

ORDINANCE NO. 2985

AN ORDINANCE to establish county procedures for administering the State Flood Control Zone Permit Program as set forth in RCW 86.16.080 within specified zones or portions thereof, creating a new chapter in King County Code Title 21 and amending King County Ordinance 1527, King County Code 21.54.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

NEW SECTION 1. PURPOSES.

The Council finds that county administration of the State Flood Control Zone Permit Program established by RCW 86.16.080 within designated zones or portions thereof is necessary in order to insure uniform application of the program policies within King County; to further complimentary administration of various county ordinances and policies relating to flood plain and shoreline management; and to reduce duplicative permit review efforts on the state and county levels.

NEW SECTION 2. DEFINITIONS.

(A) "Director" means the director of the King County Department of Public Works.

(B) "Flood control zones" shall mean areas of the state subject to flood damage as established by the State Department of Ecology, pursuant to Chapter 86.16, Revised Code of Washington.

(C) "Permit program" shall mean the State Flood Control Zone Permit Program established in Chapter 86.16, Revised Code of Washington, further described by Chapter 173-142 and Chapter 508-60 of the Washington Administrative Code, as now or hereafter amended.

NEW SECTION 3. AREAS OF ADMINISTRATION.

King County hereby assumes responsibility to administer the flood control zone permit program established by Chapter 86.16 of the Revised Code of Washington within the unincorporated areas of King County which lie inside the boundaries of the State Flood Control zones or portions thereof as legally described in Attachment "A", which is appended to this ordinance, and by this

1 reference, incorporated herein.

2 NEW SECTION 4. PERMIT REQUIRED.

3 No person, firm, association or corporation, public, municipi-
4 pal or private, shall have the authority or the right hereafter
5 to construct, reconstruct or modify any structure or work affect-
6 ing flood waters within any state flood control zone or portion
7 thereof, delegated to King County for Administration, or to
8 operate or maintain any such structure or work hereafter construt-
9 ed, reconstructed or modified without a flood control zone permit
10 from the King County Department of Public Works applied for and
11 issued in accordance with this ordinance and such general rules
12 and regulations as now or hereafter are established by the State
13 Department of Ecology and King County.

14 NEW SECTION 5. PERMIT APPLICATION.

15 All persons, firms, associations or corporations requiring
16 a permit pursuant to Section 3 of this ordinance shall make
17 application to King County on forms supplied by the Division of
18 Hydraulics, Department of Public Works prior to commencing any
19 of the actions delineated in Section 3.

20 NEW SECTION 6. REVIEW OF APPLICATION.

21 All permit applications shall be submitted for review to the
22 Division of Hydraulics, Department of Public Works. The Division
23 shall review all submitted applications to determine compliance
24 with the following state and county laws and policies as now or
25 hereafter amended:

26 (A) Chapter 86.16 of the Revised Code of Washington -
27 Flood Control Zones.

28 (B) Chapter 508-60 of the Washington Administrative Code -
29 Administration of Flood Control Zones.

30 (C) Ordinance 1527, codified in Chapter 21.54 of the King
31 County Code - Special Control Areas and Flood Hazard Areas.

32 (D) Ordinance 1402, codified in Chapter 20.40 of the King
33 County Code - Shoreline Management.

1 (E) Ordinance 2281, codified in Chapter 20.50 of the King
2 County Code - Surface Water Run-Off Policy.

3 (F) Ordinance 1488, codified in Chapter 16.82 of the King
4 County Code - Grading.

5 The review of all applications shall be coordinated by the
6 Division of Hydraulics, Department of Public Works and may
7 include the transmittal of applications for review and comment
8 to such county, state, and federal department and agencies having
9 interest or expertise in the subject matter of the permit.

