

Ordinance No. 53274

Providing for the laying off,
etc. of Glenn Way; providing for
establishing of curb grades;
providing for condemnation, etc.
of property necessary therefor.

St
Council Bill No. 43394

INTRODUCED: JUN 20 1927	STREETS & SEWER
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REPORTED: JUN 27 1927	VETO:
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Ordinance No. 59274

Providing for the laying off, etc. of Glenn Way; providing for establishing of curb grades; providing for condemnation, etc. of property necessary therefor.

Ordinance No. 59274

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Prepared at request of

St. Bonin

Comp file 109059

WLY:G
6-13-27

ORDINANCE NO. 53274

AN ORDINANCE Providing for the laying off, opening, extending and establishing of a public street and highway, to be known as Glenn Way, from the intersection of 44th Avenue Southwest and West Alaska Street to the intersection of 46th Avenue Southwest and West Genesee Street; providing for the establishing of the curb grades of said Glenn Way; providing for the condemnation, appropriation, taking and damaging of land and other property necessary therefor, and for the making of the necessary slopes for cuts and fills upon the property abutting on said Glenn Way; providing for the taking of land in fee simple for general municipal purposes; 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, except as otherwise provided for herein.

WHEREAS, Public necessity and convenience demand that the above Glenn Way be laid off, opened, extended and established as a public street and highway and that the curb grades of above named Glenn Way be established, and that certain property be taken in fee simple for general municipal purposes; 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 Glenn Way, from the intersection of 44th Avenue Southwest ^{and} West Alaska Street to the intersection of 46th Avenue Southwest and West Genesee Street, be and the same is hereby laid off, opened, extended and established as a public street and highway over and across the following lots, blocks or tracts of land, to-wit:

In Holbrook & Clark's Addition to West Seattle, Wash., now a portion of the City of Seattle. (Volume 6 of Plats, page 48)

That portion of Block three (3) described as follows:

Beginning at a point on the south line of lot twenty-four (24), said block, said point being distant ten (10) feet west from the southeast corner of said lot; thence northwesterly along a straight line a distance of two hundred thirty-seven and seven one-hundredths (237.07) feet to a point on the west line of lot sixteen (16) said block, said point being distant eleven and forty-two one-hundredths (11.42) feet north from the southwest corner of said lot; thence north along the west line of said block a distance of one hundred thirty-two and ninety-four one-hundredths (132.94) feet to a point on the west line of lot eleven (11) said block; said point being distant five and sixty-five one-hundredths

(5.65) feet south from the northwest corner of said lot; thence southeasterly along a straight line sixty (60) feet northeasterly from and parallel with the next to the last above described line a distance of two hundred forty-five and ninety-seven one-hundredths (245.97) feet to a point on the north line of lot twenty (20) said block, said point being distant five and ninety-eight one-hundredths (5.98) feet west from the northeast corner of said lot; thence east along the north line of said lot a distance of five and ninety-eight one-hundredths (5.98) feet to the northeast corner of said lot; thence south along the east line of said block a distance of one hundred twenty five (125) feet to the southeast corner of said lot twenty-four (24); thence west along the south line of said lot twenty-four (24) a distance of ten (10) feet to the point of beginning.

That portion of Block four (4), said addition, described as follows:

Beginning at a point on the north line of lot one (1), said block, said point being seven and sixty-five one-hundredths (7.65) feet east from the northwest corner of said lot; thence southeasterly along a straight line a distance of two hundred forty-two and twenty-nine one-hundredths (242.29) feet to a point on the east line of lot nine (9) said block, said point being distant sixteen and six one-hundredths (16.06) feet south from the northeast corner of said lot; thence south along the east line of said block a distance of one hundred thirty-two and ninety-four one-hundredths (132.94) feet to a point on the east line of lot fourteen (14) said block, said point being distant one (1.00) foot north from the southeast corner of said lot fourteen (14); thence northwesterly along a straight line sixty (60) feet southwesterly from and parallel with the next to the last above described line a distance of two hundred forty-five and fifty-eight one-hundredths (245.58) feet to a point on a line five (5.00) feet south from and parallel with the north line of lot six (6) said block, said point being distant six and sixteen one-hundredths (6.16) feet east from the intersection of said parallel line with the west line of said lot; thence west along said parallel line a distance of six and sixteen one-hundredths (6.16) feet to a point on the west line of said lot six (6) said block, said point being distant five (5.00) feet south from the northwest corner of said lot six (6); thence north along the west line of said block a distance of one hundred thirty (130) feet to the northwest corner of said lot one (1); thence east along the north line of said lot one (1) a distance of seven and sixty-five one-hundredths (7.65) feet to the point of beginning.

