

Appendix D

Plat Map
Site Survey Map
Ordinance No. 67125
Historic Right-of-Way Map

Plat Map

King County
Dept of Assessments

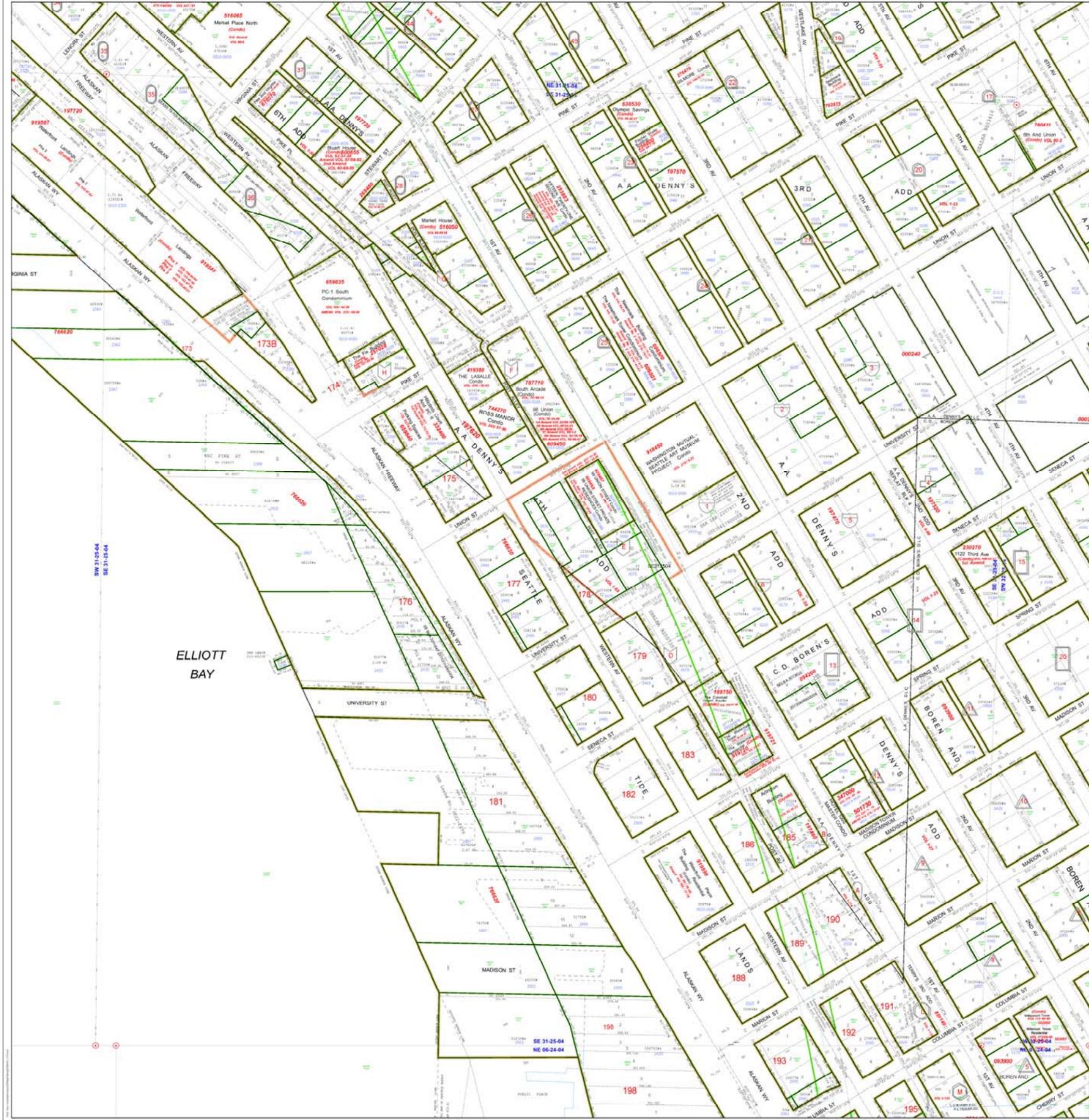
- Control
- RightOfWay
- Plat
- ShortPlat
- OriginalShortPlat
- Parcel
- Lot
- Easement
- Survey
- GovernmentLot
- Hydro
- DonationLandClaim
- Proposed
- Parcel
- Platted Major Number
- City

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no warranty, express or implied, as to the accuracy of the information shown on this map. It is intended for general informational purposes only and should not be used for any other purpose. The information is provided as a service to the public and is not intended to be used for any other purpose. The information is provided as a service to the public and is not intended to be used for any other purpose.



