

Archived: Monday, January 10, 2022 3:34:43 PM

From: [Tom McCormick](#)

Sent: Monday, January 10, 2022 3:29:00 PM

To: [Keith Scully](#); [Betsy Robertson](#); [Doris McConnell](#); [Chris Roberts](#); [Laura Mork](#); [Eben Pobe](#); [John Ramsdel](#)

Cc: [Debbie Tarry](#); [Margaret King](#); [Julie Ainsworth-Taylor](#); [Colleen Kelly](#); [Bethany Wolbrecht-Dunn](#); [Jessica Simulcik Smith](#); [Kendra Dedinsky](#); [Tricia Juhnke](#); [Rachael Markle](#); [Kirk Peterson](#); [Daniel Johnson](#); [agenda comments](#)

Subject: [EXTERNAL] Fwd: Error in Parcel Viewer: Please fix to correctly depict the western boundary of Parcel 0226039073

Sensitivity: Normal

Attachments:

1959 Gr Northern Railway to KingCo deed Saltwater Park.pdf  1997 KingCo to Shoreline deed Saltwater Park.pdf 

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[Please enter this email with all attachments into the record as a public comment for tonight's City Council meeting.]

Councilmembers,

Here is my Jan. 7, 2022, email to the King County Assessor, that should be read together with the email that I sent to you just minutes ago.

Thank you.

Tom McCormick

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Begin forwarded message:

From: Tom McCormick <tommccormick@mac.com>

Subject: Error in Parcel Viewer: Please fix to correctly depict the western boundary of Parcel 0226039073

Date: January 7, 2022 at 2:31:57 PM PST

To: assessor.info@kingcounty.gov

Cc: [Debbie Tarry](mailto:dtarry@shorelinewa.gov) <dtarry@shorelinewa.gov>, [Margaret King](mailto:mking@shorelinewa.gov) <mking@shorelinewa.gov>, [Julie Ainsworth-Taylor](mailto:jainsworth-taylor@shorelinewa.gov) <jainsworth-taylor@shorelinewa.gov>, [Colleen Kelly](mailto:ckelly@shorelinewa.gov) <ckelly@shorelinewa.gov>

To: King County Assessor

In 1959, the Great Northern Railway Company (BNSF's predecessor) sold to King County the property which is now the Richmond Beach Saltwater Park. In 1997, shortly after the City of Shoreline was Incorporated, King County conveyed the park property to the City of Shoreline. See the attached 1959 and 1997 deeds, in PDF format.

The 1959 and 1997 deeds conveyed not just the uplands, but also the second class tidelands to extreme low tide, abutting on Lot 3 and Lot 4 of section 2, and Lot 1 of Section 11, all in Township 26 North, Range 3. Both deeds convey the following:

"All that part of Government Lot 4 and the West Half of the West Half of the Southeast Quarter of the Southeast Quarter of Section 2, Township 26 North, Range 3, East of the Willamette Meridian, lying northeasterly of a line parallel to and distant 125 feet northeasterly, measured at right angles from the existing centerline of double track of Great Northern Railway Company.

