

October 12, 2018

**VIA EMAIL and U.S. MAIL**

Ms. Kim Claussen  
King County Department of Permitting and Environmental Review  
35030 SE Douglas Street, Suite 210  
Snoqualmie, WA 98065-9266  
Kimberly.claussen@kingcounty.gov

Re: Preliminary Plat Application No. PLAT18-0007 (Gunshy Manor)

Dear Ms. Claussen:

We represent the Estate of Barbara J. Nelson and the WCN GST Non-Exempt Marital Trust #2 (collectively, "Nelson Estate"), the owner of Gunshy Manor Farm ("Gunshy Farm"), which is the property that is the subject of the above-referenced preliminary plat application.

This letter responds to the letter dated July 17, 2018, sent to King County DPER by various individuals opposed to any development of Gunshy Farm. The opposition letter asks DPER to "unilaterally suspend" its work on the application. For the reasons explained below, the letter provides no basis for DPER to do so.

First, the opposition letter offers no actual evidence or data to support its assertions of contamination. Instead, the letter relies on speculation and rumors, which do not constitute actual information sufficient to require either reporting or a remedial investigation under MTCA or CERCLA or a basis for DPER to suspend its work on the plat application.

Second, many of the allegations in the opposition letter are based on inaccurate information or fundamental misunderstandings of the proposed development:

- The letter states that Tom Stark drank the water from an aquifer at Gunshy Farm and implies that, as a consequence, he died of cancer. That implication is baseless. Most of the time that Tom Stark worked on the Farm he drank the same water that the Nelson family drank, clean water from a hillside spring. For the remainder of the time that he worked on the Farm, he lived in a doublewide manufactured home on the western part of the property, where he drank clean water from the Union Hill Water Association's supply to the public.

- A statement attached to the letter as Exhibit “A” makes vague allegations that homes are proposed to be developed in the center of the property.<sup>1</sup> However, no homes are proposed there.
- The opposition letter alleges that the development is planned in a landslide hazard area. That allegation is false. Although a mapped landslide hazard area lies in roughly the south half of the property, none of the proposed lots are proposed in the south half of the property.<sup>2</sup>

Third, environmental sampling data establishes that the water at Gunshy Farm is clean and safe to drink. There are no facts from which DPER could or should conclude that there is environmental contamination at the Farm or that the proposed development is at risk of a landslide.

#### **I. The Nelson Family and Gunshy Manor Farm**

Bill and Barbara Nelson owned Gunshy Farm for many decades, where they lived and raised their family of five children. The Nelson family drank water from the Farm’s hillside spring for decades with no adverse health impacts. This is the same water that the Farm’s employees drank and that the Nelsons’ horses drank. The water was and still is safe to drink as explained further in Section IV below.

Bill and Barbara were successful business owners. One of their successful businesses was Gunshy’s Thoroughbred breeding program, which spanned over 50 years (Ex. 1, Washington Thoroughbred Breeders Racing Hall of Fame). Gunshy Farm was one of Washington’s most successful Thoroughbred and Polled Hereford breeding farms. In particular, Gunshy was known for the exceptional blood line of their Thoroughbred race horses. In 2014, both Bill and Barbara were inducted into the Washington Racing Hall of Fame in recognition for their superior breeding program. (Ex. 1). Their success and honors were achieved because they produced healthy horses with a superior bloodline. The opposition letter’s unsupported, speculative allegations that their horses were unhealthy are false.

Bill and Barbara Nelson were also successful in their other businesses as well. Both were University of Washington graduates. Barbara became only the second woman in UW history to be elected class president and was also editor of the UW paper, *The Daily*. After attending the UW, Bill received his MBA from Harvard University. After obtaining his MBA, Bill had a

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<sup>1</sup> “There was a huge flat field at Gunshy right at the center of the place and where the new proposed development has homes that went unused for ever. [sic]” Opposition letter, Exhibit A, Christy McClain Statement.

<sup>2</sup> Opposition letter at 5-6. The landslide hazard area allegation stems from the Alfieri declaration, Opposition letter at Ex. F. Although both Ms. Alfieri’s property and the property south of hers, which she references, are located in a mapped King County Potential Landslide Area, none of the proposed Gunshy Manor lots are located in a Landslide Hazard Area. See, in relation to the submitted proposed layout of lots on the Gunshy Manor preliminary plat site plan, the Landslide Hazard Areas Map, Figure 5, that is part of the April 26, 2018 *Subsurface Exploration, Geologic Hazard, and Geotechnical Engineering Report* prepared by Associated Earth Sciences, Inc. for the Gunshy Manor Residential Subdivision.

successful career in insurance and bonding as CEO and President of Dawson & Company, Inc., an insurance brokerage firm. Bill specialized in construction insurance at a time when the insurance industry was focusing heavily on exposure to liability from environmental contamination due to the passage of CERCLA<sup>3</sup> in 1980. He was also involved in commercial and retail property development and leasing and received countless awards, including the Redmond Chamber of Commerce Business Excellence Continuing Achievement Award.

There is no evidence that Bill Nelson did or ever would place contaminated material on his farm. There was no incentive for him to do so and it would have been wholly inconsistent with the quality of his character. He was a successful businessman with an outstanding reputation in the community. He would never have risked his reputation or his health and that of his family by placing contamination on the property, nor would he have ever done anything to cause harm to the farm or the horses that he and his wife and family loved. Allegations to the contrary are not only false, they are disappointing because they attack a man and his wife who are no longer alive to defend themselves.

## **II. Unsubstantiated Allegations Do Not Provide a Sufficient Basis to Reject the Plat Application or Require MTCA Action**

The opposition letter's speculative and unsupported statements of alleged environmental contamination at Gunshy Farm are disproved with actual facts and environmental data. Substantial portions of the property will not be developed as part of this project, including the area that the opposition letter speculates is contaminated.

The opposition letter and exhibits contain no environmental data or other acceptable evidence of a release of hazardous substances at Gunshy Farm that exceeds cleanup levels under MTCA<sup>4</sup> or CERCLA, or otherwise establishes a risk to human health and the environment based on "best professional judgment" as required by law.<sup>5</sup>

"Best professional judgment" typically involves that of a qualified environmental professional and does not include rumors and suspicion. Department of Ecology ("Ecology") guidance under MTCA clarifies that parties should only look to "available physical evidence" that already exists when determining whether there is a release or reporting obligation:

Persons should rely on available physical evidence to determine whether hazardous substances have been released to the environment. . . . Examples of physical evidence include visual observations, readings from field instruments, and lab data. Ecology does not expect that additional testing be performed for the purpose of complying with the reporting

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<sup>3</sup> Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. § 9601, *et seq.*

<sup>4</sup> Washington Model Toxics Control Act, RCW 70.105D.

<sup>5</sup> "Any owner or operator who has information that a hazardous substance has been released to the environment at the owner or operator's facility *and* may be a threat to human health or the environment shall report such information to the [Department of Ecology] . . . Persons should use *best professional judgment* in deciding whether a release of a hazardous substance may be a threat or potential threat to human health or the environment." WAC 173-340-300(2)(a) and (b) (emphasis added).

requirements of WAC 173-340-300 or this policy, only that available information is provided. (Ecology, Toxics Cleanup Program Policy 300: Site Discovery–Reporting Releases, Section 4).

None of the rumors or speculation in the opposition letter rises to the level of “available physical evidence” under MTCA that would compel a remedial investigation or reporting obligation to Ecology.

Similarly, under CERCLA, “knowledge of any [unpermitted] release . . . of a hazardous substance . . . in quantities equal to or greater than” reportable quantities established by EPA prompts a reporting obligation to the National Response Center. 42 U.S.C. § 9603(a); *see also* 40 CFR 300.125. Upon knowledge of a release of a hazardous substance or a “substantial threat of a release into the environment of a pollutant or contaminant *which may present an imminent and substantial danger to the public health or welfare*,” EPA may perform or order potentially liable parties to perform a remedial investigation or other remedial actions. 42 U.S.C. § 9604(a)(1) (emphasis added); *see also*, 40 CFR 300.130.

None of the allegations in the letter trigger any reporting or remedial investigation obligations under CERCLA because there is no *knowledge* of a release of hazardous substances or the threat thereof (only unsubstantiated rumors that contradict known facts and data).

### **III. Contaminated Fill Was Not Placed on Thompson Field**

The area of Gunshy Farm that received fill material is currently known as the “Thompson Field.” (See Ex. 2, Gunshy Parcel Ownership by Year Map). This is the same general area referenced in the Army Corps of Engineers 1984 correspondence, which is attached to the opposition letter as Exs. C and D and to this letter as Ex. 3.<sup>6</sup> The opposition letter appears to allege that this area was used as a landfill from approximately February 1957 through the 1980s. However, because the Nelsons did not purchase the Thompson Field until 1975, which at the time was heavily forested, no filling of the field could have taken place until after 1975. This area was never used as a landfill.

As shown in Ex. 2, the Nelsons’ first purchase of land that became part of Gunshy Farm (a purchase that included the main house where the Nelsons lived), occurred in 1957. At the time of that initial purchase, Thompson Field was still wooded. That field was not cleared until sometime after the Nelsons bought the Thompson parcel in 1975. (See Ex. 2, Gunshy Parcel Ownership by Year Map).

Buff Nelson, a son of Bill and Barbara Nelson, recalls his parents telling him that, after the 1975 acquisition of the Thompson Field property and the subsequent clearing of trees, dirt

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<sup>6</sup> See Ex. 3, 1984 Correspondence between William C. Nelson and Army Corps of Engineers. In a letter dated May 10, 1984 to the Army Corps, Bill Nelson states, in response to some questions from the Corps, that “this work was started in February, 1957.” From this, the opposition incorrectly infers that fill activity took place at Gunshy Farm since 1957. However, the “work” described in Mr. Nelson’s May 1984 letter was probably referring to “the farming operation,” which is discussed in the letter’s second paragraph as being performed “on a continuous basis.” This “work” could also mean the horse breeding business. The “work” could *not* mean filling Thompson Field in 1957 because the Nelsons did not own that field until almost 20 years later, as shown in Ex. 2.



was trucked to the property from an Interstate 90 (“I-90”) project. The dirt was used to level out Thompson Field. This timeframe coincides with the well-publicized excavation work for the expansion of I-90, which included a tunnel project that was underway in February 1983 in the Mount Baker Ridge area of Seattle. As part of the I-90 project, large quantities of clean dirt were excavated during the construction of the Mount Baker Ridge Tunnels and hauled to many sites within the greater-Seattle area; this work was followed by further clean dirt excavation from the portion of the I-90 project on Mercer Island and southern Bellevue. (Ex. 4, I-90 Newspaper Articles and Information).<sup>7</sup> Construction demolition was not part of this work.

The I-90 project started in early fall 1982, when the Washington State Department of Transportation contracted with a construction company to excavate and construct the new tunnels at Mount Baker Ridge.<sup>8</sup> By February 1983, work had begun to excavate “glacial till, clay, and sand” from Mount Baker Ridge. (Ex. 4, *Seattle Times*, February 16, 1983).

The I-90 project generated millions of cubic yards of “*silt, clay and sand*,” and finding sites for the soil was a major part of digging the tunnel. (Ex. 4, *Seattle Times*, June 11, 1984). This *clean fill material* was widely dispersed throughout the region.<sup>9</sup> Among other locations, some of the dirt was used as fill at Seattle-Tacoma Airport and “to make a hill for a network of amusement park slides at . . . Waterworks Park in Issaquah.” Another chosen location for the dirt was Cadman Sand and Gravel Pit in Redmond (Ex. 4), which is located less than two miles from Gunshy Farm.

In discussing where dirt from the I-90 project excavations would be taken, a City of Seattle report discussed the customary practice of contractors taking clean dirt from excavations to use at other sites.<sup>10</sup> Loren Smith’s declaration, attached as Ex. B to the opposition letter, states that he worked at the Cadman Sand and Gravel Pit during the 1970s and 1980s, and that large amounts of dirt were trucked at night to Thompson Field at Gunshy Farm. Nighttime trucking of dirt has long been typical in the Seattle area, including the Eastside in order to minimize traffic congestion during daytime hours. As an example, the *Seattle Times* reported that the I-90 contractor struck a deal with the City of Redmond allowing the contractor to take about 300,000 cubic yards of the I-90 dirt to the Cadman Sand and Gravel Pit, but the City only allowed the dirt to be hauled there during nighttime hours. (Ex. 4, *Seattle Times*, July 18, 1985). Reported estimates were that it would take 300 truckloads a night for two months to complete the project.

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<sup>7</sup> Ex. 4, *Seattle Times*, June 11, 1984 (Contractors unearthed soil from the Mount Baker Ridge hill when digging a three-level tunnel to extend I-90).

<sup>8</sup> See *Everett Concrete Products. v. Dep’t of Labor & Indus.*, 109 Wn2d 819, 820 (1988).

<sup>9</sup> In the construction industry, “clean fill” is a term that refers to clean dirt. “Clean fill” is often needed and used to fill in excavated areas at construction sites. The term “fill” in this context is separate and distinct from the use of the term “fill” under Section 404 of the Clean Water Act.

<sup>10</sup> See Ex. 4, City of Seattle, Consultant’s I-90 Report, June 1982 at 25 (“I have been told that the material to be removed from the tunnel and from the excavated portions of the lidded sections will be blue clay and rock . . . . In practice, the contractors will frequently find someone who wants some extra dirt and will buy it from the contractor delivered to his site. The contractor is thus able to dispose of the material and make profit on it also.”).

Consequently, if dirt was hauled to Gunshy Farm at night, that hauling would have been entirely consistent with traffic impact minimization.

Based on the actual facts, clean dirt from the I-90 excavation was trucked to Thompson Field. That dirt consisted of clay, silt, and sand and was not contaminated. Moreover, Thompson Field does not encompass any of the lots proposed as part of the proposed Gunshy Manor preliminary plat. Further, large portions of the property will also remain undisturbed as part of the proposed subdivision project.

The opposition letter also erroneously alleges at page 3 that “demolition debris from apartment buildings and gas stations were dumped on the property at various times . . . from approximately 1957 through the 1980s.” This false allegation is based solely on the Loren Smith declaration, which states that, “in the 1960s there was a new Enco gas station built on the site of the old Texaco station in downtown Redmond” on property owned by Bill Nelson. From this declaration, the opposition letter erroneously implies that debris from this gas station was brought to the Farm, even though Smith’s declaration does not make that assertion. As explained above, any debris from retrofitting the gas station – *a retrofitting that took place around 1968* – could not have been placed on Thompson Field because the Nelsons did not own Thompson Field until 1975 – seven years later.<sup>11</sup> Moreover, metal underground storage tanks were valuable as a recycled material and taking the tanks to a recycler for money would have been an easier and more profitable, logical, and customary way to dispose of the tanks.

