

Ordinance No. 75646

AN ORDINANCE providing for the laying off,*****extending and establishing of *****the Ballard-University Highway, from *** West 55th Street to *** Greenwood Avenue; providing for the changing and establishing of the curb grades *****; providing for the condemnation ***of land and other property necessary therefor; and for the making of the necessary slopes for cuts and fills*****; providing for the taking of land for General Municipal Purposes; and providing for the payment therefor.

Council Bill No. 66922

INTRODUCED: DEC 16 1946	BY: MAYOR
REFERRED: DEC 16 1946	TO: STREETS & SEWERS
REFERRED:	FINANCE
REPORTED: DEC 23 1946	VETO:
SECOND READING: DEC 23 1946	PUBLISHED:
THIRD READING: DEC 23 1946	VETO SUSTAINED:
SIGNED: DEC 23 1946	PASSED OVER VETO:
PRESENTED TO MAYOR: DEC 24 1946	APPROVED: DEC 24 1946
FILED: DEC 24 1946	PUBLISHED: JAN 4 1947
ENGROSSED: VOL. P-2 PAGE 371	BY: M. H. V

COMPARED BY:

AND

0.78032 - \$5000 - retaining walls C.C.
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77314

0.78022 - \$3000 - retaining walls C.C.

0.78603 - \$1000 - retaining wall

0.80657 } 0.77196 - North wooded
0.80486 } date of Partition (property not used)

77132 - Add 1,0536 for retaining Wall
77741 - Date the subject C.C. etc.

Ord-80982 - sale of lot 8-7-11-11 - B.1 - Woodburn tower address

Ord-86623 - Sale N 45' of lots 1+2 and S 1/2 of lots 13 & 14
B.5, Steel Works add. (See Condemnation - Ord. 75646)

Ord 94924 - Sale of parcel B.5 Steel Works Add.

ORDINANCE NO. 75646

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of a public street, commonly known as the Ballard University Highway, from the intersection of 5th Avenue Northwest and West 55th Street, to the intersection of Greenwood Avenue and North 46th Street; providing for the changing and establishing of the curb grades of said street and approaches thereto; 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 upon said street and the approaches thereto; providing for the taking of land for General Municipal Purposes; and providing for the payment therefor.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That public necessity and convenience demand that a public street commonly known as the Ballard University Highway, from the intersection of 5th Avenue Northwest and West 55th Street to the intersection of Greenwood Avenue and North 46th Street, be laid off, opened, widened, extended and established as a public street and highway and that the curb grades of the above named street and the approaches thereto be changed and established.

Section 2. That a public street commonly known as the Ballard University Highway, from the intersection of 5th Avenue Northwest and West 55th Street to the intersection of Greenwood Avenue and North 46th Street, be and the same is hereby laid off, opened, widened, extended and established over and across the following lots, blocks and tracts of land to-wit:

IN BALLARD ADDITION TO GILMAN PARK
(Volume 5, King County Plats, page 29)

That portion of Block 1, described as follows: Beginning at a point on the northerly line of Lot 6, said block, said point being 11.01 feet westerly from the northeast corner thereof; thence easterly and southeasterly along the arc of a curve to the right having a radius of 150 feet (the radius of said curve at said point bears south 0° 02' 58" east) a distance of 159.35 feet, to a point of tangency; thence south 29° 10' 51" east a distance of 6.38 feet to a point in the easterly line of Lot 11, said Block 1; thence northerly along the easterly line of said lot a distance of 82.56 feet to the northeast corner thereof; thence south 89° 57' 02" west along the northerly boundary line of Lots 11, 10, 9, 8, 7 and 6, said Block 1, a distance of 134.31 feet to the point of beginning.

UNPLATTED

That portion of the north 264 feet of the east 330 feet of the northwest one-quarter of the south-east one-quarter of Section 12, Township 25 North, Range 3 East, W.M., described as follows: Beginning at the southwest corner of said tract; thence north $0^{\circ} 04' 33''$ east along the westerly line of said tract a distance of 129.04 feet to the true point of beginning; thence south $29^{\circ} 10' 51''$ east a distance of 147.41 feet to a point in the southerly line of said tract; thence north $89^{\circ} 43' 29''$ east along said southerly line a distance of 68.54 feet; thence north $29^{\circ} 10' 51''$ west a distance of 245.17 feet to a point in the southerly margin of West 55th Street as established by Condemnation under Ordinance No. 40571 as amended by Ordinance No. 41404; thence along the arc of a curve to the right having a radius of 70 feet a distance of 20.96 feet to a point in the westerly line of the above described tract; thence south $0^{\circ} 04' 33''$ west along said westerly line a distance of 82.55 feet to the true point of beginning.

IN BALLARD ADDITION TO GILMAN PARK
(Volume 5, King County Plats, page 29)

That portion of Block 4 described as follows: Beginning at a point in the northerly line of Lot 8, said block, said point being 25.65 feet easterly measured along said northerly line from the northwest corner of said lot; thence southeasterly along a straight line a distance of 228.54 feet to a point in the southerly line of Lot 15, said block, said point being 36.88 feet easterly measured along said southerly line from the southwest corner of said Lot 15; thence easterly along the southerly line of Lots 15 and 14 a distance of 62.20 feet to a point in the westerly marginal line of Third Avenue Northwest as established by Ordinance No. 40571 as amended by Ordinance 41404; thence northerly along said westerly margin a distance of 11.80 feet; thence northwesterly along a straight line a distance of 214.83 feet to a point on the northerly line of Lot 9, said Block 4, said point being 5.66 feet westerly measured along said northerly line from the northeast corner of said lot; thence westerly along the northerly line of Lots 9 and 8, a distance of 68.69 feet to the point of beginning

That portion of Lot 11, Block 5, said addition, described as follows: Beginning at a point in the northerly line of said Lot 11, said point being 22.31 feet measured easterly along said northerly line from the northwest corner of said lot; thence southeasterly along the arc of a curve to the right having a radius of 970 feet a distance of 65.99 feet to a point in the westerly marginal line of 3rd Avenue Northwest, as established by Ordinance No. 40571, as amended by Ordinance No. 41404, said point being 40.08 feet northerly along said westerly line from the southerly line of said Lot 11; thence northerly along said westerly line of 3rd Avenue Northwest a distance of 60.11 feet to the northerly line of said lot; thence westerly along

IN STEEL WORKS ADDITION
(Volume 4, King County Plats, page 2)

That portion of Block 5, said addition, described as follows: Beginning at a point in the northerly line of Lot 9, said block, said point being 3.07 feet distant measured easterly along said northerly line from the northwest corner of said lot; thence southeasterly along the arc of a curve to the left having a radius of 1030 feet (the radius of said curve at said point bears north $58^{\circ} 05' 28''$ east) a distance of 100.76 feet to a point in the easterly line of Lot 10, said Block 5; thence continuing along the arc of said curve a distance of 2.63 feet to a point of tangency; thence south $37^{\circ} 39' 38''$ east along the tangent to said curve at said point a distance of 144.55 feet to a point in the southerly line of Lot 2 said Block 5, said point being 29.31 feet distant measured easterly along said southerly line from the southwest corner of said lot; thence 30.69 feet easterly along the south line of Lots 2 and 1 to the southeast corner of said Lot 1; thence north $0^{\circ} 17' 44''$ west along the easterly line of said Lot 1, a distance of 58.72 feet; thence north $37^{\circ} 39' 38''$ west a distance of 116.53 feet to a point of curvature; thence northwesterly along the arc of a curve to the right having a radius of 970 feet a distance of 59.94 feet to a point on the northerly line of Lot 11, said Block 5, said point being distant 15.60 feet measured westerly along said northerly line from the northeast corner of said lot; thence south $89^{\circ} 44' 55''$ west along the northerly line of Lots 11, 10 and 9, a distance of 71.33 feet, to the point of beginning.

That portion of Blocks 9 and 10, said addition described as follows: Beginning at a point on the westerly line of Lot 7, said Block 9, said point being distant 41.29 feet measured northerly along said westerly line from the southwest corner of said Lot 7; thence southeasterly along a straight line a distance of 177.84 feet to a point in the southerly line of Lot 3, said Block 9, said point being distant 17.93 feet measured easterly along said southerly line from the southwest corner of said Lot 3; thence easterly along the southerly line of Lots 3, 2 and 1, said Block 9 and the southerly line of Lot 6, said Block 10, a distance of 75.52 feet to a point which is 3.45 feet distant measured easterly along said southerly line from the southwest corner of said Lot 6, Block 10; thence northwesterly along a straight line a distance of 251.74 feet to a point in the northerly line of Lot 8, said Block 9, said point being 0.67 feet distant measured easterly along said northerly line from the northwest corner of said Lot 8; thence westerly along the northerly line of Lots 8 and 7, said Block 9, a distance of 30.67 feet to the northwest corner of said Lot 7; thence southerly along the westerly line of said Lot 7 a distance of 58.71 feet to the point of beginning.

That portion of Block 14, said addition, described as follows: Beginning at a point on the northerly line of Lot 7, said block, said point being distant 3.78 feet measured north $89^{\circ} 44' 04''$ east along said northerly line from the northwest corner of said Lot 7; thence south $37^{\circ} 39' 38''$ east a distance of 112.86 feet to a point of curvature; thence along the arc of a curve to the left having a radius of 1030 feet (the radius of said curve at said point bears north $52^{\circ} 20' 22''$ east) a distance of 18.44 feet to a point in the southerly line of Lot 5 said block, said point being 23.59 feet distant measured north $89^{\circ} 44' 31''$ east along the southerly line of said lot from the southwest corner thereof; thence north $89^{\circ} 44' 31''$ east along the southerly line of Lots 5, 4, 3 and 2, said block, a distance of 78.14 feet to a point in the southerly line of Lot 2, said block, said point being distant 18.27 feet measured south $89^{\circ} 44' 31''$ west along said southerly line from the southeast corner of said Lot 2; thence northwesterly along the arc of a curve to the right having a radius of 970 feet (the radius of said curve at said point bears north $48^{\circ} 26' 37''$ east) a distance of 65.86 feet to a point of tangency; thence north $37^{\circ} 39' 38''$ west along the tangent to said curve at said point a distance of 67.09 feet to a point in the northerly line of Lot 5, said block, said point being distant 10.70 feet measured south $89^{\circ} 44' 04''$ west along said northerly line from the northeast corner of said lot; thence south $89^{\circ} 44' 04''$ west along the northerly line of Lots 5, 6, and 7 a distance of 75.52 feet to the point of beginning.

IN SALMON BAY CITY ADDITION
(Volume 1, King County Plats, page 94)

In Block 12, said addition, that portion of Lots 1 to 4, both inclusive described as follows: Beginning at the northwest corner of said Lot 4; thence south $0^{\circ} 10' 10''$ west along the westerly line of said lot a distance of 14.51 feet; thence southeasterly along the arc of a curve to the left having a radius of 1030 feet (the radius of said curve at said point bears north $48^{\circ} 41' 27''$ east) a distance of 149.85 feet to a point on the southerly line of Lot 3, said block, said point being 47.06 feet distant measured easterly along said southerly line from the southwest corner thereof; thence easterly along the southerly line of Lots 3, 2 and 1, said block, a distance of 93.14 feet to a point in the southerly line of said Lot 1, said point being distant 39.81 feet measured westerly along said south line from the southeast corner of said lot; thence north $50^{\circ} 12' 20''$ west a distance of 61.16 feet to a point of curvature; thence northwesterly along the arc of a curve to the right having a radius of 970 feet (the radius of said curve at said point bears north $39^{\circ} 47' 33''$ east) a distance of 117.14 feet to a point in the northerly line of Lot 3, said block, said point being distant 52.42 feet measured westerly along said northerly line from the northeast corner thereof; thence westerly along the northerly line of Lots 3 and 4, a distance of 67.57 feet to the northwest corner of aforesaid Lot 4 and the point of beginning.