10 NEW SECTION 7. SUSPENSION AND REVOCATION OF PERMIT.

11 Any permit granted pursuant to this ordinance may be
12 suspended or revoked pursuant to the provisions of Chapter 3
13 Ordinance 2909

14 NEW SECTION 8. RELATIONSHIP TO OTHER PERMITS.

15 Issuance of a State Flood Control Zone Permit does not
16 constitute authorization to proceed with construction, develop-
17 ment, or improvement unless all other required permits are
18 obtained. Any other permit subsequently issued by King County
19 for such development shall be subject to the same terms and
20 conditions which apply to the flood control zone permit granted
21 pursuant to this ordinance.

22 NEW SECTION 9. APPEALS.

23 Any person aggrieved by a ruling on an application for a
24 State Flood Control Zone permit administered by King County may
25 obtain review thereof by filing an appeal, within 30 days of that
26 ruling, with the Pollution Control Hearing Board pursuant to
27 Chapter 43.21B RCW and Chapter 371-08 WAC.

28 NEW SECTION 10. ENFORCEMENT.

29 The provisions of this chapter and any rules and regulations
30 promulgated thereunder shall be enforced in accordance with the
31 enforcement and penalty provisions of Ordinance No. 2909.

32 SECTION 11. Ordinance 1527 Section 7 and KCC 21.59.070 are
33 amended to read as follows:

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PERMITS AND LICENSES - APPROVAL REQUIRED.

No permit or licenses for structures or the development or use of land shall be issued by King County within a Flood Hazard Area unless approved by the Director of the Department of (~~Planning~~) Public Works. Such approval shall be based on a review of the provisions set forth in this (~~ordinance~~) chapter and the technical findings and recommendations of (~~the Director of Public Works~~) County divisions including, but not limited to, the Division of Building and Land Development.

SECTION 12. Ordinance 1527 Section 8 and KCC 21.54.080 are amended to read as follows:

PROCEDURAL REQUIREMENTS.

County permits or licenses which relate to the development and use of land within a Flood Hazard Area shall be referred to the (~~County Planning Director~~) Department of Public Works by the issuing department or agency for approval. If it can be determined from information at hand that the property lies in that portion of the Flood Hazard Area that is non-flood plain land, (~~he~~) the department may approve the permit or license directly. If it appears that the property may lie in the floodway or floodway fringe, (~~he~~) the Department of Public Works may require (~~the~~) its owner to submit additional information, including a description of the property; the intended use, and construction plans as needed to apply the administrative guidelines. (~~This information shall be referred to the Department of Public Works for review and recommendations.~~) The applicant may be further required by the (~~Director of Public Works~~) Department of Public Works to submit such surveys, plans and supporting documents as are necessary to determine the applicability of (~~departmental~~) county guidelines to the proposed structure, development, or use. The Department of Public Works shall consider not only the individual structure, development or use, but shall also consider it in combination with existing and

1 future similar structures, developments and uses.

2 The Director of (~~Planning~~) the Department of Public Works,
3 within a reasonable time, indicate his approval or disapproval
4 of the requested permit or license; and if approved, the
5 conditions of approval, in a letter to the issuing department or
6 agency, with copies to the applicant, (~~the Director of Public~~
7 ~~Works~~) commenting county departments or agencies, and other
8 known parties of interest.

9 SECTION 13. Ordinance 1527, Section 9 and KCC 21.54.090
10 are amended to read as follows:

11 PERMITS AND LICENSES - APPEAL FROM DECISION (~~OF~~
12 ~~DIRECTOR-OF-PLANNING~~).

13 The decision of the (~~Director-of-Planning~~) Department of
14 Public Works to approve or disapprove a permit or license in a
15 Flood Hazard Area may be appealed to the Board of Appeals
16 (~~as-provided-in-KCC-21-58~~). The requested permit or license
17 shall not be issued by a County department during the appeal
18 period.

