

Seattle City Clerk's Office

Comptrolier File

237321

# City of Seattle

OFFICE OF THE COMPTROLLER

Seattle 4, Washington



C. G. ERLANDSON  
CITY COMPTROLLER

JOHN B. KELLUM  
CHIEF DEPUTY COMPTROLLER

March 28, 1961

Mr. Gilbert H. Mandeville, Chairman  
City Planning Commission  
City of Seattle

Dear Sir:

The City Council at its meeting on Monday, March 27, 1961, adopted the RECOMMENDATION of its Finance and Parks & Public Grounds Committees on the following matter:

File No. 242099, Recommendation of Planning Commission that City modify the Greenbelt Plan to exclude certain property near W. Othello and 7th S. W. and sell said property. COMMITTEES RECOMMEND that said recommendation be adopted and that the Greenbelt Plan contained in C.F. 237321 adopted by the City Council on June 1, 1959 be modified by the deletion of the within described property and that the Planning Commission and the City Treasurer be so notified.

Very truly yours,

JOHN B. KELLUM  
Acting Comptroller and City Clerk

By: Assistant City Clerk

WP/da

cc: City Treasurer

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City of Seattle  
OFFICE OF THE COMPTROLLER  
Seattle 4, Washington



C. G. ERLANDSON  
CITY COMPTROLLER

JOHN B. KELLUM  
CHIEF DEPUTY COMPTROLLER

June 1, 1959

Mr. Francis E. Huggard, Chairman  
City Planning Commission  
City of Seattle

Dear Sir:

The City Council at its meeting on June 1, 1959, adopted the RECOMMENDATION of its Finance and Parks and Public Grounds Committee on the following matter:

File No. 237321, Report of Planning Commission on over-all greenbelt proposal, etc. COMMITTEES RECOMMEND that the same be adopted and the Planning Commission be so notified.

Very truly yours,

C. G. ERLANDSON  
Comptroller and City Clerk

By: Assistant City Clerk

WP/da

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CITY OF SEATTLE  
Office of the Comptroller  
Seattle 4, Washington

March 28, 1961

Mr. Gilbert H. Mandeville, Chairman  
City Planning Commission  
City of Seattle

Dear Sir:

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Very truly yours,

JOHN B. KELLUM  
Acting Comptroller and City Clerk

By: Assistant City Clerk

WP/da

cc: City Treasurer

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May 13, 1959

City Council  
City of Seattle  
Seattle, Washington

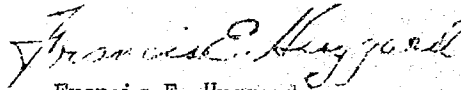
Honorable Members:

One important element of the Comprehensive Plan adopted by the City Council in 1957 is a system of greenbelts in several sections of Seattle. These greenbelts were explained briefly in "Planning for Recreation", the joint City Planning Commission - Park Department report issued in 1954. For the past several years, the Planning Commission has been reviewing potential sales of tax title property lying in these proposed greenbelt areas, and as a result of Planning Commission recommendations, the City Council has authorized purchase of a number of small tracts.

During conferences with the Planning Commission staff last year, the Council asked the Commission to submit an estimate of the total cost of acquisition for all remaining tax title land in the several proposed greenbelts. The Planning Commission and City Treasurer's Office have worked together on this matter, and their studies now are complete. The attached Planning Commission report briefly explains the over-all greenbelt proposal, and a complementary report from the City Treasurer, which is being submitted simultaneously, outlines the cost of acquiring tax title land and suggests a means for financing such acquisition.

If you have any further questions regarding greenbelts, we shall be pleased to meet with you at your convenience.

Sincerely yours,



Francis E. Huggard  
Chairman

JDB:mm

attach: 2

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## A Report on

### GREENBELTS

#### INTRODUCTION

Probably no single element of the Comprehensive Plan has involved so many misconceptions and created so much confusion as the proposals for "greenbelts". The term has been misused by many and maligned by some. Actually, the greenbelt concept is straight forward and logical. Greenbelts can be of great value to the Seattle of tomorrow, and they can be accomplished over a period of years at relatively small cost to the City.

This report explains the greenbelt concept in general and presents in greater detail specific greenbelt proposals.

#### DEFINITION OF A GREENBELT

✓ A greenbelt is an element of the City's recreation plan and as such, a part of its Comprehensive Plan. It was defined in "Planning for Recreation" (November 19, 1954) as follows:

"An area in public ownership or control left primarily in its natural state for one or more of the following reasons:

- (1) to provide a permanent buffer between industry and residence;
- (2) to prevent development of areas unsuitable for building;
- (3) to maintain belts of natural landscape and wildlife conditions within the urbanized area for recreation and general enjoyment and avoid continuous development; and
- (4) to provide rights-of-way or sites for various public facilities" ✓

#### PRINCIPLES AND STANDARDS APPLICABLE TO GREENBELTS

The following principles should be observed as the City acquires and develops areas for greenbelt purposes:

1. Greenbelts desirably should be located in all parts of the urban area, situated, when possible, between community districts or between residential and industrial areas.
2. Areas that are unsuitable for private development because of earthslide hazard, flood hazard, drainage problems or impracticability of service by public utilities or facilities should be included in greenbelt areas.
3. Greenbelts should be sufficiently large to permit maintenance of natural conditions with minimum expense, and to adequately act as a buffer area.
4. Most of the greenbelt area should be left in its natural state or planted with native materials to restore natural conditions.

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5. Suitable portions of greenbelt areas may be developed for parkway routes, trunk utility routes or drainage channels, general park use, hiking trails, etc.
6. Any industrial or commercial firm adjacent to an officially designated greenbelt should be automatically exempt from the special distance requirements of the zoning ordinance regardless of the zoning of the greenbelt.

#### GREENBELTS PROPOSED ON COMPREHENSIVE PLAN

At present no area in Seattle has been officially designated as a greenbelt. Interlaken Boulevard and its associated parks approach a greenbelt more closely than any other area presently owned by the City since they consist of land unsuitable for private development, are maintained in a natural condition, afford a break in the continuity of urban development, and provide the right-of-way for a parkway.

A number of areas which might properly be described as greenbelts are recommended for public ownership on the Comprehensive Plan. In most cases, these areas include a large acreage of land already in public ownership or tax delinquent. Seven of these potential greenbelts will be described briefly on the following pages of this report, and they are outlined on the maps at the end of it.

#### WEST DUWAMISH GREENBELT

The largest of the seven proposed greenbelts embraces the hillside along the western edge of the Duwamish Industrial Valley, and extends from Spokane Street on the north to South 108th Street on the south, a linear distance of about six miles. In this report, this greenbelt is referred to as "West Duwamish Greenbelt."

This greenbelt meets or could meet all of the six principles stated earlier. It has two primary functions: (1) to create a permanent buffer between the valley industrial area and the hilltop residential areas of West Seattle, and (2) to prevent further building on a steep hillside which embraces much slide area and presents serious problems in regard to proper access and provision of utilities. If this greenbelt area is not acquired by the City population pressure ultimately may force unwise residential building which would be doomed to blight from the beginning by proximity to heavy industry, danger of damage or destruction from the unstable hillside, extreme difficulty of access and high cost of providing adequate utilities. Also, a greenbelt would prevent unwise excavations by industries or commercial firms. Such excavations at the foot of this hill could cause a slide hazard all the way to the residential areas at the top.

This greenbelt should be left largely in a natural state since most of it is wooded at the present time. As proposed in "Planning for Recreation", a major park can be created from a portion of the West Duwamish Greenbelt lying between Highland Park Way and 12th Avenue Southwest. This area includes considerable flat land and affords a splendid view of the Duwamish Valley and the Cascade Mountains. It could be developed with picnic areas, view points and other park features. Certain other areas might be desirable for viewpoint

treatment, but for the most part existing native growth would provide a satisfactory greenbelt and would cost little in terms of development and maintenance. The greenbelt, with few streets bisecting its six-mile length, would provide an excellent location for hiking and cycle paths.

West Duwamish Greenbelt is larger than the combined areas of the six other greenbelts, with a total acreage of 541.14. Of this, 61.55 acres is tax title land, 121.32 acres is publicly-owned property and 40.40 acres is platted street area. Thus, 223.27 acres, or 41% of the total area of the greenbelt, is currently under public control. Most of the privately-owned land is vacant, and there is virtually no substantial or recent construction in the greenbelt.

