Ordinance No. \$2138

AN ORDINANCE providing for the establishment of elevated highway structure and bridges on FIRST AVENUE OF SOUTH between East Marginal Way and West Marginal Way and for approaches thereto; for the widening (of certain stree on in the area); and *** to take and damage land and other property ***; including necessary grade separations and limited access, all in the victuity ***; for *** establishing *** grades; and the right to construct slopes ***; and providing that the cost *** be paid from the City Street Fund.

Council Bill No. 78540

BY: STREETS & SEVERS
TO. Streets & Selvens
VETO:
PUBLISHED
VETO SUSTAINED:
PASSED OVER VETO:
APPROYED: 13 1953
РИВИЧЕТ 5 195 3
BY:

COMPARED BY:

AND

7-52 L. & H. CO. P-4382 C

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Section 1

ORDINANCE NO. 82138

AN ORDINANCE providing for the establishment of elevated highway structures and bridges on FIRST AVENUE SOUTH between East Marginal Way and West Marginal Way and for approaches thereto; for the widening of First Avenue South from East Marginal Way to Michigan Street; of Michigan Street from East Marginal Way to First Avenue South; and of West Marginal Way from First Avenue South to Second Avenue South; and the right to take and damage land and other property necessary therefor; including necessary grade separations and limited access, all in the vicinity of First Avenue South and Michigan Street and First Avenue South and Myrtle Street; for the changing and establishing of the necessary grades; and the right to construct slopes for cuts and fills on property abutting and providing that the cost of such improvement 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 elevated highway structures and approaches on and adjacent to First Avenue South from East Marginal Way to West Marginal Way be and the same are hereby laid off, opened, widened, extended and established, and that access thereto be limited; that First Avenue South from East Marginal Way to Michigan Street, Michigan Street from East Merginal Way to First Avenue South, and West Marginal Way from First Avenue South to Second Avenue South be widened; that bridges be constructed in said first described portion of First Avenue South, together with approaches, and that the right to separate grades both northeasterly and southwesterly of King County Commercial Waterway No. 1 in the vicinity respectively of the intersection of 1st Avenue South with Michigan Street and the intersection of 1st Avenue South with West Myrtle Street be acquired.

Section 2. That the following described property be condemned, appropriated, taken and damaged for public use, to-wit: for the laying off, opening, widening, extending and establishing of the above named streets, structures, approaches and grade separations.

McLAUGHLIE'S WATERFRONT ADDITION recorded in Volume 13 of King County Plats at Page 28

That portion of Tract "A" lying southwesterly of East Marginal Way as acquired by condemnation under Ordinance No. 32881.

Lots 7 and 8, Block 26, except portions of said lots condemned for East Marginal Way under Ordinance No. 32881.

Lots 1, 2, 3, 4, 5 and 6 of said Block 26.

Lots 1, 2, 3, 4, 18, 19, 20 and 21, Block 1.

Lots 1, 2, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17, Block 17.

That portion of Lot 1, Block 30 described as follows: Beginning at the northeast corner of said lot; thence south along the east line thereof a distance of 6.01 feet; thence westerly along a straight line to the northwest corner of said lot; thence east along the north line of said lot to the point of beginning.

All of Lots 25 and 26, Block 30, and that portion of Lot 27, said Block 30, not acquired by King County Commercial Waterway District No. 1 for the Duwamish Waterway.

TIMPLA morest

That portion of the former bed of the Duwamish River lying within the east 3 feet of Slip No. 2 as established by King County Commercial Waterway District No. 1.

. That portion of Section 19, Township 2h North, Range h East, W.M., lying within the following described boundaries:

The southwesterly marginal line of East Marginal Way as established by condemnation under Ordinance No. 32881; the west marginal line of First Avenue South as established by condemnation under Ordinance No. 303 of the City of Georgetown (now part of the City of Seattle); the northerly line of that portion of the former bed of the Duwamish River lying within Slip No. 2 as established by King County Commercial Waterway District No. 1; and a line 3 feet distant west from and parallel to the aforesaid west margin of First Avenue South.

McLAUGHLIN'S WATERFRONT ADDITION recorded in Volume 13 of King County Plats at Page 28

The east 3 feet of Lots 1, 2, 3 and 4, Block 34.

That portion of Lots 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14, said Block 34 lying within the limits of the following description, to-wit: Beginning at the northeast corner of said Lot 5, thence west along the north line of said lot a distance of 3 feet; thence south along a line parallel with the east line of said lot a distance of 14.93 feet to a point of curvature; thence southwesterly along the arc of a curve to the right having a radius of 576 feet to a point of tangency; thence 1.82 feet along the tangent to said curve at said point to its point of intersection with the south line of said Lot 10 at a point 48.79 feet westerly of the southeast corner of said lot; thence continuing southwesterly, along said tangent to its point of intersection with the southwesterly line of said Lot 12, said point being distant 46.31 feet northwesterly, measured along said southwesterly line, from the

most southerly corner of said lot; thence continuing southwesterly along said tangent a distance of 5.27 fest to a point of curvature; thence continuing southwesterly along the arc of a curve to the left having a radius of 469 feet, to the point of intersection of said curve with the southeasterly line of said Lot 14, said point being 41.43 feet distant measured southwesterly along said southeasterly line from the most easterly corner of said lot; thence northeasterly along the southeasterly lines of said lots 14, 13 along the easterly lines of said Lot 12; thence north along the easterly lines of said Lots 11, 10, 9, 8, 7, 6 and 5, to the northeast corner of said Lot 5 and the point of beginning.

All of Lots 58 and 57, Block 25, also those portions of Lots 1 and 2, said Block 25 lying within the limits of the following description: Beginning at the most northerly corner of said Lot 1, thence southwesterly along the northwesterly line of said lot a distance of 20.87 feet, thence southerly along the arc of a curve to the left having a radius of 469 feet to a point in the east line of said Lot 2, said point being distant 29.46 feet measured south along north along the east line of said Lots 2 and 1 to the point of beginning.

Lots 1 and 2, Block 13, also those portions of Lots 3, 4 and 5, said Block 18 Lying northeasterly of Duwamish Waterway as established by King County Commercial Waterway District No. 1.

Those portions of Lots 11 and 12, Elock 2, lying within the limits of the following description: Beginning at the point of intersection of the west line of said Lot 11 with the southwesterly margin of East Marginal Way as condemned under Ordinance No. 32881, thence south along the west line of said Lots 11 and 12 to a point in the west line of said Lot 12, said point being 22.96 feet distant measured south along said west line from the northwest corner of said lot; thence southeasterly along a straight line a distance of 34.16 feet to a point in the southeasterly line of said Lot 12; thence northeasterly along said southeasterly line a distance of 35.62 feet to the point of intersection of said southeasterly line with the southwesterly margin of East Marginal Way aforesaid; thence northwesterly along said southwesterly margin of East Marginal Way to the point of beginning.

Those portions of Lots 13 and 14, Block 2 lying within the limits of the following description:

Beginning at the point of intersection of the northwesterly line of said Lot 13, with the southwesterly margin of East Marginal Way as condemned by Ordinance No. 32881; thence southwesterly along the northwesterly lines of said Lots 13 and 14 to a point in the northwesterly line of said Lot 14; said point being distant 15.35 feet measured southwesterly along said northwesterly line from the most northerly corner of said Lot 14; thence southeasterly along a straight line a distance of 54.96 feet to a point in the east line of said Lot 13, thence north along said east line a distance of 20.50 feet to the intersection of said east line with the southwesterly margin of East Marginal Way, aforesaid; thence northwesterly along said southwesterly margin of East Marginal Way to the point of beginning.

Those portions of Lets 20, 21, 22 and 23, said Block 2 lying within the limits of the following description: Beginning at the northwest corner of said Lot 23; thence south along the west lines of said Lots 23 and 22 to a point in the west line of said Lot 22, said point being distant 0.93 feet measured north along said west line from the southwest corner of said lot; thence southeasterly along a straight line to a point in the east line of said Lot 20, said point being distant 13.91 feet east line of said Lot 20, said point being distant 13.91 feet measured south along said east line from the northeast corner of said Lot 20; thence north along the east line of said Lots 20, 21 and 22 to the intersection of said east line with the southwesterly margin of East Marginal Way as condemned by Ordinance No. 32881; thence northwesterly along said southwesterly margin of East Marginal Way to its intersection with the north line of said Lot 23; thence west along said north line to the point of beginning.

Those portions of Lots 3, 4, 5 and 6 of Block 15 lying within Those portions of Lots 3, 4, 5 and 6 of Block 15 lying within the limits of the following description: Beginning at the point of intersection of the northwesterly line of said Lot 4 with the southwesterly margin of East Marginal Way as condemned under Ordinance No. 32881; thence southwesterly along the northwesterly lines of said Lots 4, 5 and 6 to the northwest corner of said Lot 6; thence south clong the west line of said Lot 6, a distance of 27.93 feet; thence northeasterly along a straight line parallel to the northwesterly line of said Lots 6 and 5, a distance of 74.25 feet to an angle point; thence easterly along a straight line a distance of 44.66 feet to a point in the southwesterly margin of said East Marginal Way; thence northwesterly along said southwesterly margin a distance of 40.13 feet to the point of beginning.

Those portions of Lots 1, 2, 3, 4, 5 and 6, Block 16, lying within the limits of the following description: Beginning at the most northerly corner of said Lot 1; thence southwesterly along most northerly corner of said Lot 1; thence southwesterly along the northwesterly lines of said lots to the northwest corner of said Lot 6; thence south along the west line of said Lot 6 a distance of 27.93 feet; thence northeasterly along a line parallel to the northwesterly line of said lots to a point in the east line of said Lot 1; thence north along the east line of said Lot 1, a distance of 27.93 feet to the point of beginning.

Lots 12 and 13, Block 31, together with that portion of Lot 11 of said Block 31 which lies southwesterly of the south westerly margin of Duwemish Waterway as established by King County Commercial Waterway District No. 1.

Lots 1, 2, 3, 4 and 5, Block 32.

Lots 17, 18 and 19, Block 20.

Those portions of Lots 20 and 21, said Block 20, lying within the limits of the following description: Beginning at the intersection of the east line of said Lot 21 with the southerly marginal boundary of West Michigan Street, as established by Ordinance No. 57659; thence northwesterly along said southerly margin a distance of 4 feet; thence southwesterly in a straight line to a point in the south line of said Lot 21, said point being distant 79 feet (measured east along said south line from the southwest corner of said lot); thence westerly along a straight line to a point in the west line of said Lot 20, said point being 17 feet distant (measured south along said west line from the northwest corner of said lot); thence southerly along the west line of said Lot 20 to the southwest corner thereof; thence east along the south line of said lot to the southeast corner thereof; thence north along the east line of said Lots 20 and 21 to the point of beginning.

All of Lots 14, 15 and 16, Block 20.

That portion of Lot 13, Block 20 described as follows: Beginning at the southeast corner of said Lot 13; thence north along the east line of said lot to a point which is 18 feet distant (measured south along said east line) from the northeast corner of said lot; thence westerly along a straight line to a point in the west line of said Lot 13, said point being 28 feet distant (measured south along said west line) from the northwest corner of said lot; thence south along the west line of said lot to the southwest corner thereof; thence east along the south line of said lot to the southeast corner thereof and the point of beginning.

