

Ordinance No. 90098

AN ORDINANCE providing for the acquisition by condemnation of property *** necessary for *** construction of a grade separation and interchange, ***with*** approach roadways, in the vicinity of Lake Washington Boulevard North and Montlake Boulevard, as a part of a limited access highway facility; for the widening***of Lake Washington Boulevard North between Montlake Boulevard and 24th Avenue North;*** establishing***necessary grades; for*** slopes***; for***temporary access roadways; and***easements during construction; and providing that the entire cost shall be paid from the Seattle General Arterial Improvement Bond 1951 Fund.

Council Bill No. 81568

INTRODUCED: MAR 13 1961	BY: Streets & Sewers
REFERRED: MAR 13 1961	TO: Streets & Sewers
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REPORTED: MAR 20 1961	SECOND READING: MAR 20 1961
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Z. Z. BROWN

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AN ORDINANCE providing for the acquisition by condemnation of property *** necessary for *** construction of a grade separation and interchange,***with***approach roadways, in the vicinity of Lake Washington Boulevard North and Montlake Boulevard, as a part of a limited access highway facility; for the widening***of Lake Washington Boulevard North between Montlake Boulevard and 24th Avenue North;*** establishing***necessary grades; for*** slopes***; for***temporary access roadways; and***easements during construction; and providing that the entire cost shall be paid from the Seattle General Arterial Improvement Bond 1954 Fund.

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See Back Cover

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TUE
A.A. (BX)
BLDG
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S.O.
LIGHT

for Non-Hake
Interchange

Ord. 90723 - Provides for acquisition of certain real prop from 2d of W. & makes
appropri from Seattle Gen. Art. Improv. Bonds 1954 Fund.

244148 - Rept of Law & Engr. Dyts on condemnation awards - Case No. 566846.

Ord. 90830 - Accepts awards & makes appropri.

ORDINANCE NO. 90098

AN ORDINANCE providing for the acquisition by condemnation of property and property rights necessary for the construction of a grade separation and interchange, together with the necessary approach roadways, in the vicinity of Lake Washington Boulevard North and Montlake Boulevard, as a part of a limited access highway facility; for the widening of a portion of Lake Washington Boulevard North between Montlake Boulevard and 24th Avenue North; the changing or establishing of the necessary grades; for the right to construct slopes for cuts and fills upon certain property remaining; for the right to construct temporary access roadways; and for certain easements during construction; and providing that the entire cost shall be paid 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 the following described property be condemned in fee simple for limited access highway purposes as a site for a grade separation and interchange, together with the necessary approach roadways, to be established at the intersection of Montlake Boulevard with Lake Washington Boulevard North, to-wit:

That portion of Old Canal Right of Way (Canal Reserve) in Section 21, Township 25 North, Range 4 East, W.M., described as follows: Beginning at a point on the east margin of Montlake Boulevard, distant 155.93 feet south of its intersection with the centerline of Hamlin Street; thence south 1°25'23" west along said east margin of Montlake Boulevard a distance of 213.94 feet; thence south 42°28'57" east a distance of 150.11 feet; thence south 88°33'57" east along the north margin of Lake Washington Boulevard North, a distance of 590.23 feet; thence north 0°43'27.5" east a distance of 202.22 feet; thence north 88°34'37" west a distance of 131.88 feet to the production south of the west line of Lot 11 as platted in Block 4, Montlake Park Addition as recorded in Volume 18 of King County Plats at page 20; thence north 1°25'23" east along said produced line a distance of 120.00 feet to the south line of the east and west alley in said block; thence north 88°34'37" west along said south line a distance of 15.00 feet; thence south 17°48'44" west a distance of 88.60 feet; thence south 1°25'23" west a distance of 76.50 feet; thence north 86°21'37" west a distance of 34.18 feet to a point of curvature; thence westerly along the arc of a curve to the right, having a radius of 400 feet, an arc distance of 49.68 feet to a point of tangency; thence north 79°14'37" west a distance of 255.24 feet to a point of curvature; thence westerly and northwesterly

along the arc of a curve to the right, having a radius of 220 feet, an arc distance of 199.22 feet to a point of tangency; thence north $27^{\circ}21'37''$ west a distance of 3.00 feet to a point in the south line of Lot 1, Block 4, said Montlake Park Addition; thence north $88^{\circ}34'37''$ west a distance of 26 feet to the point of beginning; ALSO,

That portion of Lot 1, Block 4, Montlake Park Addition as recorded in Volume 18 of King County Plats at page 20, described as follows: Beginning at the southwest corner of said lot; thence northerly along the west line thereof a distance of 31.00 feet; thence south $22^{\circ}52'57''$ east a distance of 34.01 feet to a point in the south line of said lot; thence north $88^{\circ}34'37''$ west a distance of 14.00 feet to the point of beginning; ALSO,

Lots 1 and 2, Block 5, Union City Addition as recorded in Volume 1 of King County Plats at page 39, except portion thereof lying northerly of the south line of Old Canal Right of Way (Canal Reserve); ALSO,

That portion of Old Canal Right of Way (Canal Reserve) in Section 21, Township 25 North, Range 4 East, W.M., described as follows: Beginning on the south line of North Street at its intersection with the west line of West Montlake Place, as now established; thence westerly along the southerly line of said North Street a distance of 120 feet; thence southwesterly at right angles to said southerly line a distance of 100 feet; thence easterly, parallel with said southerly line a distance of 9.45 feet; thence southwesterly in a straight line to a point on the northerly line of Roanoke Street, said point being distant 120 feet westerly of the intersection of said northerly line with the westerly line of West Montlake Place; thence easterly along the northerly line of Roanoke Street a distance of 120 feet to the westerly line of West Montlake Place as now established; thence northeasterly and northerly along said westerly line of West Montlake Place to the point of beginning.

Section 2. That public necessity and convenience demand that Lake Washington Boulevard North be and the same is hereby laid off, opened, widened, extended and established over and across the following described property, to-wit:

That portion of Lots 7, 8 and 9, Block 6, Union City Addition as recorded in Volume 1 of King County Plats at page 39, described as follows: Beginning at the northwest corner of Lot 7, said block; thence easterly along the north line of said Lots 7, 8 and 9 a distance of 171.85 feet to a point on the north line of said Lot 9; thence south $83^{\circ}11'04''$ west a distance of 173.85 feet to a point in the west line of said Lot 7; thence northerly along said west line a distance of 24.92 feet to the point of beginning.