19 INTRODUCED AND READ for the first time this 30th day
20 of August, 1976.

21 PASSED this 22nd day of November, 1976.

22 KING COUNTY COUNCIL
23 KING COUNTY, WASHINGTON

24 David Mooney
25 Chairman

26 ATTEST:

27
28 Barbara M. Owens
29 Clerk of the Council

30 APPROVED this 23rd day of November, 1976.

31 [Signature]
32 King County Executive
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GREEN RIVER FLOOD CONTROL ZONE NO. 2,
in the unincorporated areas of the COUNTY OF KING

Said description being as follows, to-wit:

An area in T. 23 N., R. 4 E. W.M., and in T. 23 N., R. 5 E. W.M., bounded as follows: Beginning at the point where the northeasterly margin of the Duwamish Waterway of Commercial Waterway District No. 1, King County, intersects the north line of Sec. 4, T. 23 N., R. 4 E. W. M.; thence in said township and range southeasterly along said waterway margin to its intersection with a line parallel to and 1,320 feet distant southerly from the north line of said Sec. 4; thence east along said parallel line to its intersection with the southwesterly right of way margin of the State Pacific Highway; thence southerly along said right of way margin to its intersection with the south line of said Sec. 4; thence east along the south lines of sections 4 and 3 to an intersection with the southwesterly right of way margin of the Northern Pacific Railway Company; thence southeasterly along said right of way margin to an intersection with a line parallel to and 660 feet north of the south line of Sec. 14; thence east along said parallel line to the east line of Sec. 14; thence continuing east on a line parallel to the south line of Sec. 13 to an intersection with the southerly margin of the right of way occupied by the Chicago, Milwaukee, St. Paul & Pacific Railway Company and the Pacific Coast Company; thence easterly along said right of way margin to its intersection with the east line of said Sec. 13, T. 23 N., R. 4 E. W.M.; thence continuing easterly in T. 23 N., R. 5 E. W.M., and along said right of way margin to its intersection with the north and south center line of Sec. 18; thence south along the center lines of sections 18 and 19 to the center of Sec. 19; thence west to the $\frac{1}{4}$ corner on the west line of said Sec. 19, T. 23 N., R. 5 E. W.M.; thence in T. 23 N., R. 4 E. W.M., continuing west along the center lines of sections 24 and 23 to an intersection with the northeasterly margin

of the right of way of the Puget Sound Electric Railway (no longer operating) in the $E\frac{1}{2}$ of said Sec. 23; thence northwesterly along said right of way margin to its intersection with the east and west center line of Sec. 10; thence west along the center lines of sections 10 and 9 to the center of Sec. 9; thence north to the $\frac{1}{4}$ corner on the north line of Sec. 9; thence west along the north line of Sec. 9 to its intersection with the easterly right of way margin of the paved King County road to Des Moines; thence along said right of way margin northerly to its intersection with a line parallel to and 1,320 feet easterly from the west line of Sec. 4; thence north along said parallel line to an intersection with the north line Sec. 4; thence east to the point of beginning.

Also, the following areas in T. 23 N., R. 4 E. W. M.: In Sec. 23, the $SE\frac{1}{4}$; in Sec. 24, the $S\frac{1}{2}$; all of Sec. 25; in Sec. 26, the $E\frac{1}{2}$; in Sec. 35, the $SW\frac{1}{4}$ and the $E\frac{1}{2}$; and all of Sec. 36.

Also, the following areas in T. 23 N., R. 5 E. W. M.: In Sec. 19, the $SW\frac{1}{4}$; in Sec. 30, the $W\frac{1}{2}$; in Sec. 31, the $W\frac{1}{2}$.

In T. 22 N., R. 4 E. W. M.: In Sec. 1, the $W\frac{1}{2}$; all of Sec. 2; in Sec. 10, the $E\frac{1}{2}$; all of Sec. 11; in Sec. 12, the $W\frac{1}{2}$; in Sec. 13, that portion of the $W\frac{1}{2}$ not included within the corporate limits of the town of Kent; all of Sec. 14; in Sec. 15, the $E\frac{1}{2}$; in Sec. 22, the $E\frac{1}{2}$; all of Sec. 23; in Sec. 24, that portion not lying within the corporate limits of the town of Kent; all of sections 25, 26 and 36; also that area within the corporate limits of the town of Kent lying west of the westerly right of way margin of the Northern Pacific Railway Company.