#### **IV. Environmental Sampling Data Show Clean Water at Gunshy Farm**

In addition to the water provided by the Union Hill Water Association to Gunshy Farm’s doublewide manufactured home, which is located near the Farm’s 196<sup>th</sup> Avenue NE entrance, Gunshy Farm has a hillside spring and a water storage reservoir, which together supply water to the Farm. Additionally, a water well is located on a small parcel acquired in January 2018 (currently known as Assessor’s Parcel No. 0882506-9067 or the “Evans Parcel”), which is now part of the north end of the overall subdivision site. Testing of the spring water and well water establishes that there is no health concern or any evidence of contamination, which directly contradicts allegations in the opposition letter.<sup>12</sup>

Available test results for the spring, which provided water to the main house, guest house, and fields for decades, show non-detect levels for most of the contaminants of concern in the opposition letter, including heavy metals, such as mercury and lead, and other contaminants,

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<sup>11</sup> See Ex. 5, City of Redmond Tax Records. Historical tax records for the City of Redmond for the gas station property reflect that, by November 30, 1968, there were “no tanks” or other equipment left at the gas station property that were part of the prior Texaco station. The tax records indicate that the Texaco building, gas tanks, and other equipment were “torn down” and no longer at the site as of 1968.

<sup>12</sup> Without providing any evidence of contamination or supporting data, the opposition letter at pages 1 and 3 alleges that drinking water supplies for local residents may have been adversely affected and improperly attempts to draw a connection between the water sources at Gunshy Farm and the death of a former employee, Tom Stark. Notably, Tom Stark left Gunshy Farm years before his death. No information is publicly available regarding his cause of death, and the clean analytical results for the water supply at Gunshy Farm rule out any causal connection with Mr. Stark’s death.

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such as copper, chromium, aluminum, and chloride. (Ex. 6, Gunshy Spring Map and Test Results).

The well at Gunshy Farm is located on the recently acquired Evans Parcel. Available test data for the well shows that the water is clean. (Ex. 7, Evans Parcel Well Map and Test Results). Additionally, the domestic water supply for the proposed subdivision is proposed to be provided by the Union Hill Water Association. No concern exists as to the quality of that water supply. The water at Gunshy Farm is clean.

Finally, Gunshy Farm is surrounded on all sides by residential housing, creeks, parks, and a nature preserve. Yet, beyond Evans Creek and the residential homes that lie near it, to the west and northwest of the Farm there are many industrial sites. (Ex. 8, Industrial Sites Map). At least five of those sites have been the subject of remedial actions under MTCA. The opposition letter fails to mention these facts.

For all the reasons set forth above, the opposition letter provides no basis for DPER to stop processing Preliminary Plat Application No. PLAT18-0007. We would be happy to answer any questions you may have. Please let us know if a meeting would be helpful. Thank you.

Very truly yours,

FOSTER PEPPER, PLLC



Lori Terry Gregory  
Joanne Kalas

cc (w/ enclosures):

William C. "Buff" Nelson  
Dow Constantine, King County  
Maia Bellon, Washington State Department of Ecology  
Robert Warren, Washington State Department of Ecology  
James Woolford, United States Environmental Protection Agency  
Chris Hladick, United States Department of Ecology, Region 10  
Sheryl Bilbrey, United States Environmental Protection Agency, Region 10  
Edward Kowalski, United States Environmental Protection Agency, Region 10  
Matthew Bennett, United States Army Corps of Engineers  
The Honorable Maria Cantwell  
The Honorable Patty Murray

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Enclosures:

- Ex. 1: Washington Thoroughbred Breeders Racing Hall of Fame
- Ex. 2: Gunshy Parcel Ownership by Year Map
- Ex. 3: 1984 Correspondence between William C. Nelson and Army Corps of Engineers
- Ex. 4: I-90 Newspaper Articles and Information
- Ex. 5: City of Redmond Tax Records
- Ex. 6: Gunshy Spring Map and Test Results
- Ex. 7: Evans Parcel Well Map and Test Results
- Ex. 8: Industrial Sites Map

# **Ex. 1**

## **Washington Thoroughbred Breeders Racing Hall of Fame**

<http://washingtonthoroughbred.com/william-c-and-barbara-nelson-jr-gunshy-manor/>

### **William C. and Barbara Nelson Jr. (Gunshy Manor)**



William and Barbara Nelson Jr. developed and owned Gunshy Manor, a 165-acre farm in Redmond, of which 40-50 acres were devoted to the horses. The Nelsons, mainstays in the industry from the late 1960s until their deaths in the mid-2000s, bred Washington champions Prince Joda, Favored One, Norm's Nephew and Margo's Gift. Today, the Nelsons' legacy lives on as Favored One's granddaughter, Lexie Lou, won the 2014 Woodbine Oaks (G1-Can) and then defeated 14 male runners in the Queen's Plate (G1-Can).

Bill was born in Wenatchee and raised in nearby Cashmere. Barbara (Shackelford), though born in Berkley, California, was raised in Seattle. Both were graduates of the University of Washington, where Bill had received a football scholarship and was star athlete and Barbara graduated magna cum laude. Bill later would serve as an Army officer in World War II and graduate with an MBA from Harvard Business School, where he was on the 1943 team that won the national rugby championship. Barbara became only the second woman in UW history to be elected class president and was also the editor of the UW paper, *The Daily*.

They were married in 1945 and raised five children: sons, Buff, Brian and Michael; and daughters, Janet and Mary.

Bill later became the CEO and president of the insurance and bonding company, Dawson and Company.

The Nelson family had moved to Redmond in 1957, after acquiring 124 acres of the original 160-acre property which was first homesteaded in 1890.

Barbara, who had been exposed to horses as a young child, soon added riding horses to the family farm. The Nelsons, or I should say Barbara, bought a Thoroughbred mare named Triple Punch, a 1957 daughter of Triplean. Her first foal, the 1962 gelding Roman Mutiny, became the Nelsons' first winner and first stakes horse, as the son of Kings Mutiny finished third in Playfair's Juvenile Mile Handicap and at three added a second in the Hilltop Handicap at the Spokane track.

Since that successful beginning, the Nelsons bred the winners of close to 600 races and the earners of nearly \$4-million. From 1964 through 2009 (the last year they were listed among

Washington's top 50 breeders), their names appeared among the top ten on nine other occasions; and they were listed 21 more times among the top 50 state producers of Washington-bred earners. The Nelson topped the state breeders list in 2007.

From that one mare, the Gunshy broodmare band grew to 13 mares in the mid-1980s and also served as station to homebred stallions Exclusive Listing, Put Em Up and Drumboggie. The well-bred Exclusive Listing (a son of Exclusive Native from the immediate family of Affirmed) was unraced due to injury. Put Em Up, by Staff Writer, won stakes at both Longacres and Bay Meadows. Drumboggie, a winning son of Drum Fire, was a half-brother to Grade 1-placed Villador.

The Nelsons joined the WTBOA in 1958. Barbara served on the board of trustees as a regular member from 1972-1989 and as board member emeritus from 1990-2006. The WTBOA's second vice president in 1980, she also served on the sales, magazine, finance and special events committees.

The Nelsons bred a trio of Gottstein Futurity winners. In addition to Prince Joda (1971) and Favored One (1994) was Favored One's older half-brother Krupa (1985).

Two-time champion Margo's Gift, who raced for Elttaes Stable, would only finish third in the 2007 Gottstein, but later that fall would bring Washington racing fans to their feet when he decisively won the \$250,000 Favorite Trick Breeders' Cup Stakes – under 2014 Racing Hall of Fame inductee Ricky Frazier – held the day preceding the 24th Breeders' Cup World Championships at Monmouth Park in New Jersey.

Among the many other good runners bred by the Nelsons were additional Washington-bred stakes winners A'La Natural, Bookie Buster, Catch Me, Ego Image, Ekahi, High On Jazz, Luv a Roni, Northern Alert, On Leave, Seaborn, Tight End and Wailea Warrior; non-Washington-bred stakes winner Cleard for Action; and 1985 Washington most improved plater Exclusive Aim.

The Redmond couple also had connections to another Canadian champion as they co-bred – with Packy and Julia McMurry's Enumclaw-based Royal Match Stud Inc. – the dam of 2007 champion two-year-old filly Dancing Allstar.



# WASHINGTON RACING HALL OF FAME ANNOUNCES CLASS OF 2014

AUBURN, Wash. (July 22, 2014) – Trainer Ben Harris and jockey Ricky Frazier head a stellar field of 2014 Washington Racing Hall of Fame inductees, Emerald Downs announced Tuesday.

Chum Salmon, winner of seven stakes including a last-to-first victory in the 1985 Longacres Mile, was elected in the Male Horse category, and Delicate Vine, the 1986 Washington Horse of the Year and a triple graded winner, won the filly and mare division.

William and Barbara Nelson Jr., breeder of four Washington state champions, will be inducted in the breeding division.

The Washington Racing Hall of Fame's 12<sup>th</sup> annual induction ceremony is Saturday, August 16, in the Emerald Room following the day's races.

Frazier becomes the second jockey to make the Hall of Fame based mainly on accomplishments at Emerald Downs. A native of Arkansas, Frazier—who celebrates his 50<sup>th</sup> birthday Wednesday—produced one of the most dominant runs in state history, winning five titles in a seven-season span (2004–10) including two Longacres Miles. In 2007, Frazier set track records with 157 wins and over \$1.6 million in earnings, and also finished first with 12 stakes wins. For his career, Frazier won 3,469 races and over \$42 million in purse earnings.

A native of tiny Satus, Wash., Harris was the only trainer in Longacres' 59-year history to win four straight training titles, including the 1991 meet when his 93 wins shattered the single-season record. Harris also won four training titles at Yakima Meadows, and his 31 Longacres stakes wins rank No. 9 all-time. Major clients included the late George Layman Jr. and Dr. John Furukawa.

Chum Salmon, a 1980 Washington-bred by Gaelic Dancer-Saree, is considered one of the most exciting runners in state history. Trained by Larry Ross and owned by Chum Salmon Stable, the dark bay or brown horse won 13-of-29 career starts and earned \$388,195. His deep closing style produced one of the most electrifying rallies in Longacres Mile history, as the field's lone Washington-bred inhaled a star-studded group for a \$19.20 upset in the 1985 renewal of the Northwest's greatest race.

Delicate Vine, a 1984 Washington-bred by Knight's Choice-Fool's Miss, was one of the nation's top 2-year-old fillies of 1986. Bred by DanDar Farm, trained by Bobby Frankel, and owned by Frankel, Greg Alsdorf and Jerry and Ann Moss, Delicate Vine showcased her talents across America, winning the Grade 1 Arlington-Washington Lassie Stakes at Arlington Park, Grade 2 Sorority at Monmouth, and Grade 3 Landaluce Stakes at Hollywood Park. **(more)**



## 2014 WA Racing Hall of Fame

2-2-2-2

William and Barbara Nelson Jr. owned Gunshy Manor, a 165-acre breeding farm in Redmond, located across Lake Washington east of Seattle. The Nelson's bred Washington champions Prince Joda, Favored One, Norm's Nephew and Margo's Gift. Although both are deceased, the Nelson's legacy lives on as Favored One's granddaughter, Lexie Lou, defeated 14 male colts in the 2014 Queen's Plate.

### Washington Thoroughbred Racing Hall of Fame

#### Horse (year inducted)

Chum Salmon, (2014-male)/Delicate Vine (2014-filly or mare), Military Hawk (2013-male)/Table Hands (2013-filly or mare), Hilco Scamper (2012-male)/Rings a Chime (2012-filly or mare), Pataha Prince (2011-male)/Firesweeper (2011-filly or mare), Biggs (2010), Sparrow Castle (2009), Belle of Rainier (2008), Peterhof's Patea (2007), Sir William (2006), Smogy Dew (2005), Turbulator (2004), Saratoga Passage (2004), Captain Condo (2003), Chinook Pass (2003), Trooper Seven (2003).

#### Jockey

Ricky Frazier (2014), Gallyn Mitchell (2013), Paul Frey (2012), Vicky (Aragon) Baze (2011), Joe Baze (2010), Lennie Knowles (2009), Larry Pierce (2008), John Adams (2007), Albert Johnson (2006), Basil James (2005), Russell Baze (2004), Gary Baze (2003), Ralph Neves (2003), Gary Stevens (2003).

#### Trainer

Ben Harris (2014), Howard Belvoir (2013), Wayne Branch (2012), Tim McCanna (2011), Bill McMeans (2010), Kathy Walsh (2009), Glen Williams (2008), R.H. McDaniel (2007), Frances Keller (2006), Bud Klokstad (2005), Charles Whittingham (2004), Allen Drumheller (2003), Jim Penney (2003), Tom Smith (2003).

#### Breeder

William C. & Barbara Nelson Jr. (2014), Czech-Mate Farm (2013), George Newell (2012), Grousemont Farm (2011), Les Turner (2010), Wilbur & Marianne Stadelman (2009), Frank Brewster (2008), Dan Agnew (2007), C.J. Sebastian (2006), Guy & Barbara Roberts (2005), George Drumheller (2004), Herb Armstrong (2003), Jerre Paxton (2003).

#### Lifetime Achievement

Ralph Vacca (2013), Jack Hodge (2012), Karen & Mickey Taylor (2011), James Seabeck (2010), Pete Pedersen (2008), Ron Crockett (2004), Joe Gottstein (2003).

### 2014 Washington Racing Hall of Fame Finalists

**Male Horse:** Chum Salmon, Fast Parade, Handy N Bold, Maxwell G.

**Filly & Mare:** Delicate Vine, Flag De Lune, Snow Plow, Whang Bang

**Jockey:** Doug Dodson, Ricky Frazier, Pepper Porter, Richard Wright

**Trainer:** Ben Harris, Cecil Jolly, Bob McMeans, Marion L. Smith

**Breeder:** Bob Edwards, C. F. Flower, Maurice McGrath, Mr. & Mrs. William C. Nelson Jr.

*Washington Racing Hall of Fame voting is composed of 16 voters, four each from the WTBOA, HBPA, Emerald Downs and Media. Four finalists were chosen in each category.*

**From:** "Susan van Dyke" <[sue@washingtonthoroughbred.com](mailto:sue@washingtonthoroughbred.com)>

[Washington Thoroughbred Breeders & Owners Association]

**Date:** August 4, 2014 at 2:19:27 PM PDT

**Subject:** Favored One's Granddaughter Wins Queen's Plate

## **Favored One's Granddaughter Wins Queen's Plate**

The July 6, Queen's Plate (Can-G1), the first race in the Canadian Triple Crown, featured 14 Canadian-bred sophomore colts and geldings and one lone filly vying for the million dollar purse. The historic race was handily won by Gary Barber's talented Lexie Lou, who came from off the pace to become the 35th filly in its 155 runnings to triumph and the sixth filly to win the Woodbine Oaks and Plate since 1956. On June 15, the Ontario-bred filly had won the \$460,968 Woodbine Oaks presented by Budweiser by 4 1/2 lengths. (Note: Barber also co-owned Washington-bred champion and Grade 2 Canadian stakes winner Fast Parade, a 2004 WTBOA sale graduate.)

