

Ordinance No. 95917

AN ORDINANCE providing for the acquisition by condemnation of such property rights as may be necessary for an existing Monorail system, including the terminal and escalator access thereto, in 4th Avenue North, Thomas Street, 5th Avenue North, Denny Way, 5th Avenue, Westlake Avenue and Pine Street, including the acquisition of an aerial easement at the corner of 5th Avenue North and Denny Way for said Monorail system and fire protection therefor; and providing for payment therefor.

5/25 - *[Signature]*

FILE NO. 253294

Council Bill No. 85429

INTRODUCED: MAY 24 1965	BY: <i>Finance</i>
REFERRED: MAY 24 1965	TO: <i>Finance Streets & Franchise</i>
REFERRED:	
REPORTED: JUN 1 1965	SECOND READING: JUN 1 1965
THIRD READING: JUN 1 1965	SIGNED: JUN 1 1965
PRESENTED TO MAYOR: JUN 2 1965	APPROVED: JUN 3 1965
RETD. TO CITY CLERK JUN 3 1965	PUBLISHED: JUN 19 1965
VETOED BY MAYOR:	VETO PUBLISHED:
PASSED OVER VETO:	VETO SUSTAINED:
ENGROSSED:	BY:
VOL..... PAGE.....	

11/17

Ordinance No. 93917

AN ORDINANCE providing for the acquisition by condemnation of such property rights as may be necessary for an existing Monorail system, including the terminal and escalator access thereto, in 4th Avenue North, Thomas Street, 5th Avenue North, Denny Way, 5th Avenue, Westlake Avenue and Pine Street, including the acquisition of an aerial easement at the corner of 5th Avenue North and Denny Way for said Monorail system and fire protection therefor; and providing for payment therefor.

5/25 *JMS*
FILE NO 253294

Council Bill No. 85429

INTRODUCED: MAY 24 1965	BY: <i>Finance</i>
REFERRED: MAY 24 1965	TO: <i>Finance</i> <i>Streets & Franchises</i>
REFERRED:	
REPORTED: JUN 1 1965	SECOND READING: JUN 1 1965
THIRD READING: JUN 1 1965	SIGNED: JUN 1 1965
PRESENTED TO MAYOR: JUN 2 1965	APPROVED: JUN 3 1965
RETD. TO CITY CLERK JUN 3 1965	PUBLISHED: JUN 19 1965
VETOED BY MAYOR:	VETO PUBLISHED:
PASSED OVER VETO:	VETO SUSTAINED:
ENGROSSED:	BY:
VOL..... PAGE.....	

M47

- ORD. 96365 AUTH ADD'L EXPENDITURES BY THE LAW, ENG'G AND BLDG DEPTS IN CONNECTION WITH ... AND MAKING A REIMBURSABLE APPROPR FROM THE EMERGENCY FUND.
- ORD. 96526 ACCEPTS CERTAIN CONDEMNATION AWARDS (PARCELS 42 AND 47), AND MAKING A REIMBURSABLE APPROPR FROM THE EMERGENCY FD IN PAYMENT THEREOF.
- ORD. 96590 ACCEPTS AN AWARD (PARCEL 64) AND MAKING A REIMBURSABLE APPROPR FROM THE EMERGENCY FD; FOR PAYMENT THEREFOR.
- ORD. 96607 ACCEPTS A CERTAIN CONDEMNATION AWARD (PARCEL 48) AND MAKING A REIMBURSABLE APPROPR FROM THE EMERGENCY FUND FOR PAYMENT THEREOF.
- ORD. 96704 ACCEPTS A SUPPLEMENTAL CONDEMNATION AWARD (PARCEL 64) AND MAKING A REIMB. APPROPR. FROM THE EMERGENCY FUND FOR PAYMENT THEREOF.
- ORD. 96716 ACCEPTS CERTAIN CONDEMNATION AWARDS AND MAKING A REIMBURSABLE APPROPR FROM THE EMERGENCY FUND FOR PAYMENT THEREOF.
- ORD. 96726 AUTH ADD'L EXPENDITURES BY THE LAW, ENG., AND BLDG DEPTS, TO ACQUIRE SUCH PROP RIGHTS AS MAY BE NECESSARY FOR THE EXISTING MONORAIL SYSTEM AND MAKING A REIMBURS. APPROPR FROM THE EMERGENCY FUND.
- ORD. 96820 ACCEPTS CERTAIN CONDEMNATION AWARDS (PARCELS 55, 69 & 77), AND MAKING A REIMBURSABLE APPROPR FROM THE EMERGENCY FD.
- ORD. 97090 ACCEPTS A CERTAIN CONDEMNATION AWARD (PARCEL 75) AND MAKING A REIMBURSABLE APPROPR FROM THE EMERGENCY F.
- ORD. 97112 PROVIDING FOR PAYMENT OF ATTORNEYS' FEES AND EXPERT WITNESS FEES AS TO PARCEL 64 AWARDED BY ORDER OF THE COURT ENTERED THEREIN AND MAKING A REIMBURS. APPROPR. FROM THE EMERGENCY FD.