Also all that part of the second class tide lands to extreme low tide, abutting on Lot 3 and Lot 4 of section 2, and Lot 1 of Section 11, all in said Township and Range, bounded, on the northwest by the southeast line of Grover Street extended southwesterly to extreme low tide, and on the southeast by a line drawn southwesterly at right angles to said centerline of double track through Great Northern survey station 837+00 to said extreme low tide line; and bounded on the northeast by the following described line. Commencing at the southeast corner of said Lot 4 at the sixteenth corner in the south line of Section 2, thence west 336.5 feet to an intersection with the existing centerline of railway double track at survey station 837+80.5; thence southeasterly at a southeasterly angle at 59 degrees 48 minutes with the last course 80.5 feet to said survey station 837+00; thence southwesterly at right angles to the last course 185 feet to the true point of beginning of this description and the southeasterly corner of that desired parcel lying westerly of the railway trackage; thence northwesterly parallel to and 185 feet distant southwesterly at right angles from said centerline of double track, a distance of 475 feet; thence continuing northwesterly and parallel to said centerline along a curve to the left with a radius of 3634.83 feet, a distance of 607.9 feet to a point of tangency; thence northwesterly along said tangent parallel to and distant 185 feet southwesterly at right angles from said centerline, a distance of 321.32 feet to a point opposite Great Northern Railway survey station 851+35.22; thence at an angle of 9 degrees 42 minutes to the right along a tangent to the government meander line, said tangent extended being 50 feet southwesterly at right angles from said centerline of double track at survey station 859+25; thence northwesterly along said meander line which bears north 41 degrees, 45 minutes west to the southeast line of Grover Street produced southwesterly, and the end of this description."

The King County Parcel Viewer shows the property conveyed by the 1959 and 1997 deeds as being Tax Parcels 0226039073 and 1126039010. (The single conveyance should have resulted in just one Tax Parcel, but for reasons unknown, it was split into two Tax Parcels.)

Problem: The King County Parcel Viewer shows an incorrect western boundary for Tax Parcel 0226039073. It fails to include the tidelands that were conveyed by the 1959 and 1997 deeds. In contrast, the King County Parcel Viewer correctly shows the western boundary of Tax Parcel 1126039010 as including the tidelands. The King County Parcel Viewer's depiction of Tax Parcel 0226039073 needs to be revised to include the tidelands.

In Image #1 below, I've approximated and marked in blue the correct western boundary of Tax Parcel 0226039073—the line demarcating the extreme low tide, as set forth in the the 1959 and 1997 deeds.

In addition to reading the the 1959 and 1997 deeds to verify that the true and correct western boundary of Tax Parcel 0226039073 is the line demarcating the extreme low tide, please see Image #2 below. It is an excerpt from BNSF's railway station map (revised 4/7/2009). The shaded area with diagonal lines is a visual representation of the property that the Great Northern Railway Company (BNSF's predecessor) sold to King County in 1959, as described in the 1959 and 1997 deeds—it includes the tidelands.

ACTION REQUIRED: Please revise the the King County Parcel Viewer's depiction of Tax Parcel 0226039073 to show that the true and correct western boundary of Tax Parcel 0226039073 is the line demarcating the extreme low tide, as shown in Images #1 and #2.

