

**Ordinance No. 17947**

An Ordinance providing for the  
laying-off, etc., of East  
Forty-fifth Street, et.al.

**Council Bill No. 1820**

INTRODUCED: FEB -3 1908	BY: STREET COM
REFERRED: FEB 10 1908	TO:
REFERRED:	
REPORTED: FEB 10 1908	
SECOND READING: FEB 10 1908	VETO:
THIRD READING: FEB 10 1908	VETO PUBLISHED:
SIGNED: FEB 10 1908	VETO <input type="checkbox"/> SUSTAINED <input type="checkbox"/>
PRESENTED TO MAYOR: FEB 15 1908	APPROVED: FEB 24 1908
FILED: FEB 24 1908	PUBLISHED: FEB 26 1908
ENGROSSED: VOL. 51 PAGE 276	BY: [Signature]
COMPALED BY: Compared by Barnes & Newell	

ORDINANCE NO. 17947

AN ORDINANCE providing for the laying off, widening, extending, altering and establishing of East Forty-fifth Street, from Fifteenth Avenue Northeast to the northeast corner of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M., and Fifteenth Avenue Northeast, from East Forty-fifth Street, to the harbor line of Lake Union Shore Lands, all in the City of Seattle; and providing for the condemnation, appropriation, taking and damaging of land and other property necessary therefor, and providing for the payment of such improvement by special assessment upon property benefited, in the manner provided by law.

WHEREAS, Public necessity and convenience demand that East Forty-fifth Street, from Fifteenth Avenue Northeast to the northeast corner of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4), East W.M., and Fifteenth Avenue Northeast, from East Forty-fifth street, to the harbor line of Lake Union Shore Lands, all in the City of Seattle, be laid off, widened, extended, altered and established as public streets and highways; and

WHEREAS, said improvement will be of special benefit to certain lands, premises and other property; Now, Therefore,

BE IT ORDAINED BY THE CITY OF SEATTLE, AS FOLLOWS:

Section 1. That East Forty-fifth Street, from Fifteenth Avenue Northeast to the northeast corner of Section Sixteen (16), Township Twenty-five North of Range Four (4) East W.M., and Fifteenth Avenue North, from East Forty-fifth Street, to the harbor line of Lake Union Shore Lands, all in the City of Seattle, be, and the same are hereby laid off, widened, extended, altered and established as public streets and highways over and across certain lots, blocks tracts and parcels of land in said City, more particularly described as follows, to-wit:

That portion of Block Eighteen (18), Lake Union Shore Lands, described as follows, to-wit:

Beginning at the intersection of the west line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M. produced south, with the Lake Union shore line, said point being Two hundred twenty-seven and seventy-nine one-hundredths

(227.79) feet south, measured along said Section line produced, from the meander corner on the north shore of Lake Union, on said Section line; thence south along said section line produced, a distance of One hundred and forty (140) feet, more or less, to an intersection with the Lake Union Harbor Line; thence southeasterly along said harbor line, a distance of Twenty-five and twenty-one one-hundredths (25.21) feet to an intersection with a line which is parallel with and distant Sixty (60) feet east from the west margin of Fifteenth Avenue Northeast, as platted in Brooklyn Addition to the City of Seattle; thence north along said line, a distance of One hundred sixty-five (165) feet, more or less to a point on the north shore of Lake Union; thence southwesterly along said north shore of Lake Union, a distance of Twenty-four (24) feet, more or less to the point of beginning.

All of Lot Two (2), Block Nineteen (19), Lake Union Shore Lands.

That portion of the State University Grounds, described as follows, to-wit:

Beginning at a point on the west line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East, W.M., said point being Thirty-five (35) feet south of the northwest corner thereof; thence south along said west line, a distance of Two thousand nine hundred fourteen and one-tenth (2914.1) feet to an intersection with the northerly margin of the Northern Pacific Railway Company's right-of-way; thence southeasterly along said northerly margin, a distance of Thirty-five and sixteen one-hundredths (35.16) feet to an intersection with a line which is parallel with and distant Sixty (60) feet east from the west margin of Fifteenth Avenue Northeast, as platted in Brooklyn Addition to the

City of Seattle; thence north along said line a distance of Two thousand nine hundred thirty-four and fifty-nine one-hundredths (2934.59) feet, to an intersection with a line which is parallel to and distant Thirty-five (35) feet south from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.; thence west along said line a distance of Thirty (30) feet, more or less, to the point of beginning.

