

June 5, 1989
0190H/BR/HK/rr

INTRODUCED BY: Bill Reams

PROPOSED NO.: 89 - 246

MOTION NO. 7566

A MOTION authorizing the county executive to exchange a portion of the Preston-Snoqualmie Trail in its present location, for lands of Preston Industrial Associates in a more suitable location.

WHEREAS, King County acquired the Preston-Snoqualmie Trail from Burlington Northern, Inc. by deed dated May 26, 1981, recorded under Auditor's File No. 8106050745, and

WHEREAS, Preston Industrial Associates are property owners adjoining a portion of said Preston-Snoqualmie Trail, and

WHEREAS, the present location of the trail prevents the Preston Industrial Associates from the orderly development of their ownership to what they consider to be its highest potential, and

WHEREAS, the Preston Industrial Associates have proposed that King County make an exchange of lands and relocate the trail in order that they may complete the development of the planned industrial center, and

WHEREAS, the Preston Industrial Associates have agreed to construct a trail in the new location equivalent to the existing trail with at least a ten-foot wide paved surface, and

WHEREAS, the trail in its present location contains 76,250 square feet, and the lands to be conveyed to King County for the relocation of the trail contain 89,950 square feet, and

WHEREAS, an evaluation of the two properties to be exchanged discloses they are of equal value, and the relocated trail-end will provide access to High Point Road whereas the present location of the trail does not, and

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1 WHEREAS, it has been determined that the land describing the
2 Preston-Snoqualmie Trail as Parcel A in its present location, is
3 better suited for private development, and

4 WHEREAS, it has been determined that the lands described
5 herein as Parcel B are better suited for the development and
6 expansion of the Preston-Snoqualmie Trail;

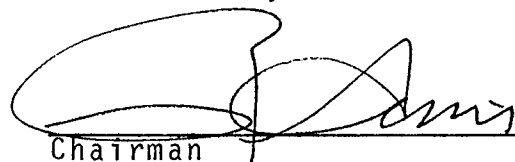
7 NOW, THEREFORE, BE IT MOVED by the Council of King County:

8 A. Having deemed it necessary and in the best interests of
9 the citizens of King County, the council does hereby authorize
10 the King County executive to execute and deliver the necessary
11 instruments to effect the exchange of lands described herein as
12 Parcels A and B, in consideration of the benefits to be thereby
13 derived.

14 B. The signed agreement will specify that the trail in its
15 new location will be completed to the specifications of the
16 natural resources and parks division no later than one year after
17 the exchange of lands occurs.

18 PASSED this 19th day of June, 1989.

19 KING COUNTY COUNCIL
20 KING COUNTY, WASHINGTON

21 
22 Chairman

23 ATTEST:

24
25 
26 Clerk of the Council

OLD TRAIL RIGHT-OF-WAY
LEGAL DESCRIPTION FOR TRANSFER FROM
KING COUNTY TO PRESTON INDUSTRIAL ASSOCIATES

7566

Parcel A:

That portion of a strip of land 50 feet in width across the South 1/2 of the SE 1/4 of Section 29, Township 24 North, Range 7 East, W. M., in King County, Washington, known as the Burlington Northern Railroad Right-of-Way, lying Northwesterly and Northerly of the following described line:

Beginning at the SE corner of the SE 1/4 of said Section 29;
thence North $88^{\circ}36'32''$ West along the South line of said subdivision 1112.37 feet to the Easterly margin of the Burlington Northern Railroad Right-of-Way, said point being on the arc of a curve, having a radius of 1298.57 feet, through which point a radial line bears North $73^{\circ}25'01''$ West;
thence Northwesterly along said Railroad right-of-way and along the arc of said curve, through a central angle of $12^{\circ}25'01''$ an arc distance of 281.42 feet to a point of compound curve and the True Point of Beginning;
thence Northwesterly along the arc of a curve to the left having a radius of 390.00 feet, through a central angle of $60^{\circ}00'00''$ an arc distance of 408.41 feet to a point of compound curve, having a radius of 1600.00 feet;
thence along the arc of said compound curve, through a central angle of $25^{\circ}15'15''$ an arc distance of 705.23 feet to a point on the Easterly margin of SE High Point Way, said point being on the arc of a curve having a radius of 2030.00 feet, through which point a radial line bears North $52^{\circ}16'31''$ East;
thence Northwesterly along the arc of said curve and along the Northeasterly margin of SE High Point Way, through a central angle of $12^{\circ}16'19''$ an arc distance of 434.80 feet;
thence continuing along said Northeastrly margin North $49^{\circ}49'08''$ West 144.20 feet to the terminus of said line.

