

Ordinance No. 14073 ✓

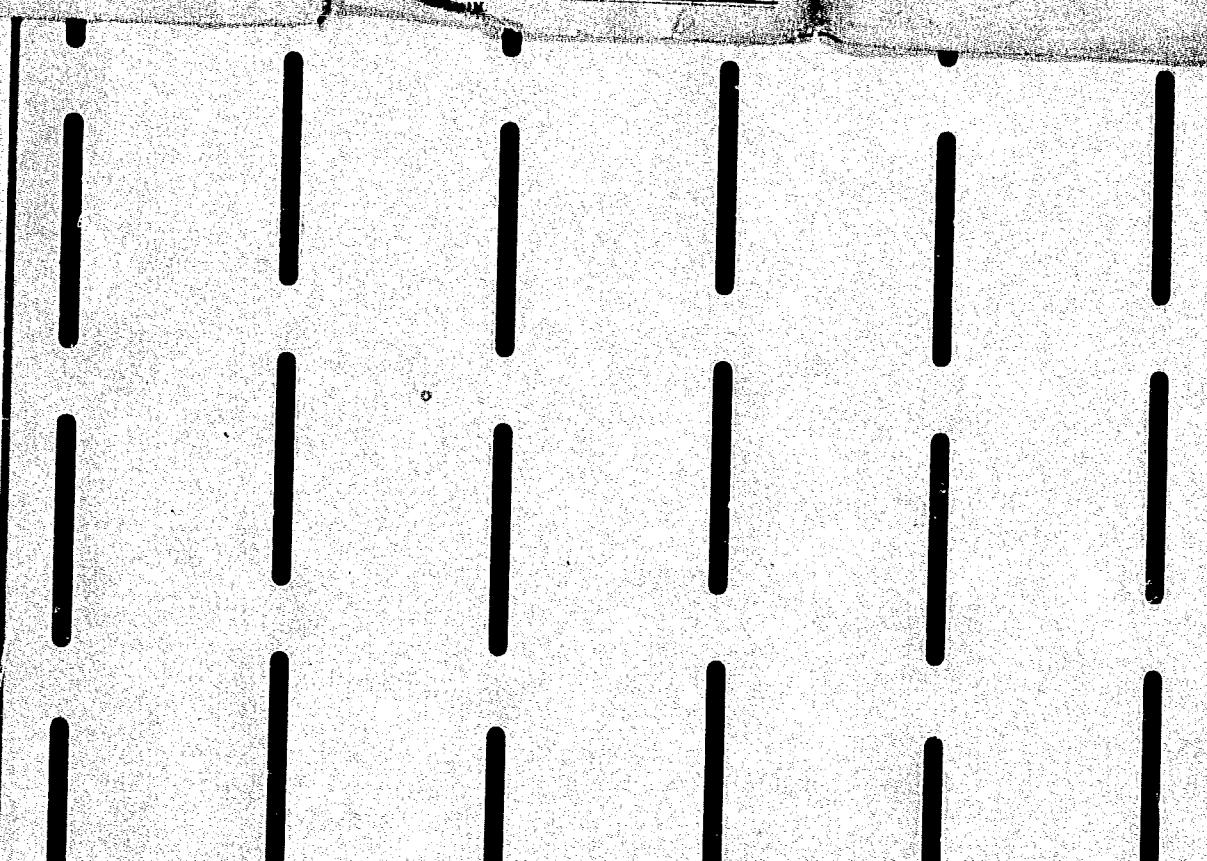
An Ordinance providing for the laying off, extending and establishing of a public street and highway over and across certain portions of Blocks two (2) four (4) and five (5) Bagley's Add., etc., and providing for the payment therefor.