In T. 22 N., R. 5 E. W. M.: All of sections 30 and 31; in Sec. 32, the $W\frac{1}{2}$.

In T. 21 N., R. 4 E. W. M.: In Sec. 1, the $E\frac{1}{2}$.

In T. 21 N., R. 5 E. W. M.: In Sec. 5, the $W\frac{1}{2}$; all of Sec. 6; in Sec. 7, the $E\frac{1}{2}$; in Sec. 8, the $W\frac{1}{2}$; in Sec. 17, the $W\frac{1}{2}$ and the $SE\frac{1}{4}$; in Sec. 16, the $S\frac{1}{2}$; in sections 21 and 28 and in the $N\frac{1}{2}$ of Sec. 27, all those portions

lying northerly and easterly of State Highway No. 5; all of sections 26 and 25; in Sec. 22, the $S\frac{1}{2}$.

In T. 21 N., R. 6 E. W. M.: In Sec. 19, the $S\frac{1}{2}$; in Sec. 20, the $S\frac{1}{2}$; all of sections 30, 29, 28, 27, 26 and 25.

In T. 21 N., R. 7 E. W. M.: In Sec. 30, the $W\frac{1}{2}$; all of Sec. 19; in Sec. 20, the $W\frac{1}{2}$; all of sections 17, 8, 9 and 10; in Sec. 11, the $S\frac{1}{2}$; in Sec. 12, the $S\frac{1}{2}$; in Sec. 14, the $N\frac{1}{2}$; all of Sec. 13.

In T. 21 N., R. 8 E. W. M.: In Sec. 18, the $S\frac{1}{2}$; in Sec. 19, the $N\frac{1}{2}$; all of Sec. 20; in Sec. 21, the $S\frac{1}{2}$; all of Sec. 28; in Sec. 27, the $S\frac{1}{2}$; in Sec. 34, the $E\frac{1}{2}$; all of Sec. 35; in Sec. 36, the $S\frac{1}{2}$.

In T. 20 N., R. 8 E. W. M.: All of Sec. 1; in Sec. 12, the $E\frac{1}{2}$.

In T. 20 N., R. 9 E. W. M.: All of Sec. 7; the south one-halves of sections 8, 9, 10, 11 and 12; the north one-halves of sections 13, 14 and 15.

In T. 20 N., R. 10 E. W. M.: All of Sec. 18; in Sec. 19, the $N\frac{1}{2}$; in Sec. 17, the $S\frac{1}{2}$; all of sections 20, 21, 22 and 23; in Sec. 13, the $S\frac{1}{2}$; in Sec. 24, the $N\frac{1}{2}$.

In T. 20 N., R. 11 E. W. M.: In Sec. 18, the $S\frac{1}{2}$; in Sec. 17, the $S\frac{1}{2}$; in Sec. 19, the $N\frac{1}{2}$.

EXCEPT that portion lying within the boundaries of incorporated cities.

ATTACHMENT "A"
 SHOHOMISH FLOOD CONTROL ZONE NO. 5,
 in the unincorporated areas of the COUNTY OF KING

Said description being as follows, to-wit:

In T. 26 N., R. 10 E. W. M.: All of Sec. 2; Secs. 3, 11 and 13, NE one-quarters; Sec. 12, NW $\frac{1}{4}$, S $\frac{1}{2}$.

In T. 26 N., R. 11 E. W. M.: All of Secs. 18, 25 and 28; Sec. 19, NE $\frac{1}{4}$; Secs. 20 and 35, north one-halves; Sec. 21, NW $\frac{1}{4}$, S $\frac{1}{2}$; Sec. 27, SE $\frac{1}{4}$, W $\frac{1}{2}$; Sec. 26, S $\frac{1}{2}$; Sec. 24, E $\frac{1}{2}$ of W $\frac{1}{2}$, W $\frac{1}{2}$ of E $\frac{1}{2}$.