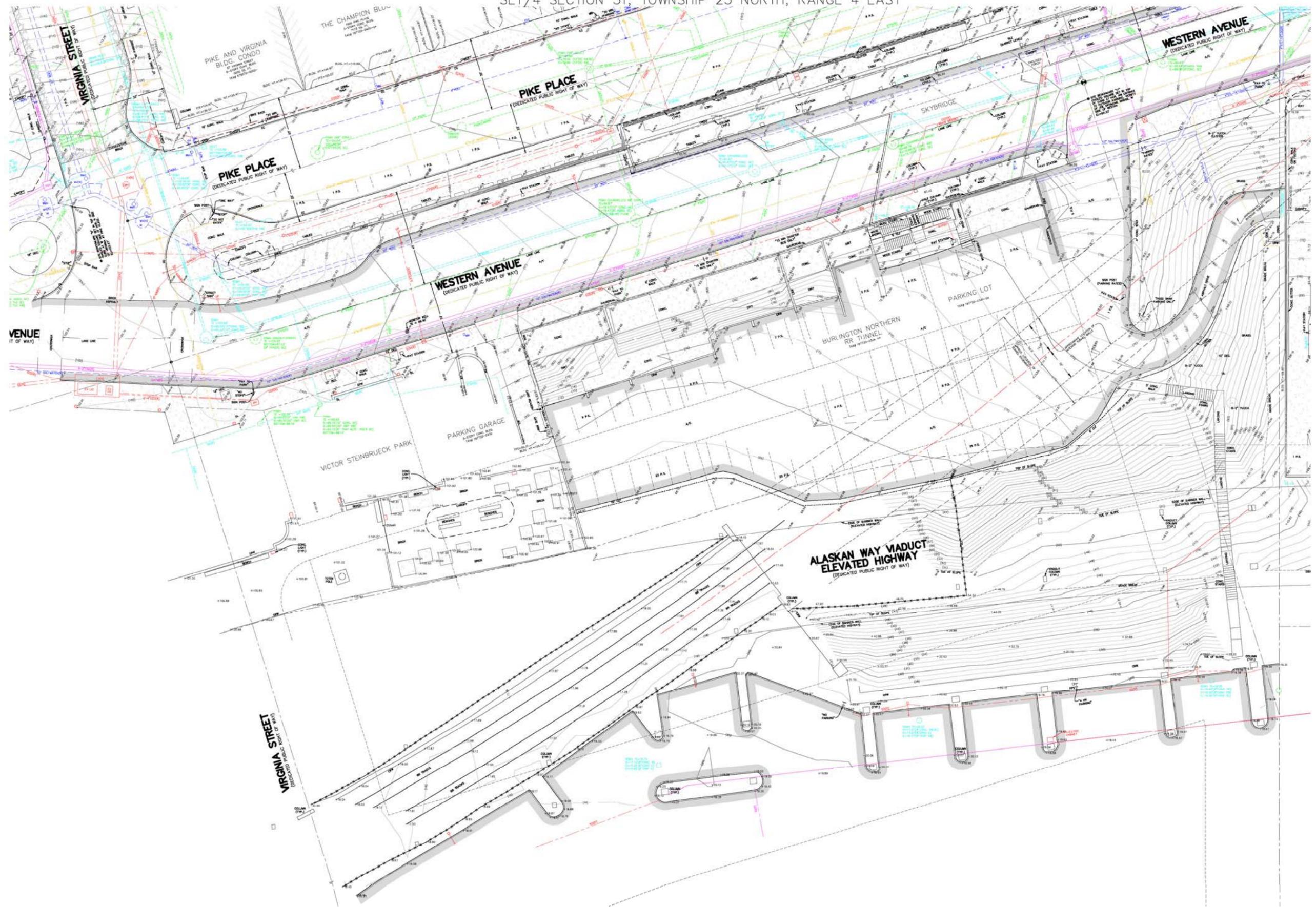
SE 31-25-04

1 inch = 100 feet
Date: 3/4/2014



Pike Place Market Waterfront Entrance - Site Survey

SE 1/4 SECTION 31, TOWNSHIP 25 NORTH, RANGE 4 EAST



Ordinance No. 67125

Relating to the laying off, opening, widening, extending and establishing of ARMORY WAY and certain other streets and avenues, and amending Sections 1 and 2 of Ordinance No. 66339.

