

Ordinance No. 80802

AN ORDINANCE providing for**** widening****Corwin Place****(the establishing of) Lake Way****and for the condemnation**** of land and other property necessary therefor and for a grade separation ****at Rainier Avenue and Lake Way, and for the approaches thereto; providing for **** establishing of the necessary grades; providing for **** slopes for cuts and fills along Corwin Place **** and providing that the entire cost **** shall be paid from the City Street Fund.

Council Bill No. 11111

INTRODUCED: MAR 25 1952	BY: STREETS & SEWERS
REFERRED: MAR 25 1952	TO: Finance Streets & Sewers
REFERRED:	
REPORTED: MAR 31 1952	VETO:
SECOND READING: MAR 31 1952	PUBLISHED:
THIRD READING: MAR 31 1952	VETO SUSTAINED:
SIGNED:	PASSED OVER VETO:
PRESENTED TO MAYOR:	APPROVED: APR 2 1952
FILED: APR 2 1952	PUBLISHED: APR 1 1952
ENGROSSED:	BY: J.C. ✓
VOL. 382 PAGE 326	

Ordinance No. 80892

AN ORDINANCE providing for**** widening****Corwin Place****(the establishing of) Lake Way****and: for the condemnation**** of land and other property necessary therefor and for a grade separation ****at Rainier Avenue and Lake Way, and for the approaches thereto; providing for **** establishing of the necessary grades; providing for **** slopes for cuts and fills along Corwin Place **** and providing that the entire cost **** shall be paid from the City Street Fund.

Council Bill No. _____

INTRODUCED: MAR 25 1952	BY: STREETS & SEWERS
REFERRED: MAR 25 1952	TO: STREETS & SEWERS
REFERRED:	
REPORTED: MAR 31 1952	VETO:
SECOND READING: MAR 31 1952	PUBLISHED:
THIRD READING:	VETO SUSTAINED:
SIGNED:	PASSED OVER VETO:
PRESENTED TO MAYOR:	APPROVED: APR 2 1952
FILED: APR 1952	PUBLISHED: APR 17 1952
ENGROSSED:	BY: J.C. ✓
VOL. 38-2 PAGE 326	

#287663 - Report of Corp. Council on Awards

Paul Bishop
LAW

CITY GOVERNMENT

- 0-81282 - re. acquisition of property.
- 0-81360 - widening intersection Cornin Place & Loko Way
- 0-81488 - re. Loko Way & Rainier Avenue crossing - making appropriations for payment of awards etc.
- 0-81611 - amends Sec 1 of 81282 -
- 0-81637 - payment of awards
- 0-81749 - accepts quit claim deed L 18-B & 6 Rainier Blvd 3rd Add.
- 0-81789 - amends Sec 1 - deed 81637
- 0-81887 - Sale of house & Portion Lots 23 & 24 B. 14 Rainier Blvd 2nd Add.
- 0-81892 - accepts quit claim deed L 20 B 14 Rainier Boulevard Add. establishing Cornin Place
- 0-81914 - accepts quit claim deed L 243 B 41, Rainier Blvd 5th Add for street (Cornin Place) & municipal purposes.
- 0-81947 - sale portion L 12, 13 B 14 Rainier Blvd 2nd certain building thereon.
- 0-82152 - sale portion L 20, 21 & 22, B 14, Rainier Blvd 2nd.
- 0-90241 - Lots 6, 7 & 8, B 39, Rainier Blvd 5th Add. leased to Robt. F. Anderson.

CRS

CRS:rj
3-24-52

ORDINANCE NO. 60892

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of Corwin Place from Dearborn Street to Lake Way as established herein; Lake Way from 17th Avenue South to 23rd Avenue South and for the condemnation, appropriation, taking and damaging of land and other property necessary therefor and for a grade separation to be constructed at the intersection of Rainier Avenue and Lake Way, and for the approaches thereto; providing for the changing and establishing of the necessary grades; Providing for acquiring the right to construct slopes for cuts and fills along Corwin Place as established herein; and providing that the entire cost of such improvement shall be paid from the City Street Fund.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That public necessity and convenience demand that Corwin Place from Dearborn Street to Lake Way as established herein; and that Lake Way from 17th Avenue South to 23rd Avenue South be laid off, opened, widened, extended and established; and that a grade separation be constructed at Rainier Avenue and Lake Way, together with approaches thereto.

Section 2. That the following described property be and the same is hereby condemned, appropriated, taken and damaged for a public use, namely for the laying off, opening, widening, extending and establishing of Corwin Place from Dearborn Street to Lake Way as established herein; of Lake Way from 17th Avenue South to 23rd Avenue South; and for the construction of a grade separation at the intersection of Lake Way and Rainier Avenue together with the approaches thereto:

IN GOLF HEIGHTS ADDITION, as recorded in Volume 24 of King County Plats at Page 12:

Those portions of Lot 9, Block 6. and of Tract "D" which lie northerly of the following described line:

Beginning at the most easterly corner of Block 41, Rainier Boulevard 5th Addition; thence northwesterly along a straight line to a point in said line which is 80 feet distant southwestly from the most westerly corner of Block 42, said Addition and measured at right angles to said straight line; thence continuing along said straight line to a point of curvature, said point being 530.09 feet distant from the point of beginning; thence northwesterly and westerly along the arc of a curve to the left, having a radius of 300 feet a distance of

313.21 feet to a point of tangency to the south marginal boundary line of Dearborn Street as now established.