136

Council Bill No. 140

INTRODUCED: JUL -9 1906	BY: MULLEN
REFERRED: JUL -9 1906	TO: STREET COM.
RESOLVED: JUL 23 1906	
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REPRODUCED FROM BEST
AVAILABLE DOCUMENT.

of dismissal of proceedings
against certain property
value \$5000
see Court 18647

ORDINANCE NO. 14073

AN ORDINANCE providing for the laying off, extending and establishing of a public street and highway, over and across certain portions of Blocks Two (2), Four (4) and Five (5), Bagley's Addition to the City of Seattle, Blocks Thirty-one (31) Forty-eight (48), Forty-nine (49), Fifty-one (51), Fifty-four (54) and Fifty-five (55), Lake Union Addition to the City of Seattle, Blocks Ten (10) Eleven (11) Twelve (12) Thirteen (13) Fourteen (14) and Fifteen (15), Latona Addition to the City of Seattle, Blocks Ten (10), Eleven (11) and Twelve (12), Lake View Addition to the City of Seattle, and over and across certain portions of the right-of-way of the Northern Pacific Railway, and providing for the laying off, extending and establishing of Twentieth Avenue North as a public street and highway over and across that portion of the plan of Union City shown on the plat thereof as "Pike's Reserve for Canal Two Hundred (200) feet wide", and providing for the taking and damaging of land and other property necessary therefor, and for the ascertainment and payment of the just compensation to be made for the private property to be taken or damaged for said purpose, and for an assessment upon the property benefited for the purpose of making such compensation.

WHEREAS public necessity and convenience demand that a public street and highway in the City of Seattle be laid off, extended and established, over and across certain portions of Blocks Two (2) Four (4) and Five (5), Bagley's Addition to the City of Seattle, Blocks Thirty-one (31) Forty-eight (48) Forty-nine (49) Fifty-one (51) Fifty-four (54) and Fifty-five (55) Lake Union Addition to the City of Seattle, Blocks Ten (10) Eleven (11) Twelve (12) Thirteen (13) Fourteen (14) and Fifteen (15), Latona Addition to the City of Seattle, Blocks Ten (10) Eleven (11) and Twelve (12) Lake

View Addition to the City of Seattle, and over and across certain portions of the right-of-way of the Northern Pacific Railway, and providing for the laying off, extending and establishing of Twentieth Avenue North, as a public street and highway, over and across that portion of the plan of Union City shown on the plat thereof as "Pike's Reserve for Canal two hundred (200) feet wide"; and

WHEREAS the same will be of special benefit to certain lands and other premises situated in the vicinity of the proposed streets,

N O W T H E R E F O R E,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That a public street and highway be, and the same is hereby, laid off, extended and established over and across certain lots, blocks and parcels of land more particularly described as follows:

1. That portion of Block Four (4) Bagley's Addition to the City of Seattle, more particularly described as follows: Beginning at the southwest corner of said Block Four (4), running thence in a northeasterly direction along the arc of a curve to the left having a radius of two hundred seventeen and nine one-hundredths (217.09) feet to a point on a line fifty (50) feet westerly from and parallel with the westerly line of the right-of-way of the Northern Pacific Railway, thence northerly along said line fifty (50) feet westerly from and parallel with said westerly line of the right-of-way of the Northern Pacific Railway to a point on the east line of said block four (4); thence th along said east line of said block four (4) to a point on the westerly line of the right-of-way of the Northern Pacific Railway; thence southerly along said westerly line of said right-of-way to the south line of said block four (4); thence west along said south line to the place of beginning.

2. All that portion of block five (5) Bagley's Addition to the City of Seattle lying west of the westerly line of the right-of-way of the Northern Pacific Railway.
3. That portion of Block Two (2) Bagley's Addition to the City of Seattle, lying between the westerly line of the right-of-way of the Northern Pacific Railway and a line fifty (50) feet westerly from and parallel with said westerly line of said right-of-way.
4. That portion of Block Fifty-five (55) Lake Union Addition to the City of Seattle lying between the westerly line of the right-of-way of the Northern Pacific Railway and a line fifty (50) feet westerly from and parallel with said westerly line of said right-of-way.
5. That portion of Block Fifty-four (54) Lake Union Addition to the City of Seattle lying between the northwesterly line of the right-of-way of the Northern Pacific Railway and a line fifty (50) feet northwesterly from and parallel with said northwesterly line of said right-of-way.
6. All of Block Fifty-one (51) Lake Union Addition to the City of Seattle.
7. That portion of Block Forty-eight (48) Lake Union Addition to the City of Seattle lying between the northwesterly line of the right-of-way of the Northern Pacific Railway and a line fifty (50) feet northwesterly from and parallel with the said northwesterly line of said right-of-way.
8. All of Block Forty-nine (49) Lake Union Addition to the City of Seattle.
9. That portion of Block Thirty-one (31) Lake Union Addition to the City of Seattle lying between the northwesterly line of the right-of-way of the Northern Pacific Railway and a line fifty (50) feet northwesterly from and parallel with said northwesterly line of said right-of-way.
10. All those portions of Blocks Ten (10) Eleven (11) Twelve (12) Thirteen (13) and Fourteen (14), Latona Addition to the City of Seattle, lying between the northwesterly line of the right-of-way