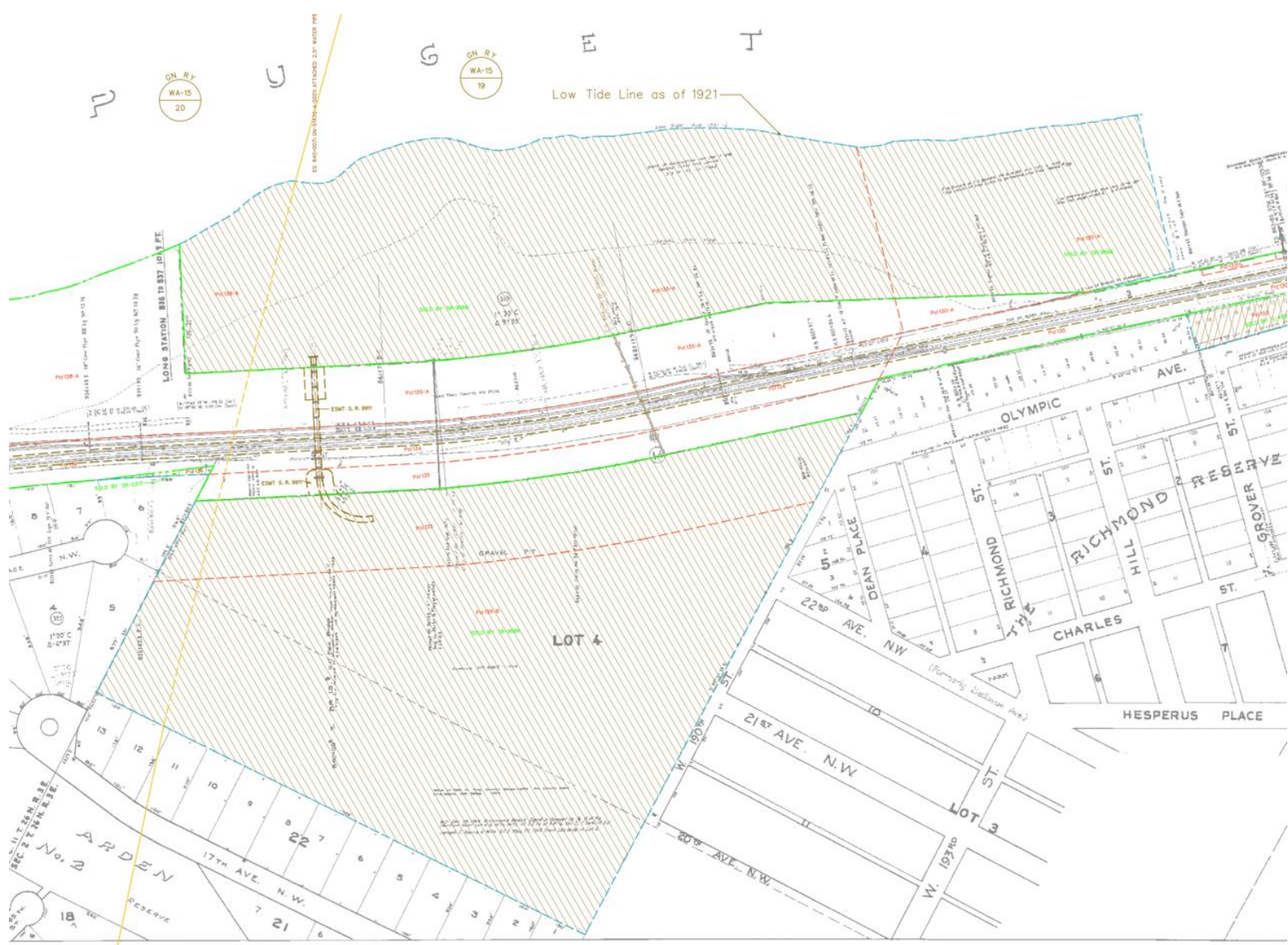
Could you please send me a reply email confirming that someone in your office has been assigned to research this matter, and make appropriate revisions to the King County Parcel Viewer.

Thank you.

Tom McCormick



Low Tide Line as of 1921



WARRANTY DEED

The Grantor, GREAT NORTHERN RAILWAY COMPANY, a Minnesota corporation, for and in consideration of the sum of Sixty-Seven Thousand and no/100 Dollars (\$67,000.00), in hand paid, conveys and warrants to the COUNTY OF KING, a municipal corporation, the following described real estate:

All that part of Government Lot 4 and the West Half of the West Half of the Southeast Quarter of the Southeast Quarter of Section 2, Township 26 North, Range 3, East of the Willamette Meridian, lying northeasterly of a line parallel to and distant 125 feet northeasterly, measured at right angles from the existing centerline of double track of Great Northern Railway Company.