Also, that portion of Lots 7 and 8, said Block 12, described as follows: Beginning at a point in the northerly line of said Lot 7, said point being distant 6.13 feet easterly measured along said northerly line from the northwest corner of said lot; thence southeasterly along a straight line a distance of 147.83 feet to a point in the easterly line of said Lot 8, said point being distant 24.84 feet northerly measured along said easterly line from the southeast corner of said lot; thence along said easterly line a distance of 77.90 feet; thence northwesterly along a straight line a distance of 26.82 feet to a point in the northerly line of said Lot 8, said point being 20.66 feet distant measured westerly along said northerly line from the northeast corner of said lot; thence westerly along the northerly line of said Lots 8 and 7 a distance of 93.21 feet to the point of beginning.

Ord 94979

Also, that portion of Lot 5, Block 11, said addition, described as follows: Beginning at the southwest corner of said lot; thence north $89^{\circ} 43' 27''$ east along the southerly line of said lot a distance of 59.02 feet to a point in said southerly line which is distant 0.98 feet measured westerly along said southerly line from the southeast corner of said lot; thence northwesterly along the arc of a curve to the right having a radius of 470 feet (the radius of said curve at said point bears north $35^{\circ} 27' 08''$ east) a distance of 35.60 feet to a point of tangency; thence north $50^{\circ} 12' 27''$ west along the tangent to said curve at said point a distance of 39.94 feet to a point in the westerly line of said Lot 5; thence south $0^{\circ} 10' 10''$ west along said westerly line a distance of 47.58 feet to the southwest corner of said lot and the point of beginning.

Also, that portion of Lots 1 to 4, Block 20, said addition, described as follows: Beginning at a point in the northerly line of said Lot 4, said point being distant 9.92 feet measured westerly along said northerly line from the northeast corner of said lot; thence southeasterly along the arc of a curve to the left having a radius of 530 feet (the radius of said curve at said point bears north $32^{\circ} 06' 52''$ east) a distance of 173.93 feet to a point in the easterly line of the westerly one-half of said Lot 1, said point being distant 52.37 feet northerly measured along said easterly line from the southerly line of said lot; thence north $0^{\circ} 10' 10''$ east along said easterly line, a distance of 67.63 feet to the northeast corner of the west one-half of said lot; thence south $89^{\circ} 43' 27''$ west along the northerly line of said Lots 1 to 4, both inclusive, a distance of 159.92 feet to the point of beginning.

Section 3. That the curb grades of said public street, commonly known as the Ballard University Highway, from the intersection of 5th Avenue Northwest and West 55th Street to the intersection of Greenwood Avenue and North 46th Street be and the same

are hereby changed and established to the following elevations above City Datum to-wit:

At a point opposite the intersection of the westerly margin of said new public street with the southerly margin of West 55th Street:

Southwesterly Curb 101.88 feet

At a point opposite the intersection of the easterly margin of said new public street with the southerly margin of West 55th Street:

Northeasterly Curb 109.65 feet

At the point of tangency of a lateral curve said point being distant 146.71 feet southeasterly measured along the semitangent of said curve from the intersection with the center line of West 55th Street;

Northeasterly Curb 117.10 feet

Southwesterly Curb 116.20 feet

Opposite the intersection of the southwesterly margin of said new public street with the northerly margin of West 54th Street:

Southwesterly Curb 126.40 feet

Opposite the intersection of the northeasterly margin of said new public street with the northerly margin of West 54th Street:

Northeasterly Curb 129.30 feet

Opposite the intersection of the southwesterly margin of said new public street with the southerly margin of West 54th Street:

Southwesterly Curb 131.50 feet

Opposite the intersection of the northeasterly margin of said new public street with the southerly line of West 54th Street:

Northeasterly Curb 134.26 feet

Opposite a point 35 feet distant measured northwesterly along the northeasterly margin of said new public street from the intersection of said northeasterly margin with the westerly margin of 3rd Avenue Northwest at the point of curvature of a vertical curve:

Northeasterly Curb 148.00 feet

Southwesterly Curb 148.00 feet

Opposite a point 80 feet southeasterly measured along the center line of said new public street from the last named point, at the point of tangency of a vertical curve:

Southwesterly Curb 151.60 feet

At a point opposite the intersection of the southwesterly margin of said new public street with the southerly margin of West 53rd Street:

Southwesterly Curb 151.75 feet

Opposite the intersection of the southwesterly margin of said new public street with the westerly margin of 3rd Avenue Northwest:

Southwesterly Curb 152.50 feet

Opposite the intersection of the northeasterly margin of said new public street with the northwesterly line of Lot 1, Block 9, Woodlawn Terrace Addition:

Northeasterly Curb 153.18 feet

Opposite a point 15 feet measured southeasterly along the northeasterly margin of said new public street, from the last named point, at the point of curvature of a vertical curve:

Northeasterly Curb 153.40 feet

Opposite a point 80 feet distant measured southeasterly along the northeasterly margin of said new public street from the last named point at the point of tangency of a vertical curve:

Northeasterly Curb 157.00 feet

Southwesterly Curb 157.00 feet

Opposite the point of intersection of the southwesterly margin of said new public street with the easterly margin of 3rd Avenue Northwest:

Southwesterly Curb 161.17 feet

Opposite the point of intersection of the northeasterly margin of said new public street with the westerly margin of Baker Avenue:

Northeasterly Curb 191.18 feet

Southwesterly Curb 191.18 feet

Opposite the point of intersection of the southwesterly margin of said new public street with the northerly margin of West 50th Street:

Southwesterly Curb 198.60 feet

Opposite the intersection of the northeasterly margin of said new public street with the easterly margin of Baker Avenue:

Northeasterly Curb 198.60 feet

Opposite the point of intersection of the northeasterly margin of said new public street with the northerly margin of West 50th Street:

Northeasterly Curb 200.30 feet

Opposite the intersection of the southwesterly margin of said new public street with the southerly margin of West 50th Street:

Southwesterly Curb 204.15 feet

Opposite the intersection of the northeasterly margin of said new public street with the southerly margin of West 50th Street:

Northeasterly Curb 208.00 feet

Opposite the northeasterly margin of said new public street with the westerly margin of 2nd Avenue Northwest:

Northeasterly Curb 222.80 feet

Opposite a point 10 feet distant measured northwesterly along the southwesterly margin of said new public street, from the intersection of said southwesterly margin with the northerly margin of West 49th Street:

Southwesterly Curb 224.00 feet

Opposite a point of intersection of the northeasterly margin of said new public street with the southerly margin of West 49th Street:

Northeasterly Curb 234.00 feet

Opposite the intersection of the southwesterly margin of said new public street with the easterly margin of 2nd Avenue Northwest:

Southwesterly Curb 236.10 feet

Opposite the intersection of the southwesterly margin of said new public street with the northerly margin of West 48th Street:

Southwesterly Curb 249.00 feet

Opposite the intersection of the northeasterly margin of said new public street with the northerly margin of West 48th Street:

Northeasterly Curb 251.10 feet

Opposite the intersection of the southwesterly margin of said new public street with the southerly margin of West 48th Street:

Southwesterly Curb 252.50 feet

Opposite a point in the southwesterly margin of said new public street, said point being distant 112.06 feet measured southeasterly along said southwesterly margin from its intersection with the southerly margin of West 48th Street, at the point of curvature of a lateral curve:

Northeasterly Curb 258.20 feet

Southwesterly Curb 258.20 feet

Opposite the point of intersection of the northeasterly margin of said new public street with the northerly margin of West 47th Street:

Northeasterly Curb 261.20 feet

Opposite the point of intersection of the northeasterly margin of said new public street with the southerly margin of West 47th Street:

Northeasterly Curb 263.80 feet

Opposite the point of intersection of the southwesterly margin of said new public street with the northerly margin of the alley in Block 12, Salmon Bay City Addition at the point of tangency of a lateral curve:

Northeasterly Curb 271.50 feet

Southwesterly Curb 271.50 feet

Opposite the point of intersection of the northeasterly margin of said new public street with the westerly margin of Palatine Avenue:

Northeasterly Curb 278.50 feet

Southwesterly Curb 278.50 feet

Opposite the point of intersection of the southwesterly margin of said new public street with the westerly margin of Palatine Avenue:

Southwesterly Curb 281.60 feet

Opposite the point of intersection of the northeasterly margin of said new public street with the easterly margin of Palatine Avenue:

Northeasterly Curb 283.50 feet

Opposite the point of intersection of the northeasterly margin of said new public street with the northerly margin of West 46th Street:

Northeasterly Curb 289.01 feet

Opposite the point of intersection of the southwesterly margin of said new public street with the southerly margin of West 46th Street:

Southwesterly Curb 292.36 feet

Opposite the point of intersection of the northerly margin of said new public street with the westerly margin of Greenwood Avenue:

Northerly Curb 302.20 feet

Opposite the intersection of the southerly margin of said new public street with the westerly margin of Greenwood Avenue:

Southerly Curb 302.32 feet

That the curb grades of the approaches to the said new public street established herein be changed and established as follows, to-wit:

ON WEST 55th STREET

At a point opposite the intersection of West 55th Street with the easterly margin of 5th Avenue Northwest:

Southerly Curb At existing elevation

At a point opposite the intersection of West 55th Street with the westerly margin of 4th Avenue Northwest:

Southerly Curb At existing elevation

ON WEST 54th STREET

No approaches to said new public street will be constructed.

ON WEST 53rd STREET

No approach to said new public street will be constructed on the west.

ON WEST 52nd STREET

At a point 15 feet easterly of the intersection of West 52nd Street with the easterly margin of 3rd Avenue Northwest:

Northerly Curb At existing elevation

Southerly Curb At existing elevation

ON 3rd AVENUE NORTHWEST

At a point opposite the intersection of the westerly margin of 3rd Avenue Northwest and the northeasterly margin of said new public street:

Westerly Curb At existing elevation

At a point opposite the intersection of the westerly margin of 3rd Avenue Northwest with the northerly margin of West 53rd Street:

Easterly Curb At existing elevation

At a point opposite the intersection of 3rd Avenue Northwest with the northerly margin of West 52nd Street on the east:

Easterly Curb 152.50 feet

At a point opposite the intersection of 3rd Avenue Northwest with the northerly margin of West 52nd Street on the west:

Westerly Curb At existing elevation

ON BAKER AVENUE

Opposite a point 140 feet measured northerly of the intersection of Baker Avenue with the north margin of West 50th Street at the point of curvature of a vertical curve:

Easterly Curb At existing elevation

Westerly Curb At existing elevation

Opposite a point 40 feet southerly of the last named point at the point of tangency of a vertical curve:

Easterly Curb 200.91 feet

Westerly Curb 199.00 feet

Opposite a point 10 feet southerly of the last named point at the point of curvature of a vertical curve:

Easterly Curb 199.75 feet

Opposite a point 40 feet southerly of the last named point at the point of tangency of a vertical curve:

Easterly Curb 198.00 feet

Opposite the point of intersection of the easterly margin of Baker Avenue with the northeasterly margin of said new public street:

Easterly Curb 198.60 feet

ON WEST 50th STREET

Opposite the point of intersection of the northerly margin of West 50th Street with the southwesterly margin of said new public street:

Northerly Curb At existing elevation

Opposite a point 18 feet westerly measured along the southerly margin of West 50th Street from the intersection of said southerly margin with the southwesterly margin of said new public street:

Southerly Curb At existing elevation

Opposite a point 30 feet easterly measured along the northerly margin of West 50th Street from the intersection of said northerly margin with the easterly margin of Baker Avenue:

Northerly Curb At existing elevation

Opposite the point of intersection of the southerly margin of West 50th Street with the northeasterly margin of said new public street:

Southerly Curb At existing elevation

ON 2nd AVENUE NORTHWEST

Opposite the point of intersection of 2nd Avenue Northwest with the southerly margin of West 50th Street:

Easterly Curb At existing elevation

Westerly Curb At existing elevation

Opposite the point of intersection of the westerly margin of 2nd Avenue Northwest with the northeasterly margin of said new public street:

Easterly Curb 230.37 feet

Westerly Curb 228.95 feet

Opposite the point of intersection of 2nd Avenue Northwest with the northerly margin of North 49th Street:

Easterly Curb 228.00 feet

Opposite the intersection of the easterly margin of 2nd Avenue Northwest with the southwesterly margin of said new public street:

Easterly Curb At existing elevation

Westerly Curb At existing elevation

ON WEST 49th STREET

Opposite a point 22 feet westerly, measured, along the southerly margin of West 49th Street, from its intersection with the westerly margin of 2nd Avenue Northwest:

Northerly Curb At existing elevation

Southerly Curb At existing elevation

Opposite the point of intersection of West 49th Street with the easterly margin of 2nd Avenue Northwest:

Northerly Curb 231.50 feet

Opposite the point of intersection of the southerly margin of West 49th Street with the northeasterly margin of said new public street:

Southerly Curb 238.00 feet

Opposite a point 105 feet easterly from the intersection of West 49th Street with the easterly margin of 2nd Avenue Northwest:

Northerly Curb At existing elevation

Southerly Curb At existing elevation

ON WEST 48th STREET

Opposite the point of intersection of the northerly margin of West 48th Street with the southwesterly margin of said new public street:

Northerly Curb At existing elevation

Opposite a point 14 feet westerly from the intersection of the southerly margin of West 48th Street with the southwesterly margin of said new public street:

Southerly Curb At existing elevation

Easterly of said new public street no approach will be constructed on West 48th Street:

ON WEST 47th STREET

Easterly from said new public street no approach will be constructed on West 47th Street:

ON 1st AVENUE NORTHWEST

Opposite the point of intersection of 1st Avenue Northwest with the southerly margin of West 47th Street:

On the easterly roadway:

Westerly Curb At existing elevation

At a point 30 feet south of the intersection of 1st Avenue Northwest with the southerly margin of West 47th Street:

On the easterly roadway:

Easterly Curb At existing elevation

ON PALATINE AVENUE

Opposite a point 4 feet northerly of the intersection of Palatine Avenue with the northerly margin of the alley in Blocks 11 and 12, Salmon Bay City Addition:

Easterly Curb At existing elevation

Westerly Curb At existing elevation

Opposite a point 24 feet southerly of the last named point:

Easterly Curb	283.65 feet
Westerly Curb	282.82 feet

Opposite the point of intersection of the easterly margin of Palatine Avenue with the northeasterly margin of said new public street:

Easterly Curb	282.84 feet
---------------	-------------

ON NORTH 46th STREET

Opposite the point of intersection of North 46th Street with the westerly margin of Palatine Avenue (on the north):

Northerly Curb	At existing elevation
Southerly Curb	At existing elevation

Opposite a point 55 feet westerly of the intersection of North 46th Street with the westerly margin of Greenwood Avenue:

Northerly Curb	At existing elevation
Southerly Curb	At existing elevation

Opposite a point 15 feet easterly from the intersection of North 46th Street with the easterly margin of Greenwood Avenue:

Northerly Curb	At existing elevation
Southerly Curb	At existing elevation

ON GREENWOOD AVENUE

Opposite the point of intersection of Greenwood Avenue with the southerly margin of North 46th Street (on the west):

Westerly Curb	At existing elevation
---------------	-----------------------

Opposite the point of intersection of Greenwood Avenue with the northerly margin of North 46th Street (on the east):

Easterly Curb	At existing elevation
---------------	-----------------------

Opposite the point of intersection of Greenwood Avenue with the southerly margin of North 46th Street (on the east):

Easterly Curb	At existing elevation
Westerly Curb	At existing elevation

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 described new public street, and the approaches thereto, the City shall acquire the right in the case of a cut to remove the lateral support of the property abutting on said new public 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 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 $1\frac{1}{2}$ feet for each foot of elevation of fill for the purpose of acquiring lateral support for said new public street and the approaches thereto, 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 new public street and the approaches thereto.

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 2 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 or regrading of said new public street and the approaches thereto, 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 new public street and the approaches thereto 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 and paid into court for the owners thereof, in the manner provided by law.

Section 6. 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, to-wit:

IN BALLARD ADDITION TO GILMAN PARK
(Volume 5, King County Plats, page 29)

That portion of the east 17 feet of Lot 10; and that portion of Lot 11, Block 1; also, those portions of Lots 9, 14 and 15, Block 4, said addition, not condemned for the new public street established under Section 2 of this ordinance.

UNPLATTED

That portion of the north 264 feet of the east 330 feet of the northwest one-quarter of the south-east one-quarter of Section 22, Township 25 North, Range 3 East, W.M., described as follows: Beginning at the southwest corner of said tract; thence north 0° 04' 33" east along the westerly line of said tract a distance of 111.60 feet to the true point of beginning; thence continuing along said westerly line a distance of 17.44 feet; thence south 29° 10' 51" east a distance of 19.96 feet along the westerly line of the new public street established under Section 2 of this ordinance; thence south 89° 57' 02" west a distance of 9.76 feet to the true point of beginning.

IN WOODLAWN TERRACE ADDITION
(Volume 12, King County Plats, page 55)

That portion of the south one-third of Lot 6, and those portions of Lots 7, 8, 9, 26 and 27, Block 9, said addition, lying easterly of the northeasterly margin of the new public street established under Section 2 of this ordinance; also, those portions of Lots 8, 9, 10, the northerly 25 feet of Lot 11, and those portions of Lots 23, 24, 25, 26 and 27, all in said Block 9, lying westerly of the southwesterly margin of said new public street.

IN STEEL WORKS ADDITION
(Volume 4, King County Plats, page 2)

Those portions of Lots 1, 2, 11 and 12, Block 5, those portions of Lots 2, 3, 8 and 9, Block 9, and of Lot 5, Block 14, lying easterly of the northeasterly margin of the new public street established under Section 2 of this ordinance; also, that portion of Lot 11, Block 5; those portions of Lots 3 and 7, Block 9, and those portions of Lots 5 and 6, Block 14, said addition, lying westerly of the southwesterly margin of said new public street;

IN SALMON BAY CITY (Malson's Addition to Seattle)
(Volume 1, King County Plats, page 94)

That portion of the west 20 feet of Lot 2; that portion of Lot 3, and that portion of Lot 8, all in Block 12, lying easterly of the northeasterly margin of the new public street established under Section 2 of this ordinance; also, that portion of Lot 3, Block 12, and those portions of the north 60 feet of Lots 1 and 2, Block 20, said addition, lying westerly of the southwesterly margin of said new public street.

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 7. That the entire cost of the improvement provided for herein shall be paid from the City Street Fund and/or Cumulative Reserve Fund of the City of Seattle, except that the property taken for General Municipal Purpose shall be paid for from the General Fund of the City of Seattle.

Section 8. 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.

(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 23 day of December, 1946,
and signed by me in open session in authentication of its passage this 23 day of
December, 1946. M. B. Mitchell

President..... of the City Council.

Approved by me this 24 day of December, 1946.
W. F. Davis
Mayor.

Filed by me this 24 day of December, 1946.
H. Thomas

Attest: H. Thomas
City Comptroller and Ex-Officio City Clerk.

By W. E. Anderson
Deputy Clerk.

(SEAL)

Published JAN 4 1947

City Comptroller and Ex-Officio City Clerk.

By.....
Deputy Clerk.

*Verdict
#44 & 47
Cord 75,46)*

ORDINANCE 86623

AN ORDINANCE relating to the Building Department and providing for the sale of a portion of Block 5, Steel Works Addition.

WHEREAS, the property hereinafter described, acquired for general municipal purposes, is not now and will not be used or useful for such purposes, and the Superintendent of Buildings has recommended (C. F. 233338) the sale thereof subject to slope rights, to Mrs. A. F. Walloch for the sum of \$700.00 cash in accordance with her bid; Now, Therefore,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That the sale to Mrs. A. F. Walloch of the following described real property in King County, Washington, to-wit:

That portion of the north 45 feet of Lots 1 and 2 and the south one-half of Lots 13 and 14 in Block 5, Steel Works Addition, lying northeasterly of the northeasterly margin of the Ballard University Highway, as established by condemnation under Ordinance No. 75646,

for the sum of Seven Hundred Dollars (\$700.00) cash, in accordance with her bid, is hereby authorized and upon receipt of the purchase price, the Mayor and City Comptroller are hereby authorized and directed to execute and deliver a quitclaim deed to said property, substantially in the form of Exhibit "A" attached hereto.

Section 2. The purchase price when received shall be placed to the credit of the City Street Fund and the Cumulative Reserve Fund, each in an equal amount.

Section 3. (30 day ending.)

(Approved: NOV 13 1957

*44
47*

EXHIBIT "A"

QUITCLAIM DEED

THE GRANTOR, The City of Seattle, a municipal corporation, for and in consideration of Seven Hundred Dollars (\$700.00) in hand paid, conveys and quitclaims to the grantee, Mrs. A. F. Walloch, a widow, all its right, title, and interest in the following described real property located in King County, Washington, to-wit:

That portion of the north 45 feet of Lots 1 and 2 and the south one-half of Lots 13 and 14 in Block 5, Steel Works Addition, lying northeasterly of the northeasterly margin of the Ballard University Highway, as established by condemnation under Ordinance No. 75646,

subject to the following reservation:

"The City of Seattle reserves the right to make and maintain all necessary slopes for cuts or fills upon the above described property in the reasonable grading or maintaining of the street adjoining."

IN WITNESS WHEREOF, pursuant to the provisions of Ordinance _____ of the City of Seattle, said City has caused this instrument to be executed by its Mayor and City Comptroller thereunto duly authorized and has caused its corporate seal to be hereunto affixed this _____ day of _____, 1957.

THE CITY OF SEATTLE

By _____

Mayor

City Comptroller

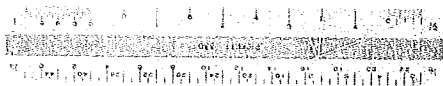
STATE OF WASHINGTON }
COUNTY OF KING }

THIS IS TO CERTIFY that on this _____ day of _____ 1957, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared GORDON S. CLINTON and W. C. THOMAS, to me personally known to be the Mayor and City Comptroller, respectively, of THE CITY OF SEATTLE, the municipal corporation that executed the foregoing instrument, and acknowledged to me that they signed and sealed the same as the free and voluntary act and deed of said municipal corporation, and on oath stated that they were authorized to execute said instrument, and that the seal affixed is the seal of said municipal corporation.