Council Bill No. 58102

INTRODUCED: JAN 18 1937	BY: STREETS & SEWERS
REFERRED: JAN 18 1937	TO: STREETS & SEWERS
REMITTED: JAN 25 1937	COMMITTEE OF WHOLE
REPORTED: FEB 1 1937	VETO:
SECOND READING:	PUBLISHED:
THIRD READING: FEB 1 1937	VETO SUSTAINED:
SIGNED: FEB 1 1937	PASSED OVER VETO:
PRESENTED TO MAYOR: FEB 4 1937	APPROVED: FEB 5 1937
FILED: FEB 5 1937	PUBLISHED: FEB 10 1937
ENGROSSED: 363	BY:
VOL. 2 PAGE 365	B. D. R. ✓
COMPARED BY:	AND

Form I. 5M. 7-32 McCann.

64959
0.77088 - Opposes Blakely Way Viaduct

Ordinance No. 107125

Relating to the laying off, opening, widening, extending and establishing of ARDORY WAY and certain other streets and avenues, and amending Sections 1 and 2 of Ordinance No. 06339.

Council Bill No. 58102

INTRODUCED: JAN 18 1937	BY: STREETS & SEWERS
REFERRED: JAN 19 1937	TO: STREETS & SEWERS
REFERRED: JAN 23 1937	COMMITTEE OF
REPORTED: FEB 1 1937	VETO:
SECOND READING:	PUBLISHED:
THIRD READING: FEB 1 1937	VETO SUSTAINED:
SIGNED: FEB 1 1937	PASSED OVER VETO:
PRESENTED TO MAYOR: FEB 4 1937	APPROVED: FEB 5 1937
FILED: FEB 5 1937	PUBLISHED: FEB 10 1937
ENGROSSED: 363	BY: FEB 10 1937
VOL. 2 PAGE 365	B. H. B. ✓
COMPARED BY:	AND

ORDINANCE NO. 67125

AN ORDINANCE relating to the laying off, opening, widening, extending and establishing of ARMORY WAY and certain other streets and avenues, and amending Sections 1 and 2 of Ordinance No. 66339.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That Sections 1 and 2 of Ordinance No. 66339, entitled:

"AN ORDINANCE Providing for the laying off, opening, widening, extending and establishing of a public street and highway to be known as ARMORY WAY, from the intersection of Stewart Street and Pine Street northwesterly to the intersection of Western Avenue and Bell Street; of Elliott Avenue, from its intersection with Pike Street to Pine Street, and of the intersection of Elliott Avenue, as condemned by Ordinance No. 12502, with Armory Way as established herein; providing for the changing and establishing of the curb grades of said way and avenues, of Lenora Street from Western Avenue to Armory Way as established herein, and of Blanchard Street from Elliott Avenue to Western Avenue; providing for the condemnation, appropriation, taking and damaging of land and other property necessary therefor and for making the necessary slopes for cuts and fills upon the property abutting on said way, streets and avenues; and providing for the payment therefor."

approved May 28, 1936, be and the same are hereby amended to read as follows:

"Section 1. That Armory Way, from the intersection of Stewart Street and Pine Street northwesterly to the intersection of Western Avenue and Bell Street, Elliott Avenue from its intersection with Pike Street to Pine Street, and the intersection of Elliott Avenue, as condemned by Ordinance No. 12502, with Armory Way as established herein, be and the same are hereby laid off, opened, widened, extended and established as public streets and highways over and across the following lots, blocks and tracts of land, to-wit:

IN SEATTLE TIDE LANDS

That portion of Block 174 described as follows: Beginning at a point on the southeasterly line of said block,

said point being distant four and ninety-four¹ one-hundredths (4.94) feet southwesterly from the most easterly corner of said block; thence southwesterly along the southeasterly line of said block a distance of fifty-five and seventy-five one-hundredths (55.75) feet; thence northwesterly along the southwesterly line of said block a distance of one hundred eighty-one and four one-hundredths (181.04) feet to the most northerly corner of said block; thence southeasterly along the northeasterly line of said block a distance of one hundred seventy-five and forty one-hundredths (175.40) feet; thence southeasterly along a straight line a distance of fourteen and seventy-five one-hundredths (14.75) feet to the point of beginning.

In the PLAT OF AN ADDITION TO THE TOWN (NOW CITY)
OF SEATTLE, as laid off by A. A. DENNY, recorded
in Volume 1 of Plats, page 69.

That portion of Lots 1, 4, 5, 8, 9 and 12, Block H, lying southwesterly of a line thirty-one and twenty-five one-hundredths (31.25) feet southwesterly from and parallel with the southwesterly margin of the alley as platted in said Block H of said addition.