Section 3. That public necessity and convenience demand that a temporary construction easement be acquired over and across the following described property, to-wit:

That portion of Old Canal Right of Way (Canal Reserve) in Section 21, Township 25 North, Range 4 East, W.M., described as follows: Beginning at a point on the east margin of Montlake Boulevard, distant 155.93 feet south of its intersection with the centerline of Hamlin Street; thence south $88^{\circ}34'37''$ east a distance of 26 feet to the true point of beginning; thence south $27^{\circ}21'37''$ east a distance of 3.00 feet to a point of curvature; thence southeasterly and easterly along the arc of a curve to the left having a radius of 220 feet, an arc distance of 199.22 feet to a point of tangency; thence south $79^{\circ}14'37''$ east a distance of 255.24 feet to a point of curvature; thence easterly along the arc of a curve to the left having a radius of 400 feet, an arc distance of 49.68 feet to a point of tangency; thence south $86^{\circ}21'37''$ east a distance of 34.18 feet; thence north $1^{\circ}25'23''$ east a distance of 61.50 feet; thence south $89^{\circ}54'26''$ west a distance of 334.72 feet; thence westerly and northwesterly along the arc of a curve to the right, having a radius of 215 feet and an initial radial bearing of north $10^{\circ}45'23''$ east, an arc distance of 194.94 feet; thence north $88^{\circ}34'37''$ west a distance of 5.71 feet to the true point of beginning.

Said temporary construction easement to be in full force and effect until the proposed interchange is constructed and accepted by the City of Seattle and to become null and void and have no further effect on and after the date of official acceptance of said construction for the City of Seattle by its Board of Public Works.

Section 4. That public necessity and convenience demand that temporary easements be acquired for access roads over and across the following described property, to-wit:

That portion of Lots 11 and 12, Block 6, Union City Addition as recorded in Volume 1 of King County Plats at page 39 described as follows: Beginning at the northeast corner of said Lot 12; thence southerly along the east line thereof a distance of 15 feet; thence westerly parallel with the north line of said lot a distance of 30 feet; thence northwesterly along a straight line to the northwest corner of the east 45 feet of Lot 11, said Block 6; thence easterly along the north line of said Lots 11 and 12 a distance of 105 feet to the point of beginning; TOGETHER WITH the

north 15 feet of vacated 24th Avenue North adjoining; ALSO,

That portion of Old Canal Right of Way (Canal Reserve), in Section 21, Township 25 North, Range 4 East, W.M., described as follows: Beginning at the intersection of the south line of Lake Washington Boulevard North with the east line of 24th Avenue North as now established; thence southerly along said east margin a distance of 15 feet; thence easterly, parallel with said south margin a distance of 50 feet; thence northeasterly along a straight line to a point on the south line of Lake Washington Boulevard North, distant 110 feet easterly from the point of beginning; thence westerly along said south line a distance of 110 feet to the point of beginning; ALSO,

The west 25 feet of Lot 7, Block 6, Union City Addition as recorded in Volume 1 of King County Plats at page 39.; EXCEPT,

Portion thereof described in Section 2 hereof; ALSO,

Beginning at the northwest corner of Lot 1, Block 1, Glenwilde Addition as recorded in Volume 28 of King County Plats at page 10; thence easterly along the north margin of said Lot 1 a distance of 20 feet; thence southeasterly in a straight line to a point in the most westerly line of said Lot 1, said point being distant 50 feet southeasterly from the northwest corner of said lot as measured along said westerly line; thence northwesterly along said most westerly line a distance of 50 feet to the point of beginning.

Said temporary easements to be in full force and effect until the proposed interchange is constructed and accepted by the City of Seattle and to become null and void and have no further effect on and after the date of official acceptance of said construction for the City of Seattle by its Board of Public Works.

Section 5. In accordance with the provisions of R.C.W. 47.52.020 and R.C.W. 47.52.040, lines of Limited Access are hereby established as follows:

Beginning at a point on the east margin of Montlake Boulevard, distant 124.93 feet south of its intersection with the centerline of Hamlin Street; thence south $22^{\circ}52'57''$ east a distance of 34.01 feet; thence south $88^{\circ}34'37''$ east a distance of 12 feet; thence south $27^{\circ}21'37''$ east a distance of 3.00 feet to a point of curvature; thence southeasterly and easterly along the arc of a curve to the left having a radius of 220 feet, an arc distance of 199.22 feet to a point of tangency; thence south $79^{\circ}14'37''$ east a distance of 255.24 feet to a point of curvature; thence easterly along the arc of a curve to the left having a radius of 400 feet, an arc distance of 49.68 feet to a point of tangency;

thence south $86^{\circ}21'37''$ east a distance of 55.68 feet;
 thence south $1^{\circ}26'03''$ west a distance of 10.20 feet;
 thence south $88^{\circ}33'57''$ east a distance of 55.00 feet to
 a point of curvature; thence along the arc of a curve
 to the left having a radius of 1482.80 feet, an arc
 distance of 95.49 feet to a point opposite Mainline
 Centerline Station 46+50. Line of limited access to be
 beneath a bridge to be constructed at approximate Main-
 line Centerline Station 45+20.57 and shall have no effect
 thereon; ALSO,

Beginning 73.50 feet south $00^{\circ}43'27''$ west of Mainline
 Centerline Station 46+50; thence north $88^{\circ}33'57''$ west a
 distance of 170.26 feet to a point of curvature; thence
 southwesterly along the arc of a curve to the left, having
 a radius of 1774.58 feet, an arc distance of 232.34 feet
 to a point of compound curvature; thence southwesterly
 along the arc of a curve to the left, having a radius of
 2974 feet and an initial radial bearing of north $6^{\circ}04'10''$
 west an arc distance of 110.51 feet to a point of tangency;
 thence south $81^{\circ}48'06''$ west a distance of 72.56 feet; AND,

Beginning at a point on the westerly line of 22nd Avenue
 North, distant 89.63 feet north of the intersection of the
 westerly line of 22nd Avenue North and the northerly line
 of Roanoke Street; thence north $90^{\circ}00'$ west a distance of
 107.4 feet to an angle point; thence north $73^{\circ}30'$ west a
 distance of 55.7 feet to a point on the easterly line of
 West Montlake Place; thence north $50^{\circ}26'34''$ west a distance
 of 6 feet to an angle point and the true point of beginning;
 thence south $39^{\circ}33'26''$ west a distance of 134 feet; thence
 north $88^{\circ}33'49''$ west a distance of 15 feet to a point of
 curvature; thence westerly and southwesterly along the arc
 of a curve to the left having a radius of 125 feet, an arc
 distance of 90 feet; thence northwesterly along a straight
 line a distance of 13 feet more or less to a point on the
 west margin of West Montlake Place, midway between the
 intersection of the south line of Roanoke Street with the
 northwest boundary of West Montlake Place, and the inter-
 section of a line 180 feet northerly from and parallel with
 the north margin of Louisa Street with the northwesterly
 margin of West Montlake Place.