#### EAST DUWAMISH GREENBELT

The second largest of the greenbelts lies along the eastern edge of the Duwamish industrial valley. Together with the right-of-way of the Central Freeway, it includes much of the western slope of Beacon Hill and the hillsides along Dunlap Canyon, extending nearly seven miles from Dearborn Street to the Beeing Access Road. Like the West Duwamish Greenbelt, it serves a dual purpose in that it supplements the freeway as a permanent buffer between residence and industry and also prevents building of structures on a steep hillside, much of which is a hazardous slide area and all of which presents problems for streets and utilities. That no building should be allowed in the area covered by the East Duwamish Greenbelt may be seen by examining the housing presently in the area; the units are almost without exception blighted with many showing the effects of building on an unstable hillside.

Natural growth should be preserved in the greenbelt, with no need for formal park development other than possible creation of viewpoints. Portions of the East Duwamish Greenbelt should provide excellent locations for hiking trails and cycle paths.

East Duwamish Greenbelt has a total of 247.93 acres within its boundaries. Of this, 19.62 acres is tax title, 24.51 acres is publicly-owned and 51.28 acres is in platted streets, for a total of 95.41 acres of land under public control. This is 39% of the total greenbelt area.

#### DUWAMISH HEAD GREENBELT

The third largest greenbelt covers steep hillsides on both the east and west sides of the north end of West Seattle. This greenbelt commences near Spokane Street and include portions of the hillside north to Duwamish Head and thence south to Schmitz Park. This Duwamish Head Greenbelt is not continuous, but actually consists of a number of separate but closely related segments. Fairmount and Hamilton (Duwamish Head) Parks and Belvedere Place Viewpoint are included in the greenbelt acreage figures, but Schmitz Park is excluded.

In the vicinity of Spokane Street, and to a certain extent north to Duwamish Head, this greenbelt provides a needed buffer between residential and industrial areas. Its primary function, however, is to prevent building on active slide areas and along hillsides or ravines where problems of access and utilities would forever be a burden to both the city and property owners. The northwest portion of the greenbelt includes one of Seattle's most active and dangerous earthslide areas and public ownership is mandatory. The eastern portion of the greenbelt includes a varied topography of rugged ravines and

steep wooded hillsides, unsuited to building but potentially excellent greenbelt and park property. Hiking trails and cycle paths in this area would link quiet wooded areas having the atmosphere of a region far removed from any city with points affording dramatic vistas of harbor and city center. Two of the city's finest viewpoints - Belvedere Place and Hamilton Park - are included in the greenbelt, and other automobile viewpoints could be developed.

Duwamish Head Greenbelt embraces 134.01 acres, with 59.99 acres, or 45% in tax-title, publicly-owned or platted street land.

#### HIGHPOINT GREENBELT

The last of the four major greenbelts in terms of area lies along a steep hillside west of Longfellow Creek in West Seattle. It extends from West Seattle Golf Course south to about Othello Street. The golf course itself can be considered a portion of the general greenbelt area, but it is excluded from the acreage figures.

This greenbelt does not separate residence from industry, but does lie between the South West Seattle and Delridge community districts as outlined on the 1956 Comprehensive Plan for Seattle. The greenbelt also includes steep hillsides which pose difficult building, access and utility problems.

At one time, a parkway was proposed along the west side of Longfellow Creek, and this greenbelt would have provided its right-of-way. The City purchased twenty acres of surplus land lying just east of the Highpoint Housing Project from the Federal Government as a portion of the parkway right-of-way. Joint Planning Commission - Engineering Department studies in 1956 showed the parkway to be infeasible, but the desirability of a greenbelt remains. The hiking trails which could be developed in the naturally-wilded areas would be a valuable adjunct to Camp Long and an addition to the recreation facilities of West Seattle. A portion of the greenbelt immediately south of Brandon Street is under consideration as a junior high school site. This area tentatively is included in the greenbelt acreage figures. If a school site is not acquired by the School Board in this location, it might be eliminated from the greenbelt because a portion of the land already is built upon and much of the remainder is suitable for residential construction. (See map).

Highpoint Greenbelt has the highest percentage of land under public control, with tax-title, publicly-owned and platted street land accounting for 45.06 acres, or 54% of the total of 83.85 acres.

#### NORTHEAST QUEEN ANNE GREENBELT

The three remaining greenbelts are smaller than the first four reviewed, but each serves an important function. Northeast Queen Anne Greenbelt covers much of the steep hillside west of Aurora Avenue, between Lee Street and Dexter Avenue. Some of this hillside is far too steep for safe building, and landslides have occurred in the past at times partially blocking Aurora Avenue. The upper portion of the greenbelt between Galer and Blaine Streets probably could be built upon, but should be acquired as a park with a picnic area and view of Lake Union. The Queen Anne community district is critically short of park and recreation area and this is the only appropriate vacant tract remaining.

This greenbelt also would assure limitation of access to Aurora Avenue from the west for nearly a one-mile stretch, thus making Aurora Avenue more

nearly the true expressway called for on the Comprehensive Plan

The Northeast Queen Anne Greenbelt covers an area of 26.96 acres, of which 6.62 acres, or 24% of the total, is publicly-controlled (tax-title, publicly owned or platted street land).

#### SOUTHWEST QUEEN ANNE GREENBELT

The most troublesome slide area in recent Seattle history is included in the Southwest Queen Anne Greenbelt. Earth movements on the hillside above 11th Avenue and Garfield Street have caused slow destruction to several homes on 12th Avenue West, two hundred feet higher up the hill. The existing damage plus the danger to other existing and possible future construction in this area is the primary motivation for designating the hillside between Newton Street and Prospect Street as a greenbelt. The greenbelt serves a secondary purpose of acting as a buffer between the hilltop residential area and the industrial area below. A portion of it also may be utilized as right-of-way for the Northwest Expressway described in the joint Planning Commission-Engineering Department report of September 18, 1958.

The total acreage of this greenbelt is 23.18, with 10.53 acres, or 45% of the total area, in tax-title land or platted streets.

#### MAGNOLIA GREENBELT

The seventh and smallest greenbelt currently proposed on the Comprehensive Plan of Seattle lies on a steep hillside between the southeast corner of the Magnolia Community District and that portion of the Interbay industrial valley currently occupied by the Naval Station at Pier 91. This greenbelt extends from Garfield Street north to Plymouth Street. The steep hillside extends north for several more blocks, but since this extension occupies an extremely narrow band of land, all federally-owned, it is not considered a part of the greenbelt.

This greenbelt serves the dual purpose of providing a buffer between industry and residence and of preventing building on land much too steep to be suitable for any type of construction. Of its total area of 6.52 acres, 2.53 acres, or 38% of the total, is tax-title, publicly-owned or platted street land.

#### ACCOMPLISHMENT OF THE PLAN FOR GREENBELTS

Altogether, 1067.08 acres of land are included in the seven greenbelts depicted on the 1956 Comprehensive Plan of Seattle and shown in more detail in maps on file in the office of the City Planning Commission. Of this total, 109.39 acres (10.3%) is tax-title land; 188.5 acres (17.7%) is publicly-owned; and 145.61 acres (13.7%) is in platted streets. Thus a total of 443.51 acres, or 41.7% of the total greenbelt area, is publicly-controlled, and 623.57 acres, or 58.3% of the total, is in private ownership.

Ultimate acquisition of the greenbelt areas by public agencies will mark a big step forward in creation of a Seattle of which all may be proud. The City's major industrial areas will be separated from residential areas by broad bands of natural growth. This will insure stability of residential property values and protect against the spread of blight, and will also permit full utilization of industrial land without the normal setbacks required of industry when adjacent to residential areas. Private property will be protected from

physical damage and the city from lawsuits by the removal of dangerous slide areas from private ownership. Many streets with potentially excessive grades and extremely expensive utility lines will not require development. Two expressway rights-of-way will be partially provided. Large areas of green, requiring virtually no development or maintenance costs, will be preserved in the heart of our city. Locations of fine hiking trails, cycle paths and viewpoints will be made available.

In spite of all these benefits, pressing financial problems preclude early complete acquisition of the greenbelts. Fortunately, a considerable amount of the area in them is already publicly-owned or is in platted street area. Building conditions in the privately-owned land are generally so poor that construction on it will be very slow, permitting acquisition to be deferred for some time.

The critical land at this time is the more-than-one hundred acres of tax-title property. This land currently is being withheld from sale wherever possible, but this is a temporary solution. The City should acquire all tax-title land in the immediate future. This land, with a total area of 109.39 acres, could be acquired for about \$80,000 according to figures furnished by the City Property Agent. Thus, the tax-title land would cost the City about \$730 per acre. Several thousand dollars of the total actually will be returned to the City as its normal share of property tax money collected by the County in the transaction.

