

Ordinance No.

Providing for the laying off, opening, widening, extending and establishing of 15th AVENUE South between Holgate Street and State Street, and of GOLF DRIVE, between Judkins Street and Norman Street; providing for the establishing of the curb grades*****

Council Bill No. 37481

INTRODUCED: AUG 25 1924	BY: STREETS & SEWERS
REFERRED: AUG 25 1924	TO: STREETS & SEWERS
REFERRED:	
REPORTED: SEP 20 1924	VETO:
SECOND READING: SEP 2 1924	PUBLISHED:
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SIGNED: SEP 7 1924	PASSED OVER VETO:
PRESENTED TO MAYOR: SEP 2 1924	APPROVED: SEP 11 1924
FILED: SEP 11 1924	PUBLISHED: SEP 16 1924
ENGROSSED:	BY:
VOL. 911 PAGE 198	<i>[Signature]</i>
COMPARED BY:	AND

Form 1. 5M 6-24 L&HCO 9147

102800 award of way
B 50405-2000 copy modification of judgment in favor of city by 69 2074 Holgate add
100827-Report of Council hearing on Ord. 37481
14465-Notice is a record for alignment and

ELY:HD
8-15-24

Handwritten initials

ORDINANCE NO. _____

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of 15th AVENUE SOUTH, between Holgate Street and State Street, and of GOLF DRIVE, between Judkins Street and Norman Street; providing for the establishing of the curb grades of 15th AVENUE SOUTH and GOLF DRIVE, from Grand Street to Norman Street; providing for the condemnation, appropriation, taking and damaging of land and other property necessary for the laying off, opening, widening, extending and establishing of the above named avenue and drive, and for the establishing of the grades, and for the necessary slopes for cuts and fills upon the property abutting upon said avenue and drive; and providing that the entire cost of such improvement shall 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 15th AVENUE SOUTH and GOLF DRIVE, be laid off, opened, widened, extended, and established as public streets and highways, and that the curb grades of the above named avenue and drive be established, and

WHEREAS, such 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 SOUTH, between Holgate Street and State Street, and GOLF DRIVE, between Judkins Street and Norman Street, be and the same are hereby laid off, opened, widened, extended and established as public streets and highways over and across the following lots, blocks and tracts of land, to-wit:

That portion of Lots Four (4), and Five (5), block Six (6), Joseph C. Kinnear's Addition to The City of Seattle, described as follows:

Beginning at a point on the east line of said Lot Five (5), said point being distant twenty-three and fifty-five one-hundredths (23.55) feet north from the southeast corner of said lot; thence north-westerly along the arc of a curve to the left, having a uniform radius of four-hundred eighty and twenty-two one-hundredths (480.22) feet, a distance of one-hundred and sixteen one-hundredths (100.16) feet to a point

on the north line of said Lot Four (4); thence east along said north line, a distance of fifteen and ninety-nine one-hundredths (15.99) feet to a point of curvature; thence southeasterly along the arc of a curve to the right, having a uniform radius of ten (10) feet, a distance of fifteen and sixty-seven one-hundredths (15.67) feet to a point of tangency on the east line of said Lot Four (4); thence south along the east line of said Lots Four (4) and Five (5), a distance of ninety-six and forty-five one-hundredths (96.45) feet to the point of beginning.

That portion of Lots Six (6), Seven (7), Eight (8) and Nine (9), Block Nine (9), Sander's Supplemental Plat, an addition to The City of Seattle, described as follows:

Beginning at a point on the west line of said Lot Nine (9), said point being distant thirty-three and three one-hundredths (33.03) feet south of the northwest corner of said Lot Nine (9); thence southeasterly along the arc of a curve to the left having a uniform radius of four-hundred eighty and twenty-two one-hundredths (480.22) feet, a distance of one-hundred forty-three and twelve one-hundredths (143.12) feet to a point on the north margin of Grand Street, as now established (the radius of said point bearing north $63^{\circ} 50' 56''$ east of said point); thence northwesterly along the arc of a curve to the right, having a uniform radius of fifty (50) feet, (the radius of said curve bearing north $7^{\circ} 53' 43''$ east from said point), a distance of seventy-one and sixty-four one-hundredths (71.64) feet to a point of tangency on the east margin of 15th Avenue South; thence north along said east margin a distance of eighty-six and thirty-nine one-hundredths (86.39) feet to the point of beginning.

