

APPENDIX F

**Property Search for Intermodal Solid Waste
Transfer Station Sites**

Property Search for Suitable Sites for an Intermodal Solid Waste Transfer Facility

Background

Seattle Public Utilities (SPU) retained W&H Pacific in the summer of 2002 to perform a property search for suitable sites for an intermodal solid waste transfer facility. The search was performed in conjunction with the development of a Solid Waste Facility Master Plan authorized by City Resolution 30431. Some of the options evaluated under the plan will include an intermodal facility. Understanding where potential intermodal facilities could be located will help improve the accuracy of the analysis by identifying feasible scenarios.

The current mode of long-haul transport of waste to a landfill is by train. The City of Seattle has a contract with Washington Waste Systems, Inc. (dba Waste Management Incorporated) for the transportation and disposal of city waste. In turn, Washington Waste Systems has a contract with Union Pacific Railroad Company to use the Argo rail yard to load intermodal containers of waste onto the train for transport to the Columbia Ridge Landfill located in north central Oregon. The contract term is through March 31, 2028 with an option to terminate on March 31, 2009, March 31, 2010, or March 31, 2011.

Although this shipping arrangement has worked well, it may not be the best option for the long-term future. Beyond the term of the existing transportation and disposal contract, there are no long-term plans for waste shipping and disposal. Although the transportation and disposal contract could be re-negotiated or re-bid after the expiration date, a renewal would leave the City with many of the limitations currently in place. These limitations include the following:

- There is no space available at the Argo yard to install a waste compactor to consolidate waste into intermodal containers; therefore, waste must be compacted into intermodal containers at off-site locations. This situation requires that the two city and two private transfer stations each have the ability to compact waste into intermodal containers and haul the containers to the Argo yard. Container loads are limited to road weight limits when transporting waste to Argo yard. Also, valuable space is taken up at the current transfer stations in order to load intermodal containers.
- There is no assurance that Argo yard will have the capacity or that Union Pacific Railroad Company will have the desire to handle additional waste in the future. The Port of Seattle plans to increase international container shipping in the future, which will place a greater demand on the existing intermodal rail yards in Seattle. Also, the demand to ship more waste from King County and other counties is expected to increase in the future. King County plans to close the Cedar Hills Landfill by 2012,

which will place over one million tons per year of waste on the market that will require long-haul to another landfill. Although the city has a contract that is valid through March 31, 2028, which ensures the city a place to load containers onto a train, this activity limits the Port of Seattle's capacity to load other intermodal cargo by rail. Therefore, it may be in the city's long-term interest to develop a separate intermodal facility for handling solid waste in order to improve the cargo capacity of the city.

- Argo yard is limited to the Union Pacific Railroad which limits disposal options to landfills accessible from that rail line. If the city decides to ship refuse in the future to a landfill accessible by the Burlington Northern/Santa Fe (BNSF) rail line, it will probably be necessary to load the containers at another rail yard connected to the BNSF line.

The ideal solid waste transfer facility would have the following characteristics:

- The long-term (50+ years) capacity assurance to handle the future volume of solid waste generated in the City of Seattle and regional counties.
- Located near the source of waste generation or transfer stations with main arterial access to the site.
- Zoned Industrial with no adjacent land use conflicts.
- Access to various modes of transportation (train, truck, barge, etc.).
- Ability to use either rail line (Union Pacific Railroad or Burlington Northern/Santa Fe Railroad) and ship to a variety of landfills.

Preliminary Level Search

The preliminary level search identified all property within the limits of the City of Seattle that is zoned industrial and is accessible by rail and truck. The siting criteria included the following:

- Area of at least five acres or more (may be combined acreage with adjacent property by same owner).
- Rail access (within 200 feet of property).
- Zoned industrial.
- Accessible by a main arterial road.

Current zoning information from the City of Seattle was used to prepare maps showing industrial zoned property. The transportation information system (TIS) and other data sources were used to identify the location of rail lines and arterial roads. Industrial sites with rail and arterial road access were identified on maps. The maps provided under the preliminary search divided Seattle into two regions; (1) Interbay and north of the ship canal region and (2) south of downtown (SoDo) region.

King County tax assessor data was used to identify additional information about individual properties. This information included the following:

- Property reference number (label).
- Tax parcel number.
- Taxpayer's name.
- Mailing address.
- Zoning designation.
- Lot size.
- County assessment value of land and improvements.

In the Interbay/North Seattle region, 31 sites were identified. In the south of downtown region, 95 individuals sites were identified along with 8 aggregate sites (immediately adjacent parcels that could be combined). Location maps and a listing of all sites are attached to the back of this report.

A site visit was made to each of the listed sites. Potential sites for a new transfer and recycling station were also considered in the Interbay/North Seattle region. After visiting sites, it was apparent that many of the sites could not be used as a solid waste transfer facility because of an established existing use other land use restrictions, such as a municipal park. These unsuitable sites were eliminated in the second screening level search.

Also, an interest was expressed in identifying potential sites to relocate the North Recycling and Disposal Station (NRDS). SPU staff met with staff from the Port of Seattle, Burlington Northern/Santa Fe, and the Ballard/Interbay/Northend Manufacturing and Industrial Center Action Committee to learn more about industrial property that may be suitable for a transfer station in the north end of Seattle. Several industrial zoned sites in the Interbay/North Seattle region were reviewed; however, none were substantially more suitable than the existing NRDS site. Therefore, no further evaluation of property for relocation of NRDS was performed under this study.

Secondary Level Search

Additional siting criteria were applied to the preliminary list of sites to refine the list. The consultant was instructed to take the following action to refine the list:

- Delete from list if parcel or combination of adjacent parcels is under 5 acres.
- Delete property with a well established use that is not likely to be available for a solid waste transfer station, such as parks, established retail businesses, tourist attractions, historical sites, occupied office complexes, and other long-term established business.
- Delete sites if they are more than one mile from a railyard or siding where a full length train 1 ½ mile long can be assembled.
- Delete sites that fail the minimum length and width dimensions determined under the conceptual layout work assignment.

- Delete sites that have an appraised improvement value above the appraised land value.
- Delete sites that are immediately adjacent to residential property.
- Delete sites with no practical truck access.

In addition, SPU added Terminal 25 and Terminal 30 to the list of potential sites because the Port of Seattle (POS) indicated these parcels may be available for an intermodal waste transfer facility. During the course of the study, the POS found tenants for T-25 through T-30; therefore, these properties are no longer available. In addition, SPU operations staff recommended adding the Olympic Foundry property along with property immediately adjacent to it. These additions brought the total list of sites in SoDo from 103 to 109 sites.

Application of the secondary siting criteria reduced the number of sites in Interbay/North Seattle from 31 to 8 and in SoDo from 109 to 61.

After discussions with the Port of Seattle (POS) and the railroad companies, all sites owned by the Port of Seattle, Burlington Northern Santa Fe Railroad Company, and Union Pacific Railroad Company were deleted from the list, except for parcel #8 (pin 7666702950). These companies indicated that none of the subject parcels were available except for the one port site. The deletion of POS and RR property did not change the number of sites in Interbay/North Seattle, but reduced the number of sites in SoDo from 61 to 26.

The remaining 8 sites in Interbay/North Seattle and 26 sites in SoDo were visited to obtain visual information.

The location of sites can be seen in Figures 1 and 2, and the sites are listed in Tables 3 through 5. Listed sites with a line through them were eliminated from further study and the main reason for eliminating a site is listed in the spreadsheet.

Notes about the sites remaining under consideration after the secondary screening are summarized in the following section.

Description of Remaining Sites

North End and Interbay Industrial Area

#5 Stimson C.D. Company

This site is located on the north shore of Salmon Bay. Five covered boat slips protrude into the bay from this site. There is also two large warehouses and two office buildings on the site. There is good road access from Shilshole Avenue Northwest. The site is paved with vehicle parking. The Ballard Terminal Rail line runs along the northern edge of the property. The site appears fully utilized with water dependent uses. Property does not appear to be for sale or lease.

#6 William P. Black

This site is located on the north shore of Salmon Bay just west of the Ballard Bridge. The Ballard Terminal Rail line runs along the northern edge of the property. Road access is from Shilshole Avenue Northwest. There are two large warehouses on the site and several smaller buildings. The majority of the open space is used for boat storage. There are numerous boat docks extending from the site into the bay. The site does not appear to be for sale or lease.

#13 W. Ewing Associates Limited Liability Corporation

This site is located on the south shore of the Ship Canal between Salmon Bay and Lake Union. It is accessible from Nickerson Street. There are two large warehouses on the property. A rail spur from the Burlington Northern Interbay yard runs along the southern edge of the property. The site does not appear to be for sale or lease.

#14 Foss Maritime Company

This site is located on the south shore of the Ship Canal. There are three warehouses and several smaller buildings on the site. Several docks large enough to berth ships extend into the canal. The site appears to be used for ship repair and maintenance by an established marine company. The site does not appear to be for sale or lease.

#19 City of Seattle Parks Department

This site is located west of 15th Avenue West along side of the Interbay Railyard. The site is being used by the National Guard Armory for equipment parking; however most of the lot was empty when inspected. Vehicular site access is restricted as identified by warning signs and a guard gate. No park exists at this site.

