

Ordinance No. 7527

Relating to, and establishing the route of, and the grades for, a viaduct and bridge, with necessary approaches, to be used for an elevated municipal street railway, and other highway purposes, within and over certain public streets and places within the City of Seattle; providing for the condemnation, appropriation, damaging and taking of lands and other property necessary for the construction of said viaduct and bridge, and providing for the payment of the cost of said improvement.

Council Bill No. 26640

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| INTRODUCED: JUL 2 1917 | BY: ERICKSON |
| REFERRED: JUL 2 1917 | TO: FINANCE CITY UTILITIES STREETS & SEWERS |
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| COMPARED BY Compared by Street & R. G. Tolin | AND R. G. Tolin |

*Ord 38610 - Relates to & accepts to provide & approve certain stipulations
70794 - stipulations entered into with railroad co's etc*

Ordinance No. 37534

Relating to, and establishing the route of, and the grades for, a viaduct and bridge, with necessary approaches, to be used for an elevated municipal street railway, and other highway purposes, within and over certain public streets and places within the City of Seattle; providing for the condemnation, appropriation, damaging and taking of lands and other property necessary for the construction of said viaduct and bridge, and providing for the payment of the cost of said improvement.

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| COMPARED BY Compared by Street and AND | |

*Ord 38610 - Related to & accepted towards & approved certain stipulations
70794 - stipulations entered into with railroad co's etc*

ORDINANCE NO. 35253A

AN ORDINANCE relating to, and establishing the route of, and the grades for, a viaduct and bridge, with necessary approaches, to be used for an elevated municipal street railway, and other highway purposes, within and over certain public streets and places within the City of Seattle; providing for the condemnation, appropriation, damaging and taking of lands and other property necessary for the construction of said viaduct and bridge, and providing for the payment of the cost of said improvement.

WHEREAS, public necessity, convenience and safety demand that a viaduct and bridge for an elevated municipal street railway, with necessary approaches, be constructed and maintained along the route and over the streets hereinafter described, at the elevations herein established; Now, Therefore, Be it Ordained by The City of Seattle as follows:

Section 1. That the route of a viaduct and bridge, to be used for an elevated municipal street railway, and other highway purposes, along, over and across the following streets and public places within the City of Seattle, be, and the same is, here and now established, the center line of which is described as follows:

Beginning at a point on the east line of West Waterway where it is intersected by a line eight (8) feet south of and parallel with the center line of West Spokane Street; thence east along said eight (8) foot line parallel with the center line of West Spokane Street, to the west margin of Whatcom Avenue; thence along the arc of a curve to the left across the intersection of West Spokane Street and Whatcom Avenue, on the most feasible route to where said curve becomes tangent to a line thirty-nine (39) feet west of and parallel to the east margin of Whatcom Avenue ~~west~~, said line being also nine (9) feet east of and parallel to the east line of the Port of Seattle franchise as described in Ordinance No. 33253, and amended by Ordinance No. 35253, City of Seattle; thence

north on said parallel line to a point twenty-eight and fourteen one-hundredths (28.14) feet south of the south margin of West Holgate Street produced west, said point being nine (9) feet east of the east margin of the above named Port franchise; thence continuing north on said line to the north line of West Holgate Street produced west, said point being approximately two (2) feet west of the east line of the said Port franchise; thence on the arc of a curve to the right having a uniform radius of five hundred (500) feet through an angle of twenty-three degrees (23°) more or less; thence northerly by the most feasible route on a curve to the left; thence on a tangent; thence on a curve to the right, to a point in Railroad Avenue South where said last named curve becomes tangent to a line six (6) feet east of the line described in the Port of Seattle franchise as "North thirty-two degrees, sixteen minutes and twenty-three seconds (32°16'23") east a distance of two hundred twenty-two and fifty-eight one-hundredths (222.58) feet more or less;" thence north thirty-two degrees, sixteen minutes and twenty-three seconds (32° 16' 23") east a distance of one hundred fifty (150) feet more or less; thence on a curve to the left, with a uniform radius of one thousand five hundred nine (1509) feet through an angle of fifteen degrees, two minutes and eight seconds (15° 02' 08") to a point where said curve becomes tangent to a line parallel with and seventy-nine (79) feet easterly from the westerly margin of Railroad Avenue South, said line being also nine (9) feet westerly from the easterly margin of the Port of Seattle franchise as described in Ordinance No. 33253, and amended by Ordinance No. 35253; thence north seventeen de-