That portion of Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6) and Seven (7), in Block Nine (9), Golf Heights Addition to The City of Seattle, described as follows:

Beginning at a point on the south line of said Lot Seven (7), said point being distant south $89^{\circ} 31' 31''$ west from the southeast corner of said Lot Seven (7), a distance of eighty-four and forty-four one-hundredths (84.44) feet; thence north $10^{\circ} 17' 22''$ west, a distance of one-hundred thirty-three and seventy-seven one-hundredths (133.77) feet to a point of curvature; thence northwesterly along the arc of a curve to the left, having a uniform radius of six-hundred forty-one and forty-four one-hundredths (641.44) feet, a distance of one-hundred thirty-nine and forty-seven one-hundredths (139.47) feet, to a point of tangency; thence north $22^{\circ} 44' 50''$ west along said tangent, a distance of one-hundred seventy and ten one-hundredths (170.10) feet to an intersection with the northerly boundary line of Lot One (1), said Block; thence westerly and southerly along said boundary line, same being the arc of a curve to the left, having a uniform radius of fifteen (15) feet, (the radius of said curve bearing south $13^{\circ} 56' 45''$ west of said point), a distance of twenty-seven and four one-hundredths (27.14) feet, to a point of tangency on the west line of said Lot One (1); thence south $0^{\circ} 17' 37''$ west along the west line of said Lot One (1) and of said Lot Two (2), a distance of one-hundred ten and forty-six one-hundredths (110.46) feet; thence south $22^{\circ} 44' 50''$ east a distance

of sixty-two and two nine one-hundredths (62.29) feet to a point of curvature; thence southeasterly along the arc of a curve to the right, having a uniform radius of five-hundred seventy-five and forty-three one-hundredths (575.43) feet, a distance of one-hundred twenty-five and twelve one-hundredths (125.12) feet to a point of tangency; thence south 10° 17' 22" east along said tangent a distance of one-hundred twenty-two and thirty-six one-hundredths (122.36) feet to a point on the south line of said Lot Seven (?); thence east along said south line a distance of sixty-six and ninety-eight one-hundredths (66.98) feet to the point of beginning.

Section 2. That the curb grades of 15th Avenue South and Golf Drive, from Grand Street to Norman Street, be and the same are hereby established at the following elevations above city datum, to-wit:

OF 15th AVENUE SOUTH and GOLF DRIVE

At the south margin of Grand Street at existing elevations:

East Curb	253.10 feet
West Curb	253.60 feet

At the north margin of Grand Street, from the west:

Easterly Curb	256.00 feet
Westerly curb	256.50 feet

At the north margin of Massachusetts Street:

East Curb	258.00 feet
West Curb	258.50 feet

At the south margin of Atlantic Street:

East Curb	265.30 feet
West Curb	265.80 feet

At the north margin of Atlantic Street:

East Curb	266.00 feet
West Curb	266.50 feet

Opposite the intersection of the westerly margin of Golf Drive, as herein established, with

the east margin of 14th Avenue South:

East Curb	268.00 feet
West Curb	268.50 feet

At a point one-hundred ninety-two (192) feet northwesterly from the last mentioned point, the same being approximately at the south margin of Norman Street:

Easterly Curb	254.40 feet
Westerly Curb	254.40 feet

That the curb gradients shall be of the uniform rate of grade between the elevations established herein.

Section 3. That in the grading of the above named avenue and drive, the city shall acquire the right in the case of a cut to remove the lateral support abutting on said avenue and drive. In every case, the right to remove said lateral support shall include the right to carry the slopes back into and extending upon the abutting real property at least one (1) foot for each foot of depth of cut, and in the case of fills, the right shall be acquired to extend and maintain upon the abutting real property slopes of one and one-half ($1\frac{1}{2}$) feet for each foot of elevation of fill for the purpose of acquiring lateral support for said avenue and drive, reserving unto the abutting property owners, respectively, the right at any time to remove such slopes upon providing other adequate lateral support for such avenue and drive.

Section 4. That all lands, rights, privileges and other property lying within the limits of the lots, blocks and tracts of land described in Section 1 hereof, be and the same are hereby condemned, appropriated, taken and damaged for the purpose of public streets and highways, and that all lands, rights, privileges and other property necessary to be taken, used or damaged in the grading of said avenue and drive

in conformity with the grades established in Section 2 hereof, and in the construction of the necessary slopes for cuts and fills upon the real property abutting upon said avenue and drive, as set forth in Section 3 hereof, are hereby condemned, appropriated, taken and damaged for the public use for such purposes; said lands, rights, privileges and other property are to be taken, damaged and appropriated only after just compensation has been made or paid into court for the owners in the manner provided by law.

Section 5. That the entire cost of the improvement provided for herein 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 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.

(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 2 day of SEPTEMBER 1924
and signed by me in open session in authentication of its passage this 2 day of SEPTEMBER 1924
Mr. Henry Lauder

President of the City Council.

Approved by me this 10 day of SEPTEMBER 1924
Charles B. Brown
Mayor.

Filed by me this 10 day of SEPTEMBER 1924

Attest: D. W. Carroll
City Comptroller and Ex-Officio City Clerk.

[SEAL]

By: W. H. Sturck
Deputy Clerk.

Published SEP 16 1924

Attest: D. W. Carroll
City Comptroller and Ex-Officio City Clerk.

By: W. H. Sturck
Deputy Clerk.