#24 City of Seattle Parks Department

This site is located just north of the Magnolia Bridge in a rail yard area. A bike trail runs through the site as well as numerous railroad tracks. No park exists at this site.

#25 Terminal 90

This site is Terminal 90 of the Port of Seattle and is located south of the Magnolia Bridge and extends into Elliot Bay. Access is controlled by a security gatehouse. Several warehouses exist on the site. Ships are frequently docked there. A rail spur extends along the middle of the terminal. The property records indicate it is owned by the City of Seattle Parks Department, but it appears to be Port of Seattle property. Port of Seattle staff have indicated the property is not available for use as a solid waste transfer station.

#26 Port of Seattle, Terminal 89

This site is located along the Elliot Bay shoreline to the east of Terminal 90 and is referred to as Terminal 89. Most of the property is underwater. It no longer appears to be a marine terminal. A public trail runs along the shoreline on the eastern edge of the property. City resolution prohibits use of park lands for non-park purposes.

South of Downtown

#8 Port of Seattle (POS), Terminal 10

This site is located on the western side of Harbor Island and is referred to as Terminal 10. It was formerly leased by Lockheed to build ships. Although the property is listed as 15.7 acres, only about 10 acres is available according to the POS. There is a self-service gas station at the northern end of the property. Soil at the site was contaminated by Lockheed and has undergone site cleanup and capping. The site is level and clear of structures. The dock and shoreline will undergo remediation in 2003. The site is available for lease.

#9 Pendleton Flour Mills LLC

The property is located on Harbor Island immediately south of Terminal 10. The property is listed as 8.65 acres and is currently for sale by the owner for \$10.77 million. The property was formerly owned by Fisher Mills, but is now owned by Pendleton. The flour mill is outdated and needs to be demolished. Demolition estimates range from \$3 to \$4 million. The office building was built in 1916, but is in reasonably good condition. A warehouse built in the 1980s is also in good condition and is currently being rented out on a month-to-month basis. A portion of the warehouse is built over water on wood pilings. Environmental studies indicate no significant contamination. The site is available for sale.

#33 City of Seattle, City Light

This is the main City Light facility and is not available. It is located just south of the West Seattle Bridge along 4th Avenue South.

#34 Seattle School District

This site is located south of City Light along 4th Avenue South. The site was formerly owned by the Seattle School District, but has been sold to Costco. The Costco store is located south of the site and the store parking lot is being extended onto this site. There is a rail spur along the western side of the property. Argo railyard is located just south of the site.

#35 Alaska Distributors Company

This site is located to the west of the School District site and accessible from 6th Avenue South. A relatively new warehouse building takes up most of the lot. Records indicate the building was built in 1991. Owner not likely to sell. It is probably not economical to demolish the relatively new building to build a transfer station.

#36 Calwest Industrial Property

The site is located on the west side of First Avenue South. A large building in good condition exists on the site. The address ranges from 3849 to 4143 First Avenue South. The building name is "City Commerce Park". Building space is currently for lease. There are currently eight tenants listed on the sign in front of the building. Space is currently available for lease. Train tracks run along the southern edge of the property. It is probably not cost effective to demolish this building to build an transfer station.

#52 Riverside Mill LLC

This site is located on the western shore of the Duwamish River just south of the West Seattle Bridge. It is accessible from West Marginal Way Southwest. There are several large warehouses on the site. A sign out front says "The Riverside Mill". There are no longer any mill activities. United Motor Freight Inc. and Bob's Boat Shop currently operate on the site. A rail line runs along the western and southern side of the site. The rail draw bridge across the Duwamish River is located adjacent to the site. There is no indication the property is for sale or lease.

#54 Birmingham Steel Corporation

This site is located along the western shore of the Duwamish River and is accessible from West Marginal Way Southwest. A sign out front identifies the site as "General Recycling of Washington". There are piles of scrap metal and wood on site. There is no indication the site is for sale or lease.

#55 Evergreen Trails Incorporated

This site is located along the western shore of the Duwamish River and is accessible from West Marginal Way Southwest. A sign out front identifies the site as Grey Line of Seattle. There is a bus barn and office building on site. Most of the yard is used for bus parking. There is no indication the site is for sale.

#56 City of Seattle, Parks Department

This site is located along the western shore of the Duwamish River just north of Kellogg Island. The site is a city park and cannot be used for non-park activities.

#60 Alaska Marine Lines

This site is located on the western shore of the Duwamish River south of Kellogg Island and is accessible from West Marginal Way Southwest. The site is owned by Alaska Marine Lines and is used for container storage and shipping. A rail spur runs along the western and southern edge of this property. The site is used for a well established water dependent activity on the Duwamish River and is currently not for sale.

#61 Glacier Northwest Incorporated

This site is located on the western shore of the Duwamish River south of Kellogg Island and is accessible from West Marginal Way Southwest. There is a cement operation on site. About ¼ of the property is under water. The property does not appear to be for sale.

#67 Glacier Northwest Incorporated

This site is located on the eastern shore of the Duwamish River and is accessible from East Marginal Way South. About half the property is under water. There is a cement plant on the site. There is no indication the site is for sale or lease.

#75 Puget Sound Energy/Gas

This site is located between the north end of King County International Airport (Boeing Field) and Interstate 5. It is accessible from the South Albro Place exit from I-5 on South

Corgiat Drive. The site is owned by Puget Sound Energy. There is a building on site with a parking area for service vehicles and equipment. The adjacent lot has concrete barriers stored there. There is good access from I-5. Rail tracks are located along the western edge of the property. There is no indication the site is for sale. Nearby property is for lease.

#79 State of Washington

This site is accessible from Corson Avenue South near the intersection with East Marginal Way South. There are two warehouses on the property and the famous hat and boots statue. Most of the property is vacant. There is no indication the site is for sale.

#81 Shalmar Group

This site is located on the eastern side of the Duwamish River and is accessible from South Myrtle Street off of East Marginal Way South. There are a few large buildings on the site. There is a rail spur to the southern side of the site. There is also a barge dock. This is the site of Seattle Iron and Metal, where the city of Seattle currently delivers scrap metal collected at the city-owned transfer stations. There is no indication the site is for sale.

#82 Crowley Marine Services Inc.

This site is on the east side of the Duwamish River. It is a barge terminal with well established water dependent use. There is a rail spur along the northern edge. The site is currently occupied by Samson Tug and Barge and Northland Services. These companies provide barge service throughout the Pacific Northwest. The site may be available for lease, but is not for sale.

#90 Northern Pacific Railway Company

This site is located between I-5 and East Marginal Way South along the railroad tracks. It is a long, skinny site with railroad tracks along its entire length. The South Boeing Access Road passes over the tracks. A railyard is immediately adjacent to the southwest side of this property. The site is too narrow to use as a transfer facility without some adjacent property.

#106 Olympic Real Estate Holding

This site is located between I-5 and Airport Way South and is the old Olympic Foundry. Most of foundry building is no longer in use. Access to the site limited to a driveway off of Airport Way South just before the road climbs south over an overpass. Access improvements would be needed to use the site as a transfer station. BNSF and UP rail lines are adjacent to the site. It is near the southern end of Argo Yard. Adjacent sites #107, 108, and 109 are each less than one acre and are located on the vegetated hillside below I-5. Constructing a new access road from I-5 to the site would probably not be permitted because it would cut off the existing Corson Avenue South exit.

#107 State of Washington

This site is located immediately adjacent to Olympic Foundry site. See site #106 for a discussion of this site.

#108 Real Estate Financial Services

This site is located immediately adjacent to Olympic Foundry site. See site #106 for a discussion of this site.

#109 State of Washington

This site is located immediately adjacent to Olympic Foundry site. See site #106 for a discussion of this site.

#96 Allied Waste Industries

This site is located at 3rd Avenue South and South Lander Street and is Rabanco's intermodal solid waste transfer facility and material recovery facility. This site is already used to transfer solid waste. The city currently contracts with Rabanco to collect and process recyclables at this material recovery facility located at this property. Also, some of Seattle's construction and demolition waste and other non-municipal waste is transferred to rail at this site.

#98 First & Utah Street Associates

This site is located on First Avenue South and South Lander Street. It is Starbuck's Coffee headquarters building, and office building for Sears and Office Max. It would probably not be economically feasible to relocate these tenants and demolish the buildings to build a transfer station at this site.

#99 King County

This site is located on the east side of the Duwamish River and is accessible from East Marginal Way South (SR-99). There is a cement plant on site with signs reading "J. A. Jack & Sons and Cadman Sand and Gravel, and Lehigh Cement Group". Rail tracks are located along the eastern edge of the property. The site is in active use. There is no indication the site is for sale or lease.

#100 King County

This site is located on the east side of the Duwamish River and is accessible from East Marginal Way South (SR-99). This site also contains a cement plant. A barge dock is located at the northern end of the property in a bay called Slip 1. Rail tracks are located along the eastern edge of the property. There is no indication that the site is for sale or lease.

Site Ranking

The remaining sites from the secondary review were ranked according to a point system. Each criterion was ranked from 1 to 5, with 5 being the best. The water access criterion was reduced to half its value because it was not as important as the other criteria. The higher the score, the more suitable the site. The criteria and scoring system are as follows; results are summarized in Table 1.