degrees, fourteen minutes and fifteen seconds ($17^{\circ} 14' 15''$) east on the said line nine (9) feet westerly from the east-erly line of said Port franchise to a point forty-eight and fifty-eight one-hundredths (48.58) feet northerly from an intersection with the south line of lot fifteen (15), Block three hundred twenty-nine (329), Seattle Tide Lands, produced west; thence on a curve to the left, of uniform radius of five hundred ninety-seven and one-half ($597\frac{1}{2}$) feet through a total angle of seventeen degrees, fourteen minutes and fifteen seconds ($17^{\circ} 14' 15''$) to a point in Railroad Avenue South where said curve becomes tangent to a line parallel to and distant nine (9) feet west from the east margin of Port of Seattle franchise as described in Ordinance No. 33253, and amended by Ordinance No. 35253; thence north along said line 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 east; thence on a reverse curve, first to the left; thence to the right, parallel with and nine (9) feet west of the east margin of the Port of Seattle franchise as described in Ordinance No. 33253, and amended by Ordinance No. 35253, to a point where the last said curve becomes tangent to a line in Railroad Avenue South, parallel to and distant nine (9) feet west of the east margin of the said Port of Seattle franchise, said point being as near as may be on the north margin of lot four (4), block three hundred sixty-seven (367) Seattle Tide Lands produced east; thence north along said parallel line to a point where it intersects the south line of lot three (3), block one hundred ninety-nine (199) Seattle Tide Lands produced east; thence by suitable elevated crossing northeasterly to a point on the center line of Wash-

ington Street and the east margin of Railroad Avenue South; thence along the center line of Washington Street to the west margin of First Avenue South.

Section 2. That the grades of said viaduct and bridge, to be used for said purpose, with the approaches thereto, be, and the same are, hereby established at the following elevations above city datum, to-wit:

ON SPOKANE STREET, at the east margin of West Waterway, thirty-six and no one-hundredths feet (36.00');

At the intersection of Missouri Avenue, thirty-four and no one-hundredths feet (34.00');

At the west margin of Whatcom Avenue, thirty-four and no one-hundredths feet (34.00');

ON WHATCOM AVENUE, at the north margin of West Spokane Street, thirty-four and no one-hundredths feet (34.00');

At the intersection of Hind Street, thirty-three and no one-hundredths feet (33.00');

At the intersection of Horton Street, thirty-three and no one-hundredths feet (33.00');

At the intersection of Hanford Street, thirty-three and no one-hundredths feet (33.00');

At the intersection of Forest Street, thirty-four and no one-hundredths feet (34.00');

At the intersection of Walker Street, thirty-three and no one-hundredths feet (33.00');

ON RAILROAD AVENUE SOUTH, at the south margin of Holgate Street, thirty-four and no one-hundredths feet (34.00');

At the north margin of King Street, thirty-four and no one-hundredths feet (34.00');

At the south margin of Washington Street, thirty-four and no one-hundredths feet (34.00');

ON WASHINGTON STREET, at the east margin of Railroad Avenue South, thirty-four and no one-hundredths feet (34.00');

At the west margin of First Avenue South, sixteen and seventy-five one-hundredths feet (16.75').

The grades shall be straight lines between the elevation established herein.

Section 3. That said viaduct and bridge, with approaches, shall be constructed in accordance with plans and specifications prepared by the city engineer and duly approved by the board of public works, which plans and specifications shall be approved and on file with the city engineer prior to the trial of the proceedings authorized in Section 6 hereof.

Section 4. That the lands, rights, privileges, and other property necessary to be taken, used or damaged in the construction and maintenance of said viaduct and bridge, with necessary approaches, over the route hereinabove established, and in accordance with the grades above city datum herein specified, be, and the same are, hereby condemned, appropriated, taken and damaged to the public use, for said purpose. Said lands, rights, privileges and other property interests are to be condemned, taken, appropriated and damaged only after full compensation has been made to the owners of said property, or paid into the court, in the manner provided by law.

Section 5. That the improvement provided for in this ordinance shall be paid for from the general fund of the City of Seattle, or from such other fund as the city council may hereafter designate.

Section 6. 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, appropriate, take and damage the lands and other property necessary to carry out the provisions of this ordinance.

(To be used for all Ordinances except Emergency.)

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 9 day of JULY 1917
and signed by me in open session in authentication of its passage this 9 day of JULY 1917
W. Fitzgerald
President of the City Council.

Approved by me this 13 day of JULY 1917
W. H. Wallace
Mayor.

Filed by me this 13 day of JULY 1917
W. H. Wallace
Attest:
City Comptroller and Ex-Officio City Clerk.

[SEAL]
By W. H. Carroll Deputy Clerk.
Published JUL 21 1917
City Comptroller and Ex-Officio City Clerk.

By W. H. Carroll Deputy Clerk.