In T. 26 N., R. 12 E. W. M.: All of Sec. 30, Secs. 31, 32, 29, 28, 27, 26 and 25, all those portions thereof lying northerly of the northerly right of way margin of the Great Northern Railway Company.

In T. 26 N., R. 6 E. W. M.: All of Secs. 1, 12, 14, 23 and 36; Secs. 2 and 11, east one-halves; Secs. 13, 24 and 25, west one-halves; Sec. 26, SE $\frac{1}{4}$, N $\frac{1}{2}$; Sec. 35, NE $\frac{1}{4}$.

In T. 26 N., R. 7 E. W. M.: All of Sec. 6; Sec. 7, N $\frac{1}{2}$; Sec. 31, S $\frac{1}{2}$; Sec. 32, SW $\frac{1}{4}$.

In T. 25 N., R. 6 E. W. M.: Sec. 1, NE $\frac{1}{4}$.

In T. 25 N., R. 7 E. W. M.: All of Secs. 4, 5, 6, 9, 21, 28 and 33; Secs. 8, 11, 17, 20, 29, and 32, East one-halves; Sec. 14, SW $\frac{1}{4}$, E $\frac{1}{2}$; Sec. 15, SE $\frac{1}{4}$; Sec. 16, W $\frac{1}{2}$; Sec. 22, N $\frac{1}{2}$.

In T. 24 N., R. 7 E. W. M.: All of Secs. 4, 10 and 14; Sec. 3, SW $\frac{1}{4}$; Sec. 5, NE $\frac{1}{4}$; Sec. 9, SE $\frac{1}{4}$, N $\frac{1}{2}$; Sec. 15, NE $\frac{1}{4}$, S $\frac{1}{2}$; Sec. 22, SW $\frac{1}{4}$, N $\frac{1}{2}$; Sec. 23, N $\frac{1}{2}$; Sec. 24, SE $\frac{1}{4}$, N $\frac{1}{2}$; Sec. 27, NW $\frac{1}{4}$; Sec. 28, NE $\frac{1}{4}$, S $\frac{1}{2}$; Sec. 33, W $\frac{1}{2}$.

In T. 24 N., R. 8 E. W. M.: Sec. 19, W $\frac{1}{2}$; Sec. 30, SE $\frac{1}{4}$, N $\frac{1}{2}$; Sec. 29, S $\frac{1}{2}$; Secs. 32 and 25, north one-halves; all of Secs. 33 and 34; Secs. 1, 12 and 13, east one-halves; Sec. 24, NE $\frac{1}{4}$, S $\frac{1}{2}$; Sec. 26, NE $\frac{1}{4}$, S $\frac{1}{2}$; Sec. 35, NW $\frac{1}{4}$.

In T. 24 N., R. 9 E. W. M.: All of Secs. 6, 7, 18 and 19.

In T. 23 N., R. 8 E. W. M.: All of Secs. 3, 4, 10, 14 and 15; Sec. 9, SE $\frac{1}{4}$, N $\frac{1}{2}$; Sec. 11, SW $\frac{1}{4}$; Sec. 16, E $\frac{1}{2}$; Secs. 13, 22 and 23, north one-

halves; Sec. 24, SE $\frac{1}{4}$, N $\frac{1}{2}$; Sec. 25, NE $\frac{1}{4}$.

In T. 23 N., R. 9 E. W. M.: Sec. 1, W $\frac{1}{2}$; Sec. 2, NE $\frac{1}{4}$, S $\frac{1}{2}$; Sec. 10, NE $\frac{1}{4}$, S $\frac{1}{2}$; Sec. 11, NW $\frac{1}{4}$; Sec. 15, N $\frac{1}{2}$, SW $\frac{1}{4}$; Sec. 16 S $\frac{1}{2}$; Sec. 17, SE $\frac{1}{4}$, W $\frac{1}{2}$; Sec. 18, N $\frac{1}{2}$; Sec. 30, N $\frac{1}{2}$; those portions of SE $\frac{1}{4}$ of Sec. 30, S $\frac{1}{2}$ of Sec. 29 and of Secs. 33 and 34 lying northerly and northeasterly of the northerly and easterly right of way margin of the Chicago, Milwaukee, St. Paul and Pacific Railway Company; Sec. 28, S $\frac{1}{2}$; Sec. 35, SW $\frac{1}{4}$.