That portion of the Northern Pacific Railway Company's right-of-way, described as follows, to-wit:

Beginning at a point on the northerly margin of the Northern Pacific Railway Company's right-of-way, which point is the intersection of said northerly margin and the west line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.; thence northwesterly along said northerly margin, a distance of Thirty-eight and sixty-eight one-hundredths (38.68) feet to an intersection with the west margin of Fifteenth Avenue Northeast, produced, as platted in Brooklyn Addition to the City of Seattle; thence south along said west margin of Fifteenth Avenue Northeast produced, a distance of Sixty-one and fifty-three one-hundredths (61.53) feet, to an intersection with the southerly margin of the Northern Pacific Railway Company's right-of-way; thence southeasterly along said southerly margin, a distance of Seventy-three and eighty-three one-hundredths (73.83) feet to an intersection with a line which is parallel to and distant Sixty (60) feet east from the west margin of Fifteenth Avenue Northeast; thence north along said line, a distance of Sixty-one and fifty-three one-hundredths (61.53) feet to an intersection with the northerly margin of the Northern Pacific Railway Company's right-of-way; thence northwesterly along said margin, a distance of Thirty-five and sixteen one-hundredths (35.16) feet to the point of beginning.

City of Seattle; thence north along said line a distance of Two thousand nine hundred thirty-four and fifty-nine one-hundredths (2934.59) feet, to an intersection with a line which is parallel to and distant Thirty-five (35) feet south from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.; thence west along said line a distance of Thirty (30) feet, more or less, to the point of beginning.

That portion of the Northern Pacific Railway Company's right-of-way, described as follows, to-wit:

Beginning at a point on the northerly margin of the Northern Pacific Railway Company's right-of-way, which point is the intersection of said northerly margin and the west line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.; thence northwesterly along said northerly margin, a distance of Thirty-eight and sixty-eight one-hundredths (38.68) feet to an intersection with the west margin of Fifteenth Avenue Northeast, produced, as platted in Brooklyn Addition to the City of Seattle; thence south along said west margin of Fifteenth Avenue Northeast produced, a distance of Sixty-one and fifty-three one-hundredths (61.53) feet, to an intersection with the southerly margin of the Northern Pacific Railway Company's right-of-way; thence southeasterly along said southerly margin, a distance of Seventy-three and eighty-three one-hundredths (73.83) feet to an intersection with a line which is parallel to and distant Sixty (60) feet east from the west margin of Fifteenth Avenue Northeast; thence north along said line, a distance of Sixty-one and fifty-three one-hundredths (61.53) feet to an intersection with the northerly margin of the Northern Pacific Railway Company's right-of-way; thence northwesterly along said margin, a distance of Thirty-five and sixteen one-hundredths (35.16) feet to the point of beginning.

That portion of the State University Grounds, described as follows, to-wit:

Beginning at the intersection of the southerly margin of the Northern Pacific Railway Company's right-of-way and the west line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.; thence south along said west line of Section Sixteen (16), a distance of One thousand two hundred thirty-four and thirty-three one-hundredths (1234.33) feet to the north shore of Lake Union; thence northeasterly along said north shore of Lake Union, a distance of Twenty-four (24) feet, more or less, to an intersection with a line which is parallel to and distant Sixty (60) feet east from the west margin of Fifteenth Avenue Northeast; thence north along said line, a distance of One thousand two hundred one and seven-tenths (1201.7) feet to an intersection with the southerly margin of the Northern Pacific Railway Company's right-of-way; thence northwesterly along said southerly margin, a distance of Thirty-four and eighty-one one-hundredths (34.80) feet to the point of beginning.

That portion of the State University Grounds, described as follows, to-wit:

Beginning at the north-west corner of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.; thence east along the north line of said Section Sixteen (16), a distance of Two thousand four hundred thirty-six and sixty-eight one-hundredths (2436.68) feet, to an intersection with the westerly margin of the Northern Pacific Railway Company's right-of-way; thence southerly along said westerly margin, a distance of Thirty-five and fifty-two one-hundredths (35.52) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet south from the north line of said Section Sixteen (16); thence west along said line, a distance of Two thousand four hundred forty-three and forty-

six one-hundredths (2443.46) feet, to an intersection with the west line of said Section Sixteen (16); thence north along the west line of said Section Sixteen (16), a distance of Thirty-five (35) feet to the point of beginning.

