

Ordinance No. 57733

Providing for the laying off, etc. of ARMORY WAY et al., and for the taking and damaging of land and other property necessary therefor; for changing and establishing curb grades; and providing for payment by special assessment.

57994

62770

Council Bill No. 15150

INTRODUCED: JUN 3 1929	STREETS & SEWER
REFERRED: JUN 3 1929	TO: STREETS & SEWER
REFERRED:	
REPORTED:	VETO:
SECOND READING:	PUBLISHED:
THIRD READING:	VETO SUSTAINED:
SIGNED:	PASSED OVER VETO:
PRESENTED TO MAYOR:	APPROVED:
FILED:	PUBLISHED:
ENGROSSED: VOL. E2 PAGE 376	BY: CM
COMPARED BY:	AND

130754 Request for Counsel re Stipulation
1261000 Dismissed proceedings on certain land in London

131247 St. Robinson Parking Lot re Stipulation
131222 Comm. & Inf. to Court Costs London

131678 Award

133942 Request CC in hearing

Case 22078

132
1319
131
131

Prepared in English

ELY:C
5-23-29

62670 - Road to offer for property bet 5th + 7th and on Wall st

ORDINANCE NO. 62720

ORDINANCE NO. 57994 ORDINANCE NO. 67733

AN ORDINANCE Providing for the laying off, opening, widening, extending and establishing of a public street and highway, to be known as ARMORY WAY, from the intersection of Stewart Street and Pine Street northwesterly to the intersection of 1st Avenue and Wall Street; of Wall Street from 1st Avenue to Denny Way; of Elliott Avenue from a point 120 feet south of the south margin of Pike Street to Pine Street; and of Elliott Avenue from Armory Way as established herein to Bell Street; providing for the changing and establishing of the curb grades of said way, streets and avenues and of Lenora Street from Western Avenue to Armory Way as established herein, and of Blanchard Street from Elliott Avenue to Western Avenue; providing for the condemnation, appropriation, taking and damaging of land and other property necessary therefor and for making the necessary slopes for cuts and fills upon the property abutting upon said way, streets and avenues; providing for the condemnation of land and other property in fee simple for general municipal purposes; providing that the entire cost of said improvement shall be paid by special assessment upon the property specially benefited, in the manner provided by law, except as herein otherwise designated.

WHEREAS; Public necessity and convenience demand that the above named way, streets and avenues be laid off, opened, widened, extended and established as public streets and highways; and that the curb grades of the above named way, streets and avenues be changed and established; and that certain property be acquired 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 Armory Way, from the intersection of Stewart Street and Pine Street northwesterly to the intersection of 1st Avenue and Wall Street; Wall Street, from 1st Avenue to Denny Way; Elliott Avenue from a point 120 feet south of the south margin of Pike Street to Pine Street, and Elliott Avenue from Armory Way as established herein to Bell 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:

In SEATTLE TIDE LANDS

That portion of Block 175 described as follows: beginning at the most westerly corner of said block; thence northeasterly along the northwesterly line of said block a distance of thirty-six and eighty-eight one-hundredths (36.88) feet; thence southeasterly along a straight line a distance of one hundred nineteen and ninety-eight one-hundredths (119.98) feet to a point on the southeasterly line of Lot 2, said block, said point being two one-hundredths (0.02) feet northeasterly from the most southerly corner of said Lot 2; thence southwesterly along said southeasterly line a distance of two one-hundredths (0.02) feet to the most southerly corner of said Lot 2; thence northwesterly along the southwesterly line of said block a distance of one hundred twenty-five and fifty one-hundredths (125.50) feet to the point of beginning;

That portion of Block 174 described as follows: beginning at a point on the southeasterly line of said block, said point being distant four and ninety-four one-hundredths (4.94) feet from the most easterly corner of said block; thence southwesterly along the southeasterly line of said block a distance of fifty-five and seventy-five one-hundredths (55.75) feet; thence northwesterly along the southwesterly line of said block a distance of one hundred eighty-one and four one-hundredths (181.04) feet to the most northerly corner of said block; thence southeasterly along the northeasterly line of said block a distance of one hundred seventy-five and forty one-hundredths (175.40) feet; thence southeasterly along a straight line a distance of fourteen and seventy-five one-hundredths (14.75) feet to the point of beginning;

In the PLAT of the ADDITION to the TOWN (Now City) of SEATTLE, AS LAID OFF BY A.A.DENNY, recorded in Volume 1 of Plate, Page 69.

