

AN ORDINANCE of the City of Seattle, amending Section two (2) of Ordinance No. 33253 of the City of Seattle entitled:

"AN ORDINANCE of the City of Seattle granting to the Port of Seattle the right, privilege, and authority to locate, lay down, construct, maintain and operate sundry railway tracks in, along and across sundry streets, avenues, alleys and other public places within the limits of said City." Approved June 23rd, 1914.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That Section 2 of Ordinance No. 33253 entitled:

"An Ordinance of the City of Seattle granting to the Port of Seattle the right, privilege and authority to locate, lay down, construct, maintain and operate sundry railway tracks in, along and across sundry streets, avenues, alleys and other public places within the limits of said City."

Approved June 23rd, 1914; Be and the same is hereby amended to read as follows:

Section 2. The tracks of standard gauge railway, the laying down, construction, maintenance and operation whereof are authorized by this Ordinance, and the rights of way hereby granted for the same, are described as follows:

Route No. 1. Permanent Single Track Franchise - - A permanent right of way fifteen (15) feet in width for one (1) track of standard gauge, the center line of which is described as follows:

Beginning at a point in the South line of Spokane Street produced fifty-five and five-tenths (55.5) feet West of the East line of Whatcom Avenue; thence North in a straight line fifty-five and five-tenths (55.5) feet West of and parallel with said East line of Whatcom Avenue to an intersection with the North line of the Canal Waterway; thence northerly in said Whatcom Avenue curving to the left with a radius of one thousand one hundred seventy-six and three tenths (1,176.3) feet through a total angle of seven (7) degrees, thirty-three (33) minutes and forty-six (46) seconds; thence on a tangent to said curve, a distance of one hundred eighty-two and seventy-eight hundredths (182.78) feet; thence curving to the right with a radius of eleven hundred sixteen and three-tenths (1,116.3) feet through a total angle of seven (7) degrees, thirty-three (33) minutes and forty-six (46) seconds, to a point where it intersects the South line of Block three hundred sixty (360), Seattle Tide Lands, produced West and where it also becomes tangent to a line drawn in said Whatcom Avenue, parallel with and ninety-nine and five tenths (99.5) feet West of the East line of said Whatcom Avenue; thence north on said last described line to a point of curve, which point of curve is twenty-five and twenty-six thousandths (25.026) feet, more or less, North of the North line of Holgate Street produced West; thence Northerly on a curve to the right with a radius of seven hundred sixteen and seventy-eight hundredths (716.78) feet through an angle of thirty-two (32) degrees, sixteen (16) minutes and twenty-three (23) seconds to a point in Railroad Avenue where said curve becomes tangent to a line parallel to and one hundred twenty-seven (127) feet Northwesterly of the Southeasterly line of Railroad Avenue.

between Lots three (3) and eighteen (18) inclusive of Block three hundred sixty-five (365), Seattle Tide Lands; said right of way increasing uniformly on a curve from fifteen (15) feet in width at the Southern extremity to thirty (30) feet in width at the Northern extremity of said curve; thence North thirty-two (32) degrees, sixteen minutes (16) and twenty-three (23) seconds East, a distance of two hundred twenty-two and fifty-eight hundredths (222.58) feet, more or less; thence on a curve to the left with a radius of fifteen hundred and three (1503.0) feet through an angle of fifteen (15) degrees, two (2) minutes and eight (8) seconds to a point where said curve becomes tangent to a line parallel with and seventy-three (73) feet Easterly from the Westerly line of Railroad Avenue; thence North seventeen (17) degrees, fourteen (14) minutes and fifteen (15) seconds East on said last described line in Railroad Avenue to a point fifty and forty-four hundredths (50.44) feet Northeasterly from an intersection with the south line of Lot fifteen (15), Block three hundred twenty-nine (329), Seattle Tide Lands, produced westerly; thence on a uniform curve to the left with a radius of five hundred ninety-one and five-tenths (591.5) feet, through a total angle of seventeen (17) degrees, fourteen (14) minutes and fifteen (15) seconds to a point in Railroad Avenue where said curve becomes tangent to a line parallel to and sixty-eight (68) feet East of the West line of Railroad Avenue; thence North on a line parallel to and sixty-eight (68) feet from said west line of Railroad Avenue to an intersection as near as may be with the North line of Lot eight (8), Block three hundred sixty-seven (367), Seattle Tide Lands, produced Easterly; thence on a reverse curve first to the left and then to the right with radii of eighteen hundred twenty-five and four-tenths (1,825.4) feet and nineteen hundred seventy and eight-tenths (1,970.8) feet respectively, each curve through a total angle of three (3) degrees, thirty-six (36) minutes and eight (8) seconds, said right of way tapering in width as near as may be uniformly from thirty (30) feet at the southerly end of said curve to a width of fifteen (15) feet at the northerly end of said curve, the termination of said curve being a point where the curve becomes tangent to a line in Railroad Avenue parallel with and sixty and five-tenths (60.5) feet east of the west line of Railroad Avenue, said point being as near as may be on the north line of Lot four (4), Block three hundred sixty-seven (367), Seattle Tide Lands, produced East; thence North on a line parallel with and sixty and five-tenths (60.5) feet East of the West line of Railroad Avenue to a point where it intersects the South line of Lot three (3), Block one hundred and ninety-nine (199), Seattle Tide Lands, produced East.