Availability

1. Not currently available, well established current use
2. In use, but could be available
3. Vacant, but not currently on the market
4. Available for lease
5. For sale, willing seller

Access

1. No developed truck access
2. Main arterial access, but significant access improvements needed
3. Moderately good arterial access
4. Good arterial access, minor improvements needed
5. Excellent arterial access, not improvements needed

Compatibility

1. Conflicting adjacent land uses, likely to be controversial
2. Potentially conflicting adjacent land uses
3. No apparent conflicts currently, but future conflicts may develop
4. No likely land use conflicts, surrounding property zoned industrial/commercial
5. No likely land use conflicts, well established industrial use surrounding site

Environmental

(Based on historical use or other available documentation. Add one point if remediation by owner has been approved by regulatory agencies)

1. Significant contamination known or suspected
2. Moderate contamination known or suspected
3. Slight contamination known or suspected
4. Minor contamination known or suspected
5. No known or suspected contamination

Water Access

(Scores reduced to half value because this factor is half as important as the other factors.)

1. No water access
2. Near water access with established transportation link to site
3. On water, but no current dock or landing
4. On water, but existing dock or landing needs improvements
5. On water, existing dock or landing suitable for use

TABLE 1

Site Screening Matrix

Score from 1 to 5, with 5 being the best score.

Water Access score is adjusted to 1/2 as important as other factors.

Prop. #	Taxpayer/Owner	Current Land Use	Availability	Access	Compatibility	Environ.	Water Access	TOTAL
	South of Downtown						raw 1/2 raw	
8	PORT OF SEATTLE	Vacant clear lot	4	4	5	3	3 1.5	17.5
9	PENDLETON FLOUR MILLS LLC	Vacant with old flour mill	5	4	5	4	4 2	20
33	CITY OF SEATTLE CITY LIGHT	Utility building in full use	1	4	3	4	1 0.5	12.5
34	SEATTLE SCHOOL DISTRICT	Building vacant	3	4	4	5	1 0.5	16.5
35	ALASKA DISTRIBUTORS CO	Warehouse building	1	4	4	5	1 0.5	14.5
36	CALWEST INDUSTRIAL PROP	Warehouse building					0	0
52	RIVERSIDE MILL LLC	Warehouse & truck parking	1	4	5	3	4 2	15
54	BIRMINGHAM STEEL CORP	General Recycling of WA	2	4	4	3	3 1.5	14.5
55	EVERGREEN TRAILS INC	Bldg. with bus parking yard	2	4	4	3	3 1.5	14.5
56	CITY OF SEATTLE PARKS DEPT	City park	1	4	1	5	3 1.5	12.5
60	ALASKA MARINE LINES INC	Container storage yard					0	0
61	GLACIER NORTHWEST INC	Cement plant & dock					0	0
67	GLACIER NORTHWEST INC	Cement plant	1	4	4	3	4 2	14
75	PUGET SOUND ENERGY/GAS	Building with equip. parking	1	3	4	4	1 0.5	12.5
79	STATE OF WASHINGTON	Large building in use					0	0
81	SHALMAR GROUP	Container storage yard					0	0
82	CROWLEY MARINE SERVICES INC	Barge terminal in use	1	4	5	3	5 2.5	15.5
90	N P RY CO	Railroad tracks	1	4	5	4	1 0.5	14.5
106	OLYMPIC REAL ESTATE HOLDING	Vacant industrial building	2	2	4	2	1 0.5	10.5
107	STATE OF WASHINGTON	Vacant	see 106 above				0	#VALUE!
108	REAL ESTATE FINANCIAL SVCS	Vacant	see 106 above				0	#VALUE!
109	STATE OF WASHINGTON	Vacant	see 106 above				0	#VALUE!
	Combined Parcels						0	0
96	ALLIED WASTE INDUSTRIES	Solid waste facility in full use	1	5	5	4	1 0.5	15.5
98	FIRST & UTAH ST ASSOCIATES	Starbucks headquarters	1	5	2	4	1 0.5	12.5
99	KING COUNTY	Cement factory	1	4	5	4	4 2	16
100	KING COUNTY	Cement factory	1	4	5	4	3 1.5	15.5

TABLE 1

Site Screening Matrix

Score from 1 to 5, with 5 being the best score.

Water Access score is adjusted to 1/2 as important as other factors.

Prop. #	Taxpayer/Owner	Current Land Use	Availability	Access	Compatibility	Environ.	Water Access	TOTAL	
	North of Downtown								
5	STIMSON C D COMPANY	Buildings, parking lots	2	4	2	3	4	2	13
6	BLACK WILLIAM P	Buildings, parking lots	2	4	2	3	4	2	13
13	1100 W EWING ASSOC LLC	Warehouse buildings, dock	2	2	3	4	5	2.5	13.5
14	FOSS MARITIME COMPANY	Shipyard in use	1	2	3	4	5	2.5	12.5
19	PORT OF SEATTLE	Vacant lot	1	2	3	4	1	0.5	10.5
24	PORT OF SEATTLE	Parking lot	1	2	3	4	1	0.5	10.5
25	PORT OF SEATTLE	Marine Terminal	1	2	3	4	5	2.5	12.5
26	PORT OF SEATTLE	New office buildings & park	1	2	3	4	2	1	11

Based on the ranking system, the top candidate sites are shown in Table 2.

TABLE 2
Top Candidate Sites For Siting An Intermodal Transfer Facility

Property Number	Tax Payer/Owner	Site Description	Score	Rank
9	Pendleton Flour Mills LLC	Pendleton on Harbor Is.	20	1
8	Port of Seattle	Terminal 10 on Harbor Is.	17.5	2
34	Seattle School District	Costco parking	16.5	3
99	King County	Cement factory	16	4
100	King County	Cement factory	15.5	5
82	Crowley Marine Services Inc.	Crowley terminal	15.5	5

Summary

The two adjacent sites on Harbor Island scored the highest. The Terminal 10 site is currently available for long-term lease and the Pendleton property is for sale. The Seattle School District property has been sold to Costco and a portion of the lot is currently being converted into a parking lot for the Costco store located south of the property. The two adjacent King County properties are currently being used for cement manufacturing activities and are currently not available. A portion of the Crowley Marine Terminal may be available for lease.

Other suitable sites may be available in the future. Property ownership, use, and availability can change with time. Some sites that were excluded during the evaluation may be found to be suitable upon further examination or research. Also, as businesses change, other property may become available.