of the Northern Pacific Railway and a line fifty (50) feet northwesterly from and parallel with said northwesterly line of said right-of-way.

11. All of Block Fifteen (15) Latona Addition to the City of Seattle.

12. All those portions of blocks Ten (10) Eleven (11) and Twelve (12), Lake View Addition to the City of Seattle, lying between the southerly line of the right-of-way of the Northern Pacific Railway and a line twenty-five (25) feet southerly from and parallel with said southerly line of said right-of-way.

13. That portion of the right-of-way of the Northern Pacific Railway lying between the southerly line of said right-of-way and a line twenty-five (25) feet northerly from and parallel with said southerly line from the west boundary line of Latona First Addition to the city of Seattle to the east boundary line of said Addition.

14. That portion of the right-of-way of the Northern Pacific Railway lying between the north line of Brintnal Place as platted in Brooklyn Supplemental Addition to the City of Seattle and the southerly line of said Brintnal Place, each produced westerly to an intersection with the north line of said right-of-way of the Northern Pacific Railway.

15. All that portion of the plan of Union City shown on the plat thereof as "Pike's Reserve for Canal two hundred (200) feet wide", lying between the East line of Twentieth Avenue North produced and the west line of said Twentieth Avenue North produced.

Section 2. That all lands, rights and privileges and other property lying within the limits of the above bounded and described tracts are hereby condemned and appropriated to the public use for the purpose of a public street and highway forever, the same to be taken and appropriated only after just compensation has been made or paid into court for the owner in the manner provided by law.

Section 3. That the Corporation Counsel be, and he is hereby, authorized and directed to file in the Superior Court of the State of Washington, for the County of King, in the name of The City of Seattle, a petition, complying with the requirements of the laws of the State of Washington, and praying that just compensation to be made for the private property to be taken or damaged for the purpose of laying off, extending and establishing of the public streets and highways, as provided in Section one (1) of this ordinance, be ascertained by a jury or by the court in case a jury be waived.

Section 4. An assessment shall be made in the manner provided by the laws of the State of Washington, for the purpose of raising the amount necessary to pay the compensation and damages which shall be awarded for the property taken as aforesaid, and for the costs of the proceedings, including the cost of making and collecting such assessment and such assessment shall be made subject to the provisions of said laws upon all property specially benefited.

Any part of the compensation, damages or costs that is not finally assessed against said property benefited, shall be paid from the General Fund of the city of Seattle.

For the purpose of said special assessment, a supplementary petition shall be filed in said Court, and all other acts and proceedings, necessary for the making, completion and collection of said assessment shall be taken and done as provided by the laws of the State of Washington.

Sec. 5 This ordinance shall take effect and be in force from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the City Charter.

Passed the City Council the 23rd day of JULY 1906

and signed by me in open session in authentication of its passage this 23rd day of JULY 1906

H. Muller
President of the City Council.

Approved by me this 26th day of JULY 1906

A. W. Bacon
acting Mayor.

Filed by me this 26th day of JULY 1906

Attest:

A. M. Carroll
City Comptroller and ex-officio City Clerk.

~~By _____
Deputy Clerk.~~

Published JUL 28 1906 -100-

A. M. Carroll
City Comptroller and ex-officio City Clerk.

By *R. J. Dawson*
Deputy Clerk.

Affidavit of Publication.