In the PLAT OF AN ADDITION TO THE CITY OF SEATTLE,
as laid off by A. A. DENNY, recorded in Volume 1
of Plats, page 99.

That portion of Blocks 34, 35 and 36; that portion of Blanchard Street vacated by Ordinance No. 9124, lying between Blocks 33 and 34; that portion of Lenora Street vacated by Ordinance No. 9125, lying between Blocks 34 and 35; and that portion of Virginia Street vacated by Ordinance No. 9126, lying between Blocks 35 and 36 and lying within the following description:

Beginning at the southwest corner of Block 36; thence northeasterly along the southeasterly line of said block a distance of sixty-three and four one-hundredths (63.04) feet; thence northerly and northwesterly along the arc of a curve to the left, having a radius of five hundred sixty-six and five one-hundredths (566.05) feet, a distance of one hundred sixty-eight and seventy-two one-hundredths (168.72) feet to a point of tangency; thence northwesterly along the tangent to said curve at said point, a distance of thirteen and seventy-seven one-hundredths (13.77) feet to a point on the northwesterly line of Lot 8, said block, said point being distant thirty-two (32) feet southwesterly from the northeast corner thereof; thence continuing northwesterly along said tangent a distance of four hundred twenty-six (426) feet to a point of curvature; said point being a point on the northwesterly line of Lot 8, Block 35, and thirty-two (32) feet, measured southwesterly from the northeast corner thereof; thence northwesterly along the

arc of a curve to the right, having a radius of eleven hundred two and seventeen one-hundredths (1102.17) feet, a distance of one hundred sixty-one and eighty-nine one-hundredths (161.89) feet to a point of tangency; thence northwesterly along the tangent to said curve at said point, a distance of eighteen and eighty-nine one-hundredths (18.89) feet to a point on the north line of Lot 1, said Block 35, said point being seventeen and thirty-seven one-hundredths (17.37) feet southwesterly of the northeast corner thereof; thence continuing along said tangent a distance of one hundred eighteen and sixty-five one-hundredths (118.65) feet to a point on the northeasterly line of Lot 12, Block 34; thence northwesterly along the northeasterly line of Lots 12, 9, 8, 5, 4 and 1, to a point on the southwesterly margin of Elliott Avenue, as established by Condemnation Ordinance No. 12502; thence westerly along said southwesterly margin of Elliott Avenue a distance of one hundred fifteen and sixty-nine one-hundredths (115.69) feet to the point of intersection of said southwesterly line of Elliott Avenue with the northwesterly line of that portion of Blanchard Street vacated by Ordinance No. 9124; thence southeasterly along the arc of a curve to the right, having a radius of two hundred one and thirty-nine one-hundredths (201.39) feet, a distance of one hundred seven and eighty-eight one-hundredths (107.88) feet to a point of tangency; thence continuing southeasterly along the tangent to said curve at said point a distance of twenty and forty-five one-hundredths (20.45) feet, to a point on the southeasterly line of Lot 1, said Block 34, said point being eighty-six and two one-hundredths (86.02) feet distant northeasterly from the southwest corner thereof; thence continuing along the said tangent a distance of three hundred sixty-nine and ninety-eight one-hundredths (369.98) feet to a point on the northwesterly line of Lot 1, Block 35, said point being distant thirty-one and eighty-seven one-hundredths (31.87) feet northeasterly from the northwest corner thereof; thence continuing along the aforesaid tangent a distance of eight and fifty-four one-hundredths (8.54) feet to a point of curvature; thence along the arc of a curve to the left, having a radius of eleven hundred seventy-two and seventeen one-hundredths (1172.17) feet, a distance of one hundred seventy-two and seventeen one-hundredths (172.17) feet to a point of tangency, said point being a point on the southeasterly line of Lot 5, Block 35, eighteen (18) feet northeasterly from the southwest corner thereof; thence along the tangent to said curve at said point a distance of four hundred twenty-six (426) feet to a point on the southeasterly line of Lot 5, Block 36, said point being distant eighteen (18) feet northeasterly from the southwest corner thereof; thence continuing along said tangent a distance of thirteen and seventy-seven one-hundredths (13.77) feet to a point of curvature; thence along the arc of a curve to the right, having a radius of four hundred ninety-six and five one-

hundredths (496.05) feet, a distance of one hundred thirty-four and five one-hundredths (134.05) feet to a point on the southwesterly line of Lot 12, Block 36; thence southwesterly along said southwesterly line a distance of thirty-three and eighty-two one-hundredths (33.82) feet to point of beginning.

