right-of-way from State Route 5 Engineers PC Station 1242+92.39 of the L-line (WSDOT plans "Town Kalama" MP 29.31 to MP 30.99 (1965)) to the southern boundary of Section 17; and 3) Interstate 5 from the State Route 5 Engineers PC Station 1242+92.39 of the L-line (WSDOT plans "Town Kalama" MP 29.31 to MP 30.99 (1965)) to the southern boundary of Section 17.

We further provide that the property within the territory to be annexed shall be assessed and taxed at the same rate and on the same basis as the property within the City of Kalama to pay for the outstanding indebtedness of the City existing at the date of annexation, and that such territory to be annexed shall be subject to the provisions of the zoning ordinances and comprehensive plan map amendment adopted by the City Council on June 5, 2013.

This petition may consist of more than one component, including attached signature pages filed independently, and each signer consents to the filing of other parts to become a portion of the same petition.

AUTHORIZATION

Name and signatures of all persons having an interest in real property in the subject area whose consent is required by virtue of such interest to authorize the filing of this petition are attached.

Exhibits:

- A- Legal descriptions of all properties in proposed annexation area
- B- Map of proposed annexation area
- C1- Map of proposed zoning districts within proposed annexation area

Name	Signature	Tax lot #/Address	Assessed Value	Date
Port of Kalama		41056	\$1,006,240	
City of Kalama		410560100	\$3,120,08	
Port of Kalama		41063	\$25,310	
Port of Kalama		41061	\$15,550	
Port of Kalama		4106	\$13,740	
Port of Kalama		60057	\$157,600	
Port of Kalama		6005102	\$31,090	
Port of Kalama		412640100	\$5,028,810	
Port of Kalama		60054	\$142,190	
Burlington Northern Inc ROW		60061	N/A	
Washington Dept. of Transportation ROW		N/A	N/A	

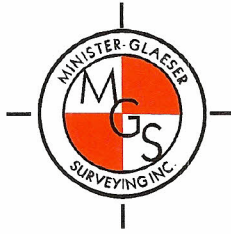
State of Washington)
) ss.
 County of Cowlitz)

I, Mark Wilson, certify under oath stated that I am authorized to execute deeds and other encumbrances, including this Petition, on behalf of the Port of Kalama, as the Executive Director of the Port of Kalama.

Dated: 26-May, 2015

Name: Mark Wilson

Title: Executive Director, Port of Kalama



Minister & Glaeser Surveying, Inc.

Phone: 360-694-3313 Fax: 360-694-8410

May 4, 2015

EXHIBIT "A"

ANNEXATION TO THE CITY OF KALAMA:

A portion of the Jacob Ahles Donation Land Claim and the John Davenport Donation Land Claim and a portion of Government Lot 1, located in a portion of Section 17 and Section 18, Township 6 North, Range 1 West, Willamette Meridian, Cowlitz County, Washington, described as follows;

BEGINNING at the intersection of the South line of said Section 17 and the Westerly right-of-way line (50 feet Westerly of centerline when measured at right angles) of the Northern Pacific Railway (formerly P & P. S. Railroad Company);

Thence North $88^{\circ}47'30''$ West, along the South line of said Section 17, for a distance of 155.89 feet, more or less to the Meander Corner on the government meander line for the Columbia River, said Meander Corner being at the Southeast corner of Kalama Tideland Tract 9 (1922 Tideland Map);

Thence continuing North $88^{\circ}47'30''$ West, along the South line of said Section 17, for a distance of 77.39 feet, more or less to the Inner Harbor Line as shown on Davis Consulting Group Record of Survey recorded in Volume 22, Pages 147-156, Cowlitz County survey records;

Thence North $27^{\circ}55'08''$ West, along said Inner Harbor Line and the West line of Kalama Tideland Tract 9 (1922 Tideland Map), for a distance of 394.06 feet, more or less, to an angle point therein per Record of Survey recorded in Volume 22, Pages 147-156;

Thence North $08^{\circ}10'08''$ West, continuing along said Inner Harbor Line and the West line of Tideland Tracts 9-10 (1922 Tideland Map), for a distance of 1086.26 feet, more or less, to the Southwest corner of Tideland Tract 11 (1922 Tideland Map) per Record of Survey recorded in Volume 22, Pages 147-156;

