

Ordinance No. 85750

AN ORDINANCE providing for the*** widening,*** of 15th Avenue Northwest from Ballard Way to West 51st Street; providing for surface roads in said portion of 15th Avenue Northwest; and for the condemnation, *** of land and other property necessary therefor and necessary for a grade separation with limited access to be constructed along 15th Avenue Northwest from West 46th Street to West 51st Street; for*** establishing of the necessary grades; for acquiring*** slopes for cuts and fills along the surface roads herein; and providing for payment from the Seattle General Arterial Improvement Bond 1954 Fund.

12/4/56 - 17625
Council Bill No. 85750

INTRODUCED: DEC 3 1956	BY: Streets & Sewers
REFERRED: DEC 3 1956	TO: Streets & Sewers
REFERRED:	
REPORTED: DEC 10 1956	SECOND READING: DEC 10 1956
THIRD READING: DEC 10 1956	SIGNED: DEC 10 1956
PRESENTED TO MAYOR: DEC 11 1956	APPROVED: 11 1956
RETD. TO CITY CLERK: DEC 11 1956	PUBLISHED: DEC 22 1956
VETOED BY MAYOR:	VETO PUBLISHED:
PASSED OVER VETO:	VETO SUSTAINED:
ENGROSSED:	BY:
VOL. 22 PAGE 93	Jcg ✓ NCH

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 A. B. G.
 BLDG.
 ENG.
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 A. C.
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231808 - Ppt on awards

Ordinance No. 85750

AN ORDINANCE providing for the widening of 15th Avenue Northwest from Ballard Way to West 51st Street; providing for surface roads in said portion of 15th Avenue Northwest; and for the condemnation of land and other property necessary therefor and necessary for a grade separation with limited access to be constructed along 15th Avenue Northwest from West 16th Street to West 51st Street; for establishing of the necessary grades; for acquiring slopes for cuts and fills along the surface roads herein; and providing for payment from the Seattle General Arterial Improvement Bond 1954 Fund.

Council Bill No. 23185

INTRODUCED: DEC 8 1956	BY: Streets & Sewers
REFERRED: DEC 8 1956	TO: Streets & Sewers
REFERRED:	
REPORTED: DEC 10 1956	SECOND READING: DEC 10 1956
THIRD READING: DEC 14 1956	SIGNED: DEC 14 1956
PRESENTED TO MAYOR: DEC 12 1956	APPROVED: DEC 11 1956
RETD. TO CITY CLERK: DEC 12 1956	PUBLISHED: DEC 22 1956
VETOED BY MAYOR:	VETO PUBLISHED:
PASSED OVER VETO:	VETO SUSTAINED:
ENGROSSED:	BY:
VOL. 91-2 PAGE 93	gca

FILED
A. A. (HC)
B. B. (HC)
C. C. (HC)
D. D. (HC)
E. E. (HC)
F. F. (HC)

231858 - Ppd on awards

ORDINANCE NO. 85750

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of 15th Avenue Northwest from Ballard Way to West 51st Street; providing for surface roads in said portion of 15th Avenue Northwest; and for the condemnation, appropriation, taking and damaging of land and other property necessary therefor and necessary for a grade separation with limited access to be constructed along 15th Avenue Northwest from West 46th Street to West 51st Street; for the changing and establishing of the necessary grades; for acquiring the right to construct slopes for cuts and fills along the surface roads herein; and providing for payment from the 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 15th Avenue Northwest from Ballard Way to West 51st Street, be and the same is hereby laid off, opened, widened, extended and established by condemnation over and across the following described property to-wit:

IN GILMAN PARK, as recorded in Volume 3 of
King County Plats, Page 40:

That portion of Block 68, lying easterly of the following described line:

Beginning at a point in the south line of Lot 13, said block, said point being 12.00 feet west measured along said south line from the southeast corner of said Lot 13; thence north along the line parallel with 12 feet distance from the easterly lines of Lots 13 and 12, a distance of 152.15 feet to a point of curvature; thence along the arc of a curve to the left having a radius of 130 feet, a distance of 32.97 feet to an intersection with the southerly margin of Leary Way, said point being distant 27.10 feet measured easterly along said southerly margin from the northwest corner of said Lot 12; ALSO

That portion of Lots 1 and 23, Block 167, lying westerly of the following described line:

Beginning at a point in the south line of said Lot 23, said point being distant 12 feet measured east along said south line from the southwest corner of said lot; thence northerly along a line parallel with 12 feet distant easterly from the west lines of Lots 23 and 1, a distance of 140.03 feet to a point of curvature; thence along the arc of a curve to the right having a radius of 130 feet a distance of 47.57 feet to an intersection with a southerly margin of Leary Way, said point being distant 29.45 feet, measured westerly along said southerly margin from the northeast corner of said Lot 1; ALSO

The east 12 feet of Lots 12 and 13, Block 67; ALSO

The west 12 feet of Lots 1 and 22, Block 166; ALSO

IN THE REPLAT OF BLOCKS 65, 66, 158, 159, 160
161 and 163, GILMAN PARK, as recorded in
Volume 21 of King County Plats, Page 19:

The east 12 feet of Lots 12 and 13, Block 66; ALSO

The west 12 feet of Lots 1 and 22, Block 161; ALSO

That portion of Lot 13, Block 65, lying easterly of the following
described line:

Beginning at a point in the south line of said Lot 13, said
point being distant 8.67 feet measured west along said
south line from the southeast corner thereof; thence north-
easterly along the straight line a distance of 86.47 feet
to the northeast corner of said Lot 13; ALSO

That portion of Lots 1 and 22, Block 160, lying westerly of the
following described line:

Beginning at a point in the south line of said Lot 22, said
point being distant 9.25 feet, measured east along said
south line from the southwest corner of said lot; thence
northwesterly along the straight line a distance of 112.14
feet to a point in the west line of said Lot 1, said point
being distant 61.96 feet measured south along said west line
from the northwest corner of said Lot 1.

Section 2. That the grades on 15th Avenue Northwest upon an
elevated roadway be changed and established at the following eleva-
tions above City Datum to-wit:

At a point on the center line of said elevated roadway,
said point being 76 feet southerly measured along said
center line from the produced south margin of West 46th
Street

Center line at existing elevation 47.55 feet

At the intersection of the center line of said elevated
roadway with the northerly margin of West 46th Street
produced, at the point of curvature of a vertical curve

Center line at existing elevation 41.44 feet

At a point on the center line of said elevated roadway
199.95 feet northerly, measured along said center line
from the last named point, at the point of tangency of
a vertical curve

Center line 39.80 feet

At a point on the center line of said elevated roadway 142.05 feet northerly, measured along said center line from the last named point at a point of curvature of a vertical curve

Center line 43.59 feet

At a point on the center line of said elevated roadway 350 feet northerly, measured along said center line, from the last named point at the point of tangency of a vertical curve

Center line 42.12 feet

At a point on the center line of said elevated roadway 145.00 feet northerly, measured along said center line from the last named point at the point of curvature of a vertical curve

Center line 37.04 feet

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

Center line at existing elevation 36.00 feet

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

Section 3. That the curb grades of the following surface roadways, be and the same are hereby established as follows:

Surface roadways on the east and west sides of 15th Avenue Northwest as established herein between Ballard Way and West 51st Street:

Opposite the north margin of Ballard Way, opposite the north and south margins of Leary Way, West 49th Street and West 50th Street, and opposite the south margin of West 51st Street, all in conformity with existing elevations.

That the curb gradients shall be of a uniform rate of grade between the points described herein.

Section 4. That in the grading and regrading of the above named surface roadways the City shall acquire the right in the case of a cut to remove the lateral support of the property abutting on said roadway 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 a case of a fill 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 for said surface roadways, 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.

Section 5. That access to the elevated roadway on 15th Avenue Northwest between Ballard Way and West 51st Street shall be had only at the ends, or by means of the ramp approaches described in Ordinance No. 85664.

Section 6. That all lands, rights, privileges and other property lying within the lots, blocks, and tracts of land described in Section 1 hereof be and the same are hereby condemned, appropriated, taken and damaged for public street, highway and grade separation purposes and all lands, rights, privileges and other property necessary to be taken, used or damaged in the construction of the elevated roadway in conformity with the grades established in Section 2 hereof; in the grading and regrading of the necessary surface roadways as set forth in Section 3 hereof; and in the construction of the necessary slopes for cuts and fills upon the real property abutting upon said surface roadways as set forth in Section 4 hereof are hereby condemned, appropriated, taken and damaged for the public use for such purposes; and all

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

Section 7. That the entire cost of the improvement provided for by this ordinance shall be paid from the Seattle General Arterial Improvement Bond 1954 Fund.