ROUTE NO.2: Temporary interchange Tracks: A temporary right of way varying in width from nothing (0) to forty-four (44) feet for as many yard tracks of standard gauge as the grantee may see fit to construct therein and described as follows:

First: A right of way extending North from a point in the North line of the plat of Canal Waterway forty-eight (48) feet west of the east line of Whatecom Avenue and increasing uniformly in width from nothing (0) at above described point to forty-four (44) feet measured along the south line of Block three hundred sixty (360), Seattle Tide Lands, produced West, and bounded on the West by part of the Easterly line of last described right of way known as Port of Seattle Route No.1 and on the east by a line forty-eight (48) feet West of and parallel to the East line of Whatecom Avenue.

Second: A right of way forty-four (44) feet in width, being a continuation Northerly of last described right of way described in Section One (1) and the center line of which is described as follows: Beginning at a point in the South line of Block three hundred sixty (360), Seattle Tide Lands, produced West seventy (70) feet from the East line of Whatcom Avenue; thence North in a straight line parallel to and seventy (70) feet West of said East line of Whatcom Avenue to a point twenty-eight and fourteen hundredths (28.14) feet South of the South line of Holgate Street produced West.

Third: A right of way extending Northerly from and being a continuation of last described right of way described in Section Two (2) above, and decreasing from a width of forty-four (44) feet, measured along a line twenty-eight and fourteen hundredths (28.14) feet south of and parallel to the South line of Holgate Street, to a width of fifteen (15) feet, at a point forty-four and eighty-five hundredths (44.85) feet northeasterly from the intersection of the North line of Lot two (2), Block three hundred sixty-five (365), Seattle Tide Lands, produced West, with a line in Railroad Avenue fifty-nine and five-tenths (59.5) feet northwesterly from and parallel to the westerly line of Lots One (1) to Three (3) inclusive, Block three hundred sixty-five (365), Seattle Tide Lands, said right of way being bounded on the West, in part, by part of the east line of right of way described as Route No. 1, Port of Seattle permanent franchise, and in part by part of the east line of right of way described as Route No. 8, general franchise of Oregon-Washington Railroad Company, Seattle Ordinance No. 18030, and on the east by a line beginning at a point twenty-eight and fourteen hundredths (28.14) feet south of the South line of Holgate Street produced West; thence on a curve to the right with a radius of eleven hundred and forty-six and three-tenths (1,146.3) feet through a total angle of thirty-two (32) degrees, sixteen (16) minutes and twenty-three (23) seconds, said curve being tangent at the south end to a line drawn parallel with and forty-eight (48) feet west of the east line of Whatcom Avenue and tangent at the northerly end to a line drawn in Railroad Avenue parallel with and fifty-two (52) feet northwesterly of the westerly line of Lots One (1) to Three (3) inclusive of Block three hundred sixty-five (365), Seattle Tide Lands.