That portion of Lots 1, 4, 5, 8, 9 and 12, Block H, lying southwesterly of a line thirty-one and twenty-five one-hundredths (31.25) feet southwesterly from and parallel with the southwesterly margin of the alley as platted in said Block H of said Addition;

In the PLAT of an ADDITION to the CITY OF SEATTLE, AS LAID OFF BY A.A.DENNY, recorded in Volume 1 of Plats, Page 99.

That portion of Block 36 and the southeasterly one-half of Virginia Street vacated by Ordinance No. 9126, described as follows: beginning at the most southerly corner of said block; thence north $41^{\circ}10'10''$ east along the southeasterly line of said block a distance of sixty-three and four one-hundredths (63.04) feet; thence north $31^{\circ}45'10''$ west a distance of seventy-two and sixty-four one-hundredths (72.64) feet to a point of curvature; thence continuing northwesterly along the arc of a curve to the left having a radius of nine hundred eighty-nine and forty-two one-hundredths (989.42) feet a distance of one hundred sixty-nine and no one-hundredths (169.00) feet to a point on the northeast-

erly line of Lot 5, said Block 36; thence north 48°49'50" west along the northeasterly line of said Lot 5 and of Lots 4 and 1, said Block 36, and said line produced northwesterly a distance of one hundred fifty-eight and fifty-six one-hundredths (158.56) feet to a point on the center line of Virginia Street produced southwesterly; thence south 41°10'10" west along said center line produced a distance of seventy-two (72.00) feet; thence southwesterly along the arc of a curve to the right having a radius of nine hundred nine and forty-two one-hundredths (909.42) feet a distance of three hundred four and six one-hundredths (304.06) feet to a point of tangency; thence south 31°45'10" east along the tangent to said curve at said point a distance of twenty-six and ninety one-hundredths (26.90) feet to a point on the southwesterly line of Lot 9, said Block 36, said point being distant fifty-two and seventy-nine one-hundredths (52.79) feet southeasterly from the most westerly corner of said lot; thence southeasterly along the southwesterly line of said lot, and of Lot 12, said block a distance of sixty-seven and twenty one-hundredths (67.21) feet to point of beginning;

The northeasterly seventy-two (72) feet of Lots 1, 4, 5, 8, 9 and 12, Block 35;

The northeasterly seventy-two (72) feet of the northwesterly one-half of Virginia Street, vacated by Ordinance No. 9126, adjoining Lot 12, said Block 35;

That portion of the southeasterly one-half of Lenora Street adjoining Lot 1, Block 35, vacated by Ordinance No. 9125, that lies northeasterly of a line seventy-two (72) feet southwesterly from and parallel with the northeasterly line of Lot 1, Block 35, produced northwesterly;

That portion of the alley in Block 35 vacated by Ordinance No. 11003, and that portion of Lenora Street vacated by Ordinance No. 18189, that lies southwesterly of a line eight (8) feet northeasterly from and parallel with the northeasterly line of Lots 1, 4, 5 and 8, and said northeasterly line produced northwesterly;

The northeasterly seventy-two (72) feet of Lots 4, 5, 8, 9 and 12, Block 34;

That portion of Lot 1, Block 34, lying northeasterly of a line seventy-two (72) feet southwesterly from and parallel with the southwesterly line of the alley as platted in Block 34 and said southwesterly line produced northwesterly;

That portion of Lots 3, 6, and 7, Block 34, described as follows: Beginning at a point on the southwesterly line of said Lot 7, said point being distant 33.51 feet northwesterly from the most southwesterly corner of said Lot 7; thence northwesterly along the southwesterly line of said lots a distance of one hundred twenty-six and forty-four one-hundredths (126.44) feet to the southwesterly margin of Elliott Avenue as established by deed under Ordinance No. 23570; thence southeasterly along the southwesterly margin of said Elliott Avenue a distance of sixty-two and three one-hundredths (62.03) feet; thence southeasterly along the arc of a curve to the left having a radius of three hundred thirty-five (335) feet a distance of seventy-three and eleven one-hundredths (73.11) feet to the point of beginning;