Section 6. That the grades of the following named streets, structures
 and approaches thereto be changed and established at the following elevations
 above City Datum, to-wit:

Lake Washington Boulevard North from Montlake Boulevard
 to a point which bears south $00^{\circ}43'27''$ west from Mainline
 Centerline Station 46+50, be widened at existing grade;

On the Mainline Centerline from Station 33+00 to 46+50
 inclusive: Beginning at said Centerline Station 33+00
 at a point on tangent;

Centerline 26.55 feet

at a point north $73^{\circ}07'50''$ east, distant 185.80 feet from the last named point at a point of vertical curvature;

Centerline 30.27 feet

thence continuing north $73^{\circ}07'50''$ east, distant 311.61 feet from the last named point to a point of horizontal curvature; thence along the arc of a curve to the right, having a radius of 1600 feet an arc distance of 488.39 feet to a point of vertical tangency;

Centerline 26.27 feet

thence continuing easterly along said curve to the right an arc distance of 22.74 feet to the point of tangency of said horizontal curve; thence south $88^{\circ}33'57''$ east a distance of 71.46 feet to a point of vertical curvature;

Centerline 23.44 feet

thence continuing south $88^{\circ}33'57''$ east a distance of 200.00 feet to a point of vertical tangency;

Centerline 19.79 feet

thence continuing south $88^{\circ}33'57''$ east a distance of 70.00 feet to Station 46+50 at a point of vertical tangency;

Centerline 19.33 feet

on an approach roadway hereinafter known as East-Montlake Ramp: Beginning at the intersection of the centerline of Montlake Boulevard with the centerline of Hamlin Street; thence south $88^{\circ}34'37''$ east, along said centerline of Hamlin Street a distance of 39.18 feet; thence south $3^{\circ}02'29''$ east a distance of 134.96 feet to a point of horizontal curvature;

Centerline in conformity with
Montlake-East Roadway;

thence southerly and southeasterly along the arc of a curve to the left, having a radius of 196.69 feet an arc distance of 77.53 feet to a point of vertical curvature;

Centerline 55.22 feet

thence continuing along said arc of a horizontal curve to the left an arc distance of 147.11 feet to a point of horizontal compound curvature; thence easterly along the arc of a horizontal curve to the left having a radius of 409.66 feet and an initial radial bearing of south $21^{\circ}31'15''$ west an arc distance of 2.89 feet to a point of vertical tangency;

Centerline 48.39 feet

thence continuing along said arc of a horizontal curve to the left an arc distance of 114.97 feet to a point of horizontal tangency; thence south $84^{\circ}57'48''$ east along the tangent to said curve a distance of 195.27 feet to a point of vertical curvature;

Centerline 26.67 feet

thence continuing along said tangent to said horizontal curve, a distance of 37.76 feet to a point of horizontal curvature; thence easterly and northeasterly along the arc of a curve to the left having a radius of 1500 feet, an arc distance of 182.24 feet to a point of vertical tangency;

Centerline 18.42 feet

thence continuing along said horizontal curve to the left an arc distance of 60 feet to a point on the curve at a point opposite Mainline Centerline Station 46+50;

on Montlake Boulevard, beginning on the centerline of Hamlin Street, 6.50 feet westerly of its intersection with the centerline of Montlake Boulevard; thence south $1^{\circ}25'23''$ west a distance of 97.22 feet to a point of horizontal curvature, hereinafter referred to as point "A";

Centerline at existing grade

thence southerly and southeasterly along the arc of a horizontal curve to the left, having a radius of 866 feet, an arc distance of 30.78 feet; thence westerly a distance of 30 feet on a radial from said point to a point of vertical curvature;

Centerline West Roadway
57.11 feet

at a point on said horizontal curve, 110.78 feet southeasterly of a point hereinbefore referred to as point "A"; thence westerly along a radial from said point, a distance of 30 feet to a point of vertical tangency;

Centerline West Roadway
55.59 feet

at a point on said horizontal curve 151.30 feet southeasterly of a point hereinbefore referred to as point "A"; thence easterly along a radial from said point, a distance of 26 feet to a point of vertical curvature;

Centerline East Roadway
55.01 feet

at a point on said horizontal curve, 211.30 feet southeasterly of a point hereinbefore referred to as point "A"; thence easterly along a radial from said point a distance of 24 feet to a point of vertical tangency;

Centerline East Roadway
54.28 feet

at a point on said horizontal curve, 341.79 feet southeasterly of a point hereinbefore referred to as point "A" at the junction of Montlake East and West Roadway, at a point of vertical curvature;

Centerline 53.99 feet

at a point on said horizontal curve, 75 feet southeasterly of the last named point at a point of vertical tangency;

Centerline 52.67 feet

at a point on said horizontal curve, 69.34 feet southeasterly of the last named point, hereinafter referred to as point "B"; thence continuing along said horizontal curve to the left a distance of 3.16 feet to a point of vertical curvature;

Centerline 50.50 feet

at a point on said horizontal curve, 100 feet southeasterly of the last named point at a point of vertical tangency;

Centerline at existing
elevation, 49.21 feet

on West-Montlake Ramp: Beginning at a point hereinbefore referred to as point "B"; thence south $39^{\circ}33'26''$ west a distance of 146.40 feet to a point of vertical curvature;

Centerline 49.11 feet

at a point 50 feet south $39^{\circ}33'26''$ west of the last named point, at the point of vertical tangency;

Centerline 48.35 feet

thence continuing south $39^{\circ}33'26''$ west, distant 5.34 feet from the last named point to a point of horizontal curvature; thence southwesterly along the arc of a curve to the right, having a radius of 416.74 feet, an arc distance of 72.08 feet to a point of horizontal compound curvature; thence southwesterly and westerly along the arc of a curve to the right having a radius of 217.01 feet and an initial radial bearing of south $40^{\circ}31'58''$ east an arc distance of 103.32 feet to a point of vertical curvature;

Centerline 46.54 feet

at a point on said horizontal curve, distant 49.88 feet westerly from the last named point at a point of horizontal compound curvature; thence northwesterly along the arc of a curve to the right having a radius of 420.77 feet and an initial radial bearing of south $0^{\circ}05'04''$ west, an arc distance of 121.70 feet to a point of horizontal tangency; thence north $73^{\circ}30'35''$ west a distance of 28.42 feet to a point of vertical tangency;

Centerline 39.54 feet

thence continuing north $73^{\circ}30'35''$ west a distance of 184 feet more or less to a point opposite Mainline Centerline Station 33+00;

on Montlake-East Ramp: Beginning on the centerline of Hamlin Street, 40.50 feet westerly of its intersection with the centerline of Montlake Boulevard; thence south $1^{\circ}25'23''$ west, parallel with the centerline of Montlake Boulevard, a distance

of 97.22 feet; thence south $2^{\circ}18'25''$ west a distance of 159.41 feet to an angle point;

Centerline in conformity with
Montlake-West Roadway

thence south $17^{\circ}33'56''$ east a distance of 203.49 feet to a point of horizontal curvature; thence southeasterly and southerly along the arc of a curve to the right having a radius of 258.00 feet, an arc distance of 105.28 feet to a point of vertical curvature;

Centerline 52.54 feet

at a point on said horizontal curve, 40 feet southerly of the last named point at a point of vertical tangency;

Centerline 51.58 feet

at a point on said horizontal curve, 99.00 feet southerly of the last named point, said point being distant 0.69 feet southerly of a point of horizontal compound curvature having a radius of 508.16 feet and an initial radial bearing of south $53^{\circ}28'10''$ east the same being a curve to the right, at the point of vertical curvature;