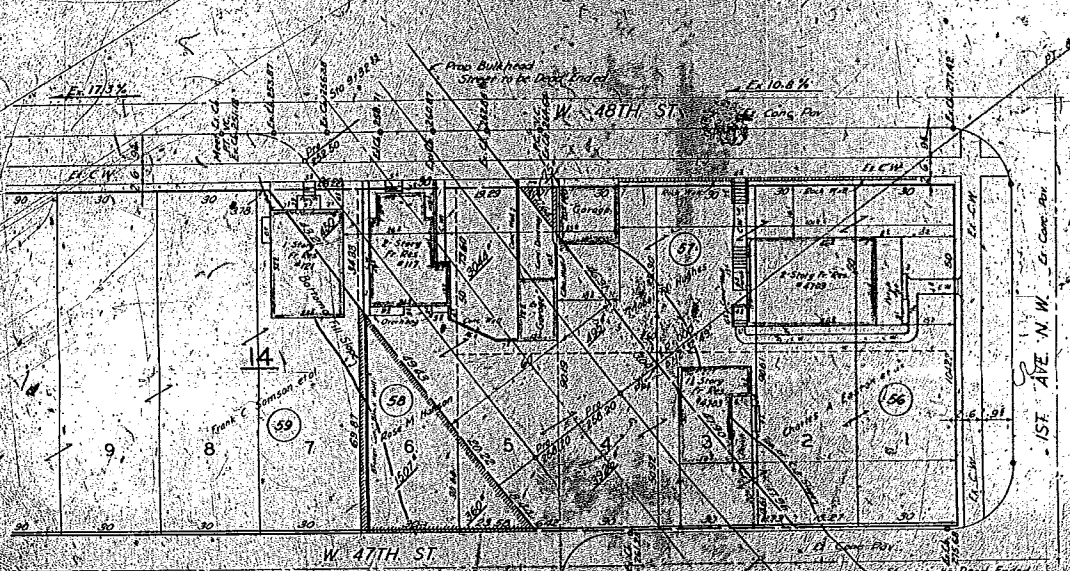
WITNESS my hand and official seal the day and year in this certificate first above written.

Notary Public in and for the State of Washington, residing at Seattle.

Ord.# 75646
35MM



STEEL WORKS ADD, VOL. 4-2

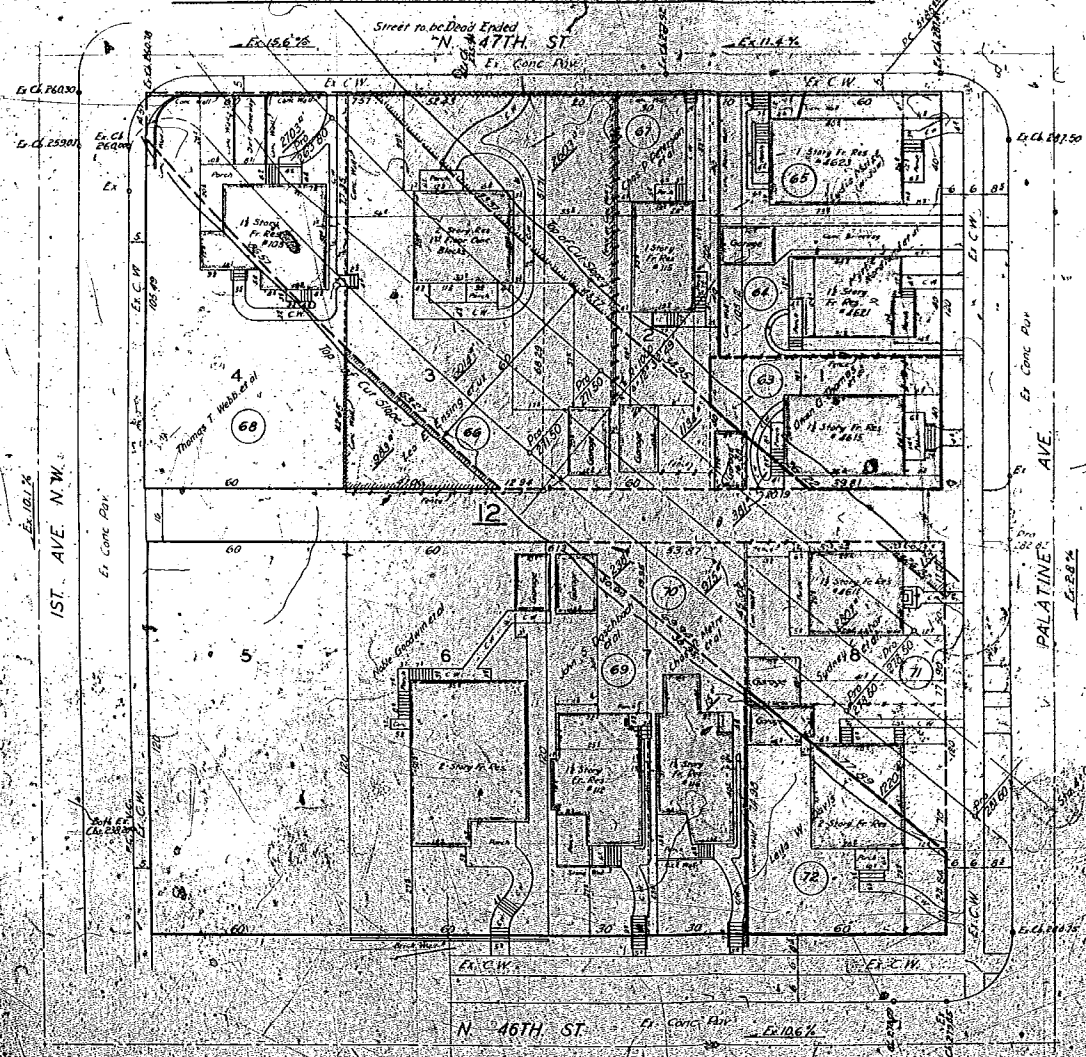


For Legend see note on Sheet 1.

CONDEMNATION OF
BALLARD-UNIVERSITY HIGHWAY
ALSO ESTABLISHES GRADES
BUK W. STEEL WORKS
ADDITION
ORD. 75848 SCALE 1/4"=20'
DRAWN BY: [illegible]
CHECKED BY: [illegible]

MALSON'S ADD TO SALMON BAY CITY VOL. 1-94.

8

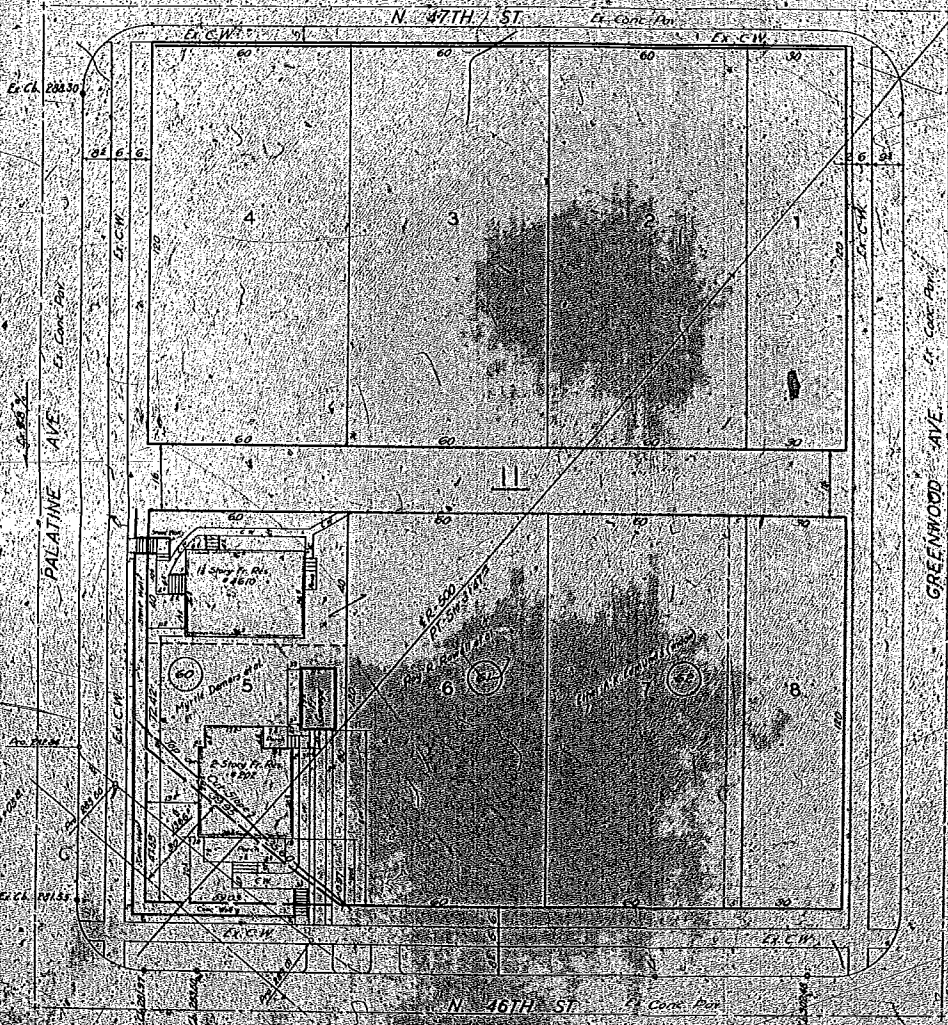


For Legend see note on Sheet 1

CONDEMNATION OF
 BALLARD - UNIVERSITY HIGHWAY
 ALSO ESTABLISHES GRADES
 BLK 12 MALSON'S ADD
 TO SALMON BAY CITY
 ORD. 75646 SCALE: 1" = 20'
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 (See Book 10003
 Page 841-1000
 1-30-2003)

MALSON'S ADD TO SALMON BAY CITY VOL. I-97

9

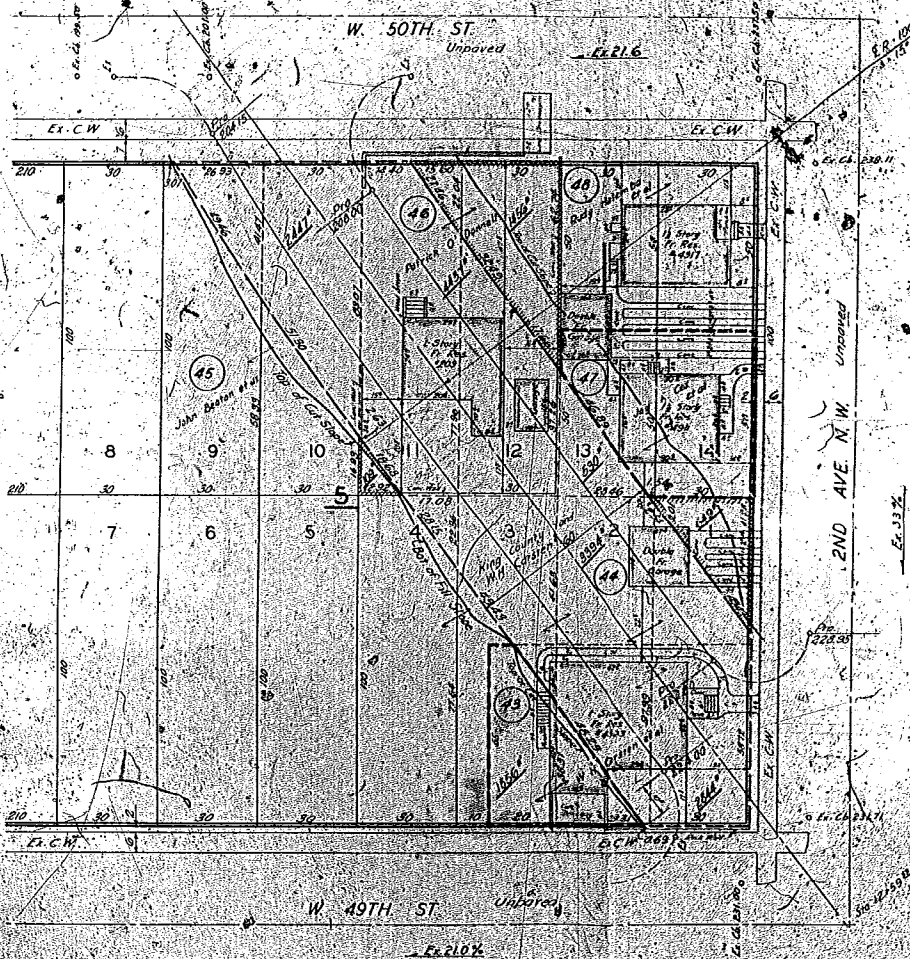


CONDEMNATION OF
BALL AND UNIVERSITY HIGHWAY
ALSO ESTABLISHES GRADES
FOR MALSON'S ADD
TO SALMON BAY CITY
ORD. 73648 SCALET II, 20
DRAWN BY
CHECKED BY

For Legend see note on Sheet 1.