That portion of Lots 2 and 3, Block 34, described as follows: beginning at a point on the northwesterly line of said Lot 2, said point being distant eleven and twenty-three one-hundredths (11.23) feet southwesterly from the most northerly corner of said Lot 2; thence southwesterly along the northwesterly line of said Lot 2 a distance of seventy and twenty-five one-hundredths (70.25) feet to an intersection with the north-easterly margin of Elliott Avenue as established by deed under Ordinance No. 23570; thence southeasterly along the northeast-erly margin of said Elliott Avenue a distance of seventy-three and sixty-five one-hundredths (73.65) feet; thence northwesterly along the arc of a curve to the left having a radius of six hundred forty-five (645) feet a distance of eighty and eighteen one-hundredths (80.18) feet to the point of beginning;

That portion of Blanchard Street vacated by Ordinance No. 9124 lying between Blocks 33 and 34, said addition, described as follows: beginning at a point on the northwesterly line of Lot 1, said Block 34, said point being distant forty-eight (48.00) feet northeasterly from the most westerly corner of said Lot 1; thence northeasterly on the northwesterly line of said Lot 1 a distance of fifty-five and twenty one-hundredths (55.20) feet to an intersection with the southwesterly margin of Elliott Avenue as condemned under Ordinance No. 12502; thence north 71°06'25" west along said southwesterly margin a distance of 71.37 feet to an intersection with the southeasterly line of said Block 33; thence southwesterly along the said southeasterly line a distance of thirty-two and fifty-six one-hundredths (32.56) feet; thence southeasterly along the arc of a curve to the right having a radius of four hundred ninety-six and seventy one-hundredths (496.70) feet a distance of sixty-six and twenty-five one-hundredths feet to the point of beginning;

That portion of Lots 5, 8, 9 and 12, Block 33, described as follows: beginning at a point on the southeasterly line of said Lot 12, said point being distant forty-three and sixty one-hundredths (43.60) feet northeasterly from the most south-erly corner of said Lot 12; thence northeasterly along the southeasterly line of said Lot 12 a distance of thirty-two and fifty-six one-hundredths (32.56) feet to a point on the south-westerly margin of Elliott Avenue as condemned by Ordinance No. 12502; thence North 71°06'25" west along said southwesterly margin a distance of two hundred and ninety one-hundredths (200.90) feet to an intersection with the southwesterly line of said Lot 5; thence south 48°49'50" east along said southwest-erly line and the southwesterly line of said Lot 8 a distance of thirty-six and ninety-three one-hundredths (36.93) feet; thence south 71°06'25" east a distance of twenty-eight and eighty-three one-hundredths (28.83) feet to a point of curvature; thence southeasterly along the arc of a curve to the right having a radius of four hundred ninety-six and seventy one-hundredths (496.70) feet a distance of one hundred twenty-six and ninety-three one-hundredths (126.93) feet to the point of beginning;

The northeasterly fourteen (14) feet of Lots 2 and 3, Block 33;

That portion of Lots 6, 7, 10 and 11, Block 33, described as follows: beginning at a point on the southeasterly line of said Lot 11, said point being distant 67.51 feet southwesterly from the most easterly corner of said Lot 11; thence along said southeasterly line a distance of Sixty-seven and fifty-one one-hundredths (67.51) feet to the most easterly corner of said Lot 11; thence northwesterly along the northeasterly line of said

lots 6, 7, 10 and 11 a distance of two hundred forty (240) feet to the most northerly corner of said Lot 6; thence southwesterly along the northwesterly line of said Lot 6 a distance of fourteen (14.00) feet; thence southeasterly along the arc of a curve to the right having a radius of five hundred sixty-five (565.00) feet a distance of two hundred forty-seven and eighty-seven one-hundredths (247.87) feet to the point of beginning;