Centerline 48.64 feet

thence at a point 91.16 feet southwesterly of the last named point at a point of horizontal compound curvature; thence southwesterly along the arc of a curve to the right having a radius of 168.83 feet, and an initial radial bearing of south $43^{\circ}06'50''$ east, an arc distance of 58.84 feet to a point of vertical tangency;

Centerline 44.86 feet

at a point 16.00 feet southwesterly of the last named point, said point being distant 0.42 feet northeasterly of a point of horizontal compound curvature having a radius of 91.00 feet and an initial radial bearing of south $17^{\circ}34'25''$ east the same being a curve to the right, at a point of vertical curvature;

Centerline 44.54 feet

at a point on said horizontal curve, 150 feet northwesterly of the last named point at the point of vertical tangency;

Centerline 40.53 feet

at a point on said horizontal curve, 105 feet northerly of the last named point, said point being distant 3.40 feet southwesterly of a point of horizontal compound curvature having a radius of 200.45 feet and an initial radial bearing of north $35^{\circ}08'32''$ west the same being a curve to the right, at a point of vertical curvature;

Centerline 37.08 feet

at a point on said horizontal curve, 69.21 feet north-easterly of the last named point at a point of horizontal compound curvature; thence northeasterly and easterly along the arc of a curve to the right having a radius of 2992 feet and an initial radial bearing of north $16^{\circ}19'48''$ west an arc distance of 80.79 feet to a point of vertical tangency;

Centerline 33.86 feet

at a point on said horizontal curve, 226 feet easterly of the last named point, at a point of vertical curvature;

Centerline 31.60 feet

at a point on said horizontal curve 100 feet easterly of the last named point at a point of vertical tangency;

Centerline 29.72 feet

at a point on said horizontal curve, distant 128.99 feet easterly of the last named point at a point of horizontal compound curvature; thence easterly along the arc of a curve to the right having a radius of 1675.87 feet and an initial radial bearing of north $6^{\circ}04'10''$ west, an arc distance of 32.01 feet to a point of vertical curvature;

Centerline 23.91 feet

thence continuing along said horizontal curve to the right a distance of 137.46 feet to a point of horizontal tangency, at a point opposite Mainline Centerline Station 44+64.46, at which station the grades on Montlake-East Ramp conform to the grades of the Mainline Centerline;

on Montlake-West Ramp: Beginning on the centerline of Hamlin Street, 40.50 feet westerly of its intersection with the centerline of Montlake Boulevard; thence south $1^{\circ}5'23''$ west, parallel with the centerline of Montlake Boulevard, a distance of 97.22 feet; thence south $2^{\circ}13'25''$ west a distance of 194.44 feet to a point of horizontal curvature;

Centerline in conformity with
Montlake-West Roadway;

thence southerly and southwesterly along the arc of a curve to the right, having a radius of 174.60 feet, an arc distance of 27.45 feet to a point of vertical curvature;

Centerline 55.18 feet

thence continuing along said arc of a curve to the right, an arc distance of 182.97 feet to a point of horizontal tangency; thence south $70^{\circ}28'24''$ west a distance of 17.03 feet to a point of vertical tangency;

Centerline 47.18 feet

thence at a point 146.85 feet south $70^{\circ}28'24''$ west from the last named point at a point of vertical curvature;

Centerline 36.16 feet

thence at a point 170.00 feet south $70^{\circ}28'24''$ west from
the last named point at a point of vertical tangency;

Centerline 28.08 feet

thence continuing south $70^{\circ}28'24''$ west 100 feet more or
less to a point opposite Mainline Centerline Station 33+00;

Centerline 26.08 feet

on the 24th Avenue North Overpass: Beginning on the centerline
of Lake Washington Boulevard North, 99.97 feet south $1^{\circ}26'03''$
west of Mainline Centerline Station 45+20.57;

Centerline at existing
elevation 40.10 feet

thence north $1^{\circ}26'03''$ east a distance of 49.97 feet to a
point of vertical curvature;

Centerline 40.25 feet

at a point 100 feet north $1^{\circ}26'03''$ east of the last named
point, at a point of vertical tangency;

Centerline 39.82 feet

at a point 48.85 feet north $1^{\circ}26'03''$ east of the last named
point, at a point of vertical curvature;

Centerline 39.33 feet

at a point 50.00 feet north $1^{\circ}26'03''$ east of the last named
point, at a point of vertical tangency;

Centerline 38.21 feet

Section 7. That in the grading and regrading of Lake Washington
Boulevard North, as set forth in Section 2 hereof, the City shall acquire the
right in the case of a cut to remove the lateral support of the property abutting
on said street, 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 one foot horizontally for each foot of depth of cut, and in the
case of a fill the right shall be acquired to extend and maintain upon the
abutting real property slopes of one and one-half ($1\frac{1}{2}$) feet horizontally
for each foot of elevation of fill for the purpose of providing lateral support
for said street, reserving unto the abutting property owners, respectively,
the right at any time to replace said cut slopes and to remove said fill slopes
upon providing and maintaining other adequate lateral support.

Section 8. That pursuant to authority contained in R.C.W. 47.52.050, all lands described in Section 1 hereof as necessary for and designated by Section 5 hereof as a Limited Access Highway, are hereby condemned, appropriated and damaged for such purpose; and pursuant to authority contained in R.C.W. 8.12.030 all property and property rights described in Sections 2, 3 and 4 hereof are hereby condemned, appropriated, taken and damaged for said purpose; that all lands, rights, privileges and other property necessary to be taken, used or damaged in the grading of said street and limited access highway in conformity with the grades established in Section 6 hereof, and in the construction of the necessary slopes for cuts or fills upon the real property abutting upon said street as set forth in Section 7 hereof, are hereby condemned, appropriated, taken or damaged for the public use for such purposes. All such 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.

Section 11. 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 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 20 day of March, 19 61.
and signed by me in open session in authentication of its passage this 20 day of March, 19 61.

President of the City Council.

Approved by me this 23 day of March, 19 61.

Jordan S. Clinton
Mayor.

Filed by me this 23 day of March, 19 61.

Attest:

C. H. Gilandson
City Comptroller and City Clerk.

(SEAL)

Published APR 15 1961

By

M. G. Perine
Deputy Clerk.



CITY OF SEATTLE
DEPARTMENT OF ENGINEERING
ROY W. MORSE, CITY ENGINEER
MEMBER, BOARD OF PUBLIC WORKS

Gordon S. Clinton, Mayor

March 13, 1961

Re: Montlake Interchange.

Honorable City Council
Seattle, Washington

Gentlemen:

We are submitting herewith a council bill providing for the acquisition by condemnation of the necessary property and property rights for the Montlake Interchange as a part of the 6-year Capital Improvement Program. The entire cost of such acquisition is to be paid from the Seattle General Arterial Improvement Bonds 1954 Fund.

This council bill is in accordance with the recommendations of the Streets and Sewers Committee as a result of the statutory hearing on limited access and the agreement executed between the State, City and Toll Bridge Authority. It does not provide for the acquisition of the property which the State is to acquire as set forth in Comptroller's File No. 242048.

We respectfully recommend the passage of this council bill which has the approval of the Corporation Counsel as to form.

