

**Ordinance No.** 84439

AN ORDINANCE providing for the laying off, or-airs, widening, extending and establishing of Broad Street from Taylor Avenue to 9th Avenue North; of Mercer Street (between limits); of street roads \*\*\*; of surface roads \*\*\*; and of an alley \*\*\*; and for the condemnation \*\*\* of land and other property necessary \*\*\*; and necessary for grade separations with limited access \*\*\*; and for the necessary approaches thereto; for the changing \*\*\* of \*\*\* grades; for acquiring \*\*\* (slope rights) \*\*\*; and providing for payment from (a specified fund).

**Council Bill No.** 75385

INTRODUCED: <u>SEP 19 1955</u>	BY: <b>STREETS &amp; SEWERS</b>
REFERRED: <u>SEP 19 1955</u>	TO: <i>Finance</i> <i>Streets &amp; Sewers</i>
REFERRED:	
REPORTED: <u>SEP 26 1955</u>	VETO:
SECOND READING: <u>SEP 26 1955</u>	PUBLISHED:
THIRD READING: <u>SEP 26 1955</u>	VETO SUSTAINED:
SIGNED: <u>SEP 26 1955</u>	PASSED OVER VETO:
PRESENTED TO MAYOR: <u>SEP 26 1955</u>	APPROVED: <u>SEP 26 1955</u>
FILED: <u>SEP 26 1955</u>	PUBLISHED: <u>OCT 8 1955</u>
ENGROSSED:	BY: <i>JF</i>
VOL. <u>7-2</u> PAGE <u>462</u>	
COMPARED BY:	
AND	

UN. REG.  
CIVIL ENG.  
ENG. 4-00  
4-00  
ARCHT.

AMENDED BY  
 RECEIVED  
 OCT 10 1955  
 CITY ENGINEER

**Ordinance No.** 24459

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of Broad Street from Taylor Avenue to 9th Avenue North; of Mercer Street (between limits); of access roads \*\*\*; of surface roads \*\*\*; and of an alley \*\*\*; and for the condemnation \*\*\* of land and other property necessary \*\*\*, and necessary for grade separations with limited access \*\*\*, and for the necessary approaches thereto; for the changing \*\*\* of \*\*\* grades; for acquiring \*\*\* (slope rights) \*\*\*; and providing for payment from a specified fund).

**Council Bill No.** 75385

INTRODUCED: <u>SEP 13 1955</u>	BY: <b>STREETS &amp; SEWERS</b>
REFERRED: <u>SEP 19 1955</u>	TO: <i>Finance</i> <i>Streets &amp; Sewers</i>
REFERRED:	
REPORTED: <u>SEP 26 1955</u>	VETO:
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ENGROSSED:	BY: <i>JF</i>
VOL. <u>1-2</u> PAGE <u>462</u>	
COMPARED BY:	AND:

JUN 14 1955  
BILLING  
ENG.  
R. C. C.  
S. C. C.  
L. C. C.

RECEIVED  
 SEP 26 1955  
 STREETS & SEWERS  
 DEPARTMENT

*JFH*

**Ordinance No.** 84452

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of Broad Street from Taylor Avenue to 9th Avenue North; of Harper Street (between 4th and 5th); of access roads \*\*\*; of surface roads \*\*\*; and of an alley \*\*\*; and for the condemnation \*\*\* of land and other property necessary \*\*\*, and necessary for grade renovations with limited access \*\*\*, and for the necessary approaches thereto; for the changing \*\*\* of \*\*\* grades; for acquiring \*\*\* (slope rights) \*\*\*; and providing for payment from a specified fund.

**Council Bill No.** 452835

INTRODUCED: <u>SEP 14 1955</u>	BY: <b>STREETS &amp; SEWERS</b>
REFERRED: <u>SEP 19 1955</u>	TO: <del>Streets &amp; Sewers</del> <u>Streets &amp; Sewers</u>
REFERRED:	
REPORTED: <u>SEP 26 1955</u>	VETO:
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FILED: <u>SEP 26 1955</u>	PUBLISHED: <u>OCT 8 1955</u>
ENGROSSED:	BY: <i>J.C.</i>
VOL. <u>T-2</u> PAGE <u>462</u>	
COMPARED BY:	
AND	

**Ordinance No.** 84433

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of broad Street from Taylor Avenue to 9th Avenue North; of Mercer Street (between 11th); of access roads \*\*\*; of surface roads \*\*\*; and of an alley \*\*\*; and for the condemnation \*\*\* of land and other property necessary \*\*\*; and necessary for grade corrections with limited access \*\*\*; and for the necessary approaches thereto; for the changing \*\*\* of \*\*\* grades; for acquiring \*\*\* (slope rights) \*\*\*; and providing for payment from (a specified fund).