STEEL WORKS ADDITION vol. 4-2

5

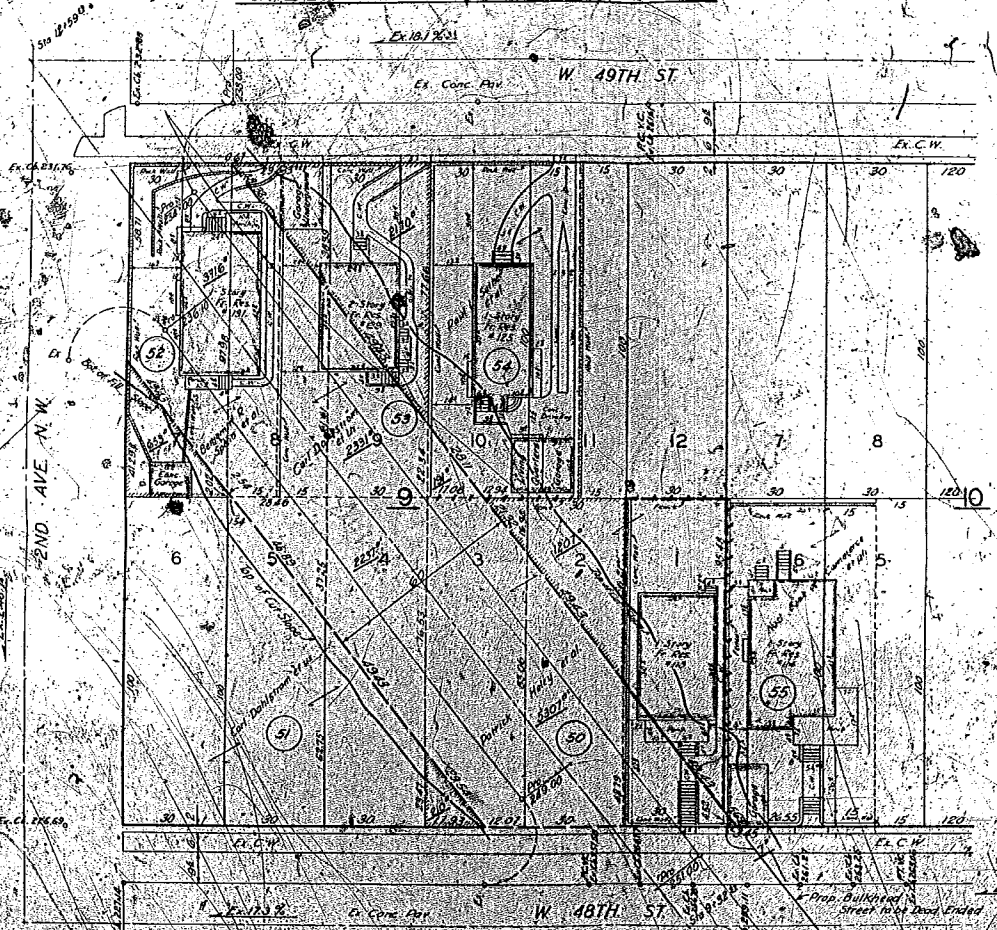


For Legend see note on Sheet 1.

CONDEMNATION OF
 BALLARD-UNIVERSITY HIGHWAY &
 ALSO ESTABLISHES GRADES
 BLK. & STEEL WORKS
 ADDITION
 ORD. 75646 SCALE: 1" = 20'
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 [Additional text]

STEEL WORKS ADDITION VOL. 4-2

6

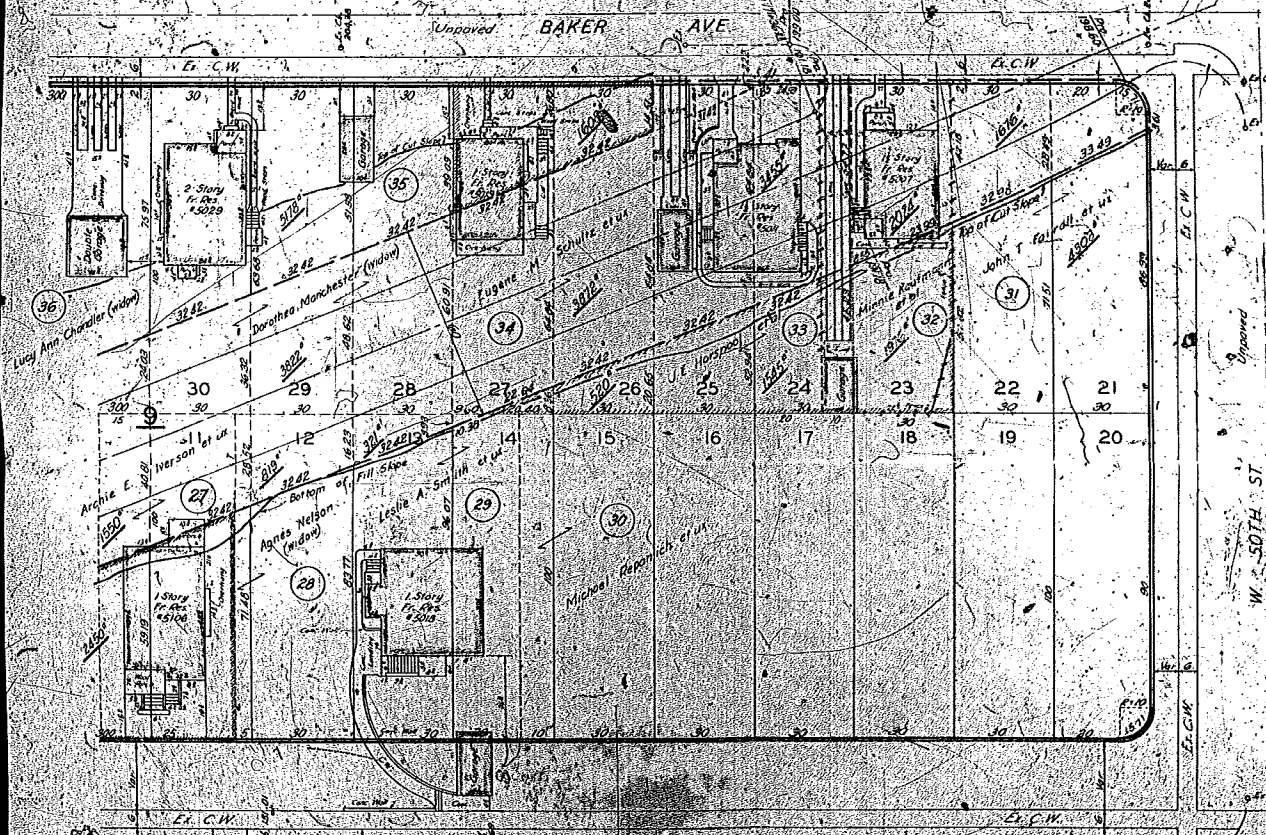


For Legend see note on Sheet 1

CONDENATION OF
 BALLARD - UNIVERSITY HIGHWAY
 ALSO ESTABLISHES GRADES
 BLKS. 9, 10, STEEL
 WORKS ADDITION
 ORD. 75636 SCALE: 1" = 20'
 DRAWN BY: Crosby Oct 1947
 CHECKED BY: [Signature] Nov. 15, 1947
 1st Sec. Book 2072
 1st Sec. Book 2072
 1st Sec. Book 2016

WOODLAWN TERRACE ADDITION VOL. 12-53

EX. 167 1/2



3RD AVE N.W.

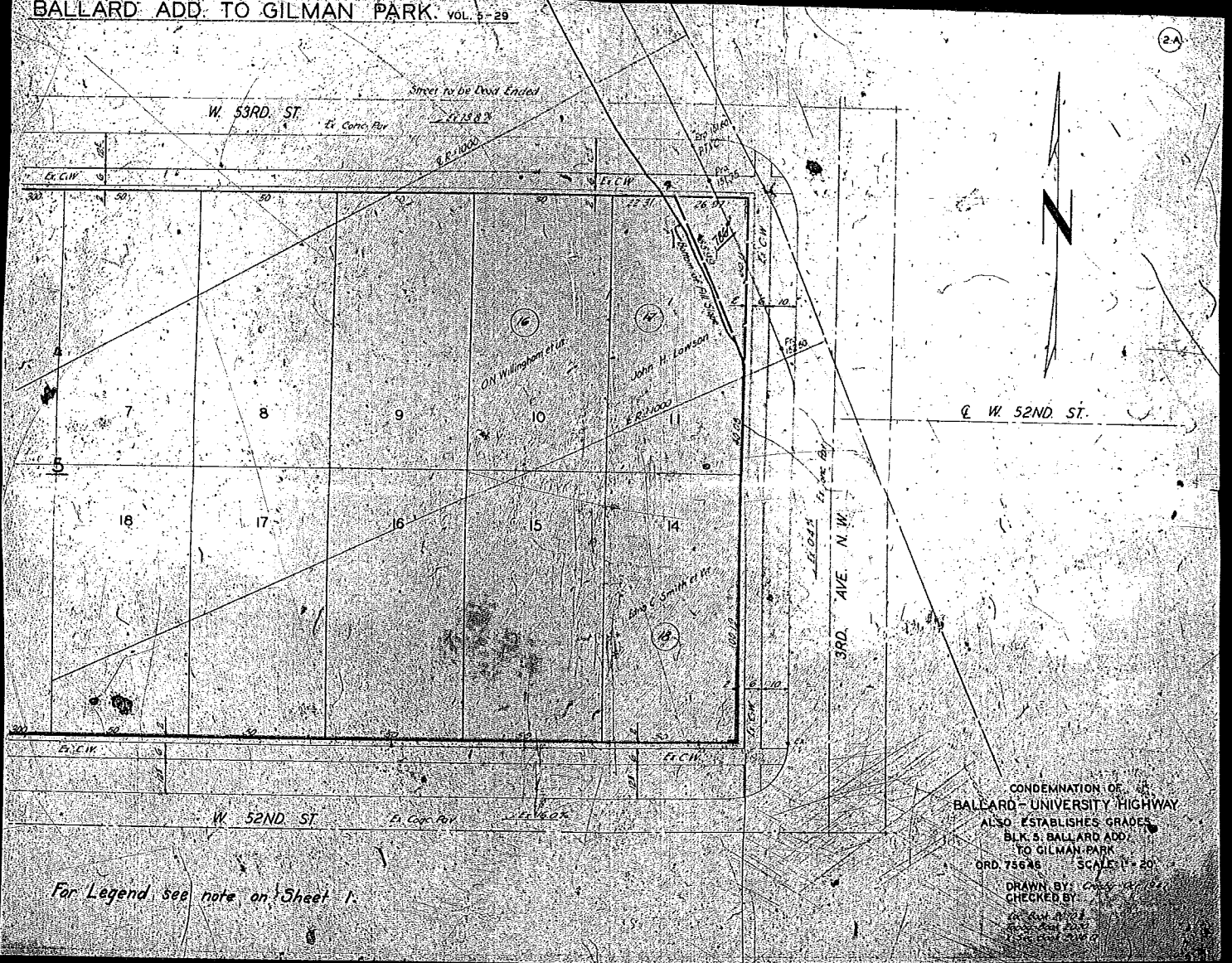
For Legend see note on Sheet 1

CONDEMNATION OF
 BALLARD - UNIVERSITY HIGHWAY
 ALSO ESTABLISHES GRADES
 SOUTH HALF BLK 9
 WOODLAWN TERRACE ADD.
 ORD. 75646 SCALE 1"=20'

