

Ordinance 77088

ORDINANCE NO. 77088

AN ORDINANCE providing for the establishment of elevated roadways on Alaskan Way and other streets, from the vicinity of First Avenue South and Railroad Way to the vicinity of Battery Street; providing for the establishment of a depressed roadway on Battery Street and other streets from this point to the intersection of Aurora Avenue and Thomas Street; providing for approaches to said roadways; providing for the acquisition of right of way necessary therefor; and for changing and establishing the necessary grades; providing for the condemnation; appropriation, taking and damaging of land and other property necessary therefor; and providing that the entire cost of such improvement shall be paid from the Seattle Alaskan Way Viaduct State Development Fund.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

AMENDED ORD.  
77749

Section 1. That public necessity and convenience demand that the following named streets be laid off, opened, widened, extended and established as public streets and highways:

Aurora Avenue, from Thomas Street to the intersection of Battery Street with 6th Avenue;

Battery Street from 7th Avenue to 1st Avenue;

Armory Way from the intersection of 1st Avenue and Battery Street to Alaskan Way;

Alaskan Way from Armory Way to King Street;

Railroad Way from Alaskan Way to 1st Avenue South; and

That the center line grades of the following named streets be changed and established:

A depressed roadway on Aurora Avenue from its intersection with the center line of John Street to its intersection with the southwesterly margin of 6th Avenue;

A depressed roadway on Battery Street, from 7th Avenue to 1st Avenue;

A depressed roadway and a viaduct approach and viaduct on Armory Way from 1st Avenue and Battery Street to Alaskan Way;

A viaduct or overhead structure on the easterly side of Alaskan Way from the intersection of Armory Way and Pike Street to Railroad Way;

A viaduct or overhead structure and approach thereto on Railroad Way from South Alaskan Way and King Street to 1st Avenue South; and

A viaduct or viaduct approach on 1st Avenue South, from Railroad Way to a point opposite the south line of Lot 5, Block 324, Seattle Tide Lands.

AMENDED ORD.  
77749

Section 2. That Aurora Avenue, from Thomas Street to Battery Street; Battery Street, from 2nd Avenue to 1st Avenue; Armory Way from Battery Street to Alaskan Way; Alaskan Way from Jackson Street

to King Street; and Railroad Way from Dearborn Street to 1st Avenue South, 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:

D. T. DENNY'S PARK ADDITION TO NORTH SEATTLE, as recorded in Volume 2 of King County plats at page 46.

That portion of Block 77, described as follows: Beginning at the point of intersection of the south marginal line of Thomas Street as platted, with the east marginal line of Aurora Avenue, formerly 7th Avenue North, as established by condemnation under Ordinance No. 50890; thence south along said east marginal line to its intersection with the north marginal line of John Street as platted; thence east along said north marginal line a distance of 21.0 feet; thence northwesterly along a straight line to the point of beginning.

That portion of Block 70, described as follows: Beginning at the intersection of the south marginal line of Thomas Street as platted, with the west marginal line of Aurora Avenue (formerly 7th Avenue North) as established by condemnation under Ordinance No. 50890; thence south along said west marginal line to its intersection with the north marginal line of John Street; thence west along said north marginal line a distance of 21.0 feet; thence northeasterly along a straight line to the point of beginning.

That portion of Block 78, described as follows: Beginning at the point of intersection of the south marginal line of John Street as platted with the east marginal line of Aurora Avenue, formerly 7th Avenue North, as established by condemnation under Ordinance No. 50890; thence south and southeasterly along said east marginal line to a point which is 44.59 feet distant measured northwesterly along said marginal line from its intersection with the north marginal line of Denny Way as platted; thence northwesterly along a straight line to a point in the south marginal line of John Street, which said point is 22.66 feet distant measured east along said marginal line from the point beginning; thence west to the point of beginning.

That portion of Block 69, described as follows: Beginning at the point of intersection of the south marginal line of John Street as platted with the west marginal line of Aurora Avenue, formerly 7th Avenue North, as established by condemnation under Ordinance No. 50890; thence west along said north boundary line a distance of 18.90 feet; thence southeasterly along a straight line to a point in the north marginal line of Denny Way as platted; thence east along said north margin a distance of 1.59 feet to the aforesaid west marginal line of Aurora Avenue; thence north along said west marginal line to the point of beginning.

BELL'S 6TH ADDITION to the CITY OF SEATTLE, as recorded in Volume 2  
of King County plats at page 20.