State of Washington,
County of King, City of Seattle,

W. P. HAMMONS, being sworn, says he is the publisher of the SEATTLE DAILY BULLETIN, a daily newspaper, printed and published at Seattle, King County, State of Washington; that it is a newspaper of general circulation in said County and State, and that the annexed, being Ordinance No. 14073

was published in said newspaper, and not in a supplement thereof and is a true copy of the notice, as it was published in the regular and entire issue of said paper on the 28th day of July 1906, and that said newspaper was regularly distributed to its subscribers on said day

W. P. Hammons

Subscribed and sworn to before me this 3rd day of Aug 1906

Alban Bunch

Notary Public in and for the State of Washington, residing at Seattle

ORDINANCE NO. 14073
 AN ORDINANCE providing for the laying out, extending and establishing of a public street and highway over and across certain portions of Blocks Two (2), Four (4) and Five (5), Bagley's Addition to the City of Seattle, Blocks Thirty-nine (39), Forty-eight (48), Forty-nine (49), Fifty-eight (58), Fifty-four (54) and Fifty-five (55), Lake Union Addition to the City of Seattle, Blocks Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14) and Fifteen (15), Lake View Addition to the City of Seattle, Blocks Ten (10), Eleven (11) and Twelve (12), and over and across certain portions of the right-of-way of the Northern Pacific Railway, and providing for the laying out, extending and establishing of Twenty-fifth Avenue North as a public street and highway over and across that portion thereof as "Pike's Reserve" for and Two Hundred (200) feet wide, and providing for the laying out, extending and establishing of said street and highway and other property necessary and payment of the just compensation to be made for the private property to be taken or damaged for said purposes, and for an assessment upon the property benefited for the purpose of making such compensation.

Whereas, public necessity and convenience demand that a public street and highway in the City of Seattle be laid out, extended and established over and across certain portions of Blocks Two (2), Four (4) and Five (5), Bagley's Addition to the City of Seattle, Blocks Thirty-nine (39), Forty-eight (48), Forty-nine (49), Fifty-eight (58), Fifty-four (54) and Fifty-five (55), Lake Union Addition to the City of Seattle, Blocks Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14) and Fifteen (15), Lake View Addition to the City of Seattle, Blocks Ten (10), Eleven (11) and Twelve (12), and over and across certain portions of the right-of-way of the Northern Pacific Railway, and providing for the laying out, extending and establishing of Twenty-fifth Avenue North as a public street and highway over and across that portion thereof as "Pike's Reserve" for and Two Hundred (200) feet wide, and

Whereas, the same will be of a special benefit to certain lands and other premises situated in the vicinity of the proposed streets now therefore, be it ordained by the City of Seattle

Section 1. That a public street and highway be, and the same is hereby, laid out, extended and established over and across certain lots, blocks and parcels of land more particularly described as follows:

1. That portion of Block Four (4), Bagley's Addition to the City of Seattle, more particularly described as follows: Beginning at the southwest corner of said Block Four (4), running thence in a northwesterly direction along a curve to the left having a radius of two hundred seventeen and nine one-hundredths (217.09) feet to a point on a line fifty (50) feet westerly from and parallel with the westerly line of the right-of-way of the Northern Pacific Railway, said line fifty (50) feet westerly from and parallel with said westerly line of the right-of-way of the Northern Pacific Railway to a point on the east line of said block four (4); thence south along said east line of said block four (4) to a point on the westerly line of the right-of-way of the Northern Pacific Railway; thence southerly along said westerly line of said right-of-way to the south line of said block four (4); thence west along said south line to the place of beginning.

2. All that portion of Block Five (5), Bagley's Addition to the City of Seattle lying west of the westerly line of the right-of-way of the Northern Pacific Railway.

3. That portion of Block Two (2), Bagley's Addition to the City of Seattle, lying between the westerly line of the right-of-way of the Northern Pacific Railway and a line fifty (50) feet westerly from and parallel with said westerly line of the right-of-way of the Northern Pacific Railway.

4. That portion of Block Fifty-eight (58), Lake Union Addition to the City of Seattle, lying between the westerly line of the right-of-way of the Northern Pacific Railway and a line fifty (50) feet westerly from and parallel with the said westerly line of the right-of-way of the Northern Pacific Railway.

5. All of Block Forty-nine (49), Lake Union Addition to the City of Seattle, lying between the westerly line of the right-of-way of the Northern Pacific Railway and a line fifty (50) feet westerly from and parallel with said westerly line of the right-of-way of the Northern Pacific Railway.