#### POSSIBLE FUTURE GREENBELTS

It is possible that the greenbelt concept will have application in other areas of the city and region as the Comprehensive Plan is developed in more detail. Ideally, all manufacturing and industrial areas should be separated from adjacent residential areas by greenbelts. Thus, future study may reveal the desirability of narrow greenbelt areas around industrial areas such as Ballard and the north end of Rainier Valley, or in connection with future outlying industrial parks.

Looking ahead 50 or 100 years or more, one can see a much broader application of the greenbelt concept. As Seattle grows larger and larger in area, it will merge with Tacoma and Everett and grow toward the Cascade Mountains to the east and on the islands to the west. In order to avoid an unbroken urban expanse over scores of miles, the creation of broad greenbelts throughout the potential future urban area should be studied. Such greenbelts might consist of major parks or reservations, watersheds, extremely broad parkway rights-of-way, or even farmland or suburban residential areas where lot sizes are perpetually maintained at a minimum of several acres. The City of Ottawa, Ontario, soon will have such a greenbelt surrounding it, comprising 70,000 acres of publicly-owned land. Of this total, 33,000 acres is already in public ownership, and 37,000 additional acres currently are being acquired at a cost of twenty million dollars.

Certainly the time to commence the planning and establishment of such a system of greenbelts in the Seattle area is now. The appropriate agency to lead the way for such a study is the Puget Sound Regional Planning Council. The City should do all within its power to promote and support such an undertaking.

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A. Report on Greenbelts

RECOMMENDATIONS

The City Planning Commission respectfully recommends that:

1. The City Council designate the recommended areas as "greenbelts" and adopt these mapped areas by resolution as a part of the Comprehensive Plan.
2. The City progressively acquire all land within the greenbelts, beginning in the near future with purchase of tax-title land.
3. The Zoning Ordinance be amended to provide that, where an official greenbelt lies between a commercial, manufacturing or industrial zone and a residential zone, the provisions requiring some uses to be located a specified distance from the residential zone should not apply.
4. Planning commence as soon as possible for a system of greenbelts throughout the potential metropolitan area of Seattle.

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JDB:imm  
5/13/59

(GENERAL)

[100-74 2615]

FILE NO. 237321

SEE RES 19252  
C.F. 238098

*Ord 88399*  
*79860* Report *Part I*  
OF *Part II - stand up*  
C. B. NO. 237320 Planning Commission *F.I.E.*  
on

over-all greenbelt proposal, etc.

*5/19/59 - 1. wh. up 5/26/59*

*5/26/59 - adopt - notify P.C.*

**REPORT OF COMMITTEE**

MAY 18 1959

FILED

**C. G. ERLANDSON**  
COMPTROLLER AND CITY CLERK

BY *W. A. Perine* DEPUTY

**ACTION OF THE COUNCIL**

REFERRED

MAY 18 1959

REFERRED

REFERRED

REPORTED

JUN 1 1959

RE-REFERRED

REPORTED

TO *Finance*

*Parks & Public Grounds*  
~~*Public Safety*~~

TO

TO

DISPOSITION

**ADOPTED**

TO

DISPOSITION

Mr. President:

You:

Finance and Parks & Public Grounds

Committee

to which was referred the within

report

would respectfully report that we have considered the same and respectfully recommend that

the same be adopted and the Planning Commission  
be so notified.