Also all that part of the second class tide lands to extreme low tide, abutting on Lot 3 and Lot 4 of Section 2, and Lot 1 of Section 11, all in said Township and Range, bounded on the northwest by the southeast line of Grover Street extended southwesterly to extreme low tide, and on the southeast by a line drawn southwesterly at right angles to said centerline of double track through Great Northern survey station 837+00 to said extreme low tide line; and bounded on the northeast by the following described line. Commencing at the southeast corner of said Lot 4 at the sixteenth corner in the south line of Section 2, thence west 336.5 feet to an intersection with the existing centerline of railway double track at survey station 837+80.5; thence southeasterly at a southeasterly angle at 59 degrees 48 minutes with the last course 80.5 feet to said survey station 837+00; thence southwesterly at right angles to the last course 185 feet to the true point of beginning of this description and the southeasterly corner of that desired parcel lying westerly of the railway trackage; thence northwesterly parallel to and 185 feet distant southwesterly at right angles from said centerline of double track, a distance of 475 feet; thence continuing northwesterly and parallel to said centerline along a curve to the left with a radius of 3634.83 feet, a distance of 607.9 feet to a point of tangency; thence northwesterly along said tangent parallel to and distant 185 feet southwesterly at right angles from said centerline, a distance of 321.32 feet to a point opposite Great Northern Railway survey station 851+35.22; thence at an angle of 9 degrees 42 minutes to the right along a tangent to the government meander line, said tangent extended being 50 feet southwesterly at right angles from said centerline of double track at survey station 859+25; thence northwesterly along said meander line which bears north 41 degrees, 45 minutes west to the southeast line of Grover Street produced southwesterly, and the end of this description.

5077859

SUBJECT, HOWEVER, to exceptions and reservations contained in deeds from the State of Washington recorded under Auditor's File Nos. 815853 and 949258, whereby the grantor (State of Washington) excepts and reserves all oils, gases, coal, ores, minerals, fossils, etc., and the right of entry for the opening, developing and working mines, etc., provided that no rights shall be exercised until provision has been made for full payment of all damages sustained by reason of such entry.

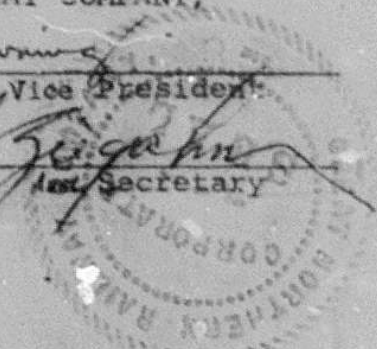
IN WITNESS WHEREOF, said corporation has caused this instrument to be executed by its proper officers and its corporate seal to be hereunto affixed this 21st day of August, 1959.

73.70
Fed. It on
Reverse side

GREAT NORTHERN RAILWAY COMPANY,

By [Signature]
Vice President

Attest: [Signature]
Secretary



STATE OF MINNESOTA)

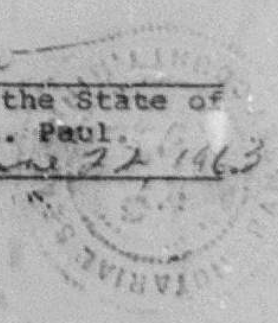
County of Ramsey) ss.

On this 21st day of August, 1959, before me personally appeared [Signature] and [Signature] to me known to be the Vice President and Secretary, respectively, of Great Northern Railway Company, the corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument, and that the seal affixed is the corporate seal of the said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

[Signature]
Notary Public in and for the State of Minnesota, residing at St. Paul.
My Commission Expires: June 22, 1963

LENORE F. CADOW,
Notary Public, Ramsey County, Minn.
My Commission Expires June 22, 1963.



(Aud. Note:)
(I.R.S. § 7370 Attached & cancelled)
(S.C.V. § " " ")
to reverse side of instrument

For Federal tax stamps see reverse side.

Filed for Record Sept 9 1959 3:47 P.M. 2
Request of Board of County Commissioners
ROBERT A. MORRIS, County Auditor

Return Address:

Vesta Ann Martinez Santiago
KING COUNTY PROPERTY SERVICES
500 K.C. ADMINISTRATION BLDG.
500 FOURTH AVENUE
SEATTLE, WA 98104

Please print or type information WASHINGTON STATE RECORDER'S Cover Sheet (RCW 65.04)

Document Title(s) (or transactions contained therein): (all areas applicable to your document must be filled in)

1. SPECIAL WARRANTY DEED
- 2.
- 3.
- 4.

Reference Number(s) of Documents assigned or released:

Additional reference #'s on page _____ of document

Grantor(s) (Last name first, then first name and initials)

1. KING COUNTY, a political subdivision of the State of Washington
- 2.
- 3.
- 4.

Additional names on page _____ of document.