UNPLATTED

That portion of Government Lot 8, Section 5, Township 24 North, Range 4 East, W.M., described as follows:

Beginning at the most westerly corner of Lot 5, Block 39, Rainier Boulevard 5th Addition, as recorded in Volume 11 of King County Plats at Page 34; thence northwesterly along the production of the westerly line of said block to the south line of Dearborn Street as now located and established in the City of Seattle; thence east along said south line of Dearborn Street to the northwesterly line of said Block 39; thence southwesterly along said northwesterly line to the point of beginning; which lies northerly of the following described line:

Beginning at the most easterly corner of Block 41, said Rainier Boulevard 5th Addition; thence northwesterly along a straight line to a point in said line which is 80 feet distant southwesterly from the most westerly corner of Block 42, said Addition and measured at right angles to said straight line; thence continuing along said straight line to a point of curvature, said point being 530.09 feet distant from the point of beginning; thence northwesterly and westerly along the arc of a curve to the left, having a radius of 300 feet a distance of 313.21 feet to a point of tangency to the south marginal boundary line of Dearborn Street as now established.

IN RAINIER BOULEVARD 5TH ADDITION, as recorded in Volume 11 of King County Plats at Page 34:

All those portions of Blocks 39 and 41 which lie northeasterly and northerly of the following described line:

Beginning at the most easterly corner of Block 41, said Rainier Boulevard 5th Addition; thence northwesterly along a straight line to a point in said line which is 80 feet distant southwesterly from the most westerly corner of Block 42, said Addition and measured at right angles to said straight line; thence continuing along said straight line to a point of curvature, said point being 530.09 feet distant from the point of beginning; thence northwesterly and westerly along the arc of a curve to the left, having a radius of 300 feet a distance of 313.21 feet to a point of tangency to the south marginal boundary line of Dearborn Street as now established; Also

That portion of Block 42 lying northeasterly of the following described line, to-wit:

Beginning at the most westerly corner of said Block 42, thence southeasterly along a straight line to a point in said line which is 30 feet distant northeasterly from the most easterly corner of Block 41, said Addition as measured at right angles to said straight line; thence continuing along said straight line to the south line of said Block 42, the same being the north marginal boundary line of Charles Street.

IN ORCHARD HILL ADDITION, as recorded in Volume 9 of King County Plats at Page 56:

All those portions of Lots 10, 11, 12, 13, Block 2, and the vacated alley lying between said lots 11 and 12 and said lot 13; which are situated between the northeasterly line of Corwin Place, as established by condemnation under Ordinance No. 21770 and a line 20 feet distant northeasterly from and parallel with said northeasterly boundary of Corwin Place.

IN RAINIER BOULEVARD 2ND ADDITION as recorded in Volume 9 of King County Plats at Page 73:

All that portion of Lot 9, Block 13, and all that portion of the alley vacated by Ordinance No. 72739 lying between said Lot 9, Block 13 and Lot 13, Block 2, plat of Orchard Hill, which is situated between the northeasterly line of Corwin Place as established by Condemnation Ordinance No. 21770 and a line 20 feet distant northeasterly from and parallel to said northeasterly boundary of Corwin Place; Also

The southwesterly 20 feet of Lots 12 to 24, both inclusive, Block 14;

IN RAINIER BOULEVARD 3RD ADDITION as recorded in Volume 10 of King County Plats at Page 40:

The southwesterly 20 feet of Lots 14 to 25, both inclusive, and all of lots 12 and 13, Block 26; Also

Lots 1 and 2, Block 25;

IN RAINIER BOULEVARD 4TH ADDITION, as recorded in Volume 11 of King County Plats at Page 33;

Tract "A";

Lots 9 to 17, both inclusive, Block 27; Lots 1 to 11, both inclusive; Lots 19 to 23, both inclusive; that portion of Lot 24 not heretofore condemned for street under Ordinance No. 29364; and Lots 25 to 40, both inclusive; all in Block 28; Also

That portion of Lot 18, said Block 28 described as follows:

Beginning at the most westerly corner of said

Lot 18; thence southeasterly along the southwesterly line of said lot a distance of 40 feet to the most southerly corner thereof; thence northeasterly along the southeasterly line of said lot a distance of 66 feet; thence westerly along a straight line a distance of 77 feet more or less to the point of beginning; Also

That portion of Lot 41, said Block 28, described as follows:

Beginning at the most northerly corner of said Lot 41; thence southwesterly along a straight line a distance of 60 feet, more or less, to a point in the southeasterly line of said lot; thence northeasterly along said southeasterly line a distance of 44 feet to the most easterly corner of said lot; thence northerly along the northeasterly line of said lot a distance of 40 feet to the point of beginning; also

Lots 1 and 2; 9 and 10; Block 29.

IN RAINIER BOULEVARD ADDITION, as recorded in Volume 9 of King County Plats at Page 59.

Those portions of Lots 31 and 32, Block 8, lying southwesterly of a line described as follows:

Beginning at the most westerly corner of said Lot 31; thence southeasterly along a straight line to a point in a line 40 feet distant southeasterly from and parallel to the northwesterly line of said Lot 32, said point being 30 feet distant measured southwesterly along said parallel line from its intersection with the west marginal boundary line of Hiawatha Place.