Single Parcels

Parcel Label	Lot Acreage (Drafted)	Lot Acreage (Assessed)	PIN	Present Land Use	Taxpayer/Owner	Appraised Land Value	Appraised Improvement Value	Taxable Land Value	Taxable Improvement Value	Appraised per footage	Action	Reason	Comment
1	26.91	24.85	7666705340	Terminal(Marine/Comm Fish,	PORT OF SEATTLE	\$5,320,200	\$4,887,300	\$0	\$0	\$4.92	DELETED	Well established use.	Marine Terminal
2	12.00	12.00	7666706430	Terminal(Marine)	PORT OF SEATTLE	\$2,826,100	\$0	\$0	\$0	\$6.44	DELETED	Well established use.	Marine Terminal
3	6.94	7.08	7666706225	Right of Way/Utility, Road	BNSF R.WY CO	\$2,468,300	\$1,000	\$0	\$0	\$8.00	DELETED	Fail minimum configuration	Railway Right of Way
4	62.55	62.13	7666704010	Terminal(Marine)	PORT OF SEATTLE	\$24,358,900	\$8,000,000	\$0	\$0	\$9.00			
5	97.36	94.22	7666705565	Terminal(Marine/Comm Fish,	PORT OF SEATTLE	\$36,938,000	\$92,100,700	\$0	\$0	\$9.00	DELETED	Improvement value is more than land value.	Marine Terminal
6	27.85	27.80	7666702850	Industrial(Heavy)	TODD SHIPYARD CORP	\$10,898,700	\$936,700	\$10,898,700	\$936,700	\$9.00	DELETED	Well established use.	Shipyards
7	12.74	12.80	7666702900	Industrial(Heavy)	ATLANTIC RICHFIELD COMPANY	\$5,016,700	\$6,653,200	\$5,016,700	\$6,653,200	\$9.00			
8	15.70	15.64	7666702950	Terminal(Marine)	PORT OF SEATTLE	\$6,583,100	\$0	\$0	\$0	\$9.66			
9	8.65	7.04	7666703020	Industrial(Heavy)	PENDELTON FLOUR MILLS LLC	\$2,758,900	\$3,553,224	\$2,758,900	\$3,553,224	\$9.00			Heavy Industrial
10	17.07	17.48	7666702650	Industrial(Heavy)	EQUILON ENTERPRISES LLC	\$6,851,300	\$4,284,300	\$6,851,300	\$4,284,300	\$9.00			
11	13.43	13.46	7666701710	Industrial(Heavy)	GATX TERMINALS CORP	\$3,591,400	\$1,373,600	\$3,591,400	\$1,373,600	\$6.13			
12	11.71	11.85	7666701880	Terminal(Marine)	PORT OF SEATTLE	\$4,646,000	\$0	\$0	\$0	\$9.00			
13	6.44	6.45	7666701940	Terminal(Marine)	SIMCO PROPERTIES L L C	\$2,528,100	\$0	\$2,528,100	\$0	\$9.00			
14	117.76	114.92	7666701356	Terminal(Marine/Comm Fish,	PORT OF SEATTLE	\$50,059,100	\$25,000,000	\$0	\$0	\$10.00			
15	6.94	6.94	7666206950	Terminal(Auto/Bus/Other,	MSI RAILROAD L L C	\$7,557,600	\$1,000	\$7,557,600	\$1,000	\$25.00	DELETED	Fail minimum configuration	
16	28.14	30.80	7666204876	Sport Facility	WASH STATE	\$33,916,700	\$97,272,000	\$0	\$0	\$25.28	DELETED	Well established use.	Seahawk stadium
17	12.73	12.54	7666206483	Sport Facility	WASHINGTON ST MAJOR LEAGUE	\$13,404,600	\$476,973,200	\$0	\$0	\$24.60	DELETED	Well established use.	Safeco Field
18	8.99	9.33	7666204965	Terminal(Rail)	BNSF R.WY CO	\$10,161,300	\$1,000	\$0	\$0	\$25.00			
19	6.35	6.49	7666207675	Terminal(Rail)	BNSF R.WY CO	\$4,623,200	\$1,000	\$0	\$0	\$16.00	DELETED	Fail minimum configuration	
20	5.00	13.21	7666207120	Parking(Assoc)	BNSF R.WY CO	\$10,319,900	\$1,000	\$0	\$0	\$17.93	DELETED	Fail minimum configuration	
21	8.77	8.77	7666207665	Terminal(Rail)	BNSF R.WY CO	\$6,112,300	\$1,000	\$0	\$0	\$16.00			
22	5.00	13.21	7666207120	Parking(Assoc)	BNSF R.WY CO	\$10,319,900	\$1,000	\$0	\$0	\$17.93	DELETED	Fail minimum configuration	
23	9.39	9.39	7666207655	Terminal(Rail)	BNSF R.WY CO	\$6,544,400	\$1,000	\$0	\$0	\$16.00			
24	3.22	13.21	7666207120	Parking(Assoc)	BNSF R.WY CO	\$10,319,900	\$1,000	\$0	\$0	\$17.93	DELETED	Fail minimum configuration	
25	8.77	8.77	7666207645	Terminal(Rail)	BNSF R.WY CO	\$6,112,300	\$1,000	\$0	\$0	\$16.00			
26	8.17	9.60	7666207635	Terminal(Rail)	BNSF R.WY CO	\$6,688,300	\$1,000	\$0	\$0	\$16.00			
27	2.70	6.04	7666205040	Terminal(Rail)	BNSF R.WY CO	\$4,714,700	\$1,000	\$0	\$0	\$18.00	DELETED	Fail minimum configuration	
28	9.57	9.59	0005200022	Right of Way/Utility, Road	UNION PACIFIC RAILROAD CO	\$2,089,400	\$0	\$0	\$0	\$5.00	DELETED	Fail minimum configuration	Railway Right of Way
29	6.17	6.17	7666205100	Terminal(Auto/Bus/Other,	NATIONAL R.R.P CORP	\$4,838,000	\$1,000	\$0	\$0	\$18.00	DELETED	Well established use	Terminal
30	8.80	8.98	7666205235	Post Office/Post Service	US POSTAL SERVICE	\$6,267,400	\$2,304,400	\$0	\$0	\$16.00	DELETED	Well established use.	US Post Office
31	6.24	6.19	7666205994	Terminal(Rail)	BNSF R.WY CO	\$4,314,800	\$1,000	\$0	\$0	\$16.00			
32	10.67	10.67	7666203110	Warehouse	C.P.S.R.T.A.	\$5,620,700	\$4,977,600	\$0	\$0	\$14.99	DELETED	Fail minimum configuration	
33	18.83	19.03	7666205660	Utility, Public	CITY OF SEATTLE CITY LIGHT	\$13,260,900	\$5,551,200	\$0	\$0	\$16.00			
34	8.37	8.35	2617650020	Service Building	SEATTLE SCHOOL DISTRICT	\$5,821,200	\$263,300	\$0	\$0	\$16.00			
35	10.33	10.33	7376600510	Warehouse	ALASKA DISTRIBUTORS CO	\$7,199,500	\$6,160,500	\$7,199,500	\$6,160,500	\$16.00			
36	6.77	6.78	1824049060	Warehouse	CALWEST INDUSTRIAL PROP	\$4,724,900	\$4,587,300	\$4,724,900	\$4,587,300	\$16.00			
37	9.41	9.53	6172900345	Right of Way/Utility, Road	BNSF R.WY CO	\$3,274,400	\$2,000	\$0	\$0	\$7.89	DELETED	Fail minimum configuration	
38	8.22	8.80	2024049010	Right of Way/Utility, Road	BNSF R.WY CO	\$3,067,100	\$0	\$0	\$0	\$8.00	DELETED	Fail minimum configuration	
39	7.88	8.00	3957900080	Terminal(Rail)	UNION PACIFIC	\$5,226,700	\$1,000	\$0	\$0	\$15.00			
40	6.01	12.90	3957900095	Terminal(Rail)	UNION PACIFIC	\$8,429,800	\$0	\$0	\$0	\$15.00			
41	7.45	12.90	3957900095	Terminal(Rail)	UNION PACIFIC	\$8,429,800	\$0	\$0	\$0	\$15.00			
42	8.39	9.41	3957900105	Terminal(Rail)	UNION PACIFIC	\$6,149,900	\$1,000	\$0	\$0	\$15.00			
43	6.76	6.90	3957900075	Right of Way/Utility, Road	UNION PACIFIC	\$4,509,800	\$1,000	\$0	\$0	\$15.00			
44	7.53	6.91	3957900100	Right of Way/Utility, Road	UNION PACIFIC	\$4,517,400	\$1,000	\$0	\$0	\$15.00			
45	10.18	10.18	1824049008	Right of Way/Utility, Road	UNION PACIFIC	\$6,650,300	\$1,000	\$0	\$0	\$15.00			
46	13.63	13.62	7666207536	Warehouse	PORT OF SEATTLE	\$9,494,400	\$4,505,600	\$0	\$0	\$16.00			
47	10.91	10.91	1824049063	Warehouse	STATE OF WASHINGTON	\$7,607,000	\$10,148,000	\$0	\$0	\$16.00	DELETED	Improvement value is more than land value.	
48	31.23	31.30	7666700390	Terminal(Marine/Comm Fish,	PORT OF SEATTLE	\$21,814,800	\$1,000	\$0	\$0	\$16.00			
49	23.20	23.35	7666700350	Industrial(Heavy)	ASH GROVE CEMENT WEST INC	\$15,256,800	\$47,545,800	\$15,256,800	\$47,545,800	\$15.00	DELETED	Improvement value is more than land value.	
50	13.86	13.79	7666700315	Terminal(Marine/Comm Fish,	PORT OF SEATTLE	\$9,009,200	\$1,000	\$0	\$0	\$15.00			
51	18.51	18.47	7666701220	Industrial Park	PORT OF SEATTLE	\$4,827,800	\$13,866,700	\$0	\$0	\$6.00	DELETED	Improvement value is more than land value.	
52	6.29	6.23	7666703290	Industrial(Heavy)	RIVERSIDE MILL LLC	\$2,712,800	\$490,400	\$2,712,800	\$490,400	\$10.00			
53	8.08	8.07	7666703440	Industrial(Gen Purpose)	PORT OF SEATTLE	\$3,164,700	\$510,800	\$0	\$0	\$9.00			
54	11.34	11.04	7666703630	Terminal(Marine/Comm Fish,	BIRMINGHAM STEEL CORP	\$4,328,000	\$1,196,800	\$4,328,000	\$1,196,800	\$9.00			
55	6.05	6.00	7666703680	Terminal(Auto/Bus/Other,	EVERGREEN TRAILS INC	\$2,613,600	\$1,926,400	\$2,613,600	\$1,926,400	\$10.00			
56	6.51	6.57	7666703670	Industrial(Heavy)	CITY OF SEATTLE PARKS DEPT	\$2,860,600	\$1,000	\$0	\$0	\$10.00			
57	2.41	58.22	1924049103	Vacant(Industrial)	PORT OF SEATTLE	\$11,412,200	\$0	\$0	\$0	\$4.50			
58	54.97	58.22	1924049103	Vacant(Industrial)	PORT OF SEATTLE	\$11,412,200	\$0	\$0	\$0	\$4.50			
59	24.98	22.11	1924049003	Industrial(Heavy)	LAFARGE CORP	\$9,800,000	\$18,989,200	\$9,800,000	\$18,989,200	\$10.18	DELETED	Improvement value is more than land value.	
60	13.76	13.76	1924049026	Industrial(Gen Purpose)	ALASKA MARINE LINES INC	\$6,023,300	\$612,100	\$6,023,300	\$612,100	\$10.05			
61	17.85	17.69	1924049029	Industrial(Heavy)	GLACIER NORTHWEST INC	\$7,705,000	\$1,704,170	\$7,705,000	\$1,704,170	\$10.00			
62	11.04	11.01	7666700515	Vacant(Industrial)	PORT OF SEATTLE	\$7,191,400	\$108,600	\$0	\$0	\$15.00			
63	35.03	32.99	3573200975	Warehouse	UNITED STATES	\$22,992,700	\$9,123,500	\$0	\$0	\$16.00	DELETED	Well established use/owner	
64	5.38	14.79	3573200130	Warehouse	UNITED STATES	\$10,311,300	\$1,000	\$0	\$0	\$16.00	DELETED	Well established use/owner	
65	12.94	12.76	1722802315	Industrial(Heavy)	SAINT-GOBAIN CONTAINERS	\$8,892,800	\$16,979,177	\$8,892,800	\$16,979,177	\$16.00	DELETED	Improvement value is more than land value.	
66	10.09	10.08	1924049092	Industrial(Heavy)	GYPSUM JAMES HARDIE	\$7,026,900	\$27,287,700	\$7,026,900	\$27,287,700	\$16.00	DELETED	Improvement value is more than land value.	
67	10.85	10.77	1924049075	Industrial(Heavy)	GLACIER NORTHWEST INC	\$3,752,800	\$1,050,600	\$3,752,800	\$1,050,600	\$8.00			
68	7.03	7.24	2024049067	Warehouse	MICHIGAN PROPERTIES	\$5,045,800	\$2,291,400	\$5,045,800	\$2,291,400	\$16.00	DELETED	Fail minimum configuration	
69	2.39	12.52	0001800046	Right of Way/Utility, Road	UNION PACIFIC	\$5,454,800	\$0	\$0	\$0	\$10.00	DELETED	Fail minimum configuration	
70	0.49	12.52	0001800046	Right of Way/Utility, Road	UNION PACIFIC	\$5,454,800	\$0	\$0	\$0	\$10.00	DELETED	Fail minimum configuration	
71	3.34	12.52	0001800046	Right of Way/Utility, Road	UNION PACIFIC	\$5,454,800	\$0	\$0	\$0	\$10.00	DELETED	Fail minimum configuration	
72	1.08	12.52	0001800046	Right of Way/Utility, Road	UNION PACIFIC	\$5,454,800	\$0	\$0	\$0	\$10.00	DELETED	Fail minimum configuration	
73	5.52	12.52	0001800046	Right of Way/Utility, Road	UNION PACIFIC	\$5,454,800	\$0	\$0	\$0	\$10.00	DELETED	Fail minimum configuration	
74	3.93	9.92	0005200032	Right of Way/Utility, Road	UNION PACIFIC	\$2,159,700	\$0	\$0	\$0	\$5.00	DELETED	Fail minimum configuration	
75	6.75	6.68	0001800033	Industrial(Gen Purpose)	PUGET SOUND ENERGY/GAS	\$2,911,100	\$1,000	\$0	\$0	\$10.00			
76	0.69	9.92	0005200032	Right of Way/Utility, Road	UNION PACIFIC	\$2,159,700	\$0	\$0	\$0	\$5.00	DELETED	Fail minimum configuration	
77	0.65	9.92	0005200032	Right of Way/Utility, Road	UNION PACIFIC	\$2,159,700	\$0	\$0	\$0	\$5.00	DELETED	Fail minimum configuration	
78	562.85	595.45	2824049007	Air Terminal and Hangers	KING COUNTY	\$259,378,000	\$60,228,100	\$0	\$0	\$10.00	DELETED	Well established use.	King County International Airport
79	11.09	11.11	0001800137	Industrial(Gen Purpose)	STATE OF WASHINGTON	\$5,807,400	\$1,000	\$0	\$0	\$12.00			
80	7.11	6.96	5367204080	Warehouse	SCHNITZER INV #142373	\$3,638,400	\$3,875,600	\$3,638,400	\$3,875,600	\$12.00	DELETED	Improvement value is more than land value.	
81	8.15	8.22	2136200706	Industrial(Gen Purpose)	SHALMAR GROUP	\$3,379,200	\$2,496,600	\$3,379,200	\$2,496,600	\$9.43			
82	14.74	14.74	2136200641	Terminal(Marine/Comm Fish,	CROWLEY MARINE SERVICES INC	\$6,419,100	\$369,500	\$6,419,100	\$369,500	\$10.00			
83	36.59	36.32	9022900906	Industrial(Heavy)	THE BOEING COMPANY	\$7,616,000	\$69,410,600	\$7,616,000	\$69,410,600	\$4.81	DELETED	Well established use.	Plant 2/Boeing Field