PUB
 (BC)
 BLDG.
 ENG.
 B. O.
 A. C.
 S. E.
 C. O.
 LIGHT

ORDINANCE NO. 98917

AN ORDINANCE providing for the acquisition by condemnation of such property rights as may be necessary for an existing Monorail system, including the terminal and escalator access thereto, in 4th Avenue North, Thomas Street, 5th Avenue North, Denny Way, 5th Avenue, Westlake Avenue and Pine Street, including the acquisition of an aerial easement at the corner of 5th Avenue North and Denny Way for said Monorail system and fire protection therefor; and providing for payment therefor.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That the City has acquired by purchase an existing two-rail Monorail system in 4th Avenue North, Thomas Street, 5th Avenue North, Denny Way, 5th Avenue, Westlake Avenue and Pine Street consisting of trains, an elevated terminal located in the vicinity of the intersection of Westlake Avenue and Pine Street being the south terminal, a terminal and terminal buildings at or near Seattle Center being the north terminal, terminal access ramps, Monorail beams between such terminals along which the trains are operated, including the piers supporting said beams.

(a) That the rail beams of said system which utilize spiral curves and which are not necessarily parallel and concentric are described as follows:

WEST EDGE WEST RAIL

Beginning at a point in the center line of Pine Street, distant 180.36 feet westerly of its intersection with the center line of 5th Avenue; thence south $6^{\circ}46'31''$ east a distance of 53.03 feet to the true point of beginning; thence north $6^{\circ}46'31''$ west a distance of 330.46 feet to a point of spiral curvature, herein-after referred to as "Point A"; thence north $8^{\circ}59'16''$ west a distance of 59.92 feet to a point hereinafter referred to as "Point D", from which point the following points are located: "Point B", south $9^{\circ}41'00''$ east a distance of 40.01 feet; "Point C", south $10^{\circ}12'36''$ east a distance 20.02 feet; "Point E", north $13^{\circ}06'12''$ west a distance of 19.97 feet; "Point F", north

14°28'12" west a distance of 39.93 feet; "Point G", north 15°57'12" west a distance 59.72 feet. From "Point G", "Point J" bears north 26°22'50" west a distance of 59.83 feet. From "Point J", "Point H" bears south 28°10'50" east a distance of 39.96 feet, and "Point I" bears south 30°04'50" east a distance of 19.98 feet from "Point J"; "Point M" bears north 36°57'12" west a distance of 59.90 feet from "Point J"; "Point K" bears south 38°37'31" east a distance of 40.05 feet from "Point M"; "Point L" bears south 40°03'31" east a distance of 20.08 feet from "Point M"; "Point N" bears north 42°45'21" west a distance of 19.91 feet from "Point M"; "Point O" bears north 43°46'21" west a distance of 40.00 feet from "Point M"; "Point P" bears north 44°41'21" west a distance of 61.65 feet from "Point M"; "Point S" bears north 47°31'23" west a distance of 58.31 feet from "Point P"; "Point Q" bears south 47°36'23" east a distance of 39.97 feet from "Point S"; "Point R" bears south 47°42'23" east a distance of 20.40 feet from "Point S"; said "Point S" being a point of spiral tangency; thence north 47°42'42" west along said spiral tangent a distance of 1250.44 feet to an intersection with the center line of Blanchard Street; thence north 47°44'08" west a distance of 425.80 feet to an intersection with the center line of Bell Street; thence north 47°41'48" west a distance of 426.16 feet to an intersection with the center line of Battery Street; thence north 47°42'21" west a distance of 306.75 feet to an intersection with the center line of Wall Street; thence north 47°41'06" west a distance of 305.98 feet to an intersection with the center line of Vine Street; thence north 47°40'49" west a distance of 42.99 feet to a point of spiral curvature, hereinafter referred to

as "Point 1" from which "Point 1", "Point 4" bears north $47^{\circ}35'35''$ west a distance of 60.01 feet; from "Point 4", "Point 2" bears south $47^{\circ}35'35''$ east a distance of 40.02 feet; from "Point 4", "Point 3" bears south $47^{\circ}25'35''$ east a distance of 20.00 feet; from "Point 4", "Point 5" bears north $47^{\circ}56'35''$ west a distance of 19.89 feet; from "Point 4", "Point 6" bears north $47^{\circ}48'35''$ west a distance of 39.97 feet; from "Point 4", "Point 7" bears north $47^{\circ}43'05''$ west a distance of 59.88 feet; from "Point 7", "Point 10" bears north $46^{\circ}07'02''$ west a distance of 60.02 feet; from "Point 10", "Point 8" bears south $45^{\circ}44'32''$ east a distance of 39.52 feet; from "Point 10", "Point 9" bears south $45^{\circ}19'32''$ east a distance of 20.00 feet; from "Point 10", "Point 11" bears north $44^{\circ}05'36''$ west a distance of 20.04 feet; from "Point 10", "Point 12" bears north $43^{\circ}21'06''$ west a distance of 40.18 feet; from "Point 10", "Point 13" bears north $42^{\circ}38'36''$ west a distance of 59.89 feet; from "Point 13", "Point 14" bears north $39^{\circ}15'34''$ west a distance of 20.06 feet; from "Point 13", "Point 15" bears north $38^{\circ}19'34''$ west a distance of 39.77 feet; from "Point 15", the intersection of the center line of 5th Avenue North with the northwesterly production of the center line of 5th Avenue bears north $47^{\circ}59'15''$ west a distance of 127.95 feet, from which intersection the following points are located: "Point 16", south $50^{\circ}17'31''$ east a distance of 108.73 feet; "Point 17", south $54^{\circ}00'31''$ east a distance of 89.62 feet; "Point 18", south $60^{\circ}09'31''$ east a distance of 71.50 feet; "Point 19", south $72^{\circ}06'31''$ east a distance of 55.30 feet; "Point 20", north $49^{\circ}18'29''$ east a distance of 39.64 feet; "Point 21", north

