

Ordinance No. 34007

Providing for the laying off; extending and establishing of Fifteenth Avenue West, from Thorndyke Avenue to the south margin of Salmon Bay Waterway, etc.

AMENDED

BY SECTION 5 BY

ORDINANCE NO. 36662

Council Bill No. 22261

INTRODUCED: AUG 3 1914	BY: GODDARD
REFERRED: AUG 3 1914	TO: SHEETS & SHWEN
REFERRED:	
REPORTED: NOV 30 1914	VETO:
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COMPARED BY:	Compared by BARNES & DARLING AND

Handwritten notes on the right side of the page, including "M 35054" and "71-10-27-17".

69693: accepting deed for 15th on W- (56)

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AMENDED

IN SECTION 5 BY

ORDINANCE No. 36662

ORDINANCE NO. 34007

AN ORDINANCE providing for the laying off, extending, widening, altering and establishing of Fifteenth Avenue West, from Thorndyke Avenue to the south margin of Salmon Bay Waterway; of Fifteenth Avenue Northwest, between West 47th Street and Leary Avenue; and of a public street and highway extending southeasterly from 15th Avenue West as extended herein near its intersection with the northwesterly line of Block 100, Gilman's Addition, to Thorndyke Avenue; providing for the condemnation, appropriation, taking and damaging of land and other property necessary therefor; providing for the changing and establishing of the curb grades of Fifteenth Avenue West and 15th Avenue West as extended herein and as produced across the Salmon Bay Waterway, from Ruffner Street to the north margin of Salmon Bay Waterway; of 15th Avenue Northwest, from the north margin of Salmon Bay Waterway to Leary Avenue; of West 47th Street, from 17th Avenue Northwest to 14th Avenue Northwest; of Thorndyke Avenue and Nickerson Street, from 13th Avenue West to Ruffner Street; of a public street and highway as extended herein from 15th Avenue West to Thorndyke Avenue, and approaches thereto, all in the City of Seattle; providing for the condemnation, appropriation, taking and damaging of land and other property necessary for the grading and regrading of said streets and avenues and approaches thereto in conformity with such established grades; for the cuts and fills upon the property abutting upon said streets and avenues and approaches thereto; and providing that the entire cost of said improvement be paid by special assessment upon the property specially benefited in the manner provided by law.

WHEREAS, public necessity and convenience demand that the above described streets and avenues be laid off, widened, extended, altered and established, and that the curb grades of the above described streets, avenues and approaches thereto, all in the City of Seattle, be changed and established, and that said streets and avenues and approaches thereto be graded and regraded in conformity with such established grades, 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 15th Avenue West, from Thorndyke Avenue to the south margin of Salmon Bay Waterway; 15th Avenue Northwest, between West 47th Street and Leary Avenue; and a public street and highway extending southeasterly from 15th Avenue West, as extended herein, near its intersection with the northwesterly line of Block 100, Gilman's Addition, to Thorndyke Avenue, be and the same are hereby laid off, extended, widened, altered and established as public streets and highways over and across the following lots, blocks or tracts of land in said city, to-wit:-

That portion of Lots Four (4) to Ten (10), inclusive, and Lots Twenty-three (23) to Thirty-five (35) inclusive, and the vacated alley adjoining, in Block One Hundred (100), Gilman's Addition to the City of Seattle, described as follows:

