

# Ordinance No. 60250

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of Delmar Drive from 11th Avenue North to East Lynn Street \* \* ; providing for the establishing of the curb grades of said drive, street and avenue; providing for the condemnation, appropriation, taking and damaging of land and other property necessary therefor

\* \* \* \* \*

# Council Bill No. 50690

INTRODUCED: OCT 27 1930	BY: STREETS & SEWER
REFERRED: OCT 27 1930	TO: STREETS & SEWER
REFERRED:	
REPORTED: NOV 10 1930	VETO:
SECOND READING: NOV 10 1930	PUBLISHED:
THIRD READING: NOV 10 1930	VETO SUSTAINED:
SIGNED: NOV 10 1930	PASSED OVER VETO:
PRESENTED TO MAYOR: NOV 10 1930	APPROVED: NOV 13 1930
FILED: NOV 13 1930	PUBLISHED: NOV 19 1930
ENROPOSED: VOL. 3-2 PAGE 508	BY: CM ✓
COMPARED BY:	

AND

135687- Inward H/ary  
Ord. 62787- appan acct condamn shortages

Prepared at request of

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*AWM*

*Re Section 8 Sec Ord 61847 - appropriating \$25,000 from gen fund*

Amended in Section 4 by Ordinance No. 61848

ORDINANCE NO. 60250

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of Delmar Drive, from 11th Avenue North to East Lynn Street, of East Lynn Street between Delmar Drive and 19th Avenue North, and of 25th Avenue Northeast between Montlake Boulevard and East 55th Street; providing for the establishing of the curb grades of said drive, street and avenue; providing for the acquisition by purchase or 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 upon said street; and providing that the entire cost of such improvement shall be paid from the General Fund, or from such other fund as the City Council of the City of Seattle may direct, all in the manner provided by law.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That public necessity and convenience demand that Delmar Drive from 11th Avenue North to East Lynn Street, East Lynn Street between Delmar Drive and 19th Avenue North, and 25th Avenue Northeast between Montlake Boulevard and East 55th Street, be laid off, opened, widened, extended and established as public streets and highways, and that the curb grades of said drive, street and avenue be established.

Section 2. That Delmar Drive from 11th Avenue North to East Lynn Street and East Lynn Street between Delmar Drive and 19th Avenue North 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:

UNPLATTED

That portion of Government Lot 4, Section 20, Township 25 North, Range 4 East, W. M., described as follows:

Beginning at the intersection of the southwestern margin of Delmar Drive as established by Ordinance No. 34253, with the west boundary line of Delmar Park, an Addition to the City of Seattle, recorded in Volume 14 of Plats, page 37; thence north

*SWM*

*Re Section 8 Sec Ord 61848 - appropriating \$25,000 from gen fund*

Amended in Section 4 by Ordinance No. 61848

ORDINANCE NO. 60250

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of Delmar Drive, from 11th Avenue North to East Lynn Street, of East Lynn Street between Delmar Drive and 19th Avenue North, and of 25th Avenue Northeast between Montlake Boulevard and East 55th Street; providing for the establishing of the curb grades of said drive, street and avenue; providing for the acquisition by purchase or 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 upon said street; and providing that the entire cost of such improvement shall be paid from the General Fund, or from such other fund as the City Council of the City of Seattle may direct, all in the manner provided by law.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That public necessity and convenience demand that Delmar Drive from 11th Avenue North to East Lynn Street, East Lynn Street between Delmar Drive and 19th Avenue North, and 25th Avenue Northeast between Montlake Boulevard and East 55th Street, be laid off, opened, widened, extended and established as public streets and highways, and that the curb grades of said drive, street and avenue be established.