Lots 12, 13 and 14, Block 21.

That portion of Lot 15, Block 21, described as follows: Beginning at the southwest corner of said Lot 15; thence east along the south line of said lot to the southeast corner thereof; thence north along the east line of said lot to a point which is 33 feet distant (measured south along the said east line from the northeast corner of said lot); thence westerly along a straight line to the point of beginning.

That portion of Lot 8, Block 21, described as follows: Beginning at the most southerly corner of said lot; thence north along the west line of said lot to a point which is 94.0 feet distant measured south along said west line from the most northerly corner thereof; thence east along a line at right angles to said west line, to the southeasterly line of said lot; thence southwesterly along said southeasterly line to the point of beginning.

Lots 9, 10 and 11, Block 21.

Lots 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, Block 22.

Those portions of Lots 11, 12 and 13, Block 22, lying north-easterly of West Marginal Way as established by condemnation under Ordinance No. 38205;

That portion of Lot 16, Block 22 lying southwesterly of West Marginal Way as established by condemnation under Ordinance No. 38205.

All of Lots 17 and 18, Block 22.

That portion of Lot 21, Block 22, described as follows: Beginning at a point in the west line of said lot which is 81.44 feet distant measured north along said west line from the southwest corner thereof; thence easterly along a straight line a distance of 30 feet to a point in the southwesterly margin of West Marginal Way; thence northwesterly along said southwesterly margin to its intersection with the west line of said Lot 21; thence south along said west line a distance of 18.56 feet to the point of beginning.

Those portions of Lots 24, 25 and 26, Block 22 lying north-easterly of West Marginal Way as condemned by Ordinance No. 38205.

Lot 27, Block 22, except portion thereof condemned for West Marginal Way under Ordinance No. 38205.

All of Lots 28, 29, 30, 31, 32, 33 and 34, Block 22.

SEAPORT ADDITION
recorded in Volume 19 of King
County Plats at Page 60

Lot 11, Block 3.

All of Lots 1, 2, 3, 4, 5 and 6, Block 5.

UNPLATTED

That portion of Section 30, Township 24 North, Range 4 East, W.M., lying within the following boundaries:

Bounded on the north by the south margin of Seaport Addition, as record d in Volume 19 of King County Plats at Page 60; on the east by First Avenue South; on the southwest by West Marginal Way and on the west by 4th Avenue Southwest; Also

That portion, if any, of said Section 30 lying easterly of said Seaport Addition.

Those portions of Government Lots 8 and 10, Section 29, Township 24 North, Range 4 East, W.M., and that portion of Section 30, Township 24 North, Range 4 East, W.M., lying within the following described boundaries:

Beginning at the quarter corner common to said Sections 29 and 30; thence north along the east line of said Section 30 to its intersection with the south line of Seaport Addition or said south line produced; thence westerly along said produced line and said south line to its intersection with the east margin of First Avenue South; thence southerly along said east margin to its intersection with the northeasterly margin of West Marginal Way; thence southeasterly along said northeasterly margin to its intersection with the west margin of 2nd Avenue South as platted in River Park, Volume 7 of King County Plats at Page 47; thence north 2°02'30" east along said west margin a distance of 247 feet; thence north 87°57'30" west a distance of 58.88 feet; thence northwesterly along the arc of a curve to the right having a radius of 2,431.53 feet a distance of 983.51 feet to a point of tangency; thence north 17°28'00" west a distance of 658.80 feet to a point in the east line of said Section 30; thence northerly along said east line a distance of 176.39 feet to the point of beginning.

That portion of Government Lot 8, Section 29, Township 24 North, Range 4 East, W.M., if any, lying northerly of the production easterly of the south boundary line of Seaport Addition as recorded in Volume 19 of King County Plats at Page 60.

That portion of Section 30, Township 24 North, Range 4 East, W.M., lying southerly of the northeasterly margin of West Marginal Way, and east of First Avenue South.

That portion of the former bed of the Duwamish River lying within Turning Basin No. 2 as established by King County Waterway District No. 1 which is southwesterly of a line 250 feet distant from and parallel to the center line of the Duwamish Waterway as established by condemnation by said Waterway District No. 1; and westerly of a line 130 feet easterly from and parallel to the section line common to Sections 29 and 30, Township 24 North, Range 4 East, W.M., Also

That portion of Section 30, Township 24 North, Range 4 East, W.M., described as follows:

Beginning at the intersection of the westerly margin of the old county road now known as Detroit Avenue with the southerly margin of Highland Park Way; thence southerly along the westerly margin of said Detroit Avenus a distance of 86.69 feet; thence north 82°58 59" west a distance of 69.32 feet to a point of curvature; thence westerly along the arc of a curve to the left, having a radius of 586.44 feet, a stance of 206.25 feet to a point in a line in is 62.00 feet distant (measured at right ang. a) southerly from and parallel to ne of Highland Park Way; thence the center westerly along said parallel line a distance of 322.94 feet to a point of curvature; thence southwesterly along the arc of a curve to the left having a radius of 437.14 feet a distance of 368.24 feet to a point of tangency; thence south 16.59:30" west along the tangent to said curve at said point, a distance of 360.18 feet to a point in the content of 41.51 and point in the southeasterly margin of Highland Park Way; thence returning northeasterly along said southeasterly margin to the point of beginning as follows: North 12°16'23" east a distance of 317 feet, more or less, to a point of curvature; thence northeasterly along the arc of a curve to the right having addus of 460 feet a distance of 425.33 feet to a point of tangency; thence north 65°15°20" egg along the tangency; the did north 65°15°20" egg along the tangent to said curve at said point a distance of 405.84 feet to a point of curvature; thence easterly along the arc of a curve to the right having a radius of 232.18 feet a distance of 79.72 feet to a point of tangency; thence north 84.54.45" east along the tangent to said curve at said point a distance of 101.41 feet to the point of beginning. Also

That portion of Section 30, Township 24 North, Range 4 East, W.M., described as follows:

Beginning at the intersection of the westerly margin of the old county road now known as Detroit Avenue with the northerly margin of Highland Park Way as established by Deed, Ordinance No. 27759; thence south 84054145" west along said northerly margin (and said line produced) a distance of 95.32 feet to an angle point to the left; thence south 65°15'26" east along said northerly margin a distance of 102.67 feet to the true point of teginning; thence south 84°30'06" west a distance of 60.75 feet to a point in a line which is 62 feet distant (measured at right angles) northerly from and parallel to the center line of Highland Park Way; thence south 55°15'26" west along said parallel line a distance of 517.05 feet to a point of curvature; thence southwesterly along the arc of a curve to the left having a radius of 582.87 feet a distance of 302.97 feet to a point of compound curvature; thence continuing southwesterly along the arc of a curve to the left having a radius of 395.27 feet a distance of 160.07 feet to a point of tangency; thence south 12°16'23" west along said tangent, the same being 49,33 feet distant westerly (measured at right angles) from and parallel to the production northerly of the center line of Highland Park Way, as established by Deed, Ordinance No. 48458, a distance of 360.00 feet to an angle point; thence south 9°32'30" west a distance of 195.86 feet to a point in the northwesterly margin of feet to a point in the northwesterly margin of Highland Park Way; thence returning northeasterly along said northwesterly margin to true point of beginning, as follows: North 12°16'23" east a distance of 490 feet, more or less, to a point of curvature; thence northeasterly along the arc of a curve to the right having a radius of 540 feet a distance of 499.36 feet to a point of tangency; thence north 65°15'26" east along the tangent to said curve at said point a distance tangent to said curve at said point a distance of 387.6 feet to the true point of beginning.

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

On First Avenue South as established herein, elevations upon an overhead structure (east roadway).

At a point in East Marginal Way, said point being defined as Station 8+52.00 and being 87.84 feet distant measured south along the center line of said east roadway from its intersection with the center line of East Marginal Way, at the point of curvature of a vertical curve

Center line at existing elevation

7.33 feet

At a point on said east roadway defined as Station 10+02.00 which is 150 feet south from the last named point, at the point of tangency of a vertical curve Center line

11.74 feet

At a point on said east roadway defined as Station 11+86.90 which is 184.9 feet south from the last named point, at the point of curvature of a vertical curve 21.67 feet Center line At a point on said east roadway defined as Stevion 14+36.90 which is 250 feet south from the last named point, said point being at or near the point of intermetation of the center line of said east roadway with the center line of Front Street as platted in McLaughlinia Water Front Addition at the McLaughlin's Water Front Addition, at the point of tangency of a vertical curve 31.90 feet Center line At a point on said east roadway defined as Station 19+21.70 which is 484.80 feet southerly from the last named point, and located in Michigan Street as platted, at the point of curvature of a vertical curve 37.23 feet Center line At a point on said east roadway defined as Station 20+71.70 which is 150 feet southerly from the last named point, at the point of tangency of a vertical curve 39.73 feet Center line

At a point on said east roadway defined as Station 22+15.57 which is 143.87 feet southerly from the last named point, at the point of curvature of a vertical curve Center line

42.94 feet

At a point on said east roadway defined as Station 23+65.57 which is located near the northerly margin of River Street and is 150 feet southerly from the last named point, at the point of tangency of a vertical curve Center line

Щ.98 feet

At a point on said east roadway defined as Sistion 36+39.72 which is 1,274.15 feet scatherly from the last named point, at the point of curvature of a vertical curve Center line

51.35 feet

At a point on said east roadway defined as Station 37+89.72 which is near the south marginal boundary of Seaport Addition and is 150 feet southerly from the last named point, at the point of tangency of a vertical curve Center line

50.56 feet

At a point on said east roadway defined as Station 39+81.00 which is 191.28 feet southerly from the last named point, at the point of curvature of a vertical curve Center line

47.58 feet

At a point on said east roadway defined as Station 42+31.00 which is 250 feet southerly from the last named point, at the point of targency of a vertical curve Center line

37.66 feet

At a point on said east roadway defined as Station 47+35.00 which 1 504 feet southerly from the last named point, at the point of curvature of a vertical curve Center line

12.46 feet

At a point on said east roadway defined as Station 48+85.00 which is 150 feet southerly from the last named point, said point being distant 65.89 feet, measured north along the center line of said east roadway from its intersection with the center line of West Marginal Way, at the point of tangency of a vertical curve

Center line at existing elevation

8.33 feet

On an approach roadway (hereinafter referred to as "On Ramp 'C-TC'") from Highland Park Way to the east roadway on an overhead structure in First Avenue South as established herein.

At a point defined as Station 27+51.54 on said east roadway and as Station "C" 0+00 on said approach roadway

Center line conformable to structure grades as established herein.