Beginning at a point on the southeasterly line of said block, said point being distant fifty-eight and ninety-two one-hundredths (58.92) feet northeasterly from the southeast corner thereof; thence north no degrees, one minute, thirty-four seconds west ($N.0^{\circ}1'34''W.$) a distance of three hundred eighteen and twenty-one one-hundredths (318.21) feet to a point on the northwesterly line of said block; thence northeasterly along said northwesterly line a distance of ninety and ninety-eight one-hundredths (90.98) feet; thence south no degrees, one minute, thirty-four seconds east ($S.0^{\circ}1'34''E.$) a distance of eighteen and eighteen one-hundredths (18.18) feet to point of curve; thence southeasterly^{and easterly} along the arc of a curve to the left having a uniform radius of one hundred and eighty-four one-hundredths (100.84) feet a distance of one hundred fifty-one and sixty-seven one-hundredths (151.67) feet to a point on the southeasterly line of said block; thence southwesterly along said southeasterly line a distance of seventy-four and thirty-five one-hundredths (74.35) feet; thence northwesterly along the arc of a curve to the right having a uniform radius of one hundred sixty-six and eighty-four one-hundredths (166.84) feet (said curve being concentric with the last mentioned curve) a distance of fifty-three and twenty-one one-hundredths (53.21) feet; thence south no degrees, one minute, thirty-four seconds east ($S.0^{\circ}1'34''E.$) a distance of one hundred seventeen and thirteen one-hundredths (117.13) feet to a point on the southeasterly line of said block; thence southwesterly along said southeasterly line a distance of one hundred thirty-two and sixty-six one-hundredths (132.66) feet to the point of beginning.

That portion of the Northern Pacific Railroad right-of-way adjoining Block One Hundred (100) in Gilman's Addition to the City of Seattle, described as follows:

Beginning at a point on the northwesterly line of said Block One Hundred (100), said point being distant four hundred twenty-five and thirty-seven one-hundredths (425.37) feet northeasterly, measured along said northwesterly line from the southwest corner of said Block One Hundred (100); thence northeasterly along said northwesterly line, being also the southwesterly line of said right-of-way, a distance of ninety and ninety-eight one-hundredths (90.98) feet; thence north no degrees, one minute, thirty-four seconds west (N.0°1'34"W.) a distance of seventy and one one-hundredth (70.01) feet to a point on the northwesterly line of said right-of-way; thence southwesterly along said northwesterly line a distance of eighty-five and sixty one-hundredths (85.60) feet; thence south no degrees, one minute, thirty-four seconds east (S.0°1'34"E.) a distance of seventy-seven and thirty-four one-hundredths (77.34) feet to the point of beginning.

That portion of Unplatted Reserve "A" in Gilman's Addition to the City of Seattle, described as follows:

Beginning at a point on the Government Meander Line, being also the southeasterly line of Block Three (3), Seattle Tide Lands, said point being distant seventy-four and four one-hundredths (74.04) feet northeasterly, measured along said meander line, from the intersection of said meander line and the west line of Lot Fourteen (14), Block Three (3), Seattle Tide Lands; thence northeasterly along said meander line a distance of seventy-two and forty one-hundredths (72.40) feet; thence south no degrees, one minute thirty-four seconds east (S.0°1'34"E.) a distance of one hundred forty-seven and ninety-four one-hundredths

(147.94) feet to a point on the northwesterly line of the Northern Pacific right-of-way; thence southwesterly along said northwesterly line a distance of eighty-five and sixty one-hundredths (85.60) feet; thence north no degrees, one minute, thirty-four minutes west (N.0°1'34"W.) a distance of one hundred sixty-eight and forty-four one-hundredths (168.44) feet to the point of beginning.

That portion of Lot Fourteen (14), Block Three (3), Seattle Tide Lands, described as follows:

Beginning at a point on the north line of said lot, said point being distant sixty-one and nineteen one-hundredths (61.19) feet east from the northwest corner thereof; thence east along said north line a distance of thirty-eight and eighty-one one-hundredths (38.81) feet to the northeast corner of said lot; thence south along the east line thereof a distance of seven hundred thirty-seven and eighty-four one-hundredths (737.84) feet to the southeast corner of said lot; thence southwesterly along the southeasterly line thereof (being also the Government Meander Line) a distance of forty-six and sixty-seven one-hundredths (46.67) feet; thence north no degrees, one minute, thirty-four seconds west (N.0°1'34"W.) a distance of seven hundred sixty-three and ninety-eight one-hundredths (763.98) feet to the point of beginning.