**Council Bill No.** 57105

INTRODUCED: SEP 13 1955	BY: STREETS & SEWERS
REFERRED: SEP 19 1955	TO: <del>Finance</del> Streets & Sewers
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ENGROSSED:	BY: JC ✓
VOL: <u>F-2</u> PAGE <u>462</u>	
COMPARED BY:	

AND

- 0-85221 - appn. from City Bond Fund.
- 0-88784 - Trf'g. G.M.F. in B.1, Eden Add., + in A.74, D.T. Denny's  
Home Add. to Engr'g Dept. REPEALED-ORD. 88879
- 0-88879 - Transf'g certain G.M.F. in B.1, Eden Add. + B.74, D.T. Denny's  
Home Add. to Engr. Dept.
- 0-90193 - Per L.5, B.73, D.T. Denny's Home Add. Trfd to Transit Com'n.

ORDINANCE NO. 84452

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of Broad Street from Taylor Avenue to 9th Avenue North; of Mercer Street from Taylor Avenue to Dexter Avenue; of access roads to and from Broad Street; of surface roads in said portion of Broad Street; and of an alley across a portion of Block 73, D. T. Denny's Home Addition; and for the condemnation, appropriation, taking and damaging of land and other property necessary therefor, and necessary for grade separations with limited access to be constructed at the intersections of Broad Street with Aurora Avenue and Dexter Avenue, and Mercer Street with Aurora Avenue, and for the necessary approaches thereto; for the changing and establishing of the necessary grades; for acquiring the right to construct slopes for cuts and fills along the surface roads and alley as established herein; and providing for payment from Seattle General Arterial Improvement Bond 1954 Fund.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That public necessity and convenience demand that Broad Street from Taylor Avenue to 9th Avenue North and Mercer Street from Taylor Avenue to Dexter Avenue and approaches thereto, and an alley in Block 73, D. T. Denny's Home Addition, be laid off, opened, widened, extended and established; and that grade separations be constructed on Broad Street at Aurora Avenue and at Dexter Avenue, and on Mercer Street at Aurora Avenue together with the necessary approaches and surface roads.

Section 2. That the following described property be and the same is hereby condemned, appropriated, taken and damaged for a public use; namely, for the laying off, opening, widening, extending and establishing of Broad Street from Taylor Avenue to 9th Avenue North, and of Mercer Street from Taylor Avenue to Dexter Avenue and for the construction of grade separations together with the necessary approaches, surface roads and a public alley:

IN D. T. DENNY'S HOME ADDITION, as recorded in Volume 3  
of King County Plats, Page 115:

That portion of the west one-half of Block 65 lying  
southerly and southeasterly of the following described  
line:

Beginning at the northwest corner of Lot 7, said  
block; thence east along the north line of said  
lot to a point, said point being 42.06 feet west  
(measured along said north line) from the north-  
east corner of said Lot 7; thence northeasterly  
along a straight line a distance of 98.18 feet to  
a point in the east line of Lot 9, said block,  
said point being 55.22 feet (measured north along  
the east lines of Lots 8 and 9, said block) from  
the northwesterly margin of Broad Street as  
platted; ALSO

That portion of the east one-half of Block 65 lying  
southeasterly of the following described line:

Beginning at a point in the west line of Lot 4,  
said block, said point being 57.15 feet north  
(measured along said west line) from the most  
southerly corner of said Lot 4; thence north-  
easterly along a straight line a distance of  
193.46 feet to a point in the east line of said  
Block 65, said point being 70.05 feet north  
(measured along said east line) from the north-  
westerly margin of Broad Street as platted; ALSO

Lots 5 and 6, Block 65, EXCEPT portion condemned for 6th  
Avenue North under Ordinance No. 50690; ALSO

Lot 12, Block 72; ALSO

That portion of Block 72 together with the vacated alley  
in said block lying northwesterly of the following  
described line:

Beginning at a point on the north line of Lot 1,  
said block, said point being 2.38 feet easterly  
(measured along said north line) from the inter-  
section of the south margin of Republican Street  
with the southeasterly margin of Broad Street,  
both as platted; thence southwesterly along a  
straight line a distance of 51.50 feet to a point  
on the southeasterly margin of Broad Street, said  
point being 49.92 feet southwesterly (measured  
along said southeasterly margin of Broad Street)  
from said intersection of the south margin of  
Republican Street with the southeasterly margin  
of Broad Street; ALSO

That portion of the east one-half of Block 73 lying easterly and southeasterly of the following described line:

Beginning at a point on the westerly margin of Aurora Avenue as widened under Ordinance No. 59719, said point being 61.36 feet north (measured along said westerly margin) from the south line of Lot 2, said block; thence southwesterly along a straight line a distance of 61.71 feet to a point of curvature, said point being a point in the south line of said Lot 2, distant 6.61 feet west (measured along said south line) from said westerly margin as condemned; thence southwesterly along the arc of a curve to the right having a radius of 350 feet, a distance of 125.77 feet to a point in the south line of Lot 4, said block, said point being 42.02 feet westerly (measured along said south line) from said westerly margin of Aurora Avenue; thence continuing along said curve to the right a distance of 92.17 feet to a point of tangency; thence southwesterly along said tangent a distance of 9.13 feet to a point in the west line of Lot 6, said block, said point being 50.21 feet northerly (measured along the west line of said Lot 6) from the northwesterly margin of Broad Street as shown on said plat; ALSO

That portion of the west one-half of Block 73 lying southeasterly and southerly of the following described line:

Beginning at a point in the east line of Lot 9, said block, said point being 50.83 feet northerly (measured along the east lines of Lots 8 and 9, said block) from the northwesterly margin of Broad Street as shown on said plat; thence southwesterly along a straight line a distance of 26.16 feet to a point in the south line of said Lot 9, said point being 17.46 feet west (measured along said south line) from the southeast corner of said Lot 9; thence continuing along said straight line a distance of 50.26 feet to an angle point; thence westerly along a straight line parallel to and 22.55 feet from the south line of said Lot 8, a distance of 49.20 feet to a point on the west line of said Lot 8, said point being 22.55 feet northerly (measured along said west line) from the southwest corner of said Lot 8; ALSO

The south 16 feet of Lots 13 and 14, Block 73; ALSO



That portion of Lot 12, Block 73, lying northeasterly of the following described line:

Beginning at a point on the north line of said Lot 12, said point being 30.00 feet westerly (measured along said north line) from the northeast corner thereof; thence easterly, southeasterly and southerly along the arc of a curve to the right having a radius of 30.00 feet a distance of 47.12 feet to a point in the east line of said Lot 12, said point being 30.00 feet southerly (measured along said east line) from the northeast corner thereof; ALSO

Lots 12, 13 and 14, Block 74, EXCEPT portion of said Lots 12 and 13 condemned for Aurora Avenue under Ordinance No. 59719;  
ALSO

That portion of the east one-half of Block 74 lying northerly and northwesterly of the following described line:

Beginning at a point on the westerly margin of Dexter Avenue as widened under Ordinance No. 50690, said point being 84.16 feet southerly (measured along said westerly line) from the north line of said block; thence west along a straight line perpendicular to said westerly margin of Dexter Avenue a distance of 33.50 feet to an angle point; thence southwesterly along a straight line a distance of 96.44 feet to a point in the west line of Lot 3, said block, said point being 40.53 feet southerly (measured along said west line) from the southeasterly margin of Broad Street as shown on said plat; ALSO

That portion of the west one-half of Block 74 lying northwesterly and westerly of the following described line:

Beginning at a point on the east line of Lot 11, said block, said point being 40.53 feet southerly (measured along said east line) from the south easterly margin of Broad Street as shown on said plat; thence southwestwardly along a straight line parallel to said southeasterly margin a distance of 93.71 feet to a point of curvature; thence on a curve to the left, having a radius of 192 feet, a distance of 136.82 feet to a point of tangency with the easterly margin of Aurora Avenue as widened under Ordinance No. 50690, said point of tangency being 111.99 feet southerly (measured along said easterly margin) from its intersection with the southeasterly margin of Broad Street as platted; ALSO

IN BEEN ADDITION, as recorded in Volume 1 of King County Plats, Page 61 $\frac{1}{2}$ :

All that portion of Block 2 lying southeasterly of the southeasterly margin of Broad Street as condemned under Ordinance No. 50890; ALSO

That portion of Block 1 lying southeasterly and easterly of the following described line:

Beginning at the southwest corner of Lot 1, id Block 1; thence northeasterly along a straight line a distance of 68.68 feet to a point, said point being 25 feet northerly and 64 feet westerly (said distances measured along lines parallel to the easterly and southerly lines of said block, respectively) from the south and east lines respectively of said Block 1; thence northerly along a straight line parallel with and 64 feet from the easterly line of said Block 1, a distance of 35.00 feet to a point in the north line of Lot 1, said block, said point being hereinafter referred to as Point A; ALSO

That portion of Block 1 lying easterly, northeasterly and northerly of the following described line:

Beginning at the point above described as Point "A"; thence northerly along a straight line parallel to and 64 feet from the westerly margin of 9th Avenue North as now established, a distance of 45.00 feet to an angle point; thence northwesterly along a straight line to a point in the north line of Lot 2, said block, said point being 95.00 feet westerly (measured along the north line and north line extended of Lot 2, said block) from the westerly margin of 9th Avenue North as now established; thence west along the north line of said Lot 2, to the northwest corner thereof; thence north along the west line of Lot 3, said block, to a point, said point being 98.17 feet south (measured along the west lines of Lots 3 and 4, said block) from the north line of said Block 1; thence west along a straight line parallel to and 98.17 feet from the north line of said Block 1, to an angle point; thence southwesterly along a straight line a distance of 29.20 feet to a point in the west line of said Block 1, said point being 107.13 feet southerly (measured along said west line) from the northwest corner of said block; ALSO

IN LAKE UNION SHORELANDS, Lots 1, 2 and 3, Block 79; together with portions of vacated streets adjoining; ALSO

Section 3. That the following described portions of lots and blocks of land and appurtenances thereunto belonging, be and the same are hereby condemned, appropriated and taken in fee simple for GENERAL MUNICIPAL PURPOSES to wit:

*See Ord. 88784*  
*88877* IN EDEN ADDITION, as recorded in Volume 1 of King County Plats at Page 61 $\frac{1}{2}$ :

Lots 1 and 2, Block 1, EXCEPT portion to be taken for street purposes as described in Section 2 above; ALSO

*See Ord. 88784*

All that portion of the east 6 $\frac{1}{2}$  feet of Lot 6, Block 1, EXCEPT portion to be taken for street purposes as described in Section 2, above; ALSO

IN D. T. BENNY'S HOME ADDITION, as recorded in Volume 3 of King County Plats at Page 115:

*See Ord. 88784*  
*88877*

All that portion of Lots 5 and 6, Block 73, lying northwesterly of the northwesterly margin of Broad Street as established herein; ALSO

*See Ord. 88784*  
*88877*

All that portion of Lots 10 and 11, Block 74, lying southeasterly of the southeasterly margin of Broad Street as established herein.

Section 4. That the grades of the following named streets and approaches thereto be changed and established at the following elevations above City Datum:

On Broad Street as established herein, upon a depressed roadway:

At the intersection of the center line of said depressed roadway with the center line of Harrison Street as platted, at the point of curvature of a vertical curve

Center line at existing elevation

At a point on the center line of said depressed roadway, 200 feet northeasterly (measured along said center line from the last named point) at the point of tangency of a vertical curve

Center line 77.60 feet

At a point on the center line of said depressed roadway, 598.42 feet northeasterly (measured along said center line from the last named point) at the point of curvature of a vertical curve

Center line 38.94 feet

At a point on the center line of said depressed roadway, 400 feet northeasterly (measured along said center line from the last named point) at the point of tangency of a vertical curve

Center line 27.03 feet

At a point on the center line of said depressed roadway, 325.88 feet northeasterly (measured along said center line from the last named point) at the point of curvature of a vertical curve

Center line 28.67 feet

At a point on the center line of said depressed roadway, 200 feet northeasterly (measured along said center line from the last named point) at the point of tangency of a vertical curve

Center line 28.37 feet

At the intersection of the center line of said depressed roadway with the center line of 9th Avenue North as platted

Center line at existing elevation

On Mercer Street, upon a depressed roadway, the center line of said roadway coinciding with the center line of Mercer Street as platted:

At the intersection of the center line of Mercer Street with a point 35.79 feet west (measured along said center line from the center line of Taylor Avenue as platted) at the point of curvature of a vertical curve

Center line at existing elevation

At a point on the center line of Mercer Street,  
200.00 feet east (measured along said center  
line from the last named point) at the point  
of tangency of a vertical curve

Center line 63.46 feet

At a point on the center line of Mercer Street,  
262.34 feet east (measured along said center  
line from the last named point) at the point  
of curvature of a vertical curve

Center line 42.47 feet

At a point on the center line of Mercer Street,  
350.00 feet east (measured along said center  
line from the last named point) at the point  
of tangency of a vertical curve

Center line 41.60 feet

At a point on the center line of Mercer Street,  
58.16 feet east (measured along said center  
line from the last named point) at the point  
of curvature of a vertical curve

Center line 45.96 feet

At a point on the center line of Mercer Street,  
19.00 feet east (measured along said center  
line from the center line of Dexter Avenue as  
now established) at the point of tangency of  
a vertical curve

Center line at existing elevation

That sidewalk access on Mercer Street between Taylor  
Avenue and 9th Avenue North shall be maintained in conformity with  
existing sidewalk grades.