That portion of Lot 2, Block 32, described as follows: beginning at the most northerly corner of said lot; thence south 48°40'50" east along the northeasterly line of said lot a distance of forty-nine and ninety-two one-hundredths (49.92) feet; thence north 71°06'25" west a distance of thirty-seven and seventeen one-hundredths (37.17) feet to a point of curvature; thence continuing northwesterly along the arc of a curve to the left having a radius of twenty-five (25) feet a distance of twenty-nine and fifty-five one-hundredths (29.55) feet to a point of tangency on the northwesterly line of said lot; thence northeasterly along said northwesterly line a distance of thirty-seven and twenty-two one-hundredths (37.22) feet to the point of beginning;

In the PLAT of the 1st ADDITION to that part of the TOWN (NOW CITY) OF SEATTLE as laid off by WILLIAM N. BELL and A. A. DENNY, commonly known as BELL AND DENNY'S 1st ADDITION, recorded in Volume 1 of Plats, Page 61

That portion of Lots 1 to 6 inclusive, Block 28, described as follows: beginning at a point on the southeasterly line of said Lot 1, said point being distant ninety-eight and ninety-four one-hundredths (98.94) feet southwesterly from the most easterly corner of said lot; thence southwesterly along said southeasterly line a distance of twenty-one and six one-hundredths (21.06) feet to the most southerly corner of said lot 1; thence northwesterly along the southwesterly line of said Lots 1 to 4 inclusive, said Block 28, a distance of two hundred forty (240) feet; thence northwesterly along a straight line a distance of one hundred twenty-two and forty-four one-hundredths (122.44) feet to a point on the northwesterly line of said lot six, said point being distant twenty-four and twenty-eight one-hundredths (24.28) feet northeasterly from the most westerly corner of said lot; thence north 41°10'10" east along the northwesterly line of said lot 6 a distance of eighty-one and sixty-two one-hundredths (81.62) feet; thence south 37°23'28" east a distance of two hundred five and sixty-seven one-hundredths (205.67) feet to a point of curvature; thence southeasterly along the arc of a curve to the right having a radius of one thousand forty (1040) feet a distance of one hundred thirteen and seventy-seven one-hundredths (113.77) feet to a point of tangency; thence southeasterly along the tangent to said curve at said point a distance of fifty and seventy-eight one-hundredths (50.78) feet to the point of beginning;

In the PLAT of the TOWN (NOW CITY) OF SEATTLE, as Laid off by WILLIAM N. BELL and A. A. DENNY, and commonly known as BELL AND DENNY'S ADDITION, recorded in Volume 1 of Plats, Page 29

That portion of Lots 1 to 4 inclusive, Block 3, described as follows: beginning at a point on the southeasterly line of said

Lot 1, said point being distant thirty-seven and sixty-four one-hundredths (37.64) feet northeasterly from the most southerly corner of said lot; thence northeasterly along the southeasterly line of said lot a distance of eighty-two and thirty-six one-hundredths (82.36) feet to the most easterly corner of said Lot 1; thence northwesterly along the northeasterly line of said Lds 1 to 4 inclusive a distance of one hundred eighty-eight and three one-hundredths (188.03) feet; thence southeasterly along the arc of a curve to the left having a radius of two hundred fifty (250) feet (the radius of said curve bearing north 86°53'37" east from said point) a distance of one hundred forty-nine and fifty-nine one hundredths (149.59) feet to a point of tangency; thence southeasterly along the tangent to said curve at said point a distance of fifty-nine and seventy-nine one-hundredths (59.79) feet to the point of beginning;