IN TWENTY SECOND STREET ADDITION, as recorded in Volume 9, of King County Plats at Page 16;

Lots 3, 4, 9 and 10, Block 1; also all of Lot 23 and that portion of Lot 24, Block 5, lying northerly of the following described boundary:

Beginning at the most southerly corner of said Block 5; thence northwesterly along the southwesterly line of said block the same being the northeasterly margin of Rainier Avenue, a distance of 40 feet to the true point of beginning; thence northeasterly at right angles to said northeasterly margin of Rainier Avenue a distance of 45 feet to an angle point; thence southeasterly along a straight line at right angles to the preceding course a distance of 11.15 feet to a second angle point; thence easterly along a straight line a distance of 32.2 feet to a point in the east line of said Lot 24; said point being 19.25 feet distant, measured north along said east line and east line produced southerly, from the southeast corner of said Block 5.

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

On Lake Way as established herein, elevations upon an overhead structure, (north roadway).

At the intersection of the center line of said north roadway with the center line of Corwin Place, as platted.

Center line at existing elevation.

At a point on said north roadway 50 feet east of the last named point at the point of curvature of a vertical curve

Center line 98.48 feet

At a point on said north roadway 100 feet east of the last named point at the point of tangency of a vertical curve

Center line 98.22 feet

At a point on said north roadway 700 feet east of the last named point at the point of curvature of a vertical curve

Elevation 99.78 feet

At a point on said north roadway 200 feet east of the last named point at the point of tangency of a vertical curve

Center line 99.11 feet

At a point on said north roadway 250 feet east of the last named point at the point of curvature of a vertical curve

Center line 96.89 feet

At a point on said north roadway 200 feet east of the last named point at the point of tangency of a vertical curve.

Center line 100.36 feet

At a point on said north roadway said point being 339.33 feet east of the last named point at existing elevation at a point on the center line of the existing roadway

Center line 115.10 feet

On Lake Way as established herein elevations upon an overhead structure (south roadway).

At the point of intersection of the center line of said south roadway with the center line of Corwin Place as platted, said point being the midpoint of a vertical curve

Center line 98.36 feet

At a point on said south roadway 100 feet east of the last named point at the point of tangency of a vertical curve

Center line 98.22 feet

At a point on said south roadway 700 feet east of the last named point at the point of curvature of a vertical curve

Center line 99.78 feet

At a point on said south roadway 200 feet easterly of the last named point at the point of tangency of a vertical curve

Center line 99.11 feet

At a point on said south roadway 250 feet easterly of the last named point at the point of curvature of a vertical curve

Center line 96.89 feet

At a point on said south roadway 200 feet easterly of the last named point, at the point of tangency of a vertical curve

Center line 100.33 feet

At a point on said south roadway 339.33 feet east of the last named point at a point in the center line of the existing roadway, at existing elevation

Center line 115.10 feet

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

At the point of beginning of an approach to Rainier Avenue from the north roadway of an overhead structure on Lake Way as established herein, said point being in the center line of said north roadway and 13.25 feet west of the eastern terminal point established herein. Center line conformable to structure grades as established herein.

At a point on said approach roadway 300 feet westerly of the last named point at the point of curvature of a vertical curve

Center line 101.25 feet

At a point on said approach roadway 200 feet westerly of the last named point at the point of tangency of a vertical curve

Center line 93.72 feet

At a point on said approach roadway 20 feet westerly of the last named point at the point of curvature of a vertical curve

Center line 93.10 feet

At a point on said approach roadway 200 feet westerly of the last named point at the point of tangency of a vertical curve

Center line 84.07 feet

At a point on said approach roadway 182.08 feet westerly of the last named point at the point of curvature of a vertical curve

Center line 73.28 feet

At a point on said approach roadway 200 feet westerly of the last named point at the point of tangency of a vertical curve

Center line 68.35 feet

At a point on said approach roadway said point also being a point in Rainier Avenue northeasterly of the centerline of said Rainier Avenue and distant 10 feet more or less northwesterly of the produced southeasterly line of Lot 29, Block 8, Rainier Boulevard Addition, as recorded in Volume 9 of King County Plats at Page 59, said point being distant 144.52 feet northwesterly of the point last described above.

Center line at existing elevation of Rainier Avenue.

At the point of beginning of an approach to Rainier Avenue from the north roadway on an overhead structure on Lake Way, said point being 1,047.68 feet east of the intersection of the center line of said north roadway with the centerline of Corwin Place as platted. Centerline conformable to the grade herein established on the north roadway of the overhead structure.

At a point on said approach roadway 525 feet westerly of the last named point at the point of curvature of a vertical curve

Center line 98.74 feet

At a point on said approach roadway 200 feet westerly of the last named point at the point of tangency of a vertical curve.