43°46'29" east a distance of 41.22 feet; "Point 22", north
23°35'29" east a distance of 52.32 feet; "Point 23", north
11°19'29" east a distance of 68.97 feet; "Point 24", north
4°43'03" east a distance of 86.72 feet; from "Point 24", "Point
28" bears north 14°14'17" west a distance of 80.00 feet; from
"Point 28", "Point 25" bears south 13°16'17" east a distance
of 60.20 feet; from "Point 28", "Point 26" bears south 12°20'17"
east a distance of 40.17 feet; from "Point 28", "Point 27" bears
south 11°25'17" east a distance of 20.01 feet; from "Point 28",
"Point 29" bears north 9°08'07" west a distance of 19.91 feet;
from "Point 28", "Point 30" bears north 8°07'07" west a distance
of 39.96 feet; from "Point 28", "Point 31" bears north 7°09'07"
west a distance of 59.93 feet; from "Point 28", "Point 32" bears
north 6°18'07" west a distance of 79.73 feet; from "Point 31",
"Point 33" bears north 1°33'16" west a distance of 39.70 feet,
which point is a point in a line distant 28.64 feet westerly of,
measured at right angles to, and parallel with the center line of
5th Avenue North; from "Point 33", "Point 37" bears north 0°06'39"
east a distance of 80.8 feet; from "Point 37", "Point 34" bears
south 0°29'09" west a distance of 59.88 feet; from "Point 37",
"Point 35" bears south 0°54'39" west a distance of 39.81 feet;
from "Point 37", "Point 36" bears south 1°07'09" west a distance
of 18.75 feet; from "Point 37", "Point 38" bears north 1°28'45"
east a distance 19.44 feet; from "Point 37", "Point 39" bears
north 1°30'00" east a distance of 40.22 feet; from "Point 37",
"Point 40" bears north 1°32'15" east a distance of 60.27 feet,
which point is a point in a line distant 30.52 feet westerly of,
measured at right angles to, and parallel with the center line of

5th Avenue North, said "Point 40" also being a point of spiral tangency; thence north $1^{\circ}29'51''$ east along said spiral tangent a distance of 190.30 feet to a point of spiral curvature which point is also "Point 41", said point being a point in a line distant 30.50 feet westerly . . . measured at right angles to, and parallel with the center line of 5th Avenue North; from "Point 41", "Point 45" bears north $0^{\circ}38'51''$ east a distance of 80.37 feet, from which "Point 45", the following points are located: "Point 42", south $0^{\circ}24'51''$ west a distance of 60.33 feet; "Point 43", south $0^{\circ}03'09''$ west a distance of 40.39 feet; "Point 44", south $0^{\circ}40'09''$ west a distance of 20.44 feet; "Point 46", north $2^{\circ}40'09''$ west a distance of 18.89 feet; "Point 47", north $4^{\circ}15'09''$ west a distance of 39.54 feet; "Point 48", north $5^{\circ}55'09''$ west a distance of 59.17 feet; "Point 49", north $7^{\circ}50'09''$ west a distance of 78.77 feet; said point being distant 48.5 feet southerly of the center line of Thomas Street and 45.0 feet westerly of the center line of 5th Avenue North;

EAST EDGE EAST RAIL

Beginning at a point in the center line of Pine Street distant 147.54 feet westerly of its intersection with the center line of 5th Avenue; thence south $6^{\circ}46'31''$ east a distance of 66.32 feet to the true point of beginning; thence north $6^{\circ}45'31''$ west, along a line hereinafter referred to as "Line No. 1" a distance of 202.75 feet to "Point 1"; thence north $6^{\circ}43'04''$ west a distance of 20.00 feet to "Point 2"; thence north $7^{\circ}06'59''$ west a distance of 20.15 feet to "Point 3"; thence north $8^{\circ}11'27''$ west a distance of 20.24 feet to "Point 4"; thence north $9^{\circ}15'30''$ west a distance of 22.62 feet to "Point 5"; thence north $10^{\circ}13'06''$ west a distance of 17.15 feet to "Point 6"; thence north $11^{\circ}05'01''$ west a distance of 19.70

5th Avenue North, said "Point 40" also being a point of spiral tangency; thence north $1^{\circ}29'51''$ east along said spiral tangent a distance of 190.30 feet to a point of spiral curvature which point is also "Point 41", said point being a point in a line distant 30.50 feet westerly of, measured at right angles to, and parallel with the center line of 5th Avenue North; from "Point 41", "Point 45" bears north $0^{\circ}38'51''$ east a distance of 80.37 feet, from which "Point 45", the following points are located: "Point 42", south $0^{\circ}24'51''$ west a distance of 60.33 feet; "Point 43", south $0^{\circ}03'09''$ west a distance of 40.39 feet; "Point 44", south $0^{\circ}40'09''$ west a distance of 20.44 feet; "Point 46", north $2^{\circ}40'09''$ west a distance of 18.89 feet; "Point 47", north $4^{\circ}15'09''$ west a distance of 39.54 feet; "Point 48", north $5^{\circ}55'09''$ west a distance of 59.17 feet; "Point 49", north $7^{\circ}50'09''$ west a distance of 78.77 feet; said point being distant 48.5 feet southerly of the center line of Thomas Street and 45.0 feet westerly of the center line of 5th Avenue North;