That portion of Lots 5, 6 and 7, Block 3, described as follows: beginning at a point on the northwesterly line of said Lot 5, said point being distant sixty-one (61.00) feet northeasterly from the most westerly corner of said Lot 5; thence northeasterly along the northwesterly line of said Lot 5 a distance of fifty (50.00) feet to an intersection with the southwesterly margin of 1st Avenue as now established; thence south 48°49'50" east on said southwesterly margin a distance of sixty-four and fifty-six one-hundredths (64.56) feet; thence south 14°56'51" west a distance of thirty and seventy-five one-hundredths (30.75) feet to a point of curvature; thence continuing southwesterly and southerly along the arc of a curve to the left having a radius of one hundred seventy (170.00) feet a distance of one hundred twenty-six and forty-two one-hundredths (126.42) feet to a point on the southwesterly line of said lot 7; thence northwesterly along the southwesterly line of said Lots 5, 6 and 7 a distance of one hundred thirty-one and ninety-two one-hundredths (131.92) feet; thence northeasterly along the arc of a curve to the right having a radius of two hundred fifty (250.00) feet (the radius of said curve bearing south 88°11'05" east from said point) a distance of fifty-seven and thirty one-hundredths (57.30) feet to a point of tangency; thence northeasterly along the tangent to said curve at said point a distance of fourteen and forty-two one-hundredths (14.42) feet to the point of beginning;

In the PLAT of the 2d ADDITION TO
That part of the CITY OF SEATTLE
as Laid off by A.A.DENNY AND W.N.BELL
and commonly known as BELL AND DENNY'S
2d ADDITION, Recorded in Volume 1 of
Plats, Page 77.

That portion of Lot 4, Block 24, described as follows: beginning at a point on the northeasterly line of said lot, said point being distant thirty-six (36.00) feet northwesterly from the most easterly corner of said lot; thence northwesterly along the northeasterly line of said lot a distance of twenty-four (24.00) feet to the most northerly corner of said lot; thence southwesterly along the northwesterly line of said lot a distance of one hundred eight and four one-hundredths (108.04) feet to an intersection with the northeasterly margin of 1st Avenue as now established; thence southeasterly along said northeasterly margin a distance of forty-nine (49.00) feet; thence northerly along the arc of a curve to the right having a radius of twenty-five (25.00) feet a distance of thirty-nine and twenty-seven one-hundredths (39.27) feet to a point of tangency on a line twenty four (24.00) feet southeasterly from and parallel with the northwesterly line of said lot; thence northeasterly along said parallel line a distance of eighty-three and four

one-hundredths (83.04) feet to the point of beginning;

The northwesterly twenty-four (24.00) feet of Lot 5, Block 24, except portion condemned for 2d Avenue;

The northwesterly twenty-four (24) feet of Lot 4, Block 25, except portion condemned for 2d Avenue;

The northwesterly twenty-four (24) feet of Lot 5, Block 25, except portion condemned for 3d Avenue;

The northwesterly twenty-four (24) feet of Lot 4, Block 35, except portion condemned for 4th Avenue;

In BELL'S 5th ADDITION TO THE
CITY OF SEATTLE, Recorded in
Volume 1 of Plats, Page 191

The northwesterly twentyfour(24) feet of Lot 4, Block M, except portion condemned for 4th Avenue;

The northwesterly twenty-four(24) feet of Lot 5, Block M, except portion condemned for 5th Avenue;

In BELL'S 6th ADDITION TO THE
CITY OF SEATTLE, Recorded in
Volume 2 of Plats, Page 20

The northwesterly twenty-four (24) feet of Block S, except portion condemned for 5th Avenue, and except portion condemned for 6th Avenue;

The northwesterly twenty-four (24) feet of Lot 4, Block W, except portion condemned for 6th Avenue;

The northwesterly twenty-four (24) feet of Lot 5, Block W.

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

In the PLAT of the 1st ADDITION
to That part of the TOWN (NOW CITY)
OF SEATTLE, Laid off by WILLIAM N.
BELL AND A.A.DENNY, and commonly
known as BELL AND DENNY'S 1st ADDI-
TION, Recorded in Volume 1 of Plats,
Page 61

That portion of Lots 5 and 6, Block 28, lying southwesterly of the southwesterly margin of Armory Way as established in Section 1 hereof;

In the PLAT of the TOWN (NOW CITY)
 OF SEATTLE, as Laid off by WILLIAM
 N. BELL AND A. A. DENNY, and commonly
 known as BELL AND DENNY'S ADDITION,
 Recorded in Volume 1 of Plats, Page 29