Section 2. That Delmar Drive from 11th Avenue North to East Lynn Street and East Lynn Street between Delmar Drive and 19th Avenue North 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:

UNPLATTED

That portion of Government Lot 4, Section 20, Township 25 North, Range 4 East, W. M., described as follows:

Beginning at the intersection of the southwestern margin of Delmar Drive as established by Ordinance No. 34253, with the west boundary line of Delmar Park, an Addition to the City of Seattle, recorded in Volume 14 of Plats, page 37; thence north

71° 14' 30" west along said southwesterly margin of said Delmar Drive a distance of one hundred seventy-four and eighty-three one-hundredths (174.83) feet; thence continuing north 50° 46' 33" west along said southwesterly margin a distance of forty-nine and eighty-nine one-hundredths (49.89) feet; thence northwesterly along the arc of a curve to the right having a radius of four hundred eighty (480) feet (the radius of said curve bearing north 18° 51' 24" east from said point) a distance of one hundred seventy and sixty-three one-hundredths (170.63) feet to a point of tangency; thence north 50° 46' 33" west along the tangent to said curve at said point a distance of one hundred thirty and eighty-one one-hundredths (130.81) feet to an intersection with the east margin of 11th Avenue North as now established; thence south 0° 06' 10" east along said east margin a distance of fifty-one and seventy-one one-hundredths (51.71) feet; thence south 50° 46' 33" east a distance of ninety-eight and four one-hundredths (98.04) feet to a point of curvature; thence southeasterly along the arc of a curve to the left having a radius of five hundred twenty (520) feet a distance of one hundred eighty-five and seventy-four one-hundredths (185.74) feet to a point of tangency; thence south 71° 14' 30" east along the tangent to said curve at said point a distance of one hundred ninety-one and eighty-five one-hundredths (191.85) feet to a point of curvature; thence southeasterly along the arc of a curve to the right having a radius of one hundred eighty (180) feet a distance of thirty-five and eighty-one one-hundredths (35.81) feet to an intersection with the west boundary line of said Delmar Park Addition; thence north 0° 06' 10" west along said west boundary line a distance of twenty-eight and fifty-eight one-hundredths (28.58) feet to the point of beginning.

IN DELMAR PARK, an Addition to the City of  
Seattle, recorded in Volume 14 of Plats,  
page 37.

That portion of a tract of land in said addition marked "Reserved", described as follows:

Beginning at the most northerly corner of said tract of land; thence southeasterly and southerly along the northeasterly and easterly line of said tract of land a distance of one hundred twenty-four and fifty-six one-hundredths (124.56) feet; thence northwesterly along the arc of a curve to the left having a radius of one hundred eighty (180) feet a distance of one hundred and sixteen one-hundredths (100.16) feet to an intersection with the west line of said tract of land, said point of intersection being twenty-eight and fifty-eight one-hundredths (28.58) feet south from the most northerly corner thereof; thence northerly along said west line a distance of twenty-eight and fifty-eight one-hundredths (28.58) feet to the point of beginning.

That portion of Lots 14 to 20, inclusive, Block 3, described as follows:

Beginning at a point on the easterly line of said Lot 14, said point being distant forty-six and ninety-five one-hundredths (46.95) feet southerly from the most easterly corner of said Lot 14; thence southerly along said easterly line a distance of two and seventy-three one-hundredths (2.73) feet to a point of curvature; thence southerly, southwesterly and westerly along the arc of a curve to the right having a radius of twenty-seven and eighteen one-hundredths (27.18) feet a distance of thirty-eight and sixty-six one-hundredths (38.66) feet to a point of compound curve; thence continuing westerly and northwesterly along the arc of a curve to the right having a radius of one hundred eleven and fifty-four one-hundredths (111.54) feet a distance of one hundred thirty-seven and ninety-one one-hundredths (137.91) feet to a point of tangency; thence north  $13^{\circ} 07' 36''$  west along the tangent to said curve at said point a distance of two hundred thirty-six and fifty-eight one-hundredths (236.58) feet; thence southeasterly along the arc of a curve to the right having a radius of two hundred twenty (220) feet (the radius of said curve bearing south  $63^{\circ} 27' 37''$  west from said point), a distance of fifty-one and fifty one-hundredths (51.50) feet to a point of tangency; thence southeasterly along the tangent to said curve at said point a distance of one hundred thirty-four and thirty-three one-hundredths (134.33) feet to a point of curvature; thence continuing southeasterly along the arc of a curve to the left having a radius of one hundred thirty (130) feet a distance of one hundred twenty-two and seventy one-hundredths (122.70) feet to a point of tangency; thence southeasterly along the tangent to said curve at said point a distance of sixty-one and eight one-hundredths (61.08) feet to the point of beginning.