Those portions of Lots 5, 6, and 7, Block W, lying within the limits of the following description; Beginning at a point in the southeasterly line of Wall Street as established by Ordinance No. 63978, said point being distant 31.67 feet measured northeasterly along said southeasterly margin from its intersection with the southwesterly line of said Lot 5; thence southerly along a straight line a distance of 43.73 feet to a point in the southwesterly line of said Lot 5, said point being distant 6.19 feet measured northwesterly along said southwesterly line from the most southerly corner of said Lot 5; thence southeasterly along the southwesterly lines of said Lots 5, 6 and 7 a distance of 91.40 feet to a point in the southwesterly line of said Lot 7, said point being distant 35.11 feet measured northwesterly along said southwesterly line from the most southerly corner of said Lot 7; thence northerly along a straight line a distance of 149.12 feet to a point in the southwesterly margin of 7th Avenue as established by condemnation under Ordinance No. 50890, said point being distant 17.25 feet measured northwesterly along said southwesterly margin from its intersection with the southeasterly line of said Lot 5; thence northwesterly along said southwesterly margin of 7th Avenue a distance of 4.24 feet; thence westerly along the southerly margin of Denny Way as platted a distance of 19.62 feet to a point in the southeasterly margin of said Wall Street; thence southwesterly along the said southeasterly margin a distance of 63.50 feet to the point of beginning.

Those portions of Lots 3, 2 and 1, Block W, described as follows: Beginning at the most northerly corner of said Lot 3; thence southeasterly along the northeasterly line of said lot a distance of 9.57 feet to the true point of beginning; thence southerly along a straight line a distance of 73.62 feet to a point in the southeasterly line of said lot, said point being distant 53.31 feet southwesterly measured along said southeasterly line from the most easterly corner of said Lot 3; thence continuing along the same straight line a distance of 28.09 feet to a point of curvature; thence southerly along the arc of a curve to the right having a radius of 367 feet a distance of 44.94 feet to a point in the northeasterly margin of 6th Avenue as established by condemnation under Ordinance No. 50890; thence southeasterly along said northeasterly margin a distance of 72.30 feet to a point in the southeasterly line of said Lot 1; thence northeasterly along said southeasterly line a distance of 11.06 feet; thence northerly along the arc of a curve to the left having a radius of 433 feet a distance of 87.27 feet to a point of tangency; thence northerly along the tangent to said curve at said point a distance of 9.96 feet to a point in the line common to said Lots 1 and 2, said point being distant 20.91 feet measured southwesterly along said line from the most northerly corner of said Lot 1; thence continuing along said tangent a distance of 28.88 feet to a point in the northeasterly line of said Lot 2, said point being distant 19.91 feet measured northwesterly along said northeasterly line from the most easterly corner of said Lot 2; thence northwesterly along the

northeasterly lines of said Lots 2 and 3 a distance of 91.15 feet to the true point of beginning;

**SUPPLEMENTAL PLAT OF BLOCK 27, TO BELL AND DENNY'S 1ST ADDITION TO THE CITY OF SEATTLE, as recorded in Volume 2 of King County Plats at page 83.**

That portion of Lot 7, said Block 27, described as follows: Beginning at the intersection of the southwesterly margin of 2nd Avenue as established by condemnation under Ordinance No. 1107, with the northwesterly line of said Lot 7; thence southwesterly along the northwesterly line of said lot a distance of 108 feet to the most westerly corner of said lot; thence southeasterly along the southwesterly line of said lot a distance of 2 feet; thence northeasterly along a straight line a distance of 108.02 feet to the point of beginning.

That portion of Lot 6, said Block 27, described as follows: Beginning at the most northerly corner of said Lot 6; thence southwesterly along the northwesterly line of said lot a distance of 111 feet to a point in the northeasterly margin of 1st Avenue as established in accord with the provisions of Ordinance No. 1129; thence southeasterly along said northeasterly margin a distance of 18.33 feet; thence northeasterly along the arc of a curve to the right having a radius of 450 feet a distance of 112.44 feet to a point in the northeasterly line of said Lot 6; thence northwesterly along said northeasterly line a distance of 2.30 feet to the point of beginning.