DRAWN BY: [Signature] Oct 1947
 CHECKED BY: [Signature] May 75, 1948
 Loc. 8005 2010
 Room 201A-201B
 1st Fl. East 2010

BALLARD ADD. TO GILMAN PARK. VOL. 5-29

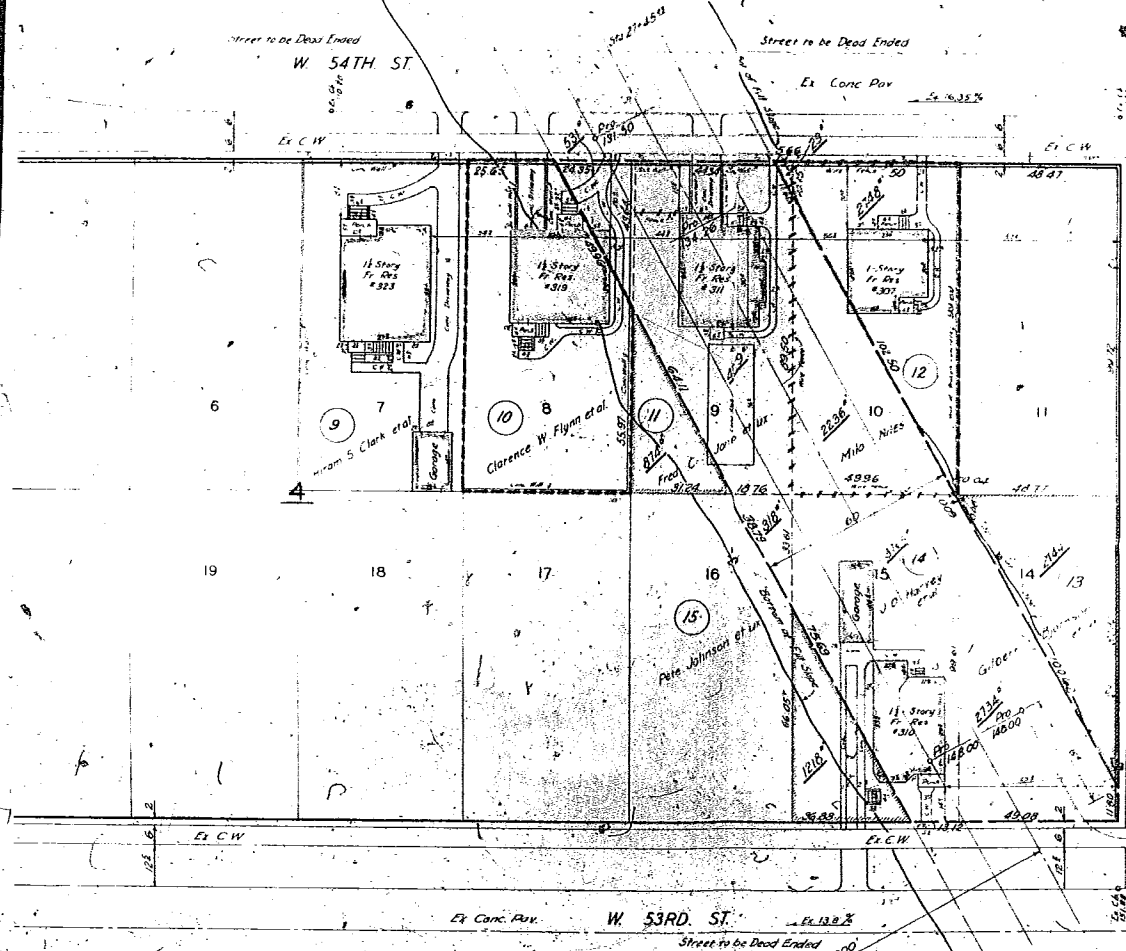
2-A



CONDEMNATION OF
 BALLARD - UNIVERSITY HIGHWAY
 ALSO ESTABLISHES GRADES
 BLK. 5, BALLARD ADD.
 TO GILMAN PARK
 ORD. 75646 SCALE: 1" = 20'
 DRAWN BY: C. W. W. 1922
 CHECKED BY: C. W. W. 1922

For Legend see note on Sheet 1.

BALLARD ADD. TO GILMAN PARK 5-29

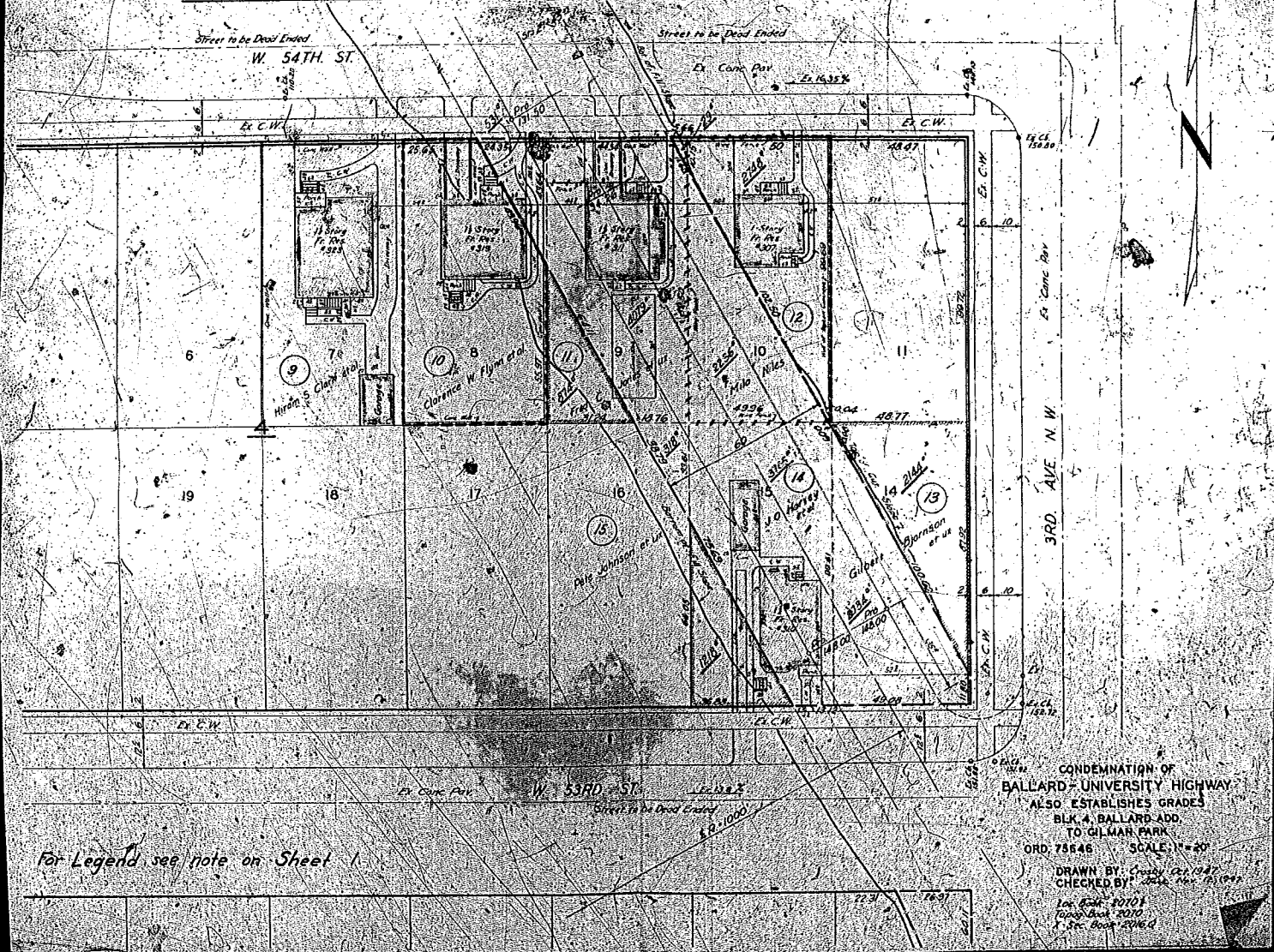


For Legend see note on Sheet 1.

CONDEMNATION OF
 BALLARD-UNIVERSITY HIGHWAY
 ALSO ESTABLISHES GRADES
 BLK. 4, BALLARD ADD.
 TO GILMAN PARK
 ORD. 75646 SCALE: 1"=20'
 DRAWN BY: [Signature] 10/17/17
 CHECKED BY: [Signature] 10/17/17
 Loc. Book 2010
 Prop. Book 2010
 A.S.C. Book 2010

BALLARD ADD. TO GILMAN PARK VOL. 5-29

(2)



For Legend see note on Sheet 1

CONDEMNATION OF
 BALLARD UNIVERSITY HIGHWAY
 ALSO ESTABLISHES GRADES
 BLK. 4, BALLARD ADD
 TO GILMAN PARK
 ORD. 75646 SCALE: 1"=40'
 DRAWN BY: Crosby Oct. 1947
 CHECKED BY: [Signature] Nov. 1947
 See also 10708
 Tolson Book 2070
 1st Sec. Book 2946 d