Grantee(s) (Last name first, then first name and initials)

1. CITY OF SHORELINE
- 2.
- 3.
- 4.

Additional names on page _____ of document.

Legal description (abbreviated: i.e. lot, block, plat or section, township, range)

Portions of Gov Lot 4 and Section 2 & 11-26-3

Additional legal is on page 1&2 of document.

Assessor's Property Tax Parcel/Account Number

022603-9073
Assessor Tax # not yet assigned

The Auditor/Recorder will rely on the information provided on the form. The staff will not read the document to verify the accuracy or completeness of the indexing information provided herein.

9707030434

970703-0434 10:41:00 AM KING COUNTY RECORDS 003 5H .00

E1553953 07/02/97

.00

.00

SPECIAL WARRANTY DEED

The Grantor, KING COUNTY, a political subdivision of the State of Washington, for and in consideration of mutual benefits, pursuant to King County Ordinance No. 12571, does hereby convey and warrant unto the CITY OF SHORELINE, a municipal corporation of the State of Washington, the following described lands, situate in King County, Washington:

RICHMOND BEACH PARK

All that part of Government Lot 4 and the West 1/2 of the West 1/2 of the SE 1/4 of the SE 1/4 of Section 2, Township 26 North, Range 3 East, W.M., lying Northeasterly of a line parallel to and distant 125 feet Northeasterly, measured at right angle from the existing center line of double track of Great Northern Railway Company; ALSO that part of the second class tidelands to extreme low tide, abutting on Lot 3 and Lot 4 of Section 2, and Lot 1 of Section 11, all in said Township and Range, bounded on the Northwest by the Southeast line of Grover Street extended Southwesterly to extreme low tide, and on the Southeast by a line drawn Southwesterly at right angles to said centerline of double track through Great Northern survey station 837+00 to said extreme low tide line; and bounded on the Northeast by the following described line: Commencing at the Southeast corner of said Lot 4 at the sixteenth corner in the South line of Section 2, thence West 336.5 feet to an intersection with the existing centerline of railway double track at survey station 837+80.5; thence Southeasterly at a Southeasterly angle at 59°48'00" with the last course 80.5 feet to said survey station 837+00; thence Southwesterly at right angles to the last course 185 feet to the true point of beginning of this description and the Southeasterly corner of that desired parcel lying Westerly of the railway trackage; thence Northwesterly parallel to and 185 feet distant Southwesterly at right angles from said centerline of double track, a distance of 475 feet; thence continuing Northwesterly and parallel to said centerline along a curve to the left with a radius of 3634.83 feet, a distance of 607.9 feet to a point of tangency; thence Northwesterly along said tangent parallel to and distant 185 feet southwesterly at right angles from said centerline, a distance of 321.32 feet to a point opposite Great Northern Railway survey station 851+35.22; thence at an angle of 9°42'00" to the right along a tangent to the government meander line, said tangent extended being 50 feet Southwesterly at right angles from said centerline of double track at survey station 859+25; thence Northwesterly along said meander line which bears North 41°45'00" West to the Southeast line of Grover Street produced southwesterly, and the end of this description.

SUBJECT TO: Exceptions and reservations contained in deeds from the State of Washington recorded under Auditor's File Nos. 815853 and 949258, whereby the grantor (State of Washington) excepts and reserves all oils, gases, coal, ores, minerals, fossils, etc., and the right to entry for the opening, developing and working mines, etc., provided that no rights shall be exercised until provision has been made for full payment of all damages sustained by reason of such entry; Water line easement granted to King County over the following-

9707030434