Thence North 18°17'24" West, leaving said inner harbor line (1922 Tideland Map) as shown on Davis Consulting Group Record of Survey recorded in Volume 22, Pages 147-156 and proceeding along the Relocated Inner Harbor Line as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73, for a distance of 2123.77 feet to an angle point in said Relocated Inner Harbor Line;

North 71°00'00" East, continuing along said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73), for a distance of 26.61 feet, more or less, to the Line of Ordinary High Water (12.0' Columbia River Datum per USACE 2014 Report for River Mile 75-76)

Thence along said Line of Ordinary High Water (12.0' Columbia River Datum per USACE 2014 Report for River Mile 75-76) of the bank of the Columbia River (*the City of Kalama jurisdiction in this area will extend to piers, docks, warehouses, wharves and structures that originate on land inside the boundaries of the city and extend beyond the boundaries over the Columbia River*), the following courses:

Thence North 18°37'40" West, for a distance of 1365.26 feet more or less;

Thence North 68°32'21" East, for a distance of 98.22 feet, more or less;

Thence North 74°46'19" East, for a distance of 51.22 feet, more or less;

Thence South 28°58'17" East, for a distance of 44.20 feet, more or less;

Thence South 70°23'11" East, for a distance of 50.03 feet, more or less;

Thence South 15°44'14" East, for a distance of 45.77 feet, more or less;

Thence South 15°23'49" West, for a distance of 45.92 feet, more or less;

Thence South 19°39'45" East, for a distance of 1193.35 feet, more or less;

Thence South 41°00'45" East, for a distance of 15.62 feet, more or less, to said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73);

Thence North 71°00'00" East, along said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73), for a distance of 157.40 feet, more or less, to said Inner Harbor Line and the West line of Tideland Tract14 (1922 Tideland Map);

Thence North $08^{\circ}10'08''$ West, along said Inner Harbor Line and the West line of Kalama Tideland Tracts 14 and 15 (1922 Tideland Map), for a distance of 685.28 feet, more or less, to the Northwest corner of said Tideland Tract 15 (1922 Tideland Map);

Thence North $74^{\circ}15'19''$ East, along the North line of Kalama Tideland Tract 15 (1922 Tideland Map), for a distance of 121.55 feet, more or less, to the West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof;

Thence South $15^{\circ}41'35''$ East, along said West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof, for a distance of 619.26 feet, more or less, to the beginning of a 5266.71 foot radius tangent curve;

Thence continuing along said West right-of-way line along the arc of a 5266.71 foot radius tangent curve to the right, the long chord of which bears South $11^{\circ}32'52''$ East, for a chord distance of 761.43 feet, through a central angle of $08^{\circ}17'27''$, for an arc distance of 762.09 feet, more or less;

Thence continuing along said West right-of-way line South $07^{\circ}24'08''$ East, for a distance of 51.00 feet, more or less, to the Westerly extension of the radial line to Engineers PC Station 1242+92.39 of the L-line of State Route 5 as shown on WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99 (1965);

Thence North $81^{\circ}49'36''$ East, along said radial line and its Westerly extension, for a distance of 388.64 feet, more or less, to the Easterly right-of-way line (135 feet Easterly of centerline) of State Route 5 Engineers PC Station 1242+92.39 of the L-line (WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99 (1965);

Thence South $08^{\circ}10'24''$ East, along said Easterly right-of-way line, for a distance of 294.08 feet, more or less, to the intersection with the South line of Government Lot 1;

Thence continuing South $08^{\circ}10'24''$ East, along said Easterly right-of-way line, for a distance of 196.88 feet, more or less, to State Route 5 Engineers Station 1238+01.44 of the L-line (135 feet Easterly of centerline), WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99, 1965, and also State Route 5 Engineers Station 1237+32.58 of the LR-line (112 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line, along the arc of a 3707.72 foot radius tangent curve to the left, the long chord of which bears South $10^{\circ}49'44''$ East, for a chord distance of 343.55 feet, through a central angle of $05^{\circ}18'39''$, for an arc distance of 343.67 feet, more or less, to State Route 5 Engineers Station 1233+78.52 of the LR-line (112 feet Easterly of centerline), WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99, 1965;