Parcel Label	Lot Acreage (Drafted)	Lot Acreage (Assessed)	PIN	Present Land Use	Taxpayer/Owner	Appraised Land Value	Appraised Improvement Value	Taxable Land Value	Taxable Improvement Value	Appraised per footage	Action	Reason	Comment
84	8.06	8.02	2824049009	Industrial(Heavy)	THE BOEING COMPANY	\$1,683,500	\$34,706,300	\$1,683,500	\$34,706,300	\$4.82	DELETED	Well established use.	Plant 2/Boeing Field
85	2.48	14.39	0323049027	Right of Way/Utility, Road	O & W R R	\$4,440,300	\$0	\$0	\$0	\$2.25	DELETED	Fail minimum configuration	
86	0.99	6.05	0323049036	Right of Way/Utility, Road	BURLINGTON NORTHRN SANTA FE	\$1,317,600	\$0	\$0	\$0	\$5.00			
87	1.40	7.75	0323049036	Vacant(Industrial)	N P RY CO	\$1,688,200	\$0	\$0	\$0	\$6.00	DELETED	Fail minimum configuration	
88	24.79	17.66	0323049024	Warehouse	SEA-TUK-WAREHOUSE LLC	\$7,693,000	\$11,307,000	\$7,693,000	\$11,307,000	\$10.00	DELETED	Improvement value is more than land value.	Warehouse
89	10.57	14.39	0323049027	Right of Way/Utility, Road	O & W R R	\$4,440,300	\$0	\$0	\$0	\$2.25	DELETED	Fail minimum configuration	
90	5.88	7.75	0323049035	Vacant(Industrial)	N P RY CO	\$1,688,200	\$0	\$0	\$0	\$5.00			
91	5.22	6.06	0323049036	Right of Way/Utility, Road	BURLINGTON NORTHRN SANTA FE	\$1,317,600	\$0	\$0	\$0	\$6.00	DELETED	Fail minimum configuration	
92	6.82	8.44	0007400024	Right of Way/Utility, Road	BNSF RWAY CO	\$1,838,200	\$1,471,600	\$0	\$0	\$5.00	DELETED	Fail minimum configuration	
93	8.20	6.53	0007400005	Right of Way/Utility, Road	UNION PACIFIC	\$1,422,900	\$1,174,800	\$0	\$0	\$5.00	DELETED	Fail minimum configuration	
94	4.42	8.44	0007400024	Right of Way/Utility, Road	BNSF RWAY CO	\$1,838,200	\$1,471,600	\$0	\$0	\$5.00	DELETED	Fail minimum configuration	
95	1.38	6.53	0007400005	Right of Way/Utility, Road	UNION PACIFIC	\$1,422,900	\$1,174,800	\$0	\$0	\$5.00	DELETED	Fail minimum configuration	
104	36.70	36.55	7666207905	Terminal(Marine/Comm Fish)	PORT OF SEATTLE	\$25,473,800.00	\$1,000.00	\$0.00	\$0.00	\$15.93	ADDED	Missed during Phase 1	
105	15.38	31.13	7666207830	Terminal(Marine/Comm Fish)	PORT OF SEATTLE	\$21,696,300.00	\$8,100.00	\$0.00	\$0.00	\$32.38	ADDED	Missed during Phase 1	
106	4.75	3.62	3869401080	Industrial(Heavy)	OLYMPIC REAL ESTATE HOLDING	\$1,058,600.00	\$0.00	\$1,058,600.00	\$0.00	\$5.11	ADDED	SPU request	
107	0.61	0.72	3869401230	Vacant(Industrial)	STATE OF WASHINGTON	\$78,500.00	\$0.00	\$0.00	\$0.00	\$2.95	ADDED	SPU request	
108	0.41	0.25	3869401235	Vacant(Industrial)	REAL ESTATE FINANCIAL SVCS	\$27,400.00	\$0.00	\$27,400.00	\$0.00	\$1.52	ADDED	SPU request	
109	0.19	0.19	3869401245	Vacant(Industrial)	STATE OF WASHINGTON	\$20,800.00	\$0.00	\$0.00	\$0.00	\$2.52	ADDED	SPU request	

Aggregated Parcels

Parcel Label	Lot Acreage (Drafted)	Lot Acreage (Assessed)	PIN	Present Land Use	Taxpayer/Owner	Appraised Land Value	Appraised Improvement Value	Taxable Land Value	Taxable Improvement Value	Appraised per footage	Action	Reason	Comment
96	12.14	12.14	multiple	varies	ALLIED WASTE INDUSTRIES	varies	varies	varies	varies	varies			
97	6.29	6.34	multiple	varies	COSTCO WHOLESALE CORP	varies	varies	varies	varies	varies	DELETED	Well established use.	Costco Wholesale
98	7.53	7.53	multiple	varies	FIRST & UTAH ST ASSOCIATES	varies	varies	varies	varies	varies			Warehouse and Parking
99	7.82	626.76	multiple	varies	KING COUNTY	varies	varies	varies	varies	varies			Industrial, Warehouse, Office
100	14.13	626.76	multiple	varies	KING COUNTY	varies	varies	varies	varies	varies			Terminal, Warehouse
101	8.72	997.38	multiple	varies	PORT OF SEATTLE	varies	varies	varies	varies	varies			Terminal, Warehouse
102	12.58	997.38	multiple	varies	PORT OF SEATTLE	varies	varies	varies	varies	varies			Terminal, Warehouse
103	9.49	276.97	multiple	varies	ALASKA DISTRIBUTORS CO	varies	varies	varies	varies	varies			

Intermodal
Transfer Station
Property Search



Table 3. SoDo Industrial Area: Candidate Parcels Analysis

All data represented on this map was obtained from Seattle Public Utilities GIS Section, King County GIS Section and King County Department of Assessments. The map is intended for reference purposes only. W&H Pacific makes no warranties as to the accuracy of this map. Any use of this information shall be without liability to W&H Pacific and at shall be at user's sole risk. All data is subject to change and may contain errors or omissions.