**FIRST ADDITION TO THAT PART OF THE TOWN OF SEATTLE LAID OFF BY WM. N. BELL AND A. A. DENNY (commonly known as Bell and Denny's 1st Addition to the City of Seattle) as recorded in Volume 1, of King County plats at page 61.**

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Those portions of Lots 7, 8, 9 and 10, Block 28, said addition described as follows: Beginning at the most westerly corner of said Lot 7; thence southeasterly along the southwesterly line of said Lots 7, 8, 9 and 10, a distance of 205 feet to a point in the southwesterly line of said Lot 10, 35 feet distant measured northwesterly along said southwesterly line from the most southerly corner of said Lot 10; thence northerly along a straight line a distance of 101.79 feet to a point in the northwesterly line of said Lot 9, said point being 66 feet distant measured northeasterly along said northwesterly line from the most westerly corner of said Lot 9; thence northeasterly along said northwesterly line a distance of 45 feet to a point in the southwesterly margin of 1st Avenue as established in accord with the provisions of Ordinance No. 1129; thence northwesterly along said southwesterly margin to its intersection with the northwesterly line of said Lot 7; thence southwesterly along said northwesterly line a distance of 111 feet to the point of beginning.

Those portions of Lots 6, 5, 4, 3, 2 and 1, said Block 28, lying within the limits of the following description: Beginning at the most northerly corner of said Lot 6;

thence southerly along a straight line to the most southerly corner of said Lot 5; thence southeasterly along the southwesterly lines of said Lots 4 to 1, both inclusive, to the most southerly corner of said Lot 1; thence northeasterly along the southeasterly line of said Lot 1 a distance of 35 feet; thence northerly along a straight line a distance of 142.04 feet to a point in the northwesterly line of said Lot 2, said point being distant 111 feet measured northeasterly along said northwesterly line from the most westerly corner of said lot; thence northeasterly along said northwesterly line a distance of 9 feet to the most northerly corner of said Lot 2; thence northwesterly along the northeasterly lines of said Lots 3 to 6, both inclusive, to the point of beginning.

ADDITION TO THE TOWN OF SEATTLE AS LAID OUT BY A. A. DENNY (commonly known as A. A. Denny's 6th Addition to the City of Seattle) as recorded in Volume 1 of King County plats at page 99.

Those portions of Lots 2, 3, 6, 7, 10 and 11, Block 33, said addition, lying within the limits of the following description: Beginning at the most westerly corner of said Lot 2; thence northeasterly along the northwesterly line of said lot a distance of 75 feet to the true point of beginning; thence southeasterly along a straight line a distance of 127.14 feet to a point in the southeasterly line of said Lot 3, said point being distant 33 feet measured northeasterly along said southeasterly line from the most southerly corner of said lot; thence southwesterly along said southeasterly line a distance of 33 feet to said most southerly corner; thence southeasterly along the southwesterly lines of said Lots 6, 7, 10 and 11 to the northeasterly margin of Elliott Avenue as established by condemnation under Ordinance No. 12502; thence southeasterly along said northeasterly margin of Elliott Avenue a distance of 30.27 feet to the northwesterly margin of Blanchard Street as platted; thence northeasterly along said northwesterly margin a distance of 41.02 feet to the westerly margin of Armory Way as condemned under Ordinance No. 66339 as amended by Ordinance No. 67125; thence northerly and northwesterly along said westerly margin of Armory Way to its intersection with the southeasterly margin of Bell Street as platted; thence southwesterly along said southeasterly margin of Bell Street a distance of 31 feet to the true point of beginning.

Those portions of Lots 9 and 12, said Block 33 described as follows: Beginning at the most southerly corner of said Lot 12; thence northeasterly along the southeasterly line of said lot a distance of 45 feet to the true point of beginning; thence northwesterly along a line 45 feet distant northeasterly from and parallel to the southwesterly lines of said Lots 12 and 9 a distance of 76.02 feet to a point on the southerly margin of Elliott Avenue as established by condemnation under Ordinance No. 12502; thence easterly along said southerly line of Elliott Avenue a distance of 82.15 feet to its intersection with the southeasterly line of said Lot 12; thence southwesterly along said southeasterly line a distance of 31.14 feet to the true point of beginning.

That portion of Blanchard Street vacated by Ordinance No. 9124; those portions of Lots 1, 4, 5, 8, 9 and 12, Block 34; that portion of Lenora Street vacated by Ordinance No. 9125; those portions of Lots 1, 4, 5, 8, 9 and 12, Block 35; that portion of Virginia Street vacated

by Ordinance No. 9126; those portions of Lots 1, 4, 5, 8, 9 and 12, Block 36, all lying westerly of Armory Way as established by condemnation under Ordinance No. 66339, as amended by Ordinance No. 67125, and easterly of Elliott Avenue as originally platted.