*Perine*

Fin.  
CHAIRMAN

*M. E. Erlandson*

P&P  
CHAIRMAN

C.F. 237321

Part II

C.F.# 237321

PART II

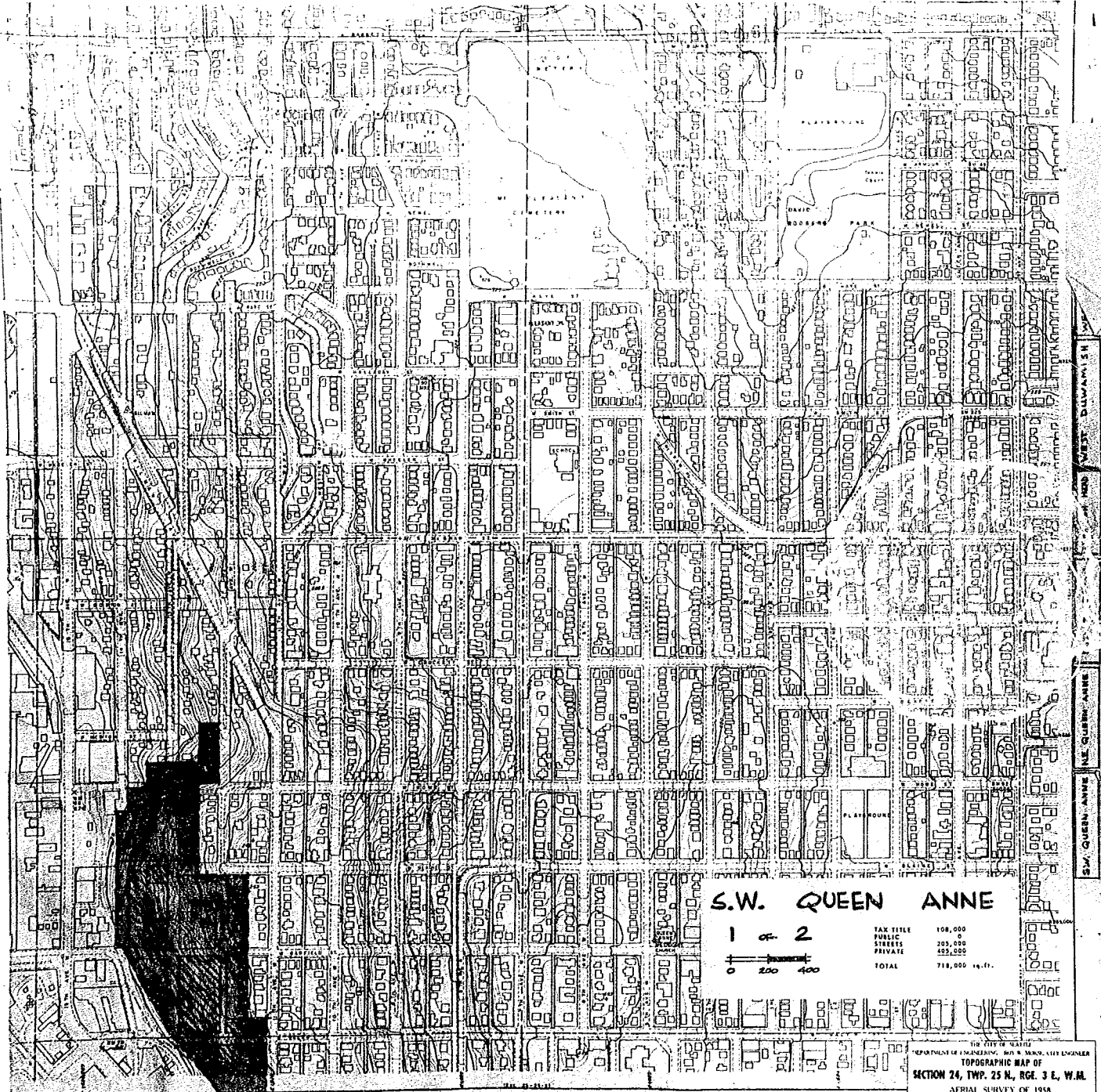
MAPS OF GREENBELTS

June 1959



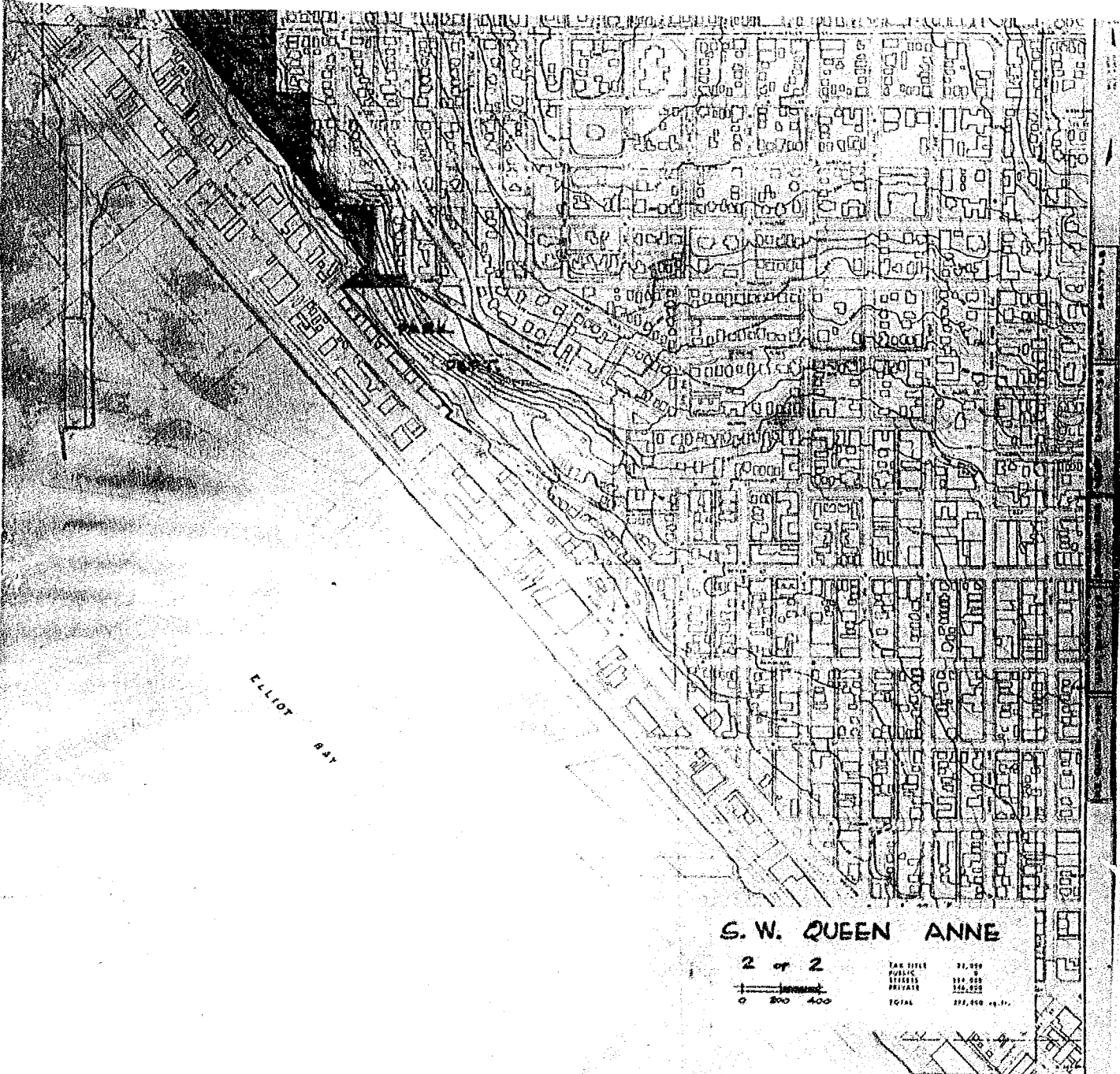
S.W. QUEEN ANNE

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THE CITY OF SEATTLE  
 DEPARTMENT OF ENGINEERING, SURVEYING AND MAPPING, CITY ENGINEER  
 TOPOGRAPHIC MAP OF  
 SECTION 24, TWP. 25 N., RGE. 3 E., W.M.  
 AERIAL SURVEY OF 1958  
 SEC. 24 A.T. - 25 - 3

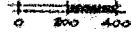
City of Seattle  
 Central Business District  
 City of Seattle - 1958  
 Copyright 1958 by City of Seattle  
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**S. W. QUEEN ANNE**

2 of 2



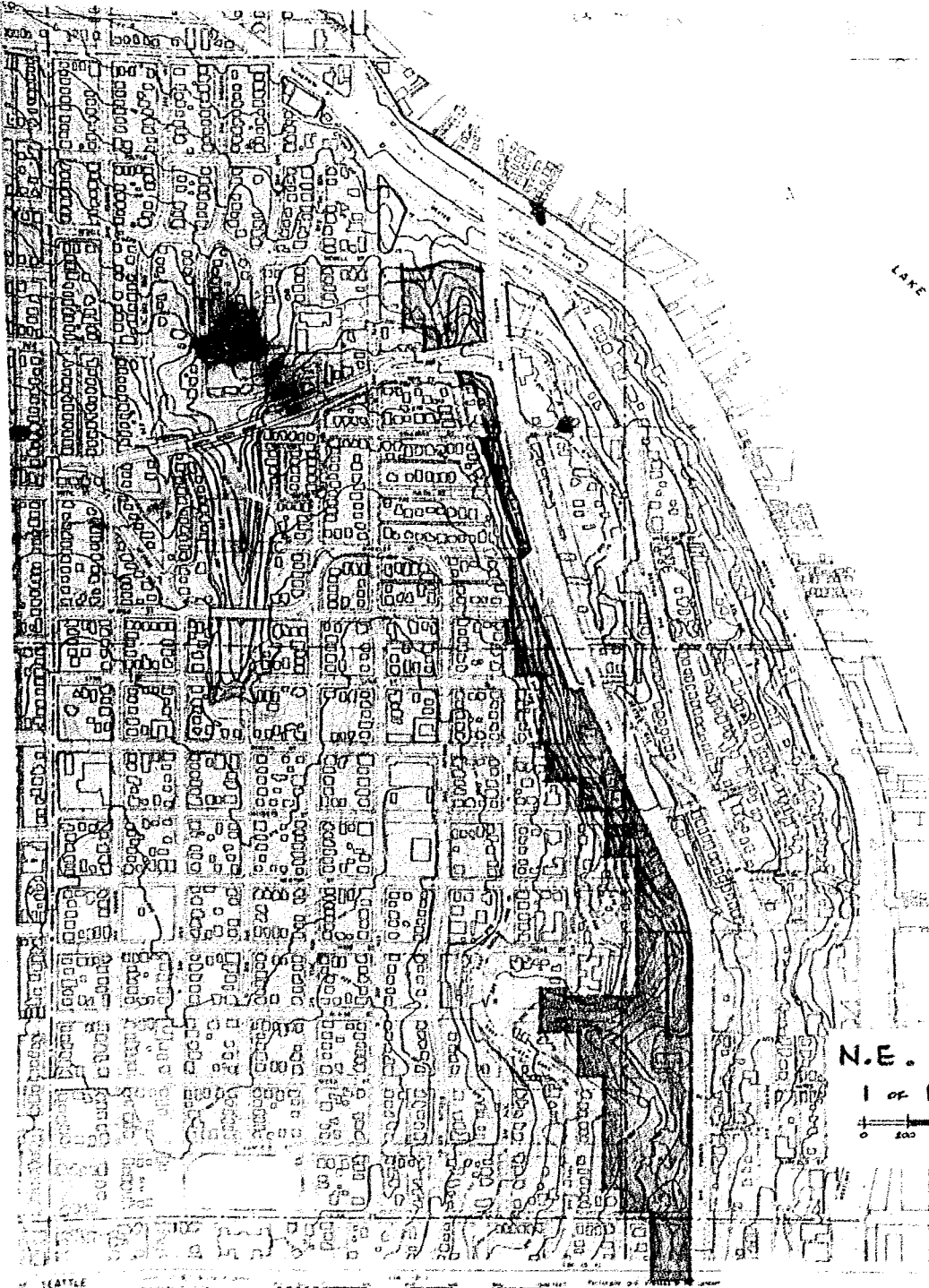
TAX TITLE	20,000
PUBLIC	100,000
PRIVATE	160,000
TOTAL	280,000 (9.3%)

THE CITY OF SEATTLE  
 DEPARTMENT OF ENGINEERING, MAP & RECORDS ENGINEER  
 TOPOGRAPHIC MAP OF  
**SECTION 25, TRP. 25 N., RGE. 2 E., W. 4E.**  
 AERIAL SURVEY OF 1918  
**SC. 25 AT. - 25 - 2**  
 This map may not be correct as a base  
 for any proposed work.