Section 8. That the Corporation Counsel be and he is hereby authorized and directed to begin and prosecute the 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 9. That in conducting said condemnation proceedings, the Corporation Counsel is hereby authorized to stipulate for the purpose of minimizing damages including the 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 10. 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 10 day of December, 1956,
and signed by me in open session in authentication of its passage this 10 day of
December, 1956. *[Signature]*

President.....of the City Council.

Approved by me this 11TH day of December, 1956.

[Signature]
Mayor.

Filed by me this 11 day of December, 1956.

Attest: *[Signature]*
City Comptroller and City Clerk

(SEAL)

Published DEC 22 1956

By *[Signature]*
Deputy Clerk.

THE CITY OF SEATTLE
DEPARTMENT OF ENGINEERING

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

IN RE: North approach
to Ballard Bridge.

December 3, 1956

Honorable City Council
Seattle, Washington

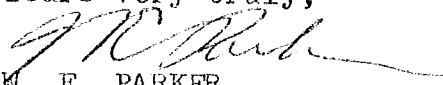
Gentlemen:

The attached council bill proposes the condemnation of property and property rights along 15th Avenue Northwest from Shilshole Avenue to West 51st Street, in order to construct an elevated roadway together with a grade separation at Leary Way.

Your honorable body has previously passed Ordinance No. 85664 which provides for the condemnation of property necessary for the initial stages of this proposed project. It will be recalled that at the time it was pointed out that additional condemnation would be necessary.

This council bill proposes to provide for the remainder of the right of way.

Yours very truly,


W. E. PARKER

City Engineer

EMW:HK
Enc.

THE CITY OF SEATTLE
DEPARTMENT OF ENGINEERING

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

IN RE: North approach
to Ballard Bridge.

December 3, 1956

Honorable City Council
Seattle, Washington

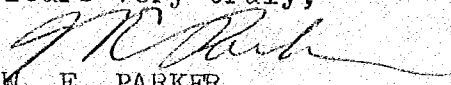
Gentlemen:

The attached council bill proposes the condemnation of property and property rights along 15th Avenue Northwest from Shilshole Avenue to West 51st Street, in order to construct an elevated roadway together with a grade separation at Leary Way.

Your honorable body has previously passed Ordinance No. 85664 which provides for the condemnation of property necessary for the initial stages of this proposed project. It will be recalled that at the time it was pointed out that additional condemnation would be necessary.

This council bill proposes to provide for the remainder of the right of way.

Yours very truly,


W. E. PARKER
City Engineer

EMW:HK
Enc.

The City of Seattle--Legislative Department

MR. PRESIDENT:

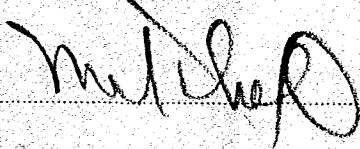
Date Reported
and Adopted

Your Committee on Streets and Sewers
to which was referred C.B. 77185,

DEC 10 1956

providing for the***widening,***of 15th Avenue Northwest from Ballard Way to West 51st Street; providing for surface roads in said portion of 15th Avenue Northwest; and for the condemnation,***of land and other property necessary therefor and necessary for a grade separation with limited access to be constructed along 15th Avenue Northwest from West 46th Street to West 51st Street; for***establishing of the necessary grades; for acquiring***slopes for cuts and fills along the surface roads herein; and providing for payment from the Seattle General Arterial Improvement Bond 1954 Fund,

RECOMMENDS THAT THE SAME DO PASS.