The daughter of Sligo Bay (Ire) out of Oneexcessivenite, by In Excess (Ire), was ridden to her 1 1/2 -length win by Patrick Husbands, in his second Plate victory. It marked the first victory in the classic for six-time Sovereign Award-winning trainer Mark Casse. Her final time in the 12-furlong race was 2:03.94.

Lexie Lou's second dam is two-time Washington champion and Grade 2 winner Favored One, a daughter of 1982 Queen's Plate winner Son of Briartic bred by the late Bill and Barbara Nelson. Favored One, a \$227,965 earner, was a \$15,000 RNA at the 1993 WTBOA Winter Mixed Sale.

With her \$563,220 winner's share, Lexie Lou, who had been purchased privately by Barber after her first 2014 start in April - a fourth place finish in the Star Shoot Stakes - has now earned \$1,172,658 and improved her record to 5-2-2 from a dozen starts. Bred by Paradox Farm, she had originally been sold for \$5,500 Canadian funds at the 2013 Ontario September Yearling Sale.

The two-time juvenile stakes winner also ran third in the \$137,992 Fury Stakes at Ontario track in May.

Assuming she is named 2014 Canadian champion three-year-old filly, Lexie Lou will be the second Canadian champion with a connection to the Nelsons and their Redmond-based Gunshy Manor. The Nelsons and partners L. L. and Julia McMurry bred and sold an Honor Grades filly for \$97,000 through the 2000 WTBOA Summer Sale. Later named High On Believen (and out of Candles n Moonlite, who was named Washington champion juvenile filly the year following Favored One), she never won, but her daughter Dancing Allstar (by Millennium Allstar) was voted 2007 Canadian champion two-year-old filly. The Nelsons are among the four finalists for top breeder on the 2014 Washington Racing Hall of Fame ballot.

## **Ex. 2**

### **Gunshy Parcel Ownership by Year Map**



\\Esm8tengr\ESM-JOBS\1359\001\007\gis\Aerial\_exhibit.mxd



Pictometry International Corp. 2015



0 200 400  
1 inch = 400 feet

# Nelson Estate

## Gunshy Manor Boundary

King County Aerial 2015

Data Source:  
Parcel shape and location extracted from King  
County Assessor Map GIS Shapefile (2017).  
Aerial provided by King County ArcGIS Online,  
2015 Imagery.  
Date: 1/26/2018  
User: Savannah

NOTE: Colored boxes show approximate boundaries of parcels acquired by the Nelson family over the years. White dashed lines show present property boundary.



## **Ex. 3**

**1984 Correspondence between William C. Nelson  
and Army Corps of Engineers**

May 10, 1984

Department of The Army  
Seattle District Corps of Engineers  
P. O. Box G-3755  
Seattle, WA 98124

Attention: Regulatory Functions Branch

Re: 071-OYB-4009379/ William C. Nelson

Gentlemen:

In response to your April 27, 1984 letter and further to my April 30th letter, I attempted to call Mike Bowlus but he is out of the City this week. In response to some of your questions, this work was started in February, 1957. The reason it was started before obtaining a Department of The Army permit is that at that time we had no knowledge that the Department of The Army was involved in any way. It wasn't until earlier this year when we received a call from Mr. Bowlus that we had any idea of any involvement by the Department of The Army.

The property ownership is in the name of William C. and Barbara J. Nelson. There has been no construction. The primary purpose of the fill is to continue the farming operation. A substantial portion of our property is fenced. We are commercial breeders of thoroughbred race horses and Polled Herefords. We have approximately 30 horses and about 70 head of cattle. We employ three full time people. We have farmed this property on a continuous basis. Different people have brought fill to us through the years.

Prior to leaving for Alaska I thought I had an engineer who could draw the sketch you requested. Even though he agreed to do the work, when I returned, he advised me that his other work had priority and was too pressing for him to do our project.

In that I am going to again be away for approximately three weeks, it is my thought to bring the engineer we select directly to Mike Bowlus so that they can work together and you can obtain the information you desire.

Sincerely,

William C. Nelson

WCN/nab

Mike Bowlus  
1200  
3495  
1/64

CERTIFIED MAIL



REPLY TO  
ATTENTION OF

Regulatory Functions Branch

DEPARTMENT OF THE ARMY  
SEATTLE DISTRICT, CORPS OF ENGINEERS  
P.O. BOX C-3755  
SEATTLE, WASHINGTON 98124

APR 27 1984

*Bowling 3475*  
*7/11*

Mr. William Nelson  
20031 Northeast 80th  
Redmond, Washington 98052

Reference: 071-OYB-4-009379-C  
Nelson, William

Dear Mr. Nelson:

A recent inspection of activities along Evans Creek on your property near Redmond, King County, Washington, has disclosed that you have placed fill on wetlands adjacent to waters of the United States without a Department of the Army permit. This work is considered to be in violation of Federal law.

The following laws, extracts enclosed, apply to the unauthorized work:

Clean Water Act.

a. Section 404 prohibits the placement of any fill or dredged material in waters of the United States and adjacent wetlands not authorized by Department of the Army permit.

The term "wetlands" means those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. The Corps of Engineers has the responsibility for determining whether a specific wetland area is within Section 404 jurisdiction.

b. Section 309 cites penalties for violation of Section 404.

You are directed to do no further filling on wetlands adjacent to Evans Creek at this site. To assist in the evaluation of this violation, the following information is requested:

- a. As-built sketch of the work within Corps jurisdiction.
- b. Who did the work? If a contractor, please furnish name, address, and telephone number.
- c. Date when the work started.

d. Reasons why the work was started before obtaining a Department of the Army permit.

e. Property ownership at time of construction.

f. Primary purpose of the fill.

g. Practicable alternatives available that would not involve filling of wetlands.

Your sketch should be drawn to scale and include plan, elevation and section views of the work. The location of the fill in relation to your property lines and the original landward limits of the adjacent wetlands should be shown on the plan view. This information must be furnished within 30 days from the date of this letter.

Your comments will be beneficial in resolving this matter. If you have any questions concerning your reply, please contact Mr. Michael Bowlus, telephone (206) 764-3495.

Sincerely,

*for Paul W. Ren, etc*  
Norman C. Hintz  
Colonel, Corps of Engineers  
District Engineer

Enclosure



EXTRACTS FROM THE  
FEDERAL WATER POLLUTION CONTROL, ACT AMENDMENTS  
OF 1972 - APPROVED 18 OCTOBER 1972

Section 309 of the Federal Water Pollution Control Act Amendments of 1972 provides that any person who willfully or negligently violates the provisions of this Act may be punished by a fine of not less than \$2,500 or more than \$25,000 per day of violation or by imprisonment for not more than one year or by both. In addition any person violating this Act may be subject to a civil penalty of not more than \$10,000 per day of violation.

EC. 404. (a) The Secretary of the Army, acting through the Chief of Engineers, may issue permits, after notice and opportunity for public hearings for the discharge of dredged or fill material into the navigable waters at specified disposal sites.

Notice, hearing  
opportunity.

"(b) Subject to subsection (c) of this section, each such disposal site shall be specified for each such permit by the Secretary of the Army (1) through the application of guidelines developed by the Administrator, in conjunction with the Secretary of the Army, which guidelines shall be based upon criteria comparable to the criteria applicable to the territorial seas, the contiguous zone, and the ocean under section 403 (c), and (2) in any case where such guidelines under clause (1) alone would prohibit the specification of a site, through the application additionally of the economic impact of the site on navigation and anchorage.

"(c) The Administrator is authorized to prohibit the specification (including the withdrawal of specification) of any defined area as disposal site, and he is authorized to deny or restrict the use of any defined area for specification (including the withdrawal of specification) as a disposal site, whenever he determines, after notice and opportunity for public hearings, that the discharge of such materials into such area will have an unacceptable adverse effect on municipal water supplies, shellfish beds and fishery areas (including spawning and breeding areas), wildlife, or recreational areas. Before making such determination, the Administrator shall set forth in writing and make public his findings and his reasons for making any determination under this subsection."

Disposal site,  
specification  
prohibition.

U. S. ARMY ENGINEER DISTRICT, SEATTLE

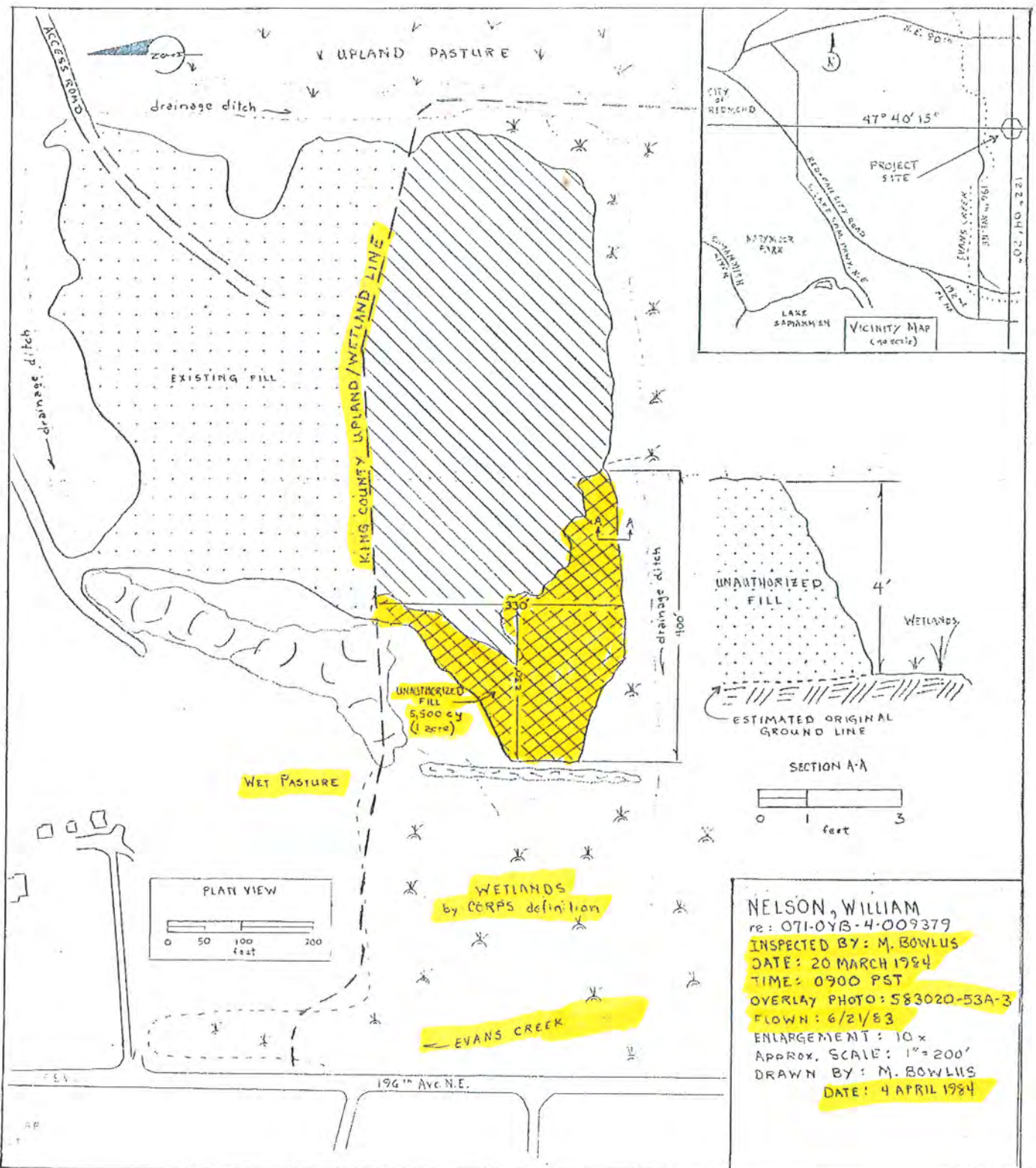
PROJECT NELSON, WILLIAM re: 071-0YB-4-009379

SUBJECT Alleged unauthorized filling of wetlands adjacent to Evans Creek

BY M. BOWLUS DATE 4 APR 84 CHECKED

PIK1

PAGE



## **Ex. 4**

### **I-90 Newspaper Articles and Information**

Rmc

October 22, 1982

Dear

The next meeting of the Interstate 90 Citizens Advisory Committee is scheduled for Tuesday morning, October 26, 1982 at 9:00 a.m. in the second floor conference room of the 400 Yesler Building. The meeting is not expected to take more than two hours.

The tentative schedule is:

1. Announcements.
2. Update of City/State WBE procedures by John Franklin.
3. Discussion of community proposals for the disposition of surplus housing.
4. Discussion of cash flow for the Interstate 90 Project. The Washington State Department of Transportation (WSDOT) sent the letter of contract award to Guy F. Atkinson, the low bidder on the Mt. Baker Ridge Tunnel, on Wednesday, October 20, 1982. WSDOT's estimate was \$78,979,919 and the low bid was 538,272,282.

Very truly yours,

EUGENE V. AVERY  
Director of Engineering

By  
Robert M. Chandler  
Interstate 90 Coordinator

EVA:RMC:cw



# Construction of I-90 link will finally begin next month

by William Gough  
Times staff reporter

The long-delayed construction of the final link of Interstate 90 between Bellevue and Seattle, a project now estimated by the state at \$1.1 billion, will begin next month.

It will be a low-key start for the eight-lane freeway — clearing brush and demolishing some old houses and retaining walls in preparation for boring a tunnel through Mount Baker Ridge. But the work will be the signal that the state is finally proceeding with the mammoth project, to be completed in phases by many contractors and subcontractors in the next 10 years.

The project was stymied by political, environmental and legal snarls for about 20 years until the state Department of Transportation recently awarded the first three contracts.

The Guy F. Atkinson Co. of San Francisco, working under a \$38.3 million contract, is preparing to bore through the Mount Baker Ridge for a three-level, 1,500-foot tunnel, to be completed by subsequent contractors. Atkinson will begin the clearing work next month.

Shortly after the first of the year, a Longview contractor, Harold Lockyear & Sons Inc., will begin building a small bridge and approaches to the new East Mercer interchange on Mercer Island. It also will demolish two bridges on the east side of the island. Lockyear has an \$837,209 contract for that job.

Meanwhile, Paschen Contractors Inc., a Chicago firm that was awarded a \$32.4 million contract, is getting ready to build 10 massive concrete pontoons for a third Lake Washington floating bridge that will be part of I-90.