Those portions of Lots 1, 4, 5, 8, 9 and 12, Block 35, together with that portion of vacated Virginia Street adjoining said Lot 12, lying within the limits of the following description: Beginning at the most easterly corner of said Lot 12; thence northwesterly along the northeasterly lines of said Lots 12 and 9, a distance of 100 feet; thence southwesterly along a line 20 feet distant southeasterly from and parallel to the northwesterly line of said Lot 9 a distance of 20 feet; thence northwesterly along a line 20 feet distant southwesterly from and parallel to the northeasterly lines of said Lots 9, 8, 5, 4 and 1, to the intersection of said parallel line with the northeasterly margin of Armory Way as established by condemnation under Ordinance No. 66339 as amended by Ordinance No. 67125; thence southeasterly along said northeasterly margin of Armory Way to a point on a line 18 feet distant measured southeasterly from and parallel to the southeasterly line of said Lot 12; thence northeasterly along said parallel line a distance of 14 feet to a point of curvature; thence northeasterly, northerly and northwesterly along the arc of a curve to the left having a radius of 18 feet to the point of beginning.

Those portions of Lots 1 and 4, Block 36, and of the vacated portion of Virginia Street adjoining said Lot 1, which lie within the limits of the following description: Beginning at the most easterly corner of said Lot 4; thence southwesterly along the southeasterly line of said lot a distance of 32 feet to the true point of beginning; thence northwesterly along a straight line a distance of 120.45 feet to a point in the northwesterly line of said Lot 1, said point being distant 21.57 feet measured southwesterly along said northwesterly line from the most northerly corner of said lot; thence continuing along the same straight line a distance of 18.07 feet to a point in a line 18 feet distant measured northwesterly from and parallel to the northwesterly line of said Lot 1; thence southwesterly along said parallel line a distance of 12 feet; thence southeasterly along a straight line the same being the northeasterly margin of Armory Way as established by condemnation under Ordinance No. 66339 as amended by Ordinance No. 67125 a distance of 138 feet to the true point of beginning.

That portion of Elliott Avenue vacated by Ordinance No. 9123 of the City of Seattle described as follows: Beginning at the point of intersection of the centerlines of Elliott Avenue and Virginia Street as platted; thence northwesterly along a straight line to the most westerly corner of Lot 12, Block 35, said addition; thence southeasterly along the northeasterly margin of Elliott Avenue as platted a distance of 186 feet to the most southerly corner of Lot 1, Block 36, said addition; thence southwesterly along the produced southeasterly line of said Lot 1 to the center line of Elliott Avenue as platted; thence northwesterly along said center line to the point of beginning.

Those portions of Lots 10 and 11, Block 29, described as follows: Beginning at the most northerly corner of said Lot 10; thence southeasterly along a straight line a distance of 73.84 feet to a point in the government meander line, said point being distant 12.28 feet measured southeasterly along said meander line from its intersection with the northeasterly line of said Lot 11; thence southeasterly along said meander line (the same being the southwesterly line of said Lot 11) a distance of 44.53 feet to the northwesterly line of Pine Street as platted; thence northeasterly along said northwesterly line a distance of 14.70 feet to the most easterly corner of said Lot 11; thence northwesterly along the northeasterly lines of said Lots 11 and 10 to the point of beginning.

**SEATTLE TIDE LANDS:**

That portion of Lot 6, Block 173-A described as follows: Beginning at the most easterly corner of said lot; thence northwesterly along the northeasterly line of said lot a distance of 44.53 feet; thence southeasterly along a straight line a distance of 42.40 feet to a point in the southeasterly line of said lot, said point being distant 10.30 feet measured southwesterly along said southeasterly line from the most easterly corner of said lot; thence northeasterly along said southeasterly line to the point of beginning.

Those portions of Lots 1 and 2, Block 173-B described as follows: Beginning at the most northerly corner of said Lot 1; thence southwesterly along the northwesterly line of said Lot 1 a distance of 16 feet; thence southeasterly along a straight line a distance of 121.01 feet to the most easterly corner of said Lot 2; thence northwesterly along the northeasterly lines of said Lots 2 and 1 to the point of beginning.