That portion of the State University Grounds, described as follows, to-wit:

Beginning at the northeast corner of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East, W.M.; thence west along the north line of said Section Sixteen (16), a distance of Two thousand eight hundred ninety-nine and eighty-six one-hundredths (2899.86) feet, to an intersection with the easterly margin of the Northern Pacific Railway Company's right-of-way; thence southerly along said easterly margin, a distance of Thirty-five and fifty one-hundredths (35.50) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet south from the said north line of Section Sixteen (16); thence east along said line, a distance of Two thousand eight hundred ninety-three and ninety-five one-hundredths (2893.95) feet to an intersection with the east line of said Section Sixteen (16); thence north along said east line of Section Sixteen (16), a distance of Thirty-five (35) feet to the point of beginning.

That portion of the Northern Pacific Railway Company's right-of-way, described as follows, to-wit:

Beginning at the intersection of the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M. and the westerly margin of the Northern Pacific Railway Company's right-of-way; thence southerly along said westerly margin, a distance of Thirty-five and fifty-two one-hundredths

(35.52) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet south from said north line of Section Sixteen (16); thence east along said line, a distance of Fifty and sixty-seven one-hundredths (50.67) feet to an intersection with the easterly margin of the Northern Pacific Railway Company's right-of-way; thence northerly along said easterly margin, a distance of Seventy-one and eight one-hundredths (71.08) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet north from said north line of Section Sixteen (16); thence west along said line, a distance of Fifty and ninety one-hundredths (50.90) feet to an intersection with the westerly margin of the Northern Pacific Railway Company's right-of-way; thence southerly along said westerly margin, a distance of Thirty-five and fifty-nine one-hundredths (35.59) feet to the point of beginning.

IN BLOCK EIGHT (8), EXPOSITION HEIGHTS ADDITION TO THE CITY OF SEATTLE.

That portion of Lot One (1), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.

That portion of Lot Two (2), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.

That portion of Lot Three (3), lying south of a line which is parallel to and distant Thirty-five (35) north from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.



That portion of Lot Four (4), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.

That portion of Lot Five (5), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.

That portion of Lot Seven (7), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.

That portion of Lot Eight (8), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.

That portion of Lot Ten (10), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.

That portion of Tract "A" Exposition Heights Addition to the City of Seattle, described as follows, to-wit:

Beginning at the northwest corner of the intersection of Union Bay Place and Exposition Place, as platted in Exposition Heights Addition to the City of Seattle; thence northwesterly along the southeasterly margin of said Union Bay Place, a distance of Twenty-one and thirty-four one-hundredths (21.34) feet, to an intersection with a line which is parallel to and distant Thirty-

five (35) feet northerly from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W.M.; thence westerly along said line, a distance of Six hundred nineteen and ninety-eight one-hundredths (619.98) feet to an intersection with the west line of said Tract "A"; thence south along said west line, a distance of Thirty-five (35) feet to an intersection with the north line of said Section Sixteen (16); thence east along said north line of Section Sixteen (16), a distance of Six hundred eight and seventy-three one-hundredths (608.73) feet to an intersection with the northerly line of Exposition Place produced; thence along said northerly line, a distance of Twenty-seven and twenty one-hundredths (27.20) feet to the point of beginning.

That portion of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W.M., described as follows, to-wit:

That portion of the Southwest one-quarter ( $\frac{1}{4}$ ) of the Southeast one-quarter ( $\frac{1}{4}$ ) of said Section Nine (9), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the south line of said Section Nine (9).

That portion of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W.M., described as follows, to-wit:

Beginning at the southeast corner of the southwest one-quarter ( $\frac{1}{4}$ ) of said Section Nine (9); thence north along the center line of said Section Nine (9), a distance of Thirty-five (35) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet north from the south line of said Section Nine (9); thence west along said line, a distance of Two hundred twelve and twenty-two one-hundredths (212.22) feet to an intersection with the easterly margin of the Northern Pacific Railway Company's right-of-way; thence southerly along said easterly margin, a distance of Thirty-five and fifty-eight one-hundredths (35.58) feet to an intersection with the south line of said Section Nine (9); thence

distance of Thirty-five and sixty-three one-hundredths (35.63) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet north from the south line of said Section Nine (9); thence west along said line, a distance of Two hundred twenty-two and twenty-four one-hundredths (222.24) feet to an intersection with a line which is parallel to and distant One hundred and twenty-five (125) feet east from the east line of said Block Four (4), Plat of Campus' Addition to the City of Seattle; thence south along said line, a distance of Thirty-five (35) feet to the point of beginning.