Chairman

Chairman

Committee

Committee

ORDINANCE NO. 85750

AN ORDINANCE providing for the laying off, opening, widening, extending and establishing of 15th Avenue Northwest from Ballard Way to West 46th Street, providing for surface roads in said portion of 15th Avenue Northwest, and for the condemnation, appropriation, taking and damaging of land and other property necessary herefor and necessary for a grade separation with limited access to be constructed along 15th Avenue Northwest from West 46th Street to West 41st Street, for the changing and establishing of the necessary grades; for acquiring the right to construct slopes for cuts and fills along the surface roads herein; and providing for payment from the Seattle General Aerial Improvement Bond 1954 Fund.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That public necessity and convenience demand that 15th Avenue Northwest from Ballard Way to West 46th Street, be and the same is hereby laid off, opened, widened, extended and established by condemnation, survey and across the following described property, to-wit:

IN GILMAN PARK, as recorded in Volume 3 of King County Plats, Page 40:

That portion of Block 68, lying easterly of the following described line:

Beginning at a point in the south line of Lot 13, said block said point being 14.00 feet west measured along said south line from the southeast corner of said lot; thence north along the line parallel with 12 feet distance from the easterly lines of Lots 13 and 12, a distance of 152.15 feet to a point of curvature; thence along the arc of a curve to the left having a radius of 130 feet, a distance of 23.27 feet to an intersection with the southerly margin of Leary Way, said point being distant 27.10 feet measured easterly along said southerly margin from the northwest corner of said Lot 12; ALSO

That portion of Lots 1 and 23, Block 167, lying westerly of the following described line:

Beginning at a point in the south line of said Lot 23, said point being distant 12 feet measured east along said south line from the southwest corner of said lot; thence northerly along a line parallel with 12 feet distant easterly from the west lines of Lots 23 and 1, a distance of 140.03 feet to a point of curvature; thence along the arc of a curve to the right having a radius of 130 feet a distance of 47.57 feet to an intersection with a southerly margin of Leary Way, said point being distant 29.45 feet measured westerly along said southerly margin from the northeast corner of said Lot 1; ALSO

The east 12 feet of Lots 12 and 13, Block 67; ALSO
The west 12 feet of Lots 1 and 23, Block 168; ALSO

IN THE REPLAT OF BLOCKS 65, 66, 168, 169, 180, 181 and 183, GILMAN PARK, as recorded in Volume 21 of King County Plats, Page 18:

The east 12 feet of Lots 12 and 13, Block 65; ALSO
The west 12 feet of Lots 1 and 23, Block 161; ALSO

That portion of Lot 13, Block 65, lying easterly of the following described line:

Beginning at a point in the south line of said Lot 13, said point being distant 8.67 feet measured west along said south line from the southeast corner thereof; thence northeasterly along the straight line a distance of 86.47 feet to the northeast corner of said Lot 13; ALSO

That portion of Lots 1 and 22, Block 160, lying westerly of the following described line:

Beginning at a point in the south line of said Lot 22, said point being distant 9.25 feet measured east along said south line from the southwest corner of said lot; thence northwesterly along the straight line a distance of 112.14 feet to a point in the west line of said Lot 1, said point being distant 51.36 feet measured south along said west line from the northwest corner of said Lot 1.

Section 2. That the grades on 15th Avenue Northwest upon an elevated roadway be changed and established at the following elevations above City Datum, to-wit:

At a point on the center line of said elevated roadway, said point being 76 feet southerly measured along said center line from the produced south margin of West 46th Street

Center line at existing elevation 47.55 feet

At the intersection of the center line of said elevated roadway with the northerly margin of West 46th Street produced, at the point of curvature of a vertical curve

Center line at existing elevation 41.44 feet

At a point on the center line of said elevated roadway 199.96 feet northerly measured along said center line from the last named point, at the point of tangency of a vertical curve

Center line 39.80 feet

At a point on the center line of

Affidavit of Publication

STATE OF WASHINGTON. | 89.
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. 85750

....., as it was published in the regular issue (and not in supplement form) of said newspaper on the 22ND day of DECEMBER 1956, 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

22ND day of DECEMBER 1956

J. J. Brownfield

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

15th Avenue Northwest upon elevated roadway, be changed and established at the following elevations above City Datum, to-wit:

At a point on the center line of said elevated roadway, said point being 76 feet southwesterly measured along said center line from the produced south margin of West 40th Street

Center line at existing elevation 47.55 feet

At the intersection of the center line of said elevated roadway with the northerly margin of West 40th Street produced at the point of curvature of a vertical curve

Center line at existing elevation 41.44 feet

At a point on the center line of said elevated roadway 199.96 feet northerly measured along said center line from the last named point, at the point of tangency of a vertical curve

Center line 39.80 feet

At a point on the center line of said elevated roadway 142.05 feet northerly measured along said center line from the last named point at a point of curvature of a vertical curve