Center line 93.38 feet

At a point on said approach roadway 260.32 feet measured northwesterly, northerly and northeasterly along the center line of said roadway from the last named point at the point of curvature of a vertical curve

Center line 80.16 feet

At a point on said approach roadway 200 feet measured northeasterly and easterly along the center line of said approach roadway from the last named point at the point of tangency of a vertical curve

Center line 74.08 feet

At a point of termination of said approach roadway said point being distant 208.04 feet measured easterly and southeasterly along the center line of said approach roadway from the last named point, said terminal point being located in Rainier Avenue southwesterly of the center line of Rainier Avenue and 20 feet, more or less, northerly of the southeasterly line of Lot 11, Block 28, Rainier Boulevard 4th Addition, as recorded in Volume 11 of King County Flats at Page 3

Center line at existing elevation of Rainier Avenue

At a point on the approach roadway from Rainier Avenue to the south roadway on the overhead structure as established herein, said point being in the center line of said approach roadway and vertically above the center line of Rainier Avenue. Centerline conformable to grade of the south roadway of the overhead structure as established herein.

At a point on said approach roadway 25 feet west of the last named point at the point of curvature of a vertical curve

Center line 99.16 feet

At a point on said approach roadway 200 feet west of the last named point at the point of tangency of a vertical curve

Center line 93.66 feet

At a point on said approach roadway 205 feet westerly of the last named point at the point of curvature of a vertical curve

Center line 82.83 feet

At a point on said approach roadway 200 feet measured northwesterly along the center line of said roadway from the last named point at the point of tangency of a vertical curve

Center line 77.34 feet

At a point on said approach roadway 520 feet measured northerly and northeasterly along the center line of said approach roadway from the last named point at the point of curvature of a vertical curve

Center line 76.22 feet

At a point on said approach roadway, said point being 200 feet northeasterly and northerly measured along the center line of said roadway from the last named point at the point of tangency of a vertical curve

Center line 77.15 feet

At the point of beginning of said approach roadway in Rainier Avenue, said point being distant 30.90 feet measured northwesterly along the center line of said approach roadway from the last named point and being also southwesterly of the center line of Rainier Avenue and 15 feet, more or less, northwesterly of the center line of Bush Place.

Center line at existing elevation of Rainier Avenue

On an approach roadway from 21st Avenue South at Atlantic Street to the south roadway of an overhead structure as established herein.

At the point of intersection of said approach roadway with the south roadway on the said overhead structure;

Centerline at elevation conformable to the south roadway as established herein on said overhead structure.

At a point on said approach roadway 550 feet distant measured along the center line of said roadway westerly and southwesterly from the last named point at the point of curvature of a vertical curve

Center line 82.63 feet

At a point on said approach roadway 50 feet southerly measured along the center line from the last named point at the point of tangency of a vertical curve

Center line 80.74 feet

At the point of beginning of said approach roadway said point of beginning being a point in the intersection of Atlantic Street with 21st Avenue South

Center line at existing elevation

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

Section 4. That Corwin Place be and the same is hereby laid off, opened, widened, extended and established from Dearborn Street to Lake Way as established herein, in conformity with the existing grades on Corwin Place between Dearborn Street and Atlantic Street.

Section 5. That in the grading and regrading of the above named Corwin Place the City shall acquire the right in the case of a cut to remove the lateral support of the property abutting on said street. In every case the right to remove said lateral support shall include the right to carry the slopes back into and extending upon the abutting real property at least one (1) foot for each foot of depth of cut, and in the case of fills the right shall be acquired to extend and maintain upon the abutting real property slopes of one and one-half ($1\frac{1}{2}$) feet for each foot of elevation of fill for the purpose of acquiring lateral support for said street, 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 street.

Section 6. That all lands, rights, privileges and other property lying within the limits of the lots, blocks and tracts of land described in Section 4 hereof, be and the same are hereby condemned, appropriated, taken and damaged for the purpose of public streets and highways and that all lands, rights, privileges and other property necessary to be taken, used or damaged in the grading of the approach roadways or in the construction of the overhead structure on Lake Way in conformity with the grades established in Section 3 hereof, and in grading and regrading of Corwin Place as set forth in Section 4 hereof, and in the construction of the necessary slopes for cuts and fills upon the real property abutting upon said Corwin Place as set forth in Section 5 hereof, are hereby condemned, appropriated, taken and damaged for the public use for such purposes;

and said lands, rights, privileges and other property are to be taken, damaged and appropriated only after just compensation has been made or paid into court for the owners thereof in the manner provided by law.

Section 7. That the entire cost of the improvement provided for by this ordinance shall be paid from the City Street Fund.

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 provision 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 by the City Council the 31 day of March, 1952,
and signed by me in open session in authentication of its passage this 31 day of March, 1952.

David Linn
President Pro Tem of the City Council.

Approved by me this 2 day of April, 1952.

Robert H. Hansen
Acting Mayor.

Filed by me this 2 day of April, 1952.

Attest: A. Ashomas
City Comptroller and City Clerk.

(SEAL)

Published APR 12 1962

By W. A. Perino
Deputy Clerk.

The City of Seattle--Legislative Department

MR. PRESIDENT:

Date Reported
and Adopted

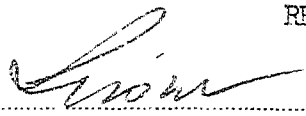
Your Committee on Finance and Streets & Sewers

MAR 31 1952

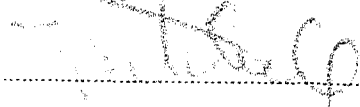
to which was referred C.B. 72268,

providing for widening Corwin Place
(the establishing of) Lake Way and for the condemnation of
land and other property necessary therefor and for a grade
separation at Rainier Avenue and Lake Way, and for the approaches
thereto; providing for establishing of the necessary grades;
providing for slopes for cuts and fills along Corwin Place and
providing that the entire cost shall be paid from the City Street
Fund.