In Howe's Addition to The City of West Seattle, now a
portion of the City of Seattle. (Volume
13 of Plats, page 99)

That portion of block one (1) described as follows:

Beginning at a point on the north line of lot one (1) said block, said point being distant seven and eighty-six one-hundredths (7.86) feet from the northwest corner of said lot one (1); thence southeasterly along a straight line a distance of two hundred twenty-three and eighty one-hundredths (223.80) feet to a point on the north line of lot nine (9) said block, said point being distant eight and thirteen one-hundredths (8.13) feet west from the northeast corner of said lot nine (9); thence east along said north line a distance of eight and thirteen one-hundredths (8.13) feet to the northeast corner of said lot nine (9); thence south along the east line of said block one (1) a distance of one hundred forty-nine (149) feet to a point on the east line of lot fourteen (14) said block, said point being distant one (1.00) foot north from the southeast corner of said lot fourteen (14); thence northwesterly along a line sixty (60) feet southwesterly from and parallel with the next to the last above described line a distance of two hundred fifty-nine and twenty-three one-hundredths (259.23) feet to a point on the west line of lot five (5) said block, said point being seven and seventeen one-hundredths (7.17) feet north from the southwest corner of said lot five (5); thence north along the west line of said block one (1) a distance of one hundred seventeen and forty one-hundredths (117.40) feet to the northwest corner of said lot one (1); thence east along the north line of said lot a distance of seven and eighty-six one-hundredths (7.86) feet to the point of beginning.

That portion of block two (2), said addition, described as follows:

Beginning at a point on the south line of lot twenty-four (24) said block, said point being distant ten (10.00) feet west from the southeast corner of said lot twenty-four (24); thence northwesterly along a straight line a distance of two hundred twenty-four and twenty-seven one-hundredths (224.27) feet to a point on the north line of lot seventeen (17) said block, said point being distant five and seventy-eight one-hundredths (5.78) feet east from the northwest corner of said lot seventeen (17); thence west along said north line a distance of five and seventy-eight one-hundredths (5.78) feet to the northwest corner of said lot seventeen (17); thence north along the west line of said block two (2) a distance of one hundred forty-four and thirty-five one-hundredths (144.35) feet to a point on the west line of lot eleven (11) said block, said point being distant five and sixty-five one-hundredths (5.65) feet south from the northwest corner of said lot eleven (11); thence southeasterly along a straight line sixty (60) feet northwesterly from and parallel with the next to the last above described line a distance of two hundred fifty-nine and

twenty-three one-hundredths (259.23) feet to a point on the east line of lot twenty (20) said block, said point being distant eleven and eighty-two one-hundredths (11.82) feet south from the northeast corner of said lot twenty (20); thence south along the east line of said block a distance of one hundred thirteen and eighteen one-hundredths (113.18) feet to the southeast corner of lot twenty-four (24) said block; thence west along the south line of said lot twenty-four (24) a distance of ten (10.00) feet to the point of beginning.

Section 2. That the following described lots, blocks or tracts of land and appurtenances thereunto belonging, be, and the same are hereby, condemned, appropriated and taken in fee simple for general municipal purposes, to-wit:

In Holbrook and Clark's Addition to West Seattle, Wash., now a portion of the City of Seattle. (Volume 6 of Plats, page 48)

All those portions of the south twenty (20) feet of lot six (6) and all of lot seven (7) in block four (4), lying westerly of the southwesterly margin of Glenn Way as established in Section 1 hereof;

All those portions of lots eight (8) and nine (9), block four (4), lying easterly of the northeasterly margin of Glenn Way, as established in Section 1 hereof;

All those portions of lots sixteen (16) and seventeen (17) block three (3), lying westerly of the southwesterly margin of Glenn Way, as established in Section 1 hereof;

All those portions of lots eighteen (18) and nineteen (19) block three (3), lying easterly of the northeasterly margin of Glenn Way, as established in Section 1 hereof;

In Howe's Addition to The City of West Seattle, now a portion of the City of Seattle. (Volume 13 of Plats, page 99)