Single Parcels

Parcel Label	Lot Acreage (Drafted)	Lot Acreage (Assessed)	PIN	Present Land Use	Taxpayer/Owner	Appraised Land Value	Appraised Improvement Value	Taxable Land Value	Taxable Improvement Value	Appraised per footage	Action	Reason	Comment
1	12.33	12.00	1125039012	Governmental Service	SEATTLE DIST CORPS OF ENG	\$7,901,700	\$1,000,000	\$0	\$0	\$15.00	DELETED	Well established use	Hiram M. Chittenden Locks
2	6.84	7.01	4237900240	Right of Way/Utility, Road	BNSF RWY CO	\$6,188,600	\$0	\$0	\$0	\$17.00	DELETED	Adjazency to residential use/zoning	
3	4.07	7.31	1126639060	Warehouse	TIME OIL CO	\$3,182,900	\$347,100	\$3,182,900	\$347,100	\$10.00	DELETED	Well established use	
4	7.51	7.25	2770605900	Right of Way/Utility, Road	BNSF RWY CO	\$3,158,000	\$0	\$0	\$0	\$10.00	DELETED	Adjazency to residential use/zoning	
5	9.11	9.25	0467000420	Industrial Park	STIMSON C D COMPANY	\$3,853,400	\$7,601,100	\$3,853,400	\$7,601,100	\$9.56			
6	12.47	13.00	0467000335	Warehouse	BLACK WILLIAM P	\$8,496,600	\$1,000	\$8,496,600	\$1,000	\$15.00			
7	12.63	12.63	1982202070	Retail(Big Box)	MEYER FRED STORES INC	\$11,002,200	\$7,633,600	\$11,002,200	\$7,633,600	\$20.00	DELETED	Well established use	Fred Meyer Store
8	53.62	53.64	7666200105	Terminal(Marine/Comm Fish)	PORT OF SEATTLE	\$35,048,300	\$8,007,300	\$0	\$0	\$15.00	DELETED	Well established use	Fishermens Terminal
9	11.08	11.10	2771401260	Terminal(Rail)	BNSF RWY CO	\$4,833,000	\$867,100	\$0	\$0	\$10.00	DELETED	Well established use	Rail Terminal
10	6.93	6.88	2771401820	Terminal(Rail)	BNSF RWY CO	\$2,942,000	\$1,498,000	\$0	\$0	\$9.82	DELETED	Well established use	Rail Terminal
11	27.21	27.40	2771401800	Terminal(Rail)	BNSF RWY CO	\$12,000,000	\$1,000	\$0	\$0	\$10.05	DELETED	Well established use	Rail Terminal
12	13.28	13.25	7666200120	Terminal(Marine/Comm Fish)	STRONG PETER D+LESLIE M	\$8,657,000	\$500,800	\$8,657,000	\$500,800	\$15.00	DELETED	Well established use	
13	9.07	9.16	7666200070	Warehouse	1100 W EWING ASSOC LLC	\$5,983,500	\$3,009,800	\$5,983,500	\$3,009,800	\$15.00			
14	20.03	23.24	7442001550	Terminal(Marine)	FOSS MARITIME COMPANY	\$15,178,400	\$1,000	\$15,178,400	\$1,000	\$14.99			
15	43.43	45.91	2771408090	Golf Course	CITY OF SEATTLE PARKS DEPT	\$30,996,700	\$1,300,000	\$0	\$0	\$20.00	DELETED	Well established use	Interbay Golf Center
16	6.75	6.72	2771600910	School/Private	NW CENTER FOR RETARDED	\$4,098,100	\$5,301,900	\$0	\$0	\$14.00	DELETED	Well established use	School
18	4.81	106.50	7666201146	Terminal(Marine/Comm Fish)	CITY OF SEATTLE PARKS DEPT	\$69,587,100	\$1,000	\$0	\$0	\$15.00	DELETED	Fail minimum configuration	
19	2.62	106.50	7666201146	Terminal(Marine/Comm Fish)	CITY OF SEATTLE PARKS DEPT	\$69,587,100	\$1,000	\$0	\$0	\$15.00	DELETED	Fail minimum configuration	
20	4.74	14.54	7666201147	Governmental Service	STATE OF WASHINGTON	\$8,233,700	\$5,613,000	\$0	\$0	\$13.00	DELETED	Well established use	State's Office
21	6.47	14.54	7666201147	Governmental Service	STATE OF WASHINGTON	\$8,233,700	\$5,613,000	\$0	\$0	\$13.00	DELETED	Well established use	State's Office
22	10.38	10.40	7666201525	Terminal(Rail)	BNSF RWY CO	\$5,888,900	\$0	\$0	\$0	\$13.00	DELETED	Fail minimum configuration	
23	10.42	28.80	7666201530	Terminal(Marine/Comm Fish)	PORT OF SEATTLE	\$12,545,000	\$1,000	\$0	\$0	\$10.00	DELETED	Fail minimum configuration	
24	3.72	106.50	7666201146	Terminal(Marine/Comm Fish)	CITY OF SEATTLE PARKS DEPT	\$69,587,100	\$1,000	\$0	\$0	\$15.00	DELETED	Fail minimum configuration	
25	26.19	106.50	7666201146	Terminal(Marine/Comm Fish)	CITY OF SEATTLE PARKS DEPT	\$69,587,100	\$1,000	\$0	\$0	\$15.00	DELETED	Fail minimum configuration	
26	13.07	14.11	7666201715	Office Park	PORT OF SEATTLE	\$9,222,600	\$0	\$0	\$0	\$15.00	DELETED	Well established use	Office Park
27	6.53	6.40	7666201732	Office Park	IMMUNEX CORPORATION	\$4,181,100	\$2,259,200	\$4,181,100	\$2,259,200	\$15.00	DELETED	Well established use	Office Park
28	9.33	9.40	7666201726	Office Park	IMMUNEX CORP	\$4,963,000	\$0	\$4,963,000	\$0	\$12.12	DELETED	Well established use	Office Park
29	14.40	14.31	7666201725	Vacant(Commercial)	IMMUNEX CORPORATION	\$7,753,000	\$4,000	\$7,753,000	\$4,000	\$12.43	DELETED	Well established use	Office Park
30	26.02	13.78	7666202055	Terminal(Marine)	PORT OF SEATTLE	\$8,377,600	\$10,202,000	\$0	\$0	\$13.96	DELETED	Well established use, improvement	Myrtle Edwards Park
31	2.34	13.78	7666202055	Terminal(Marine)	PORT OF SEATTLE	\$8,377,600	\$10,202,000	\$0	\$0	\$13.96	DELETED	Improvement value is more than land	

Aggregated Parcels

Parcel Label	Lot Acreage (Drafted)	Lot Acreage (Assessed)	PIN	Present Land Use	Taxpayer/Owner	Appraised Land Value	Appraised Improvement Value	Taxable Land Value	Taxable Improvement Value	Appraised per footage	Action	Reason	Comment
None; all aggregated parcels are identified in single parcels.													

Intermodal Transfer Station Property Search	
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Table 4. Interbay Industrial Area, Candidate Parcels Analysis

All data represented on this map was obtained from Seattle Public Utilities GIS Section, King County GIS Section and King County Department of Assessments. The data is intended for reference purposes only. W&H Pacific makes no warranties as to the accuracy of this data. Any use of this information shall be without liability to W&H Pacific and at shall be at user's sole risk. All data is subject to change and may contain errors or omissions.