RECOMMEND THAT THE SAME DO PASS.



Fin.
Chairman



S&S
ACTING Chairman

Committee

Committee

St. from May 10, 1951

file of C.S. 80892

May 10, 1951

Honorable City Council
of the City of Seattle
Seattle, Washington

Gentlemen:

In response to a verbal request from the Streets and Sewers Committee, the Engineering Department has been studying the possibility of providing a new approach to the south lane of the Lake Way Bridge.


We have studied every reasonable possibility and find that the best and cheapest plan would be the following:

To construct a 30-foot street having a 24-foot roadway diagonally across the block between 35th Avenue South and 36th Avenue South extending from the northwest corner of Massachusetts Street and 36th Avenue South to 35th Avenue South at a point on the center line of said street, approximately 135 feet north of the center line of Atlantic Street.

This street would have a grade of 7.4%, would do the least amount of damage to the existing improvements, and would require the removal of only two houses. In the case of one of these houses, it may be possible to move the house to another location on the portion of the lot not taken for street. Because of the narrow roadway, it will not be possible to permit parking on this street, also because of the excessive slope, a considerable amount of bulkheading will be required to retain the property.

We believe the plan proposed will be adequate to serve all present and future requirements. We respectfully recommend that an ordinance be authorized, providing for the condemnation of the property necessary for this improvement, the cost of said condemnation to be paid from the City Street Fund. Maps, indicating the proposed condemnation and the improvements that would be affected thereby, are attached hereto for your use.

Yours very truly,


R. W. FINNER
City Engineer

PNR:HK
Encs.

City Council

4 - 313

80892
~~Place~~

May 17, 1951

Mr. R. W. Finke
City Engineer
City of Seattle

Dear Sir:

this file is missing

In accordance with recommendation of the Finance and Streets & Sewers Committees at their meetings this week, I am forwarding herewith File No. 212245, being report of the City Engineer on new approach to south lane of Lake Way Bridge and recommendation re. same, and its financing.

Will you please prepare the proper ordinance providing for the condemnation of the property necessary for this improvement, the cost of said condemnation to be paid from the City Street Fund.

Very truly yours,

David Levine

vs

1 att.

STATE OF WASHINGTON
COUNTY OF KING

M. E. Brown, being first duly sworn, on oath deposes and says that he is the business manager and one of the publishers of The Daily Journal of Commerce, a daily newspaper. That said newspaper is a legal newspaper and it is now and has been for more than six months prior to the date of the publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the said Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of said King County.

That the annexed is a true copy of.....

.....Ordinance No. 80892.....

....., as it was published in the regular issue
(and not in supplement form) of said newspaper on the
.....12th day of April 1952....., and that said
newspaper was regularly distributed to its subscribers during
all of said period.

M. E. Brown

Subscribed and sworn to before me this

.....12th day of April 1952.....

J. H. Adams

Notary Public in and for the State of Washington, residing at Seattle.
(This form officially sanctioned by Washington State Press Association.)
Affidavit Form D.

ORDINANCE NO. 80892

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of Corwin Place from Dearborn Street to Lake Way as established herein...

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That public necessity and convenience require that Corwin Place from Dearborn Street to Lake Way as established herein...

Section 2. That the following described property be and the same is hereby condemned, appropriated, taken and damages for a public use, namely for the laying off, opening, widening and establishing of Corwin Place from Dearborn Street to Lake Way as established herein...

IN GOLF HEIGHTS ADDITION, as recorded in Volume 24 of King County Plats at Page 12:

Those portions of Lot 9, Block 6, and of Tract 7, which lie northerly of the following described line:

Beginning at the most easterly corner of Block 41, Rainier Boulevard 5th Addition; thence northwesterly along a straight line to a point in said line which is 80 feet distant southwesterly from the most westerly corner of Block 42, said Addition and measured at right angles to said straight line; thence continuing along said straight line to a point of curvature, said point being 530.09 feet distant from the point of beginning; thence northwesterly and westerly along the arc of a curve to the left, having a radius of 300 feet to a point of tangency to the south marginal boundary line of Dearborn Street as now established.

UNPLATTED

That portion of Government Lot 8, Section 5, Township 24 North, Range 4 East, W. M., described as follows:

Beginning at the most westerly corner of Lot 5, Block 39, Rainier Boulevard 5th Addition, as recorded in Volume 11 of King County Plats at Page 34; thence northwesterly along the production of the westerly line of said block to the south line of Dearborn Street as now located and established in the City of Seattle; thence east along said south line of Dearborn Street to the northwesterly line of said Block 39; thence southwesterly along said northwesterly line to the point of beginning; which lies northerly of the following described line:

Beginning at the most easterly corner of Block 41, said Rainier Boulevard 5th Addition; thence northwesterly along a straight line to a point in said line which is 80 feet distant southwesterly from the most westerly corner of Block 42, said Addition and measured at right angles to said straight line; thence continuing along said straight line to a point of curvature, said point being 530.09 feet distant from the point of beginning; thence northwesterly and westerly along the arc of a curve to the left, having a radius of 300 feet to a point of tangency to the south marginal boundary line of Dearborn Street as now established.