CITY OF SEATTLE  
 ENGINEER  
 1918

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LAKE UNION

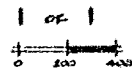
NE QUEEN ANNE

WEST SANTIAGO

EAST SUNDAY

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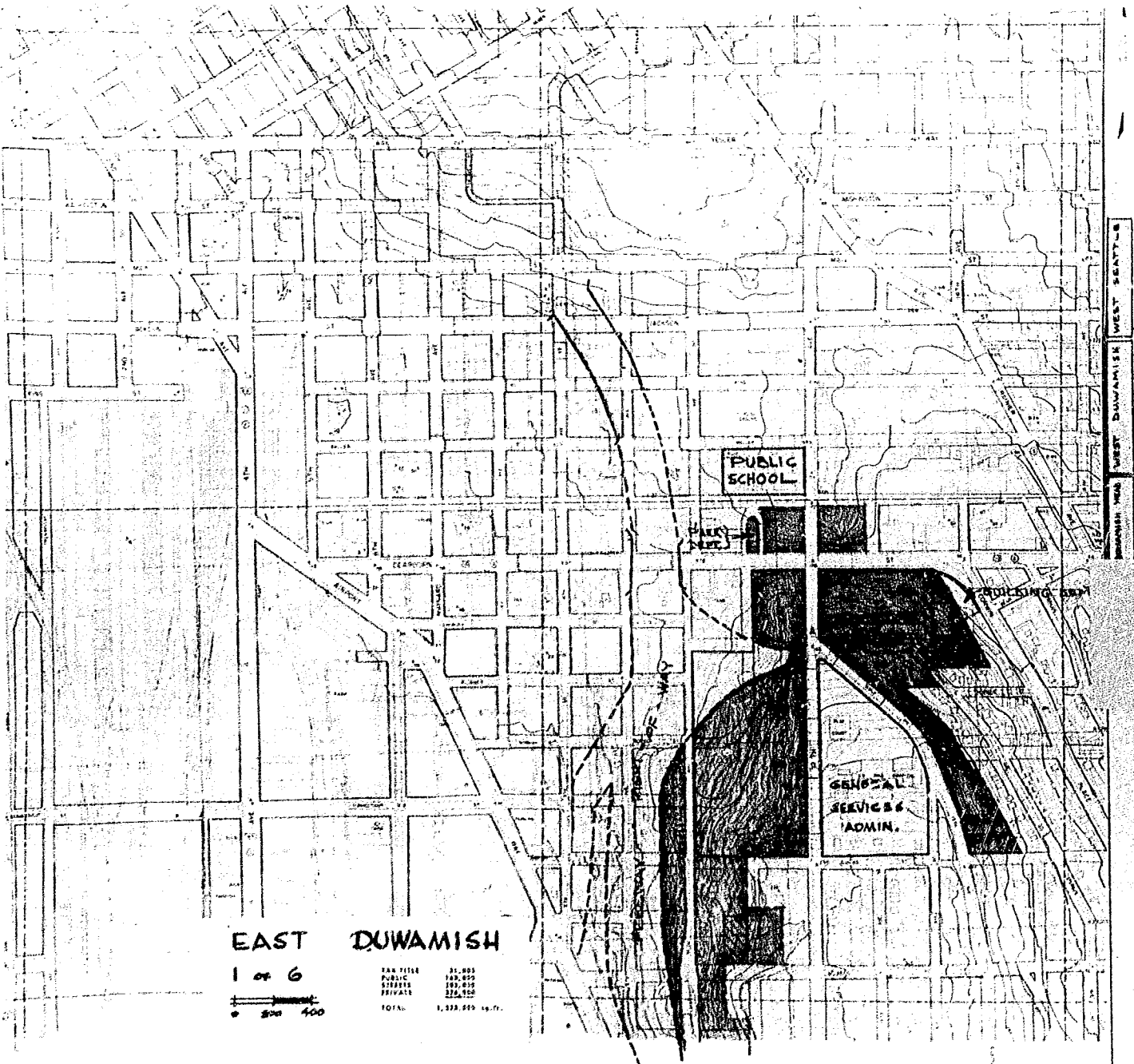
N.E. QUEEN ANNE



TAX TITLE	76,000
PUBLIC	43,000
STREETS	150,000
PRIVATE	828,332
T. TAX	1,174,000 00/100

THE CITY OF SEATTLE  
 DEPARTMENT OF PUBLIC WORKS  
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 SERIAL NUMBER 14 1954  
 S.C. 19 A.T. - 25 - 4

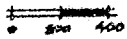
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E. DUWAMISH

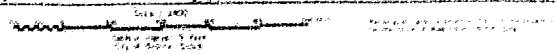
**EAST DUWAMISH**

1 of 6

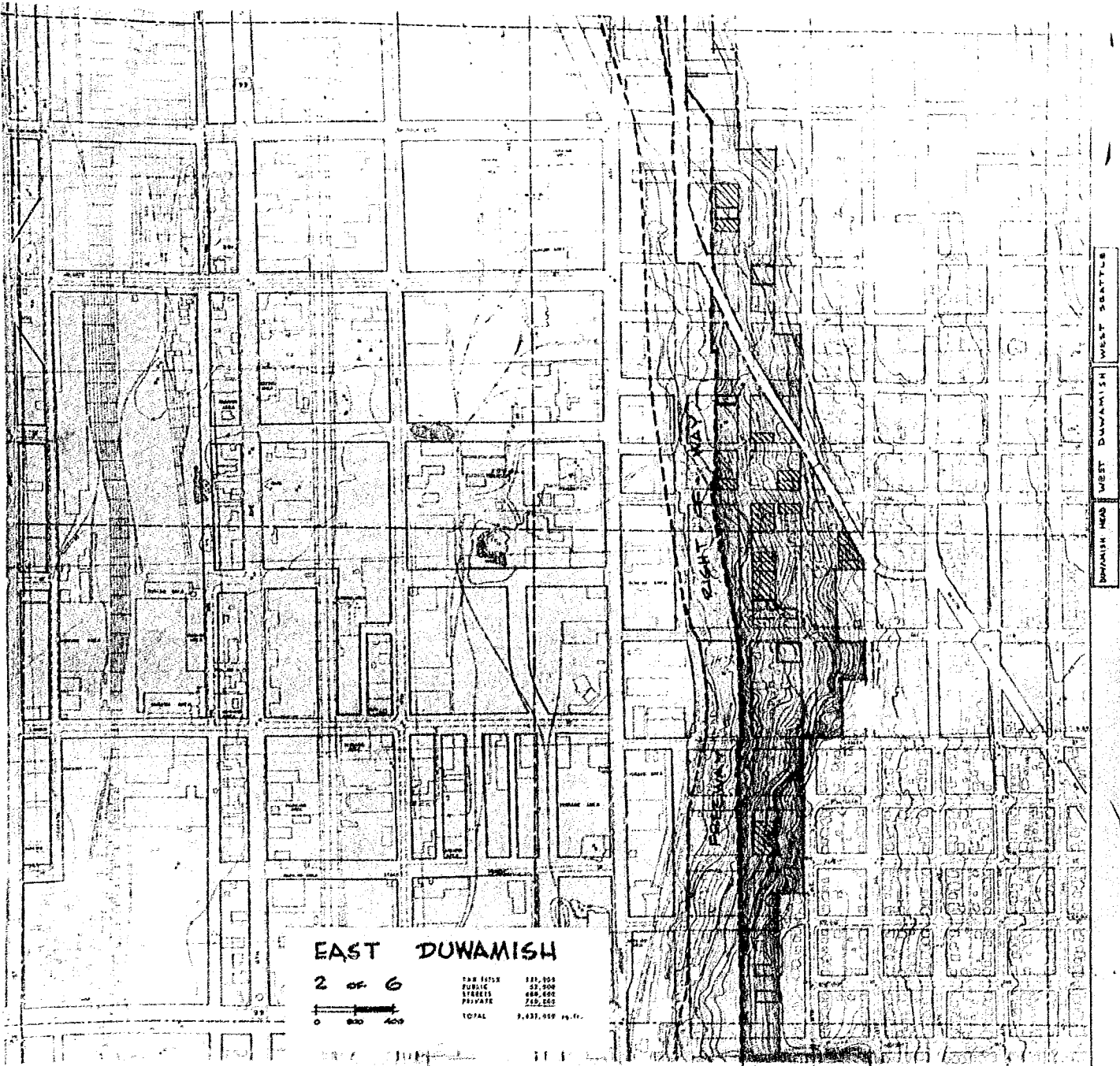


TAX TITLE	31,800
PUBLIC	149,800
INDUST.	300,000
RESID.	228,400
<b>TOTAL</b>	<b>1,310,000 1947.</b>

THE CITY OF WADE  
 ENGINEERED BY ENGINEERS, 311 S. 10th - SEATTLE  
 TOPOGRAPHIC MAP OF  
 SECTION 5 A.T., TWP. 24 N., RGE. 4 E., W. 2 E.  
 AERIAL SURVEY OF 1938  
 SUBS. AT-24-4  
 Drawn and Published by  
 BUREAU OF ENGINEERING