Yours very truly,

ROY W. MORSE
City Engineer

EMW:HK
Encl.

cc. Mayor Clinton

By *J. Robertson*
Principal Asst. City Engineer

The City of Seattle--Legislative Department

MR. PRESIDENT:

Date Reported
and Adopted

MAR 20 1961

Your Committee on Streets and Sewers
to which was referred C.B. 81568,

providing for the acquisition by condemnation of property *** necessary for *** construction of a grade separation and interchange, *** with *** approach roadways, in the vicinity of Lake Washington Boulevard North and Montlake Boulevard, as a part of a limited access highway facility; for the widening *** of Lake Washington Boulevard North between Montlake Boulevard and 24th Avenue North; *** establishing *** necessary grades; for *** slopes ***; for ***temporary access roadways; and *** easements during construction; and providing that the entire cost shall be paid from the Seattle General Arterial Improvement Bond 1954 Fund,

RECOMMENDS THAT THE SAME DO PASS.

Chairman

Acting Chairman

City of Seattle
OFFICE OF THE COMPTROLLER
Seattle 4, Washington



C. G. ERLANDSON
CITY COMPTROLLER
JOHN B. KELLUM
CHIEF DEPUTY COMPTROLLER

December 29 1961

Re: Condemnation for Montlake
Interchange
King County Cause #566846
City Ordinance #90098

Mr. Norman R. Riddell
King County Clerk
Seattle Washington

Dear Sir:

I am today paying into the registry of the King County Superior Court the sum of \$313,649.74 to apply on the awards, costs and interest in the subject condemnation; as shown on the following schedule:

Awards	\$313,268.00
Costs	279.50
Interest	<u>102.24</u>
	\$313,649.74

The awards in the aforementioned condemnation were accepted by the City Council, under Ordinance #90830, copy of which is enclosed.

Yours very truly,

City Comptroller

fd

feet to a point on the centerline of the said curve, then westerly and northwesterly along the arc of a curve to the right, having a radius of 220 feet, an arc distance of 199.22 feet to a point of tangency; thence north 27° 21' 37" west, a distance of 5.00 feet to a point in the south line of Lot 1, Block 4, said Montlake Park Addition; thence north 27° 21' 37" west, a distance of 25 feet to the point of beginning; ALSO.

That portion of Lot 1, Block 4, Montlake Park Addition as recorded in Volume 18 of King County Plats at page 32, described as follows: Beginning at the southwest corner of said lot; thence northerly along the west line thereof a distance of 31.00 feet; thence south 22° 52' 57" east a distance of 34.01 feet to a point in the south line of said lot; thence north 27° 21' 37" west, a distance of 14.00 feet to the point of beginning; ALSO.

Lots 1 and 2, Blocks 5, Union City Addition as recorded in Volume 1 of King County Plats at page 32, described as follows: Beginning at the south line of North Street at its intersection with the west line of West Montlake Place, as now established; thence westerly along the southerly line of said North Street a distance of 120 feet; thence southwesterly at right angles to said southerly line a distance of 160 feet; thence easterly, parallel with said southerly line, a distance of 9.45 feet; thence southwesterly in a straight line to a point on the northerly line of Roanoke Street, said point being distant 120 feet westerly of the intersection of said northerly line with the westerly line of West Montlake Place; thence easterly along the northerly line of Roanoke Street a distance of 120 feet to the westerly line of West Montlake Place, as now established; thence northeasterly and northerly along said westerly line of West Montlake Place to the point of beginning.

Section 2. That public necessity and convenience demand that Lake Washington Boulevard North be and the same is hereby laid out, extended, widened, and established over and across the following described property, to-wit:

That portion of Lots 7, 8 and 9, Block 6, Union City Addition as recorded in Volume 1 of King County Plats at page 32, described as follows: Beginning at the northwest corner of Lot 7, said block, thence easterly along the north line of said Lots 7, 8 and 9, a distance of 171.55 feet to a point on the north line of said Lot 9; thence south 83° 11' 04" west a distance of 173.85 feet to a point in the west line of said Lot 7; thence northerly along said west line of said Lot 7, a distance of 34.32 feet to the point of beginning.

Section 3. That public necessity and convenience demand that a temporary construction easement be acquired over and across the following described property, to-wit:

That portion of Old Canal Right of Way (Canal Reserve) in Section 21, Township 25 North, Range 4 East, W. 4 M., described as follows: Beginning at a point on the east margin of Montlake Boulevard, distant 155.93 feet south of its intersection with the centerline of Hamlin Street; thence south 88° 34' 37" east a distance of 26 feet to the true point of beginning; thence south 27° 21' 37" east a distance of 3.00 feet to a point of curvature; thence southeasterly and easterly along the arc of a curve to the left having a radius of 220 feet, an arc distance of 199.22 feet to a point of tangency; thence south 79° 14' 37" east a distance of 255.24 feet to a point of curvature; thence easterly along the arc of a curve to the left having a radius of 480 feet, an arc distance of 490 feet, an arc distance of 49.65 feet to a point of tangency; thence south 38° 21' 37" east a distance of 55.85 feet; thence north 22° 03' west a distance of 10.20 feet; thence south 88° 33' 57" east a distance of 55.00 feet to a point of curvature; thence along the arc of a curve to the left having a radius of 1482.80 feet, an arc distance of 25.49 feet to a point opposite Mainline Centerline Station 46+50. Line of limited access to be beneath a bridge to be constructed at approximate center Station 46+39.57 and shall have no effect thereon; ALSO.

Beginning 73.50 feet south 06° 43' 27" west of Mainline Centerline Station 46+40; thence north 88° 33' 57" east a distance of 170.25 feet to a point of curvature; thence southwesterly along the arc of a curve to the left, having a radius of 171.55 feet, an arc distance of 232.31 feet to a point of compound curvature; thence southwesterly along the arc of a curve to the left, having a radius of 2974 feet and an initial radial bearing of north 6° 44' 16" west an arc distance of 110.51 feet to a point of tangency; thence south 81° 48' 06" west a distance of 72.56 feet; AND,

Beginning at a point on the westerly line of 52nd Avenue North, distant 39.63 feet north of the intersection of the westerly line of 52nd Avenue North and the northerly line of Roanoke Street; thence north 30° 06' west, a distance of 107.4 feet to an angle point; thence north 72° 30' west a distance of 55.7 feet to a point on the easterly line of West Montlake Place; thence north 50° 26' 24" west a distance of 6 feet to an angle point and the true point of beginning; thence south 39° 33' 26" west a distance of 134 feet; thence north 88° 33' 49" west a distance of 15 feet to a point of curvature; thence westerly and southwesterly along the arc of a curve to the left having a radius of 125 feet, an arc distance of 90 feet; thence northerly along a straight line a distance of 13 feet more or less to a point on the west margin of West Montlake Place, midway between the intersection of the south line of Roanoke Street with the north-west boundary of West Montlake Place, and the intersection of a line 180 feet northerly from and parallel with the north margin of Louisa Street with the northwesterly margin of West Montlake Place.