At a point defined as Station "C" 5+45.80 which is 545.80 feet southerly from the last named point, at the point of curvature of a vertical curve

49.28 feet

At a point defined as Station "C" 7+45.80 which is 200 feat southerly from the last named point, at the point of tangency of a vertical curve Center line

Center line

44.63 feet

At a point defined as Station "C" 10+60.00 which is 314.20 feet southerly from the last named point and distant 30 feet, more or less, measured northeasterly along the center line of said approach roadway from its intersection with the east and west center line of Section 30, Township 24 North, Range 4 East, W.M., at the point of curvature of a vertical

Center line 28.92 feet

At a point defined as Station "C" 12+10.00 which is 150 feet southwesterly from the last named point, at the point of tangency of a vertical curve Center line

25.54 feet

At a point defined as Station "C" 25+14.26 which is 1,304.26 feet northwesterly and westerly from the last named point, at the point of curvature of a vertical curve Center line

32.07 feet

At a point defined as Station "C" 27+14.26 which is 200 feet westerly from the last named point, at the point of tangency of evertical curve

Center line

37.80 feet

At a point defined as Station "TC" 29+83.00 which is 268.74 feet westerly from the last named point, and which is a vertical angle point

Center line

51.24 feet

At a point defined as Station "TC" 33+04.00 which is 381 feet westerly from the last named point, at the point of curvature of a vertical curve

Center line

72.58 feet

At a point defined as Station "TC" 35+14.00 which is 150 feet westerly from the last named point, at the point of tangency of a vertical curve

Center line

80.29 feet

At a point defined as Station "TC" 39+93.00 which is 479 feet westerly and southwesterly from the last named point, the same being a point in the center line of Highland Park Way as now established, at the point of curvature of a vertical curve Center line

102.10 feet

At a point defined as Station "TC" 41+93.00 on said approach roadway, which is 200 feet southwesterly from the last named point, and 1,080 feet distant, more or less, measured northeasterly along the present center line of Highland Park Way from the intersection thereof with the center line of West Othello Street; at the point of tangency of a vertical curve

Center line

117.68 feet

On an approach roadway (hereinafter known as "Off Ramp 'TE-E'") from the east roadway on an overhead structure in First Avenue South as established herein to Ramp "C-TC".

At a point defined as Station 29+78.16 on said east roadway and as Station "TE" 0+00 on said approach roadway

Center line conformable to structure grades as established herein.

At a point defined as Station "TE" 3+65.00, said point being 305 feet southerly from the last named point, and the point of curvature of a vertical curve

Center line

49.70 feet

At a point defined as Station "TE" 6+25.00, said point being 200 feet southwesterly from the last named point, and the point of tangency of a vertical curve Center line

44.53 feet

NOTE: Note that Station "TE" 7+95.25 = Station "E" 10+15.00

At a point defined as Station "E" 11+59.00 which is 314.25 feet westerly from Station "TE" 6+25.00, at the point of curvature of a vertical curve Center line

31.65 feet

At a point defined as Station "E" 13+09.00 which is 150 feet westerly from the last named point, at the point of tangency of a vertical curve

Center line

29.25 feet

At the end point of said approach roadway which is a point 562.28 feet westerly of the last named point and defined as "E" 18+71.28 which is a point on Ramp "C" opposite the point defined as Station "C" 25+14.20, at the point of curvature of a vertical curve Center line

32.07 feet

On an approach roadway known as "Off Ramp 'F", from Ramp "TE-E" as established herein to West Michigan Street.

At a point defined as Station "F" 0+66.20 on said approach roadway, said point being 1.26 feet southwesterly of that point elsewhere mentioned herein as Station "E" 10+15.00.

Center line at elevations conformable to structure grades as established

At a point defined as Station "F" 4+13.00 which is 346.80 feet westerly from the last named point, at the point of curvature of a vertical curve

Center line

herein.

29.20 feet

At a point defined as Station "F" 6+13.00 which is 200 feet westerly from the last named point, at the point of tangency of a vertical curve

Center line

21.35 feet

At a point defined as Station "F" 7+25 which is 112 feet westerly from the last named point, at the point of curvature of a vertical curve

Center line

14.07 feet

At a point defined as Station "F" 9+25.00 which is 200 feet northwesterly from the last named point, at the point of tangency of a vertical curve Center line

6.99 feet

At a point defined as Station "F" 10+24.58 which is 121.58 feet northerly of the last named point, and which is at the intersection with the center line of West Michigan Street

Center line conformable to existing grade

On an approach roadway known as "On Ramp 'G" from Second Avenue Southwest as platted in McLaughlin's Water Front Addition, to Ramp "G".

At a point defined as Station "G" 0+25 which is 25 feet westerly from the intersection of the center line of said approach roadway with the center line of Second Avenue Southwest, at the point of curvature of a vertical curve Center line

9.52 feet

At a point defined as Station "G" 1+75 which is 150 feet westerly from the last named point, at the point of tangency of a vertical curve

Center line

कर, <mark>देश</mark>

13.95 feet

At a point defined as Station "G" 4+06 which is 256 feet westerly from the last named point, at the point of curvature of a vertical curve

Center line

25.88 feet

At a point defined as Station "G" 5+56
which is 150 feet westerly from the last
named point, the same being a point of
reverse vertical curve
Center line

30.22 feet

At a point defined as Station "G" 7+00 wh' h is 150 feet westerly from the last named point, at the point of tangency of a vertical curve Center line

32.53 feet

At a point defined as Station "G" 12+10.72 which is 504.72 feet westerly from the last named point, the same being a point opposite the point defined as Station "G" 30+83.80 on Ramp "G" as established herein.

Center line conformable to structure grades as established herein.

On an approach roadway known as "On Ramp 'D" from Second Avenue Southwest to "On Ramp 'C'" as established herein.

At a point defined as Station "D" 13+81.00 which is located at the intersection of the center line of said approach roadway with the center line of Second Avenue Southwest

Center line conformable to grades on 2nd Avenue Southwest as established herein.

At a point defined as Station "D" 12+80.34 which is 101.26 feet west from the last named point, at the point of curvature of a vertical curve Center line

10.07 feet

At a point defined as Station "D" 11+30.34 which is 150 feet westerly from the last named point, at the point of tangency of a Center line

LPS-15 P

12.92 feet

At a point defined as Station "D" 6+54 which is 476.34 feet westerly and northerly from the last named point, at the point of curvature of a vertical curve Center line

26.26 feet

At a point defined as Station "D" 5+04 which is 150 feet easterly from the last named point, at the point of tangency of a vertical curve Center line

28.89 feet

At a point defined as Station "D" 0+00 which is 504 feet easterly and southeasterly from the last named point, and also being defined as Station "C" 16+87.72 on the approach to the east roadway known as "On Ramp 'C:".

Center line conformable to structure grades as established herein.

On an approach roadway known as "On Ramp 'H!", the same being an approach to the east roadway upon an overhead structure in First Avenue South from the intersection of West Merginal Way and Second Avenue South.

At a point 275 feet northwesterly from the intersection of the center line of said approach roadway with the center line of said Second Avenue South, at the point of curvature of a vertical curve

8.00 feet

Opposite a point in the approach roadway on First Avenue South, said point being a point in the east roadway on an overhead structure in First Avenue South, heretofore defined as Station 37+89.72, at the point of curvature of a vertical curve Center line

50.56 feet

On an approach roadway known as "Off Ramp 'B'", from the east roadway on an overhead structure in First Avenue South as established herein to Michigan Street.

At a point defined as Station 28+53.48 on said east roadway and Station "B" 15+56.08 on said approach roadway.

Center line conformable to structure

grades as established herein.

At a point defined as Station "B" 7+08.80 which is 847.28 feet northerly from the last named point, at the point of curvature of a vertical curve

Center line

38.20 feet

At a point defined as Station "B" 5+58.80 which is 150 feet northeasterly from the last named point, at the point of tangency of a vertical curve

Center line

32.06 feet

At a point defined as Station "B" 1+70 which is 388.80 feet northeasterly of the last named point, at the point of curvature of a vertical curve

Center line

10.63 feet

At a point defined as Station "B" 0+20 which is 150 feet northeasterly from the last named point, at the point of tangency of a vertical curve Center line

6.43 feet

At a point defined as Station "B" 0+00 which is 20 feet northeasterly from the last named point, said point being the intersection of the center line of said approach roadway in Michigan Street with the center line of East Marginal Way

Center line elevations conformable to existing grades.

On an approach roadway known as "On Ramp 'A-TA!" from the intersection of Michigan Street and East Marginal Way to the east roadway on an overhead structure in First Avenue South as established herein.

At a point defined as Station "A" 0÷00 which is a point in the center line of Michigan Street distant 21.87 feet southwesterly measured along said center line from its intersection with the center line of East Marginal Way.

Center line conformable to existing grades on East Marginal Way.

At a point defined as Station "A" 0+75 which is 75 feet northwesterly from the last named point, at the point of curvature of a vertical curve Center line

6.03 feet

At a point defined as Station "A" 2+25 which is 150 feet northwesterly from the last named point, at the point of tangency of a vertical curve

Center line

6.24 feet

At a point defined as Station "A" 6+12.03 which is 387.03 feet northwesterly from the last named point, at the point of curvature of a vertical curve Center line

9.30 feet

At a point defined as Station "A" 7+62.03 which is 150 feet westerly from the last named point, at the point of tangency of a vertical curve

Center line

13.72 feet

At a point defined as Station "TA" 10+80.74 which is 318.71 feet southerly from the last named point, at the point of curvature of a vertical curve

Center line

29.53 feet

At a point defined as Station "TA" 12+30.74 which is 150 feet southerly and southeasterly from the last named point, at the point of tangency of a vertical curve Center line

35.40 feet

At a point defined as Station "TA" 17+78.26 which is identical with Station 25+04.90 on the east roadway on the overhead structure in First Avenue South as established herein and is 547.52 feet southerly from the last named point

Center line conformable to structure grades as established herein

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

Section 4. That the curb grades of an access roadway on the westerly side of First Avenue South as widened herein, from East Marginal Way southerly to River Street; of River Street from First Avenue South as widened herein to East Marginal Way; of an access roadway on Michigan Street from East Marginal Way to First Avenue South as widened herein; of the access roadway on Occidental Avenue from Michigan Street to River Street; of the access roadway on Second Avenue Southwest from West Michigan Street to West Marginal Way; and of the access roadway along the easterly side of West Marginal Way as widened herein, from First Avenue South to Second Avenue South; be and the same are hereby changed and established at the following elevations above City Datum, to wit:

On an access roadway on the westerly side of First Avenue South as widened herein.