IN RAINIER BOULEVARD 5TH ADDITION, as recorded in Volume 11 of King County Plats at Page 34:

All these portions of Blocks 39 and 41 which lie northeasterly and northerly of the following described line:

Beginning at the most easterly corner of Block 41, said Rainier Boulevard 5th Addition; thence northwesterly along a straight line to a point in said line which is 80 feet distant southwesterly from the most westerly corner of Block 42, said Addition and measured at right angles to said straight line; thence continuing along said straight line to a point of curvature, said point being 530.09 feet distant from the point of beginning; thence northwesterly and westerly along the arc of a curve to the left, having a radius of 300 feet to a point of tangency to the south marginal boundary line of Dearborn Street as now established; Also

That portion of Block 42 lying northeasterly of the following described line, to-wit:

That portion of Lot 41, said Block 28, described as follows:

Beginning at the most northerly corner of said Lot 41; thence southwesterly along a straight line a distance of 60 feet, more or less, to a point in the northeasterly line of said lot; thence northeasterly along said southwesterly line a distance of 44 feet to the most easterly corner of said lot; thence northerly along the northeasterly line of said lot a distance of 40 feet to the point of beginning; also

Lots 1 and 2; 9 and 10; Block 29, IN RAINIER BOULEVARD ADDITION, as recorded in Volume 9 of King County Plats at Page 69:

Those portions of Lots 31 and 32, Block 8, lying southwesterly of a line described as follows:

Beginning at the most westerly corner of said Lot 31; thence southeasterly along a straight line to a point in a line 40 feet distant, southeasterly from and parallel to the northwesterly line of said Lot 32, said point being 30 feet distant measured southwesterly along said parallel line from its intersection with the west marginal boundary line of Hiawatha Place.

IN TWENTY SECOND STREET ADDITION, as recorded in Volume 9, of King County Plats at Page 16:

Lots 3, 4, 9 and 10, Block 1, also all of Lot 23 and that portion of Lot 24, Block 5, lying northerly of the following described boundary:

Beginning at the most southerly corner of said Block 5; thence northwesterly along the southwesterly line of said block, the same being the northeasterly margin of Rainier Avenue, a distance of 40 feet to the true point of beginning; thence northeasterly at right angles to said southwesterly margin of Rainier Avenue a distance of 45 feet to an angle point; thence southeasterly along a straight line at right angles to the preceding course a distance of 11.15 feet to a second angle point; thence easterly along a straight line a distance of 32.2 feet to a point in the east line of said Lot 24; said point being 19.25 feet distant, measured north along said east line and east line produced southerly from the southeast corner of said Block 5.

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

On Lake Way as established herein, elevations upon an overhead structure (north roadway).

At the intersection of the center line of said north roadway with the center line of Corwin Place, as platted.

Center line at existing elevation.

At a point on said north roadway 50 feet east of the last named point at the point of curvature of a vertical curve

Center line 98.48 feet

At a point on said north roadway 100 feet east of the last named point at the point of tangency of a vertical curve

Center line 98.22 feet

At a point on said north roadway 700 feet east of the last named point at the point of curvature of a vertical curve

Elevation 99.78 feet

At a point on said north roadway 200 feet east of the last named point at the point of tangency of a vertical curve

Center line 99.11 feet

At a point on said north roadway 250 feet east of the last named point at the point of curvature of a vertical curve

Center line 96.89 feet

At a point on said north roadway 200 feet east of the last named point at the point of tangency of a vertical curve

Center line 100.36 feet

At a point on said north roadway said point being 339.33 feet east of the last named point at existing elevation at a point on the center line of the existing roadway

Center line 115.10 feet

On Lake Way as established herein elevations upon an overhead structure (south roadway).

At the point of intersection of the center line of said south roadway with the center line of Corwin Place as platted, said point being the midpoint of a vertical curve

Center line 98.36 feet

At a point on said south roadway 100 feet east of the last named point at the point of tangency of a vertical curve

Center line 98.22 feet

At a point on said south roadway 700 feet east of the last named point at the point of curvature of a vertical curve

Center line 99.73 feet

At a point on said south roadway 200 feet easterly of the last named point at the point of tangency of a vertical curve

Center line 99.11 feet

the north roadway on an overhead structure on Lake Way, said point being 1,047.7 feet east of the intersection of the center line of said north roadway with the center line of Corwin Place as platted. Center line conformable to the grade herein established on the north roadway of the overhead structure.

At a point on said approach roadway 200 feet westerly of the last named point at the point of tangency of a vertical curve

Center line 93.33 feet

At a point on said approach roadway 260.32 feet measured northwesterly, northerly and northeasterly along the center line of said roadway from the last named point at the point of curvature of a vertical curve

Center line 80.16 feet

At a point on said approach roadway 200 feet measured northwesterly and easterly along the center line of said approach roadway from the last named point at the point of tangency of a vertical curve

Center line 74.08 feet

At a point of termination of said approach roadway said point being distant 208.04 feet measured easterly and southeasterly along the center line of said approach roadway from the last named point, said terminal point being located in Rainier Avenue southwesterly of the center line of Rainier Avenue and 20 feet, more or less, northerly of the southeasterly line of Lot 11, Block 25, Rainier Boulevard 4th Addition as recorded in Volume 11 of King County Plats at Page 34

Center line at existing elevation of Rainier Avenue.