The pontoons will be built at the Port of Seattle's Pier 128 on the West Duwamish Waterway, near the Boeing Developmental Center, beginning late in the winter.

The pontoons, each 75 feet wide and 355 feet long, will be towed through the Ballard Locks into Lake Washington, where they will be linked to form a new bridge north of the present Mercer Island Floating Bridge.

Both bridges will be used for I-90 traffic. The new one eventually will have three lanes for regular westbound traffic and two lanes — one in each direction — for buses and car pools.

The first pontoon for the new bridge is expected to be taken through the large, 80-foot-wide lock next summer. After the pontoons arrive on Lake Washington, each will be widened an additional 30 feet so the new span could accommodate the five traffic lanes.

Contractors' bids for two other I-90 jobs will be opened Thursday. One is for construction of the I-90 roadway on Mercer Island, the other for building retaining walls

for interim and ultimate roadways on the island.

By the end of 1987, the new floating bridge, the tunnel, the interim road on Mercer Island and a connection from I-5 east to Corwin Place South in Seattle are to be completed.

The \$1.1 billion cost estimate for the entire project was given by Bob Josephson, a Department of Transportation engineer who now has design responsibilities for I-90. The figure includes all connections with interstate highways in Bellevue and Seattle and bringing I-90 to

its western terminus in the vicinity of the Kingdome.

But whether the state will receive enough federal money to complete the project remains to be seen. Under the federal formula for interstate highway construction, the state pays 10 percent and the federal government the rest.

Federal money has been withheld in past months because of economic and budgetary concerns, but state officials continue to express confidence that enough money will be received for I-90.

William Garing, now a manage-

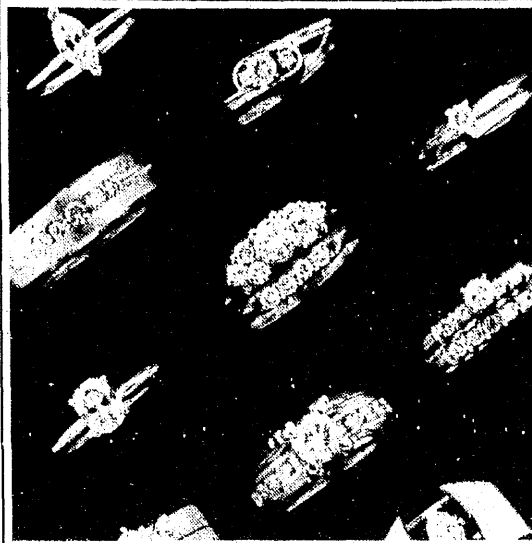
ment official for the DOT's Seattle District and until recently responsible for all the state's engineering and design work on I-90, says there

is enough state and federal money for initial phases of the project.

Noting recent calls for raising the federal tax on gasoline sales,

Garing says if that tax boost goes through there would be no doubt that the state would receive all the federal money it needs.

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## City to fund Magic Carpet for 3 months

by Lee Moriwaki  
Times staff reporter

The City of Seattle will continue its subsidy of Metro's Magic Carpet bus service downtown for the first three months of 1983, while a longer-term financing formula is worked out, the City Council's budget committee voted Friday.

Council President Jeanette Williams proposed that the city allocate \$100,000 for the free-fare service through March. Her plan, which was approved 6-1, would establish a task force of city, Metro and downtown business representatives to examine alternate ways of financing the downtown bus service, which was inaugurated in 1973.

Mayor Charles Royer had proposed eliminating the city's subsidy altogether, suggesting that Metro or downtown businesses pick up the cost, estimated at \$400,000 for 1983.

John Saven, Royer's budget director, said the mayor supports the Magic Carpet service and recognizes its benefits to the city, Metro and the downtown business community.

But Saven said the mayor was looking for ways the city could tighten its belt as he was preparing the 1983 municipal budget, and the Magic Carpet subsidy was one of the areas Royer thought businesses or Metro could absorb as the city tried to wrestle with a restricted budget.

The Royer proposal drew strong opposition from the Downtown Seattle Development Association, which noted that the ride-free bus service stimulated retail sales in the downtown corridor, which in turn meant more revenue for the city through the sales and business-and-occupation taxes. The association balked at the idea of businesses picking up the cost of the free-fare service, saying that downtown businesses already pay millions of dollars to the city in B & O taxes.

Councilman Michael Hildt cast the sole vote against Ms. Williams' plan for a three-month city subsidy for Magic Carpet service. He charged the private sector for not being more willing to pick up the slack when government is faced with dwindling resources to pay for public services.

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## Was Royer improperly bumped from delegation?

by Dick Clever  
Times staff reporter

TACOMA — Seattle Mayor Charles Royer may have been improperly bumped from a position as an unpledged delegate to the Democratic National Convention, state party officials said today.

Should the mayor decide to file a challenge with the party's credentials committee, and prevail, Gary Hart would lose one of the 38 delegates he locked up at the state convention over the weekend.

But a leader of the Hart

delegation accused the Walter Mondale campaign of trying to "bend the rules" to pick up another national delegate.

Charles Goldmark, a Seattle attorney, said the delegate selection rules merely called for the election committee to "give consideration to" Royer as Democratic mayor of a city with more than 250,000.

"We considered him and decided against voting for him," said Goldmark, one of the 23 Hart national-convention delegates who controlled the final delegate selection process yesterday.

Jeff Smith, executive director of the state party, said that Royer, as a big-city mayor, fit a special category of public official and thus his election to a position as unpledged elected official should have been automatic.

"It was clearly challengeable and certain to be sustained by the credentials committee," said Smith. "It was a witting violation. They knew what they were doing when they violated the rules."

A spokesman for Royer said the mayor is aware of the situation but has not decided whether to file the challenge.

Yesterday, the Hart and Mondale forces played out the last act of their months-long drama in Washington state, with 41 already-chosen national delegates acting as an elections committee for the remaining 24 positions.

While Mondale, by all accounts, has sufficient delegates in his column to win the presidential nomination on the first ballot, the Hart campaign was still fighting as though every delegate counted.

Rose Kapolczynski, Hart's Washington state coordinator, predicted that her candidate would attract enough soft Mondale dele-

gates to prevent a first-ballot nomination at the national convention.

Some Democratic activists predicted that the impact of the Hart-Mondale clash and the bruised feelings left in some quarters would be felt in the state for some time to come.

Others, like state party leader Karen Marchioro, say whatever ill will has been created will dissipate in a matter of weeks as Democrats begin to focus more on the task of defeating President Reagan.

Marchioro, state party vice chair Darrell Beers and three

Democratic congressmen — Tom Foley, Norm Dicks and Don Bonker — were automatic members of the national delegation to the convention. Since all have endorsed Mondale, they have been counted as Mondale delegates.

With their candidate far from prepared to wave the white flag of surrender, the Hart delegation was pushing for the last group of 70 national-delegate positions.

At stake in the first round of balloting were four positions allot-

Please see **POLITICS** on D 3

## Tunnel dirt

### It's a haul of a headache

by William Gough  
Times staff reporter

Outside the huge Interstate 90 tunnel being gouged out of Seattle's Mount Baker Ridge is a mountain of dirt that grows and shrinks, grows and shrinks.

The mound grows when a crane dumps hopper cars filled with the silt, clay and sand excavated by digging machines inside the tunnel. It shrinks when trucks and trailers, loaded with the dirt, rumble away in various directions.

Tons and tons of Mount Baker Ridge, the high hill that separates Rainier Valley from Lake Washington, are disappearing in this manner. And finding disposal sites for the soil is a major part of digging the tunnel — which will be almost four city blocks long.

In fact, the whole project of building a new section of I-90 between Seattle and South Bellevue — the three-level tunnel will be a major part of the project — involves getting rid of millions of cubic yards of dirt.

The Great Dirt Disposal will intensify even more when parts of Mercer Island are excavated to accommodate a sunken, eight-lane roadway. Sinking the highway will cut down on traffic noise and allow for a more aesthetically pleasing freeway.

When the tunnel excavation is complete, 335,000 cubic yards of dirt will have been removed — enough to half fill the 76-story Columbia Seafirst Center now rising in downtown Seattle, according to the state Department of Transportation.

Getting rid of the tunnel dirt hasn't been a problem so far, but it has been a challenge to find places fairly close to the tunnel where large quantities of it can be dumped. The closer the sites, the less the hauling costs and time required for the trucks to shuttle back and forth.

Some of the dirt has become fill material for a runway safety area at the north end of Seattle-Tacoma International Airport. Other loads have been used to make a hill for the network of amusement water slides at the new Waterworks Park in Issaquah.

All the dirt now being excavated is being taken to the Midway garbage landfill in Kent. It's being used to put a cap over the 50-acre landfill, which was closed by Seattle's solid-waste utility last October for a variety of reasons, including complaints about odors and gases.

Topsoil is to be spread over the dirt and seeded, as part of a plan to eventually use at least part of the landfill property for other purposes.

Disposing of the dirt is the responsibility of the Guy F. Atkinson Co. of South San Francisco, the contractor digging the



Construction worker John McDonald watches as a load of dirt is dumped. The dirt is removed from Mount Baker Ridge by rail car. The rail cars are lifted by crane and dumped, then the dirt is trucked away.

tunnel under a \$38.3 million contract with the state.

"The key to our operation is to find close-in places, so we can reduce the time required to truck the material from the work area to the disposal site," says Willie Francis, an Atkinson administrator.

He's in the market for big-time takers — public or private

agencies willing to accept at least 1,000 cubic yards — as this is no backyard, wheelbarrow operation. A nominal charge is made for hauling and dumping it — in some cases as low as \$1 a cubic yard.

The dirt now being excavated is from a circle of 24 small tunnels, or drifts, being dug through Mount Baker Ridge, then filled with concrete to form a

compression ring of long, thick rods. A little train on temporary tracks runs in and out of each drift as it is dug, carrying out the dirt.

Then the tunnel will be hollowed out inside the ring. That will be the biggest part of its

Please see **DIRT** on D 16.

## Demonstrators hold vigil on bomb route into Trident sub base

by Peyton Whitely  
Times staff reporter

BANGOR, Kitsap Co. — Four sets of railroad tracks run through deep woods here, south of the Trident submarine base.

They're mostly rusty. They're not used much, but when they are, it's to bring nuclear bombs to the base.

Yesterday those tracks became the focus of a contest of wills over a question that probably has no immediate answer.

By 4 p.m., more than 1,000 people had gathered on the tracks here to celebrate what was called Peace Pentecost.

They sat in circles on the tracks and talked about dying. They sang songs, accompanied by guitars — soft music, songs of religion and songs that wouldn't have been out of place if Joan Baez or the Kingston Trio was performing.

But the question is one of the future.

"Behind us is the smoke and ashes of Auschwitz, Hiroshima and Nagasaki," said Kim Wahl of Bellevue.

"Before us is the vision of a greater fire, the fires of nuclear holocaust."

"We stand between the fires."

At 5:15 p.m., a few minutes before the vigil ended, the people in the crowd paused and observed a moment of silence with their eyes closed. A blond-haired boy didn't pay attention and passed the moment drawing pictures on a railroad tie with a rock. He drew a heart with arrows through it.

Then the people were asked to open their eyes and talk to each other.

A man and woman turned to each other.

"Hi, I'm Joan," said the woman.

"I'm Norm," said the man.

They turned out to be Joan Leonard and Norm Zemke, both of Seattle. Leonard had been in previous Trident demonstrations and had "been over the fence," meaning she had scaled the cyclone fence surrounding the base. She had been arrested and had gone to court.

They talked about what they were thinking, and Leonard said she was thinking of the power of people when they are together.

Then they were joined by Dorothea Morgan of Port Angeles, who had been in a German concentration camp in World War II when she was 16 and whose father had died at the hands of the Nazis in 1941.

"I have great respect for what is being done by Ground Zero," one of the sponsors of the vigil said. "Our governments have deserted us."

A few feet away Pete Davies, a Silverdale real-estate agent, stood holding a sign asking, "Why don't you ever criticize the Kremlin?" Davies said he thought the demonstrators had marvelous intentions, but were playing into the hands of the Kremlin.

Along the edge of the trees, a man in his 30s walked along kicking at pebbles and talking to two boys.

He was Pastor Wayne Sneva of the Ballard First Lutheran Church, who had come with his sons, Jeff, 11, and Greg, 10.

"We're here because Jesus calls us to be peacemakers, and in a way we don't have any choice."

"That's all you can do is try. People will look back in 100 years and then we'll know who was right or wrong," he said.

## Campus police lose cash to bold burglar

Someone with a lot of nerve broke into the office of the University of Washington campus police by punching a hole in a wall and then stole the money the campus police use to buy stolen equipment.

Campus police said the incident occurred late Wednesday or early Thursday when a large hole was punched through a wall from a business next door to the detectives' office at 1117 N.E. Boat Street.

Campus police chief Mike Shanahan said the burglar went through detectives' desks trying to find keys and then pried open the safe where the officers kept money to buy stolen equipment. The burglar also used a pipe wrench to get into the data-processing room, but Shanahan said nothing was taken.

It was the third computer-

related incident at a Seattle-area school in the past week. Shanahan said more computer equipment was stolen in the first three months of this year than in all of last year.

Seattle police said 10 Radio Shack computers and a printer, worth about \$11,000, were stolen from Sacred Heart Academy in North Seattle during the weekend. Police were looking for a new orange and white Volkswagen bus seen leaving the academy.

A week before, almost \$9,000 worth of equipment was taken from the university's Environmental Sciences Building.

The burglars also took blank checks and tools and memory disks used by five professors to store research and correspondence, police said.

## Curbside ruling

### With Coroner Otto Middelstadt, inquests were joyful undertaking

In the same way it sometimes takes the joy out of life, time has also taken the fun out of death. Adding injury to insult, it recently took out Otto Middelstadt altogether. He was 82.

Middelstadt was Seattle's last prince of darkness. Even when it was seriously dead, a body, in his hands, could be quite lively. In this way, he entertained the taxpayers from 1934 to 1942. Did they like him? They elected him. Twice. Otto was the county coroner.

The office is long gone now, a necessity of justice and the culmination of technology. Today, Dr. Donald Reay heads what is called the medical examiner's office, a chamber of modern little horrors diffused by the dry mechanics of



**RICK ANDERSON**  
Times staff columnist

forensic medicine and the arcane verbiage of autopsy results.

It originated, however, with Dr.

J.S.M. Smart, the county's first record-keeping coroner, who on March 20, 1889, entered the name of M.M. Murphy as the first person to officially die in King County. Murphy, age unknown, residence listed as the Railroad Saloon, foot of Main Street, died from an overdose of morphine taken "with suicide intent." (Even more memorable, the fifth person to die, M.T. Connellans, whose residence was the county jail, passed on after "frequent and repeated doses of bad whiskey." Dr. Smart liked things simple.)