Section 6. That the grades of the following named streets, structures and approaches there-to be changed and established at the following elevations above City Datum, to-wit:

Lake Washington Boulevard North from Montlake Boulevard to a point which bears south 06° 43' 27" west from Mainline Centerline Station 46+50, be widened at existing grade;

On the Mainline Centerline from Station 33+00 to 46+50 inclusive: Beginning at said Centerline Station 33+00 at a point on tangent;

Centerline 26.55 feet

at a point north 73° 07' 50" east, distant 185.80 feet from the last named point at a point of vertical curvature;

Centerline 30.27 feet

thence continuing north 73° 07' 50" east, distant 311.61 feet from the last named point to a point of horizontal curvature; thence along the arc of a curve to the right, having a radius of 1600 feet an arc distance of 48.35 feet to a point of vertical tangency;

Centerline 26.27 feet

thence continuing easterly along said curve to the right, having a distance of 22.74 feet to the point of tangency of said horizontal curve; thence south

thence southerly and south-easterly along the arc of a horizontal curve to the left, having a radius of 886 feet, an arc distance of 30.78 feet; thence southerly a distance of 30 feet on a radial from said point to a point of vertical curvature;

Centerline at existing grade

thence southerly and south-easterly along the arc of a horizontal curve to the left, having a radius of 886 feet, an arc distance of 30.78 feet; thence southerly a distance of 30 feet on a radial from said point to a point of vertical curvature;

Centerline West Roadway 57.11 feet

at a point on said horizontal curve, 110.78 feet southeasterly of a point herebefore referred to as point "A"; thence westerly along a radial from said point, a distance of 30 feet to a point of vertical tangency;

Centerline West Roadway 55.59 feet

at a point on said horizontal curve, 151.30 feet southeasterly of a point herebefore referred to as point "A"; thence easterly along a radial from said point, a distance of 26 feet to a point of vertical curvature;

Centerline East Roadway 55.01 feet

at a point on said horizontal curve, 211.30 feet southeasterly of a point herebefore referred to as point "A"; thence easterly along a radial from said point, a distance of 26 feet to a point of vertical tangency;

Centerline East Roadway 54.28 feet

at a point on said horizontal curve, 331.79 feet southeasterly of a point herebefore referred to as point "A"; thence easterly along a radial from said point, a distance of 26 feet to a point of vertical tangency;

Centerline 53.99 feet

at a point on said horizontal curve, 75 feet southeasterly of the last named point at a point of vertical curvature;

Centerline 52.67 feet

at a point on said horizontal curve, 69.34 feet southeasterly of the last named point, hereinafter referred to as point "B"; thence continuing along said horizontal curve to the left a distance of 3.16 feet to a point of vertical curvature;

Centerline 50.50 feet

at a point on said horizontal curve, 100 feet southeasterly of the last named point at a point of vertical tangency;

Centerline at existing elevation, 49.21 feet

on West-Montlake Ramp: Beginning at a point herebefore referred to as point "B"; thence south 39° 33' 26" west a distance of 146.60 feet to a point of vertical curvature;

Centerline 49.11 feet

at a point 50 feet south 39° 33' 26" west of the last named point, at the point of vertical tangency;

Centerline 48.35 feet

thence continuing south 39° 33' 26" west, distant 5.24 feet from the last named point to a point of horizontal curvature; thence southwesterly along the arc of a curve to the right, having a radius of 416.74 feet, an arc distance of 72.08 feet to a point of horizontal compound curvature; thence southwesterly and westerly along the arc of a curve to the right having a radius of 217.01 feet and an initial radial bearing of south 40° 31' 53" east, an arc distance of 103.32 feet to a point of vertical curvature;

Centerline 46.54 feet

at a point on said horizontal curve, distant 49.58 feet westerly from the last named point at a point of horizontal compound curvature; thence northwesterly along the arc of a curve to the right having a radius of 420.71 feet and an initial radial bearing of south 0° 05' 45" east, an arc distance of 121.70 feet to a point of horizontal tangency; thence north 73° 30' 35" west a distance of 28.42 feet to a point of vertical tangency;

Centerline 39.54 feet

thence continuing north 73° 30' 35" west a distance of 184 feet more or less to a point opposite Mainline Centerline Station 33+00;

on Montlake-East Ramp: Beginning on the centerline of Hamlin Street, 40.50 feet westerly of its intersection with the centerline of Montlake Boulevard; thence south 1° 25' 23" west, parallel with the centerline of Montlake Boulevard, a distance of 97.22 feet; thence south 2° 15' 23" west a distance of 159.41 feet to an angle point;

thence continuing along said horizontal curve to the right, having a distance of 17.46 feet to a point of horizontal tangency at a point opposite Mainline Centerline Station 44+84.46, at which station the grades on Montlake-East Ramp conform to the grades of the Mainline Centerline;

on Montlake-West Ramp: Beginning on the centerline of Hamlin Street, 40.50 feet westerly of its intersection with the centerline of Montlake Boulevard; thence south 1° 25' 23" west, parallel with the centerline of Montlake Boulevard, a distance of 57.22 feet; thence south 2° 15' 23" west a distance of 194.44 feet to a point of horizontal curvature;

Centerline in conformity with Montlake - West Roadway;

thence southerly and southwesterly along the arc of a curve to the right, having a radius of 174.60 feet, an arc distance of 27.45 feet to a point of vertical curvature;

Centerline 55.18 feet

thence continuing along said arc of a curve to the right, an arc distance of 182.93 feet to a point of horizontal tangency; thence south 70° 28' 24" west a distance of 17.03 feet to a point of vertical tangency;

Centerline 47.18 feet

thence at a point 146.85 feet south 70° 28' 24" west from the last named point at a point of vertical curvature;

Centerline 36.14 feet

thence at a point 170.00 feet south 70° 28' 24" west from the last named point at a point of vertical tangency;

Centerline 28.05 feet

thence continuing south 70° 28' 24" west 100 feet more or less to a point opposite Mainline Centerline Station 33+00;

Centerline 26.05 feet

on the 24th Avenue North Overpass: Beginning on the centerline of Lake Washington Boulevard North, 99.97 feet south 1° 26' 03" west of Mainline Centerline Station 45+20.57;

Centerline at existing elevation 40.15 feet

thence north 1° 26' 03" east a distance of 49.97 feet to a point of vertical curvature;

Centerline 40.25 feet

at a point 100 feet north 1° 26' 03" east of the last named point, at a point of vertical tangency;

Centerline 39.82 feet

at a point 48.85 feet north 1° 26' 03" east of the last named point, at a point of vertical curvature;

Centerline 39.33 feet

at a point 50.00 feet north 1° 26' 03" east of the last named point, at a point of vertical tangency;