At a point on the approach roadway from Rainier Avenue to the south roadway on the overhead structure as established herein, said point being in the center line of said approach roadway and vertically above the center line of Rainier Avenue. Center line conformable to grade of the south roadway of the overhead structure as established herein.

At a point on said approach roadway 25 feet west of the last named point at the point of curvature of a vertical curve

Center line 99.16 feet

At a point on said approach roadway 200 feet west of the last named point at the point of tangency of a vertical curve

Center line 93.66 feet

At a point on said approach roadway 105 feet westerly of the last named point at the point of curvature of a vertical curve

Center line 82.83 feet

At a point on said approach roadway 200 feet measured northwesterly along the center line of said roadway from the last named point at the point of tangency of a vertical curve

Center line 77.34 feet

At a point on said approach roadway 520 feet measured northerly and northeasterly along the center line of said approach roadway from the last named point at the point of curvature of a vertical curve

Center line 76.22 feet

At a point on said approach roadway, said point being 200 feet northwesterly and northerly measured along the center line of said roadway from the last named point at the point of tangency of a vertical curve

Center line 77.15 feet

At the point of beginning of said approach roadway in Rainier Avenue, said point being distant 30.90 feet measured northwesterly along the center line of said approach roadway from the last named point and being also southwesterly of the center line of Rainier Avenue and 15 feet, more or less, northwesterly of the center line of Bush Place.

Center line at existing elevation of Rainier Avenue

On an approach roadway from 21st Avenue South at Atlantic Street to the south roadway of an overhead structure as established herein

At the point of intersection of said approach roadway with the south roadway on the said overhead structure:

Centerline at elevation conformable to the south roadway as established herein on said overhead structure.

At a point on said approach roadway 550 feet distant measured along the center line of said roadway westerly and southwesterly from the last named point at the point of curvature of a vertical curve

Center line 82.63 feet

At a point on said approach roadway 50 feet southerly measured along the center line from the last named point at the point of tangency of a vertical curve

Center line 80.74 feet

At the point of beginning of said approach roadway said point of beginning being a point in the intersection of Atlantic Street with 21st Avenue South

Center line at existing elevation

the provisions of the city of Seattle, passed by the City Council on 31st day of March, 1952, and signed by me in open session in authentication of its passage this 31st day of March, 1952.

DAVID LEVINE, President pro tem. of the City Council.

Approved by me this 2nd day of April, 1952.

ROBT. H. HARLIN, Acting Mayor.

Filed by me this 2nd day of April, 1952.

Attest: W. C. THOMAS, City Comptroller and City Clerk.

(Seal) By W. A. PERINE, Deputy Clerk.

Date of official publication in the Daily Journal of Commerce, Seattle, April 12, 1952. (C-795)

pub- al of lity.

ing

ssue

the

said

ring

this

tion.)

At 21st Avenue to a point of tangency with the center line of Dearborn Street as now established.

IN RAINIER BOULEVARD 5TH ADDITION, as recorded in Volume 11 of King County Plats at Page 34:

All those portions of Blocks 39 and 41, which lie northeasterly and northerly of the following described line:

Beginning at the most easterly corner of Block 41, said Rainier Boulevard 5th Addition; thence northwesterly along a straight line to a point in said line which is 80 feet distant southwesterly from the most westerly corner of Block 42, said Addition; and measured at right angles to said straight line; thence continuing along said straight line to a point of curvature, said point being 530.09 feet distant from the point of beginning; thence northwesterly and westerly along the arc of a curve to the left, having a radius of 300 feet a distance of 313.21 feet to a point of tangency to the south marginal boundary line of Dearborn Street as now established; Also:

That portion of Block 42 lying northeasterly of the following described line, to-wit:

Beginning at the most westerly corner of said Block 42, thence southeasterly along a straight line to a point in said line which is 80 feet distant northeasterly from the most easterly corner of Block 41, said Addition; as measured at right angles to said straight line; thence continuing along said straight line to the south line of Block 42, the same being the north marginal boundary line of Charles Street.

IN ORCHARD HILL ADDITION, as recorded in Volume 9 of King County Plats at Page 66:

All those portions of Lots 10, 11, 12, 13, Block 2, and the vacated alley lying between said Lots 11 and 12 and said Lot 13; which are situated between the northeasterly line of Corwin Place, as established by condemnation under Ordinance No. 21770 and a line 20 feet distant northeasterly from and parallel with said northeasterly boundary of Corwin Place.

IN RAINIER BOULEVARD 2ND ADDITION, as recorded in Volume 9 of King County Plats at Page 73:

All that portion of Lot 9, Block 13, and all that portion of the alley vacated by Ordinance No. 23339 lying between said Lot 9, Block 13 and Lot 13, Block 2, plus of Orchard Hill, which is situated between the northeasterly line of Corwin Place as established by Condemnation Ordinance No. 21770 and a line 20 feet distant northeasterly from and parallel to said northeasterly boundary of Corwin Place; Also:

The southwesterly 20 feet of Lots 12 to 24, both inclusive, Block 14;

IN RAINIER BOULEVARD 3RD ADDITION, as recorded in Volume 10 of King County Plats at Page 40:

The southwesterly 20 feet of Lots 14 to 25, both inclusive, and all of Lots 12 and 13, Block 26; Also:

Lots 1 and 2, Block 25;