That portion of Virginia Street vacated by Ordinance No. 9126 and lying between Blocks 35 and 36, described as follows: Beginning at the point of intersection of the southeasterly line of said vacated Virginia Street, with the northeasterly margin of Armory Way, as established herein; thence northwesterly along said northeasterly margin of Armory Way a distance of eighteen (18) feet to true point of beginning; thence northeasterly along a line eighteen (18) feet distant northwesterly from, and parallel to, said southeasterly line of vacated Virginia Street, a distance of fourteen (14) feet, to the point of curvature; thence northeasterly and easterly along the arc of a curve to the right, having a radius of eighteen (18) feet, a distance of twenty-nine and eighty-four one-hundredths (29.84) feet to the northeast corner of Lot 1, Block 36; thence northwesterly along a straight line a distance of sixty-six (66) feet to the southeast corner of Lot 12, Block 35; thence southeasterly and southerly along the arc of a curve to the right, having a radius of eighteen (18) feet, a distance of twenty-nine and eighty-four one-hundredths (29.84) feet to a point on a line eighteen (18) feet southeasterly from and parallel to the northwesterly line of said vacated Virginia Street; thence along said parallel line a distance of fourteen (14) feet to its intersection with the northeasterly margin of Armory Way as established herein; thence southeasterly along said northeasterly line of Armory Way, a distance of thirty (30) feet to point of beginning.

The northwesterly forty-four (44) feet of vacated Lenora Street, lying between Blocks 34 and 35, extending from the easterly margin of Armory Way as established herein, and the westerly line of the alley in Block 34, produced southerly.

That portion of Lot 12, Block 34 lying easterly of the northeasterly margin of Armory Way, as established herein.

That portion of Lots 3, 6 and 7, Block 34, described as follows: Beginning at a point on the southwesterly line of said Lot 7, said point being distant thirty-three and fifty-one one-hundredths (33.51) feet northwesterly from the most southerly corner of said Lot 7; thence northwesterly along the southwesterly line of said lots a distance of one hundred twenty-six and forty-four one-hundredths (126.44) feet to the southwesterly margin of Elliott Avenue as established by deed under Ordinance No. 23570; thence southeasterly along the southwesterly margin of said Elliott Avenue a

distance of sixty-two and three one-hundredths (62.03) feet; thence southeasterly along the arc of a curve to the left, having a radius of three hundred thirty-five (335) feet a distance of seventy-three and eleven one-hundredths (73.11) feet to the point of beginning;

That portion of Lots 2 and 3, Block 34, described as follows: Beginning at a point on the northwesterly line of said Lot 2, said point being distant eleven and twenty-three one-hundredths (11.23) feet southwesterly from the most northerly corner of said Lot 2; thence southwesterly along the northwesterly line of said Lot 2 a distance of seventy and twenty-five one-hundredths (70.25) feet to an intersection with the northeast margin of Elliott Avenue as established by deed under Ordinance No. 23570; thence southeasterly along the northeasterly margin of said Elliott Avenue a distance of seventy-three and sixty-five one-hundredths (73.65) feet; thence northwesterly along the arc of a curve to the left, having a radius of six hundred forty-five (645) feet, a distance of eighty and eighteen one-hundredths (80.18) feet to the point of beginning;

The northeasterly fourteen (14) feet of Lots 2 and 3, Block 33;

That portion of Lots 6, 7, 10 and 11, Block 33 described as follows: Beginning at a point on the southeasterly line of said Lot 11, said point being distant sixty-seven and fifty-one one-hundredths (67.51) feet southwesterly from the most easterly corner of said Lot 11; thence along said southeasterly line a distance of sixty-seven and fifty-one one-hundredths (67.51) feet to the most easterly corner of said Lot 11; thence northwesterly along the northeasterly line of said Lots 6, 7, 10 and 11 a distance of two hundred forty (240) feet to the most northerly corner of said Lot 6; thence southwesterly along the northwesterly line of said Lot 6, a distance of fourteen (14) feet; thence southeasterly along the arc of a curve to the right having a radius of five hundred sixty-five (565) feet, a distance of two hundred forty-seven and eighty-seven one-hundredths (247.87) feet to the point of beginning.