Those portions of Lots 1 and 2, Block 175, described as follows: Beginning at the most westerly corner of said Lot 1; thence southeasterly along the southwesterly line of said Lots 1 and 2 a distance of 78.75 feet; thence northwesterly along a straight line to a point in the northwesterly line of said Lot 1, the same being the southeasterly margin of Pike Street, said point being distant 23.13 feet measured northeasterly along said northwesterly line from the most westerly corner of said lot; thence southwesterly along said northwesterly line to the point of beginning.

**UNPLATTED PORTION OF D. S. MAYNARD'S DONATION CLAIM, commonly known as the MACKINTOSH STRIP:**

That portion of the Mackintosh strip adjoining Lot 4, Block 4 of the Town of Seattle as laid out by D. S. Maynard (commonly known as D. S. Maynard's Plat of Seattle), as recorded in Volume 1 of King County Plats at page 23, lying within the limits of the following description: Beginning at the intersection of the north margin of King Street with the east margin of Alaskan Way; thence east along said north margin a distance

of 6 feet; thence northwesterly along a straight line a distance of 75.46 feet to the point of intersection of the east margin of Alaskan Way with the north line of said Lot 4 produced west; thence south along said east margin a distance of 75.22 feet to the point of beginning.

SEATTLE TIDE LANDS:

Those portions of Lots 6 and 7, Block 328, lying within the limits of the following description: Beginning at the point of intersection of the south marginal line of Dearborn Street (see Deed Ordinance No. 9189) with the southwesterly margin of Railroad Way; thence south-easterly and southerly along an arc of a curve to the right having a radius of 250.90 feet to a point in the east line of said Lot 7, said point being distant 1.36 feet measured north along said east line from the south-east corner of said lot; thence north along the east line of said lot a distance of 68.40 feet to the southwesterly margin of Railroad Way; thence northwesterly along said southwesterly margin a distance of 68.40 feet to the point of beginning.

AMENDED  
77749

Section 3. That center line grades of the following named streets be changed and established at the following elevations above City Datum:

AURORA AVENUE

Elevations upon a depressed roadway:

At its intersection with the center line of John Street.

Center line at  
existing elevation            96.50 feet

At its intersection with the north margin of Denny Way.

Center line                    89.00 feet

At its intersection with the southwesterly margin of 6th Avenue.

Center line                    91.60 feet

BATTERY STREET

Elevations upon a depressed roadway:

At the intersection of its center line with the southwesterly margin of 7th Avenue.

Center line at  
existing elevation            103.00 feet

At its intersection with the northeasterly margin of 6th Avenue.

Center line                    91.60 feet

At its intersection with the southwesterly margin of 6th Avenue

Center line                    91.60 feet

At its intersection with the southwesterly margin of 5th Avenue.

Center line 98.00 feet

At its intersection with the southwesterly margin of 4th Avenue.

Center line 96.40 feet

At a point 60 feet northeasterly along the center line of Battery Street as established herein, from its intersection with the southwesterly margin of 1st Avenue as widened by condemnation under Ordinance No. 1129; at the point of curvature of a vertical curve.

Center line 83.84 feet

At a point on the center line of Armory Way as established herein, said point being a distance of 60 feet measured southwesterly along said center line from its intersection with the southwesterly margin of 1st Avenue as widened under Ordinance No. 1129, at a point of tangency of a vertical curve.

Center line 85.57 feet

At a point on the center line of Armory Way as established herein, said point being distant 224.81 feet measured northerly along said center line from its intersection with the center line of Western Avenue, at a point of curvature of a vertical curve.

Center line 92.61 feet

At a point on the center line of the roadway on an overhead structure on Armory Way as established herein, said point being 48.81 feet distant measured northerly along said center line from its intersection with the center line of Western Avenue; at the point of tangency of a vertical curve.

Center line 96.00 feet

At a point on the center line of the roadway on an overhead structure on Armory Way as established herein, said point being distant 340.68 feet measured northwesterly along the center line of said roadway from its intersection with the center line of Lenora Street as platted in A. A. Denny's 6th Addition to the City of Seattle, at the point of curvature of a vertical curve.

Center line 96.00 feet

At a point on the center line of the roadway on an overhead structure on Armory Way as established herein, said point being distant 260.68 feet measured northwesterly along said center line from its intersection with the center line of Lenora Street as platted in A. A. Denny's 6th Addition to the City of Seattle, at a point of tangency of a vertical curve.