TOGETHER WITH that portion of a strip of land 50 feet in width across the SW 1/4 of the SE 1/4 of Section 29, Township 24 North, Range 7 East, W. M., in King County, Washington, known as the Burlington Northern Railroad Right-of-Way, lying Southeasterly of a line which is 20 feet Southeasterly of when measured at right angles and/or radially of the following described line:
Beginning at the SE corner of the SE 1/4 of said Section 29;
thence North $88^{\circ}36'32''$ West along the South line of said subdivision 1112.37 feet to the Easterly margin of the Burlington Northern Railroad Right-of-Way, said point being on the arc of a curve, having a radius of 1298.57 feet, through which point a radial line bears North $73^{\circ}25'01''$ West;
thence Northwesterly along said Railroad right-of-way and along the arc of said curve, through a central angle of $12^{\circ}25'01''$ an arc distance of 281.42 feet to a point of compound curve and the True Point of Beginning;
thence Northwesterly along the arc of a curve to the left having a radius of 390.00 feet, through a central angle of $60^{\circ}00'00''$ an arc distance of 408.41 feet to the terminus of said 20 foot offset line.

82/17-B 10-17-88

NEW TRAIL RIGHT-OF-WAY
LEGAL DESCRIPTION FOR DEED TO
KING COUNTY FROM PRESTON INDUSTRIAL ASSOCIATES

7566

Parcel B:

A strip of land 20 feet in width across that portion of the South 1/2 of the SE 1/4 of Section 29, Township 24 North, Range 7 East, W. M., in King County, Washington, lying Southwesterly and Southerly of the following described line:

Beginning at the SE corner of said subdivision;
thence North 88°36'32" West along the South line of said subdivision 1112.37 feet to the Easterly margin of the Burlington Northern Railroad Right-of-Way, said point being on the arc of a curve, having a radius of 1298.57 feet, through which point a radial line bears North 73°25'01" West;
thence Northwesterly along said Railroad right-of-way and along the arc of said curve, through a central angle of 12°25'01" an arc distance of 281.42 feet to a point of compound curve and the True Point of Beginning;
thence Northwesterly along the arc of a curve to the left having a radius of 390.00 feet, through a central angle of 60°00'00" an arc distance of 408.41 feet to a point of compound curve, having a radius of 1600.00 feet;
thence along the arc of said compound curve, through a central angle of 25°15'15" an arc distance of 705.23 feet to a point here and after referred to as Point A, said point being on the Easterly margin of SE High Point Way, and the terminus of said 20 foot wide strip.
EXCEPT any portion thereof lying within the Burlington Northern Railroad Right-of-Way.

TOGETHER WITH strip of land 20 feet in width across that portion of the SW 1/4 of the SE 1/4 and across the SE 1/4 of the SW 1/4 of said Section 29 lying Northeasterly of the following described line:

Beginning at the previously described Point A, said point being on the arc of a curve having a radius of 2030.00 feet, through which point a radial line bears North 52°16'31" East;
thence Northwesterly along the arc of said curve, and along the Northeasterly margin of SE High Point Way, through a central angle of 12°16'19" an arc distance of 434.80 feet;
thence continuing along said Northeasterly margin North 49°49'08" West 144.20 feet to a point of tangent curve to the left, having a radius of 2230.00 feet;
thence along the arc of said curve and along the Northeasterly margin of SE High Point Way, through a central angle of 2°04'13" an arc distance of 80.57 feet to a point here and after referred to as Point B, and the terminus of said 20 foot wide strip.

TOGETHER WITH that portion of the SW 1/4 of the SE 1/4 and of the SE 1/4 of the SW 1/4 of said Section 29, described as follows:

Beginning at the previously described Point B;
thence North 34°02'14" East 73.63 feet;
thence North 33°00'00" West 75.00 feet;
thence South 79°00'00" East 105.00 feet;
thence North 13°00'00" East 128.00 feet;
thence North 79°00'00" West 195.00 feet;
thence North 33°00'00" West 82.00 feet;
thence North 25°00'00" East 68.00 feet;
thence North 6°00'00" West 68.00 feet;
thence North 37°00'00" West 80.00 feet;
thence North 60°00'00" West 119.00 feet;
thence South 84°00'00" West 168.00 feet;
thence South 66°00'00" West 118.00 feet;
thence South 47°00'00" West 171.00 feet;
thence North 73°00'00" West 175.00 feet;
thence South 74°00'00" West 75.59 feet to a point 20 feet Northerly of the Northerly margin of SE High Point Way;
thence South 12°46'19" West 20.00 feet to a point on said Northerly margin, said point being on the arc of a curve, having a radius of 2230.00 feet, through which point a radial line bears North 12°46'19" East;
thence Easterly along said Northerly margin, and along the arc of said curve, through a central angle of 25°09'29" an arc distance of 979.17 feet to said point "B" and the Point of Beginning.

NEW TRAIL RIGHT OF WAY LEGAL DESCRIPTION

7566

Parcel B (continued)

EXCEPT any portion thereof lying within the Burlington Northern Railroad Rightof-Way.

Reserving the right of easement for roadway crossings, driveway crossings, drainage and utility purposes, over, under, across, and through said above described tract.

Initial construction, and or subsequent use of any of the easement rights reserved is subject to prior written approval of the King County Division of Natural Resources and Parks. Said approval will not be unreasonably withheld. Use of the easement rights reserved which disturb the trail as constructed or reconstructed will require full restoration of all trail improvements so disturbed.