That the curb grades of approaches to the depressed  
roadway on Broad Street be changed and established at the following  
elevations above City Datum, to wit:

On an approach roadway from Harrison Street at 6th Avenue  
North to said depressed roadway on Broad Street:

Opposite a point on the center line of 6th Avenue  
North, said point being 42 feet north of the  
center line of Harrison Street as platted

Easterly curb at existing elevation

Opposite the point of intersection of said approach roadway with the depressed roadway on Broad Street as established herein conformably to grades on said depressed roadway

Easterly curb 72.60 feet

On an approach roadway from the depressed roadway on Broad Street as established herein to 9th Avenue North and to Mercer Street:

At a point opposite the east margin of 8th Avenue North at elevation conformable to the grade of said depressed roadway

Southerly curb 28.18 feet

Opposite a point in the center line of Mercer Street as platted, said point being 130 feet east of the center line of 8th Avenue North at elevation conformable to existing grade

Northerly curb 36.55 feet

That the grades of the alley across the west one-half of Block 73, D. T. DUNN'S HOME ADDITION, as established in Section 2 hereof, be established at the following elevations above City Datum to wit:

At the east margin of 6th Avenue North:

At the north margin of the alley 66.45 feet  
At the center line of the alley 66.60 feet  
At the south margin of the alley 66.70 feet

At a point 30 feet east of the east margin of 6th Avenue North:

At the north margin of the alley 66.18 feet  
At the center line of the alley 65.80 feet  
At the south margin of the alley 66.18 feet

At a point 30 feet west of the west margin of the alley as platted in said Block 73:

At the north margin of the alley established herein 64.63 feet  
At the center line of the alley established herein 64.25 feet  
At the south margin of the alley established herein 64.63 feet

At the west margin of the alley as platted in said Block 73:

Elevations conformable with existing grades

That the center line gradients and the curb 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 depressed roadways on Broad Street between Taylor Avenue and 9th Avenue North and on Mercer Street between Taylor Avenue and Dexter Avenue shall be had only at their ends or by means of the approach roadways herein established as above described; also that access to the aforesaid approach roadways shall be had only at their ends.

Section 6. That the curb grades of the following surface roadways be and the same are hereby established in conformity with the existing grades of Broad Street and its connecting streets and avenues, said surface roadways being more particularly described as follows:

A surface roadway in Broad Street as established herein on the northwesterly side from Aurora Avenue to Taylor Avenue;

A surface roadway in Broad Street as established herein on the southeasterly side from 6th Avenue North to Republican Street; and

A surface roadway in Broad Street as established herein on the southeasterly side from Aurora Avenue to Dexter Avenue.

Section 7. That in the grading and regrading of the above-named surface roadways and public alley the City shall acquire the right in the case of a cut to remove the lateral support of the property abutting on said streets and alley. In every case the right to remove said lateral support shall include the right to carry the slopes back into and extending upon the abutting real property at least one foot for each foot of depth of cut and in the case of fills the right shall be acquired to extend and maintain upon the abutting real property slopes of 1-1/2 feet for each

foot of elevation of fill for the purpose of acquiring lateral support for said surface roadways and alley, reserving unto the abutting property owners respectively the right at any time to remove such slopes upon providing and maintaining other adequate lateral support for said surface roadways and alley.

Section 8. That all lands, rights, privileges, and other property lying within 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 and in the construction of the depressed roadways on Broad Street and on Mercer Street in conformity with the grades established in Section 4 hereof, and in grading and regrading of the necessary surface roadways and alley as set forth in Section 6 hereof, and in the construction of the necessary slopes for cuts and fills upon the real property abutting upon said surface roadways and alley as set forth in Section 7 hereof, are hereby condemned, appropriated, taken and damaged for the public use for such purposes; and said lands, rights, privileges and other property are to be taken, damaged, and appropriated only after just compensation has been made or paid into court for the owners thereof in the manner provided by law.

Section 9. That the entire cost of the improvement provided for by this ordinance shall be paid from the Seattle General Arterial Improvement Bond, 1954 Fund.

Section 10. That the Corporation Counsel be and he is hereby authorized and directed to begin and prosecute the actions and proceedings in the manner provided by law, to condemn, take, damage, and appropriate the lands and other property necessary to carry out the provisions of this ordinance.



(To be used for all Ordinances except Emergency.)

Section 11. That in conducting said condemnation proceedings the Corporation Council 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.