Center line 94.62 feet

At the point of intersection of the center line of a roadway on an overhead structure on Armory Way as established herein with the center line of Lenora Street as platted in A. A. Denny's 6th Addition to the City of Seattle.

Center line 85.61 feet

At a point on the center line of the northeasterly roadway on an overhead structure on Armory Way, said point being distant 86 feet measured northwesterly along said center line from its intersection with the

center line of Virginia Street as platted in A. A. Denny's 6th Addition to the City of Seattle.

Center line 72.70 feet

At a point on the westerly roadway on an overhead structure on Armory Way as established herein, said point being distant 86.00 feet measured northwesterly along said center line from its intersection with the center line of Virginia Street as platted in A. A. Denny's 6th Addition to the City of Seattle.

Center line 71.30 feet

At a point on the center line of the northeasterly roadway on an overhead structure on Armory Way as established herein, said point being distant 146.50 feet measured southeasterly along said center line from its intersection with the center line of Virginia Street as platted in A. A. Denny's 6th Addition to the City of Seattle, at the point of curvature of a vertical curve.

Center line 63.40 feet

At a point on the northeasterly and upper roadway on an overhead structure, said point being 266.50 feet distant measured southeasterly along said center line from its intersection with the center line of Virginia Street as platted in A. A. Denny's 6th Addition to the City of Seattle, at the point of tangency of a vertical curve.

Center line 61.00 feet

At a point on the southwesterly roadway on an overhead structure on Armory Way as established by condemnation under Ordinance No. 66339 as amended by Ordinance No. 67125, said point being distant 250 feet measured northwesterly along said center line from its intersection with the center line of Pike Street as platted in A. A. Denny's 4th Addition to the City of Seattle, at the point of curvature of a vertical curve.

Center line 43.00 feet

At a point on the center line of the southwesterly and lower roadway on an overhead structure on Armory Way as established by condemnation under Ordinance No. 66339 as amended by Ordinance No. 67125, said point being distant 50 feet measured northwesterly along said center line from its intersection with the center line of Pike Street as platted in A. A. Denny's 4th Addition, at a point of tangency of a vertical curve.

Center line 39.00 feet

ALASKAN WAY AND SOUTH ALASKAN WAY

Elevations upon the center lines of the roadways on an elevated structure upon the easterly one-half of said streets extending from Pike Street to Railroad Way:

Upper Roadway Center line 61.00 feet

Lower Roadway Center line 39.00 feet

RAILROAD WAY

At a point on the center line of the northeasterly and upper roadway on an overhead structure, said point being distant 54.00 feet.

measured southeasterly along said center line from a point opposite the intersection of the south margin of King Street with the northeasterly margin of Railroad Way.

Center line 60.30 feet

At a point on the center line of the northeasterly and upper roadway on an overhead structure, said point being distant 311.49 feet measured northwesterly along said center line from a point opposite the intersection of the west margin of 1st Avenue South with the northeasterly margin of Railroad Way, at the point of curvature of a vertical curve.

Center line 60.30 feet

At a point on the center line of the northeasterly and upper roadway on an overhead structure, said point being distant 123.97 feet measured northwesterly along said center line from a point opposite the intersection of the northeasterly margin of Railroad Way with the west margin of First Avenue South; at the point of tangency of a vertical curve.

Center line 55.48 feet

At a point on the center line of the southwesterly and lower roadway on an overhead structure, said point being 150 feet distant measured north of a point due west of the intersection of the east margin of South Alaskan Way and the southwesterly margin of Railroad Way, at the point of curvature of a vertical curve.

Center line 39.00 feet

At a point on the center line of the southwesterly and lower roadway on an overhead structure, said point being a point in a line running due east and west, 90 feet distant, measured north from the intersection of the east margin of South Alaskan Way with the southwesterly margin of Railroad Way, at the point of tangency of a vertical curve.

Center line 36.60 feet

At the point of intersection of the center line of the southwesterly and lower roadway on an overhead structure with the center line of Dearborn Street as now established (see Deed Ordinance No. 9189).

Center line 7.60 feet

1ST AVENUE SOUTH

At a point on the center line of the roadway of an overhead structure said point being distant 120 feet measured north along said center line from its intersection with the produced south line of Lot 5, Block 324, Seattle Tide Lands, at the point of curvature of a vertical curve.

Center line 11.34 feet

At the point of intersection of the center line of the roadway on an overhead structure with the produced south line of Lot 5, Block 32<sup>nd</sup>, Seattle Tide Lands, at the point of tangency of a vertical curve.