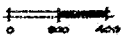


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**EAST DUWAMISH**

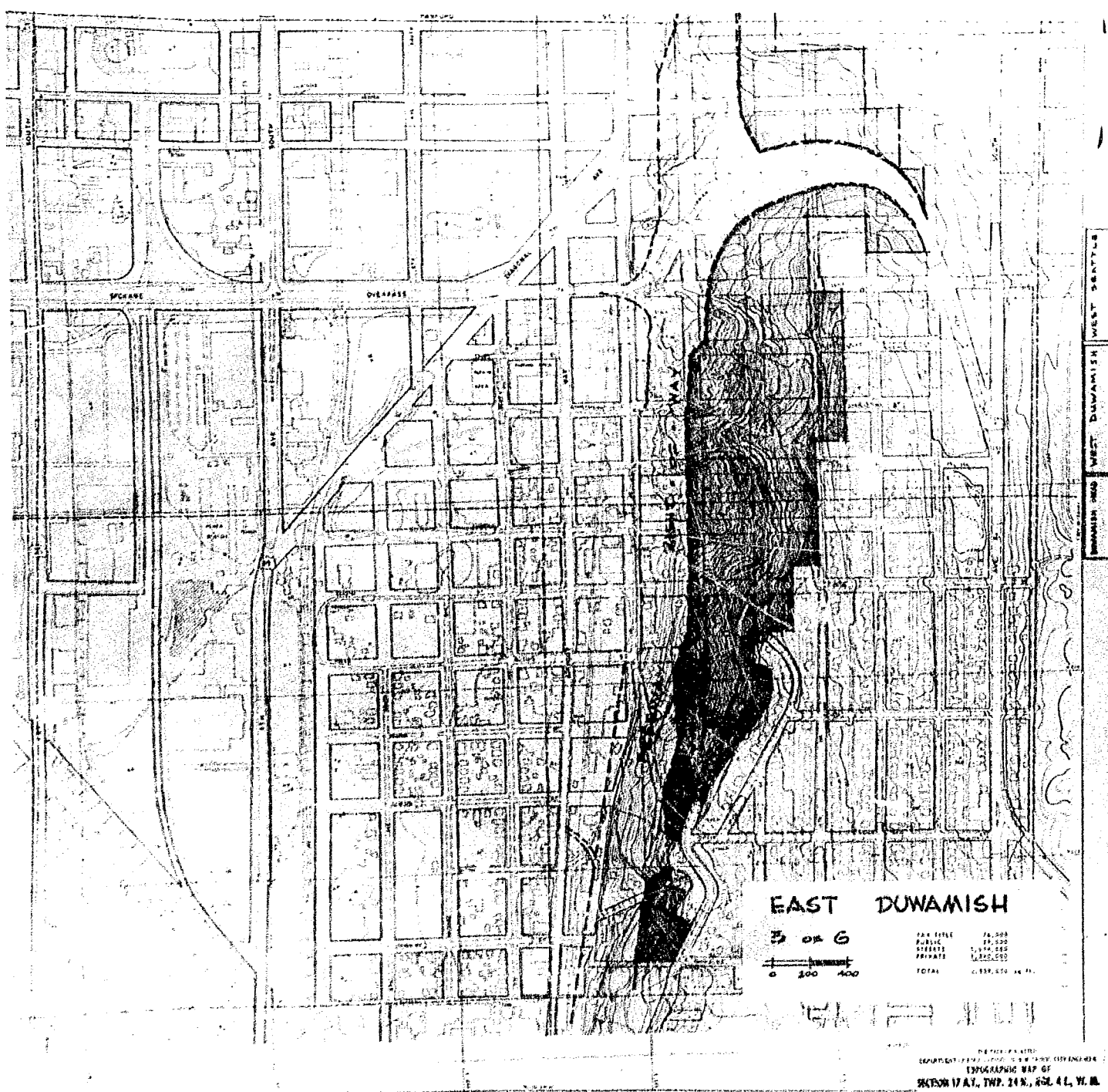
2 of 6



TAX PLOTS	331,000
PUBLIC	57,000
STREETS	680,000
PRIVATE	260,000
TOTAL	2,632,000 sq. ft.

U.S. GEOLOGICAL SURVEY  
 DEPARTMENT OF THE INTERIOR  
 TOPOGRAPHIC MAP OF  
 SECTION 8 T. 21 N., R. 6 E., W. 4  
 AERIAL PHOTOGRAPHIC  
 Sec. 8-AT-24-4  
 Photoreduced from original

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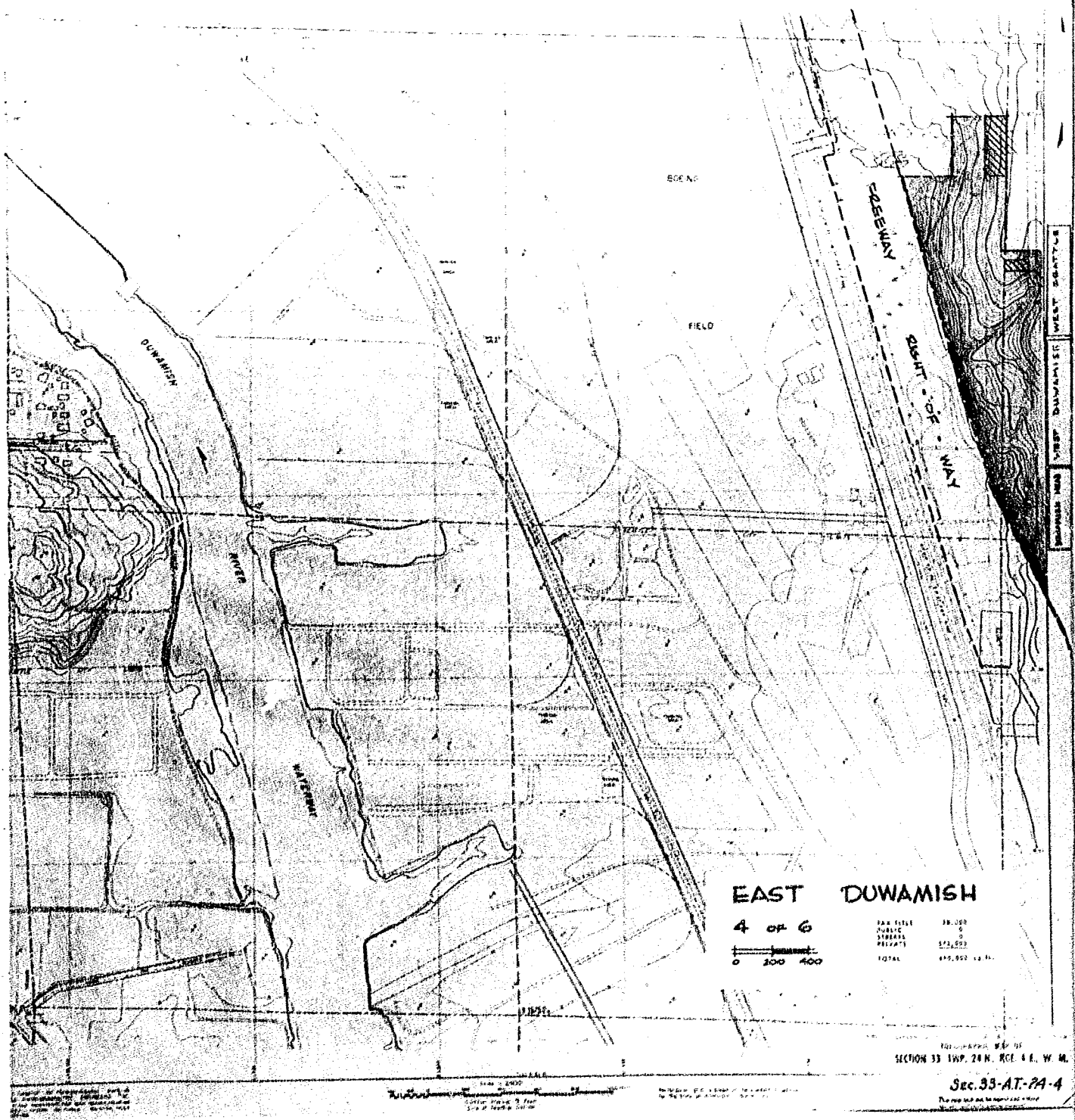
WEST DUWAMISH WEST DUWAMISH WEST DUWAMISH

**EAST DUWAMISH**

3 of 6  
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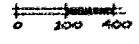
LOT AREA	76,000
PUBLIC	19,000
STREETS	1,174,000
PRIVATE	1,255,000
TOTAL	2,334,000 sq. ft.

THE PACIFIC NORTHWEST  
 DEPARTMENT OF PUBLIC UTILITIES AND TRANSPORTATION  
 ENGRAVING MAP OF  
 SECTION 17 AT, TWP. 24 N., RGE. 4 E., Y. 11 W.  
 AERIAL SURVEY OF 1958  
 SAC 17 AT 24-4  
 This map was prepared by the Department of Public Utilities and Transportation.