6. All of Block Fifty-one (51), Lake Union Addition to the City of Seattle, lying between the westerly line of the right-of-way of the Northern Pacific Railway and a line fifty (50) feet westerly from and parallel with said westerly line of the right-of-way of the Northern Pacific Railway.

7. That portion of Block Forty-eight (48), Lake Union Addition to the City of Seattle, lying between the westerly line of the right-of-way of the Northern Pacific Railway and a line fifty (50) feet westerly from and parallel with the said westerly line of the right-of-way of the Northern Pacific Railway.

8. All of Block Forty-nine (49), Lake Union Addition to the City of Seattle, lying between the westerly line of the right-of-way of the Northern Pacific Railway and a line fifty (50) feet westerly from and parallel with said westerly line of the right-of-way of the Northern Pacific Railway.

...fifty (50) feet northwesterly from and parallel with the said northwesterly line of said right-of-way.
10. All of Block Forty-nine (49), Lake Union Addition to the City of Seattle.
11. That portion of Block of Seattle, (51), Lake Union Addition to the City of Seattle lying between the northern line of the right-of-way of the Northern Pacific Railway and a line parallel with and northwesterly line of said right-of-way.
12. All those portions of Blocks Ten (10), Eleven (11), Twelve (12), Thirteen (13) and Fourteen (14), Latona Addition to the City of Seattle, lying between the northwesterly line of the right-of-way of the Northern Pacific Railway and a line parallel with and northwesterly line of said right-of-way.
13. That portion of the right-of-way of the Northern Pacific Railway lying between the north line of said right-of-way and a line twenty-five (25) feet northwesterly from and parallel with said line from the west boundary line of Latona, Flat Addition to the City of Seattle to the east boundary line of said Addition.
14. That portion of the right-of-way of the Northern Pacific Railway lying between the north line of Brimhall Place Addition to the City of Seattle and the southern line of said Addition, Supplemental to each produced westerly to an intersection with the north line of said right-of-way of the Northern Pacific Railway.
15. All that portion of the plan of the Pike's Reserve for Canal Two hundred (200) feet wide, lying between the east line of Twentieth Avenue North produced and the west line of said Twentieth Avenue North produced.
Section 2. That all lands, rights and privileges and other property lying within the limits of the above bounded and described tracts are hereby conveyed and appropriated to the public use for the purpose of a public street and highway hereafter to be made and appropriated only after just compensation has been made or paid into court for the owner in the manner provided by law.

Section 3. That the Corporation Council be, and he is hereby authorized and directed to file in the Superior Court of the State of Washington, for the County of King, in the name of the City of Seattle, a petition, conforming with the requirements of the laws of the State of Washington, and made for the private property to be taken or damaged for the purpose of laying out, extending and establishing the public streets and highways provided in section One (1) of this ordinance, be ascertained by a jury or the court in case a jury be waived.
Section 4. An assessment shall be made in the manner provided by the laws of the State of Washington, for the purpose of raising the amount necessary to pay the compensation and damages which shall be awarded for the property taken as aforesaid, and for the costs of the proceedings, including the cost of making and collecting such assessment, and such assessment shall be made subject to the provisions of said laws upon all property specially benefited.

Any part of the compensation, damages or costs that is not finally assessed against said property benefited shall be paid from the General Fund of the City of Seattle.
For the purpose of said special assessment, a supplementary petition shall be filed in said Court, and all other acts and proceedings necessary for the making, completion and collection of said assessment shall be taken and done as provided by the laws of the State of Washington.

Section 6. This ordinance shall take effect and be in force from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect on the time it shall become a Chapter of the provisions of the City Charter.
Passed the City Council the 23d day of July 1906, and signed by me in open session in authentication of its passage this 23d day of July, 1906.

F. MULLEN,
President pro tem. of the City Council.
Approved by me this 23d day of July, 1906.
D. W. BOWEN, Acting Mayor.
Filed by me this 26th day of July, 1906.

H. W. CARROLL,
City Comptroller and ex-officio City Clerk.
Published July 28, 1906.