And including specifically the beds and shores of the South Fork of the Skykomish River and of the Snoqualmie River with its tributaries, the Tolt and Raging rivers, lying within any of the above mentioned Government sections or fractional sections in King County.

EXCEPT that portion lying within the boundaries of incorporated cities.

CEDAR RIVER FLOOD CONTROL ZONE NO. 3.
in the unincorporated areas of the COUNTY OF KING

Said description being as follows, to-wit:

An area in sections 7, 18 and 17, T. 23 N., R. 5 E. W.M., bounded as follows: Beginning at the intersection of the easterly right of way margin of Commercial Waterway District No. 2 of King County with the Harbor Line of Lake Washington; thence southerly and easterly along said right of way margin through the town of Renton to its intersection with the westerly right of way margin of the Pacific Coast Company's railroad (Newcastle Branch); thence northeasterly along said right of way margin to its intersection with a line parallel to and 1,320 feet south of the north line of Sec. 17; thence east on said parallel line to the east line of Sec. 17; thence south along said east line of Sec. 17 to its intersection with the southerly right of way margin of the Chicago, Milwaukee, St. Paul & Pacific Railway Company; thence northwesterly along said right of way margin to its intersection with a line which may be established by extending southeasterly that portion of the southwesterly right of way margin of Commercial Waterway District No. 2 bearing S. 50⁰ 13' E.; thence along said extended line and along said southwesterly right of way margin of Commercial Waterway District No. 2 northwesterly and northerly through the town of Renton to its intersection with the harbor line of Lake Washington; thence along said harbor line east to the point of beginning.

Also the following areas in T. 23 N., R. 5 E. W.M.: In Sec. 16, the S $\frac{1}{2}$; in Sec. 21, the N $\frac{1}{2}$; in Sec. 22, the N $\frac{1}{2}$ and the SE $\frac{1}{4}$; all of sections 23 and 24.

In T. 23 N., R. 6 E. W.M., the following areas: In Sec. 19, the S $\frac{1}{2}$; in Sec. 20, the SW $\frac{1}{4}$; in Sec. 29, the W $\frac{1}{2}$; in Sec. 32, the N $\frac{1}{2}$ and the SE $\frac{1}{4}$; in Sec. 33, the SW $\frac{1}{4}$.

In T. 22 N., R. 6 E. W. M., the following areas: All of sections 4 and 9; in Sec. 10, the $W\frac{1}{2}$; in Sec. 16, the $NE\frac{1}{4}$; all of Sec. 15; in sections 14 and 13, the south one-halves; in Sec. 22, the $E\frac{1}{2}$; all of sections 23 and 24.

In T. 22 N., R. 7 E. W. M., the following areas: In Sec. 18, the $S\frac{1}{2}$; all of sections 17, 16, 15, 14, 13 and 19; in sections 20, 21, 22, 23 and 24, the north one-halves.

In T. 22 N., R. 8 E. W. M., the following areas: All of sections 7, 8, 12, 13 and 18; in sections 9, 10 and 11, the north one-halves; in sections 3 and 4, the south one-halves.

EXCEPT that portion lying within the boundaries of incorporated cities.

ATTACHMENT "A"

PUYALLUP FLOOD CONTROL ZONE NO. 1
in the unincorporated areas of the COUNTY OF KING

Said description being as follows, to-wit:

In T. 20 N., R. 5 E. W. M.: In Section 2, the west $\frac{1}{2}$ and the south-east $\frac{1}{4}$; Section 3; Section 11; in Section 12, the west $\frac{1}{2}$; Section 13; Section 24; EXCEPT that portion of the above sections lying southwesterly of the centerline of the White River.