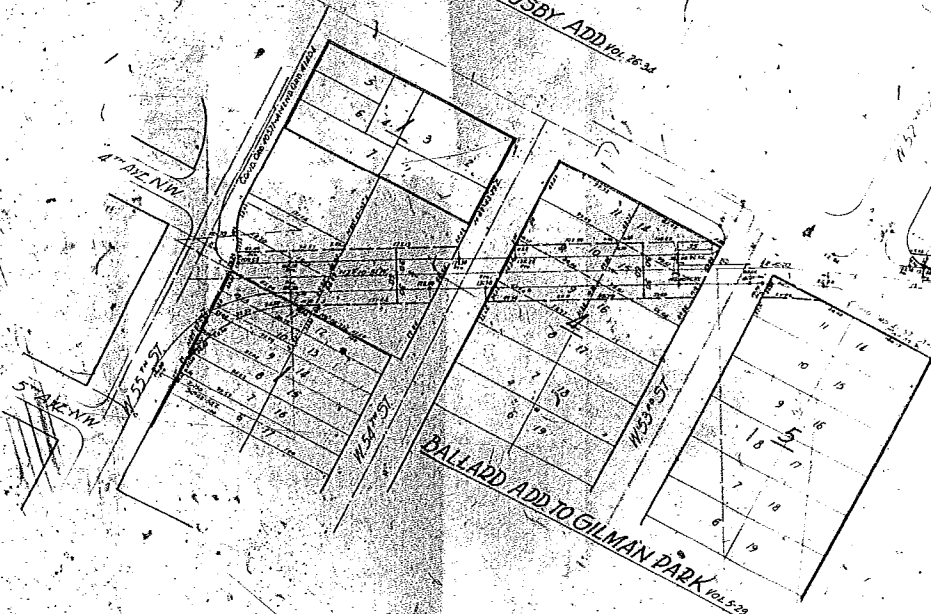
17-508

CONS 13000
CONS
SOUTH SIDE UNIVERSITY HIGHWAY

CARLSON-DIGSBY ADD Vol. 26-34

WOODLA

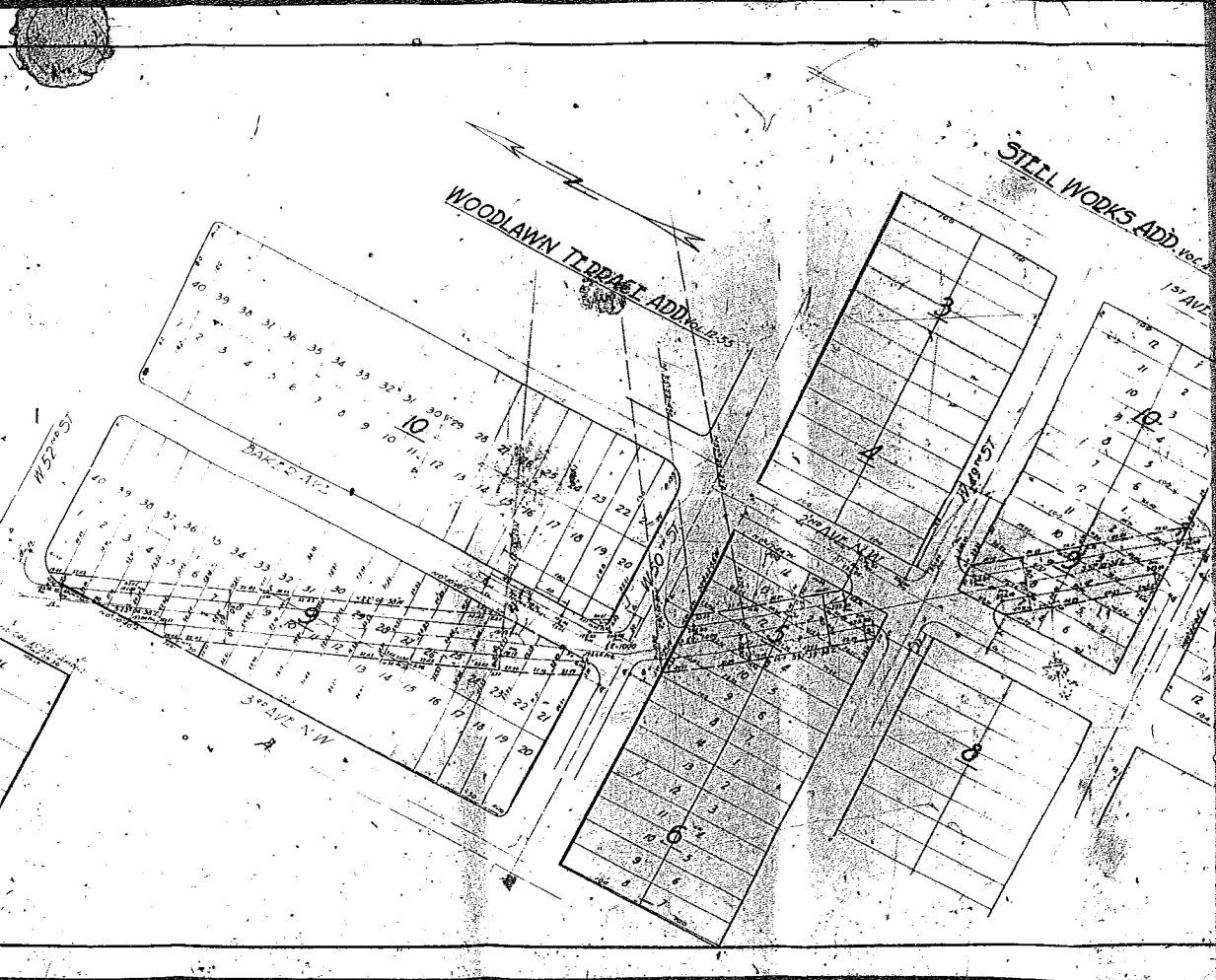
10



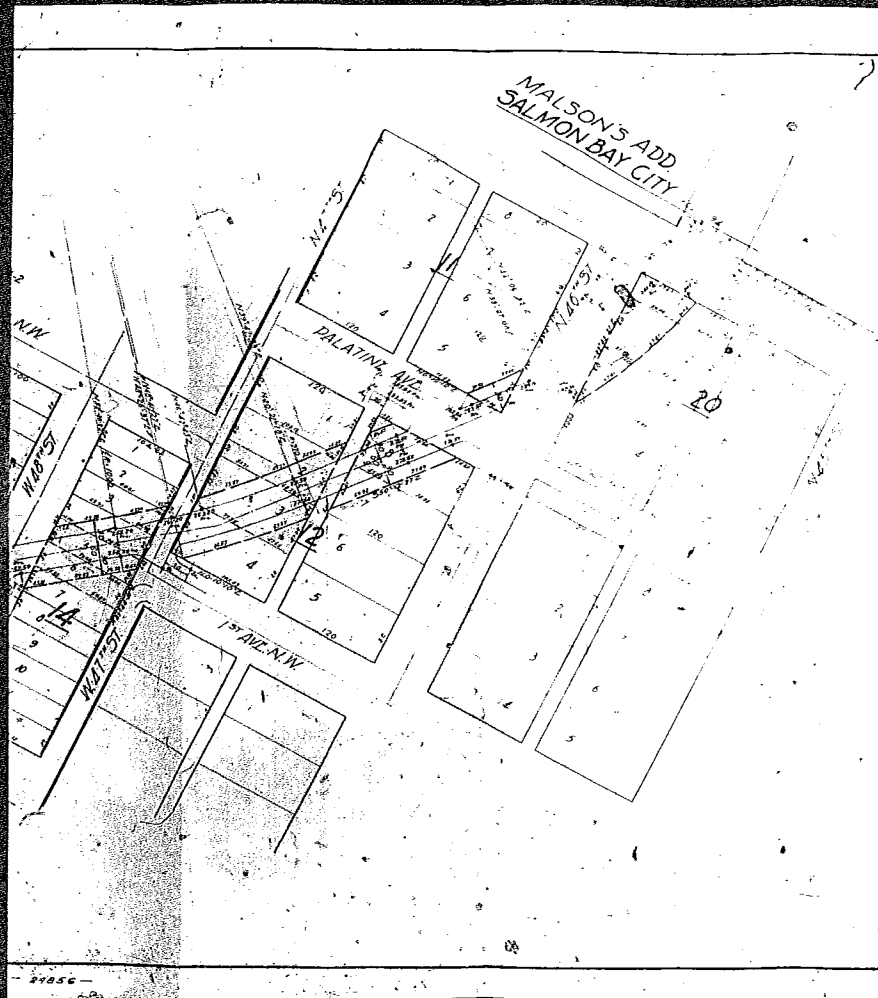
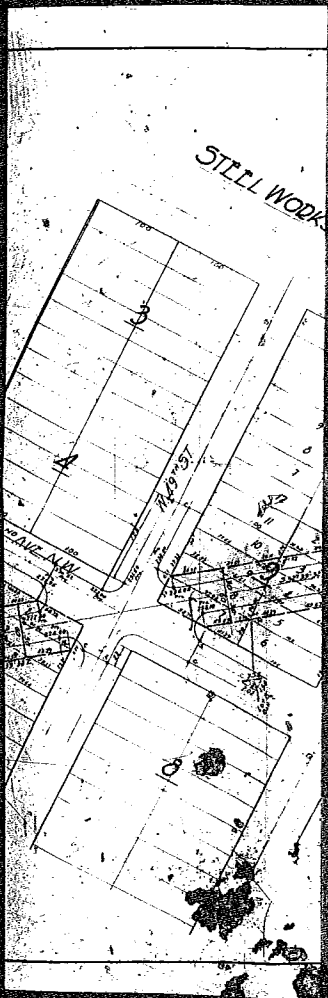
BALLARD ADD TO GILMAN PARK Vol. 529

17-508

FR1



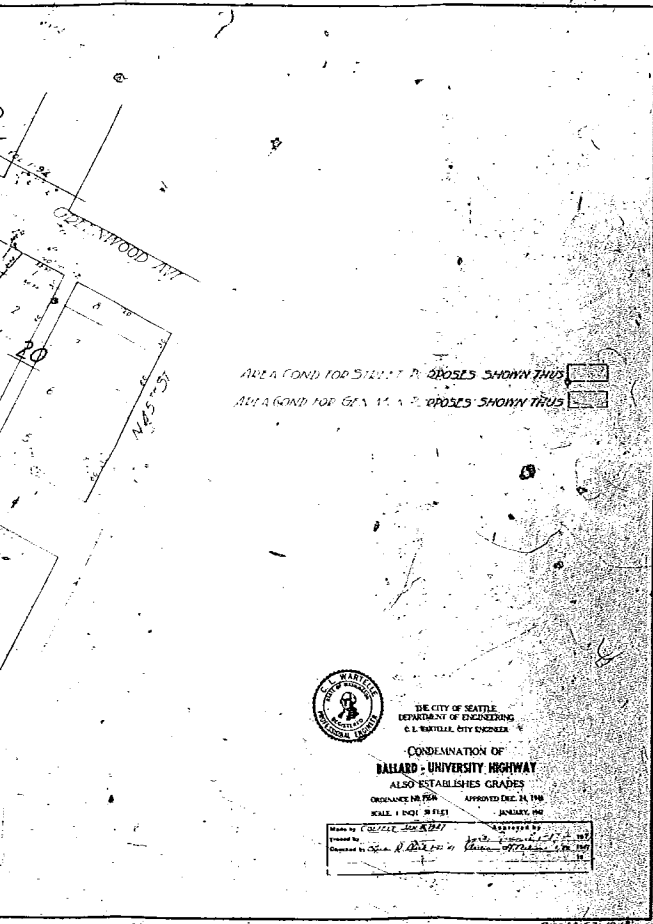
FR1



THE CITY OF SEATTLE
 DEPARTMENT OF PUBLIC WORKS
 CONDENSED
 BAILLARD - UNIT
 ALSO ESTABLISHED
 ORDINANCE FOR THE
 SCALE 1/8" = 10' FILE
 DRAWN BY
 CHECKED BY
 APPROVED BY