Section 12. 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 26 day of September, 1955, and signed by me in open session in authentication of its passage this 26 day of September, 1955.

President of the City Council.

Approved by me this 26 day of Sept, 1955.

Mayor.

Filed by me this 26 day of September, 1955.

Attest:

City Comptroller and City Clerk.

(SEAL)

Published OCT 8 1955

By

Deputy Clerk.

THE CITY OF SEATTLE  
DEPARTMENT OF ENGINEERING

W. E. PARKER, CITY ENGINEER  
MEMBER, BOARD OF PUBLIC WORKS

In Re:

September 19, 1955

Honorable City Council  
Seattle, Washington

Gentlemen:

Included in the 1954 Arterial Bond Program is the completion of the traffic interchange at Mercer and Broad Streets with Aurora Avenue.

As you know, this project is one of the most important in the entire program and it is necessary that we proceed with its construction as quickly as possible. Free flow of traffic from Alaskan Way is presently handicapped by signals at these intersections.

Although this project is partly on the Primary State Highway System, the City has agreed with the State to design, acquire necessary right of way, construct and finance it, in return for which the State will do likewise on the extension of the Alaskan Way Viaduct.

The City Council has heretofore approved preliminary studies for the underpasses under Aurora Avenue at these intersections and certain construction was approved and accomplished, which will make it unnecessary to close Aurora Avenue during construction of the overall project.

Originally, the preliminary plan contemplated underpasses only at Aurora Avenue. We now are of the opinion that traffic would be expedited greatly if Broad Street could also be carried under Dexter Avenue as well, and the condemnation provides for this.

All possible schemes for this facility have been studied and their traffic value and cost analyzed. The plan contemplated is the best that we can devise, taking all factors into consideration, although property owners adversely affected have offered many alternate suggestions. As in all such major improvements, some property - and in this instance, valuable property - must be condemned entirely; other property will be affected by diminished access or change in grade. The general public welfare, however, must be the paramount issue to consider and certainly there can be no question as to the necessity of the improvement.

Honorable City Council

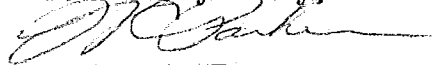
September 19, 1955

Accordingly, we are submitting herewith for your approval a council bill, providing for condemnation of property and such other rights required by the project, such as limited access, change in grade, slopes, right to damage, etc. The Corporation Counsel has been working with the Engineering Department in the preparation of this bill and has approved it as to form.

It is highly important that this condemnation be processed as rapidly as possible, so that construction can be commenced in the spring.

The entire cost of this condemnation, including property for general municipal purposes, is estimated at approximately one and a quarter million dollars, and is to be paid from the Seattle General Arterial Improvement Bond 1954 Fund. The physical improvement is roughly estimated to cost a similar sum.

Yours very truly,



W. E. PARKER

City Engineer

PNR:HK  
Enc.





corner of Lot 7, said block, thence east along the north line of said lot to a point, said point being 42.06 feet west (measured along said north line) from the northeast corner of said Lot 7; thence, northeasterly, along a straight line a distance of 93.18 feet to a point in the east line of Lot 9, said block, said point being 55.22 feet (measured north along the east lines of Lots 8 and 9, said blocks) from the northwesterly margin of Broad Street as platted; ALSO

That portion of the east one-half of Block 65 lying southeasterly of the following described line:

Beginning at a point in the west line of Lot 1, said block, said point being 57.15 feet north (measured along said west line) from the most southerly corner of said Lot 4; thence, northeasterly along a straight line a distance of 193.46 feet to a point in the east line of said Block 65, said point being 70.95 feet north (measured along said east line) from the northwesterly margin of Broad Street as platted; ALSO

Lots 6 and 8, Block 65, EXCEPT portion condemned for 6th Avenue North under Ordinance No. 50890; ALSO

Lot 12, Block 72; ALSO

That portion of Block 72 together with the vacated alley in said block lying northeasterly of the following described line:

Beginning at a point on the north line of Lot 1, said block, said point being 2.38 feet easterly (measured along said north line) from the intersection of the south margin of Republican Street with the southeasterly margin of Broad Street as platted; thence, southwesterly along a straight line a distance of 51.50 feet to a point on the southeasterly margin of Broad Street, said point being 49.52 feet southwesterly (measured along said southeasterly margin of Broad Street) from said intersection of the south margin of Republican Street with the southeasterly margin of Broad Street; ALSO

That portion of the east one-half of Block 73 lying easterly and southeasterly of the following described line:

Beginning at a point on the westerly margin of Aurora Avenue as widened under Ordinance No. 50718, said point being 61.36 feet north (measured along said westerly margin) from the south line of Lot 2, said block; thence, southwesterly along a straight line a distance of 61 feet to a point of curvature, said point being a point in the north line of said Lot 2, said block, 4.64 feet west (measured along said south line) from said westerly margin as contemned; thence, southwesterly along the arc of a curve to the right having a radius of 350 feet, a distance of 125.77 feet to a point in the south line of Lot 4, said block, said point being 42.02 feet westerly (measured along said south line) from said westerly margin of Aurora Avenue; thence, continuing along said curve to the right a distance of 124.17 feet to a point of tangency; thence, southwesterly along said tangent a distance of 10.83 feet to a point in the west line of Lot 6, said block, said point being 50.21 feet northerly (measured along the west line of said Lot 6) from the northwesterly margin of Broad Street as shown on said plat; ALSO

That portion of the west one-half of Block 73 lying southeasterly and southerly of the following described line:

Beginning at a point in the east line of Lot 9, said block, said point being 60.83 feet northerly (measured along the east lines of Lots 8 and 9, said blocks) from the northwesterly margin of Broad Street as shown on said plat; thence, southwesterly along a straight line a distance of 26.16 feet to a point in the south line of said Lot 9, said point being 17.46 feet west (measured along said south line) from the southeast corner of said Lot 9; thence, continuing along said straight line a distance of 60.26 feet to an angle point; thence, westerly along a straight line parallel to and 22.55 feet from the south line of said Lot 9, a distance of 60.20 feet to a point on the west line of said Lot 8, said point being 22.55 feet northerly (measured along said west line) from the southwest corner of said Lot 8; ALSO

The south 16 feet of Lots 13 and 14, Block 73; ALSO

That portion of Lot 12, Block 73, lying northeasterly of the following described line:

Beginning at a point in the north line of Lot 1, said block, said point being hereinafter referred to as Point A; ALSO

That portion of Block 1 lying easterly, northeasterly and northerly of the following described line:

Beginning at the point above described as Point "A"; thence, northerly along a straight line parallel to and 6 feet from the westerly margin of 5th Avenue North as now established, a distance of 45.00 feet to an angle point; thence, northwesterly along a straight line to a point in the north line of Lot 2, said block, said point being 56.00 feet westerly (measured along the north line) and the north line extended of Lot 2, said block) from the westerly margin of 9th Avenue North as now established; thence, west along the north line of said Lot 2, to the northwest corner thereof; thence, north along the north line of Lot 2, said block, to a point, said point being 93.17 feet south (measured along the west lines of Lots 3 and 4, said blocks) from the north line of said Block 1; thence, west along a straight line parallel to and 93.17 feet from the north line of said Block 1, to an angle point; thence, southwesterly along a straight line a distance of 29.20 feet to a point in the west line of said Block 1, said point being 107.13 feet southerly (measured along said west line) from the northwest corner of said block; ALSO

IN LAKE UNION SHORLANDS, Lots 1, 2 and 3, Block 79; together with portions of vacated streets adjoining; ALSO

Section 3. That the following described portions of lots and blocks of land and appurtenances thereunto belonging, be and the same are hereby condemned, appropriated and taken in fee simple for GENERAL MUNICIPAL PURPOSES to-wit:

IN BEEN ADDITION, as recorded in Volume 1 of King County Plats at Page 61 1/2:

Lots 1 and 2, Block 1, EXCEPT portion to be taken for street purposes as described in Section 2 above; ALSO

All that portion of the east 64 feet of Lot 6, Block 1, EXCEPT portion to be taken for street purposes as described in Section 2 above; ALSO

IN D. T. DENNY'S HOME ADDITION, as recorded in Volume 3 of King County Plats at Page 116:

All that portion of Lots 6 and 6, Block 73, lying northwesterly of the northwesterly margin of Broad Street as established herein; ALSO

All that portion of Lots 10 and 11, Block 74, lying southeasterly of the southeasterly margin of Broad Street as established herein.