That portion of Lots 1 to 7, inclusive, Block 4, described as follows:

Beginning at a point on the northerly line of said Lot 1, said point being distant twelve and thirty-five one-hundredths (12.35) feet westerly from the northeast corner of said lot; thence easterly along the northerly line of said Lots 1 and 2 a distance of twenty-seven and eleven one-hundredths (27.11) feet to a point of curvature; thence easterly and southeasterly along the northeasterly line of Lots 2, 3 and 4, said block, the same being the arc of a curve having a radius of one hundred thirteen and thirty-six one-hundredths (113.36) feet a distance of one hundred forty-five and eighty-seven one-hundredths (145.87) feet to a point of tangency; thence south  $10^{\circ} 14' 30''$  east along the easterly line of Lots 4, 5, 6 and 7, a distance of one hundred thirty and six one-hundredths (130.06) feet; thence north  $21^{\circ} 16''$

38" west a distance of ninety-one and ninety-eight one-hundredths (91.98) feet to a point of curvature; thence northwesterly along the arc of a curve to the left having a radius of two hundred seventy-eight (278) feet a distance of one hundred eighty-three and fifty-nine one-hundredths (183.59) feet to the point of beginning.

That portion of Lots 8 and 9, Block 4, described as follows:

Beginning at a point on the south line of said Lot 9, said point being distant thirty-four and sixty-two one-hundredths (34.62) feet west from the southeast corner of said Lot 9; thence northwesterly along the arc of a curve to the right having a radius of two hundred twenty-two (222) feet a distance of one hundred thirty-three and sixty-six one-hundredths (133.66) feet to a point on the northeasterly line of said Lot 8, said point being distant seventeen and sixty-two one-hundredths (17.62) feet southeasterly from the most northerly corner of said Lot 8; thence in a southeasterly direction following the northeasterly marginal lines of Lots 8 and 9, a distance of one hundred seventy-three and forty-two one-hundredths (173.42) feet to the southeast corner of said Lot 9; thence west along the south line of said Lot 9 a distance of thirty-four and sixty-two one-hundredths (34.62) feet to the point of beginning.

That portion of Lots 12 and 13, Block 5, described as follows:

Beginning at a point on the westerly line of said Lot 13, said point being twenty-five and forty-five one-hundredths (25.45) feet south 10° 14' 30" east from the northwest corner of said lot; thence south 21° 16' 38" east a distance of forty-eight and fifty-three one-hundredths (48.53) feet to a point of curvature; thence southerly along the arc of a curve to the left having a radius of one hundred seventy-eight (178) feet a distance of thirty-five and four hundred seventy-eight one-thousandths (35.478) feet to a point on the southwesterly line of said Lot 12; thence northwesterly and northerly along the southwesterly and westerly line of said Lot 12 and the westerly line of Lot 13 a distance of eighty-six and sixty-eight one-hundredths (86.68) feet to the point of beginning.

That portion of Lot 6, Block 6, described as follows:

Beginning at the southeast corner of said lot; thence north along the east line thereof a distance of twenty-two and no one-hundredths (22.00) feet; thence west along a line twenty-two and no one-hundredths (22.00) feet northerly from and parallel with the south line of said Lot 6 a distance of one hundred eighty and thirty-nine one-hundredths (180.39) feet to a point of curvature; thence westerly along the arc of a curve to the right having a radius of one hundred seventy-eight (178) feet a distance of twenty-nine and one one-hundredth (29.01) feet to a point on the westerly line of said Lot 6, said point being distant thirty-six and twenty-three one-hundredths (36.23) feet southerly from the northwest corner of said lot; thence southerly along the westerly line of said lot a distance of twenty-nine and thirty-one one-hundredths (29.31) feet to an intersection with the south line of said lot; thence east along said south line a distance of one hundred ninety-three and forty-seven one-hundredths (193.47) feet to the point of beginning.