EAST EDGE EAST RAIL

Beginning at a point in the center line of Pine Street distant 147.54 feet westerly of its intersection with the center line of 5th Avenue; thence south $6^{\circ}46'31''$ east a distance of 66.32 feet to the true point of beginning; thence north $6^{\circ}45'31''$ west, along a line hereinafter referred to as "Line No. 1" a distance of 202.75 feet to "Point 1"; thence north $6^{\circ}43'04''$ west a distance of 20.00 feet to "Point 2"; thence north $7^{\circ}06'59''$ west a distance of 20.15 feet to "Point 3"; thence north $8^{\circ}11'27''$ west a distance of 20.24 feet to "Point 4"; thence north $9^{\circ}15'30''$ west a distance of 22.62 feet to "Point 5"; thence north $10^{\circ}13'06''$ west a distance of 17.15 feet to "Point 6"; thence north $11^{\circ}05'01''$ west a distance of 19.70

feet to "Point 7"; thence north $12^{\circ}05'41''$ west a distance of 20.17 feet to "Point 8"; thence north $13^{\circ}50'43''$ west a distance of 20.74 feet to "Point 9"; from "Point 9", "Point E" north $1^{\circ}58'47''$ west a distance of 112.78 feet; said "Point E" being on the northerly production of the line hereinabove referred to as "Line No. 1" and the southeasterly production of the center line of 5th Avenue; from "Point E" the following points are located: "Point 10", south $0^{\circ}34'26''$ west a distance of 93.42 feet; "Point 11", south $4^{\circ}54'29''$ west a distance of 74.59 feet; "Point 12", south $12^{\circ}55'29''$ west a distance of 56.40 feet; "Point 13", south $27^{\circ}52'29''$ west a distance of 41.11 feet; "Point 14", south $56^{\circ}25'29''$ west a distance of 32.12 feet; "Point 15", north $89^{\circ}25'31''$ west a distance 35.12 feet; "Point 16", north $67^{\circ}37'31''$ west a distance 48.12 feet; "Point 17", north $57^{\circ}16'31''$ west a distance of 64.72 feet; "Point 18", north $52^{\circ}07'31''$ west a distance of 82.13 feet; "Point 19", north $49^{\circ}04'31''$ west a distance of 103.65 feet; "Point 20", north $47^{\circ}36'31''$ west a distance of 123.22 feet; "Point 21", north $47^{\circ}06'31''$ west a distance of 142.90 feet; from "Point 21", "Point 26" bears north $46^{\circ}51'25''$ west a distance of 100.16 feet; said "Point 26" being distant 27.34 feet northwesterly of the center line of Stewart Street as measured along the center line of 5th Avenue and 2.96 feet easterly of and parallel with the center line of 5th Avenue; from "Point 26", "Point 22" bears south $47^{\circ}20'25''$ east a distance of 79.86 feet; from "Point 26", "Point 23" bears south $47^{\circ}35'25''$ east a distance of 58.02 feet; from "Point 26", "Point 24" bears south $47^{\circ}41'25''$ east a distance of 40.01 feet; from "Point 26", "Point 25" bears south $47^{\circ}43'25''$ east a distance of 19.29 feet; said "Point 26" being a point of spiral tangency; thence north $47^{\circ}42'42''$ west along said spiral tangent a distance of 1250.76 feet to a point

in the center line of Blanchard Street; thence north $47^{\circ}44'08''$
 west a distance 425.80 feet to a point in the center line of
 Bell Street; thence north $47^{\circ}41'48''$ west a distance of 426.16
 feet to a point in the center line of Battery Street; thence
 north $47^{\circ}42'21''$ west a distance of 306.75 feet to a point in
 the center line of Wall Street; thence north $47^{\circ}41'06''$ west a
 distance of 305.98 feet to a point in the center line of Vine
 Street; thence north $47^{\circ}40'49''$ west a distance of 43.25 feet to
 a point of spiral curvature, which point is designated as "Point A";
 from "Point A", "Point D" bears north $47^{\circ}39'13''$ west a distance of
 59.96 feet; from "Point D", "Point B", bears south $47^{\circ}37'13''$ east
 a distance of 40.02 feet; from "Point D", "Point C" bears south
 $47^{\circ}36'16''$ east a distance of 20.03 feet; from "Point D", "Point E"
 bears north $47^{\circ}36'16''$ west a distance of 20.02 feet; from "Point D",
 "Point F" bears north $47^{\circ}31'16''$ west a distance of 39.97 feet;
 from "Point D", "Point G" bears north $47^{\circ}26'16''$ west a distance
 of 60.00 feet; from "Point G", "Point I" bears north $45^{\circ}52'14''$
 west a distance of 59.94 feet; from "Point J", "Point H" bears
 south $45^{\circ}31'15''$ east a distance of 39.99 feet; from "Point J",
 "Point L" bears south $44^{\circ}59'15''$ east a distance of 19.89 feet;
 from "Point J", "Point K" bears north $43^{\circ}47'15''$ west a distance
 of 19.94 feet; from "Point J", "Point L" bears north $43^{\circ}06'15''$
 west a distance of 40.00 feet; from "Point J", "Point M" bears
 north $42^{\circ}20'15''$ west a distance of 59.87 feet; from "Point M",
 "Point N" bears north $38^{\circ}55'14''$ west a distance of 20.01 feet;
 from "Point M", "Point O" bears north $37^{\circ}56'14''$ west a distance
 of 39.94 feet; from "Point O" the intersection of the center
 line of 5th Avenue North with the northwesterly production
 of the center line of 5th Avenue bears north $55^{\circ}30'50''$ west
 a distance of 128.86 feet from which intersection the follow-
 ing points are located: "Point P" south $59^{\circ}10'31''$ east a distance