IN BLOCK FOUR (4) CAMPUS' ADDITION TO THE CITY OF SEATTLE.

That portion of Lot One (1), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the south line of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W.M.

That portion of Lot Three (3), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the south line of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East, W.M.

That portion of Lot Four (4), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the south line of Section Nine (9), Township Twenty-five (25) North of Range Four (4), East W.M.

That portion of Lot Five (5), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the south line of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W.M.

east along said south line of Section Nine (9), a distance of Two hundred six and twenty one-hundredths (206.20) feet to the point of beginning.

That portion of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W.M., described as follows, to-wit:

Beginning at the southeast corner of Block Four (4), Plat of Campus' Addition to the City of Seattle; thence east along the south line of said Section Nine (9), a distance of Thirty (30) feet to an intersection with a line which is parallel to and distant Thirty (30) feet east from the east line of said Block Four (4); thence north along said line, a distance of Thirty-five (35) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet north from the south line of said Section Nine (9); thence West along said line, a distance of Thirty (30) feet to an intersection with the east line of said Block Four (4); thence south along said east line, a distance of Thirty-five (35) feet to the point of beginning.

That portion of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W.M., described as follows, to-wit:

Beginning at a point on the south line of said Section Nine (9), distant Thirty (30) feet east from the southeast corner of Block Four (4), Plat of Campus' Addition to the City of Seattle; thence east along said south line, a distance of Forty-five (45) feet to an intersection with a line which is parallel to and distant Seventy-five (75) feet east from the east line of said Block Four (4); thence north along said line, a distance of Thirty-five (35) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet north from the south line of said Section

Nine (9); thence west along said line, a distance of Forty-five (45) feet to an intersection with a line which is parallel to and distant Thirty (30) feet east from the east line of said Block Four (4); thence south along said line, a distance of Thirty-five (35) feet to the point of beginning.

That portion of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W.M., described as follows, to-wit:

Beginning at a point on the south line of said Section Nine (9), distant Seventy-five (75) feet east from the southeast corner of Block Four (4), Plat of Campus' Addition to the City of Seattle; thence east along said south line of Section Nine (9), a distance of Fifty (50) feet to an intersection with a line which is parallel to and distant One hundred twenty-five (125) feet east from the east line of said Block Four (4); thence north along said line, a distance of Thirty-five (35) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet north from the south line of said Section Nine (9); thence west along said line, a distance of Fifty (50) feet, to an intersection with a line which is parallel to and distant Seventy-five (75) feet east from the east line of said Block Four (4); thence south along said line, a distance of Thirty-five (35) feet to the point of beginning.

That portion of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W.M., described as follows, to-wit:

Beginning at a point on the south line of said Section Nine (9), distant One hundred and twenty-five (125) feet east from the southeast corner of Block Four (4), Plat of Campus' Addition to the City of Seattle; thence east along said south line, a distance of Two hundred twenty-eight and eighty-eight one-hundredths (228.88) feet to an intersection with the westerly margin of Ravenna Avenue; thence northerly along said westerly margin of Ravenna Avenue, a

Section 2. That all the lands, rights and privileges and other property within the limits of the lots, blocks, tracts and parcels of land described in this Ordinance be, and the same are, hereby condemned, taken, damaged and appropriated to the public use for the purpose of a public street and highway forever.

Section 3. That the improvement provided for in this Ordinance be paid for by special assessment upon property benefited, in the manner provided by law. Any part of the costs of said improvement that is not finally assessed against the property specially benefited shall be paid for from the General Fund of the City of Seattle.

Section 4. That the Corporation Counsel be, and he is hereby authorized and directed to begin and prosecute the actions and proceedings, in the manner provided by law, to condemn, take, damage and appropriate the lands and other property necessary to carry out the provisions of this Ordinance, and also to take the steps necessary to make such special assessment, in the manner provided by law.

Section 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 10<sup>th</sup> day of FEBRUARY 1908.  
and signed by me in open session in authentication of its passage  
this 10<sup>th</sup> day of FEBRUARY 1908.

[Signature]  
President of the City Council.