Single Parcels

Parcel Label	Lot Acreage (Drafted)	Lot Acreage (Assesed)	PIN	Present Land Use	Taxpayer/Owner	Appraised Land Value	Appraised Improvement Value	Taxable Land Value	Taxable Improvement Value	Appraised per footage	Action
8	15.70	15.64	7666702950	Terminal(Marine)	PORT OF SEATTLE	\$6,583,100	\$0	\$0	\$0	\$9.66	
9	8.65	7.04	7666703020	Industrial(Heavy)	PENDLETON FLOUR MILLS LLC	\$2,758,900	\$3,553,224	\$2,758,900	\$3,553,224	\$9.00	
33	18.83	19.03	7666205660	Utility, Public	CITY OF SEATTLE CITY LIGHT	\$13,260,900	\$5,551,200	\$0	\$0	\$16.00	
34	8.37	8.35	2617650020	Service Building	SEATTLE SCHOOL DISTRICT	\$5,821,200	\$263,300	\$0	\$0	\$16.00	
35	10.33	10.33	7376600510	Warehouse	ALASKA DISTRIBUTORS CO	\$7,199,500	\$6,160,500	\$7,199,500	\$6,160,500	\$16.00	
36	6.77	6.78	1824049060	Warehouse	CALWEST INDUSTRIAL PROP	\$4,724,900	\$4,587,300	\$4,724,900	\$4,587,300	\$16.00	
52	6.29	6.23	7666703290	Industrial(Heavy)	RIVERSIDE MILL LLC	\$2,712,800	\$490,400	\$2,712,800	\$490,400	\$10.00	
54	11.34	11.04	7666703630	Terminal(Marine/Comm Fish)	BIRMINGHAM STEEL CORP	\$4,328,000	\$1,196,800	\$4,328,000	\$1,196,800	\$9.00	
55	6.05	6.00	7666703680	Terminal(Auto/Bus/Other)	EVERGREEN TRAILS INC	\$2,613,600	\$1,926,400	\$2,613,600	\$1,926,400	\$10.00	
56	6.51	6.57	7666703670	Industrial(Heavy)	CITY OF SEATTLE PARKS DEPT	\$2,860,600	\$1,000	\$0	\$0	\$10.00	
60	13.76	13.76	1924049026	Industrial(Gen Purpose)	ALASKA MARINE LINES INC	\$6,023,300	\$612,100	\$6,023,300	\$612,100	\$10.05	
61	17.85	17.69	1924049029	Industrial(Heavy)	GLACIER NORTHWEST INC	\$7,705,000	\$1,704,170	\$7,705,000	\$1,704,170	\$10.00	
67	10.85	10.77	1924049075	Industrial(Heavy)	GLACIER NORTHWEST INC	\$3,752,800	\$1,050,600	\$3,752,800	\$1,050,600	\$8.00	
75	6.75	6.68	0001800033	Industrial(Gen Purpose)	PUGET SOUND ENERGY/GAS	\$2,911,100	\$1,000	\$0	\$0	\$10.00	
79	11.09	11.11	0001800137	Industrial(Gen Purpose)	STATE OF WASHINGTON	\$5,807,400	\$1,000	\$0	\$0	\$12.00	
81	8.15	8.22	2136200706	Industrial(Gen Purpose)	SHALMAR GROUP	\$3,379,200	\$2,496,600	\$3,379,200	\$2,496,600	\$9.43	
82	14.45	14.74	2136200641	Terminal(Marine/Comm Fish)	CROWLEY MARINE SERVICES INC	\$6,419,100	\$369,500	\$6,419,100	\$369,500	\$10.00	
90	5.88	7.75	0323049035	Vacant(Industrial)	N P RY CO	\$1,688,200	\$0	\$0	\$0	\$5.00	
106	4.75	3.62	3869401080	Industrial(Heavy)	OLYMPIC REAL ESTATE HOLDING	\$1,058,600.00	\$0.00	\$1,058,600.00	\$0.00	\$5.11	ADDED
107	0.61	0.72	3869401230	Vacant(Industrial)	STATE OF WASHINGTON	\$78,500.00	\$0.00	\$0.00	\$0.00	\$2.95	ADDED
108	0.41	0.25	3869401235	Vacant(Industrial)	REAL ESTATE FINANCIAL SVCS	\$27,400.00	\$0.00	\$27,400.00	\$0.00	\$1.52	ADDED
109	0.19	0.19	3869401245	Vacant(Industrial)	STATE OF WASHINGTON	\$20,800.00	\$0.00	\$0.00	\$0.00	\$2.52	ADDED

Aggregated Parcels

Parcel Label	Lot Acreage (Drafted)	Lot Acreage (Assesed)	PIN	Present Land Use	Taxpayer/Owner	Appraised Land Value	Appraised Improvement Value	Taxable Land Value	Taxable Improvement Value	Appraised per footage	Action
96	12.14	12.14	multiple	varies	ALLIED WASTE INDUSTRIES	varies	varies	varies	varies	varies	
98	7.53	7.53	multiple	varies	FIRST & UTAH ST ASSOCIATES	varies	varies	varies	varies	varies	
99	7.82	626.76	multiple	varies	KING COUNTY	varies	varies	varies	varies	varies	
100	14.13	626.76	multiple	varies	KING COUNTY	varies	varies	varies	varies	varies	

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Table 5. SoDo Industrial Area: Candidate Parcels Analysis