of 110.18 feet; "Point Q" south $64^{\circ}38'31''$ east a distance of 92.56 feet; "Point R" south $76^{\circ}26'29''$ east a distance of 72.02 feet; "Point S" north $43^{\circ}29'29''$ east a distance of 59.10 feet; "Point T" north $28^{\circ}24'29''$ east a distance of 69.82 feet; "Point U" north $18^{\circ}13'59''$ east a distance of 84.50 feet; "Point V" north $11^{\circ}13'50''$ east a distance of 102.30 feet; from "Point V", "Point Y" bears north $14^{\circ}00'18''$ west a distance of 59.09 feet; from "Point Y", "Point W" bears north $12^{\circ}56'18''$ west a distance of 37.39 feet; from "Point Y", "Point X" bears north $12^{\circ}16'18''$ west a distance of 20.10 feet; from "Point Y", "Point Z" bears north $10^{\circ}05'57''$ west a distance of 19.91 feet; from "Point Y", "Point AA" bears north $9^{\circ}06'57''$ west a distance of 39.92 feet; from "Point Y", "Point BB" bears north $8^{\circ}07'57''$ west a distance of 59.67 feet; from "Point Y", "Point CC" bears north $7^{\circ}10'57''$ west a distance of 79.30 feet; from "Point CC", "Point GG" bears north $1^{\circ}19'37''$ west a distance of 81.02 feet; from "Point GG" the following points are located: "Point DD" south $0^{\circ}42'37''$ east a distance of 60.32 feet; "Point EE" south $0^{\circ}08'37''$ east a distance of 39.88 feet; "Point FF" south $0^{\circ}19'24''$ east a distance of 20.67 feet; "Point HH" north $0^{\circ}39'24''$ east a distance of 19.21 feet; "Point II" north $1^{\circ}05'24''$ east a distance of 39.62 feet; "Point JJ" north $1^{\circ}07'24''$ east a distance of 59.60 feet; "Point KK" north $1^{\circ}16'24''$ east a distance of 80.14 feet to a point of spiral tangency; thence north $1^{\circ}29'29''$ east a distance of 195.75 feet to "Point LL"; from "Point LL", the intersection of the center line of 5th Avenue North with the center line of Broad Street bears north $7^{\circ}42'29''$ east a distance of 136.04 feet; from which intersection the following points are located: "Point MM" south

8°44'29" west a distance of 117.04 feet; "Point NN" south
 10°15'49" west a distance of 96.63 feet; "Point OO" south
 12°40'49" west a distance of 76.99 feet; "Point PP" south
 17°14'29" west a distance of 57.66 feet; "Point QQ" south
 27°02'29" west a distance of 39.37 feet; "Point RR" south
 59°47'29" west a distance of 23.85 feet; "Point SS" north
 78°40'31" west a distance of 23.04 feet; "Point TT" north
 48°13'31" west a distance of 36.17 feet; "Point UU" north
 37°06'31" west a distance of 54.35 feet; "Point ZZ" north
 32°52'31" west a distance of 73.95 feet; "Point WW" north
 31°19'31" west a distance of 93.90 feet; said "Point WW"
 being distant 9.5 feet northerly of the center line of Thomas
 Street and 51.0 feet easterly of the center line of 5th Avenue
 North.

(b) That the elevation of the higher of said beams at its intersection
 with the center line of the streets hereinafter named is at the following
 elevations above city datum, to wit:

At Pine Street	134.79 feet
At Olive Way	134.20 feet
At Stewart Street	134.78 feet
At Virginia Street	136.43 feet
At Lenora Street	138.22 feet
At Blanchard Street	139.80 feet
At Bell Street	141.54 feet
At Battery Street	143.30 feet
At Wall Street	144.20 feet
At Vine Street	145.76 feet
At Cedar Street	145.98 feet
At Denny Way	145.91 feet

At 5th Avenue North	144.45 feet
At John Street	140.65 feet
At Broad Street	135.03 feet
At Thomas Street	134.68 feet

and that the beam grades are of a uniform rate of grade between the elevations established herein.

(c) That the south Monorail terminal is located at approximate elevation 135, City datum, in street area over that portion of Westlake Avenue and Pine Street described as follows:

A strip of land, lying within the existing street right of way at Westlake Avenue and Pine Street, 67.00 feet in width, lying between lines and lines extended, said lines being distant 33.50 feet on each side of, measured at right angles to, and parallel with the following described center line, to wit: Beginning at a point in the center line of said Westlake Avenue, said point being distant 79.50 feet northerly of its intersection with the center line of Pine Street; thence southerly, along said center line of Westlake Avenue, a distance of 159.00 feet.

and that said elevated terminal is supported by certain piers in the above described area.

(d) That the escalator ramps which provide access to said south terminal are located in street area upon and above Westlake Avenue beginning at approximate elevation 109 and rising to approximate elevation 135, City datum, upon, over, and across that portion of said Westlake Avenue described as follows:

A strip of land, lying within the existing street right of way at Westlake Avenue, 26.15 feet in width, lying between lines and lines extended, said lines being distant 4.35 feet easterly and 21.80 feet westerly, measured at right angles to, and parallel with the following described line, to wit: Beginning at a point in the center line of said Westlake Avenue, said point being distant 79.50 feet southerly of its intersection with the center line of Pine Street; thence southerly, along said center line of Westlake Avenue, a distance of 70.00 feet; ALSO,

A strip of land, lying within the existing street right of way at Westlake Avenue 17.42 feet in width, lying between lines and lines extended, said lines being distant 5.15 feet westerly and 12.27 feet easterly, measured at right angles to, and parallel with the following described line, to wit: Beginning at a point in the center line of said Westlake Avenue, said point being distant 79.50 feet northerly of its intersection with the center line of Pine Street; thence northerly, along said center line of Westlake Avenue, a distance of 83.30 feet.