That portion of Lot 5, Block 3, lying westerly of the westerly
 margin of Armory Way, as established in Section 1 hereof;
 and that said lands and appurtenances thereunto belonging are to be
 condemned, 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 Armory Way, from Stewart
 Street northwesterly to an intersection with 1st Avenue and Wall
 Street; of Wall Street from 1st Avenue to Denny Way; of Elliott
 Avenue from a point 120 feet south of the south margin of Pike
 Street to Pine Street; of Elliott Avenue from Armory Way as estab-
 lished herein to Bell Street; of Lenora Street from Western Avenue
 to Armory Way as established herein; and of Blanchard Street from
 Elliott Avenue to Western Avenue, be and the same are hereby changed
 and established at the following elevations above City Datum, to-wit:

On ELLIOTT AVENUE and ARMORY WAY

At a point ten (10.00) feet north of the center line of Pike
 Street, at elevations conforming to the existing grade at
 the intersection of Elliott Avenue and Railroad Avenue,

Northeasterly curb	7.00 feet
Southwesterly curb	7.00 feet

At a point ^{forty-five one-hundredths (57.45)} fifty-seven and ^{57.45}/₁₀₀ feet northwesterly from the in-
 tersection of the center line of Armory Way as established
 herein with the center line of Stewart Street as now estab-
 lished, at a point of curvature of a vertical curve,

Northeasterly curb	37.09 feet
Southwesterly curb	36.49 feet

At a point one hundred sixty (160) feet northwesterly,
 measured along the center line, from the last mentioned
 point, at the point of tangency of a vertical curve,

Northeasterly curb	44.40 feet
Southwesterly curb	43.80 feet

At the southeasterly margin of Virginia Street as now established, from the east,

Northeasterly curb	50.43 feet
Southwesterly curb	49.83 feet

At a point sixty-six (66.00) feet south of the northwesterly margin of Lenora Street,

Northeasterly curb	64.70 feet
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At the northwesterly margin of Lenora Street, as now established, from the east,

Northeasterly curb	66.92 feet
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At a point eighty and eighty one-hundredths (80.80) feet northwesterly from the northwesterly margin of Lenora Street as now established,

Northeasterly curb	69.62 feet
Southwesterly curb	69.02 feet

Opposite the intersection of the northeasterly margin of Armory Way, as established herein, with the southwesterly margin of Elliott Avenue, as now established,

Northeasterly curb	77.00 feet
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At a point five (5.00) feet north, measured along the northeasterly margin of Armory Way, as established herein, from the intersection of said northeasterly margin with the northeasterly margin of Elliott Avenue, as now established,

Northeasterly curb	76.50 feet
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Opposite the intersection of the northeasterly margin of Armory Way, as established herein, with the southeasterly margin of Blanchard Street,

Northeasterly curb	78.15 feet
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Opposite the intersection of the southwesterly margin of Armory Way as established herein, with the northwesterly margin of Blanchard Street,

Southwesterly curb	76.00 feet
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At a point one hundred nineteen and ninety-five one-hundredths (119.95) feet southeasterly from the intersection of the center line of Armory Way, as established herein, with the southeasterly margin of Bell Street, at existing elevations,

Southwesterly curb	76.47 feet
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At the southeasterly margin of Bell Street, at existing elevations,

Northeasterly curb	75.37 feet
Southwesterly curb	74.67 feet

Opposite the intersection of the northeasterly margin of Armory Way, as established herein, with the northwesterly margin of Bell Street, at elevations conforming with the existing grade on Bell Street;

Northeasterly curb 75.00 feet

At a point one hundred (100.00) feet southeasterly, measured along the northeasterly margin of Armory Way, as established herein, from a point on said northeasterly margin directly opposite the intersection of the southwesterly margin of said Armory Way with the northeasterly margin of Western Avenue, at a point of curvature of a vertical curve,

Northeasterly curb 73.70 feet

At a point one hundred (100.00) feet ^{northwesterly} measured along the northeasterly margin of said Armory Way, from the last mentioned point, at a point of tangency of a vertical curve,

Northeasterly curb 75.70 feet

Opposite the intersection of the southwesterly margin of Armory Way, as established herein, with the northeasterly margin of Bell Street,

Southwesterly curb 74.00 feet

At a point on the center line of said Armory Way eighty-five and thirty-six one-hundredths (85.36) feet northwesterly from the intersection of said center line with the center line of Battery Street,