Thence continuing along said Easterly right-of-way line South $27^{\circ}23'30''$ East, for a distance of 78.13 feet, more or less, to State Route 5 Engineers Station 1233+00 of the LR-line (130 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $10^{\circ}16'08''$ East, for a distance of 194.72 feet, more or less, to State Route 5 Engineers Station 1231+00 of the LR-line (110 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line, along the arc of a 3709.72 foot radius tangent curve to the left, the long chord of which bears South $23^{\circ}57'22''$ East, for a chord distance of 813.39 feet, through a central angle of $12^{\circ}35'17''$, for an arc distance of 815.03 feet, more or less, to State Route 5 Engineers Station 1222+60.80 of the LR-line (110 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $37^{\circ}20'24''$ East, for a distance of 162.04 feet, more or less, to State Route 5 Engineers Station 1221+00 of the LR-line (130 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $45^{\circ}40'20''$ East, for a distance of 752.08 feet, more or less, to State Route 5 Engineers Station 1213+75 of the LR-line (330 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $54^{\circ}38'11''$ East, for a distance of 411.73 feet, more or less, to State Route 5 Engineers Station 1210+00 of the LR-line (500 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $35^{\circ}03'49''$ East, for a distance of 310.83 feet, more or less, to the intersection with the South line of said Section 17 to State Route 5 Engineers Station 1206+90.26 of the LR-line (526.08 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence leaving said Easterly right-of-way line and proceeding North 88°47'30" West along the South line of said Section 17, for a distance of 616.73 feet, more or less, to State Route 5 Engineers Station 1210+12.12 of the LR-line (on centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing North 88°47'30" West along the South line of said Section 17, for a distance of 921.01 feet, more or less, to the intersection said West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof and the **POINT OF BEGINNING**.

EXCEPTING THEREFROM, any portion that tract of land conveyed to the State of Washington for a sewage Treatment Plant Site by deed recorded under Auditor's File No. 648838, Cowlitz County Deed Records.

EXCEPTING THEREFROM, any portion that tract of land conveyed to the City of Kalama, a Washington Municipal Corporation by deed recorded under Auditor's File No. 3214088 Cowlitz County Deed Records.