Approved by me this 24<sup>th</sup> day of FEBRUARY 1908.  
[Signature]  
Mayor.

Filed by me this 24<sup>th</sup> day of FEBRUARY 1908.  
Attest: [Signature]  
City Comptroller and ex-officio City Clerk.

By \_\_\_\_\_  
Deputy Clerk.

Published FEB 26 1908

[Signature]  
City Comptroller and ex-officio City Clerk.  
[Signature]  
Deputy Clerk.

# Affidavit of Publication

STATE OF WASHINGTON, }  
County of King, City of Seattle. } ss.

JOSEPH BLETHEN, being duly sworn, says he is the publisher of THE MORNING TIMES and 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. 17947, 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 26th day of February, 1908, and that said newspaper was regularly distributed to its subscribers on said day.

ORDINANCE NO. 17947  
AN ORDINANCE providing for the widening, extending, altering and establishing of East Forty-fifth Street, from Fifteenth Avenue North-east to the northeast corner of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W. M., and Fifteenth Avenue North-east, from East Forty-fifth Street to the Harbor Line of Lake Union Shore Lands, all in the City of Seattle; and providing for the condemnation, acquiring, taking and dedicating of land for a public roadway therefor, and providing for the payment of such improvements by special assessment upon property benefited, in the manner provided by law; Whereas, Public necessity and convenience demand that East Forty-fifth Street, from Fifteenth Avenue North-east to the northeast corner of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W. M., Fifteenth Avenue North-east, from East Forty-fifth Street to the Harbor Line of Lake Union Shore Lands, all in the City of Seattle, be widened, extended, altered and established as public streets and highways; and Whereas, said improvement will be of special benefit to certain lands, premises and other property, not therein set off, owned by the City of Seattle, as follows: That East Forty-fifth Street, from Fifteenth Avenue North-east to the northeast corner of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W. M., and Fifteenth Avenue North-east, from East Forty-fifth Street to the Harbor Line of Lake Union Shore Lands, all in the City of Seattle, be and the same are hereby laid off, widened, extended, altered and established as public streets and highways over and across certain lots, blocks, tracts and parcels of land in said city, more particularly described as follows, to-wit: That portion of Block Eighteen (18), Lake Union Shore Lands, described as follows, to-wit: Beginning at the intersection of the west line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W. M., produced south with the Lake Union shore line, said point being two hundred twenty-seven and twenty-nine hundredths (227.29) feet north measured along said section line produced from the northeast corner of the north shore of Lake Union, on said section line, thence south along said section line produced a distance of one hundred and forty (140) feet, more or less, to an intersection with the Lake Union Harbor Line, thence southwesterly along said harbor line, a distance of twenty-five and twenty-one one-hundredths (25.21) feet, to an intersection with a line which is parallel with and distant sixty (60) feet east from the west margin of Fifteenth Avenue North-east, as placed in Brooklyn Addition to the City of Seattle; thence north along said line, a distance of one hundred and sixty-five (165) feet, more or less, to a point on the north shore of Lake Union, thence southwesterly along said north shore of Lake Union, a distance of twenty-four (24) feet, more or less, to the point of beginning. (All of Lot Two (2), Block Nineteen (19), Lake Union Shore Lands. That portion of the State University Grounds, described as follows, to-wit: Beginning at a point on the west line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W. M., said point being thirty-five (35) feet south of the northwest corner thereof; thence south along said west line, a distance of two thousand and thirty-four (2034) feet, to an intersection with the northerly margin of the Northern Pacific Railway Company's right-of-way; thence southwesterly along said northerly margin, a distance of thirty-five and sixteen one-hundredths (35.16) feet to an intersection with a line which is parallel with and distant sixty (60) feet east from the west margin of Fifteenth Avenue North-east, as placed in Brooklyn Addition to the City of Seattle; thence north along said line, a distance of two thousand nine hundred thirty-four and fifty-nine one-hundredths (2934.59) feet, to an intersection with a line which is parallel to and distant thirty-five (35) feet south from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W. M.; thence west along said line, a distance of thirty (30) feet, more or less, to the point of beginning. That portion of the Northern Pacific Railway Company's right-of-way, described as follows, to-wit: Beginning at a point on the northerly margin of the Northern Pacific Railway Company's right-of-way, which point is the intersection of said northerly margin and the west line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East W. M.; thence northwesterly along said northerly margin, a distance of thirty-eight and sixty-eight one-hundredths (38.68) feet to an intersection with the west

Subscribed and sworn to before me this 26th day of February, 1908.  
Joseph Blethen  
Notary Public in and for the State of Washington, residing at Seattle.