In between Smart, who was paid a dollar or two per inquest, and Reay, who is paid \$78,000 a year (\$2,000 more than the mayor), was a procession of untrained amateurs, country docs, various undertakers and assorted politicians. As late as 1958, the candidates for coroner included a local warehouseman whose only qualifications were, he boasted, memberships in the "Elks, United Commercial Travelers, Knights of Pythias, Kiwanis and the PTA."

Considered more capable were the county's last two coroners, John P. Brill and Leo Sowers. Still, in 1968, the elective office was abolished as an anachronism, and

longtime pathologist Gale Wilson was appointed the first medical examiner.

In the middle of all that came Otto Middelstadt. A local undertaker, he made his first bid for the office in 1934, four years after his wife sued him for divorce for "association with other women." A month before the election, she filed another suit, seeking back alimony. Middelstadt called it "peculiar" and was swept into office.

He was often in the news for his public rulings as well as some offbeat private sidelights — he was written up once when his dog ran away from home, and once for breaking his leg when thrown from a horse the coroner was obliged to ride in a local parade.

But what earned Middelstadt a place in fatality's hall of fame was his invention of the instant, outdoor inquest.

In reaction to an increasing number of automobile deaths, which were big news in the 1930s, Middelstadt established on-the-spot proceedings. At the scene of an accident, Otto would convene the inquest at curbside.

It had everything the modern inquest has, including judge, jury, spectators and press. The differ-

ence was that Otto drove by and gathered up some of them on the way.

Within minutes after a fatality in Interbay at West Dravus Street, for instance, Middelstadt first put out a call to reporters and photographers, giving a ride to those who needed it, then sped to the scene.

As a crowd formed, Middelstadt walked among the spectators, designating this one and that as his official jurors.

He then had witnesses line up and, one by one after being sworn in, offer their testimony. Finally, he brought forth the shaken driver of the other car who took his place at curbside and under oath offered his flimsy excuse.

Middelstadt ruminated briefly, then rendered his decision — guilty, as usual. As he explained during his 1938 re-election campaign:

"The practice of calling 'on the spot' inquests was established by me shortly after I took office. As the result of this policy, it often has been possible to obtain confessions from hit-run drivers and others who might have had time to frame a false defense had the inquests been delayed..."

It didn't do much for justice,

but that's not necessarily what Otto always had in mind. As the late Times columnist, John Reddin, once recalled:

"Middelstadt presided over the tribunal in person, no matter what hour of day or night — but usually depending on the number of news photographers and reporters present."

"Otto was one of the city's best-known figures, a great hand-shaker and greeter, the consummate politician. It was the tag-end of the 'Front Page' era of news gathering, an epoch made to order for Middelstadt..."

"We rode the morgue wagon and sometimes took showers in the tiled shower room just off the big dormitory where deputies slept when on all-night duty."

"Both Middelstadt and his successor, Johnny Brill, ran a loose ship as I recall, and we had some hilarious times in rather grim surroundings, the county morgue."

Two months ago, at Eastsound, Orcas Island, where he had retired, Middelstadt's own final verdict was rendered. Unable to swing by for anyone, he slipped quietly away. There was no report of a last laugh. But that doesn't mean there wasn't one.



# Officials butting heads against prolific goats in Olympic park

PORT ANGELES (AP) — They got their goats, but the goats got their goats, too.

Olympic National Park scientists have learned that trying to reduce the park's mountain-goat population is like butting one's head against a mountain wall.

Goats have been removed from the area through helicopter airlifts during a three-year experimental program and study, and relocated to other Western mountains where they had been hunted or had disappeared.

But with fewer competitors, the Olympic goats simply eat better and reproduce faster, said Don Jackson, assistant park superintendent.

Officials have removed 50 to 60 goats a year from the park's largest herd, which stays in the area of Hurricane Ridge. But the 180-member herd generated more kids, Jackson said.

Park officials have decided to extend the three-year program, which was to end this year, to four years. Jackson hopes the extension will allow park officials to devise a final goat-management plan.

The goats are not native to the Olympics. A dozen of them were introduced to the area in the 1920s. Now they are estimated at 1,200.

Officials say the goats are changing the character of the high country and its alpine meadows.

Some areas, such as Klahhane Ridge near Hurricane Ridge, are over-grazed, while goats have destroyed fragile meadow root systems. Eleven plants unique to the Olympics are threatened.

The ecology of the lush alpine

meadows is different from that of the Cascades, where mountain goats are indigenous. So the problem is how to protect pristine park land from the goats.

The study has encountered numerous difficulties. A mountain without goats was needed as a scientific control, but no place in the park is free of them.

Last year, helicopters, people and equipment were gathered to remove all the goats from Mount Appleton, located between the Soladuck and Elwha river drainages. But bad weather kept the goats in the low country, and the effort was a bust.

Later this month, an effort to remove the goats from Mount Dana will be made. Mount Dana is in the central Olympics, in some of the park's most rugged, remote and untraveled country.

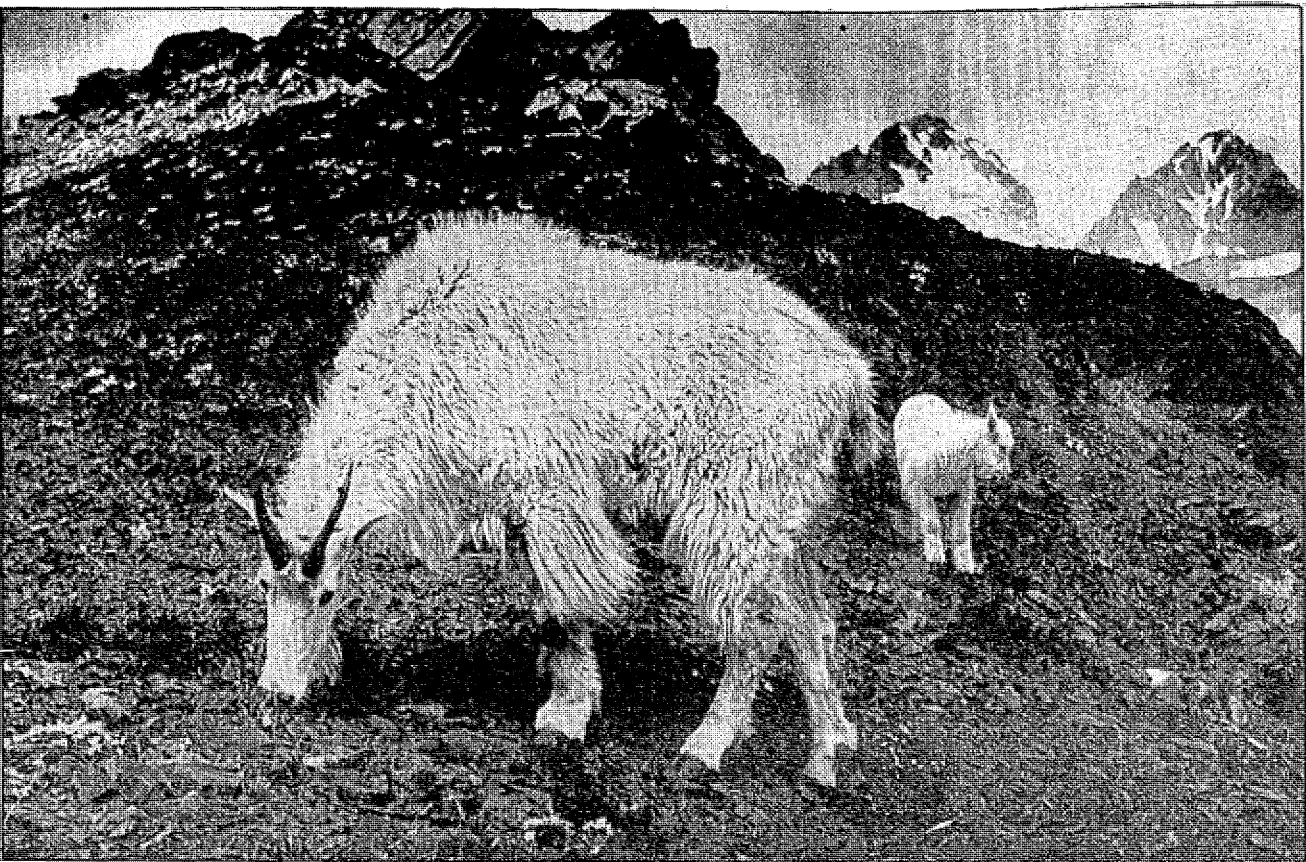
Mount Dana is thought to be one of the last to be colonized by the goats and may have only a dozen or so, Jackson said.

If the goats can't be baited with salt and rounded up, they probably will be shot and used for research at scientific institutions, Jackson said.

Another 50 or so goats will be moved off Klahane Ridge again this year, Jackson added.

In public hearings three years ago, some Aberdeen residents agreed something ought to be done about the goats, but didn't know just what.

One option would be a hunting season on the goats. But Jackson said that would take an act of Congress because of laws governing the park's operation.



Mother and kid are among the growing herd in Olympic National Park.

## Great Dirt Disposal expected to intensify

### DIRT

continued from D 1

excavation: 150,000 cubic yards of dirt.

That's a lot of dirt, but only a few lumps in relation to what's going to happen on Mercer Island. More than 2.5 million cubic yards will be dug out for I-90 there, because the roadway will be sunk across 2.6 miles of the island, 30 feet in some places.

State officials are considering a plan whereby most of the dirt there would be taken away on barges. Permission has been received to build a barge-loading facility with a conveyor system south of the East Channel Bridge, on the east side of Mercer Island.

They have investigated the possibility of barging the dirt to designated deep-water disposal sites in Puget Sound, to Piers 90 and 91 in Seattle and to an old

garbage landfill on the Tulalip Indian Reservation in Snohomish County, says Paul Johnson, a state engineer.

"Our desire is to keep as many trucks off the road as possible. Trucks hauling that much dirt would have a big impact on traffic," he says.

Big Eastside developments needing fill dirt might also get some large chunks of Mercer Island, either by barge or truck.

An interim I-90 roadway on Mercer Island that already has involved some excavation is expected to open in September. It will provide six lanes of traffic as opposed to the present four lanes and, for the first time on the island, traffic headed in opposite directions will be separated by concrete barriers, to prevent head-on collisions.

After traffic switches to the interim roadway, which will have two reversible lanes, the digging and construction will begin for

what eventually will be I-90's westbound lanes and special lanes for buses and carpools. Initially, though, those roadways will carry both westbound and eastbound traffic.

When those are complete and traffic is moving on them, expected to be in late 1988, the interim roadway will have served its purpose and be torn up. Eastbound lanes will then begin to take shape 20 to 30 feet below where tens of thousands of vehicles will have traveled on the temporary roadway.

It's all part of a grand scheme to keep traffic moving through the relatively narrow I-90 corridor while the super freeway — including the tunnel and a new floating bridge across Lake Washington — is built.

That is provided, of course, that the vast quantities of dirt to be excavated disappear smoothly and without causing delays for either the highway builders or motorists.

## New Orleans washes Seattle out of taste test

DALLAS — New Orleans' water, which is cursed by many and avoided by the discreet, was picked No. 1 by a panel of taste testers at an international tap-water competition.

Seattle wound up as an also-ran.

The win was an ironic one for the Louisiana city where water has been described as treated sewage.

As recently as February, industrial wastes were found in groundwaters under five New Orleans companies and they were cited by the state Department of Natural Resources.

The Mississippi River, which is the source of the city's drinking water, has been cited as having higher than federally allowed levels of carcinogens.

A panel of American Water Works Association judges, nevertheless, chose New Orleans water as the best in a blind chilled-sample taste test that also included samples from Seattle, Miami, Dallas, New York, Chicago, Los Angeles and Toronto.

After the outcome was announced, one judge, Dr. Michale Collins a water specialist from Southern Methodist University in Dallas, said "Safe doesn't have anything to do with taste."

A New York City official demanded a rematch, calling yesterday's decision a triumph of bad taste — blaming that on the fact the judges were from the Dallas area.

## Study to seek source of dirt particles in air

SALEM, Ore. (AP) — Officials are beginning a \$500,000 study of airborne particles so tiny they're invisible to the naked eye, but which create a phenomenon called regional haze when trillions of them fill the air.

Often less than one-fiftieth the diameter of a human hair, these pollutants come from burning — logging debris, industrial or motor fuel.

The situation has prompted the study, funded by the U.S. Environmental Protection Agency and conducted by Oregon, Washington and Idaho.

"We're trying to find out where it is coming from and if some of it can be controlled," said John Kowalczyk, chief air-pollution program planner with the Oregon Department of Environmental

Quality.

The summertime haze is not limited to urban areas or inland valleys, which typically are vulnerable to air-pollution problems.

It even dulls views in places like Crater Lake National Park and the Wallowa Mountains of Eastern Oregon. Those are among the dozen or so places where air will be monitored in Oregon this year, Kowalczyk said.

"Visibility is becoming more of an interest in terms of air pollution, primarily because of tourist interest and because it's been recognized that good visibility is of significant value to an area."

"We suspect that a lot of this haze comes from regional activities that are common to (these) states," like burning of logging slash and grass fields, he said.

## 3 shrimp-boat crewmen rescued after boat sinks

The three-man crew of the 65-foot shrimp boat Lady Darlene was rescued after the boat took on water and quickly sank in the Pacific Ocean about 20 miles southwest of Cape Flattery.

Pat Peel, the owner, and skipper Charles Bray, both of Chinook, Pacific County, and David Greenwood, Newport, Ore., were rescued by the fishing vessel Cathy G.

The men spent only 10 minutes

in a life raft and were not injured, the Coast Guard said.

A Coast Guard boat met the Cathy G and put the three men ashore at LaPush, Clallam County.

A Coast Guard investigating team will determine the cause of the sinking. Weather conditions in the area were good, a Coast Guard spokesman said, with only 2-foot waves and winds of five to 10 miles per hour.

## Blood Center puts out urgent call for donors

The Puget Sound Blood Center urgently needs donors of all types of blood because supplies have dropped critically low.

Center officials said today that low donor turnout and a 25 percent increase in heart surgeries have reduced the blood inventory to 300 pints below a stable level.

For the past two weeks, there have been about 60 heart surgeries

a week in the area, compared to the usual 40 to 45.

Officials said donations have decreased by about 1,000 pints a month because of public worries about acquired immunodeficiency syndrome (AIDS), the deadly disease that scientists think may be transmitted by a blood-borne virus.

"This fear is totally unrealistic

because of the completely sterile, disposable equipment used in the donation procedure," said Dr. Merlin Sayers, director of laboratories at the center.

Blood centers are at Broadway and Madison Street in Seattle; 130 Andover Park E. in Southcenter; and 925 116th Ave. N.E., Bellevue. Call 292-6500 for further information.

## NORTHWEST TODAY

Times staff and news services.