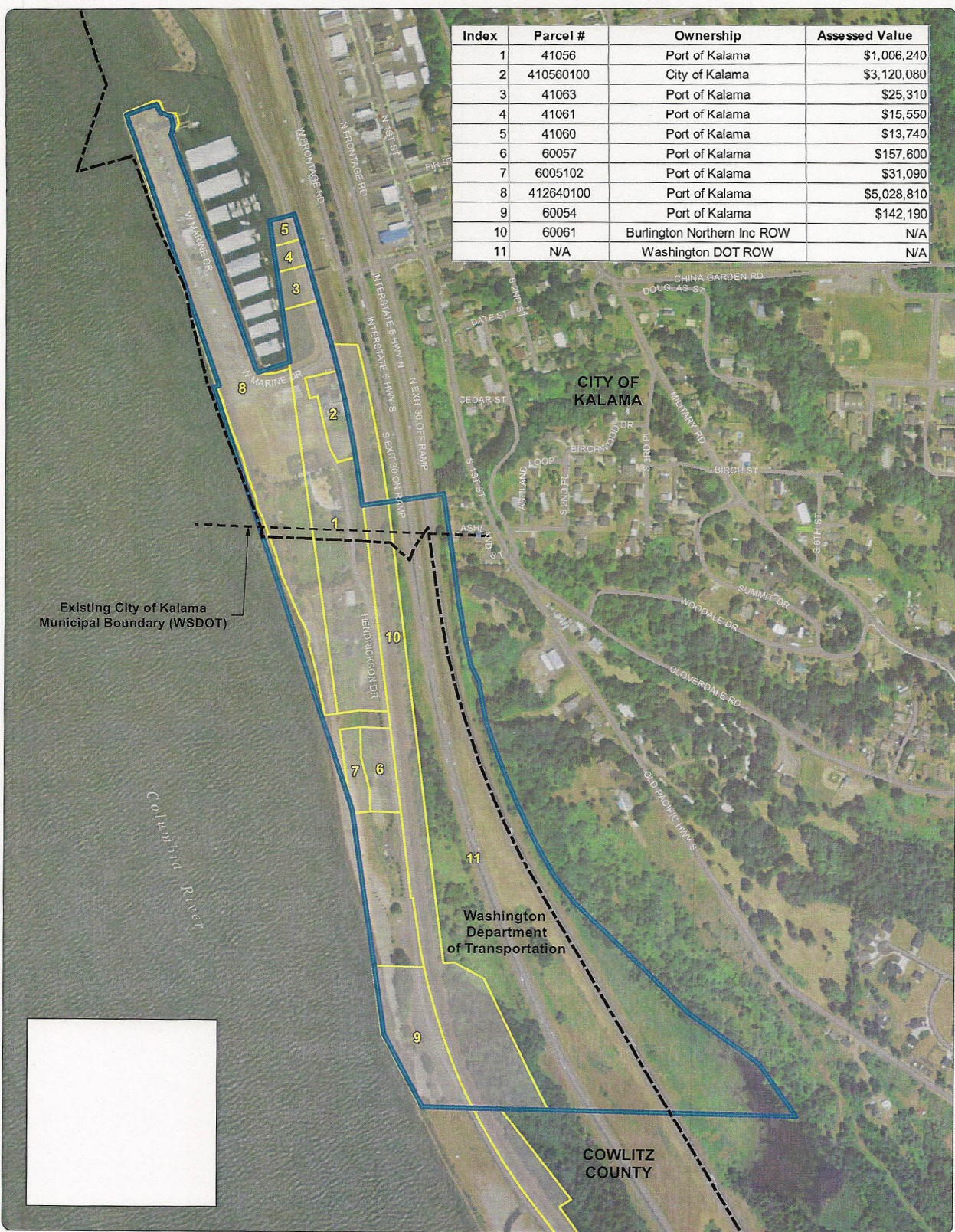
EXCEPTING THEREFROM, any property heretofore annexed in the City of Kalama city limits.

Containing 66.57 Acres, more or less.

Together with and subject to easements, reservations, covenants and restrictions apparent or of record.

Basis of Bearings – NAD 83/91, Washington State Plane Coordinate System, South Zone, U.S. Survey Feet.

Note: This legal description was created exclusively for the purpose of the City of Kalama annexation and is not intended to be used for any transfer of title or conveyance of real property.



Index	Parcel #	Ownership	Assessed Value
1	41056	Port of Kalama	\$1,006,240
2	410560100	City of Kalama	\$3,120,080
3	41063	Port of Kalama	\$25,310
4	41061	Port of Kalama	\$15,550
5	41060	Port of Kalama	\$13,740
6	60057	Port of Kalama	\$157,600
7	6005102	Port of Kalama	\$31,090
8	412640100	Port of Kalama	\$5,028,810
9	60054	Port of Kalama	\$142,190
10	60061	Burlington Northern Inc ROW	N/A
11	N/A	Washington DOT ROW	N/A

Source: Aerial photograph obtained from Esri ArcGIS
 Online: taxlots obtained from Cowlitz County in March of 2015.

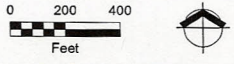
Note: Assessed Value = Assessed Improvement + Assessed Land Value.

- Legend**
- Site Parcels
 - City/County Boundary
 - Annexation Boundary (66.57 acres in area)

