

**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 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.

*7/1/53 pass*

**Council Bill No. 73540**

INTRODUCED: JUL 6 1953	BY: STREETS & SEWERS
REFERRED: JUL 6 1953	TO: Streets & Sewers
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COMPARED BY:	
AND	

*1953*

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ORDINANCE NO. 82133

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 Marginal 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.

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, 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.

UNPLATTED

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 24 North, Range 4 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 feet 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 and 12 to the most easterly corner 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 said east line from the northeast corner thereof; thence north along the east line of said Lots 2 and 1 to the point of beginning.

Lots 1 and 2, Block 18, 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, Block 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 Lots 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 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 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 along 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 44.86 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 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 southwesterly margin of Duwamish 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 northeasterly 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 northeasterly 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 recorded 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 16, 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  $2^{\circ}02'30''$  east along said west margin a distance of 247 feet; thence north  $87^{\circ}57'30''$  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  $17^{\circ}28'00''$  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 178.39 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 Avenue a distance of 86.69 feet; thence north  $82^{\circ}58'59''$  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 distance of 206.25 feet to a point in a line which is 62.00 feet distant (measured at right angles) southerly from and parallel to the center line of Highland Park Way; thence westerly along said parallel line a distance of 322.94 feet to a point of curvature; thence southwestwardly 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  $16^{\circ}59'30''$  west along the tangent to said curve at said point, a distance of 360.18 feet to a point in the southeasterly margin of Highland Park Way; thence returning northeasterly along said southeasterly margin to the point of beginning as follows: North  $12^{\circ}16'23''$  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 a radius of 460 feet a distance of 425.33 feet to a point of tangency; thence north  $65^{\circ}15'26''$  east 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  $84^{\circ}54'45''$  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  $84^{\circ}54'45''$  west along said northerly margin (and said line produced) a distance of 95.32 feet to an angle point to the left; thence south  $65^{\circ}15'26''$  east along said northerly margin a distance of 102.67 feet to the true point of beginning; thence south  $84^{\circ}30'06''$  west a distance of 66.75 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  $65^{\circ}15'26''$  west along said parallel line a distance of 117.05 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  $12^{\circ}16'23''$  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  $9^{\circ}32'30''$  west a distance of 195.86 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  $12^{\circ}16'23''$  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  $65^{\circ}15'26''$  east along the 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

Center line

21.67 feet

At a point on said east roadway defined as Station 14+36.90 which is 250 feet south from the last named point, said point being at or near the point of intersection of the center line of said east roadway with the center line of Front Street as platted in McLaughlin's Water Front Addition, at the point of tangency of a vertical curve

Center line

31.90 feet

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

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 tangency of a vertical curve

Center line

39.73 feet

At a point on said east roadway defined as Station 22+15.57 which is 143.87 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

44.98 feet

At a point on said east roadway defined as Station 36+39.72 which is 1,274.15 feet southerly 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 tangency of a vertical curve

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 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

Center line 49.28 feet

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

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 curve

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 a vertical 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+64.00 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 over- head 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.	

085-VSR

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 herein.

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 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

CRS-JSR

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 "C".

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 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+06 which 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 "C" 30+83.80 on Ramp "C" 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+81.60 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.



685-15R

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 vertical curve  
Center line  
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 Marginal 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  
Center line  
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 roadway from the last named point, at the 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 curve 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 North curb 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 South 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 Southwesterly curb	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

East curb	6.00 feet
West curb	6.00 feet

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 Street

East curb	9.20 feet
West curb	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	9.31 feet
West curb	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	9.31 feet
West curb	9.31 feet

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

Opposite a point 300 feet south from the last named point, at the point of curvature of a vertical curve

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	9.50 feet
West curb	9.50 feet

Opposite the northeasterly margin of West Marginal Way

East curb	8.4 feet
West curb	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	4.65 feet
Southwesterly curb	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	6.77 feet
Southwesterly curb	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	6.77 feet
Southwesterly curb	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	6.02 feet
Southwesterly curb	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	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

Easterly curb  
Westerly curb

7.87 feet  
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

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.)

Section 11 This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 13 day of July, 1953,  
and signed by me in open session in authentication of its passage this 13 day of July, 1953.  
*David L. Linn*

President \_\_\_\_\_ of the City Council.

Approved by me this 13 day of July, 1953.  
*Allen J. Tomney*

Filed by me this 13 day of July, 1953.  
Mayor.

Attest: *A. Ashomas*  
City Comptroller and City Clerk.

(SEAL)

Published \_\_\_\_\_ By *M. A. Perine*  
Deputy Clerk.

JUL 25 1953

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

Gentlemen:

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

CRS:dep

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 1953

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.

RECOMMEND THAT THE SAME DO PASS.

*Harlem*

Fin.  
Chairman

*M. S. S.*

S&S  
Chairman

Committee

Committee

### Affidavit of Publication

STATE OF WASHINGTON, | ss.  
COUNTY OF KING

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

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

ORDINANCE NO 82138

....., as it was published in the regular issue  
(and not in supplement form) of said newspaper on the  
25th day of July 1953....., and that said  
newspaper was regularly distributed to its subscribers during  
all of said period.

*M. E. Brown*

Subscribed and sworn to before me this

25th day of July 1953

*C. Campbell*

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









with the turning...  
Waterway District No. 1...  
center line of the Duwamish...  
At a point on said east roadway...  
Center line... 12.46 feet  
At a point defined as Station...  
Center line... 25.88 feet  
At a point defined as Station...  
Center line... 30.22 feet  
At a point defined as Station...  
Center line... 32.53 feet  
At a point defined as Station...  
Center line conformable to...  
At a point defined as Station...  
Center line... 42.28 feet  
At a point defined as Station...  
Center line... 44.63 feet  
At a point defined as Station...  
Center line... 28.92 feet  
At a point defined as Station...  
Center line... 25.54 feet  
At a point defined as Station...  
Center line... 37.80 feet  
At a point defined as Station...  
Center line... 51.24 feet  
At a point defined as Station...  
Center line... 72.58 feet  
At a point defined as Station...  
Center line... 80.29 feet  
At a point defined as Station...  
Center line... 102.10 feet  
At a point defined as Station...  
Center line... 117.65 feet  
At a point defined as Station...  
Center line... 72.58 feet  
At a point defined as Station...  
Center line... 49.70 feet  
At a point defined as Station...  
Center line... 44.53 feet

**CITY NOTICES**

pose 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.

Section 11. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter. Passed by the City Council the 13th day of July, 1953, and signed by me in open session in authentication of its passage this 13th day of July, 1953.

DAVID LEVINE,  
President of the City Council.  
Approved by me this 13th day of July, 1953.

ALLAN POMEROY,  
Mayor.

Filed by me this 13th day of July, 1953.

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

By W. A. PERINE,  
Deputy Clerk.

Date of official publication in the City Journal of Commerce, Seattle, July 25, 1953. (C-2035)