### Rajneesh opponent wants state ethics-commission investigation to continue

#### ■ SALEM

An Antelope man who's been in scrapes with disciples of Indian guru Bhagwan Shree Rajneesh says he's going to urge the state Ethics Commission not to drop its investigation of the Rajneeshes.

Donald Smith made the comment after learning that Betty Reynolds, executive director of the commission, is recommending that the panel halt its inquiry of the guru's followers because of a lack of funds.

Smith, a former member of the Antelope City Council and candidate for a state Senate seat, said: "If there are indications of violations, then (the commission) should be obligated to continue the investigation."

The probe has focused on the operations of Rajneeshpuram, the Central Oregon city formed by the guru's followers, and the nearby town of Antelope, which has been taken over by the Rajneeshes.

Smith alleges that private Rajneesh corporation are calling the shots in both Rajneeshpuram and Antelope, violating state law.

### Nursing home cited for deficiencies

#### ■ EUGENE

A Eugene nursing home has been cited for violating more than 50 patient-care standards by the state Health Division.

The deficiencies at the Eugene Care Center, which range from insufficient treatment of bedsores to improper medication controls, must be corrected by July 16 to keep the center open.

A letter from the health division to the center's parent corporation, Beverly Enterprises of Fresno, Calif., says the problems were detected during an inspection May 14.

State officials have accepted a required plan for correcting the violations, Mindy Boyd, long-term care facilities program manager for the state, said Friday.

### Storms trigger Willamette River floods

#### ■ ALBANY

High water, unusual for June, flooded low-lying fields and may have ruined some crops along the

Willamette River over the weekend.

Farmer George VanLeeuwen reported seeing fish making waves in one of his grass-seed fields at Irish Bend southwest of Shedd in Linn County. His wife, Liz, thought they might have been carp.

The VanLeeuwens and other growers complained Saturday that the U.S. Army Corps of Engineers had contributed to the flooding by the way it managed releases from the dams in the Willamette Valley.

Harvey Chambers, a farmer in the Dever area northwest of Millersburg, said he and some Salem-area farmers were trying to get Sen. Mark Hatfield, R-Ore., to stop the corps from discharging water from its reservoirs.

However, Greg Delwiche, of the corps' dam control center in Portland, said the flooding would have been much worse without the agency's flood-control operations.

"Currently we are reducing releases significantly from all the Willamette Valley dams," Delwiche said Saturday.

"We were able to shave off the peak of the crest in the lower river with flood-control operations, and we're currently holding most of the water we stored during the period of high inflow."

Streams and reservoirs in the valley have been pumped up by heavy rain over the past several days. Cougar Dam on the McKenzie reported more than 6 inches of rain during the week.

"It's not uncommon for one major storm to hit the area at this time, but we now had four in the last five days, and the weather continues unstable," Delwiche said.

### ALASKA

#### One of seven victims found in river

##### ■ MANLEY HOT SPRINGS

Alaska state troopers said yesterday that the body of one of seven victims of the May 19 killing spree at Manley Hot Springs has been found in the Tanana River.

The body was identified late Saturday as that of Dale R. Madajski, 20. He had been shot in the head. Manley residents Charlie and Cindy Pearson spotted the body floating while taking a boat trip Saturday.

Madajski was one of seven people, including a pregnant woman and her 2-year-old son, who went to the boat landing near Manley Hot Springs May 17 and never returned.

Suspicious residents contacted state troopers at Fairbanks 70 miles away and the search began.

On May 19, troopers searching by helicopter over the Tanana River about 25 miles from Manley spotted Michael A. Silka, 25, a suburban Chicago man who was a suspect in the disappearance of all seven Manley residents and a Fairbanks man.

Troopers said Silka opened fire on the helicopter, fatally injuring one trooper, then was killed by return fire.

Other Northwest news: D 1-3.

## Liquor clerk shot by robber at Ballard bank

A liquor-store clerk suffered a gunshot wound, a skull fracture and other injuries in a robbery as he made a deposit at a Ballard bank branch.

Detectives were searching today for the suspect who fled with an undetermined amount of cash and checks from the Ballard liquor store.

Police said the man assaulted Leonard E. Hollis, 62, a senior clerk at the store at 2436 N.W. Market St., while Hollis was making a bank deposit about 10:30 p.m. Saturday.

Police said Hollis reported he was confronted by a man who jumped from the bushes and demanded the money bag at the Seattle Trust & Savings Bank branch, 2237 N.W. 57th St.

Hollis told police the man shot him and assaulted him. Hollis was admitted to the Harborview Medical Center.

Bill Burkett, State Liquor Board information officer, said the board was conducting an investigation to determine how much money was lost.

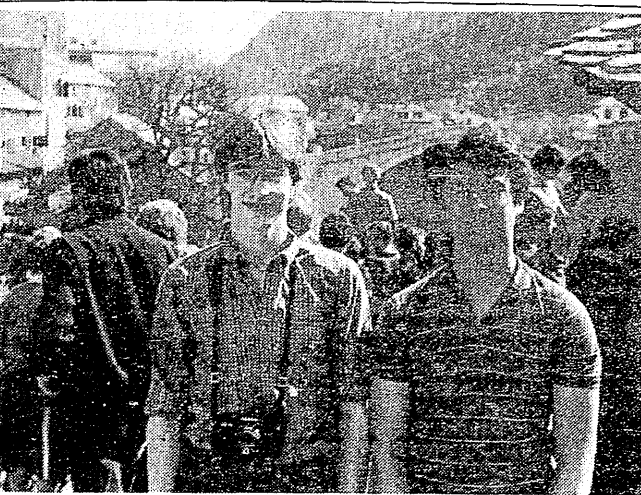
"Hollis has worked for the liquor board since 1979. His position of senior clerk is third in line of responsibility following the manager and assistant manager," Burkett said.

Police said Hollis' assailant was described only as being a white male. "There was more than one description given on the suspect," said Sgt. Dave Ritter.

Ritter said Hollis' vehicle, an Chevrolet El Camino truck, was taken from the bank and was recovered later during the week-end in the North End.

### Cancer Counseling

Cancer patients and their families can get counseling and support 24 hours a day with a call to Cancer Lifeline, 447-4542.



## How far can hard work take you? Ask Ron & Mike.

In the case of Ron Buck (left) and Mike Bosley (right), hard work as newspaper carriers took them all the way to Europe.

Ron is the 1983 Seattle Times Carrier of the Year; Mike is the P-I Carrier of the Year. Carrier-of-the-Year honors qualified the two boys for a Young Columbus trip to Yugoslavia and Italy this past April.

The Young Columbus competition is sponsored by PARADE magazine to recognize and reward outstanding newscarriers across the nation.

Ron, 18, is a straight-A student at Juanita High; he delivers 151 daily and 205 Sunday newspapers. Mike, 16, is a sophomore at Decatur High; he also gets straight A's. Mike delivers 65 daily and 71 Sunday papers. In addition to their school work and carrier jobs, both youngsters have many extra-curricular and outside activities.

One thing is certain: Ron and Mike will go far . . . even if they never leave town again!

The Seattle Times



## ISLANDERS EXPECT VICTORY, BY 1992, IN THEIR DUSTY I-90 WAR

*Seattle Times, The (WA) (Published as THE SEATTLE TIMES) - July 2, 1985*

- Author/Byline: JIM SIMON; TIMES EAST BUREAU
- Edition: FOURTH
- Section: NORTHWEST
- Page: B1

At the peak of construction, some 1,200 workers will descend on Mercer Island to complete the final link of Interstate 90.

But the island already looks besieged. Dozens of orange-vested workers direct traffic at torn-up intersections. Bulldozers rumble near the quiet streets of posh waterfront neighborhoods.

In the next few weeks, the excavation and building of retaining walls for the westbound lanes will begin, dramatically increasing the work force, the dust and the noise. That work won't end until at least 1992.

But nearly 30 years after state engineers unveiled the first drawings, there is an I-90 end in sight.

Reaction among residents ranges from relief to resignation that six years of construction lie ahead. There also is skepticism about whether the island will get all that was promised by the state Department of Transportation.

Even I-90's critics though, admit Mercer Island stands to benefit in terms of aesthetics and spinoff economic development.

"This freeway will ultimately make Mercer Island a better place than before," said former Mayor Aubrey Davis, a key participant in negotiations during the 1970s to scale the project back from 14 to eight lanes.

But, he added, "We'll pay an awful price for five or six years."

The 6.9 mile stretch of pavement from Bellevue to Seattle has become one of the most expensive projects, per mile (averaging about \$172 million per mile), in the nation. It is expected to cost \$1.2 billion to complete.

Mercer Island never put up resistance to I-90 as passionate, or as lengthy, as Seattle's. But island residents still swap freeway battle stories that are now nearly 20 years old in the good humor afforded veterans who survived.

They recall how well-behaved suburban citizens picketed the former head of the state Highway Department outside a restaurant, and later hanged him in effigy from a street light; how the local paper ran a "name the monster" contest for the proposed double-decked, 14-lane highway.

The project calls for an eight-lane roadway sunk an average of 30 feet. It will be covered with lids in spots to control pollution and noise, and extensively landscaped to make it invisible from most parts of the city. The state will also build about 5.1 miles of bike and hiking trails and 32 acres of parkland.

The idea, according to Davis, is, "we don't want to see it, smell it, hear it."

Designing a highway to satisfy those requirements has proved astronomically expensive. The DOT estimates the 2.6 miles of freeway across Mercer Island will cost nearly \$464 million.

The First Hill lid alone, near the entrance to the Lake Washington floating bridge, will add roughly \$86 million to the work.

On top will be a 14-acre park with ballfields and tennis courts. Large exhaust stacks will be built to funnel auto fumes out of the enclosed roadway, and a sophisticated monitoring system will be installed inside.

Those costs have led critics to charge that Mercer Island got a dressed-up, overdesigned freeway because it was a wealthy, mostly white suburb \_ even though Seattle eventually wound up with a similar lid in Mount Baker. At the same time, some officials fear DOT is already trying to chip away at the plan.

"My suspicion knows no bounds. I think there is a great deal of cynicism that DOT won't deliver what was promised," said former city Councilwoman Marguerite Sutherland. "It may not be fair, but that's my suspicion."

Dick Timm, head state engineer on Mercer Island, said the state is committed to the design \_ barring a cutoff of federal funds. Only about \$5 million worth of trees and other amenities is not yet guaranteed, he said, since money for that will come from general funds for projects all around the state.

But after years of controversy the final fight may well come down to those trees, according to Mercer Island Community Development Director Jerry Bacon. He said recent meetings with DOT, in which the preliminary landscape drawings were unveiled, left him concerned that the state might back away from some details.

To Mercer Island, he says, the amenities are as integral to the deal as the paving. And they are not negotiable.

“That \$5 million might look like a drop in the bucket. But DOT doesn't understand the vitality and interest in things like the size of trees,” he said. “I become squirrely when they touch anything in the plan. Less than that will cause significant political problems.”

Mayor Fred Jarrett, however, said the city should be prepared to accept some cuts in areas such as landscaping and the maintenance of green belts.

• **Caption:** PHOTOCRAIG FUJII / SEATTLE TIMES: TRAFFIC SQUEEZES BY CONSTRUCTION ON MERCER ISLAND, NEAR THE LANDMARK SHOREWOOD APARTMENTS COMPLEX. THE DUST ISN'T EXPECTED TO SETTLE UNTIL 1992 IN THE FINAL I-90 LINK.

- *Index terms:* FREEWAYS INTERSTATE 90; ROADS AND TRAFFIC; BUILDING AND CONSTRUCTION; TRANSPORTATION; GOVERNMENT SPENDING (STATE AND LOCAL)
- *Record:* 31914
- *Copyright:* Copyright 1985 The Seattle Times

**EASTSIDE**

*Seattle Times, The (WA) (Published as THE SEATTLE TIMES) - July 18, 1985*

- Author/Byline: TIMES EAST BUREAU
- Edition: ZONE 1
- Section: EAST TIMES
- Page: D2
- Column: EASTSIDE
- Readability: >12 grade level (Lexile: 1580)

Redmond, contractor

agree on dirt hauling

**REDMOND**

An Interstate 90 contractor and the city of Redmond ahve reached an agreement that allows the company to haul nearly 300 truckloads of dirt every night for the next two months to a gravel pit on Union Hill Road

The deal struck yesterday requires Scarsella Bros., the contractor, to post a \$100,000 bond for repairs to roads that might be damaged by the constant traffic of heavy equipment. The company must restrict hauling to nighttime hours. Redmond Mayor Doreen Marchione said the company eventually will dump about 300,000 cubic yards of dirt at Cadman Sand and Gravel Pit.

Redmond officials had threatened to block the work when it found out that Scarsella was using the Cadman site without notifying the city or obtaining permits. Scarsella has a \$24 million contract to excavate and haul more than 1.3 million cubic yards of dirt from Mercer Island in preparation for the construction of the westbound lanes of I-90.

Nearly half of that dirt is slated to go in a landfill site at Pickering Farm in Issaquah. But that site will not be ready until Aug.

1.

Board OK's goals of

high-school revamp

**BELLEVUE**

The recommendations of a yearlong study on how to overhaul Bellevue's high schools has been approved unanimously by the school board.

Goals in the plan include establishing a core curriculum \_ including additional English and economics requirements \_ more interdisciplinary teaching, reducing class sizes, emphasizing individualized instruction and requiring all students to perform community service.

Next year, each of the four high schools in the district will draft its own proposals. The schools will begin implementing new programs on an experimental basis during the 1986-87 school year

- *Index terms: DIGEST; SOIL; ROADS AND TRAFFIC; BUILDING AND CONSTRUCTION; BELLEVUE; EDUCATION, SECONDARY*
- *Record: 34222*
- *Copyright: Copyright 1985 The Seattle Times*

## THE LIGHT AT THE END OF THE I-90 TUNNEL THREE YEARS LATER, EXCAVATION IS DONE

*Seattle Times, The (WA) (Published as THE SEATTLE TIMES) - March 13, 1986*

- Author/Byline: WILLIAM GOUGH
- Edition: THIRD
- Section: NORTHWEST
- Page: D1
- Readability: 11-12 grade level (Lexile: 1210)

It began with the scratching away of brush and trees from the slopes of Mount Baker Ridge. It is ending, more than three years later, as a mammoth tunnel through clay, silt and sand.

Deep inside the ridge, trucks are being loaded and are rumbling out with the last of more than 1.2 million cubic yards of the dirt and Interstate 90's new Mount Baker Ridge tunnel finally looks like a tunnel.

A person standing at either end is dwarfed by the massive hole carved through the ridge \_ a 63-foot-diameter tunnel more than one-quarter mile long.

No other tunnel built through soft ground has as large a diameter, according to the state Department of Transportation. By comparison, each of the adjacent twin tunnels carrying present I-90 traffic through the ridge is 29 feet in diameter.