All those portions of lots five (5), six (6), seven (7) and eight (8), block one (1), lying westerly of the southwesterly margin of Glenn Way, as established in Section 1 hereof;

All those portions of lots seven (7) and eight (8), block one (1), lying easterly of the northeasterly margin of Glenn Way, as established in Section 1 hereof;

All those portions of lots seventeen (17) and eighteen (18), block two (2), lying westerly of the southwesterly margin of Glenn Way, as established in Section 1 hereof:

All those portions of lots seventeen (17), eighteen (18), nineteen (19) and twenty (20) block two (2), lying easterly of the northeasterly margin of Glenn Way, as established in Section 1 hereof:

and that said lands and appurtenances thereunto belonging are to be taken and appropriated only after just compensation has been made or paid into court for the owners thereof, in the manner provided by law.

Section 3. That the curb grades of Glenn Way, from the intersection of 44th Avenue Southwest and West Alaska Street to the intersection of 46th Avenue Southwest and West Genesee Street, be, and the same are hereby, established at the following elevations above City Datum, to-wit:

Opposite the intersection of the southwesterly margin of Glenn Way, as established herein, with the north margin of West Alaska Street, at elevations conforming with the existing grade on West Alaska Street:

Southwesterly curb 300.10 feet

Opposite the intersection of the northeasterly margin of Glenn Way, as established herein, with the west margin of 44th Avenue Southwest, at elevations conforming to the existing grade on 44th Avenue Southwest:

Northeasterly curb 300.00 feet
Southwesterly curb 299.50 feet

Opposite the intersection of the southwesterly margin of Glenn Way, as established herein, with the east margin of 45th Avenue Southwest, at elevations conforming with the existing grade on 45th Avenue Southwest:

Northeasterly curb 284.50 feet
Southwesterly curb 284.00 feet

Opposite the intersection of northeasterly margin of Glenn Way, as established herein, with the south margin of West Oregon Street, at elevations conforming with the existing grade on West Oregon Street:

Northeasterly curb 283.90feet

Opposite the intersection of the southwesterly margin of Glenn Way, as established herein, with the north margin of West Oregon Street, at elevations conforming with the existing grade on West Oregon Street:

Southwesterly curb 283.20 feet

Opposite the intersection of the northeasterly margin of Glenn Way, as established herein, with the west margin of 45th Avenue Southwest, at elevations conforming with the existing grade on 45th Avenue Southwest:

Northeasterly curb 284.35 feet
Southwesterly curb 283.85 feet

Opposite the intersection of the southwesterly margin of Glenn Way, as established herein, with the east margin of 46th Avenue Southwest at elevations conforming with the existing grade on 46th Avenue Southwest:

Northeasterly curb 263.60 feet
Southwesterly curb 263.10 feet

Opposite the intersection of the northeasterly margin of Glenn Way, as established herein, with the south margin of West Genesee Street, at elevations conforming with the existing grade on West Genesee Street:

Northeasterly curb 265.80 feet

Section 4. That in the grading of the above named Way, the city shall acquire the right in the case of a cut to remove the lateral support abutting on said Way. 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 Way, reserving unto the abutting property owners, respectively, the right at any time to remove such slopes upon providing other adequate lateral support for said Way.

Section 5. 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 a public street and highway; and that all lands, rights, privileges and other property necessary to be taken, used or damaged in the grading of said Way in conformity with the grades established in Section 3 hereof, and in the construction of the necessary slopes for cuts and fills upon the real property abutting upon said Way, as set forth in Section 4 hereof, are hereby condemned, appropriated, taken and damaged for the public use for such purposes; and 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 6. 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; provided, however, that that portion of the improvement provided for in Section 2 hereof shall be paid from the General Fund of The City of Seattle.

Section 7. 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 6. 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 JUNE 1927
and signed by me in open session in authentication of its passage this 27 day of JUNE 1927
John E. Gurnell
President of the City Council.

Approved by me this 28 day of JUNE 1927
Bucka J. Landis
Mayor.

Filed by me this 28 day of JULY 1927
Attest: [Signature]
City Comptroller and Ex-Officio City Clerk.

(SEAL) By [Signature]
Deputy Clerk.

Published JUL 7 1927
By [Signature]
City Comptroller and Ex-Officio City Clerk.
[Signature]
Deputy Clerk.