(e) That a portion of said Monorail system is located over and across the following described private property:

That portion of Lots 7 and 8, Block 59, D. T. Denny's Park Addition to the City of Seattle as recorded in Volume 2 of King County Plats, page 46, described as follows: Beginning at the southwest corner of said Lot 7; thence northerly along the west line of said Lots 7 and 8, a distance of 70.0 feet; thence southeasterly along a straight line to a point in the south line of said Lot 7, said point being distant 40.0 feet east of the southwest corner of said Lot 7; thence westerly along said south line a distance of 40.0 feet to the point of beginning.

Section 2. That the public convenience and necessity demand the establishment of said Monorail system located in street areas as a permanent street use and purpose for transportation of the public, and further requires acquisition by condemnation of an aerial easement for the portion of the Monorail system presently located over a portion of Lots 7 and 8, Block 59, D. T. Denny's Park Addition, being more particularly described in Section 1 (e) hereof, which easement shall prohibit buildings or other structures or any additions to existing buildings or structures within such area which are in excess of an elevation of 138.34 feet City datum, and the taking or damaging of such other property rights, including rights of light, air, and access, as may be necessary for the establishment of said Monorail system as a permanent public transportation facility; and such property rights as may be required therefor are hereby condemned, and appropriated for said permanent street use and purpose and that just compensation shall be made or paid into court for the owners thereof in the manner provided by law.

Section 3. That the entire cost of the improvement provided for by this ordinance shall be paid from the General Fund.

Section 4. 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 such property rights as may be necessary to carry out the provisions of this ordinance and in such connection a separate action may be commenced for acquisition of an aerial easement as provided in Section 2 over that property described in Section 1 (e) hereof.

(To be used for all Ordinances except Emergency.)

Section 5. 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 1 day of June, 1965,
and signed by me in open session in authentication of its passage this 1 day of
June, 1965. Clarence H. Massart
President of the City Council.

Approved by me this 3 day of June, 1965.
[Signature]
Mayor.

Filed by me this 3 day of June, 1965.

Attest: [Signature]
City Comptroller and City Clerk.

(SEAL)

Published JUN 19 1965

By J. F. Fenton
Deputy Clerk.

June 3, 1968

Re: Condemnation for Monorail
King County Cause # 642 136
City Ordinance 73917
Parcel 62

Mr. Walter Renschler
King County Clerk
Seattle, Washington

Dear Sir:

I am today paying into the registry of the King County Superior Court the sum of \$210.00 as follows:

Evaluation	\$200.00
Costs	<u>10.00</u>
	\$210.00

The aforementioned award was accepted by the City April 17, 1968 by Stipulation.

Very truly yours,

CITY CONTROLLER

May 24, 1968

Re: Condemnation for Honorail
King County Cause #642136
City Ordinance #93917
Parcel #7

Mr. Walter W. Henschler
King County Clerk
Seattle, Washington

Dear Sir:

I am today paying into the registry of the King County Superior Court the sum of \$210.00 in payment of the subject condemnation, as follows:

Evaluation	\$200.00
Costs	<u>10.00</u>
	\$210.00

The aforementioned award was accepted by the City on
May 23 1968, by ~~Ordinance~~ ^{Stipulation}, copy of which is enclosed.

Yours very truly,

CITY COMPTROLLER

March 12 1968

Re: Condemnation for Amtrak
King County Cause #642136
City Ordinance #93917
Parcel #63

Mr. Walter W. Renschler
King County Clerk
Seattle, Washington

Dear Sir:

I am today paying into the registry of the King County Superior Court the sum of \$10,944.47, in payment of the award, costs and interest in the subject condemnation, as follows:

Award	\$ 3,000.00
Addl per State Stat	200.00
Costs	6,600.00
Interest	<u>1,144.47</u>
	\$10,944.47

The aforementioned award was accepted by the City Council on December 14, 1967, by Ordinance #96306, copy of which was furnished you January 16, 1968.

Yours very truly,

CITY CONTROLLER

fd

March 25 1968

Re: Condemnation for Honorail
King County Cause #622136
City Ordinance #99917
Parcels #42 and 47

Mr. Walter W. Renschler
King County Clerk
Seattle, Washington

Dear Sir:

I am today paying into the registry of the King County Superior Court the sum of \$55,017.51, in payment of the awards, costs and interest in the subject condemnation, as follows:

Awards	\$18,000.00
Adclper State Stat	400.00
Costs	32,914.93
Interest	<u>7,502.58</u>
	\$55,017.51

The aforementioned awards were accepted by the City Council on March 21 1968, by Ordinance #99526, copy of which is enclosed.

Yours very truly,

CITY COMPTROLLER

The City of Seattle--Legislative Department

MR. PRESIDENT:

Date Reported
and Adopted

Your Committee on Finance and Streets & Franchise

JUN 1 1965

to which was referred C.B. 85429,

providing for the acquisition by condemnation of such property rights as may be necessary for an existing Monorail system, including the terminal and escalator access thereto, in 4th Avenue North, Thomas Street, 5th Ave. North, Denny Way, 5th Avenue, Westlake Avenue and Pine Street, including the acquisition of an aerial easement at the corner of 5th Avenue North and Denny Way for said Monorail system and fire protection therefor; and providing for payment therefor, recommend that,

THE SAME DO PASS.