Centerline 38.21 feet

Section 7. That in the grading and regrading of Lake Washington Boulevard North, as set forth in Section 2 hereof, the City shall acquire the right in the case of a cut to remove the lateral support of the property abutting on said street, 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 one foot horizontally for each foot of depth of cut, and in the case of a fill the right shall be acquired to extend and maintain upon the abutting real property slopes of one and one-half (1½) feet horizontally for each foot of elevation of fill for the purpose of providing lateral support for said street, reserving unto the abutting property owners, respectively, the right at any time to replace said cut slopes and to remove said fill slopes

thence southerly and south-easterly along the arc of a horizontal curve to the left, having a radius of 886 feet, an arc distance of 30.78 feet; thence southerly a distance of 30 feet on a radial from said point to a point of vertical curvature;

Centerline at existing grade

thence southerly and south-easterly along the arc of a horizontal curve to the left, having a radius of 886 feet, an arc distance of 30.78 feet; thence southerly a distance of 30 feet on a radial from said point to a point of vertical curvature;

Centerline West Roadway 57.11 feet

at a point on said horizontal curve, 110.78 feet southeasterly of a point herebefore referred to as point "A"; thence westerly along a radial from said point, a distance of 30 feet to a point of vertical tangency;

Centerline West Roadway 55.59 feet

at a point on said horizontal curve, 151.30 feet southeasterly of a point herebefore referred to as point "A"; thence easterly along a radial from said point, a distance of 26 feet to a point of vertical curvature;

Centerline East Roadway 55.01 feet

at a point on said horizontal curve, 211.30 feet southeasterly of a point herebefore referred to as point "A"; thence easterly along a radial from said point, a distance of 26 feet to a point of vertical tangency;

Centerline East Roadway 54.28 feet

at a point on said horizontal curve, 331.79 feet southeasterly of a point herebefore referred to as point "A"; thence easterly along a radial from said point, a distance of 26 feet to a point of vertical tangency;

Centerline 53.99 feet

at a point on said horizontal curve, 75 feet southeasterly of the last named point at a point of vertical curvature;

Centerline 52.67 feet

at a point on said horizontal curve, 69.34 feet southeasterly of the last named point, hereinafter referred to as point "B"; thence continuing along said horizontal curve to the left a distance of 3.16 feet to a point of vertical curvature;

Centerline 50.50 feet

at a point on said horizontal curve, 100 feet southeasterly of the last named point at a point of vertical tangency;

Centerline at existing elevation, 49.21 feet

on West-Montlake Ramp: Beginning at a point herebefore referred to as point "B"; thence south 39° 33' 26" west a distance of 146.60 feet to a point of vertical curvature;

Centerline 49.11 feet

at a point 50 feet south 39° 33' 26" west of the last named point, at the point of vertical tangency;

Centerline 48.35 feet

thence continuing south 39° 33' 26" west, distant 5.24 feet from the last named point to a point of horizontal curvature; thence southwesterly along the arc of a curve to the right, having a radius of 416.74 feet, an arc distance of 72.08 feet to a point of horizontal compound curvature; thence southwesterly and westerly along the arc of a curve to the right having a radius of 217.01 feet and an initial radial bearing of south 40° 31' 53" east, an arc distance of 103.32 feet to a point of vertical curvature;

Centerline 46.54 feet

at a point on said horizontal curve, distant 49.58 feet westerly from the last named point at a point of horizontal compound curvature; thence northwesterly along the arc of a curve to the right having a radius of 420.71 feet and an initial radial bearing of south 0° 05' 45" east, an arc distance of 121.70 feet to a point of horizontal tangency; thence north 73° 30' 35" west a distance of 28.42 feet to a point of vertical tangency;

Centerline 39.54 feet

thence continuing north 73° 30' 35" west a distance of 184 feet more or less to a point opposite Mainline Centerline Station 33+00;

on Montlake-East Ramp: Beginning on the centerline of Hamlin Street, 40.50 feet westerly of its intersection with the centerline of Montlake Boulevard; thence south 1° 25' 23" west, parallel with the centerline of Montlake Boulevard, a distance of 97.22 feet; thence south 2° 15' 23" west a distance of 159.41 feet to an angle point;

thence continuing along said horizontal curve to the right, having a distance of 17.46 feet to a point of horizontal tangency at a point opposite Mainline Centerline Station 44+84.46, at which station the grades on Montlake-East Ramp conform to the grades of the Mainline Centerline;

on Montlake-West Ramp: Beginning on the centerline of Hamlin Street, 40.50 feet westerly of its intersection with the centerline of Montlake Boulevard; thence south 1° 25' 23" west, parallel with the centerline of Montlake Boulevard, a distance of 57.22 feet; thence south 2° 15' 23" west a distance of 194.44 feet to a point of horizontal curvature;

Centerline in conformity with Montlake - West Roadway;

thence southerly and southwesterly along the arc of a curve to the right, having a radius of 174.60 feet, an arc distance of 27.45 feet to a point of vertical curvature;

Centerline 55.18 feet

thence continuing along said arc of a curve to the right, an arc distance of 182.93 feet to a point of horizontal tangency; thence south 70° 28' 24" west a distance of 17.03 feet to a point of vertical tangency;

Centerline 47.18 feet

thence at a point 146.85 feet south 70° 28' 24" west from the last named point at a point of vertical curvature;

Centerline 36.14 feet

thence at a point 170.00 feet south 70° 28' 24" west from the last named point at a point of vertical tangency;

Centerline 28.05 feet

thence continuing south 70° 28' 24" west 100 feet more or less to a point opposite Mainline Centerline Station 33+00;

Centerline 26.05 feet

on the 24th Avenue North Overpass: Beginning on the centerline of Lake Washington Boulevard North, 99.97 feet south 1° 26' 03" west of Mainline Centerline Station 45+20.57;

Centerline at existing elevation 40.15 feet

thence north 1° 26' 03" east a distance of 49.97 feet to a point of vertical curvature;

Centerline 40.25 feet

at a point 100 feet north 1° 26' 03" east of the last named point, at a point of vertical tangency;

Centerline 39.82 feet

at a point 48.85 feet north 1° 26' 03" east of the last named point, at a point of vertical curvature;

Centerline 39.33 feet

at a point 50.00 feet north 1° 26' 03" east of the last named point, at a point of vertical tangency;

Centerline 38.21 feet

Section 7. That in the grading and regrading of Lake Washington Boulevard North, as set forth in Section 2 hereof, the City shall acquire the right in the case of a cut to remove the lateral support of the property abutting on said street, 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 one foot horizontally for each foot of depth of cut, and in the case of a fill the right shall be acquired to extend and maintain upon the abutting real property slopes of one and one-half (1½) feet horizontally for each foot of elevation of fill for the purpose of providing lateral support for said street, reserving unto the abutting property owners, respectively, the right at any time to replace said cut slopes and to remove said fill slopes

thence southerly and south-easterly along the arc of a horizontal curve to the left, having a radius of 886 feet, an arc distance of 30.78 feet; thence southerly a distance of 30 feet on a radial from said point to a point of vertical curvature;

Centerline at existing grade

thence southerly and south-easterly along the arc of a horizontal curve to the left, having a radius of 886 feet, an arc distance of 30.78 feet; thence southerly a distance of 30 feet on a radial from said point to a point of vertical curvature;