Center line 43.59 feet

At a point on the center line of said elevated roadway 310 feet northerly measured along said center line from the last named point at the point of tangency of a vertical curve

Center line 42.12 feet

At a point on the center line of said elevated roadway 146.00 feet northerly measured along said center line from the last named point at the point of curvature of a vertical curve

Center line 37.04 feet

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

Center line at existing elevation 36.00 feet

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

Section 3. That the curb grades of the following surface roadways, be and the same are hereby established as follows:

Surface roadways on the east and west sides of 15th Avenue Northwest, as established herein between Ballard Way and West 51st Street:

Opposite the north margin of Ballard Way, opposite the north and south margins of Leary Way, West 49th Street and West 50th Street, and opposite the south margin of West 51st Street, all in conformity with existing elevations.

That the curb gradients shall be of a uniform rate of grade between the points described herein.

Section 4. That in the grading and regrading of the above named surface roadways the City shall acquire the right in the case of a cut to remove the lateral support of the property abutting on said roadway 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 a case of a fill 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 for said surface roadways 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.

Section 5. That access to the elevated roadway on 15th Avenue Northwest between Ballard Way and West 51st Street shall be had only at the ends or by means of the ramp approaches described in Ordinance No. 36684.

Section 6. That all lands, rights, privileges and other property lying within the lots, blocks, and tracts of land described in Section 1 hereof be and the same are hereby condemned, appropriated, taken and damaged for public street, highway and grade construction purposes and all lands, rights, privileges and other property necessary to be taken, used or damaged in the construction of the elevated roadway in conformity with the grades established in Section 3 hereof, in the grading and regrading of the necessary surface roadways as set forth in Section 3 hereof and in the construction of the necessary slopes for cuts and fills upon the real property abutting upon said surface roadways as set forth in Section 4 hereof are hereby condemned, appropriated, taken and damaged for the public use for such purposes and all lands, rights, privileges and other properties are to be taken, damaged and appropriated only after just compensation has been made or paid into Court for the owners thereof in the manner provided by law.

Section 7. That the entire cost of the improvement provided for by this ordinance shall be paid from the Seattle General Aerial Improvement Bond 1954 Fund.

Section 8. That the Corporation Counsel be and he is hereby authorized and directed to begin and prosecute the 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 9. That in conducting said condemnation proceedings the Corporation Counsel is hereby authorized to stipulate for the purpose of minimizing damages including the right of access and egress of

vated roadway on 15th Avenue Northwest between Ballard Way and West 51st Street shall be had only at the ends, or by means of the ramp approaches described in Ordinance No. 55664.

Section 6. That all lands, rights, privileges and other property lying within the lots, blocks, and tracts of land described in Section 4 hereof be and the same are hereby condemned, appropriated, taken and damaged for public street, highway and grade separation purposes and all lands, rights, privileges and other property necessary to be taken, used or damaged in the construction of the elevated roadway in conformity with the grades established in Section 2 hereof; in the grading and regrading of the necessary surface roadways as set forth in Section 3 hereof; and in the construction of the necessary slopes for cuts and fills upon the road property abutting upon said surface roadways as set forth in Section 4 hereof are hereby condemned, appropriated, taken and damaged for the public use for such purposes; and all lands, rights, privileges and other properties are to be taken, damaged and appropriated only after just compensation has been made or paid into Court for the owners thereof in the manner provided by law.

Section 7. That the entire cost of the improvement provided for by this ordinance shall be paid from the Seattle General Arterial Improvement Bond 1954 Fund.

Section 8. That the Corporation Counsel be and he is hereby authorized and directed to begin and prosecute the 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 9. That in conducting said condemnation proceedings, the Corporation Counsel is hereby authorized to stipulate for the purpose of minimizing damages including the right of access and substitute roadways to be constructed and maintained by the City and any other matters pertinent to minimizing damages.

Section 10. 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

10th day of December, 1956, and signed by me in open session in authentication of its passage this 10th day of December, 1956.

DAVID LEVINE,
President of the City Council.

Approved by me this 11th day of December, 1956.

GORDON S. CLINTON,
Mayor.

Filed by me this 11th day of December, 1956.

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

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

Date of official publication in the
Daily Journal of Commerce, Seattle,
December 22, 1956. (C-1136)