That portion of Lot Fifteen (15), Block Three (3), Seattle Tide Lands, described as follows:

Beginning at a point on the north line of said lot, said point being distant seventy-eight and eighty-one one-hundredths (78.81) feet west from the northeast corner thereof; thence west along said north line a distance of twenty-one and nineteen one-hundredths (21.19) feet to the northwest corner of said lot;

thence south along the west line thereof a distance of seven hundred thirty-seven and eighty-four one-hundredths (737.84) feet to the southwest corner of said lot; thence northwesterly along the southeasterly line thereof (being also the Government Meander Line) a distance of twenty-five and seventy-three one-hundredths (25.73) feet; thence north no degrees, one minute, thirty-four seconds west (N.0°1'34"W.) a distance of seven hundred twenty-three and forty-two one-hundredths (723.42) feet to the point of beginning.

That portion of Lot One (1), Block One Hundred Sixty-seven (167), Gilman Park Addition, now a portion of the City of Seattle, described as follows:

Beginning at a point on the north line of said lot, said point being distant nineteen and ninety-eight one-hundredths (19.98) feet west from the northeast corner thereof; thence west along said north line a distance of thirty and two one-hundredths (30.02) feet to the northwest corner thereof; thence south along the west line of said lot a distance of thirty and two one-hundredths (30.02) feet; thence northeasterly along the arc of a curve to the right having a uniform radius of thirty (30) feet a distance of forty-seven and fourteen one-hundredths (47.14) feet to the point of beginning.

That portion of Lot Twelve (12), Block Sixty-eight (68), Gilman Park Addition, now a portion of the City of Seattle, described as follows:

Beginning at a point on the north line of said lot, said point being distant twelve and seventy-two one-hundredths (12.72) feet east from the northwest corner thereof; thence east along said north line a distance of twenty-nine and ninety-eight one-hundredths (29.98) feet to the northeast corner thereof; thence south along the east line of said lot a distance of twenty-nine and ninety-eight one-hundredths (29.98) feet; thence

northwesterly along the arc of a curve to the left having a uniform radius of thirty (30) feet a distance of forty-seven and eleven one-hundredths (47.11) feet to the point of beginning.

Section 2. That all lands, rights, privileges and other property lying within the limits of the lots, blocks or tracts of land described in Section 1 hereof, be and the same are hereby condemned, appropriated, taken and damaged for the public use for street and highway purposes forever.

Section 3. That the curb grades of Fifteenth Avenue West and Fifteenth Avenue West as extended herein and as produced across the Salmon Bay Waterway, from Ruffner Street to the north margin of the Salmon Bay Waterway; of Fifteenth Avenue Northwest, from the north margin of the Salmon Bay Waterway to Leary Avenue; of West Forty-seventh Street from Seventeenth Avenue Northwest to Fourteenth Avenue Northwest; of Thorndyke Avenue and Nickerson Street, from Thirteenth Avenue West to Ruffner Street; and of the public street and highway as extended herein from Fifteenth Avenue West ^{as extended herein} to Thorndyke Avenue, and approaches thereto, be and the same are hereby changed and established at the following elevations above City Datum, to-wit:

ON FIFTEENTH AVENUE WEST and FIFTEENTH AVENUE WEST
as Extended herein and as Produced across the Salmon Bay Waterway.

At the north margin of Ruffner Street:

East and west curbs - 47.00 feet.

At the south margin of Emerson Street:

East and west curbs - 50.00 feet.

At the north margin of Emerson Street:

East and west curbs - 50.33 feet.

At a point one hundred forty-eight (148) feet north (measured along the center line of said Fifteenth Avenue West, from the intersection of said center line and the center line of Emerson Street:

East curb -- 50.91 feet.

At a point three hundred twenty-four and fifty-six one-hundredths (324.56) feet, measured along the center line of said Fifteenth Avenue West, from the intersection of said center line and the center line of Emerson Street:

East curb -- 51.79 feet.

