

Ordinance No. 65465

AN ORDINANCE Relating to and providing for the acquisition by purchase and/or condemnation of an easement for a street railway right-of-way between eight (8) and sixteen (16) feet in width along the easterly margin of West Marginal Way, from West Michigan Street northerly to a point approximately three hundred (300) feet northerly of West Morgan Street; and providing for payment therefor.

P.V.

Council Bill No. 56372

INTRODUCED: JUN 17 1935	BY: CITY UTILITIES
REFERRED: JUN 17 1935	TO: FINANCE CITY UTILITIES
REFERRED:	
REPORTED: JUN 24 1935	VETO:
SECOND READING: JUN 24 1935	PUBLISHED:
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ENGROSSED: VOL. 2 PAGE 204	BY: F.D. ✓
COMPARED BY:	AND

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ELY:LP
6-11-35

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ORDINANCE No. 65465

AN ORDINANCE Relating to and providing for the acquisition by purchase and/or condemnation of an easement for a street railway right-of-way between eight (8) and sixteen (16) feet in width along the easterly margin of West Marginal Way, from West Michigan Street northerly to a point approximately three hundred (300) feet northerly of West Morgan Street; and providing for payment therefor.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That public necessity and convenience demand that an easement for a street railway right-of-way along the easterly margin of West Marginal Way, from West Michigan Street northerly to a point approximately three hundred (300) feet northerly of West Morgan Street, and over the following described property, to-wit:

IN JOSEPH R. McLAUGHLIN'S WATERFRONT ADDITION TO THE CITY OF SEATTLE, as recorded in Volume 13 of Plats, Page 28, Records of King County:

That portion of lots 21 and 22, Block 23, described as follows: Beginning at the intersection of the north-easterly margin of West Marginal Way, as established by Ordinance No. 38205, and the west line of said lot 21; thence north along said west line a distance of twenty-one and twenty one-hundredths (21.20) feet to the north-west corner of said lot; thence east along the north line of said lot a distance of four and twenty-nine one-hundredths (4.29) feet; thence southeasterly along the arc of a curve to the left having a radius of one thousand five hundred fifty-five and fifty-seven one-hundredths (1,555.57) feet, (the radius of said curve bearing north 48°54'40" east from said point) a distance of fifty-nine and twenty-one one-hundredths (59.21) feet to an intersection with the east line of said lot 21; thence south along the east line of said lot 21 a distance of twelve and seventy-eight one-hundredths (12.78) feet; thence southeasterly along the arc of a curve to the left having a radius of one thousand five hundred sixty-three and fifty-seven one-hundredths (1,563.57) feet, (the radius of said curve bearing north 46°21'32" east from said point, a distance of Fifty-one and sixty-nine one-hundredths (51.69) feet to an intersection with the south line of said lot 22; thence west along the south line of said lot 22, a distance of ten and forty-nine one-hundredths (10.49) feet to an intersection with the northeasterly margin of said West Marginal Way; thence northwesterly along said northeasterly margin a distance of One Hundred and Fifty-two one-hundredths (100.52) feet to the point of beginning;

That portion of lots 15 and 16, block 23, described as follows: Beginning at the intersection of the northeasterly margin of West Marginal Way, as established by Ordinance No. 38205, and the southerly line of said lot 16; thence northwesterly along said northeasterly margin a distance of eighty-seven and forty-two one-hundredths (87.42) feet to an intersection with the northwesterly line of said lot 15; thence northeasterly along said northwesterly line a distance of twelve and one one-hundredths (12.01) feet; thence southeasterly along the arc of a curve to the left having a radius of one thousand five hundred fifty-nine and fifty-seven one-hundredths (1,559.57) feet, (the radius of said curve bearing north $53^{\circ}31'54''$ east from said point) a distance of ninety-six and thirty-eight one-hundredths (96.38) feet to an intersection with the east line of said lot 16; thence south along said east line a distance of three and fifty-nine one-hundredths (3.59) feet to the southeast corner of said lot; thence westerly along the southerly line of said lot a distance of seventeen and ninety-four one-hundredths (17.94) feet to the point of beginning;