Opposite a point 136.5 feet northwesterly along East Marginal Way from the intersection of First Avenue South and East Marginal Way
West curb at elevations conformable to existing grade

Opposite a point 175 feet distant measured southerly along the center line of First Avenue South as presently established from its intersection with the center line of Michigan Street, the same being at the point of curvature of a vertical curve Southwesterly curb

6.1 feet

Opposite a point 75 feet distant measured southeasterly along the center line of said access point of tangency of a vertical curve

Southwesterly curb

5.35 feet

Opposite a point 100 feet distant measured southeasterly along the center line of said access roadway from the last named point, at the point of curvature of a vertical

Southwesterly curb

3.75 feet

Opposite a point 100 feet distant measured southeasterly along the center line of said access roadway from the last named point, at the point of tangency of a vertical curve South curb

3.1 feet 3.1 feet

On River Street

Opposite a point 20 feet westerly of its intersection with Occidental Avenue North curb

3.1 feet 3.1 feet

Opposite a point in the center line of River Street 259 feet distant measured west from the center line of Fourth Avenue South, at the point of curvature of a vertical curve

North curb

South curb

3.00 feet 3.00 feet

Opposite a point 100 feet east of the last named point, at the point of tangency of a vertical curve
North curb south curb

3.75 feet 3.75 feet

Opposite a point 36 feet south and 13 feet west of the intersection of the center lines of River Street and Fourth Avenue South, at the point of curvature of a vertical curve Southwesterly curb

5.95 feet

Opposite a point 75 feet south and 80 feet east of the intersection of the center lines of River Street and Fourth Avenue South, at the point of tangency of a vertical curve

6.7 feet

Opposite a point 155 feet southeasterly measured along the center line of East Marginal Way from its intersection with the center line of River Street

Southwesterly curb conformable to existing elevations

An access roadway on Michigan Street

From its intersection with the southwesterly margin of East Marginal Way to First Avenue South as widened herein. North and south curbs conformable to existing grades on Michigan Street

On Occidental Avenue

Opposite the south margin of Michigan Street in conformity with existing grades on Michigan Street

6.00 feet 6.00 feet East curb West curb

Opposite the north margin of River Street in conformity with the curb grades on River Street as established herein.

On Second Avenue Southwest

Opposite the south margin of West Michigan St	neet
East curb West curb	9.20 feet 9.20 feet
Opposite a point 28 feet south from the last named point at the point of curvature of a vertical curve	
East curb West curb	9.31 feet 9.31 feet
Opposite a point 40 feet south from the last named point at the point of tangency of a vertical curve	
East curb West curb	9.31 feet 9.31 feet
Opposite a point 251.31 feet south from the last named point, at + > point of curvature of a vertical curve	4 - I
East curb West curb	8.00 feet 8.00 feet
Opposite a point 100 feet south from the last named point, at the point of tangency of a vertical curve	
East curb West curb	8.00 feet 8.00 feet
Opposite a point 300 feet south from the last named point, at the point of curvature of a vertical curve	
East curb West curb	9.50 feet 9.50 feet

Opposite a point 100 feet south from the last named point, at the point of tangency of a vertical curve

East curb

9.50 feet 9.50 feet

Opposite the northeasterly margin of West Marginal Way East curb West curb

8.4 feet 8.4 feet

On the access roadway along the easterly side of West Marginal Way as widened herein.

At a point defined as Station 0+00, which is at or near the intersection of the center lines of 2nd Avenue South and Holden Street grades will temporarily conform to existing temporary grades on 2nd Avenue South, until 2nd Avenue South is improved with a permanent grade; after which the approach to said access road will conform to the permanent grade of 2nd Avenue South.

Opposite a point defined as Station 1+76, which is 176 feet northwesterly from the last named point

Northeasterly curb Southwesterly curb 4.65 feet 4.65 feet

Opposite a point defined as Station 6+00 which is 424 feet northwesterly from the last named point at the point of curvature of a vertical curve

Northeasterly curb Southwesterly curb 6.77 feet 6.77 feet

Opposite a point defined as Station 7+00, which is one hundred feet northwesterly from the last named point, at the point of tangency of a vertical curve

Northeasterly curb Southwesterly curb 6.77 feet 6.77 feet

Opposite a point defined as Station 8+50, which is one hundred fifty feet northwesterly from the last named point at the point of curvature of a vertical curve

Northeasterly curb Southwesterly curb 6.02 feet 6.02 feet

Opposite a point defined as Station 9+50, which is 100 feet northwesterly from the last named point, at the point of tangency of a vertical curve

Northeasterly curb Southwesterly curb 6.02 feet 6.02 feet Opposite a point defined as Station 13+20, which is 370 feet northerly from the last named point at the point of curvature of a vertical curve

Easterly curb Westerly curb

7.87 feet 7.87 feet

Opposite a point defined as Station 14+20, which is 100 feet rortherly from the last named point, at the point of tangency of a vertical curve

Easterly curb Westerly curb

7.87 feet 7.87 feet

Opposite a point defined as Station 15+40, which is 120 feet northerly from the last named point at the point of curvature of a vertical curve

Easterly curb Westerly curb

7.27 feet 7.27 feet

Opposite a point defined as Station 16+40, which is 100 feet northerly from the last named point, at the point of tangency of a vertical curve

Easterly curb Westerly curb

7.27 feet 7.27 feet

Opposite a point defined as Station 16+71.86, which is 31.86 feet northerly from the last named point, at the point of curvature of a vertical curve

Easterly curb Westerly curb

7.43 feet 7.43 feet

Opposite a point defined as Station 17+71.86 which is 100 feet northerly from the last named point, at the point of tangency of a vertical curve

Easterly curb Westerly curb

7.43 feet 7.43 feet

Opposite a point defined as Station 18+51.86, which is 80 feet northerly of the last named point and near the center line of First Avenue South

Easterly curb Westerly curb

7.03 feet 7.03 feet

That the 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 5. That access to the elevated highway structures and approaches on First Avenue South shall be between East Marginal Way and West Marginal Way, and access thereto shall be had only by means of the approach ramps which are described in Section 3 above.

Section 6. That in the grading and regrading which is necessary in connection with the proposed improvement, particularly the widened portion of First Avenue South and thence easterly along River Road over and along portions of Slip No. 2, Duwamish Waterway, as established by King County Commercial Waterway District No. 1, and over, across and along Blocks 34, 25, 18, 17 and 30 of McLaughlin's Water Front Addition, as recorded in Volume 13 of King County Plats at page 28, the City shall acquire the right in the case of a cut to remove the lateral support of the property abutting and 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 one and one-half feet for each foot of elevation of fill for the purpose of acquiring lateral support, reserving unto the abutting property owners respectively the right at any time to remove said slopes upon providing and maintaining other adequate lateral support for the streets.

Section 7. 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 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 highway structure on First Avenue South

in conformity with the grades established in Section 3 hereof, and grading and regrading of streets 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 streets as set forth in Section 5 hereof are hereby condemned, appropriated, taken and damaged for the public use for such purposes, 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 8. That the entire cost of the improvement provided for in this ordinance shall be paid from the City Street Fund in accordance with the agreement with the State of Washington, Department of Highways, as set forth in Comptroller's File No. 220250 and authorized and accepted by Ordinance No. 81826.

Section 9. That the Corporation Counsel 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 10. That in conducting said condemnation proceedings the Corporation Counsel is hereby authorized to stipulate for the purpose of minimizing damages including right of access and substitute roadways to be constructed and maintained by the City and any other matters pertinent to minimizing damages.

(To be used for all Ordinances except Emergency.)

Passed by the City Council th	e 13	day of	July	حـ 195
and signed by me in open session in	authentication o	of its passage this.	13 p	day (
Approved by me this 13		Presiden		the City Council
Filed by me this	day of	July'		Mayor.
		Attest:	Nosho	mas
SEAL)			City Comptroller	
ablished		Ву	m. a.G	Perino

THE CITY OF SEATTLE DEPARTMENT OF ENGINEERING W. E. PARKER, CITY ENGINEER MEMBER, BOARD OF PUBLIC WORKS IN RE June 26, 1953 Honorable City Council Seattle, Washington Gent lemen: The attached Council Bills propose the condemnation of rights of way and the establishment of grades, etc., necessary for the 1st Avenue South Bridge and approaches thereto, together with the separation of grades made necessary by the anticipated traffic over these facilities. The larger bill proposes the acquisition and damaging of the necessary land and would establish the grades on the easterly of the two contemplated bridges, the grade separations and their approaches, also the access roads to serve the adjacent property. The smaller bill would establish grades for the future westerly bridge and the ramps to tie it into the system provided by the larger bill. The consideration of the two together is to be recommended in order to obviate the necessity for further litigation at a later date with respect to the westerly bridge. Yours very truly, W. E. PARKER City Engineer Encl.

The City of Seattle--Legislative Department

MR. PRESIDENT:

Your Committee on Finance and Streets & Sewers to which was referred C.B. 73540,

Date Reported and Adopted JUL 13 1553

providing for the establishment of elevated highway structures and bridges on FIRST AVENUE SOUTH between East Marginal Way and West Marginal Way and for approaches thereto; for the widening (of certain streets in the area); and *** to take and damage land and other property ***; including necessary grade separations and limited access, all in the vicinity ***; for *** establishing *** grades; and the right to construct slopes ***; and providing that the cost *** be paid from the City Street Fund.

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*** -*********						7.4	Chairman
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			Committee	**			Committee
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Affidavit of Publication

STATE OF WASHINGTON, COUNTY OF KING ss.

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 a	mexed is a true copy of
	RDINANCE NO 82138
	, as it was published in the regular issu
	supplement form) of said newspaper on th
25th day o	July 1953 and that said
newspaper was	regularly distributed to its subscribers during
all of said per	od.
	In & Brown
	Subscribed and sworn to before me this
25thay of	July 1953
	a tampheel
Notary Public i (This form officia affidavit Form D.	n and for the State of Washington, residing at Seattle. lly sanctioned by Washington State Press Association.)

ORDINANCE NO. 82138

OUDSTANCE NO, 82138

AN OIDINANCE providing for the establishment of clevated high-restablishment of clevated high-restablishment of clevated high-restablishment of clevated high-restablishment of the clevate of West Marginal Way and for approaches Avenue South from East Marginal Way to Michigan Street; of Michigan Street from Fast Marginal Way from First Avenue South; and the right to take and Avenue South; and the right to take and the ceessary grade separations and limited access, all in the vicinity of mecessary grade separations and limited access, all in the vicinity of the construct and First Avenue South and Myrile Street; for the changing and catabilishing of the necessary the cost of such marging and catabilishing of the necessary the cost of such improved construct slopes for cuts and fills on property abutting and providing that the cost of such improved paid from the City Street Full.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

DE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:
Section 1. That public necessity and convenience demand that clevated highway structures and appet of the convenience of the conveni

nequired.

Section 2. That the following described property be condemned, appropriated, taken and damaged for propriated, taken and the laxing of the condemned, widening, widening, widening of the above named streets, structures, approaches and grade separations.

McLAUGHLIN'S WATERFRONT ADDITION

recorded in Volume 13 of King County Plats at Page 28

That portion of Tract "A" lying southwesterly of East Marginal Way as acquired by condemnation under Ordinance No. 32881.

Lots 7 and 8, Block 26, exceptortions of said lots condemned for East Marginal Way under Ordinance No. 32881.

Lots 1, 2, 3, 4, 5 and 6 of said Block 26,

Lots 1, 2, 3, 4, 18, 19, 20 and 21, Block 1.

Lots 1, 2, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17, Block 17.

14. US 18 and 18. Block 17. 1. 19. 19.
That portion of Let 1. 19. 19. 20 described as follows: Beginning at the northeast corner of said lot; thence south along the east line thereof a distance o. 2. 6.1 feet; thence westerly along a corner of said lot; thence cast along the north line of said lot to the point of beginning.

All of Lote 25 and 26, Block 30, and that portion of Lot 27, said Block 30, not acquired by King District No. 1 for the Duwanish Waterway.