...from the north shore of Lake Union, a distance of twenty-five and twenty-one one-hundredths (26.21) feet to an intersection with a line which is parallel with and distant sixty (60) feet east from the west margin of Fifteenth Avenue Northeast, as platted in Brooklyn Addition to the City of Seattle, thence south along said line, a distance of one hundred and sixty-five (165) feet, more or less, to a point on the north shore of Lake Union, thence southwesterly along said north shore of Lake Union, a distance of twenty-four (24) feet, more or less, to the point of beginning.

(All of Lot Two (-), Block Nineteen (11), Lake Union Shore Lands.)

That portion of the State University Grounds, described as follows, to-wit:

Beginning at a point on the west line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4) East, W. M., said point being thirty-five (35) feet south of the northwest corner thereof, thence south along said west line, a distance of two thousand nine hundred and fourteen (2914) feet to an intersection with the northern margin of the Northern Pacific Railway Company's right-of-way, thence southwesterly along said northern margin, a distance of thirty-five and sixteen one-hundredths (35.16) feet to an intersection with a line which is parallel with and distant sixty (60) feet east from the west margin of Fifteenth Avenue Northeast, as platted in Brooklyn Addition to the City of Seattle, thence north along said line, a distance of two thousand nine hundred thirty-four and fifty-nine one-hundredths (2934.59) feet, to an intersection with a line which is parallel to and distant thirty-five (35) feet south from the north line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East, W. M., thence west along said line, a distance of thirty (30) feet, more or less, to the point of beginning.

That portion of the Northern Pacific Railway Company's right-of-way, described as follows, to-wit:

Beginning at a point on the northerly margin of the Northern Pacific Railway Company's right-of-way, which point is the intersection of said northerly margin and the west line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East, W. M., thence northwesterly along said northerly margin, a distance of thirty-eight and sixty-eight one-hundredths (38.68) feet to an intersection with the west margin of Fifteenth Avenue Northeast, as platted in Brooklyn Addition to the City of Seattle, thence south along said west margin of Fifteenth Avenue Northeast, a distance of sixty-one and fifty-three one-hundredths (61.53) feet, to an intersection with the southerly margin of the Northern Pacific Railway Company's right-of-way, thence southwesterly along said southerly margin, a distance of seventy-three and eighty-three one-hundredths (73.83) feet, to an intersection with a line which is parallel to and distant sixty (60) feet east from the west margin of Fifteenth Avenue Northeast, thence north along said line, a distance of sixty-one and fifty-three one-hundredths (61.53) feet to an intersection with the northerly margin of the Northern Pacific Railway Company's right-of-way, thence northwesterly along said margin, a distance of thirty-five and sixteen one-hundredths (35.16) feet to the point of beginning.

That portion of the State University Grounds, described as follows, to-wit:

Beginning at the intersection of the southerly margin of the Northern Pacific Railway Company's right-of-way and the west line of Section Sixteen (16), Township Twenty-five (25) North of Range Four (4) East, W. M., thence south along said west line of Section Sixteen (16), a distance of two thousand three hundred and thirty-three one-hundredths (2333.1) feet, to the north shore of Lake Union, thence northwesterly along said north shore of Lake Union, a distance of twenty-four (24) feet, more or less, to a point on the north shore of Lake Union, thence southwesterly along said north shore of Lake Union, a distance of twenty-four (24) feet, more or less, to an intersection with a line which is parallel to and distant sixty (60) feet east from the west margin of Fifteenth Avenue Northeast, thence north along said line, a distance of one thousand two hundred and seven-tenths (1207.7) feet, to an intersection with the southerly margin of the Northern Pacific Railway Company's right-of-way, thence northwesterly along said southerly margin, a distance of thirty-four and eighty one-hundredths (34.80) feet to the point of beginning.