**EAST DUWAMISH**

4 of 6

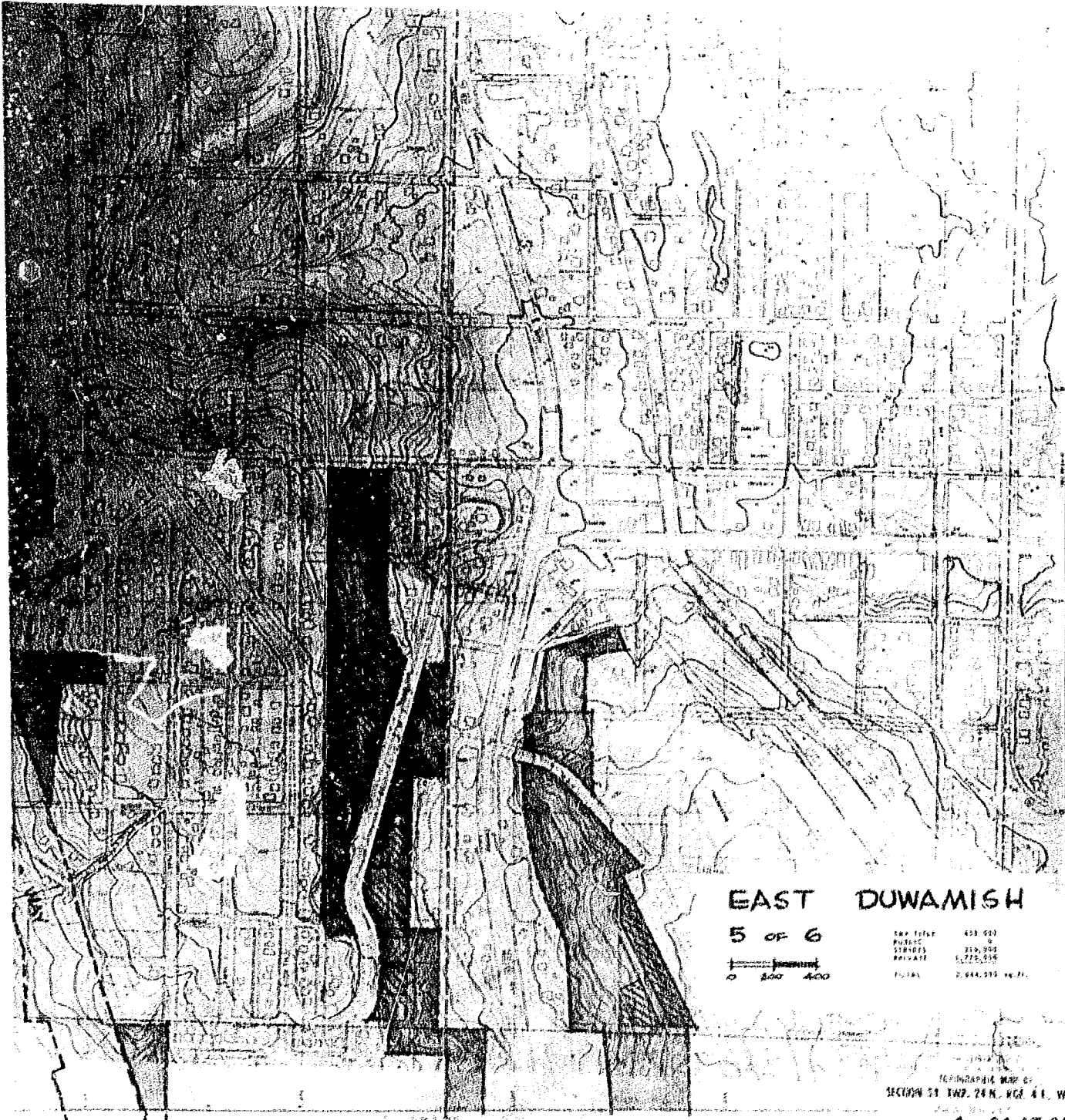


LAND AREA	28,000
PUBLIC	0
WATER	27,000
TOTAL	55,000

SECTION 33 1WP. 24 N. RGE. 4 E. W. M.

Sec. 33-AT-PA-4

IT IS DUE TO THE QUALITY OF THE DOCUMENT.



WEST SEATTLE  
 DUBUQUE  
 JESSE  
 NEW WASHINGTON

**EAST DUWAMISH**

5 OF 6

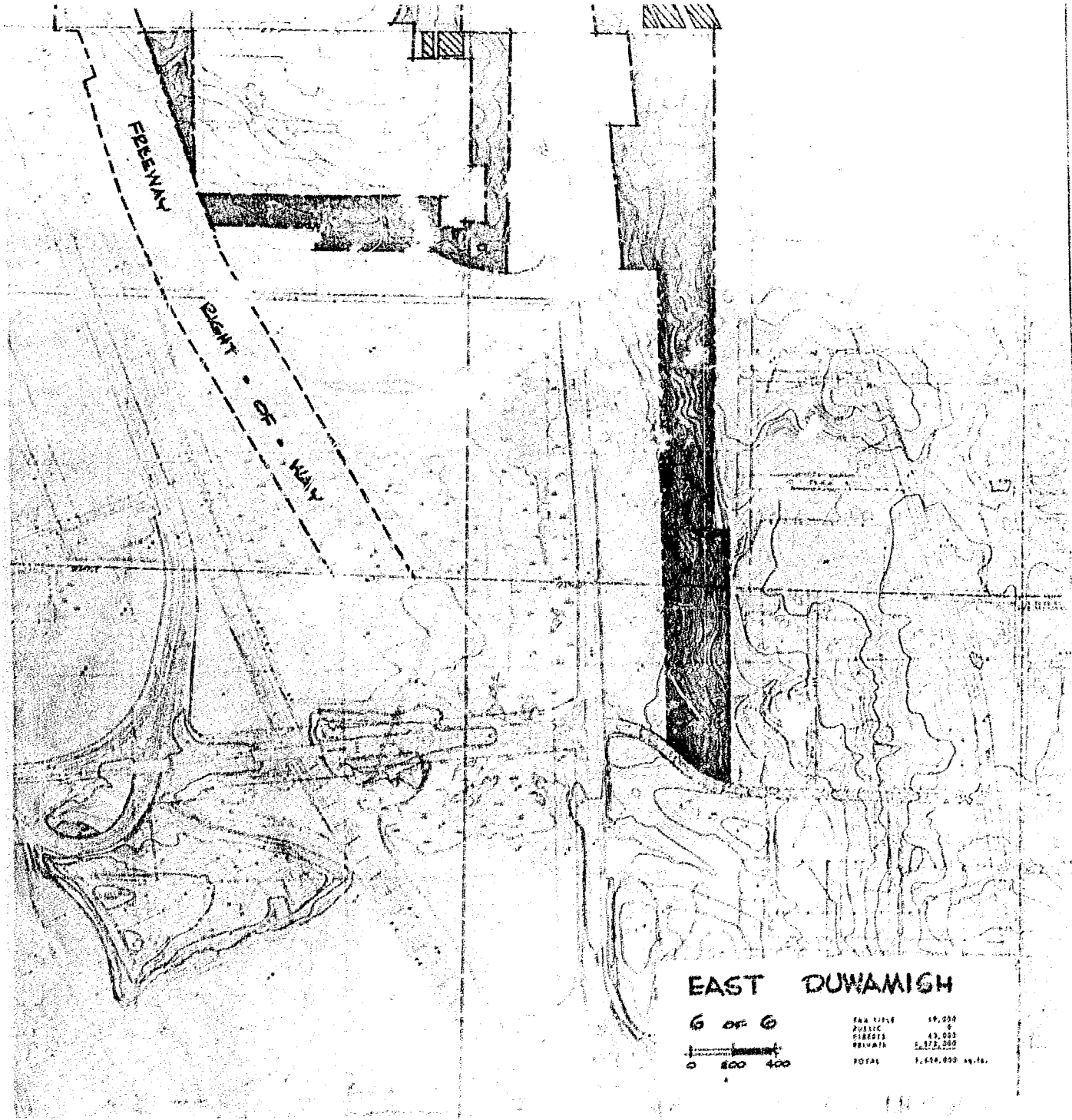


AREA TOTAL	438,000
PUBLIC	0
STATES	219,900
PRIVATE	1,778,016
TOTAL	2,444,916 AC.