UNPLATTED

UNPLATTED

That portion of the former bed of the Duwamish River lying within the cast 3 feet of Slip No. 2 as established by King County Commercial Waterway District No. 1.

Commorcial Waterway Dietrict
No. 1.

That portion of Section 19,
Township 24 North, Hange 4 East,
Township 24 North, Hange 4 East,
Inc. 19,
Inc. 19

E T

ADDITION

recorded in Volume 13 of King County Plate at Page 28 The east 3 feet of Lots 1, 2, 3 and 4, Block 34.

East Marginal Way aforesaid; thence northwesterly along said southwesterly margin of East Marginal Way to the point of be-ginning.

These portions of Lots 13 and 14. Block 2 lying within the limits of the following description:

14. Hook 2 lying within the limits of the following description:

Beginning at the point of intersection of the northwesterly line westerly margin of East Marginal Way as condemned by Ordinance westerly margin of East Marginal Way as condemned by Ordinance Policy of the Control of the Contr

westerly margin of Basi Marginal Way to the point of beginning.

Those portions of Lots 20, 21, 22 and 23, said Black 2 lying within the limits of the following description: Beginning at the control of the control of the control of the control of said Lots 23 and 22 to a point in the west lines of said Lots 23 and 22 to a point in the west line of said Lots 23 and 22 to a point in the west line of said Lot 23, said point being distant 0.33 feet said point in the cast line of said Lot 21, said point in the west line of said Lot 21, and the control of said Lot 10, and the control of said Lot 20, thence north a long the cast line of said Lot 20, feet measured nouth along and cast line from the northeast corner of said Lot 20; thence north along the cast line of said Lot 20, feet measured nouth along and cast line from the northeast corner of said Lot 20; thence north said cast line with the south-westerly margin of East Marginal Way as condemned by Ordinance No. 22 the control of said Lot 23; thence west along beginning. Those portions of Lots 2, 4, 5 and 6 of Block 15 type setting.

said north line to the point of beginning.

Those portions of Lots 3, 4, 5 and 6 of Block 15 Ving within a single point of the following detection of the northwest-orly line of said Lot 4 with the working of the said Lot 4 with the Marchael Way under Ordinance No. 32881; thence southwesterly along the northwesterly along the west line of said Lots 4, of said Lots 6, thence south along the west line of said Lot 6, a distance of the said Lot 6, a distance of the said Lots 6, a distance of the said Lots 6, a distance of the said Lots 6, and 1, and

Those portions of Lots 1, 2, 3, 4, 5 and 6, Block 16, lying within the limits of the following descriptions of Lots 1, 2, 3, 4, 5 and 6, Block 16, lying within the limits of the following description of the lots of lots of

ning.

Lots 12 and 13, Block 31, together with that portion of Loi 11 of said block 31 which lies southwesterly of the southwesterly of the southwesterly of the block Waterway as established by King County Commercial Waterway District No. 1.

way as established by King County Commercial Waterway District No. 1.

Lots 1, 2, 4, and 5 Block 22.

Lots 1, 2, 4, and 5 Block 22.

There of the county of

All of Lots 14, 15 and 16, Block

All of Lots 14, 15 and 16, Block 27 That portion of Lot 13, Block 27 Eartheat as follows: Beginner of the Lot 13, then are selected as follows: Beginner of the Lot 13; then cast lot 10 a point which is 18 feet distant (measured the cast line of said lot to a point which is 18 feet distant (measured the cast line) from the northeat do east line) from the northeat do east line) from the northeat destination of the lot of said lot of said lot to the continuent and lot said lot to the continuent the lot of said lot to the continuent the south of beginning.

Lots 12, 13 and 14, Block 21, That portion of Lot 15, Block 21, described as follows: BeginLot 27, 1795 Of except portion nereof coll lane, for West Mar-inal Way under Ordinance No. 2205

All of Lots 28, 29, 30, 31, 32, 33 and 34, Block 22,

SEAPORT ADDITION recorded in Volume 19 of King County Plats at Page 60

Lot 11, Block 3. All of Lots 1, 2, 3, 4, 5 and 6, Block 5.

UNPLATTED

That portion of Section 30, Township 24 North, Range 4 East, W. M., lying within the following boundaries:

boundaries:

Bounded on the north by the south margin of Scaport Addition, as recorded by Volume 19 of King the Control of the

That portion, if any, of said Section 30 lying easterly of said Scaport Addition.

Scaport Addition.
Those pertions of Government
Lots 8 and 16, Section 29, Township 24 North, Range 4 East, W.
M., and that pertion of Section 30,
Township 24 North, Range 4 East,
W. M., lying within the following
described boundaries:

Township 24 Noveth, Hange 4 East,
W. M. Jing within the following
described boundaries:

Beginning at the quarter corner
common to said Sections 22 and
30; thence north along the east
30; thence north along the east
expected in the south line of
Scaport Addition or said south
line produced; thence westerly
along said produced line and said
atom said produced line and said
the east margin of First Avenue
South; thence southerly along
said east margin to its intersection with the northeasterly among
said east margin to its intersection with the northeasterly margin to its intersection
with the northeasterly margin to fish intersection
with the west margin of 2nd Averpractic margin of 18 intersection
with the west margin of 2nd Averpract, Volume 7 of King County
Plats at Page 47; thence north 2°
62° 30° east along said west margnorth 37° 57° 30° west continued
for 58.85 feet; thence northwesterly along the are of a curve to
the section of the section of the section
of 58.85 feet; thence northwesterly along the are of a curve to
the section of the section of the section
of 58.85 feet; thence northwesterly along end cast line a
distance of 18.33 feet to the
point of beginning.

That portion of Government Lot
Section 23, Township 24 North,
northerly of the production easterly of the south boundary line of
Seaport Addition as recorded in
Township 24 North, Range 4 East,
W. M. lying southerly of the
northeasterly margin of West
Avenue South.

That portion of the former bed
of the Duwamish River lying
within Turning Basin No. 2 as

Marginal Way, and cast of First. Avenue South.

That portion of the former bed of the Duwamish River lying the property of the

land feet custory; 110 m. can produce to Section 30 m. 10 or combain 24 North, Rango 4 East, W. M., Also

That portion of Section 30, Township 24 North, Rango 4 East, W. M., Also

That portion of Section 30, Township 24 North, Rango 4 East, W. M., described as follows:

Beginning at the intersection of a county road now known as Detroit Avenue, with the southerly many county road now known as Detroit Avenue, with the southerly many county road now known as Detroit Avenue, with the southerly many county for the southerly for the southerly form and parallel to the centre of a county for the southerly form and parallel to the centre of a county for the southerly form and parallel to the centre of a county for the southerly for the first having a county of the county o

ginal Way, at the point of curve

Center line at existing elevation 7.33 feet

At a point on said east road-way defined as Station 10+02.00 which is 150 feet south from the last named point, at the point of tangency of a vertical curvo Center line 11.74 feet

At a point on said east roadway defined as Station 11+86.90 which is 184.9 feet south from the last named point, at the point of cur-vature of a vertical curve

Center line 21.67 feet

Center line 21.67 feet
At a point on said cast roadway
defined as Station 14+38.90 which
is 250 fest outh from the last
named redint, said point being at
anneal redint, said point being at
of the christ line of unid cast
roadway with the center line of
Front Street as platted in MeLaughlin's Water Front Addition,
Laughlin's Water Front Addition,
center line 31.90 feet

At a point on said east roadway defined as Station 19+21.70 which is \$41.80 feet southerly from the last named point, and located in Michigan Street as platted, at the point of survature of a vertical curvo

Center line 37.23 feet

At a point on said east roadway defined as Station 20+71.70 which is 150 feet southerly from the last named point, at the point of tan-gency of a vertical curve

gency of a vertical curve Center line 39.73 feet At a point on said east roadway defined as Station 22-15.57 which is 143.37 feet southorly from the last named point, at the point of curvature of a vertical curve

Center line 42.94 feet
At a point on said east roadway
defined as Station 23-46.5.37 which
is located near the northerly maryin of River Street and is 156
feet southerly from the last
feet with the state of the state of the state
gency of a vertical days
Center lipe 44.98 feet

Conter lips ... 44.38 feet
At a point on said east roadway
defined an Station 36+39.72 which
is 1,274.15 feet acoutherly from the
last named point, at the point of
Center line 51.35 feet
At a point on said east roadway
defined as Station 37+489.72 which
is near the south marginal boundary of Staport Addition and is
arry of Staport Addition and is
gency of a vertical curve
Center line 50.56 feet
At a point on said east roadway
deal and the said of the said

Center 4mo 50.56 feet
At a point on said cast roadway
defined as Station 33+81.00 which
is 191.28 feet southerly from the
last named point, at the point of
curvature of a vertical curve
Center fine 47.58 feet
At a point on said cast roadway,
defined as Station 42+31.00 which
is 250 feet southerly from the last
gency of at a control of tangency
Center in a control of tan

Center line 37.66 feet

At a point on said east roadway defined as Station 47-35.00 which is 504 feet southerly from the last named point, at the point, of cur-vature of a vertical curve Center line 12.46 feet

nue Sout, as established nerein, At a golnt defined as Station 21-51.44 in said east roadwag, and an Station "C" 04-00 on eadd approach roadway Center line conformable to structure grades as establishet herein.

At a point defined as Station "C" 5.445.3 which is 545.80 feet southerly from the last named point, at the point of curvature of a vertical curvo Center line 49.28 feet

Center line 28.92 feet

Lots 1, 2, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17, Block 17.

1, 16, 16 and 17, Block 17.
That portion of Lot 1, Block 30
secribed as follows: Beginning
the north-seat corner of said
the north-seat corner of said
north-seat corner of said
the thereof at distance of 60
set; thence westerly along a
raight line to the north-west
area of said lot; thence cast
long the north line of said lot to
the point of beginning.

no point of negrating.

All of Lots 25 and 26, Block 30, and that portion of Lot 27, said lock 30, not acquired by King ounty Commercial Waterway.

Istrict No. 1 for the Duwamish Yaterway.

ORICTWAY.

UNPLATTED

That portion of the former bed of the Duwamish tilver lying 2 an entolabled by king Comporerial Waterway District No. 1.

hat portion of Section 19 knship 24 North, Range 4 East M., lying within the follow-described boundaries:

W. M., lying within the following described boundaries:

17th of routhwasterly mysical

17th of the City of Beatiley; the

17th of the City of Beat

ADDITION recorded in Volume 13 of King County Plats at Page 28

The east 3 feet of Lots 1, 2, 3 and 4, Block 34.

County Platts at Page 28

The east 3 feet of Lots 1, 2, 3
and 4, Block 34.

That portion of Lots 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14, said Block 34.

That portion of Lots 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14, said Block 31, play within he limits of the 12 per section of the lot of said Lot 5, thence west along the north line of said lot a distance of 14, 33 feet to a point of curvature; thence of said lot a distance of 14, 33 feet to a point of curvature; thence 182 feet along the tangent point of 187 feet to a point of tangency; thence 182 feet along the tangent point of intersection with the south line of said Lot 10 at a second of 187 feet to a point of tangency; thence 182 feet along the tangent point of intersection with the south line of said Lot 10 at a second second of 187 feet to a point of the point of the south line of said Lot 10 at a second s

and the point of beginning.