IN RAINIER BOULEVARD 4TH ADDITION, as recorded in Volume 11 of King County Plats at Page 33:

Tract "A";
Lots 9 to 17, both inclusive, Block 27; Lots 1 to 11, both inclusive; Lots 19 to 23, both inclusive; that portion of Lot 24 not heretofore condemned for street under Ordinance No. 29364; and Lots 25 to 40, both inclusive; all in Block 23; Also:

That portion of Lot 18, said Block 28 described as follows:

Beginning at the most westerly corner of said Lot 18; thence southeasterly along the southwesterly line of said lot a distance of 40 feet to the most southerly corner thereof; thence northeasterly along the southeasterly line of said lot a distance of 66 feet; thence westerly along a straight line a distance of 75 feet more or less to the point of beginning; Also:

At a point being 333.33 feet east of the last named point at existing elevation at a point on the center line of the existing roadway
Center line 115.10 feet

On Lake Way as established herein elevations upon an overhead structure (south roadway).
At the point of intersection of the center line of said south roadway with the center line of Corwin Place as platted, said point being the midpoint of a vertical curve
Center line 93.36 feet

At a point on said south roadway 100 feet east of the last named point at the point of tangency of a vertical curve
Center line 98.22 feet

At a point on said south roadway 700 feet east of the last named point at the point of curvature of a vertical curve
Center line 99.78 feet

At a point on said south roadway 200 feet easterly of the last named point at the point of tangency of a vertical curve
Center line 99.11 feet

At a point on said south roadway 250 feet easterly of the last named point at the point of curvature of a vertical curve
Center line 96.89 feet

At a point on said south roadway 200 feet easterly of the last named point, at the point of tangency of a vertical curve
Center line 109.93 feet

At a point on said south roadway 339.33 feet east of the last named point at a point in the center line of the existing roadway, at existing elevation
Center line 115.10 feet

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

At the point of beginning of an approach to Rainier Avenue from the north roadway of an overhead structure on Lake Way as established herein, said point being in the center line of said north roadway and 33.25 feet west of the eastern terminal point established herein. Center line conformable to structure grades as established herein.
Center line 101.25 feet

At a point on said approach roadway 300 feet westerly of the last named point at the point of curvature of a vertical curve
Center line 93.72 feet

At a point on said approach roadway 200 feet westerly of the last named point at the point of tangency of a vertical curve
Center line 93.10 feet

At a point on said approach roadway 200 feet westerly of the last named point at the point of tangency of a vertical curve
Center line 84.07 feet

At a point on said approach roadway 182.09 feet westerly of the last named point at the point of curvature of a vertical curve
Center line 73.28 feet

At a point on said approach roadway 200 feet westerly of the last named point at the point of tangency of a vertical curve
Center line 68.35 feet

At a point on said approach roadway said point also being a point in Rainier Avenue northeasterly of the center line of said Rainier Avenue and distant 10 feet more or less northwesterly of the produced southeasterly line of Lot 29, Block 8, Rainier Boulevard Addition, as recorded in Volume 9 of King County Plats at Page 59, said point being distant 144.52 feet northwesterly of the point last described above.
Center line at existing elevation of Rainier Avenue.

At the point of beginning of an approach to Rainier Avenue from

On an approach roadway from 21st Avenue South at Atlantic Street to the south roadway of an overhead structure as established herein.

At the point of intersection of said approach roadway with the south roadway on the said overhead structure:
Center line at elev. on conformable to the south roadway as established herein, an said overhead structure:
Center line 82.63 feet

At a point on said approach roadway 650 feet distant measured along the center line of said roadway westerly and southwesterly from the last named point at the point of curvature of a vertical curve
Center line 80.74 feet

At the point of beginning of said approach roadway said point of beginning being a point in the intersection of Atlantic Street with 21st Avenue South
Center line at existing elevation

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

Section 4. That Corwin Place be and the same is hereby laid off, opened, widened or extended and established from Dearborn Street to Lake Way as established herein, in conformity with the existing grades on Corwin Place between Dearborn Street and Atlantic Street.

Section 5. That in the grading and regrading of the above named Corwin Place the City shall acquire the right in the case of a cut to remove the lateral support of the property abutting on said street. In every case the right to remove said lateral support shall include the right to carry the slopes back into and extending upon the abutting real property at least one (1) foot for each foot of depth of cut, and in the case of fills the right shall be acquired to extend and maintain upon the abutting real property slopes of one and one-half (1½) feet for each foot of elevation of fill for the purpose of acquiring lateral support for said street, 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 street.

Section 6. 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 highways and that all lands, rights, privileges and other property necessary to be taken, used or damaged in the grading of the approach roadways or in the construction of the overhead structure on Lake Way in conformity with the grades established in Section 3 hereof, and in grading and regrading of Corwin Place as set forth in Section 4 hereof, and in the construction of the necessary slopes for cuts and fills upon the real property abutting upon said Corwin Place as set forth in Section 5 hereof, are hereby condemned, appropriated, taken and damaged for the public use for such purposes; and said lands, rights, privileges and other property are to be taken, damaged and appropriated only after just compensation has been made or paid into court for the owners thereof in the manner provided by law.

Section 7. That the entire cost of the improvement provided for by this ordinance shall be paid from the City Street Fund.

Section 8. That the Corporation Council 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 provision of this ordinance.

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 become a law upon its passage.