When the \$200 million tunnel is completed \_ late in 1988 at the earliest \_ motorists will never see the shell. Interior walls and roadways will block the sight.

The tunnel was dug big enough to carry three levels of traffic. On the bottom will be two reversible traffic lanes for buses and car-pool vehicles; in the middle, three lanes of general traffic will flow westward into Seattle; and on the top, a narrower lane will carry bicyclists and pedestrians.

The latest in lighting and fire-fighting and ventilation equipment will be installed along the tunnel.

To symbolize the end of the tunnel excavation, Secretary of Transportation Duane Berentson will remove a shovelful of dirt from near the west portal Monday.

Then the way will be cleared for work on the interior structures, expected to begin this summer.

- Caption: PHOTORICHARD S. HEYZA / SEATTLE TIMES: TRUCKS CARRYING THE LAST OF MORE THAN A MILLION CUBIC YARDS OF EXCAVATED DIRT RUMBLE THROUGH INTERSTATE 90'S NEW MOUNT BAKER RIDGE TUNNEL.

- Index terms: ROADS AND TRAFFIC; SEATTLE; BRIDGES AND TUNNELS
- Record: 220607
- Copyright: Copyright 1986 The Seattle Times





# SEATTLE'S FREEWAY REVOLT: A DIRECTORY OF HISTORICAL RESOURCES





## 8. NARRATIVE TIMELINE

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This section provides a chronological listing of major events in the evolution of Seattle's freeway revolt, encompassing administrative, legal and political actions involving the City of Seattle, State of Washington and Seattle citizens. The primary focus is on the three major freeway projects that became the target of citizen opposition: the Mercer Street Connection, which became the Bay Freeway (**BAY**); the Empire Expressway, which became the R. H. Thomson Expressway (**RHT**); and the segment of Interstate 90 (**I-90**) from Mercer Island to Seattle I-5. Several events of broader significance are also included for historical context as well as relevance to highway planning.

The timeline is segmented into the timeframes shown below.

- **1912 - 1944: Early milestones**
  - **1947 - 1959: Freeway plans emerge**
  - **1960 - 1964: Route refinements, funding and early resistance**
  - **1965 - 1967: Planning advances, opposition grows**
  - **1968: Citizens organize**
  - **1969: Hearings, rallies, media and more**
  - **1970 - 1971: I-90, Bay Freeway opposition builds; citizens take legal action**
  - **1972 - 1974: Voters scrap RHT, Bay Freeways; I-90 saga continues**
  - **1975 - 1980: I-90 modifications and mediation**
  - **1981 - 1993: I-90 construction**
- 

### **1912 - 1944** **Early milestones**

#### **1912 (March 5)**

**RHT:** Seattle voters reject the Bogue "Plan of Seattle" which includes a major north-south route through the City's east side. Over the years, the Seattle Planning Commission recommends varying routes to extend Empire Way north to Bothell Way.

#### **1940 (July 2)**

**I-90:** The First Lake Washington Floating Bridge (U.S. 10), the Lacey V. Murrow Bridge, opens with four lanes connecting Seattle and Mercer Island. It is the world's longest floating concrete pontoon bridge. The unusual draw span bulge accommodates the passage of ships. Eventually, it will become part of the I-90 corridor.

#### **1944**

Voters approve Amendment 18 to the Washington State Constitution which creates the State Highway Trust Fund, guaranteeing that gas and vehicle excise taxes will be used exclusively toward highways.

### **1947 - 1959** **Freeway plans emerge**

#### **1947**

The State Highway Department publishes the Origin-Destination Traffic Survey: Seattle Metropolitan Area, **which** drives future highway decision-making in the region.

## **1981 - 1993**

### **I-90 construction**

#### **1981 (July, September)**

**I-90:** The new high-level East Channel Bridge is completed and allows passage of ships. Soon after, the hazardous U. S. 10 floating bridge draw span bulge is removed and replaced with a straight roadway.

#### **1982 (May, October)**

**I-90:** Seattle Mayor Royer establishes a completely new citizen design advisory committee to oversee I-90 construction. Construction begins on the new Mt. Baker Ridge tunnel.

#### **1983 - 1985**

**I-90:** Construction begins on the Mercer Island portion of the project and the floating bridge pontoons. Center pontoons are placed for the new floating bridge. Construction begins on approach spans connecting the new floating bridge to Seattle and Mercer Island and the new roadway to connect I-90 with I-5.

#### **1986 - 1988**

**I-90:** Work begins on the interior of the Mt. Baker Ridge tunnel, the Mercer Island and Seattle lids and the remaining roadway sections.

#### **1989 (June 4)**

**I-90:** The Third Lake Washington or Homer M. Hadley Floating Bridge (I-90) and Second Mount Baker Tunnel (the world's largest diameter tunnel through soft earth) open with horse-drawn covered wagons and a stagecoach as part of Washington State Centennial Celebrations. Meanwhile, work continues on replacing the old U.S. 10 floating bridge with a new I-90 floating bridge.

#### **1993 (September 12)**

**I-90:** The newly rebuilt First Lake Washington or Lacey V. Murrow Memorial Floating Bridge officially opens with 3 eastbound lanes, 2 transit-carpool-Mercer Island lanes (designed to accommodate future rail transit) and 3 westbound lanes. Interstate 90 from Boston to Seattle is completed.

#### **1994 (July)**

**I-90:** Media coverage cites continuing struggles of Judkins Rejected residents to rebuild their neighborhood, just north of I-90 between 23rd Avenue and Martin Luther King Way. The area is still dominated by state-owned properties, which have been neglected for 26 years.

Your City, Seattle

Memorandum

HC  
+  
AT

ROUTING	DATE	INITIAL
ACTION		
AEM/RPL/RMC		
FILE		
INFORMATION		
EVA		



Date June 22, 1982

To All Councilmembers

From Jeanette Williams

Subject Consultant's I-90 Report

CSS 25.3 (Rev. 4/75)

Attached is the final report from our consultant, Art Elliott, on I-90.

I feel he raises some excellent points. I particularly refer you to the Appendix where he discusses a philosophy on amenities.

If you have any comments on Mr. Elliott's report, I would appreciate receiving them by Monday morning, June 28. I want to be able to submit our comments along with Mr. Elliott's report to the newly formed I-90 Citizens Advisory Committee.

Thanks for your assistance.

JW:lm  
Att.

SEATTLE ENG. DEPT.  
82 JUN 28 P 4:23



# A REVIEW of the CONSTRUCTION and its SEQUENCE for I-90 THRU SEATTLE

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Done for  
THE CITY COUNCIL  
of Seattle



Arthur L. Elliott, P.E.  
Bridge Engineer

June 15, 1982

are designed the volume of the various parts will be computed and they will be paid for at unit prices but these will tell only part of the story of their true cost. If the lids were to be added last in Phase III, a part of their cost should be the cost of traffic diversion and safety protection plus temporary supports during construction. An estimator could probably arrive at a guess of the cost of the individual pieces of work but it would be just an educated guess.

8. Q: To where will the dirt from the tunnel be moved? Will this have significant environmental impact?

Ans: I have been told that the material to be removed from the tunnel and from the excavated portions of the lidded sections will be blue clay and rock - material not suited for use as topsoil and covering over the lids. Therefore, the material will be entirely removed from the site - probably by barge. It is customary for the State to find a disposal site which will be compatible with environmental requirements and then make the site available to the successful contractor as a place to dump the waste material. In practice, the contractors will frequently find someone who wants some extra dirt and will buy it from the contractor delivered to his site. The contractor is thus able to dispose of the material and make a profit on it also. In any event, the environmental considerations must be covered in advance so no undesirable impact will result.

9. Q: Is there any information which you would like from the

## **Ex. 5**

### **City of Redmond Tax Records**

71988

0075-5

ADDITION \_\_\_\_\_ REDMOND ADD.

1/4 SECTION 11 TWP. 25 N. RANGE 5 BLOCK 5 LOT 4

**SPLIT VALUATION**

DESCRIPTION \_\_\_\_\_

LIMITS \_\_\_\_\_

719880-00755 650 0700  
3030

OWNER OR CONTRACT PURCHASER	DATE	FILE NUMBER	PRICE	REMARKS
				THE TEXAS CO.
				<i>KILL - AB (3) - 7/24/68 - 5-3309</i>
				<i>10040<sup>00</sup> N9744</i>

DISTRICT	ROAD	SCHOOL	WATER	FIRE	SEWER	HOSPITAL	AIRPORT	FERRY	METRO
Redmond		h/h				HQS. #2			

ASSESSED VALUE

YEAR	ACRES	TIMBER	LAND	BLDGS.	TOTAL	DATE	BY	REASON	SEG. NO.
19									
1958				650	650	5/8/57	EH(T)	(3 Tanks, 1 Hoist)	E - 2611
1967						11/20/68	EL	<i>No tanks, hoist, pumps, etc.</i>	
19								<i>tanks, left to be placed</i>	
19								<i>to be taken down R.V.</i>	
19									
19									
19									
19									
19									
19									
19									

LOWMAN & HANFORD CO.





TOWN <u>7169</u>		ADDITION <u>Redmond App.</u>	
PERMIT No. _____		Section <u>11</u> Twp. <u>25</u> Range <u>3</u> E. or W. Block <u>5</u> Tract or Lot <u>4</u>	
DATE _____		<u>Issued Feb 22 1924</u>	
For Owner _____			
Condition of Exterior <u>Good</u> Interior <u>Good</u> Foundation <u>Good</u>			
<b>USE</b> <u>Gas Stn.</u>		<b>ROOF CONSTRUCTION</b>	
1. No. Stories <u>1</u> 2. No. Rooms <u>3</u> 3. No. Rooms <u>3</u> 4. No. Offices _____ 5. No. Apartments _____ 6. No. Apartments _____ 7. No. Apartments _____ 8. No. Apartments _____		Frame <input checked="" type="checkbox"/> Laid <input type="checkbox"/> Mill Construction <input type="checkbox"/> Rein. Concrete <input type="checkbox"/> No. Trusses _____ Wood <input type="checkbox"/> Steel <input type="checkbox"/> <b>ROOFING MATERIAL</b> Asphalt <input type="checkbox"/> Gravel <input type="checkbox"/> Or <u>built up</u>	
<b>FLOOR FINISHES</b>		<b>PAINTING</b>	
Par. <input type="checkbox"/> Maple <input type="checkbox"/> Oak <input type="checkbox"/> 3" x 6" T&G <input type="checkbox"/> Lin. <input type="checkbox"/> 3" x 6" T&G <input type="checkbox"/> Cement <input type="checkbox"/> Terrazo <input type="checkbox"/> Random <input type="checkbox"/> Tile <input type="checkbox"/>		Walls <input type="checkbox"/> Pl. <input type="checkbox"/> Bk. Pl. <input type="checkbox"/> Floors <input type="checkbox"/> Bk. Pl. <input type="checkbox"/> Walls <input type="checkbox"/> Lin. Pl. <input type="checkbox"/> Dr. Bds. <input type="checkbox"/> Bk. Pl. <input type="checkbox"/> Floors <input type="checkbox"/> Bk. Pl. <input type="checkbox"/> Walls <input type="checkbox"/> Lin. Pl. <input type="checkbox"/> Dr. Bds. <input type="checkbox"/> Kt's <input type="checkbox"/> Pl. <input type="checkbox"/> Walls <input type="checkbox"/>	
<b>TYPE OF CONSTRUCTION</b>		<b>PAINTING</b>	
Frame <input type="checkbox"/> Single <input type="checkbox"/> Double <input type="checkbox"/> Ordinary Masonry <input checked="" type="checkbox"/> Mill Construction <input type="checkbox"/> Cast & Rein. Con. <input type="checkbox"/> Stru. Steel and Con. <input type="checkbox"/> Tile <input type="checkbox"/> Brick <input type="checkbox"/> Con. <input type="checkbox"/> Rein. Con. <input type="checkbox"/> Good <input type="checkbox"/> Med <input type="checkbox"/> Cheap <input type="checkbox"/>		No. Windows <u>7</u> Tubing <input type="checkbox"/> Tubing, Lag or Pew. <input type="checkbox"/> Bathe, Ped. <input type="checkbox"/> Bkls <input type="checkbox"/> Urinals <input type="checkbox"/> Showers (Tub) (Stall) <input type="checkbox"/> Laundry Trays <input type="checkbox"/> H. W. Tank, Ft. Drain <input type="checkbox"/> Sprink. Sys. No. _____ Hds. _____	
<b>FOUNDATION</b>		<b>HEATING</b>	
Mud sill <input type="checkbox"/> Post and Pier <input type="checkbox"/> Brick <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> <u>chb</u> Pile <input type="checkbox"/>		Stove <input checked="" type="checkbox"/> Pipeless Furnace <input type="checkbox"/> Gravity H. A. <input type="checkbox"/> Air Cond. - Fan <input type="checkbox"/> Area <input type="checkbox"/> 1-Pipe Steam <input type="checkbox"/> 2-Pipe St. or Vapor <input type="checkbox"/> Hot Water <input type="checkbox"/> Oil Burner <input type="checkbox"/> Coal Stoker <input type="checkbox"/>	
<b>BASEMENT</b>		<b>WIRING</b>	
Full <input type="checkbox"/> Sub-Basement <input type="checkbox"/> None <input checked="" type="checkbox"/> Garage <input type="checkbox"/> No Cars <input type="checkbox"/> Plastered <input type="checkbox"/> Living Rooms <input type="checkbox"/> Service Rooms <input type="checkbox"/>		Knobs & Tubes <input type="checkbox"/> Box Cable <input type="checkbox"/> Conduit <input type="checkbox"/> Power Wiring <input type="checkbox"/> Range Wiring <input type="checkbox"/> No. Outlets _____	
<b>ELEVATORS</b>		<b>ELEVATORS</b>	
Pass <input type="checkbox"/> Freight <input type="checkbox"/> Auto <input type="checkbox"/> Elev. <input type="checkbox"/> Man. <input type="checkbox"/> Hy. <input type="checkbox"/> St. <input type="checkbox"/>		Pass <input type="checkbox"/> Freight <input type="checkbox"/> Auto <input type="checkbox"/> Elev. <input type="checkbox"/> Man. <input type="checkbox"/> Hy. <input type="checkbox"/> St. <input type="checkbox"/>	
<b>EXTERIOR WALL CONSTR.</b>		<b>GAS STATIONS</b>	
Mason <input type="checkbox"/> Double <input type="checkbox"/>		Frame <input type="checkbox"/>	
<b>INTERIOR WALLS</b>		<b>O. H.</b>	
Stud and Plaster <input checked="" type="checkbox"/>		_____	
<b>GROUND FLOOR AREA</b>		<b>TOTAL FLOOR AREA</b>	
_____		_____	