All of Lots 58 and 57, Block 25, also those portions of Lots 1 and also those portions beginning at the most northerly corner of said Lot 1, thence southwesterly lading the archivesterly lading the arc of a curve to the loft having a radius of a control of the loft having a radius of the loft having and the loft having a radius of the loft having a loft having a radius of the loft having a radius of

Innee by King County CommerInnee by King County CommerThese berings of Lots 11 and
12 Bleeber Blows of Lots 11 and
13 Bleeber Blows of Lots 11 and
13 Get Collowing description.
Beginning at the point of interBeginning at the point of interBlows of the Collowing County
Blows of the Collowing County

the parley this anerno overnight at this Mar.

southwesterly margin a dist of 40.13 feet to the point of ginning.

of 40.13 feet to the point of heginning.

Those portions of Lots 1, 2, 3, 4, 5, and 8, Block 16, lying within the limits of the following description: Beginning at the most properties. Beginning at the most threaterly lines of said lots to the northwesterly lines of said lots to the northwesterly lines of said lots to the northwesterly line of said lots and stancer 27.33 feet; thonce northeasterly along a line parallel to the northwesterly line of said lots to a line of said lot for a line of said lots to a line of said lots to a line of said Lot 1, a distance of 27.33 feet to the point of beginning the lots line of said lots to a line of said Lot 1, a distance of 27.33 feet to the point of beginning the lots line of said lines to said lots to a line of said lots to a line of said lots to a line of said lots to the point of beginning the lots lines and lines and lines are lines and lines and lines are contained by King County ommercial Waterway as certablished Waterway as certablished Waterway loss are loss of the loss of the

Lots 1, 2, 3, 4 and 5, Block 32, Lots 17, 18 and 19, Dlock 20,

All of Lots 14, 15 and 16, Block

south line of said lot to the southsouth line of and the point
of beginnin thereof and the point
of beginnin dereof and the point
of beginnin of Lot 15, Block
21, das the southwest correct
and the post of the south line of said lot to the southning at the douthwest correct
said Lot 15; thence cast along the
south line of said lot to the southnation, the cast line of tence portion
a point which is 33 feet distant
(measured south along the said
of a point which is 33 feet distant
(measured south along the said
of a point which is 33 feet distant
(measured south along the said
of point line of the south line
of a point which is 34 feet distant
(measured south along the said
of beginning.

That portion of Lot 8, Block 21,
determined as follows: Beginning
as the said lot; thence north along the
west line of said lot to a point
west line of said lot to a point
of the southeast said west line
from the most northerly corner
thereof; thence cast along a line
thereof; thence cast along a line
to the southeast said west line
of the southeast said line to the
open of the southeast said line
of the sou

Lots 9, 10 and 11, Block 21.

Lots 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, Block 22.

Those portions of Lots 11, 12 and 13, Block 22, 1/ing northeasterly of West Marginal Way as a confident of the condemnation unger Ordinance No. 82205;

der Ordinanco No. 38205;

That portion of Lot 16, Block
22 lying southwesterly of West
Marginal Way as established by
condemnation under Ordinance No.
38205.

Adequal way, and east of First Avenue Survey.

Avenue Survey of the foreite hed of the Davonnish River bring within Turning Basin No. 2 as established by King County Waterway District No. 1 which is established by King County Waterway District No. 1 which is distant from and parallel to the center line of the Duwamish Waterway as established by condemnation by said Waterway District No. 1 which was not been supported by the control line of the control line common to Sections 29 and 30, township Alson In Runge 4 East, W. M., Alson In the control of Section 20, Township 24 North, Range 4 East, W. M., deserthed as follows:

Reginning at the intersection of Resident Section 20, Township 24 North, Range 4 East, W. M., deserthed as follows:

W. M., deserbed as ionows:

Reginning at the intersection of the westerly margin of the old the westerly margin of the old the westerly margin of the control of the contro

named point, at the point of t gency of a vertical curve Center line 37.56 feet

Contor line ... 37.26 feet
At a point on said cant rondway
defined all station (14.35.00 which
have a station (14.35.00 whic

Center line ... 44.63 feet
At a point defined as Station
"C" 10+60.00 which is 314.20 feet
southerly from the lant named
point and distant 30 feet, more of
less, measured northeasterly along
the state of the state of the state of the state
roadgay from the inference of the state
with the sest and west center line
of Section 30, Township 24 North,
Range 4 East, W. M., at the
point of curvature of a vertical
Conter line ... 29.22 feet
Conter line ... 29.22 feet Center line 28.92 feet

Center line ... 23.92 feet

At a point defined as Station
"C" 124-10.00 which is 150 feet
southwesterly from the last
southwesterly from the last
soney of a vertical curve
Center line ... 25.54 feet

At a point defined as Station
"C" 25-14.26 which is 1,304.26 feet
northwesterly and westerly from
the hast named point, at the point
Center line ... 22.26 feet
Center line ... 22.26 feet
Center line ... 22.26 feet

At a point defined as Station
"C" 27-14.126 which is 200 feet
westerly from the last named
point, at the point of tangency
of vertical curve
Center line ... 27.80 feet
Center line ... 51.24 feet

On an approach roadway (here-inafter known as "Off Rump TE-E") from the east roadway on an overhead structure in First Avenue South as established here-in to Ramp "C-TO"

in to Ramp "C-TC".

At a point defined as Station 29-478.16 on said east roadway and as Station "TD" 0+00 on said approach roadway

Center line conformable to structure grades as established herein.

Hished herein.

At a point defined as Station

FFF 3465.09 said point being
355 feet southerly from the last
355 feet southerly from the last
cervature of a verticing point of
cervature of a verticing of the southerly

FA1 a point defined as Station
FA2 645.00 said point being
FA2 feet southwesterly from the
of tangency point, and the point

Center line 44.55 feet

Lot 27, thereof co ginal Wa 38205. All of I and 31, B SE/ recorded Coun

Lot 11, All of 1 Block 5. That p Township W. M., lyl boundaries

Boundaries
Bounded
south mar
as recorde
County PI
east by F
the south
Way and c
nue South That po Section 30 Seaport A

Those p Lots 8 and ship 24 No M., and the Township W. M., lyin described

20, 21 lying

owing t the ot 23; t lines

Beginnin common it is in the common in t

That port
8, Section 2
Range 4 Ea
northerly 6
orly of the
Seaport Ad
Volume 19
nt Page 60. That por Township 2 W. M., lyi northeaster Marginal W Avenue Sou

That port of the Du within Tur established Waterway! southwester distant from center line Waterway: demnation b trict No. 1; 130 feet ea allel to the to Sections 24 North, F Also

That por Township 24 W. M., descr

i, toif Lot
h lies
westVaterKing

W. M., desci Beginning the westerly county road troit Avenus margin of 1 thence south erly margin nue a dista thence north distance of a curvature; t the urc of a thence west aliel line a to a point southwesterl

silong the tax said point, feet to a point, feet to a porty margin Way; thence en'y along seed a point of the apoint or the asteroic to a point northeasterly curve to the feet to feet to feet to feet to get the about the tangent point a distance or light tax seed a distance of the control of the point of the control of

That port Township 24 W. M., descr

Block

ek 21. Block W. M., descr Heginning the westerly county road troll Avenus macgin of as establishe No. 27759; th west along r (and said il larice of 95, point to th 65° 15' 36" e

some 35 miles south of Washing sary early in our motory many first building us our groat in 1 Washing

Let 27, B . except portion thereof coil lance, for West Mar-ginal Way under Ordinance No 38205.

All of Lots 28, 29, 30, 31, 32, 33 and 34, Block 22,

SEAPORT ADDITION
recorded in Volume 19 of King
County Plats at Page 50
Lot 11, Block 3.

All of Lots 1, 2, 3, 4, 5 and 6, Block 5.

UNPLATTED

That portion of Section 30, Township 24 North, Range 4 East, W. M., lying within the following boundaries:

Bounded on the north by the south margin of Scapert Addition, as recorded in Volume 19 of King County Plate at Ages 60; on the cast by First A Page 50; on the cast by First A Page 50; on the southwest by the South; on the southwest by the Ave-nue Southwest; Also

That portion, if any, of said Section 30 lying easterly of said Scaport Addition.

Senport Addition.

Those portions of Government Lots 8 and 16. Section 29, Township 24 North, Hange 4 East, W. M., and that portion of Section 30, Township 24 North, Range 4 East, W. M., lying within the following described boundaries.

Township 24 North, stange a Least, W. M. Iping within the following described boundaries:

Beginning at the quarter corner control to said Sections 29 and 30 and 3

That portion of Section 20 Cownship 24 North, Range 4 East, Varieties of the hertheastery southerly of the hertheastery, and east of First Avenue South,

Avenue South, "And east of First Avenue South," This portion of the former hed of the Duwamish River bring within Turning Basin No. 2 as established by King County and the County of th

That portion of Section 20, Township 24 North, Range 4 East, W. M., described as follows:

Beginning at the intersection of the westerly margin of the old control of the westerly margin of the old control of the westerly margin of Highland Park Way; before so unterly along the westerly margin of Highland Park Way; before so unterly along the westerly margin of Highland Park Way; before so with \$2.55 Sec. West at a distance of \$2.55 west at a control of the westerly without the control of the park way; the westerly without the control of the left, have the westerly along the arc of a curve to the left (1) and the westerly along said particles and light angles) southered westerly along said particles and the left of the left (1) and the left of the left (1) and light angles westerly along the arc of a curve to the left having a radius section of the left (1) and light angles westerly along the arc of a curve to the left having a radius section of the left (1) and light angles westerly along the arc of a curve to the left having a radius section of the left of the left way; there are of 350-18 feet of left and left of the left way; there are of 350-18 feet of left and left of beginning and left of the left way; there are of 350-18 feet of left and left of left of left of left and left of left of

ginal Way, at the point of curva ture of a vertical curvo

Center line at existing elevation 7.33 feet
At a point on said east road-way defined as Station 10-402.00 which is 150 feet south from the last named point, at the point of tangency of a vertical curve

tungency of a vertical curve

Center line 11.74 feet

At a point on said east roadway

affined as Station 11+88.90 which
is 184.3 feet south from the last

anned point, at the point of curvature of, a vertical curve

Center line 21.67 feet

At a point on said east set anned

gency of a vertical curve
Center line 37.66 feet
At a point on said east roadway
defined as Station 474-35.00 which
is 504 feet southerly from the last
named point, at the point of curvature of a vertical curve
Center line 12.46 feet

Center line ... 12.46 feet

At a paint on said cast rondway defined feet southerly \$4.85.00 which is 150 feet southerly \$4.85.00 which is 150 feet southerly said point being distant \$5.85 feet, measured north along the center line of said east rought to the said said said with the center line of said east region of a vertical curvo Center line at existing elevation ... \$3.35 feet

On an approach roadway (hore-inster referred to as "On Ramp of the said way to the said of the said way to the

At a point defined a station 27-51.54 on state cast readway and an station "C" 0-400 on said approach readway Center line conformable to structure grades as estab-lished herein.