Center line at  
existing elevations 7.74 feet

That the center line grades of the approaches to the roadway on an overhead structure on the following named streets be changed and established to the following elevations above City Datum:

ARMORY WAY

At the beginning of the Western Avenue approach to the roadway on an overhead structure, at a point on the center line of Western Avenue, as platted in A. A. Denny's 6th Addition to the City of Seattle, distant 105 feet measured southeasterly along said center line from its intersection with the center line of Bell Street as platted in said addition.

Center line 76.08 feet

At a point 91 feet distant southeasterly from the last mentioned point as measured along the center line of the Western Avenue approach to the roadway on an overhead structure on Armory Way as established herein, at the point of curvature of a vertical curve.

Center line 76.54 feet

At a point 70 feet distant southeasterly from the last mentioned point as measured along the center line of the Western Avenue approach to the roadway on an overhead structure on Armory Way as established herein, at the point of tangency of a vertical curve.

~~Center line~~ 79.07 feet

At a point on the center line of the Western Avenue approach to the roadway on an overhead structure on Armory Way as established by condemnation under Ordinance No. 66339 as amended by Ordinance No. 67125, said point being distant 10 feet measured southeasterly along said center line of approach roadway from its intersection with the center line of Blanchard Street as platted in A. A. Denny's 6th Addition to the City of Seattle, at the point of curvature of a vertical curve.

Center line 92.08 feet

At a point 90 feet distant southeasterly from the last mentioned point as measured along the center line of the Western Avenue approach to the roadway on an overhead structure on Armory Way as condemned by Ordinance No. 66339, as amended by Ordinance No. 67125, at the point of tangency of a vertical curve.

Center line 95.50 feet

At a point on the center line of the Elliott Avenue approach to the roadway on an overhead structure on Armory Way as established herein, said point being 33 feet distant measured northwesterly along said center line from its intersection with the center line of Blanchard Street as platted in A. A. Denny's 6th Addition to the City of Seattle.

Center line 70.00 feet

At a point on the center line of the Elliott Avenue approach to the roadway on an overhead structure on Armory Way as established herein, said point being distant 147 feet measured northwesterly along the center line of said approach from its intersection with the center line of Lenora Street as platted in A. A. Denny's 6th Addition to the City of Seattle, at the point of curvature of a vertical curve.

Center line 88.72 feet

At a point on the center line of the Elliott Avenue approach to the roadway on an overhead structure on Armory Way as established herein, said point being distant 67 feet measured northwesterly along said center line from its intersection with the center line of Lenora Street as platted in A. A. Denny's 6th Addition to the City of Seattle at the point of tangency of a vertical curve.

Center line 89.80 feet

ALASKAN WAY

On an overhead structure, opposite the northwesterly margin of University Street at a point on the take off for an approach from the upper roadway on said structure down to University Street.

Center line of approach 61.00 feet

On said overhead structure opposite the southeasterly margin of Seneca Street at a point on the take off for an approach from the upper roadway on said structure down to Seneca Street.

Center line of approach 61.00 feet

On said overhead structure opposite the northwesterly margin of Spring Street at a point on the take off for an approach from the lower roadway on said structure down to Spring Street.

Center line of approach 39.00 feet

On said overhead structure opposite the southeasterly margin of Columbia Street at a point on the take off for an approach from the lower roadway on said structure down to Columbia Street.

Center line of approach 39.00 feet

that the center line 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 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 public streets and highway and that all lands, rights, privileges and other property

necessary to be taken, used or damaged in the grading of the depressed roadways or in the construction of the overhead structures on the beforementioned streets in conformity with the grades established in Section 3 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 5. That the entire cost of the improvement provided for herein shall be paid from the Seattle Alaskan Way Viaduct State Development Fund.

Section 6. 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.

Section 7a. 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 14 day of June, 1948,  
and signed by me in open session in authentication of its passage this 14 day of  
JUNE, 1948 Wesley F. Powell

President Pro Tem of the City Council.

Approved by me this 15 day of June, 1948,  
[Signature] Mayor.

Filed by me this 15 day of June, 1948.

Attest: [Signature]  
City Comptroller and Ex-Officio City Clerk.  
By: [Signature]  
Deputy Clerk.

(SEAL)

JUN 19 1948

Published \_\_\_\_\_

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City Comptroller and Ex-Officio City Clerk.  
By \_\_\_\_\_  
Deputy Clerk.