Northeasterly curb 88.80 feet
Southwesterly curb 88.00 feet

At a point thirty and seventy-five one-hundredths (30.75) feet southerly from the intersection of the easterly margin of Armory Way, as established herein, with the southwesterly margin of 1st Avenue, as now established,

Easterly curb 97.50 feet
Westerly curb 95.80 feet

Opposite the intersection of the easterly margin of Armory Way, as established herein, with the southwesterly margin of 1st Avenue, as now established, at elevations conforming with the existing grade on 1st Avenue,

Easterly curb 99.00 feet

On WALL STREET

The existing grade on Wall Street, and the grade established on said Wall Street by Ordinance No. 50890, shall be extended over and across the widened portions of said Wall Street between 1st Avenue and Denny Way;

On ELLIOTT AVENUE, from Bell Street
to Armory Way, as established herein

At a point thirty-seven and seventeen one-hundredths (37.17)
feet northwesterly from the intersection of the southwest-
erly margin of Elliott Avenue, as widened herein, with the
southwesterly margin of Elliott Avenue, as platted in A.A.
Denny's Addition, at elevations conforming to the existing
grade on Bell Street,

Southwesterly curb 51.72 feet

At a point twenty-eight and eighty-three one-hundredths
(28.83) feet southeasterly from the intersection of the
southwesterly margin of Elliott Avenue, as widened herein,
with the northeasterly margin of Elliott Avenue as platted
in A.A. Denny's Addition,

Southwesterly curb 62.55 feet

Opposite the intersection of the southwesterly margin of
Elliott Avenue, as widened herein, with the southeasterly
margin produced southwesterly of Blanchard Street, as now
established, easterly of Western Avenue,

Southwesterly curb 71.09 feet

At a point fifty-five (55.00) feet southeasterly from the
last mentioned point, at a point of curvature of a vertical
curve,

Southwesterly curb 73.47 feet

At a point eighty (80.00) feet southeasterly of the last
mentioned point, at the point of tangency of a vertical
curve,

Southwesterly curb 73.86 feet

On LENORA STREET

At the northeasterly margin of Armory Way, as established
herein,

Northwesterly curb 67.00 feet
Southeasterly curb 66.10 feet

At a point five (5.00) feet southwesterly from the intersec-
tion of the northwesterly margin of Lenora Street with the
southwesterly margin of Elliott Avenue, as established by
condemnation Ordinance No. 12502, at existing elevations,

Northwesterly curb 86.05 feet
Southeasterly curb 85.58 feet

On BLANCHARD STREET

At the northeasterly margin of Elliott Avenue, as now established, at existing elevations

Northwesterly curb 71.45 feet

Opposite the intersection of the northwesterly margin of Blanchard Street with the southwesterly margin of Armory Way, as established herein,

Northwesterly curb 75.10 feet

Opposite the intersection of the southeasterly margin of Blanchard Street with the northeasterly margin of Armory Way, as established herein,

Southeasterly curb 79.00 feet

At the southwesterly margin of Western Avenue, at existing elevations,

Southeasterly curb 80.68 feet

That the curb gradients shall be of a uniform rate of grade between the elevations established herein, except in those cases where they are specified as lying in vertical curves.

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

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 public streets and highways; and that all lands, rights, privileges and other property necessary to be taken, used or damaged in the grading and regrading of said way, streets and avenues, 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, streets and avenues, as set forth in Section 4 hereof, are hereby condemned, appropriated, taken and damaged for the public use for such purpose; 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, except 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 8. 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 17 day of JUNE, 1929,
and signed by me in open session in authentication of its passage this 17 day of
JUNE, 1929. E. L. Blaine

President PRO TEM of the City Council.

Approved by me this 18 day of JUNE, 1929.
John E. Sparrow
Acting Mayor.

Filed by me this 18 day of JUNE, 1929.
Attest: E. W. Carroll
City Comptroller and Ex-Officio City Clerk.

(SEAL)

By Ed Sturck
Deputy Clerk.

Published JUN 24 1929

By E. W. Carroll
City Comptroller and Ex-Officio City Clerk.
Ed Sturck
Deputy Clerk.