center line 44.63 feet
At a point defined as Station
"C" 10+40.00 which is 31+30 feet
southerly from the last named
point and distant 30 feet, more or
iess, measured northeatherly along
the center line of said approach
with the cast and west center line
of Section 20, Township 24 North,
lange 4 East, W. M., at the
point of curvature of a vertical
Content of Section 20, Township 25 Content line
Content of Content of Section 20, Township 25 North,
lange 4 East, W. M., at the
Content of Content of Section 20, Township 25 North,
Content of Content of Section 20, Township 25 North,
Content of Content of Section 20, Township 25 North,
Content of Secti

Center line 28.92 feet

At a point defined as Station
"C" 12+0.00 which is 150 feet
southway to the southway and the point of tangency of a vertical curvo
Center line 25.54 feet

content the point of the general point, at the point of several curve Center line ... 25.54 feet At a point defined as Station CC 25±14.25 which is 1.304.25 feet metal curve Center line ... 32.07 feet Center line ... 32.07 feet curvature of a vertical curve Center line ... 32.07 feet curvature of a vertical curve Center line ... 37.80 feet curvature curve Center line ... 37.80 feet Center line ... 37.80 feet curvature curve Center line ... 37.80 feet curvature curve Center line ... 37.80 feet curvature curve Center line ... 37.80 feet curvature curva

NOTE: Note that Station "TE" 7+95.25=Station "E" 10+15.00

At a point defined as Station
"E" 114-59.00 which is 314.25 feet
westerly from Station "FE"
6+25.00, at the point of curvature
of a vertical curve
Center line 31.55 feet

of a vertical curve

Center line ... 31.55 feet

At a noint defined as Station

"F" 134-90.00 which is 150 feet
westerly from the last named
goint, at the point of tangency

of children line ... 29.25 feet

At the only of the said paper
for the line ... 29.25 feet

At the only of the said paper
for the said paper
fo

Center line at elevations conformable to structure grades as established herein.

At a point defined as Station
"F" 4413.00 which is 346.80 feet
westerly from the last named
point, at the point of curvature
of a vertical curve
Center line \$2.20 feet

Center line ... 27.20 feet

At a point defined as Station
F" 6-13.00 min is 200 feet
westerly from the last named
westerly from the last named
reference of the control of tangency of
a vertical curve
Center line ... 21.35 feet

At a point defined as Station
F" 7+25 which is 112 feet westerly from the last named point,
vortical curve of curvature of a
vortical curve of curvature of a
At a point defined as Station
At a point defined as Station

Center line 14.07 feet

At a point defined as Station

"F" 9+25.00 which is 200 feet
northwesterly from the last named
point, at the point of tangency

Center line curve

Center line curve

At a point defined as Station

"F" 10+24 which as the content of the curve

At a point defined as Station

"F" 10+24 which as the intersection

and which is at the intersection the center line of West

Michigan for the content line of west

Michigan for the content line content line

Center line conformable to

existing grade

On an autoroach roadway known

existing grade.

On an approach roadway known as "On Ramp Co", from Second Avenue Southwest as platted in McLaughlin's Water Fron' Addition of the Addition of Saction of Saction of Addition of Saction of Sact erve Center line 2,52 feet

At a point defined as Station
"G" 14-75 which is 150 feet westerly from the last named point,
at the point of tangency of a
vertical curvo
Center line 13.95 feet

At a point defined as Station
"G" 4+96 which is 256 feet westerly from the last named point,
at the point of curvature of a
vertical curvo
Center line 25.88 feet

At a point defined as Station
"G" 5456 which is 150 feet west
erly from the last named point
the same being a point of reverse
vertical curve
Center line 30.22 feet

At a point defined as Station "G" 74-96 which is 150 feet west-erly from the last named point, at the point of tangency of a vertical cure Center line 32.53 feet

At a point defined as Station "G" 12+10,12 which is 504.72 feet work of the found of the following t

On an approach roadway known as "On Ramp 'D'" from Second Avenue Southwest to "On Ramp 'C" as established herein.

At a point defined as Station "D" 13+81.60 which is located at the intersection of the center line of said approach roadway with the center line of Second Avenue Southwest

Center line conformable to grades on 2nd Avenue Southwest as established herein.

herein.

At a point defined as Station
"D" 124-80.34 which is 101,26 feet
west from the last named point,
at the point of curvature of a
vertical curvo

Center line 10.07 feet

Center line 10.07 feet

At a point defined as Statton

10, 11, 20, 33 which is 150 feet

10, 11, 20, 33 which is 150 feet

10, 20, 30 feet

10, 20, 30 feet

10, 30 feet

At a point defined as Station "D" 5+04 which is 150 feet east-orly from the last named point, at the point of tangency of a vertical curve Center line 28.89 feet

At a point defined as Station "D" 4+00 which is 504 foot east-off of the state of t

"B" 0+00 which is 20 feet north-easterly from the last namer point, said point being the inter-section of the center line of said approach roadway in Michigan Street with the center line of East Marginal Way

Center line elevations con-formable to existing grades.

or manie to existing graces.

On an approach roadway known as "On Rainp 'A-TA'." from the intersection of Michigan Street and East Marginal Way to the and East Marginal Way to the structure in Street Avenue South as established herein.

as established herein.

At a point defined as Station

"A" 04-00 which is a point in the
center line of Michigan Street
distant 21.87 feet southwesterly
measured along said center line
measured along said center line
center line of gast Marginal Way

Center line conformable to existing grades on East Marginal Way.

Conter line 6.24 feet

Center line 5.24 feet

Yelt a point defined as Station

Arth-12.33 which is 337.03 feet

north-12.33 which is 337.03 feet

At a point defined as Station

"A" 7-42.03 which is 150 feet

westerly from the last named

point, at the point of tangency of

a vertical curve

Center line ... 3.37 feet

The state of the

point of tangency of a vertical Conter line 35.40 feet Conter line 35.40 feet 35.40 feet of the content of the

That the gradients stall be of uniform rate of grade between the elevations established herein except where they are specified as lying in vertical curves.

Spott where they are specified as Jings in vertical curves.

Section 4. That the curb grade of the control of the curb grade of the curb grade of the curb grade of the curb side of That the curb grade of the curb side of the curb side of the curb side of the curb grade of the curb

On an access rondway on the westerly side of Plan Avenue South as widered herein.

Opposite a portion Bast Marginal Way from the intersection of First Avenue South and East Marginal Way

Vect curb at clovations conformable to existing grade

Onnosite a point 175 feet dis-

West curb at clovations conformable to existing grade
Opposite a point 175 feet distant measured southerly along and a superior of the superio

Opposite a point 20 feet west-erly of its intersection with Occi-dental Avenue
North curb 3.1 feet
South curb 3.1 feet

Opposite a point in the center line of River Street 259 feet dis-tant measured west from the cen-ter line of Fourth Avenue South, at the point of curvature of a ver-tical curve

North curb 3.00 feet South curb 3.00 feet

North curb 3.75 feet South curb 3.75 feet Opposite a point 36 feet south and of feet west of the hyprose

Opposite a point 251.31 feet south from the last named point, at the point of curvature of a vertical curve

East curb 8.00 feet West curb 8.00 feet

Opposite a point 100 feet south from the last named point, at the point of tangency of a vertical curve

East curb 8.00 feet West curb 8.00 feet

East curb 9.50 feet West curb 9.50 feet Opposite a point 100 feet south from the last named point, at the point of tangency of a vertical curve

East curb 9.59 feet West curb 9.50 feet Opposite the northeasterly mar-gin of West Marginal Way

East curb 8.4 feet West curb 8.4 feet On the access roadway along the easterly sido of West Margi-nal Way as widened herein:

nal Way as where west MargiAt a point efficient of the conot-00, which is at or on the literatersection of the center lines of an Avenue South and Holden
conform to existing the conform of the center lines of an advenue South, until grades on 2nd Avenue South, until 2nd Avenue South is improved and Avenue South is improved the conform of the conform of the appropriate of the permanent grade of 2nd Avenue South.

Northeasterly curb. 4.65 feet Southwesterly curb. 4.65 feet

Opposite a point defined as Sta-tion 6+400 which is 424 feet north-westerly from the last named point at the point of curvature of a vertical curve Northeasterly curb. 6.77 feet Southweaterly curb. 8.77 feet

Southwesteriy ourb, S.77 feet Opposite a point defined as Sta-tion 74-100, which is one hundred feet northwesterly from the last named point, at the point of tan-gency of a vertical curve Northeasterly curb, S.77 feet Sonthwesterly curb, S.77 feet

Sonthwesterly curp. 5.11 tec.
Opposite a point defined as Station 8+50, which is one hundred state of the sta

Opposite a point defined as Sta-tion 94-50, which is 100 feet northwesterly mich is 100 feet named point, a from the last named point, at the point of tan-gramed point, at the point of tan-gramed point, at the point of Northeasterly curb. 6.02 feet Southwesterly curb. 6.02 feet Opposite a point defined as Station 13+20, which is 370 feet northerly from the last named point at the point of curvature of a vertical curve

a vertical curve
Easterly curb ... 7.87 feet
Westerly curb ... 7.87 feet
Opposite a point defined as Station 14+20, which is 100 feet
northerly from the last named
point, at the point of tangency of
a vertical curve

a vertical curve
Easterly curb ... 7.87 feet
Westerly curb ... 7.87 feet
Opposite a point defined as Station 15+40, which is 120 feet
northerly from the inst named
point at the point of curvature of
a vertical curve

Easterly curb 7.27 feet Westerly curb 7.27 feet

Opposite a point defined as Station 164-40, which is 100 feet northerly from the last named point, at the point of tangency of a vertical curve Easterly curb 7.27 feet Westerly curb 7.27 feet

Opposite a point defined as Station 16471.86, which is 31.86 feet northerly from the last named point, at the point of tevajure of a vertical curve Easterly curb 7.43 feet Westerly curb 7.43 feet

Opposite a point defined as Sta-tion 17:-71.86, which is 100 feet northerly from the fast named polyethed entry of a reflect entry of tangency of Easterly curb ... 7.43 feet Westerly curb ... 7.43 feet

Westerly curb ... 7.33 feet
Opposite a point defined as Station 18+51.36, which is 80 feet
northerly of the last named point
and near the center line of First
Avenue South
Ensterly curb ... 7.03 feet
Westerly curb ... 7.03 feet

Avenue south
Ensterly curb ... 7.03 feet
Westerly curb ... 7.03 feet
That the gradients shall been for
the gradients shall be for a
gradient shall be for
gradie

nes of oint ind f said distant ind distant esterly in exorner theast-n disport ince the first ince with the countrying with the countrying in first ince south-riginal ing.