FR1

17-508



AREA (COND) FOR STREET R. BRIDGES SHOWN THIS

AREA (COND) FOR GRA. M. A. BRIDGES SHOWN THIS

055 12878
 COND
 DISTRICT UNIVERSITY AVENUE



THE CITY OF SEATTLE
 DEPARTMENT OF ENGINEERING
 C. L. WATKINS, CITY ENGINEER

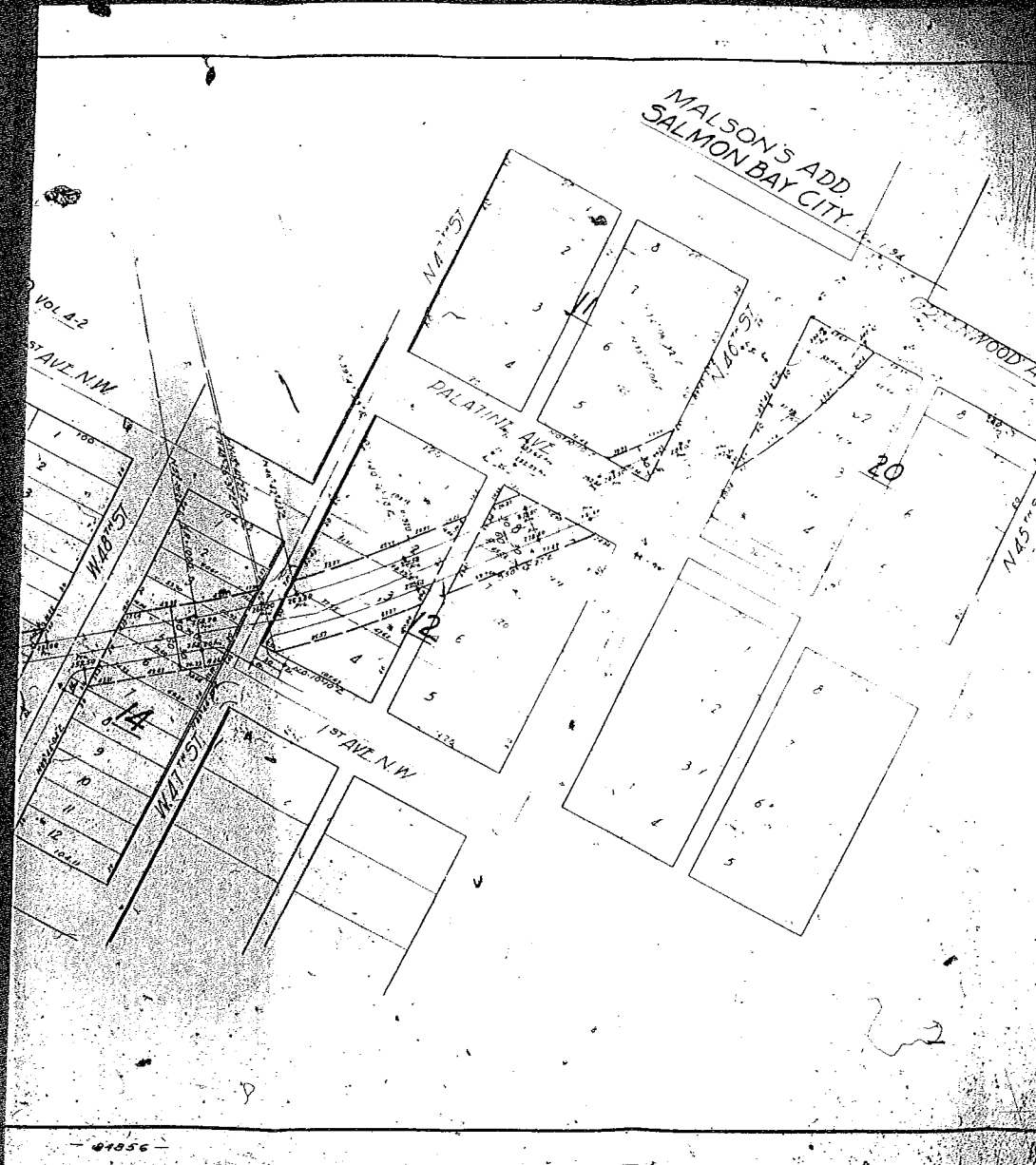
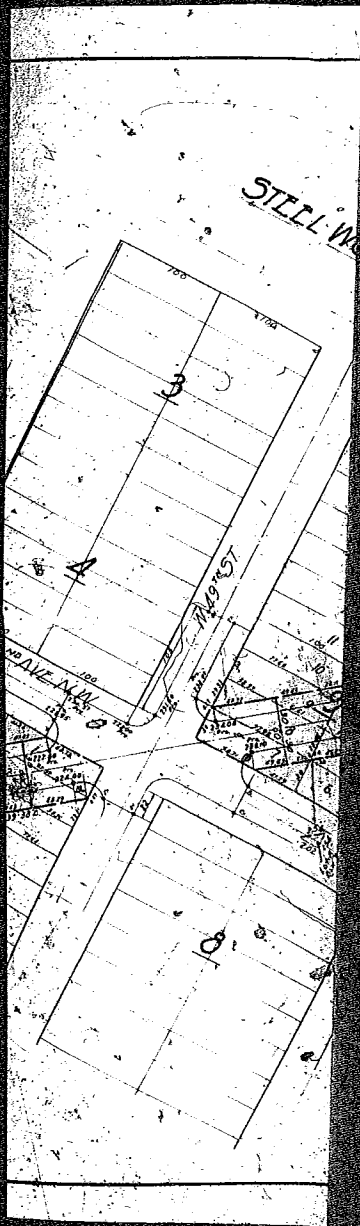
CONDEMNATION OF
BALLARD - UNIVERSITY HIGHWAY
 ALSO ESTABLISHES GRADES

ORDINANCE NO. 100 APPROVED DEC. 14, 1916
 SCALE: 1 INCH = 10 FEET JANUARY, 1917

Drawn by: *W. J. ...*
 Checked by: *C. L. Watkins*
 Approved by: *C. L. Watkins*

17-508

R1



FR2

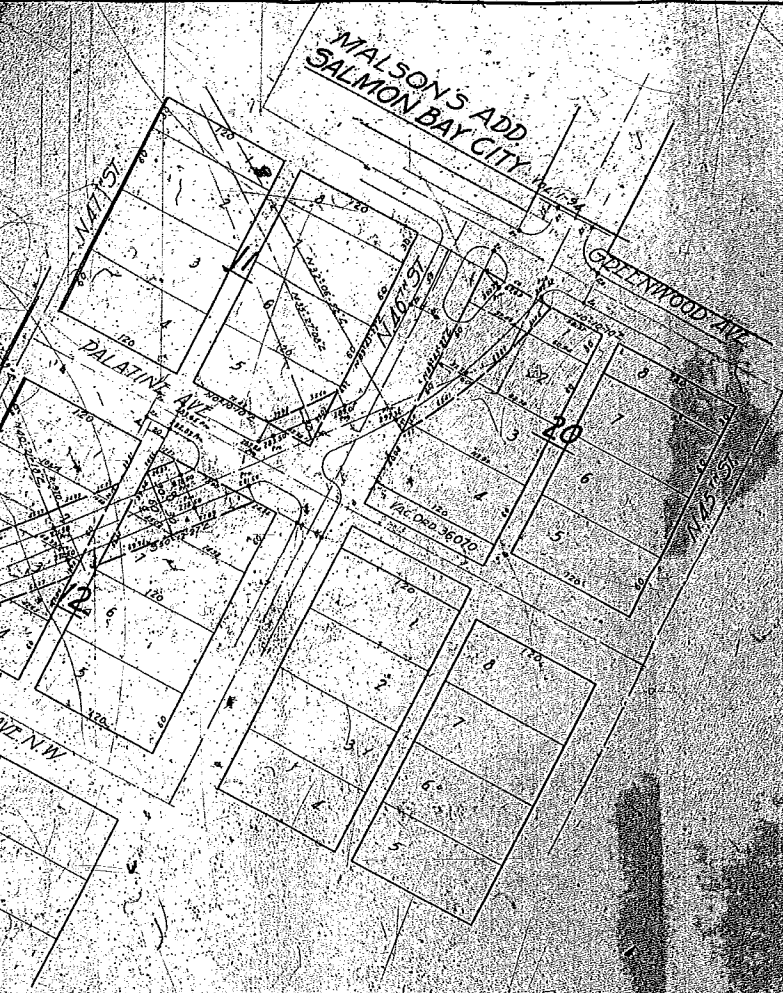
805-11

MALSON'S ADD.
SALMON BAY CITY

GREENWOOD AVE

AREA COND. FOR STREET PURPOSES SHOWN THIS
AREA COND. FOR GEN MUN PURPOSES SHOWN THIS

YANBIRD-UNIVERSITY HIGHWAY
COND
055 12890



CITY OF SEATTLE
DEPARTMENT OF ENGINEERING
C. L. WATKINS, CITY ENGINEER

CONDEMNATION OF
BALLARD - UNIVERSITY HIGHWAY
ALSO ESTABLISHES GRADES
ORDINANCE NO. 17844 APPROVED DEC. 24, 1944
SCALE: 1 INCH = 10 FEET 1 INCH = 10 FEET

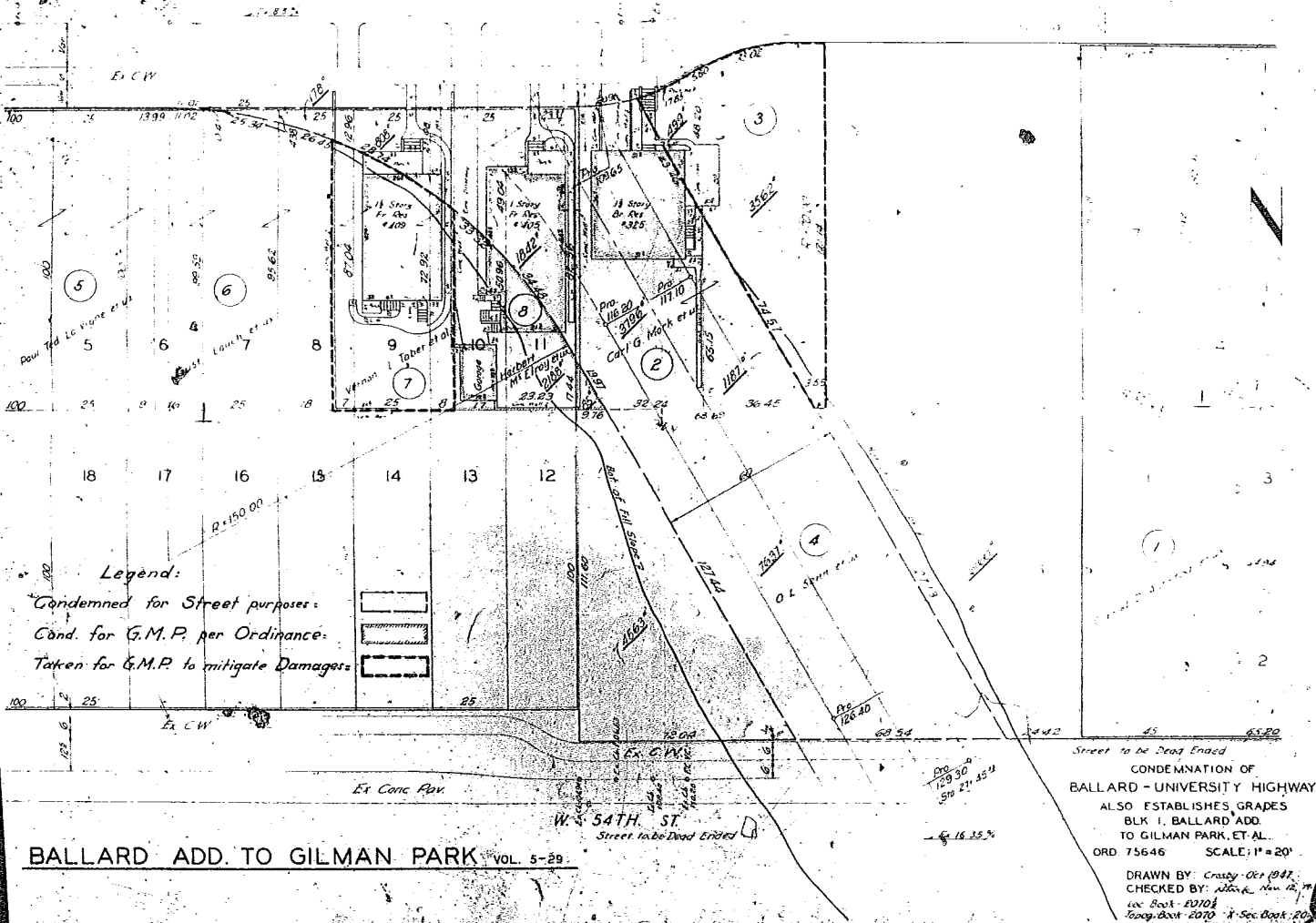
Drawn by	Checked by	Approved by
Colin J. Kelly	D. B. ...	C. L. Watkins

805-11

FR2

CARLSON - RIGSBY ADD. 25-26-32

W 55TH ST.



Legend:

Condemned for Street purposes:

Cond. for G.M.P. per Ordinance:

Taken for G.M.P. to mitigate Damages:



BALLARD ADD. TO GILMAN PARK VOL. 5-29

Street to be Dead Ended
 CONDEMNATION OF
 BALLARD - UNIVERSITY HIGHWAY
 ALSO ESTABLISHES GRADES
 BLK 1, BALLARD ADD.
 TO GILMAN PARK, ET AL.
 ORD 75646 SCALE: 1" = 20'

DRAWN BY: Cassidy Oct 1947
 CHECKED BY: W.A.R. Nov 1947
 1st Rev: 10/10/47
 2nd Rev: 11/10/47 1st Sec Book: 20