**Marine Park Annexation
 Petition for Annexation**

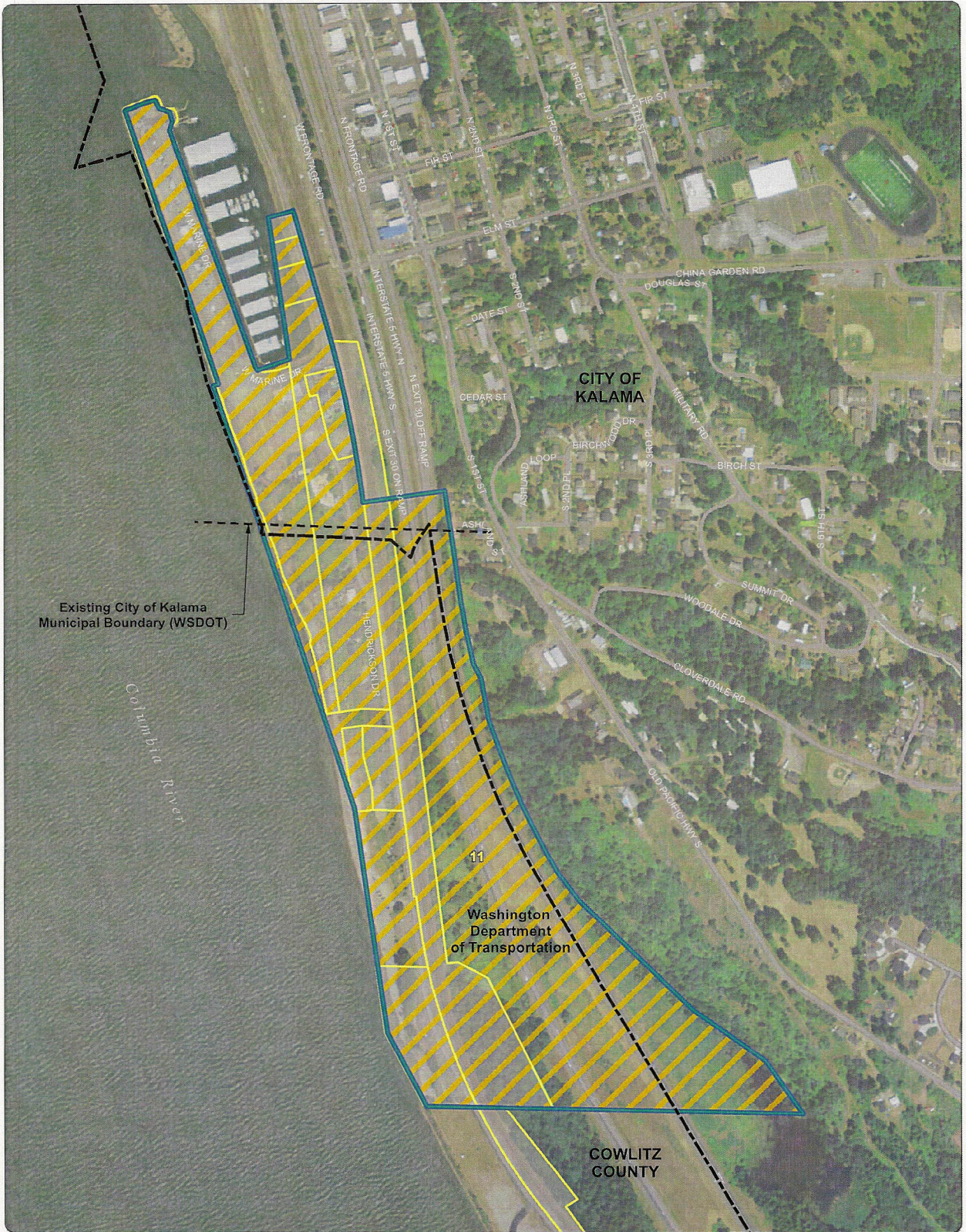
**Exhibit B
 Final Annexation Area**

Port of Kalama
 Kalama, Washington



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Existing City of Kalama Municipal Boundary (WSDOT)





CITY OF KALAMA

Washington Department of Transportation

COWLITZ COUNTY

Source: Aerial photograph obtained from Esri ArcGIS
 Online; taxlots obtained from Cowlitz County in March of 2015.
 Note: Assessed Value = Assessed Improvement + Assessed Land Value.

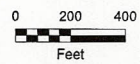
Legend

-  Annexation Boundary (66.57 acres in area)
-  Proposed Zoning (I-1 Industrial Use District with a commercial overlay per KMC Figure 17.28.020-1)
-  City/County Boundary
-  Site Parcels

Marine Park Annexation Petition for Annexation

Exhibit C1 Proposed Annexation Area Zoning

Port of Kalama
Kalama, Washington



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