That portion of the State University Grounds, described as follows, to-wit:

Beginning at the northwest corner of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4) East, W. M., thence east along the north line of said Section Sixteen (16), a distance of two thousand four hundred and thirty-eight one-hundredths (2438.1) feet, to an intersection with the northerly margin of the Northern Pacific Railway Company's right-of-way, thence southwesterly along said northerly margin, a distance of thirty-five and fifty-two one-hundredths (35.52) feet to an intersection with a line which is parallel to and distant thirty-five (35) feet south from the north line of said Section Sixteen (16), thence west along said line, a distance of two thousand four hundred and forty-three and forty-six one-hundredths (2443.46) feet, to an intersection with the west line of said Section Sixteen (16), thence north along the west line of said Section Sixteen (16), a distance of thirty-five (35) feet to the point of beginning.

That portion of the State University Grounds, described as follows, to-wit:

Beginning at the northeast corner of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4) East, W. M., thence west along the north line of said Section Sixteen (16), a distance of two thousand eight hundred ninety-nine (2899) feet, to an intersection with the easterly margin of the Northern Pacific Railway Company's right-of-way, thence southwesterly along said easterly margin, a distance of thirty-five and fifty-one one-hundredths (35.51) feet to an intersection with a line which is parallel to and distant thirty-five (35) feet south from said north line of Section Sixteen (16), thence east along said line, a distance of fifty and sixty-seven one-hundredths (50.67) feet to an intersection with the easterly margin of the Northern Pacific Railway Company's right-of-way, thence northerly along said easterly margin, a distance of seventy-one and eight one-hundredths (71.08) feet to an intersection with a line which is parallel to and distant thirty-five (35) feet north from said north line of Section Sixteen (16), thence west along said line, a distance of fifty and ninety one-hundredths (50.91) feet, to an intersection with the westerly margin of the Northern Pacific Railway Company's right-of-way, thence southwesterly along

...beginning at the southeast corner of said Section Nine (9), distant thirty-five (35) feet east from the south line of said Section Nine (9), a distance of thirty-five (35) feet to the point of beginning.

That portion of Section Nine (9), Township Twenty-five (25), North of Range Four (4), East W. M., described as follows, to-wit:

Beginning at the southeast corner of said Section Nine (9), distant thirty-five (35) feet east from the south line of said Section Nine (9), a distance of thirty-five (35) feet to an intersection with a line which is parallel to and distant thirty-five (35) feet north from the south line of said Section Nine (9); thence east along said line a distance of thirty-five (35) feet to an intersection with the easterly margin of the Northern Pacific Railway Company's right-of-way; thence southerly along said easterly margin a distance of twenty-two (22) feet to an intersection with the easterly margin of the Northern Pacific Railway Company's right-of-way; thence southerly along said easterly margin a distance of seventy-one and eight one-hundredths (71.08) feet to an intersection with a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16); thence west along said line a distance of fifty and ninety one-hundredths (50.90) feet to an intersection with the westerly margin of the Northern Pacific Railway Company's right-of-way; thence southerly along said westerly margin a distance of thirty-five (35) feet to the point of beginning.

**IN BLOCK EIGHT (8), EXPOSITION HEIGHTS ADDITION TO THE CITY OF SEATTLE.**

That portion of Lot One (1) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Two (2) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Three (3) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Four (4) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Five (5) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Six (6) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Seven (7) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Eight (8) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Nine (9) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Ten (10) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Eleven (11) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Twelve (12) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Thirteen (13) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Fourteen (14) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Fifteen (15) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Sixteen (16) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Seventeen (17) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Eighteen (18) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Nineteen (19) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Twenty (20) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Twenty-one (21) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Twenty-two (22) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

That portion of Lot Twenty-three (23) lying south of a line which is parallel to and distant thirty-five (35) feet north from the north line of Section Sixteen (16), Township Twenty-five (25), North of Range Four (4), East W. M.

one-hundredth (1/100) feet to an intersection with the south line of said Section Nine (9); thence east along said south line of Section Nine (9) a distance of two hundred six and twenty-one-hundredths (206 21/100) feet to the point of beginning.

That portion of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W. M. described as follows, to-wit:

Beginning at the southeast corner of Block Four (4), Plat of Campus Addition to the City of Seattle, thence east along the south line of said Section Nine (9), a distance of Thirty (30) feet to an intersection with a line which is parallel to and distant Thirty (30) feet east from the east line of said Block Four (4); thence north along said line, a distance of Thirty-five (35) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet north from the south line of said Section Nine (9); thence west along said line, a distance of Thirty (30) feet to an intersection with the east line of said Block Four (4); thence south along said east line a distance of Thirty-five (35) feet to the point of beginning.