At a point four hundred fifty-three and eighty one-hundredths (453.80) feet north, measured along the center line of said Fifteenth Avenue West, from the intersection of said center line and the center line of Emerson Street:

East curb -- 52.44 feet.

At the south margin of the Salmon Bay Waterway:

East and west curbs - 57.25 feet.

At a point five hundred forty-eight and sixteen one-hundredths (548.16) feet north, measured along the center line produced of said Fifteenth Avenue West, from the intersection of said center line and the south line of the Salmon Bay Waterway:

East and west curbs - 60.00 feet.

At a point one hundred thirty-one and eighty-four one-hundredths (131.94) feet south, measured along the center line of Fifteenth Avenue West produced, from the intersection of said center line and the north margin of the Salmon Bay Waterway:

East and west curbs - 60.00 feet.

ON FIFTEENTH AVENUE NORTHWEST

(These elevations apply to an upper roadway sixty (60) feet in width, being thirty (30) feet on each side of the center line of said Fifteenth Avenue Northwest.)

At the north margin of the Salmon Bay Waterway:

East and west curbs - 56.50 feet.

Opposite the intersection of the east margin of Fifteenth Avenue Northwest and the southerly margin of Shilshole Avenue:

East curb - 49.30 feet.

Opposite the intersection of the west margin of Fifteenth Avenue Northwest and the southerly margin of Shilshole Avenue:

West curb - 48.17 feet.

Opposite the intersection of the east margin of Fifteenth Avenue Northwest and the northerly margin of Shilshole Avenue:

East curb - 46.39 feet.

Opposite the intersection of the west margin of Fifteenth Avenue Northwest and the northerly margin of Shilshole Avenue:

West curb - 45.26 feet.

At the south margin of West Forty-sixth Street:

East and west curbs - 41.98 feet.

At the north margin of West 46th Street:

East and west curbs - 40.23 feet.

At the south margin of West Forty-seventh Street:

East and west curbs - 33.23 feet.

ON FIFTEENTH AVENUE NORTHWEST

(These elevations apply to a roadway covering the full width of Fifteenth Avenue Northwest.)

At the north margin of West Forty-seventh Street:

East and west curbs - 30.92 feet.

At the south margin of Leary Avenue:

East and west curbs - 24.34 feet.

ON FIFTEENTH AVENUE NORTHWEST

(These elevations apply to a roadway ^{on the west} ~~seventeen~~ (17) feet of said Fifteenth Avenue Northwest.)

At the south margin of West Forty-seventh Street:

East and west curbs - 33.00 feet.

At the north margin of West Forty-sixth Street; at elevation as established by Ordinance No. 29834:

East and west curbs - 20.75 feet.

ON FIFTEENTH AVENUE NORTHWEST

(These elevations apply to a roadway on the east seventeen (17) feet of said Fifteenth Avenue Northwest.)

At the south margin of West Forty-seventh Street:

East and west curbs - 33.00 feet.

At the north margin of West Forty-sixth Street; at elevations as established by Ordinance No. 29834:

East and west curbs - 20.75 feet.

ON WEST FORTY-SEVENTH STREET

At the east margin of Seventeenth Avenue Northwest, at elevations as established by Ordinance No. 29834:

North curb - 20.90 feet

South curb - 19.95 feet.

At The west margin of Fifteenth Avenue Northwest:

North curb - 31.20 feet
South curb - 32.70 feet.

At the east margin of Fifteenth Avenue Northwest:

North curb - 31.20 feet
South curb - 32.70 feet.

At the west margin of Fourteenth Avenue Northwest; at elevations as established by Ordinance No. 29834:

North curb - 18.83 feet
South curb - 18.65 feet.

ON THORNDYKE AVENUE & NICKERSON STREET

(These elevations apply to an upper roadway on the southeasterly fifty-eight (58) feet of said Thorndyke Avenue and Nickerson St.)