6. USE

LAND USE	SOIL TYPE	CROPS-TIMBER STAND	IMPROVED ACRES	OTHER LANDS

0075

71988

**SPLIT VALUATION**

LIMITS	ACAD	SCHOOL	WATER	FIRE	SEWER	HOSPITAL	AIRPORT	FERRY	METRO
Belmont	Belmont	414				RES. 2			
						719880-0075	2160	2350-0700	2070
YR	AC	LAND	BLDG	TOTAL	BY	DATE	REASON	FEE OWNER	DATE
19 52	800	50	850	R.G.	2-50	IMP. ROAD FROM W. 50' OF N. 60' E. 40' S. 20' W.			
19 53	800	2150	2950	DL	5/52	40' IMP. 1st ROW IMP. F.R. 125'			719880-0075
19 54	1100	2150	3250	NS	11/95				Red Mt 757 mg
19 55	1100	3000	4100	NS	30/54	R.V.			
19 56	1200	3000	4200	NS	1-20-56	R.V.			
19 58	1300	2350	4150	F.H.(1)	5/4/59	Split Val. Sec 2075-2			E-2611
19 62	2160	2350	4510	L.I.	2-11-60	R.V.			
19 69	2400	2350	4750	EL	8-1-69	Pro pump & 4" line, lifts			
19 69	2400	400	2800	EL	1/30/68	Pro pump & 20" line, lifts			R.V.
19 69	2400	9600	12000	NS	7/2/68	red Mt 757 mg			
19 70	2880	9600	12480	NS	6-26-68	Ch. for J. Courser & Equalization			
19 71	L 5760 B	19200 T	24960	719880-0075-0	8/9				
19									
19									
19									



## **Ex. 6**

### **Gunshy Spring Map and Test Results**

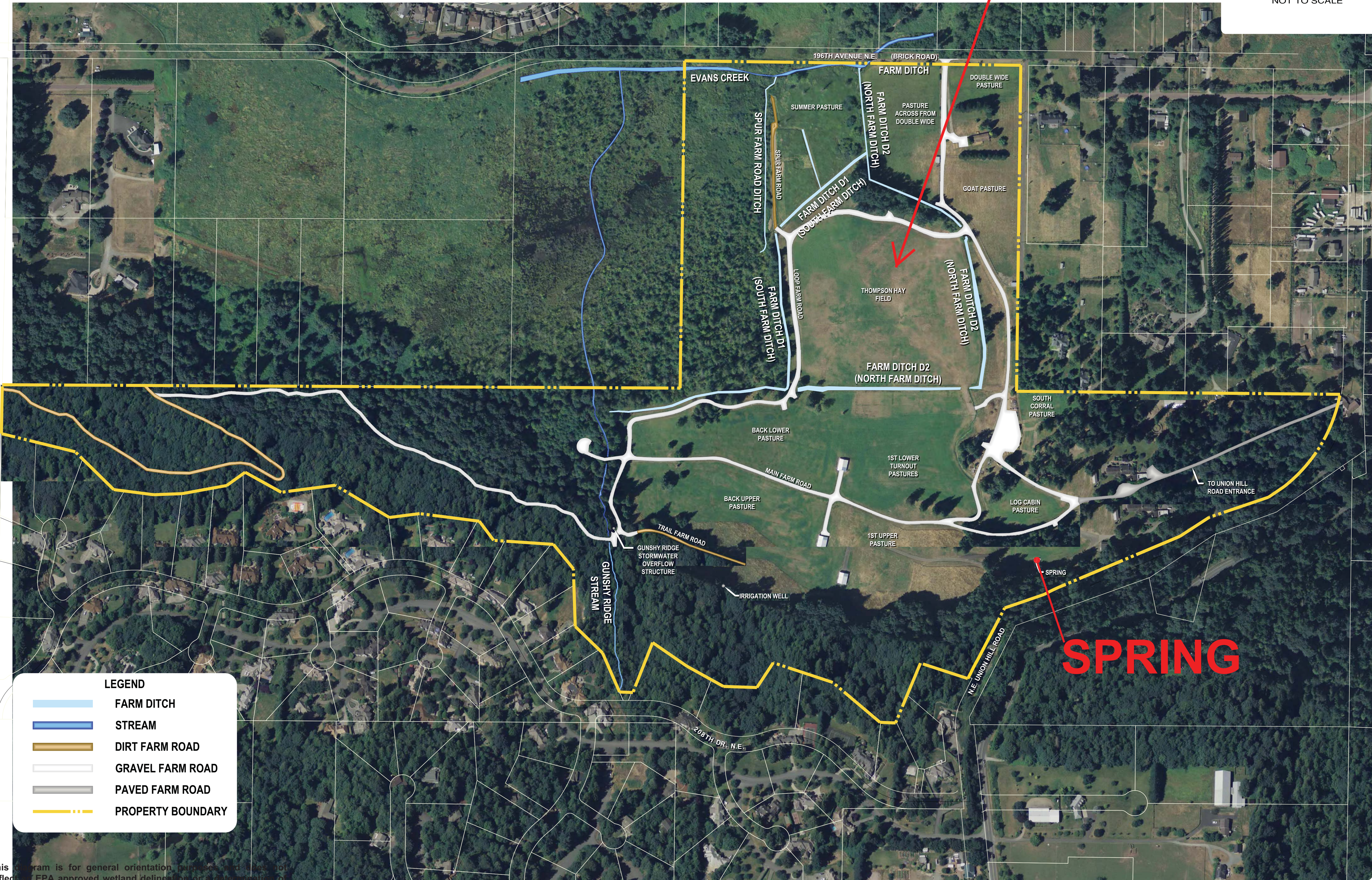


GUNSHY MANOR FARM, EXHIBIT A

THOMPSON FIELD



NOT TO SCALE



This diagram is for general orientation purposes and does not reflect an EPA approved wetland delineation or a determination of the geographic extent of Waters of the U.S.

COLOR AERIAL PHOTO: KING COUNTY, 2011



CONSULTING ENGINEERS LLC  
33400 8th Avenue South, Suite 200  
Federal Way, WA 98003

REVISIONS		
NO.	DESCRIPTION/DATE	BY

CONSULTING ENGINEERS LLC  
33400 8th Ave S, Suite 205  
Federal Way, WA 98003  
www.esmcivil.com  
Civil Engineering  
Public Works

Land Surveying  
Project Management  
Landscape Architecture

ESTATE OF BARBARA J. NESLON

GUNSHY MANOR

GUNSHY MANOR FARM EXHIBIT

KING COUNTY

WASHINGTON

JOB NO.:	1359-001-007
DWG. NAME:	MC-PL-31-KC
DESIGNED BY:	EGL
DRAWN BY:	DCL
CHECKED BY:	
DATE:	11/03/2015
DATE OF PRINT:	



## Buff Nelson

---

**From:** Aaron Young [aarony@amtestlab.com]  
**Sent:** Thursday, March 25, 2010 4:14 PM  
**To:** Buff Nelson  
**Subject:** Gunshy Water AmTest data  
**Attachments:** 10-A003220.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Buff

Here is the drinking water data you requested electronically.

Have a great day!

Aaron Young  
Lab Manager  
AmTest, INC.  
425-885-1664

**Am Test Inc.**  
13600 NE 126TH PL  
Suite C  
Kirkland, WA 98034  
(425) 885-1664  
www.amtestlab.com



**Professional  
Analytical  
Services**

### Drinking Water Report for IOC's

System ID No.:		System Name: Gunshy Manor Spring	
Lab/Sample No: 06603220		Date Collected: 02/23/2010	DOH Source No:
Multiple Source Nos.:		Sample Type:	Sample Purpose: N
Date Received: 2/23/10		Date Reported: 3/25/10	Supervisor: AY
Date Digested:		Date Analyzed (Nitrates): 2/23/10	Analyst: MO
County: King		Group: B	
Sample Location: Cistern 20005 NE Union Hill Rd			
Send Report To: Buff Nelson Po Box 461 Redmond, WA 98073		Bill To: Buff Nelson Po Box 461 Redmond, WA 98073	

#### EPA Regulated - IOC's

DOH#	Analytes	Results	Units	SRL	Trigger	MCL	Exceeds	MCL	Method	Analyst
4	Arsenic-GF	ND	mg/l	0.003	0.010	0.050		NO	200.9	HL
5	Barium	ND	mg/l	0.100	2.00	2.00		NO	200.7	HL
6	Cadmium	ND	mg/l	0.0020	0.0050	0.0050		NO	200.7	HL
7	Chromium	ND	mg/l	0.010	0.100	0.100		NO	200.7	HL
11	Mercury	ND	mg/l	0.0005	0.0020	0.0020		NO	245.1	AY
12	Selenium	ND	mg/l	0.005	0.050	0.050		NO	200.9	HL
110	Beryllium	ND	mg/l	0.0030	0.0040	0.0040		NO	200.7	HL
111	Nickel	ND	mg/l	0.040	0.100	0.100		NO	200.7	HL
112	Antimony	ND	mg/l	0.005	0.006	0.006		NO	204.2	HL
113	Thallium	ND	mg/l	0.002	0.002	0.002		NO	279.2	HL
116	Total Cyanide	ND	mg/l	0.050	0.20	0.20		NO	335.4	TS
19	Fluoride	ND	mg/l	0.20	2.0	4.0		NO	SM4500-FE	TS
114	Nitrite	ND	mg/l	0.500	0.500	1.00		NO	SM4500-NO2	MO
20	Nitrate	3.92	mg/l	0.500	5.00	10.0		NO	SM-4500-NO3-F	MO
161	Nitrate + Nitrite	3.9	mg/l	0.50	5.0	10.		NO	353.2	

#### EPA Regulated (Secondary) - IOC's

DOH#	Analytes	Results	Units	SRL	Trigger	MCL	Exceeds	MCL	Method	Analyst
8	Iron	ND	mg/l	0.100	0.300	0.300		NO	200.7	HL
10	Manganese	ND	mg/l	0.0100	0.0500	0.0500		NO	200.7	HL
13	Silver	ND	mg/l	0.01	0.05	0.05		NO	200.7	HL
21	Chloride	ND	mg/l	20.	250	250		NO	300.0	MO
22	Sulfate	15.	mg/l	10.	250	250		NO	300.0	MO
24	Zinc	ND	mg/l	0.200	5.00	5.00		NO	200.7	HL

## State Regulated - IOC's

DOH#	Analytes	Results	Units	SRL	Trigger	MCL	Exceeds	MCL	Method	Analyst
14	Sodium	6.2	mg/l	5.0					200.7	HL
15	Hardness (CaCO3)	83.	mg/l	10.					200.7 calc	HL
16	Conductivity	210	umhos/cm	10.	700	700		NO	120.1	SS
17	Turbidity	0.16	NTU	0.10	1.0	1.0		NO	2130B	SS
18	Color	ND	unit	5.	15.	15.		NO	110.2	SS

## State Unregulated - IOC's

DOH#	Analytes	Results	Units	SRL	Trigger	MCL	Exceeds	MCL	Method	Analyst
9	Lead-GF	ND	mg/l	0.002	0.015	0.015		NO	200.9	HL
23	Copper	ND	mg/l	0.200	1.30	1.30		NO	200.7	HL

## Other - IOC's

DOH#	Analytes	Results	Units	SRL	Trigger	MCL	Exceeds	MCL	Method	Analyst
409	pH	6.74	unit						150.1	SS
402	Aluminum	ND	mg/l	0.05					200.7	HL
405	Calcium	15.	mg/l	0.50					200.7	HL
404	Magnesium	11.	mg/l	0.10					200.7	HL

## NOTES:

**SRL (State Reporting Level):** indicates the minimum reporting level required by the Washington Department of Health (DOH)

**Trigger Level:** DOH Drinking Water response level. Systems with compounds detected at concentrations in excess of this level are required to take additional samples. Contact your regional DOH office for further information.

**MCL (Maximum Contaminant Level):** If the contaminant amount exceeds the MCL, immediately contact your regional DOH office.

**NA (Not Analyzed):** in the results column indicates this compound was not included in the current analysis.

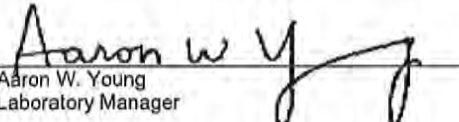
**ND (Not Detected):** in the results column indicates this compound was analyzed and not detected at a level greater than or equal to the SRL.

**<(0.001):** indicates the compound was not detected in the sample at or above the concentration indicated.

## HARDNESS

GRAINS/GAL	mg/L (ppm)	RESULT
0 to 1	0 to 17.1	SOFT
1 to 3.5	17.1 to 60	SLIGHTLY HARD
3.5 to 7.0	60 to 120	MODERATELY HARD
7.0 to 10.5	120 to 180	HARD
>10	> 180	VERY HARD

\*NOTE: To convert grains/gal to ppm, multiply grains times 17.1  
To convert ppm to grains/gal, divide ppm by 17.1.

  
Aaron W. Young  
Laboratory Manager

## **Ex. 7**

### **Evans Parcel Well Map and Test Results**



UNION HILL ROAD  
N.E. BOTH STREET

38'±  
105'±  
19'±

CARPORT  
SHED 12'±  
CARPORT  
SHED 24'  
GARAGE  
WELL  
EXISTING RESIDENCE  
DECK  
SEPTIC TANK

60.5'  
61.8'  
62.3'

7.8'  
10.7'  
12.9'

SCALE 1" = 20'

RECORD DRAWING  
KING COUNTY REAL ESTATE  
NOT A SURVEY  
GENERAL LOCATION OF DRAINFIELD

AQUA TEST INCORPORATED 1-800-221-3159

TITLE: RECORD DRAWING  
ADDRESS: 19931 NE UNION HILL RD.  
REDMOND, WA 98053  
PARCEL NO. 0825089057  
DRAWN BY: OSM #100  
JUSTIN HILTON  
SCALE: 1"=20' DATE: OCT. 2017

SHEET 2 OF 2  
JOB NO. AB2017-062



CUSTOMER: Buff Nelson  
16508 NE 79th St.  
Redmond, WA 98052

Date: 01/19/18

**Lab Sample Collected By Aqua Test**

**COLLECTION DATE:** 10/27/17

**RECEIVED TO LAB:** 10/27/17

**SAMPLE ID:** 19931 NE Union Hill Rd  
Redmond, WA 98052

ANALYSIS	RESULTS
Presence/ Absence Coliform	Absent*
Total Coliform	Absent*
Fecal Coliform	Absent*
E. Coli	Absent*
Nitrate (mg/L or ppm)	0.5*

\*Results comply with EPA standards for these parameters.

Sample was analyzed in accordance with  
Standard Methods for the Examination of Water & Wastewater,  
22nd Edition, 2012.

PREPARED BY:

## **Ex. 8**

### **Industrial Sites Map**