Section 2. That the curb grades of Armory Way, from Stewart Street northwesterly to an intersection with Western Avenue and Bell Street, of Elliott Avenue from its intersection with Pike Street to Pine Street, of the intersection of Elliott Avenue, as condemned by Ordinance No. 12502, with Armory Way as established herein, of Lenora Street from Western Avenue to Armory Way as established herein, and of Blanchard Street from Elliott Avenue to Western Avenue, be and the same are hereby

changed and established at the following elevations above city datum, to-wit:

On ELLIOTT AVENUE and ARMORY WAY

At a point ten and no one-hundredths (10.00) feet north of the center line of Pike Street, at elevations conforming to the existing grade at the intersection of Elliott Avenue and Railroad Avenue:

Northeasterly Curb	7.00 feet
Southwesterly Curb	7.00 feet

At a point opposite the intersection of the northeasterly margin of Armory Way as established herein, with the northwesterly margin of Stewart Street as now established:

Northeasterly Curb	36.50 feet
Southwesterly curb	36.00 feet

At a point thirteen and seventy-seven one-hundredths (13.77) feet southeasterly from the line common to Lots 5 and 8, Block 36 in the Plat of an Addition to the City of Seattle, as laid off by A. A. Denny, recorded in Volume 1 of Plats, page 99:

Northeasterly Curb	44.20 feet
Southwesterly Curb	43.70 feet

At a point twelve and one-half (12 1/2) feet northwesterly from the center line of vacated Virginia Street, at a point of curvature of a vertical curve:

Northeasterly Curb	56.62 feet
Southwesterly Curb	56.12 feet

At a point two hundred (200) feet northwesterly of the last mentioned point, at the point of tangency of a vertical curve:

Northeasterly Curb	62.80 feet
Southwesterly Curb	62.30 feet

Opposite a point on the northeasterly margin of Armory Way as established herein, said last named point being eighteen and eighty-nine one-hundredths (18.89) feet distant southeasterly from the southeasterly line of vacated Lenora Street:

Northeasterly Curb	64.46 feet
Southwesterly Curb	63.96 feet

At a point twenty-four (24) feet northwesterly along the center line of Armory Way as established herein, from the last mentioned point:

Northeasterly Curb	64.70 feet
Southwesterly Curb	64.20 feet

At a point forty (40) feet northwesterly, along the center line of Armory Way as established herein, from the last mentioned point:

Northeasterly Curb	65.75 feet
Southwesterly Curb	65.25 feet

Opposite a point on the produced northeasterly margin of Armory Way as established herein, said point being one hundred thirty-one and twenty-five one-hundredths (131.25) feet northwesterly from the point of intersection of said northeasterly margin, as established herein, with the northwesterly margin of Lenora Street, produced southwesterly:

Northeasterly Curb	72.75 feet
Southwesterly Curb	72.25 feet

Opposite a point twenty (20) feet northwesterly, measured along the southwesterly margin, from the last mentioned point, at a point of curvature of a vertical curve:

Southwesterly Curb	72.10 feet
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Opposite a point one hundred twenty (120) feet northwesterly along the southwesterly margin of Armory Way, as established herein, from the last mentioned point at the point of tangency of a vertical curve:

Southwesterly Curb	74.60 feet
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Opposite a point on the southwesterly margin of Armory Way, as established herein, twenty and forty-five one-hundredths (20.45) feet northeasterly of the southeasterly line of Lot 1, Block 34, in the Plat of an Addition to the City of Seattle, as laid off by A. A. Denny, recorded in Volume 1 of Plats, page 99:

Southwesterly Curb	73.50 feet
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Opposite the point of intersection of the southwesterly margin of Elliott Avenue as established by Condemnation Ordinance No. 12502, with the northwesterly line of vacated Blanchard Street; at existing elevations:

Southwesterly Curb	68.85 feet
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Opposite the intersection of the northeasterly margin of Armory Way as established herein with the southwesterly margin of Elliott Avenue as now established:

Northeasterly Curb 77.00 feet

At a point five and no one-hundredths (5.00) feet north, measured along the northeasterly margin of Armory Way, as established herein, from the intersection of said northeasterly margin with the northeasterly margin of Elliott Avenue as now established:

Northeasterly Curb 76.50 feet

Opposite the intersection of the northeasterly margin of Armory Way as established herein with the southeasterly margin of Blanchard Street:

Northeasterly Curb 78.15 feet

Opposite the intersection of the southwesterly margin of Armory Way as established herein, with the northwesterly margin of Blanchard Street:

Southwesterly Curb 76.00 feet

Opposite a point on the southwesterly margin of Armory Way as established herein, two hundred twenty and no one-hundredths (220.00) feet southeasterly of its intersection with the southeasterly margin of Bell Street:

Southwesterly Curb 77.50 feet

At a point one hundred nineteen and ninety-five one-hundredths (119.95) feet southeasterly from the intersection of the center line of Armory Way as established herein, with the southeasterly margin of Bell Street, at existing elevations:

Southwesterly Curb 76.47 feet

At the southeasterly margin of Bell Street, at existing elevations:

Northeasterly Curb 75.37 feet

Southwesterly Curb 74.67 feet

ON LENORA STREET

On Lenora Street, opposite the center line of the vacated alley in Block 35 of the Plat of an Addition to the City of Seattle, as laid off by A. A. Denny, recorded in Volume 1 of Plats, page 99:

At elevations conforming to existing grades.