UNPLATTED

That portion of the northeast quarter of the southeast quarter of Section 20, Township 25 North, Range 4 East, W. M., described as follows:

Beginning at the northeast corner of said subdivision; thence south  $0^{\circ} 20' 31''$  west along the east line of said subdivision a distance of twenty-two and no one-hundredths (22.00) feet; thence south  $89^{\circ} 36' 20''$  west a distance of one hundred eighty and twenty-three one-hundredths (180.23) feet to a point of curvature; thence westerly and northwesterly along the arc of a curve to the right having a radius of two hundred twenty-two (222) feet a distance of ninety-nine and sixty-six one-hundredths (99.66) feet to an intersection with the north line of said subdivision; thence north  $89^{\circ} 36' 20''$  east along said north line a distance of two hundred seventy-six and eighty-seven one-hundredths (276.87) feet to the point of beginning.

That portion of the northwest quarter of the southwest quarter of Section 21, Township 25 North, Range 4 East, W. M. described as follows:

Beginning at the intersection of the north line of said subdivision with the southwesterly margin of Boyer Avenue as condemned by Ordinance No. 22108; thence south  $55^{\circ} 24' 47''$  east along said southwesterly margin a distance of thirty-two and sixty-three one-hundredths (32.63) feet; thence south  $89^{\circ} 36' 20''$  west a distance of three hundred seventy-three and forty-three one-hundredths (373.43) feet to an intersection with the west boundary line of said subdivision; thence northerly along said west boundary line a distance of twenty-two and no one-hundredths (22.00) feet to the northwest corner of said subdivision; thence south  $89^{\circ} 51' 00''$  east along the north line of said subdivision a distance of three hundred forty-six and forty-two one-hundredths (346.42) feet to the point of beginning.

IN THE SECOND ADDITION TO UNION CITY, now a portion of the City of Seattle, recorded in Volume 1 of Plats, page 654.

That portion of Lot 12, Block 45, described as follows:

Beginning at the southeast corner of said lot; thence west along the south line of said lot a distance of fourteen and sixteen one-hundredths (14.16) feet; thence northeasterly along the arc of a curve to the left having a radius of thirty-eight (38) feet a distance of twenty and twenty-six one-hundredths (20.26) feet to a point on the east line of said Lot 12; thence south along said east line a distance of fourteen and sixteen one-hundredths (14.16) feet to the point of beginning.

Section 3. That 25th Avenue Northeast between East 55th Street and Montlake Boulevard be and the same is hereby

laid off, opened, widened, extended and established as a public street and highway over and across the following lots, blocks and tracts of land, to-wit:

IN RAVENNA SPRINGS PARK SUPPLEMENTAL, an Addition to the City of Seattle, recorded in Volume 2 of Plats, page 173.

That portion of Lots 17 to 29, inclusive, Block 9, described as follows:

Beginning at a point on the southerly line of said Lot 29, said point being distant fifty-nine and forty-one one-hundredths (59.41) feet westerly from the southeast corner of said lot; thence northerly along a straight line a distance of five hundred seven and four one-hundredths (507.04) feet to an intersection with the north line of said Lot 17, said point of intersection being sixty-six and twenty-two one-hundredths (66.22) feet west from the northeast corner of said Lot 17; thence east along said north line a distance of sixty-six and twenty-two one-hundredths (66.22) feet to the northeast corner of said Lot 17; thence south along the east line of Lots 17 to 29, inclusive, a distance of four hundred ninety and four one-hundredths (490.04) feet; thence westerly along the southerly line of said Lot 29 a distance of fifty-nine and forty-one one-hundredths (59.41) feet to the point of beginning.