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terly

32. and ithin de-in-said

i.

within Turning Bodn 87 2 at established by King County Waterway District No. 1 which is Waterway District No. 1 which is distant from and parallel to the center line of the Duwamish Waterway as established by con-demnation by said Waterway Dis-trict No. 1; and westoriy of a line rited No. 1; and westoriy of a line allel to the section line common to Sections 29 and 30, Township 24 North, Bange 4 East, W. M., Also

allel to the section line common to Sections 23 and 30, Township 24 North, Range 4 East, W. M., Amerika and the section 20, Township 24 North, Range 4 East, W. M., That profile a section 20, Township 24 North, Range 4 East, W. M., described as follows:

That portion of Section 20, Township 24 North, Range 4 East, W. M., described as follows:

The section of the se

That portion of Section 30. Township 24 North, Rango 4 East, W. M., described as follows:

Beginning at the intersection of the weaterly margin of the old critical of the control of the weaterly margin of the old critical of the control of the weaterly margin of the old critical of the control of the control of the critical of the control of the critical of the control of the critical of the cri

Section 3. That the grades of the ollowing named streets, structures and approaches thereto be changed and established at the following elevations above City Datum:

At a point in East Marginal Way, said point being defined as Station 84-52.00 and being 87.84 feet distant measured south along the center line of said east roadway from lis intersection with the center line of East Mar-

Center line 28.92 feet

Center line 28.92 (cet
At a point defined as Station
"C" 12+10.00 which is 150 feet
southwesterly from the 'last
sense of a vertical curve
Center line 25.4 feet
At a point defined as Station
"C" 25-11.25 which is 1,301.25 feet
northwesterly and westerly from
of curvatured point, at the point
of curvatured point, at the point
of curvatured point. 20.07 feet
Conter line 20.07 feet
At a point defined as Station

Conter line ... 32.07 feet
At a point defined as Station
"C" 27+14.26 which is 200 feet
well of the standard o

angle point
Center line 51.24 feet
At a point defined as Station
TC '33-44.00 which in 381 feet
westerly from the last named
point of a vertical curve
Center line 72.58 feet
At a point defined as Station
TC' 35-414.00 which is 150 feet
westerly from the last named
point, at the point of tangency of
a vertical curve
Center line 80.29 feet
Ta a point defined as Station
TC and the second of the second last named
point, at the point of tangency of
a point defined as Station
TC and the second last named
being a point in the center line
center line 102.10 feet
At a point defined as Station
TC '41-43.00 on said approach
control the second last named
point, and 1,080 feet defined as feet
point, and 1,080 feet defiant, more
or less, measured northeasterly
and procedure of the second last named
point, and 1,080 feet defiant, more
or less, measured northeasterly
and procedure of the second last of the second last named
point, and 1,080 feet defiant, more
or less, measured northeasterly
and procedure of the second last named
control the second last named
control

Center line117.68 (cet On an approach roadway (hereinafter known as "Off The Property of the center of the

At a point defined as Station
"TE" 3+65.00 said point being
356 foet southerly from the last
named point, and the point of
curvature of a vertical curve
Center line 49.76 feet

At a point defined as Station 1381 64-25.00 said point being 260 feet southwesterly from the last named point, and the point of tangency of a vortical curve Center line 44.53 feet

At a point defined as Station
"G" 5+56 which is 150 feet westerly from the last named point,
the same being a point of reverse
vertical curve

Center line 30.22 feet

Center line ... 30.22 feet
At a point defined as Station
("O" 1406 which is 160 feet westerly from the last named point,
at the point of tangency of a
vertical curve
Center line ... 22.53 feet
copposite the point defined as Station
("C" 36.433.50 on Hamp "C"
as established herein.
Center line conformable to
lished herein.
On an annuach readway known

On an approach roadway known as "On Ramp 'D'" from Second Avenue Southwest to "On Ramp 'C" as established herein.

At a point defined as Station "D" 134-81.69 which is located at the intersection of the center line of said approach readway with soft and the said approach readway with Southwest Center line conformable to grades on 2nd Avenue Southwest as established herein.

At a poin' defined as Station
"D" 12+80.34 which is 101.26 feet
west from the last named point
at the point of curvature of a
vertical curve
Center line 10,07 feet

At a point defined as Station
"D" 11+30.34 which is 150 and
westerly from the last name
point, at the point of tangency of
a vertical curve
Center line 12.32 feof

Center line 12.92 feed
At a point defined as Station
D' 64-54 which is 476.34 feet
westerly and northerly from the
westerly and northerly from the
Center line 22.66 feet
At a point defined as Station
D' 64-04 which is 150 feet castcity from the last named point,
at the point of tangency of a
Center line 28.89 feet

At a point defined as Station "D" 0+09 which is 504 foot cast-orly and southeasterly from the orly and southeasterly from the opposed to the cast roadway known as "On Hamp C" accept the cast roadway known as "On Hamp C" center line conformable to structure grades as established herein.

nshed herein.

On an approach roadway known or on rampe it, the sent between the property of the property o

Second Avenue South, at the point of curvature of a vertical curve, Center line ... \$.00 feet
Opposite a point in the approach roadway on First Avenue South, said point being a point in the structure in First Avenue South, said point of the structure of a First Avenue South, heretofore defined as Station 37+88.72 at the point of curvature of a vertical curve.
Center line ... 50.55 feet
On an approach roadway known and the structure of a vertical curve.
The structure of the structure of a vertical curve.
At a point defined as Station 28+55.48 on said east roadway and Station 175.59.8 on Station 175.59.8 on Center line conformable to structure grades as established herein.
At a point defined as Station Center line conformable to structure grades as established herein.
At a point defined as Station.

structure grades as established horein.

At 4 point defined as Station
more as Station and the station of the station of the station of the station of a vertical curve

Center line 38.20 feet

At a point defined as Station
morth-58.50 which is 150 feet
morth-58.50 which is 150 feet
morth-68.50 which is 150 feet
morth-68.50 which is 150 feet
morth-69.50 feet

At a point defined as Station
morth-69.00 which is 38.80 feet

At a point defined as Station
morth-69.00 which is 38.80 feet
morth-69.00 which is 150 feet morthfeet opint defined as Station
morth-69.00 morth-69.00 which is 150 feet northmorth-69.00 morth-69.00 morth-69.00 which is 150 feet northmorth-69.00 morth-69.00 morth-69

Center line 6.43 feet

South as widened herein: of the access roadway on Street, of the access roadway on Street, of the street, of the access roadway on Second Avenue Southwest from West Michigan Street, of the access roadway on West Michigan Street, occass with the street of the street, occass with the street, occass when the street, from First Avenue South the Second Avenue South of Second Avenue South and established at the following clevations above City Datum, to-wit.

levations above City Inclum, toty on an access rondway on the
worth side of Pirst Avenue
South as widened hereful.
Opposite a point 136.5 feet
northwesterly along Bast Marginal Way from the intersection of
Pirst Auron, South and East
Tornally to existing grade
formally to existing grade

opposite a point 175 feet distant measured southerly along the center line of First Avenue South as presently established from its intersection with the center line of Michail Sirver, the same being at the point of curvature of a vertical curve

Southwesterly curb. . 6.1 feet

Southwesterly curb. 6.1 feet Opposite a point 75 feet distant and measured southeasterly along the center line of said access roadway from the last named point, at the point of tangoney of a vertical curb 5.55 feet

Southwesterly curb.5.3s feet
Opposite a point 100 feet distant measured southeasterly along
the center line of said access
rondway from the last named
of a vortical curve
Southwesterly curb.3.75 feet

Southwesterly curb. 3.75 leet
Opposite a point 190 feet distant measured southeasterly along
the center line of said access
roadway from the last named
point, at the point of tangency of
a vertical curve
North curb ... 3.1 feet
South curb ... 3.1 feet

On River Street Opposite a point 20 feet westorly of its intersection with Occidental Avenue
North curb 3.1 feet
South curb 3.1 feet

Opposite a point in the center line of River Street 259 feet dis-tant measured west from the cen-ter line of Fourth Avenue South, at the point of curvature of a ver-tical curve

North curb 3.00 feet South curb 3.00 feet Opposite a point 100 feet east of he last named point, at the point of tangency of a vertical curve

North curb 3.75 feet South curb 3.75 feet

South curb 3.75 feet
Opposition a point 36 feet south
and 13 feet west of the intersection of the center lines of River
Street and Fourth Avenue South,
at the point of curvature of a vertical curve.
Southwesterly curb.5.95 feet

Opposite a point 75 feet south and 80 feet east of the intersec-tion of the center lines of River Street and Fourth Avenue South, at the point of tangency of a vertical curve

Opposite a point 40 feet south rom the last named point at the oint of tangency of a vertical urvo

point, at the point of langene a vertical curve Easterly curb 7.87 feet Westerly curb 7.87 feet

Opposite a point defined as Station 15+40, which is 120 feet northerly from the last named point at the point of curvature of a vertical curve

Westerly curb ... 7.27 feet
Opposite a point defined as Staon 16.471.86, which is 31.36 feet
orthorly from the last named
oin, at the point of curvalure of
vertical curve
Easterly curb ... 7.43 feet
Westerly curb ... 7.43 feet

Opposite a point defined as Sta-tion 174-71.86, which is 100 feet northerly from the last named point, at the point of tangency of a vertical curve

Easterly curb 7.43 feet Westerly curb 7.43 feet

Opposite a point defined as Sta-tion 18+51.86, which is 80 feet northerly of the last named point and near the center line of First Avenue South

Avenue South
Enaterly curb ... 7.03 feet
Westerly curb ... 7.03 feet
That the gradients shall be of a
uniform rate of grade between the
clovations established hereful except where they are specified as
lying in vertical curves.

lying in vertical curves.

Section 5. That access to the elevated highway structures and approaches on First Avenue South Shall be between Least Marghan Wood and West Shartsha Wood and Wood Shartsha Wood and Wood Shartsha Wood and Wood Shartsha Wood and Wood Shartsha Wood Shartsha

access thereto small no and which are described in Section 3 above.

Section 8. That in the grading and regrading which is necessary in connection with the proposed improvement, particularly the wide and regrading which is necessary in connection with the proposed improvement, particularly the wide control of the proposed improvement, particularly the wide state of the proposed in the proposed i

Southwesterly curb.5.95 feet
Opposite a point 76 feet southeasterly measured along ther sequence for the streets.

Southwesterly curb.6.7 feet
Southwesterly curb.6.7 feet
Southwesterly curb.6.7 feet
opposite a point 155 feet southeasterly measured along ther sequence of the southeasterly measured along ther sequence of the southeasterly measured along ther sequence of the southeasterly measured along the southwesterly curb conformable to existing elevations and the southwesterly curb conformable to existing elevations and the southwesterly margin of East Marginal Way to First Avenue South as widened therein.

North and soith murbs conformable to existing grades on Michigan Street
Opposite the couth margin of Chapter of the southwesterly margin of East curb ... 6.00 feet
West curb ... 8.20 feet
West curb ... 8.20 feet
West curb ... 8.21 feet
Deposite a point 28 feet south from the last named point at the curb grades on River Street
East curb ... 9.31 feet
Opposite a point 40 feet south from the last named point at the curb curb ... 9.31 feet
Opposite a point 40 feet south from the last named point at the curb curb ... 9.31 feet
Opposite a point 40 feet south from the last named point at the curb curb ... 9.31 feet
Opposite the south margin of cast component with the State of the purpose of the pur

ordinance.

Section 10. That in conduction proceedings corporation Counsel is hereby thorized to stipulate for the process.