ON BLANCHARD STREET

At the northeasterly margin of Elliott Avenue as now established, at existing elevations:

Northwesterly Curb 71.45 feet

Opposite the intersection of the northwesterly margin of Blanchard Street with the southwesterly margin of Armory Way, as established herein:

Northwesterly Curb 75.10 feet

Opposite the intersection of the southeasterly margin of Blanchard Street with the northeasterly margin of Armory Way, as established herein:

Southeasterly Curb 79.00 feet

At the southwesterly margin of Western Avenue, at existing elevations:

Southeasterly Curb 80.68 feet

That the curb gradients shall be of a uniform rate of grade between the elevations established herein, except in those cases where they are specified as lying in vertical curves."

Stark

(To be used for all Ordinances except Emergency.)

Section 2. 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 the City Council the 1 day of FEBRUARY, 1937,
and signed by me in open session in authentication of its passage this 1 day of
FEBRUARY, 1937 Arthur G. Hopkins
President _____ of the City Council.

Approved by me this 5 day of FEBRUARY, 1937.
John F. Lane
Mayor.

Filed by me this 5 day of FEBRUARY, 1937.
Attest: W. V. Canoll
City Comptroller and Ex-Officio City Clerk.
By: W. V. Canoll
Deputy Clerk.

(SEAL)

Published FEB 10 1937

City Comptroller and Ex-Officio City Clerk.
By _____
Deputy Clerk.

DEPARTMENT OF PUBLIC WORKS OF
THE CITY OF SEATTLE

OFFICE OF CITY ENGINEER
N. A. CARLE, CITY ENGINEER

IN RE:

January 20th, 1937

The Honorable City Council
of the City of Seattle
Seattle, Washington

Gentlemen:

I am returning herewith the map illustrating the amendments to the Condemnation Ordinance for Armory Way, which are being considered under Council Bill No. 58102.

The reasons for the proposed amending ordinance are as follows:

1. It eliminates the State Armory from consideration. At the time that the condemnation was ordered under Ordinance No. 66339, plans and estimates had been submitted to the Federal Government for the erection of a new Armory at a site near the Civic Auditorium. The present ordinance grades of Armory Way at this point are below the foundation of the Armory and the structure extends into the new street 28 feet. The City has no power of eminent domain as against the State of Washington and at the present time there is considerable doubt as to when, if ever, a new Armory will be built.

With the consent of the State of Washington to protect the foundation of the present structure on the original line, it is estimated that the cost of such protection would be in the neighborhood of \$50,000.00. Should the State give its consent to the cutting of the building back to the street margin, rearranging it for use as an Armory and rebuilding the westerly wall, it is estimated that the cost of all this would be in the neighborhood of \$150,000.00.

2. It eliminates the heavy retaining walls necessary to sustain Market Place.

Under the present plan the cut slope of the new street will extend up into, and as far easterly as, the easterly side of Market Place. Market Place is a narrow street used as an entrance and exit to the basements of the Market between Market Place and Western Avenue. Trucking into the buildings is from the westerly side of these markets, which are three or four story structures, the top floors of which are connected by bridges to the Pike Place Public Markets.

In addition to the entrance from Western Avenue, Market Place also at present has an exit to the north, passing the westerly side of the Armory.

To construct Armory Way to the present ordinance grades, it will be necessary to erect a heavy retaining wall on the westerly side of Market Place and to do considerable construction to permit a northerly exit from this street. It is estimated that the cost of such construction would run from \$30,000.00 to \$45,000.00.

3. Retaining walls for slopes along the Tunnel Tracks of the Great Northern Railway.

Under the present plan it was contemplated to retain these slopes by concrete retaining walls. This wall would be approximately 350 feet in length and average around 20 feet in height and would cost between \$35,000 and \$40,000.00. In addition to this wall a heavy fill, concrete walks and pavement would be added.

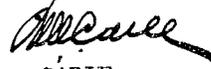
It is planned under the proposed ordinance to construct the westerly portion of Armory Way along the railway track as a viaduct. This will cost more than the retaining wall, but filling and pavement will be co-incident to the structure.