Fourth: A right of way fifteen (15) feet in width, being a continuation northerly of the last described right of way described in Section Three (3) above, and the center line of which is described as follows: Beginning at a point in a line in Railroad Avenue fifty-nine and five-tenths (59.5) feet northwesterly from and parallel to the westerly line of Lots One (1) to Three (3) inclusive, of Block three hundred sixty-five (365), Seattle Tide Lands, forty-four and eighty-five hundredths (44.85) feet Northeasterly along said line from an intersection of said line with the North line of Lot Two (2), Block three hundred sixty-five (365), Seattle Tide Lands, produced west; thence northeasterly in a straight line parallel to and fifty-nine and five-tenths (59.5) feet from the said westerly line of Lots One (1) to Three (3) inclusive of Block three hundred sixty-five (365), Seattle Tide Lands, one hundred and seventeen (117) feet, more or less; thence on a curve to the left with a radius of fifteen hundred seventy and five-tenths (1,570.5) feet through an angle of fifteen (15) degrees, two (2) minutes and eight (8) seconds to a point where said curve becomes tangent to a line drawn in Railroad Avenue parallel with and fifty-nine and five-tenths (59.5) feet westerly from the easterly line of Railroad Avenue; thence northeasterly on said last described line in Railroad Avenue to a point of intersection with a line thirty (30) feet south of and parallel to the south line of Block three hundred thirty-one (331), Seattle Tide Lands, produced west.

ROUTE NO.3: Temporary Intermediate Tracks for Distribution:

A right of way forty-two (42) feet in width for two (2) or more tracks of standard gauge, and described as follows:

First: A right of way beginning at a point on the north line of the plat of Canal Waterway ninety-three (93) feet west of the east line of Whatcom Avenue and extending north, increasing uniformly from nothing (0) to a width of forty-two (42) feet at the south line of Block three hundred sixty (360), Seattle Tide Lands, produced west, and bounded on the west by part of the east line of the first route and on the east by part of the west line of the second route described under the general franchise granted the Chicago, Milwaukee & St. Paul Railway, Seattle Ordinance No. 13633.

Second: A right of way forty-two (42) feet in width extending north and being a continuation of last described right of way, and the center line of which is described as follows: Beginning at a point in the south line of Block three hundred sixty (360), Seattle Tide Lands, produced one hundred and fifty-eight (158) feet west of the east line of Whatcom Avenue; thence north in a straight line parallel to and one hundred fifty-eight (158) feet from the said east line of Whatcom Avenue to a point seven hundred seventy-two and five-tenths (772.5) feet south of the south line of Holgate Street produced west.

Also the right, privilege and authority to lay down, construct, maintain and operate such tracks as the grantee may see fit to construct or deem necessary for proper interchange connections between tracks in the rights of way described in this section, and all other railway tracks; and also such tracks as are necessary for the purpose of turn-out and crossover tracks within the limits of the marginal lines of the streets so occupied.

Section 2: Acceptance: In order to claim the benefit of this amendatory ordinance and to acquire the rights, privileges and authorities hereby granted, the grantee must within sixty (60) days after the taking effect of this Ordinance, file in the office of the City Comptroller, a copy duly certified and attested by its secretary, under its corporate seal, of a resolution duly adopted by the Port Commission, accepting the benefit of this Ordinance and the right, privilege, and authorities hereby granted, subject to all conditions, restrictions, specifications and requirements herein expressed; and if such certified copy of such resolution of acceptance shall not be so filed before the expiration of said time, this Ordinance shall thereupon become void and of no effect.

Section 11. 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 27 day of SEPTEMBER 1915
and signed by me in open session in authentication of its passage this 27 day of
SEPTEMBER 1915 - Oliver T. Erickson
President of the City Council.

Approved by me this 29 day of SEPTEMBER 1915

Filed by me this 29 day of SEPTEMBER 1915 Mayor.

[SEAL]

Attest: W. H. Hill
City Comptroller and Ex-Officio City Clerk.

By W. H. Hill Deputy Clerk.

City Comptroller and Ex-Officio City Clerk.

By W. H. Hill Deputy Clerk.

OCT 5 1915