UNPLATTED

That portion of the southeast quarter of Section 9, Township 25 North, Range 4 East, W. M., described as follows:

Beginning at the intersection of the west boundary line of said subdivision with the north margin of East 45th Street as condemned by Ordinance No. 17947; thence north  $0^{\circ} 09' 58''$  west along the west line of said subdivision a distance of one thousand ninety-eight and fifty-one one-hundredths (1,098.51) feet to a point of curvature; thence northeasterly along the arc of a curve to the right having a radius of nine hundred ninety-five and thirty-seven one-hundredths (995.37) feet a distance of one hundred eighty-five and eighty-eight one-hundredths (185.88) feet to a point of tangency; thence north  $10^{\circ} 13' 14''$  east along the tangent to said curve at said point a distance of two hundred forty (240) feet to a point of curve; thence northerly along the arc of a curve to the left having a radius of nine hundred fifteen and thirty-seven one-hundredths (915.37) feet a distance of one hundred seventy-three and thirteen one-hundredths (173.13) feet to a point of tangency; thence north  $0^{\circ} 18' 12''$  west along the tangent to said curve at said point a distance of sixty-four and forty-five

one-hundredths (64.45) feet to an intersection with the southerly margin of Blakeley Street as established by Ordinance No. 22601; thence easterly along said southerly margin a distance of eighty-three and sixty-one one-hundredths (83.61) feet; thence southerly along a line eighty (80) feet easterly from and parallel with the next to the last above described line a distance of eighty-eight and sixty-four one-hundredths (88.64) feet to a point of curvature; thence southerly along the arc of a curve to the right having a radius of nine hundred ninety-five and thirty-seven one-hundredths (995.37) feet a distance of one hundred eighty-eight and twenty-six one-hundredths (188.26) feet to a point of tangency; thence south  $10^{\circ} 13' 14''$  east along the tangent to said curve at said point a distance of two hundred forty and no one-hundredths (240.00) feet to a point of curvature; thence southerly along the arc of a curve to the left having a radius of nine hundred fifteen and thirty-seven one-hundredths (915.37) feet a distance of one hundred seventy and ninety-four one-hundredths (170.94) feet; thence south  $0^{\circ} 09' 58''$  east along the tangent to said curve at said point a distance of one thousand ninety-eight and fifty-four one-hundredths (1,098.54) feet to an intersection with the north margin of East 45th Street as established by Ordinance No. 17947; thence west along said north margin a distance of eighty (80) feet to the point of beginning.

That portion of Section 16, Township 25 North, Range 4 East, W. M., described as follows:

Beginning at the north quarter corner of said section; thence south  $0^{\circ} 09' 58''$  east along the north and south center line of Section 9, Township 25 North, Range 4 East, W. M. produced southerly, a distance of thirty-five and no one-hundredths (35.00) feet to the true point of beginning; thence south  $89^{\circ} 57' 43''$  east along a line thirty-five (35) feet south from and parallel with the north boundary line of said section a distance of eighty and no one-hundredths (80.00) feet; thence south  $0^{\circ} 09' 58''$  east a distance of one hundred thirty and eighty-three one-hundredths (130.83) feet to a point of curvature; thence southerly along the arc of a curve to the right having a radius of two thousand nine hundred four and ninety-three one-hundredths (2,904.93) feet a distance of four hundred three and forty-one one-hundredths (403.41) feet to a point on said curve from which the radius bears north  $82^{\circ} 12' 34''$  west; thence southwesterly along the arc of a curve to the left having a radius of one thousand seventy (1,070) feet (the radius of said curve bearing south  $64^{\circ} 04' 38''$  east from said point) a distance of two hundred seventy-one and eighty-two one-hundredths (271.82) feet to a point of tangency; thence south  $11^{\circ} 22' 02''$  west along the tangent to said curve at said point a distance of four-

teen and seventy-four one-hundredths (14.74) feet; thence southwesterly, westerly and northwesterly along the arc of a curve to the right having a radius of twenty and six one-hundredths (20.06) feet a distance of fifty-seven and fifty one-hundredths (57.50) feet to a point on said curve from which the radius bears north 85° 35' 08" east; thence north 11° 22' 02" east a distance of one hundred four and sixty-three one-hundredths (104.63) feet to a point of curvature; thence northerly along the arc of a curve to the left having a radius of two thousand eight hundred twenty-four and ninety-three one-hundredths (2,824.93) feet a distance of five hundred sixty-eight and sixty-four one-hundredths (568.64) feet to a point of tangency; thence north 0° 09' 58" west along the tangent to said curve at said point a distance of one hundred thirty and ninety-six one-hundredths (130.96) feet to the true point of beginning.