4. Rights of Way.

Armory Way was condemned in 1931 and the Council rejected the awards. The cost of the portion included in the present condemnation was \$222,527.00, not including any damage to the Armory or cost of retaining the slope on Market Place. It is estimated that the cost of the right of way on the amended location for this improvement will be in the neighborhood of \$185,000.00.

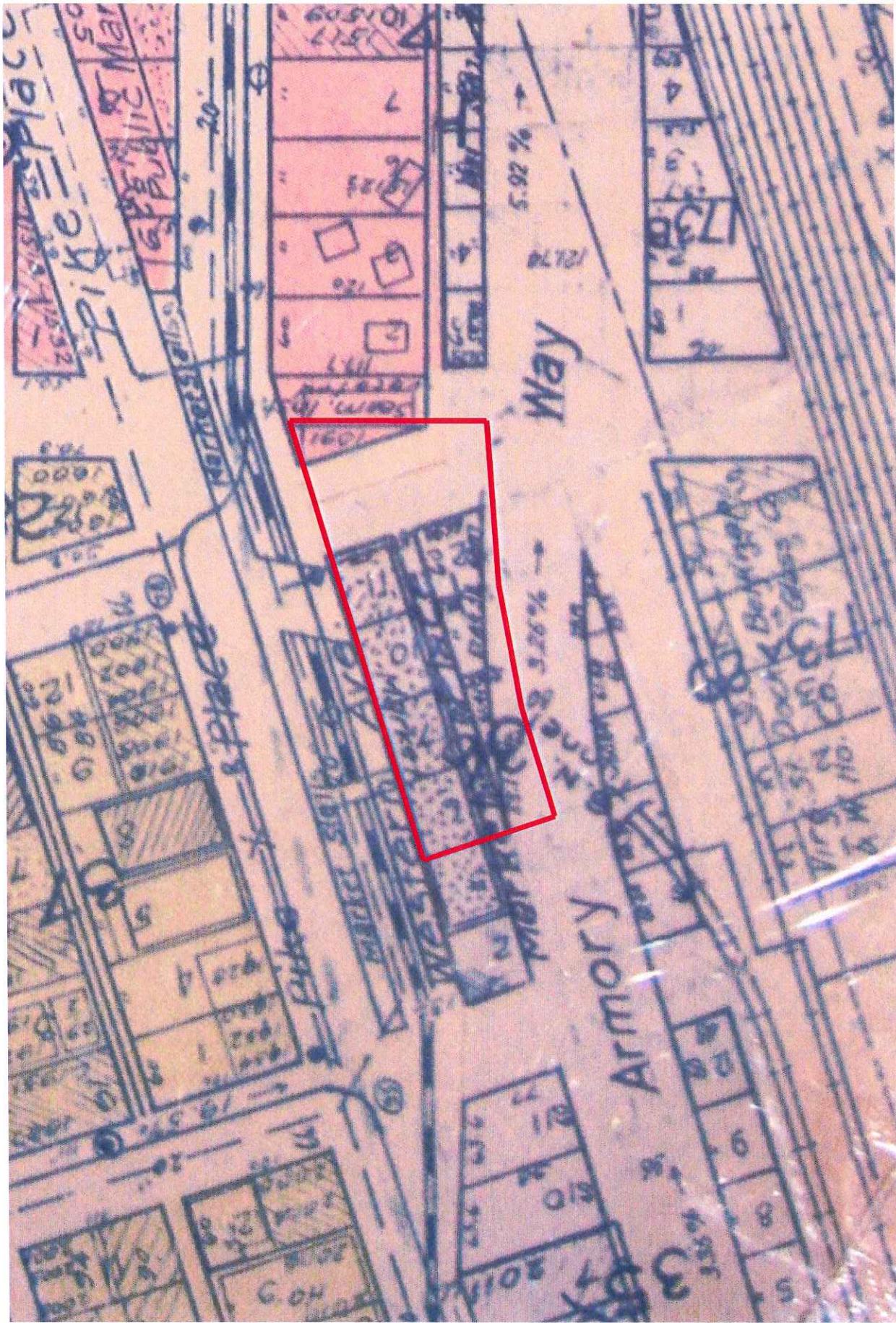
For the reason that the amended location provides a roadway free and clear of obstruction, less costly to acquire and construct and with no increase in the maximum grades, we respectfully recommend the passage of Council Bill No. 531C2.

Very respectfully,



N. A. CARIE
City Engineer

Handwritten initials: J. W. E.



1920 - Sanborn Fire Insurance Map