Miller

Fin.
Chairman

Miller

S&F
Chairman

Committee

Committee

of the spiral; thence north 46° 31' west a distance of 330.48 feet to a point of spiral curvature, hereinafter referred to as "Point A"; thence north 85° 25' 16" west a distance of 52.22 feet to a point hereinafter referred to as "Point D," from which point the following points are located: "Point B," north 49° 41' 00" east a distance of 40.01 feet; "Point C," south 10° 12' 36" east a distance 20.02 feet; "Point E," north 13° 12' west a distance of 19.97 feet; "Point F," north 14° 28' 12" west a distance of 32.93 feet; "Point G," north 15° 37' 12" west a distance 59.72 feet. From "Point G," "Point J" bears north 26° 22' 50" west a distance of 59.53 feet; from "Point J," "Point H" bears south 28° 10' 50" east a distance of 39.96 feet, and "Point I" bears south 30° 04' 20" east a distance of 19.98 feet; from "Point J," "Point M" bears north 36° 57' 12" west a distance of 59.90 feet from "Point J," "Point K" bears south 37° 31' east a distance of 40.05 feet from "Point M"; "Point L" bears south 40° 03' 31" east a distance of 20.00 feet from "Point M"; "Point X" bears north 42° 45' 21" west a distance of 19.91 feet from "Point M"; "Point N" bears north 42° 45' 21" west a distance of 19.91 feet from "Point M"; "Point P" bears north 44° 41' 21" west a distance of 61.63 feet from "Point M"; "Point S" bears north 47° 31' 23" west a distance of 58.31 feet from "Point P"; "Point Q" bears south 47° 31' 23" east a distance of 39.97 feet from "Point S"; "Point R" bears south 47° 42' 23" east a distance of 20.40 feet from "Point S"; said "Point S" being a point of spiral tangency; thence north 47° 42' 23" west along said spiral tangent a distance of 125.04 feet to an intersection with the center line of Blanchard Street; thence north 47° 44' 08" west a distance of 425.80 feet to an intersection with the center line of Bell Street; thence north 47° 41' 48" west a distance of 426.16 feet to an intersection with the center line of Battery Street; thence north 47° 42' 21" west a distance of 305.75 feet to an intersection with the center line of Wall Street; thence north 47° 41' 06" west a distance of 305.98 feet to an intersection with the center line of Vine Street; thence north 47° 40' 49" west a distance of 42.99 feet to a point of spiral curvature, hereinafter referred to as "Point 1" from which "Point 1" bears north 47° 35' 35" west a distance of 40.02 feet; from "Point 1," "Point 2" bears north 47° 35' 35" east a distance of 40.02 feet; from "Point 2," "Point 3" bears south 47° 25' 35" west a distance of 20.00 feet; from "Point 3," "Point 4" bears north 47° 56' 35" west a distance of 19.98 feet; from "Point 4," "Point 5" bears north 47° 48' 35" west a distance of 39.97 feet; from "Point 5," "Point 6" bears north 47° 43' 05" west a distance of 59.88 feet; from "Point 6," "Point 7" bears north 46° 02' west a distance of 60.02 feet; from "Point 7," "Point 8" bears south 45° 44' 32" east a distance of 35.52 feet; from "Point 8," "Point 9" bears south 45° 15' 32" east a distance of 20.00 feet; from "Point 9," "Point 10" bears north 44° 05' 36" west a distance of 60.04 feet; from "Point 10," "Point 11" bears north 43° 21' 06" west a distance of 40.18 feet; from "Point 11," "Point 12" bears north 42° 38' 36" west a distance of 59.89 feet; from "Point 12," "Point 13" bears north 38° 15' 34" west a distance of 39.77 feet; from "Point 13," the intersection of the center line of 5th Avenue North with the northwesterly production of the center line of 5th Avenue bears north 47° 59' 15" west a distance of 127.95 feet, from which intersection the following points are located: "Point 14," south 56° 17' 31" east a distance of 108.73 feet; "Point 17," south 54° 00' 31" east a distance of 89.02 feet; "Point 18," south 60° 09' 31" east a distance of 71.50 feet; "Point 19," south 72° 06' 31" east a distance of 59.30 feet; "Point 20," north 49° 18' 29" east a distance of 39.64 feet; "Point 21,"