That portion of lots 19 to 23 inclusive, block 33, described as follows: Beginning at the point of intersection of the northeasterly margin of West Marginal Way, as established by Ordinance No. 38205, and the southerly line of said lot 19; thence northwesterly along the northeasterly margin of said West Marginal Way a distance of two hundred twenty-nine and seventy-eight one-hundredths (229.78) feet to an intersection with the westerly line of said lot 22; thence northerly along the westerly line of said lots 22 and 23, a distance of Seventy-one and thirty one-hundredths (71.30) feet; thence southeasterly along the arc of a curve to the left having a radius of one thousand five hundred fifty-nine and fifty-seven one-hundredths (1,559.57) feet, a distance of forty-one and twenty-eight one-hundredths (41.28) feet to a point on the south line of said lot 23, said point being distant six and fifty-seven one-hundredths (6.57) feet east from the southwest corner of said lot 23; thence continuing southeasterly along the arc of said curve, (the radius of said curve bearing north $67^{\circ}58'46''$ east from said point) a distance of two hundred seventy-three and ninety one-hundredths (273.90) feet to an intersection with the south line of said lot 19 (the radius of said curve at said point of intersection bearing north $56^{\circ}40'40''$ east from said point); thence westerly along the southerly line of said lot 19 a distance of fifteen and thirty-eight one-hundredths (15.38) feet to the point of beginning.

See Ord. 93884

THAT PORTION OF GOVERNMENT LOT 4, SECTION 30, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., described as follows:

Beginning at the point of intersection of the northeasterly margin of West Marginal Way, as established by Ordinance No. 38205, with the south line of said Government Lot 4; thence northerly along the arc of a curve to the right having a radius of one thousand five hundred seventy-one and fifty-seven one-hundredths (1,571.57) feet, (the radius of said curve bearing north $80^{\circ}00'21''$ east from said point) said arc of said curve being also the northeasterly margin of said West Marginal

Way a distance of ten and seventeen one-hundredths (10.17) feet to a point of tangency; thence continuing northwesterly along said northeasterly margin north $9^{\circ} 37' 24''$ west a distance of five hundred nine and thirty-seven one-hundredths (590.37) feet to a point of curvature; thence continuing northwesterly along the arc of a curve to the right having a radius of four thousand nine hundred fifty (4,950) feet, a distance of two hundred fifty-two and ninety-four one-hundredths (252.94) feet to a point of tangency; thence continuing north $6^{\circ} 41' 44''$ west along the tangent to said curve at said point, a distance of one hundred seventy (170) feet; thence easterly at right angles to said tangent a distance of twelve and no one-hundredths (12.00) feet; thence south $6^{\circ} 41' 44''$ east a distance of one hundred seventy (170) feet to the point of curvature; thence southeasterly along the arc of a curve to the left having a radius of four thousand nine hundred thirty-eight (4,938) feet, a distance of two hundred fifty-two and thirty-three one-hundredths (252.33) feet to a point of tangency; thence south $9^{\circ} 37' 24''$ east along the tangent of said curve at said point, a distance of five hundred ninety and thirty-seven one-hundredths (590.37) feet to a point of curvature; thence southeasterly along the arc of a curve to the left having a radius of one thousand five hundred fifty-nine and fifty-seven one-hundredths (1,559.57) feet, a distance of twelve and twenty-one one-hundredths (12.21) feet to an intersection with the south boundary line of said Government Lot 4; thence south $89^{\circ} 58' 28''$ west along the south boundary line of said Government Lot 4, a distance of twelve and eighteen one-hundredths (12.18) feet to the point of beginning;

be acquired by purchase and/or condemnation reserving unto the respective property owners the right of ingress and egress over the same and all other property rights not inconsistent with the use of said property in the operation of a street railway system over said right-of-way.

Section 2. That the City Engineer be, and he is hereby, authorized and directed to acquire by purchase and/or agreement the necessary property and property rights to accomplish the purpose of this ordinance as set forth in Section 1 hereof, and in the case of failure to so acquire or purchase, the Corporation Counsel be, and he is hereby, authorized and directed to begin and prosecute such proceedings as are necessary in the manner provided by law to so acquire and condemn.

Section 3. That the entire cost of the improvement

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(To be used for all Ordinances except Emergency.)

provided for herein shall be paid from moneys appropriated by Ordinance No. 65376, approved May 15, 1935.

Section 4. 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 24 day of JUNE, 1935,
and signed by me in open session in authentication of its passage this 24 day of
JUNE, 1935 Frank J. Laube

President _____ of the City Council.

Approved by me this 25 day of JUNE, 1935.
Charles P. Smith
Mayor.

Filed by me this 25 day of JUNE, 1935.

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

By C. M. Scott
Deputy Clerk.

City Comptroller and Ex-Officio City Clerk.

By _____
Deputy Clerk.

(SEAL)

Published JUN 28 1935