Centerline West Roadway 57.11 feet

at a point on said horizontal curve, 110.78 feet southeasterly of a point herebefore referred to as point "A"; thence westerly along a radial from said point, a distance of 30 feet to a point of vertical tangency;

Centerline West Roadway 55.59 feet

at a point on said horizontal curve, 151.30 feet southeasterly of a point herebefore referred to as point "A"; thence easterly along a radial from said point, a distance of 26 feet to a point of vertical curvature;

Centerline East Roadway 55.01 feet

at a point on said horizontal curve, 211.30 feet southeasterly of a point herebefore referred to as point "A"; thence easterly along a radial from said point, a distance of 26 feet to a point of vertical tangency;

Centerline East Roadway 54.28 feet

at a point on said horizontal curve, 331.79 feet southeasterly of a point herebefore referred to as point "A"; thence easterly along a radial from said point, a distance of 26 feet to a point of vertical tangency;

Centerline 53.99 feet

at a point on said horizontal curve, 75 feet southeasterly of the last named point at a point of vertical curvature;

Centerline 52.67 feet

at a point on said horizontal curve, 69.34 feet southeasterly of the last named point, hereinafter referred to as point "B"; thence continuing along said horizontal curve to the left a distance of 3.16 feet to a point of vertical curvature;

Centerline 50.50 feet

at a point on said horizontal curve, 100 feet southeasterly of the last named point at a point of vertical tangency;

Centerline at existing elevation, 49.21 feet

on West-Montlake Ramp: Beginning at a point herebefore referred to as point "B"; thence south 39° 33' 26" west a distance of 146.60 feet to a point of vertical curvature;

Centerline 49.11 feet

at a point 50 feet south 39° 33' 26" west of the last named point, at the point of vertical tangency;

Centerline 48.35 feet

thence continuing south 39° 33' 26" west, distant 5.24 feet from the last named point to a point of horizontal curvature; thence southwesterly along the arc of a curve to the right, having a radius of 416.74 feet, an arc distance of 72.08 feet to a point of horizontal compound curvature; thence southwesterly and westerly along the arc of a curve to the right having a radius of 217.01 feet and an initial radial bearing of south 40° 31' 53" east, an arc distance of 103.32 feet to a point of vertical curvature;

Centerline 46.54 feet

at a point on said horizontal curve, distant 49.58 feet westerly from the last named point at a point of horizontal compound curvature; thence northwesterly along the arc of a curve to the right having a radius of 420.71 feet and an initial radial bearing of south 0° 05' 45" east, an arc distance of 121.70 feet to a point of horizontal tangency; thence north 73° 30' 35" west a distance of 28.42 feet to a point of vertical tangency;

Centerline 39.54 feet

thence continuing north 73° 30' 35" west a distance of 184 feet more or less to a point opposite Mainline Centerline Station 33+00;

on Montlake-East Ramp: Beginning on the centerline of Hamlin Street, 40.50 feet westerly of its intersection with the centerline of Montlake Boulevard; thence south 1° 25' 23" west, parallel with the centerline of Montlake Boulevard, a distance of 97.22 feet; thence south 2° 15' 23" west a distance of 159.41 feet to an angle point;

thence continuing along said horizontal curve to the right, having a distance of 17.46 feet to a point of horizontal tangency at a point opposite Mainline Centerline Station 44+84.46, at which station the grades on Montlake-East Ramp conform to the grades of the Mainline Centerline;

on Montlake-West Ramp: Beginning on the centerline of Hamlin Street, 40.50 feet westerly of its intersection with the centerline of Montlake Boulevard; thence south 1° 25' 23" west, parallel with the centerline of Montlake Boulevard, a distance of 57.22 feet; thence south 2° 15' 23" west a distance of 194.44 feet to a point of horizontal curvature;

Centerline in conformity with Montlake - West Roadway;

thence southerly and southwesterly along the arc of a curve to the right, having a radius of 174.60 feet, an arc distance of 27.45 feet to a point of vertical curvature;

Centerline 55.18 feet

thence continuing along said arc of a curve to the right, an arc distance of 182.93 feet to a point of horizontal tangency; thence south 70° 28' 24" west a distance of 17.03 feet to a point of vertical tangency;

Centerline 47.18 feet

thence at a point 146.85 feet south 70° 28' 24" west from the last named point at a point of vertical curvature;

Centerline 36.14 feet

thence at a point 170.00 feet south 70° 28' 24" west from the last named point at a point of vertical tangency;

Centerline 28.05 feet

thence continuing south 70° 28' 24" west 100 feet more or less to a point opposite Mainline Centerline Station 33+00;

Centerline 26.05 feet

on the 24th Avenue North Overpass: Beginning on the centerline of Lake Washington Boulevard North, 99.97 feet south 1° 26' 03" west of Mainline Centerline Station 45+20.57;

Centerline at existing elevation 40.15 feet

thence north 1° 26' 03" east a distance of 49.97 feet to a point of vertical curvature;

Centerline 40.25 feet

at a point 100 feet north 1° 26' 03" east of the last named point, at a point of vertical tangency;

Centerline 39.82 feet

at a point 48.85 feet north 1° 26' 03" east of the last named point, at a point of vertical curvature;

Centerline 39.33 feet

at a point 50.00 feet north 1° 26' 03" east of the last named point, at a point of vertical tangency;

Centerline 38.21 feet

Section 7. That in the grading and regrading of Lake Washington Boulevard North, as set forth in Section 2 hereof, the City shall acquire the right in the case of a cut to remove the lateral support of the property abutting on said street, 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 one foot horizontally for each foot of depth of cut, and in the case of a fill the right shall be acquired to extend and maintain upon the abutting real property slopes of one and one-half (1½) feet horizontally for each foot of elevation of fill for the purpose of providing lateral support for said street, reserving unto the abutting property owners, respectively, the right at any time to replace said cut slopes and to remove said fill slopes

City and County of Seattle, Washington
City Clerk.
(Seal) By W. A. PERINE,
Deputy Clerk.

Date of official publication in the Daily Journal of Commerce, Seattle, April 15, 1961. (C-576)

Damage Cited

WASHINGTON. — (UPI) — Rep. Edw. J. Durno, Ore., said that floods last November and February caused damage exceeding \$150,000 in the McKenzie River basin of Oregon. He said a preliminary survey made by the Army Engineers at his request showed that damage at his health enterprises, Inc., of Warrenton, Ore., was \$150,000. He said that the damage would have been more extensive if it had not been for water control works already built in the river basin.

Funds to repair most of the damage to the river basin, estimated at \$60,000, are available, Cassidy said. He said that the damage would have been more extensive if it had not been for water control works already built in the river basin.

Don Peters Land Office, 1500 First St., Seattle, said that the damage would have been more extensive if it had not been for water control works already built in the river basin.

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KING

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STATE OF WASHINGTON,
COUNTY OF KING

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

That the annexed is a true copy of _____

ORDINANCE NO 90098

_____, as it was published in the regular issue (and not in supplement form) of said newspaper on the _____ 15th _____ day of April 1961, 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

15th _____ day of April 1961

E. Campbell

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