At the west margin of Thirteenth Avenue West at existing elevations:

Northerly and southerly curbs - 28.75 feet.

Opposite the intersection of the southeasterly margin of said Thorndyke Avenue and the west margin of Fourteenth Avenue West:

Southeasterly and northwesterly curbs - 43.02 feet.

At a point sixty-one (61) feet southwesterly, measured along the southeasterly curb (said curb being twelve (12) feet northwesterly from and parallel with the southeasterly line of said Thorndyke Avenue) from the last mentioned point:

Northwesterly and southeasterly curbs - 45.46 feet.

At a point one hundred eight and four-tenths (108.4) feet southwesterly, measured along said southeasterly curb, from the last mentioned point:

Northwesterly curb - 48.90 feet.
Southeasterly curb - 48.40 feet.

At a point one hundred thirteen and thirty-two one-hundredths (113.32) feet northeasterly, measured along the center line of said Thorndyke Avenue, from the intersection of said center line and the center line of Fifteenth Avenue West as established herein:

Northwesterly curb - 50.65 feet
Southeasterly curb - 50.15 feet.

Opposite the intersection of the west line of Fifteenth Avenue West produced north and the southeasterly margin produced northeasterly of Thorndyke Avenue:

Northwesterly and southeasterly curbs - 49.00 feet.

Opposite the intersection of the north margin of Ruffner Street and the southeasterly margin of Thorndyke Avenue:

Northwesterly and southeasterly curbs - 23.00 feet.

ON THE PUBLIC STREET & HIGHWAY as extended herein as extended herein, from Fifteenth Avenue West to Thorndyke Ave.

Opposite the intersection of the east margin of Fifteenth Avenue West and the southerly margin of said public street:

Northeasterly and southwesterly curbs - 51.65 feet.

Opposite the intersection of the north margin of said public street and highway and the northwesterly margin of Thorndyke Avenue:

Northerly and southerly curbs - 48.97 feet.

That the curb grades shall be straight lines or a uniform rate of grade between the elevations established herein; that the curb grades of the approaches to said avenues be changed and established to conform to the grades established herein to such distance back from said avenues not exceeding the length of one block as may be necessary.

That in the construction of the necessary slopes for cuts and fills upon real property abutting upon said avenues and approaches thereto, in accordance with the grades established herein, each cut shall be carried into and extended upon the abutting real property one foot for each foot in depth of cut, and each fill shall be carried back and extended upon the abutting real property one and one-half ($1\frac{1}{2}$) feet for each foot of elevation of fill.

Section 4. That all lands, rights, privileges and other property necessary to be taken, used or damaged in the grading and regrading of said avenues and approaches thereto, in conformity with the grades established in Section 3 hereof; and in the construction of the necessary slopes for cuts and fills upon the property abutting upon said avenues and approaches

thereto are hereby condemned to the public use for such purposes.

See Ord 3462
Section 5. That the entire cost of the improvement provided for in this ordinance shall be paid by special assessment upon the property specially benefited in the manner provided by law, and that no part thereof shall be paid from the General Fund of the City of Seattle.

Section 6. That the Corporation Counsel be, and he is hereby authorized and directed to begin and prosecute the action 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.

Section 7. This ordinance shall take effect and be in force thirty days 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 30 day of NOVEMBER 1914
and signed by me in open session in authentication of its passage this 30 day of
NOVEMBER 1914 A. J. Goodrich

President pro tem of the City Council.

Approved by me this 3 day of DECEMBER 1914

W. H. ...
Mayor.

Filed by me this 3 day of DECEMBER 1914

Attest: J. H. ...
City Comptroller and Ex-Officio City Clerk.

[SEAL]

By J. H. ... Deputy Clerk.

Published DEC 9 1914

By J. H. ... City Comptroller and Ex-Officio City Clerk.

By W. H. ... Deputy Clerk.