north 15° 15' 20" west a distance of 22.62 feet to "Point 5"; thence north 10° 13' 06" west a distance of 17.15 feet to "Point 6"; thence north 11° 05' 01" west a distance of 14.70 feet to "Point 7"; thence north 12° 05' 41" west a distance of 20.17 feet to "Point 8"; thence north 50° 43' west a distance of 20.74 feet to "Point 9"; from "Point 9," "Point E" north 1° 58' 47" west a distance of 112.13 feet; "Point B" being on the northerly production of the line hereinabove referred to as "Line No. 1" and the southerly production of the center line of 5th Avenue; from "Point E" the following points are located: "Point 10," south 0° 34' 26" west a distance of 94.42 feet; "Point 11," south 4° 51' 29" west a distance of 71.59 feet; "Point 12," south 12° 55' 29" west a distance of 56.40 feet; "Point 13," south 27° 52' 29" west a distance of 41.11 feet; "Point 14," south 50° 25' 29" west a distance of 32.12 feet; "Point 15," north 89° 25' 31" west a distance of 35.12 feet; "Point 16," north 67° 31' west a distance of 48.12 feet; "Point 17," north 57° 16' 31" west a distance of 64.72 feet; "Point 18," north 53° 41' west a distance of 82.13 feet; "Point 19," north 49° 04' 31" west a distance of 103.65 feet; "Point 20," north 43° 30' west a distance of 123.22 feet; "Point 21," north 47° 06' 31" west a distance of 142.80 feet; from "Point 21," "Point C" bears north 46° 51' 25" west a distance of 100.16 feet; said "Point 26" being distant 27.34 feet northwesterly of the center line of 5th Avenue and 2.95 feet easterly of and parallel with the center line of 5th Avenue; "Point 22" bears south 47° 20' 25" east a distance of 79.86 feet from "Point 21"; "Point 23" bears south 47° 35' 25" east a distance of 58.02 feet; from "Point 23," "Point 24" bears south 47° 41' 25" east a distance of 40.01 feet; from "Point 24," "Point 25" bears south 47° 43' 25" east a distance of 19.29 feet; said "Point 26" being a point of spiral tangency; thence north 47° 42' 21" west along said spiral tangent a distance of 125.04 feet to a point in the center line of Blanchard Street; thence north 47° 44' 08" west a distance of 425.80 feet to a point in the center line of Bell Street; thence north 47° 41' 48" west a distance of 426.16 feet to a point in the center line of Battery Street; thence north 47° 42' 21" west a distance of 305.75 feet to a point in the center line of Wall Street; thence north 47° 41' 06" west a distance of 305.98 feet to a point in the center line of Vine Street; thence north 47° 40' 49" west a distance of 42.99 feet to a point of spiral curvature, which point is designated as "Point A"; from "Point A," "Point B" bears north 47° 35' 35" west a distance of 40.02 feet; from "Point B," "Point C" bears south 47° 26' 16" east a distance of 20.02 feet; from "Point C," "Point D" bears north 47° 35' 16" west a distance of 20.02 feet; from "Point D," "Point E" bears north 47° 31' 16" west a distance of 39.97 feet; from "Point E," "Point F" bears north 47° 26' 16" west a distance of 60.00 feet; from "Point F," "Point G" bears north 45° 52' 14" west a distance of 59.94 feet; from "Point G," "Point H" bears south 43° 31' 15" east a distance of 39.93 feet; from "Point H," "Point I" bears south 44° 55' 19" east a distance of 19.99 feet; from "Point I," "Point J" bears north 43° 47' 15" west a distance of 19.24 feet; from "Point J," "Point K" bears north 43° 06' 15" west a distance of 40.00 feet; from "Point K," "Point M" bears north 42° 20' 15" west a distance of 59.37 feet; from "Point M," "Point N" bears north 38° 55' 14" west a distance of 20.01 feet; from "Point N," "Point O" bears north 37° 35' 14" west a distance of 39.94 feet; from "Point O" the intersection of the center line of 5th Avenue North with the northwesterly production of the center line of 5th Avenue bears north 55° 30' 50" west a distance of 128.85 feet, from which intersection the following

At Broad Street ... 135.03 feet
At Thomas Street ... 134.65 feet
and that the beam grades are of a uniform rate of grade between the elevations established hereon.

(c) That the south Monorail terminal is located at approximately elevation 135. City datum, in street area over that portion of Westlake Avenue and Pine Street described as follows:

A strip of land, lying within the existing street right of way at Westlake Avenue and Pine Street, 67.00 feet in width, lying between lines and lines extended, said lines being distant 33.50 feet on each side of, measured at right angles to, and parallel with the following described center line, to-wit: Beginning at a point in the center line of said Westlake Avenue, said point being distant 79.50 feet northerly of its intersection with the center line of Pine Street; thence southerly, along said center line of Westlake Avenue, a distance of 159.00 feet.

and that said elevated terminal is supported by certain piers in the above described area.

(d) That the escalator ramps which provide access to said south terminal are located in street area upon and above Westlake Avenue beginning at approximately elevation 109 and rising to an approximate elevation 135 City datum, upon, over, and across that portion of said Westlake Avenue described as follows:

A strip of land, lying within the existing street right of way at Westlake Avenue, 26.15 feet in width, lying between lines and lines extended, said lines being distant 4.55 feet easterly and 21.50 feet westerly, measured at right angles to, and parallel with the following described line, to-wit: Beginning at a point in the center line of said Westlake Avenue, said point being distant 75.50 feet southerly of its intersection with the center line of Pine Street; thence southerly, along said center line of Westlake Avenue, a distance of 70.00 feet, ALSO

A strip of land, lying within the existing street right of way at Westlake Avenue 17.42 feet in width, lying between lines and lines extended, said lines being distant 5.15 feet westerly and 12.27 feet easterly, measured at right angles to, and parallel with the following described line, to-wit: Beginning at a point in the center line of said Westlake Avenue, said point being distant 79.50 feet southerly of its intersection with the center line of Pine Street; thence southerly, along said center line of Westlake Avenue, a distance of 53.30 feet.

(e) That a portion of said Monorail system is located over and across the following described private property:

That portion of Lots 7 and 8, Block 59, D. T. Denny's Park Addition to the City of Seattle as recorded in Volume 2 of King County Plats, page 46, described as follows: Beginning at the southwest corner of said Lot 7; thence northerly along the west line of said Lot 7 and 8, a distance of 70.0 feet; thence southeasterly along a straight line to a point in the south line of said Lot 7, said point being distant 40.0 feet east of the southwest corner of said Lot 7; thence westerly along said south line, a distance of 40.0 feet to the point of beginning.

Section 2. That the public convenience and necessity demand the establishment of said Monorail system located in street areas as a permanent street use and purpose for transportation of the public, and further requires acquisition by condemnation of an aerial easement for the portion of the Monorail system presently located over Lot 7 and 8, Block 59, D. T. Denny's Park Addition, being more particularly described in Section (c) hereof, which easement shall prohibit buildings or other structures or any addition to existing buildings or structures within such area, which are in excess of an elevation of 135.34 feet City datum,