That portion of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W. M. described as follows, to-wit:

Beginning at a point on the south line of said Section Nine (9), distant Thirty (30) feet east from the southeast corner of Block Four (4), Plat of Campus Addition to the City of Seattle, thence east along said south line, a distance of Forty-five (45) feet to an intersection with a line which is parallel to and distant Seventy-five (75) feet east from the east line of said Block Four (4); thence north along said line, a distance of Thirty-five (35) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet north from the south line of said Section Nine (9); thence west along said line, a distance of Forty-five (45) feet to an intersection with a line which is parallel to and distant Thirty (30) feet east from the east line of said Block Four (4); thence south along said line, a distance of Thirty-five (35) feet to the point of beginning.

That portion of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W. M. described as follows, to-wit:

Beginning at a point on the south line of said Section Nine (9), distant Seventy-five (75) feet east from the southeast corner of Block Four (4), Plat of Campus Addition to the City of Seattle, thence east along said south line of Section Nine (9), a distance of Fifty (50) feet to an intersection with a line which is parallel to and distant One hundred twenty-five (125) feet east from the east line of said Block Four (4); thence north along said line, a distance of Thirty-five (35) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet north from the south line of said Section Nine (9); thence west along said line, a distance of Fifty (50) feet to an intersection with a line which is parallel to and distant Seventy-five (75) feet east from the east line of said Block Four (4); thence south along said line, a distance of Thirty-five (35) feet to the point of beginning.

That portion of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W. M. described as follows, to-wit:

Beginning at a point on the south line of said Section Nine (9), distant One hundred and twenty-five (125) feet east from the southeast corner of Block Four (4), Plat of Campus Addition to the City of Seattle, thence east along said south line, a distance of Two hundred and twenty-eight and eighty-eight one-hundredths (228 88/100) feet to an intersection with the westerly margin of Ravenna Avenue; thence northerly along said westerly margin of Ravenna Avenue, a distance of Thirty-five and sixty-four one-hundredths (35 64/100) feet to an intersection with a line which is parallel to and distant Thirty-five (35) feet north from the south line of said Section Nine (9); thence west along said line, a distance of Two hundred twenty-two and twenty-four one-hundredths (222 24/100) feet to an intersection with a line which is parallel to and distant One hundred and twenty-five (125) feet east from the east line of said Block Four (4), Plat of Campus Addition to the City of Seattle; thence south along said line, a distance of Thirty-five (35) feet to the point of beginning.

**IN BLOCK FOUR (4) CAMPUS ADDITION TO THE CITY OF SEATTLE.**

That portion of Lot One (1), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the south line of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W. M.

That portion of Lot Three (3), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the south line of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W. M.

That portion of Lot Four (4), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the south line of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W. M.

That portion of Lot Five (5), lying south of a line which is parallel to and distant Thirty-five (35) feet north from the south line of Section Nine (9), Township Twenty-five (25) North of Range Four (4) East W. M.

Section 2. That all the lands, rights and privileges and other property within the limits of the lots, blocks, tracts and parcels of land described in this Ordinance be, and the same are hereby condemned, taken, damaged and appropriated to the public use for the purpose of a public street and highway forever.

Section 3. That the improvement provided for in this Ordinance be paid for by special assessment upon property benefited, in the manner provided by law. Any part of the costs of said improvement that is not finally assessed against the property specially benefited shall be paid from the General Fund of the City of Seattle.

Section 4. That the Corporation Council be, and he is hereby, authorized and directed to begin and prosecute the actions and proceedings in the manner provided by law to condemn, take, damage and appropriate the lands and other property necessary to carry out the provisions of this Ordinance, and also to take the steps necessary to make such special assessment, in the manner provided by law.

Section 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 10th day of February, 1908, and signed by me in open session in authentication of its passage this 10th day of February, 1908.

C. H. BURNETT, JR.,  
President of the City Council.

Approved by me this 24th day of February, 1908.  
W. M. HICKMAN MOORE, Mayor.

Filed by me this 24th day of February, 1908.  
Attest: (Seal) H. W. CARROLL,  
City Comptroller, and ex-officio City Clerk.

Published February 26, 1908.

17947

**FILED**

At ..... o'clock ..... M.

FEB 29 1908

H. W. CARROLL  
CITY CONTROLLER  
AND EX-OFFICIO CITY CLERK