In T. 20 N., R. 6E. W. M.: In Section 19, the west $\frac{1}{2}$; Section 30; In Section 29, the south $\frac{1}{2}$; Section 32; in Section 28, the southwest $\frac{1}{4}$; Section 33; in Section 34, the south $\frac{1}{2}$; in Section 35, the south $\frac{1}{2}$; in Section 36, the southwest $\frac{1}{4}$; EXCEPT that portion of the above sections lying southerly and southwesterly of the centerline of the White River.

In T. 19 N., R. 6E. W. M.: Section 1; Section 2; Section 3; Section 4; EXCEPT that portion of the above sections lying southerly and southwesterly of the centerline of the White River.

In T. 19 N., R 7E. W.M.: In Section 6, the south $\frac{1}{2}$; Section 7; Section 8; Section 9; Section 10; Section 11; Section 12; Section 17; EXCEPT that portion of the above sections lying southerly of the centerline of the White River.

In T. 19 N., R. 8E. W. M.: Section 7, Section 8; Section 5; Section 4; Section 3; Section 2; Section 1; Section 12; EXCEPT that portion of the above sections lying southerly of the centerline of the White River.

In T. 20 N., R. 8E. W. M.: In Section 33; the south $\frac{1}{2}$; in Section 34, the south $\frac{1}{2}$; EXCEPT that portion of the above sections lying southerly of the centerline of the White River.

In T. 19 N., R. 9E. W. M.: Section 7; Section 8; Section 9; in Section 4, the south $\frac{1}{2}$; in Section 3, the South $\frac{1}{2}$; Section 10; Section 11; in Section 12, the southwest $\frac{1}{4}$; Section 13; Section 24; EXCEPT that portion

of the above sections lying southerly of the centerline of the White River and southwesterly of the centerline of the Greenwater River.

EXCEPT that portion lying within the boundaries of incorporated cities.

ATTACHMENT "A"
SAMMAMISH RIVER FLOOD CONTROL ZONE NO. 4,
in the unincorporated areas of the COUNTY OF KING

Said description being as follows, to-wit:

In T. 26 N., R. 4 E. W. M.: That portion of the E $\frac{1}{2}$ of the E $\frac{1}{2}$ of Sec. 11 and that portion of Sec. 12 lying south of the southerly right of way margin of the Northern Pacific Railway Company.

In T. 26 N., R. 5 E. W. M.: That portion of the W $\frac{1}{2}$ of Sec. 7 lying south of the southerly right of way margin of the Northern Pacific Railway Company; also that portion of the E $\frac{1}{2}$ of Sec. 7 lying south and east of the southerly and easterly right of way margin of the old Pacific Highway through said Sec. 7; also that portion of the W $\frac{1}{2}$ of Sec. 8 lying between the northerly right of way margin of the Northern Pacific Railroad Company and the southerly right of way margin of the North Branch, State Road No. 2; also that portion of the E $\frac{1}{2}$ of Sec. 8 and of sections, 9, 15 and 16 lying northerly and easterly of the northerly and easterly right of way margin of the Northern Pacific Railway Company's branch line between Bothell and Redmond; also the SE $\frac{1}{4}$ of Sec. 10; also those portions of sections 22, 23, 26, 27, 34 and 35 lying between the easterly right of way margin of the said Northern Pacific Railway Company and the westerly right of way margin of said State Road No. 2, North Branch.

In T. 25 N., R. 5 E. W. M.: That portion of Sec. 3 lying northeasterly of the northeasterly right of way margin of the Northern Pacific Railway Company's branch line between Bothell and Redmond; also that portion of Sec. 2 lying southerly and westerly of the southerly and westerly right of way margin of State Road No. 2; North Branch; in Sec. 11, the E $\frac{1}{2}$ and the E $\frac{1}{2}$ of the NW $\frac{1}{4}$; in Sec. 14, the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$; in Sec. 13, the N $\frac{1}{2}$; in Sec. 12, the SW $\frac{1}{4}$.

EXCEPT that portion lying within the boundaries of incorporated cities.