Section 4. That the curb grades of Delmar Drive from 11th Avenue North to East Lynn Street, of East Lynn Street between Delmar Drive and 19th Avenue North, and of 25th Avenue Northeast between Montlake Boulevard and East 55th Street, be and the same are hereby established at the following elevations above city datum, to-wit:

ON DELMAR DRIVE AND EAST LYNN STREET

At the easterly margin of 11th Avenue North at elevations conforming with the existing grade on 11th Avenue North:

North Curb	138.90 feet
South Curb	138.90 feet

At a point four hundred seventy-five and sixty-three one-hundredths (475.63) feet southeasterly from the intersection of the southwesterly margin of Delmar Drive as established herein, with the east margin of 11th Avenue North as now established, measured along said southwesterly margin:

Northeasterly Curb	130.50 feet
Southwesterly Curb	129.50 feet

At a point fifty (50) feet southeasterly from the last mentioned point, measured along the center line:

Northeasterly Curb	129.17 feet
Southwesterly Curb	127.67 feet

At a point one hundred two and eighty-six one-hundredths (102.86) feet southeasterly, measured along the center line, from the last mentioned point:

Easterly Curb	125.91 feet
Westerly Curb	124.41 feet

At a point fifty (50) feet southerly from the last mentioned point, measured along the center line:

Easterly Curb	124.08 feet
Westerly Curb	123.08 feet

At a point one hundred thirty-four and thirty-three one-hundredths (134.33) feet southerly from the last mentioned point, measured along the center line:

Easterly Curb	118.83 feet
Westerly Curb	119.83 feet

At a point fifty (50) feet southerly from the last mentioned point, measured along the center line:

Easterly Curb	117.00 feet
Westerly Curb	118.50 feet

At a point forty-one and fifty-seven one-hundredths (41.57) feet southeasterly from the last mentioned point, measured along the center line:

Northeasterly Curb	115.70 feet
Southwesterly Curb	117.20 feet

At a point fifty (50) feet southeasterly from the last mentioned point, measured along the center line:

Northeasterly Curb	114.37 feet
Southwesterly Curb	115.37 feet

At a point eighty-four and thirty-three one-hundredths (84.33) feet southeasterly from the last mentioned point, measured along the center line at a point of curvature of a vertical curve, said point being also approximately on the southeasterly line of Everett Avenue:

Northeasterly Curb	112.71 feet
Southwesterly Curb	111.71 feet

At a point one hundred forty (140) feet southeasterly from the last mentioned point, measured along the center line, at a point of tangency of a vertical curve:

Northeasterly Curb 105.50 feet

Southwesterly Curb 104.00 feet

At a point fifty and forty-seven one-hundredths (50.47) feet southeasterly from the last mentioned point, measured along the center line:

Northeasterly Curb 101.71 feet

Southwesterly Curb 100.21 feet

At a point fifty (50) feet southeasterly from the last mentioned point, measured along the center line:

Northeasterly Curb 97.72 feet

Southwesterly Curb 96.72 feet

At a point one hundred twenty-three and eighty-seven one-hundredths (123.87) feet southeasterly from the last mentioned point, measured along the center line:

Northeasterly Curb 87.44 feet

Southwesterly Curb 88.44 feet

At a point fifty (50) feet southeasterly from the last mentioned point, measured along the center line:

Northeasterly Curb 83.45 feet

Southwesterly Curb 84.95 feet

At a point one hundred forty-one and twenty-six one-hundredths (141.26) feet southeasterly, measured along the center line, from the last mentioned point, said point being approximately at the intersection of Delmar Drive and East Lynn Street:

Northeasterly Curb 72.85 feet

Southwesterly Curb 74.35 feet

At a point fifty (50) feet easterly from the last mentioned point, measured along the center line:

North Curb 69.36 feet

South Curb 70.36 feet

At a point one hundred (100) feet east from the last mentioned point:

North Curb	62.38 feet
South Curb	62.53 feet

Opposite the intersection of the north margin of East Lynn Street and the southwesterly margin of Boyer Avenue:

North Curb	34.00 feet
South Curb	34.25 feet

At the southwesterly margin of Boyer Avenue, at existing elevations:

South Curb	33.00 feet
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ON 25th AVENUE NORTHEAST

At the south margin of East 55th Street, at existing elevations:

East Curb	84.70 feet
West Curb	84.00 feet

At the north margin of East 54th Street:

East Curb	78.20 feet
West Curb	77.50 feet

At the south margin of East 54th Street from the west:

East Curb	77.00 feet
West Curb	76.50 feet

Opposite the intersection of the westerly curb line of 25th Avenue Northeast as extended herein with the southerly boundary line of the Northern Pacific Railway Company's right of way:

Easterly Curb	68.00 feet
Westerly Curb	67.00 feet

At a point one hundred eighty-four and twenty-three one-hundredths (184.23) feet southerly, measured along the west margin of 25th Avenue Northeast as established herein, from the intersection of said west margin with the southerly margin of the Northern Pacific Railway Company's right of way:

Easterly Curb	58.00 feet
Westerly Curb	57.00 feet

At a point two hundred forty (240) feet southerly from the last mentioned point:

Easterly Curb	46.00 feet
Westerly Curb	47.00 feet

At a point one hundred seventy-eight and forty-one one-hundredths (178.41) feet southerly, measured along the center line, from the last mentioned point:

Easterly Curb	37.50 feet
Westerly Curb	38.50 feet

At a point one hundred (100) feet southerly from the last mentioned point, at the point of curvature of a vertical curve:

East Curb	33.50 feet
West Curb	33.50 feet

At a point two hundred (200) feet south of the last mentioned point, at a point of tangency of a vertical curve:

East Curb	28.00 feet
West Curb	28.00 feet

At the north margin of East 45th Street:

East Curb	23.75 feet
West Curb	23.75 feet

At the south margin of East 45th Street:

East Curb	23.75 feet
West Curb	23.75 feet

Opposite the intersection of the easterly margin of 25th Avenue Northeast as established herein with the westerly margin of Montlake Boulevard:

Easterly Curb 32.20 feet

Westerly Curb 32.20 feet

Opposite the intersection of the west margin of 25th Avenue Northeast as established herein with the easterly margin of an unnamed street in Section 16, Township 25 North, Range 4 East, W. M., extending from Montlake Boulevard to East 45th Street:

West Curb 33.50 feet

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

Section 5. That in the grading of the above described drive, street and avenue the City shall acquire the right in the case of a cut to remove the lateral support of the property abutting on said street. 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 drive, street and avenue, 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 drive, street and avenue.

Section 6. That all lands, rights, privileges and other property lying within the limits of the lots, blocks and tracts of land described in Sections 2 and 3 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 drive, street and avenue in conformity with the grades established in Section 4 hereof and in the construction of the necessary slopes for cuts and fills upon the real property abutting on said drive, street and avenue, as set forth in Section 5 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 thereof, in the manner provided by law.

Section 7. That the entire cost of the improvement provided for herein shall be paid from the General Fund of the City of Seattle, or from such other fund as the City Council of the City of Seattle may direct.

Section 8. That the City Engineer be, and he is hereby authorized and directed to acquire the above land, together with the right to grade said drive, street and avenue to the grades established herein, and the necessary slope rights therefor, by purchase and agreement, and, in case of a failure to so purchase and acquire, that the Corporation Counsel be and he is hereby 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.

(To be used for all Ordinances except Emergency.)

Section 9. 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 10 day of NOVEMBER, 1930  
and signed by me in open session in authentication of its passage this 10 day of  
NOVEMBER, 1930 Philip Tinsley

President PRO TEM of the City Council.

Approved by me this 13 day of NOVEMBER, 1930  
Frank Edwards  
Mayor.

Filed by me this 13 day of NOVEMBER, 1930

Attest: W. W. Canoll  
City Comptroller and Ex-Officio City Clerk.

By: W. W. Canoll  
Deputy Clerk.

By: W. W. Canoll  
City Comptroller and Ex-Officio City Clerk.

By: W. W. Canoll  
Deputy Clerk.

(SEAL)

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