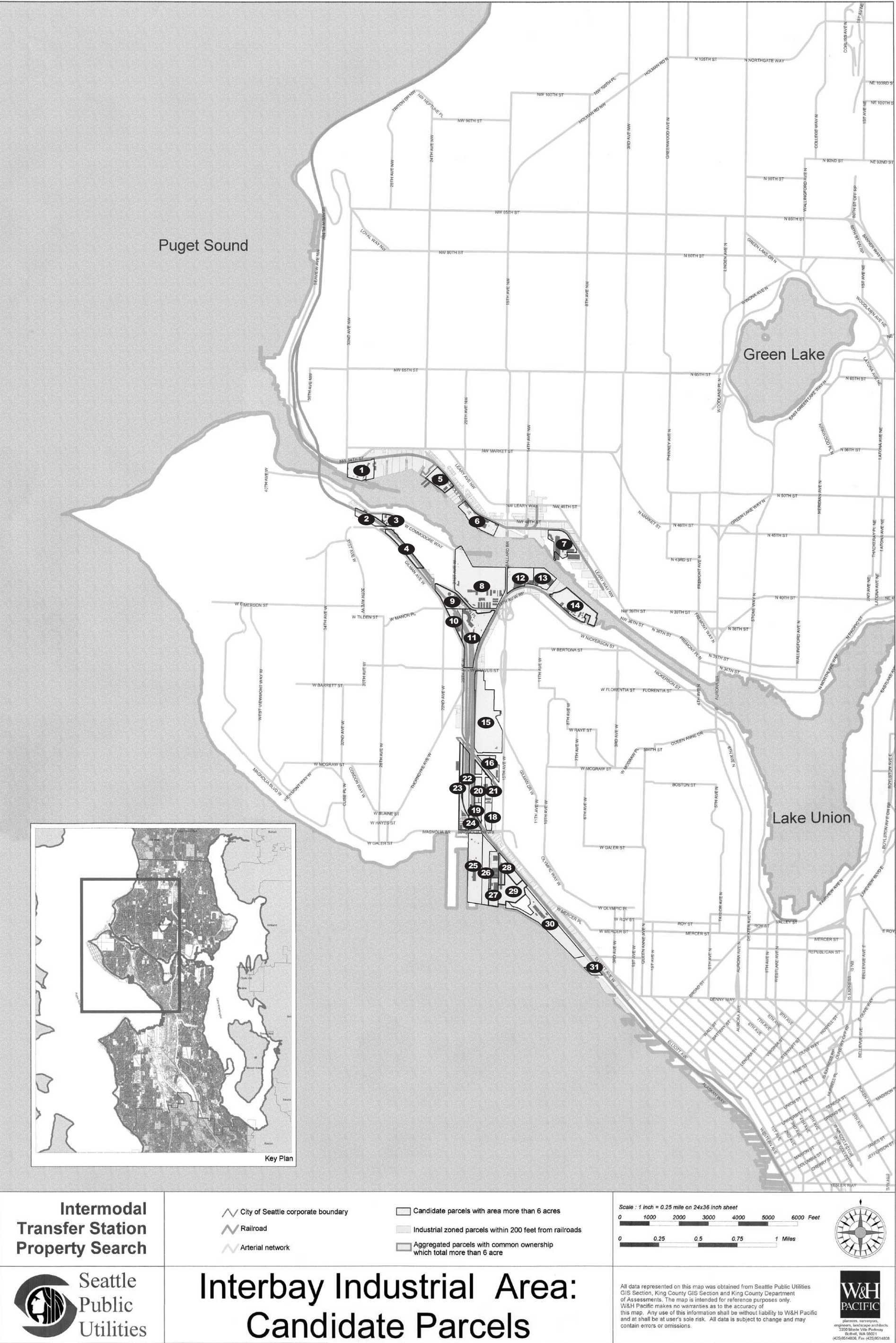


Figure 1
Interbay Industrial Area: Candidate Parcels

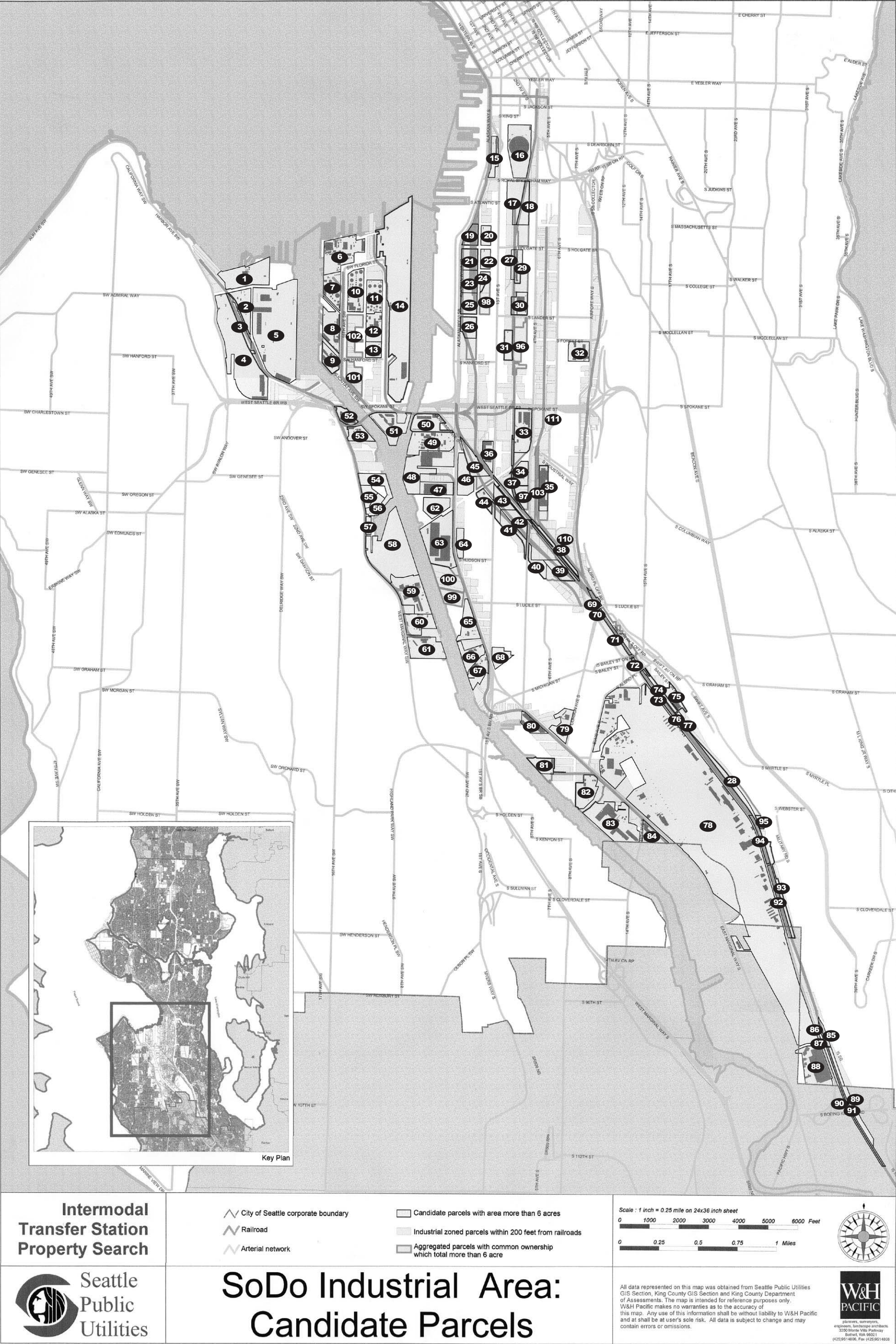


Figure 2
SoDo Industrial Area: Candidate Parcels

Property Search for Intermodal Solid Waste Transfer Station Sites, September 23, 2003

This addendum to the Property Search for Intermodal Solid Waste Transfer Station Sites was prepared to provide an update of the status of various properties and the identification of additional properties that may be available. The initial property search was prepared over a year ago and the status of various properties has changed since then.

Update of Top Candidate Sites

The top six ranked sites were reviewed in September 2003 to provide an update of their current status. Each site is discussed as follows.

#9—Pendleton Flour Mills, Harbor Island

The Pendleton Four Mills has been sold to King County for the purpose of developing an intermodal solid waste transfer facility. The county is still evaluating its options for transferring waste out of the county once the Cedar Hills Landfill closes in 2012. The County purchased the property in order to preserve the opportunity to develop the site; however, it may choose another site upon further study. If the site is not used as a solid waste transfer site, the County may lease the property for another use or sell the property. The County is aware that the City of Seattle is considering a similar use of this site and the adjacent site to the north. There is a potential opportunity to develop a joint City-County intermodal facility utilizing both this site and the adjoining T-10 site to the north. Also, the County could sell or lease the site to the city if they choose to use another site for solid waste transfer.

#8—Terminal 10 (Lockheed Site), Harbor Island

The T-10 site on Harbor Island will be available for lease from the Port of Seattle beginning in 2004. The site is currently undergoing remediation until February 2004. Old pilings and contaminated sediment are being removed from the shoreline, and a new sheet pile wall is being constructed along the island's edge. The Port will build a barge dock to replace the existing dock at this site.

#34—Seattle School District Building

The School District property on 4th Avenue South has been sold to Costco and is no longer available. Costco plans to demolish its existing building located to the south of this site and rebuild a larger building on the former Seattle School District property. The remaining space will be used for parking and other uses.

#99—King County Lease: Cement Factory

The businesses at this property are still in operation and the property is not available for lease or sale.

#100—King County Lease: Cement Factory

The businesses at this property are still in operation and the property is not available for lease or sale.

#82—Crowley Marine Services Inc.

The Crowley Marine Services property is currently being leased to Samson Tug and Barge and all space is currently being used. Some space may become available for lease in the future. Further analysis at this site indicates that it would be difficult to move long train segments from this location to a rail yard without blocking side streets and driveways along East Marginal Way South for extended periods of time.

Additional Sites

Port of Seattle

The Port of Seattle has several properties available that may be suitable for an intermodal solid waste transfer facility. Although the following properties are listed on the Port of Seattle web page as being available, some are no longer available or are in the process of negotiation. These properties are listed as follows.

#2—Terminal 5, West Seattle Port Property

About 15 acres at Terminal 5 is currently available from the Port of Seattle. The lease price is \$0.10 per square foot per month (SF/MO). The site is zoned IG2U/85 and is accessible from Harbor Avenue SW at Florida Street. Burlington Northern/ Santa Fe (BNSF) provides rail access to this site. A draw bridge must be lowered across the West Waterway of the Duwamish River each time a train passes to the main rail lines to the east. Once across the river, the train could be switched onto either the BNSF or Union Pacific rail line.

Terminal 25

About 23 acres is currently listed as available for lease from the Port of Seattle for a portion of Terminal 25. The lease price is \$0.20 SF/MO. The site is located north of the West Seattle Bridge on the eastern side of the East Waterway of the Duwamish River. This site is currently vacant. The Port has signed a 30-year lease for 15 acres of land at Terminal 25 with SCS Refrigerated Services. The Rainier Cold Storage building, which was severely damaged in the Nisqually earthquake of 2001, is scheduled for demolition and will be replaced with a 200,000- to 300,000-square-foot cold storage building. The site is accessible from Alaska Way and East Marginal Way. One old rail spur extends into this site, but would require improvements before it could be used. The spur crosses East Marginal Way South at grade and passes under the Alaska Viaduct and connects with tracks leading to both the Seattle International Gateway yard owned by BNSF and the Argo Yard owned by Union Pacific. This site is more expensive than Terminal 5 because it is a deep water port accessible to container ships.

Terminal 30

About 10 acres is currently listed as available for lease from the Port of Seattle at Terminal 30. The lease price is \$0.25 SF/MO. Terminal 30 is located to the north of Terminal 25 and is closer to downtown Seattle than Terminal 25. The site is currently used for container ship loading and unloading. A cruise ship terminal was built at this site over the past year. All of the rail spurs to this site have been removed or paved over.

Terminal 104

About 5 acres is currently available for lease from the Port of Seattle at Terminal 104. The lease price is \$0.20 SF/MO. Terminal 104 is located just south of the West Seattle Bridge on the east side of the East

Waterway of the Duwamish River. There are several large warehouses at this terminal. The site has a rail dock and about 1,000 feet of rail on the site. Road access is by way of Duwamish Avenue.

Terminal 115

About 3 ½ acres is currently available for lease from the Port of Seattle at Terminal 115 South. The lease price is \$0.15 SF/MO. This site is located just north of the 1st Avenue South Bridge on the west side of the Duwamish River. A rail spur extends close to the site along West Marginal Way. Rail access to the main line would be to the north and across the West Waterway bridge operated by BNSF.

Property Adjacent to Rail Yards

In addition to Port of Seattle property, other private property adjacent to rail yards may be suitable for development of an intermodal facility. There are no single parcels large enough for an intermodal facility; however, several adjacent parcels could be combined to create a site large enough for an intermodal facility. There are several locations near existing rail yards south of downtown Seattle that could be developed into an intermodal facility. The attached figure shows a few aggregate sites along rail spurs that could be developed. The properties are currently not for sale and some are occupied by active businesses.

#110—Aggregate Site 1

Most of the land at aggregate site 1 is a paved area for container and truck parking. The aggregate site totals about 8 acres. There are four warehouse buildings and one temporary building.

#111—Aggregate Site 2

Most of land at aggregate site 2 is developed with warehouses. The aggregate site totals 8 acres. There are about 8 warehouses on the site. This site would be more expensive to develop than Aggregate Site 1 because of the extent of improvements already on the site.

Other suitable sites may be available in the future. Property ownership, use, and availability can change with time. As businesses change, other property may become available. Also, further property research may yield additional sites with development potential.