

## RESOLUTION NO. 623

**A RESOLUTION** relating to a pending annexation as identified as the Marine Park/Ahles Point Annexation and accepting the Petition to Annex of the owners of certain property described herein, and conditionally approving the same subject upon Boundary Review Board approval.

**WHEREAS**, on the 20th day of May, 2015 the City Council of Kalama held an open meeting during which it was determined the City would accept the intent to annex the 66.57 acres from the Port of Kalama and would require the assumption by the newly annexing area of the existing outstanding indebtedness of the City of Kalama;

**WHEREAS, at that meeting the City Council determined** that said newly annexing territory would be zoned I-1 Industrial Use District, with a commercial overlay under Kalama Municipal Code 17.28.020.1 upon its annexation into the City;

**WHEREAS**, pursuant to RCW Chapter 35A.14, the applicants for annexation have submitted to the City a petition to annex signed by owners of 60 percent or more of the assessed valuation of the following parcels:

Tax Parcel	Approx. Acreage	Owner
41056*	10.50	Port of Kalama
410560100*	.35	City of Kalama
41063*	.70	Port of Kalama
41061*	.43	Port of Kalama
41060*	.38	Port of Kalama
60057	1.34	Port of Kalama
6005102	.86	Port of Kalama
412640100*	11.65	Port of Kalama
60054	4.03	Port of Kalama
60061	20.03	Burlington Northern Inc ROW N/A
	16.30	Washington DOT ROW N/A

\*All or a Portion of this Parcel may already be inside City Limits – included to confirm boundary lines

(SEE ATTACHED EXHIBITS "A" & "B" FOR FULL LEGAL DESCRIPTION & MAP)

**WHEREAS**, the submitted Petition has been certified sufficient by the Cowlitz County Assessor's Office;

**WHEREAS**, the City Council held a public hearing on the Petition on July 1, 2015 to take testimony and consider the annexation;

**AND IF FURTHER** being determined that the Marine Park/Ahles Point annexation must be referred to the Boundary Review Board of Cowlitz County, for review;

**NOW THEREFORE,** the City Council of the City of Kalama do resolve as follows:

This matter shall be submitted to the Cowlitz County Boundary Review Board for consideration and thereafter and upon such action, to be returned to the City of Kalama for final action to accept the annexation as presented in the Petition for annexation.

PASSED, by the City Council of the City of Kalama on the 1<sup>st</sup> day of July, 2015.

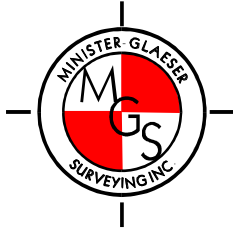
ATTEST:

\_\_\_\_\_  
Clerk-Treasurer

\_\_\_\_\_  
Mayor

DRAFT

## EXHIBIT A – Legal Description



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°49'44" East, for a chord distance of 343.55 feet, through a central angle of 05°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°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°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°57'22" East, for a chord distance of 813.39 feet, through a central angle of 12°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°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°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°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°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.

# Exhibit B – Map