Section 4. That the grades of the following named streets and approaches thereto be changed and established at the following elevation above City Datum:

On Broad Street, as established herein, upon a depressed roadway:

At the intersection of the center line of said depressed roadway with the center line of Harrison Street as platted, at the point of curvature of a vertical curve

Center line at existing elevation

At a point on the center line of said depressed roadway, 200 feet northeasterly (measured along said center line from the last named point) at the point of tangency of a vertical curve

Center line 77.50 feet

At a point on the center line of said depressed roadway, 59.42 feet northeasterly (measured along said center line from the last named point) at the point of curvature of a vertical curve

Center line 38.94 feet

At a point on the center line of said depressed roadway, 400 feet northeasterly (measured along said center line from the last named point) at the point of tangency of a vertical curve

Center line 27.03 feet

At a point on the center line of said depressed roadway, 325.58 feet northeasterly (measured along said center line from the last named point) at the point of curvature of a vertical curve

Center line 28.67 feet

At a point on the center line of said depressed roadway, 200 feet northeasterly (measured along said center line from the last named point) at the point of tangency of a vertical curve

Center line 28.37 feet

At the intersection of the center line of said depressed roadway with the center line of 9th Avenue North as platted

At the intersection of the center line of said depressed roadway with the center line of Mercer Street as platted

On an approach roadway from the depressed roadway on Broad Street as established herein to 9th Avenue North and to Mercer Street:

At a point opposite the east margin of 9th Avenue North at elevation conformable to the grade of said depressed roadway

Southerly curb 28.18 feet

Opposite a point in the center line of Mercer Street as platted, said point being 130 feet east of the center line of 9th Avenue North at elevation conformable to existing grade

Northerly curb 36.55 feet

That the grades of the alley across the west one-half of Block 73, D. T. DENNY'S HOME ADDITION, as established in Section 2 hereof, be established as the following elevations above City Datum to-wit:

At the east margin of 6th Avenue North:

At the north margin of the alley 66.45 feet

At the center line of the alley 66.60 feet

At the south margin of the alley 66.70 feet

At a point 30 feet east of the east margin of 6th Avenue North:

At the north margin of the alley 66.18 feet

At the center line of the alley 65.80 feet

At the south margin of the alley 66.18 feet

At a point 30 feet west of the west margin of the alley as platted in said Block 73:

At the north margin of the alley established herein 64.63 feet

At the center line of the alley established herein 64.25 feet

At the south margin of the alley established herein 64.63 feet

At the west margin of the alley as platted in said Block 73; Elevation a conformable with existing grades

That the center line gradients and the curb 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 depressed roadway on Broad Street between Taylor Avenue and 9th Avenue North and on Mercer Street between Taylor Avenue and Dexter Avenue shall be had only at their ends or by means of the approach roadways herein established as above described; also the access to the aforesaid approach roadways shall be had only at their ends.

Section 6. That the curb grades of the following surface roadways be and the same are hereby established in conformity with the existing grades of Broad Street and its connecting streets and avenues, said surface roadways being more particularly described as follows:

A surface roadway in Broad Street as established herein on the northwesterly side from Aurora Avenue to Taylor Avenue;

A surface roadway in Broad Street as established herein on the southeasterly side from Aurora Avenue to Republican Street; and

A surface roadway in Broad Street as established herein on the southeasterly side from Aurora Avenue to Dexter Avenue.

Section 7. That in the grading and regrading of the aforesaid surface roadways and public alley the City shall acquire the right in the case of a cut to remove the lateral support of the property abutting on said streets and alley. In every case the right to remove said lateral support shall include the right to carry the slopes back into and extending upon the abutting real property at least one foot for each foot of depth of cut and in the case of fills the right shall be acquired to extend and maintain upon the abutting real property slopes of 1 1/2 feet for each foot of elevation of fill for the purpose of acquiring lateral support for said surface roadways and alley, reserving unto the abutting property owners respectively the right at any time to remove such slopes upon providing and maintaining other adequate lateral support for said surface roadways and alley.

Section 8. That all lands, rights, privileges, and other property lying within the lots, blocks and tracts of land described in Section 2 hereof 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 and in the construction of the depressed roadway on Broad Street and on Mercer Street in conformity with the grades established in Section 4 hereof, and in the grading and regrading of the necessary surface roadways and alley as set forth in Section 6 hereof, and in the construction of the necessary slopes for cuts and fills upon the real property abutting upon said

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ORDINANCE NO. 84452  
ORDINANCE providing for the  
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# Affidavit of Publication

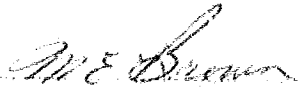
STATE OF WASHINGTON. ss.  
COUNTY OF KING

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, 1911, approved as a legal newspaper by the Superior Court of said King County

That the annexed is a true copy of

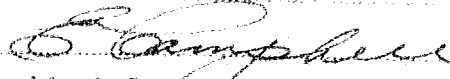
ORDINANCE NO. 84452

as it was published in the regular issue  
(and not in supplement form) of said newspaper on the  
8TH day of OCTOBER 1955 and that said  
newspaper was regularly distributed to its subscribers during  
all of said period.



Subscribed and sworn to before me this

8TH day of OCTOBER 1955



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