TOPOGRAPHIC MAP BY  
 SECTION 21 TWP. 24 N. RGE. 4 E. W. M.

Sec 34-AT-24-4

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FREEWAY

RIGHT OF WAY

SEATTLE WEST SEATTLE

EAST DUWAMISH

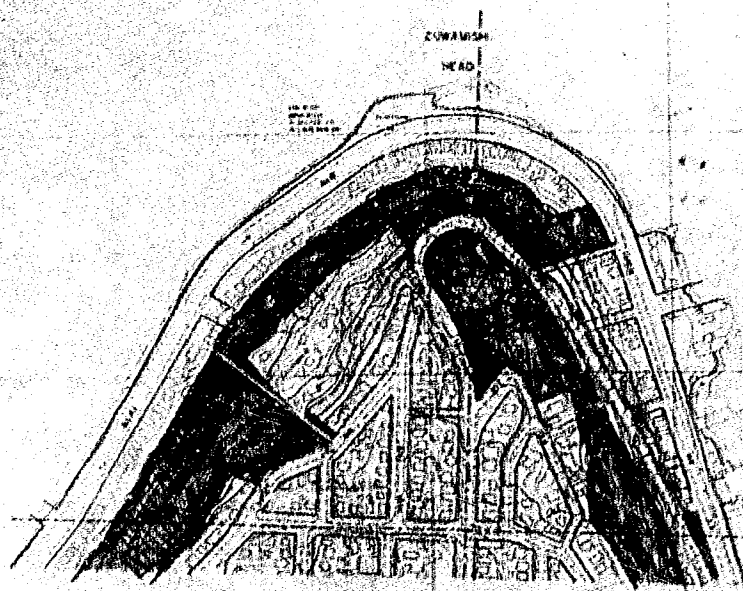
6 of 6  
 0 200 400

TRAFFIC	19,000
PUBLIC	0
PRIVATE	43,000
TOTAL	62,000

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ELLIOTT

BAY



DUWAMISH HEAD

1 of 5  
 0 200 400

TAX PILES	37,000
PUBLIC	145,000
STREETS	1,000
PRIVATE	117,000
TOTAL	300,000

DUWAMISH HEAD WEST SEATTLE

DUWAMISH HD.

Copyright 1950 by the City of Seattle  
 Printed and Published by the City of Seattle  
 1950-1951

Scale 1" = 200'  
 North Arrow  
 City of Seattle

Approved: [Signature]  
 Mayor

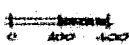
THE CITY OF SEATTLE  
 DEPARTMENT OF ENGINEERING, CIVIL ENGINEERING DIVISION  
 TOPOGRAPHIC MAP OF  
 SECTION 24 T. 24 N., R. 2 E., W. 2 S.  
 AERIAL SURVEY OF 1950  
 SHEET 2-A.T.-24-3

PUGET  
SOUND

WEST DUWAMISH  
WEST BRATTLE

**DUWAMISH HEAD**

2 of 5



TOTAL AREA	25,000
PUBLIC	2
UTILITY	20,000
PRIVATE	25,000
TOTAL	45,000 AC. ±

SCHULTZ PARK

THE UNIVERSITY OF WASHINGTON  
GEOGRAPHIC MAP OF  
SECTION 10 AT, TWP. 24 N., RGE. 3 E., W. 2. W.  
ALUM. 1851/25 18 100  
Sec 10 - AT - 24-3

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

PUGET  
SOUND

ELLIOTT BAY

BUILDING DEPT

WEST DUWAMISH WEST SEATTLE

### DUWAMISH HEAD

3 OF 5  
0 200 400

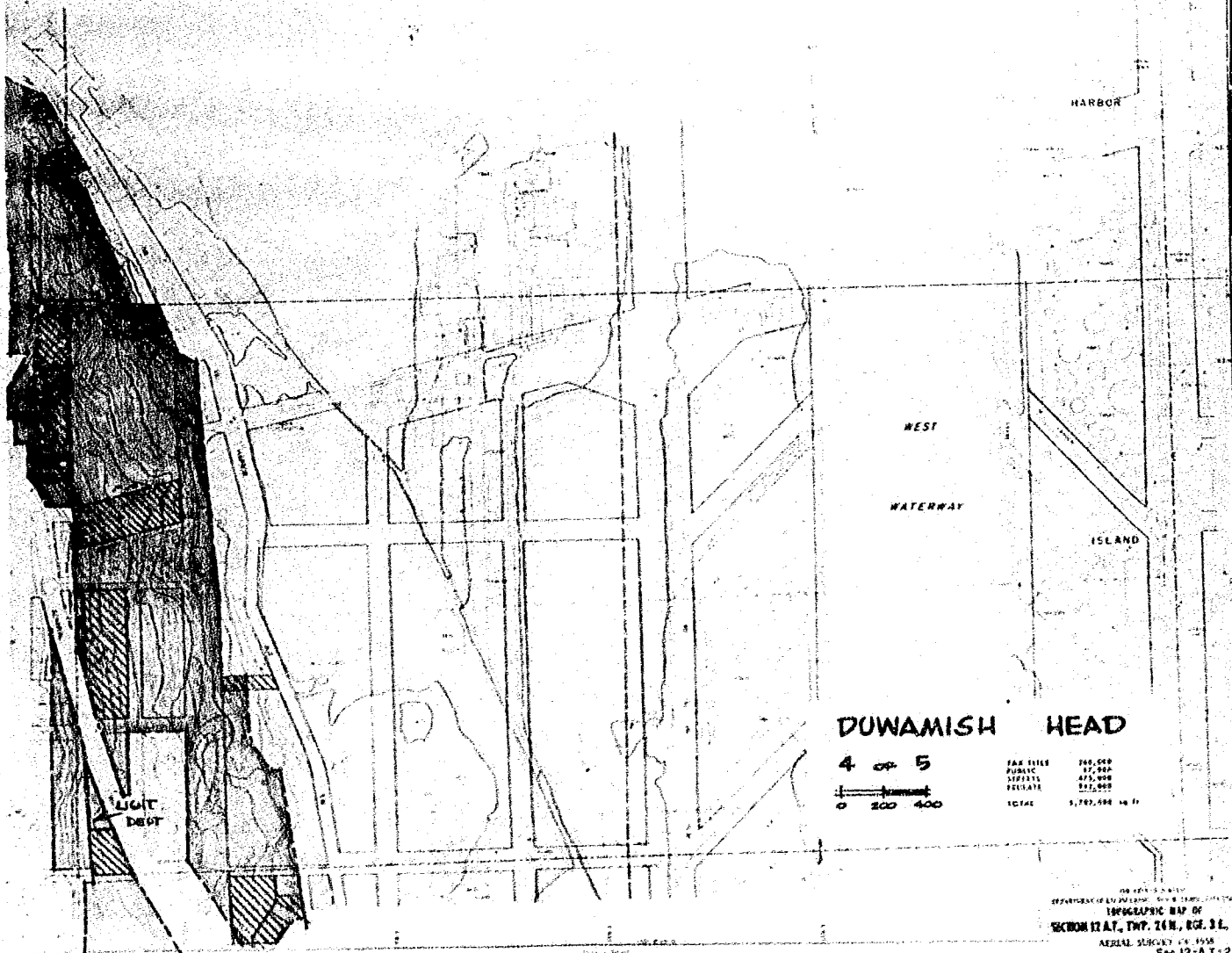
TAN PIPES	660,000
PUBLIC STREETS	17,000
PRIVATE	2,322,000
TOTAL	3,039,000

LIGHT DEPT

SECTION 11 A.1, TWP. 24 N., RGE. 3 E., W. 2.

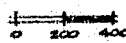
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# ELLIOTT BAY



## DUWAMISH HEAD

4 of 5



TAX LINES	240,000
PUBLIC	87,000
INDUSTRIAL	475,000
RESIDENTIAL	212,000
TOTAL	1,014,000

1938  
 DEPARTMENT OF LAND AND WATER  
 TOPOGRAPHIC MAP OF  
 SECTION 12 A.T., TWP. 24 N., RGE. 2 E., W. 2 W.  
 AERIAL SURVEY OF 1938  
 SEC 12-A.T.-24-3

WEST DUWAMISH WEST BEATTY

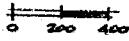
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DURAMISH HEAD 5 of 5

see WEST DURAMISH 1 of 10

# DUWAMISH HEAD

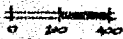
5 of 5



TAN TITLE	37,000
PUBLIC	204,000
STREETS	334,000
PRIVATE	
TOTAL	418,000 sq. ft.

# WEST DUWAMISH

1 of 10

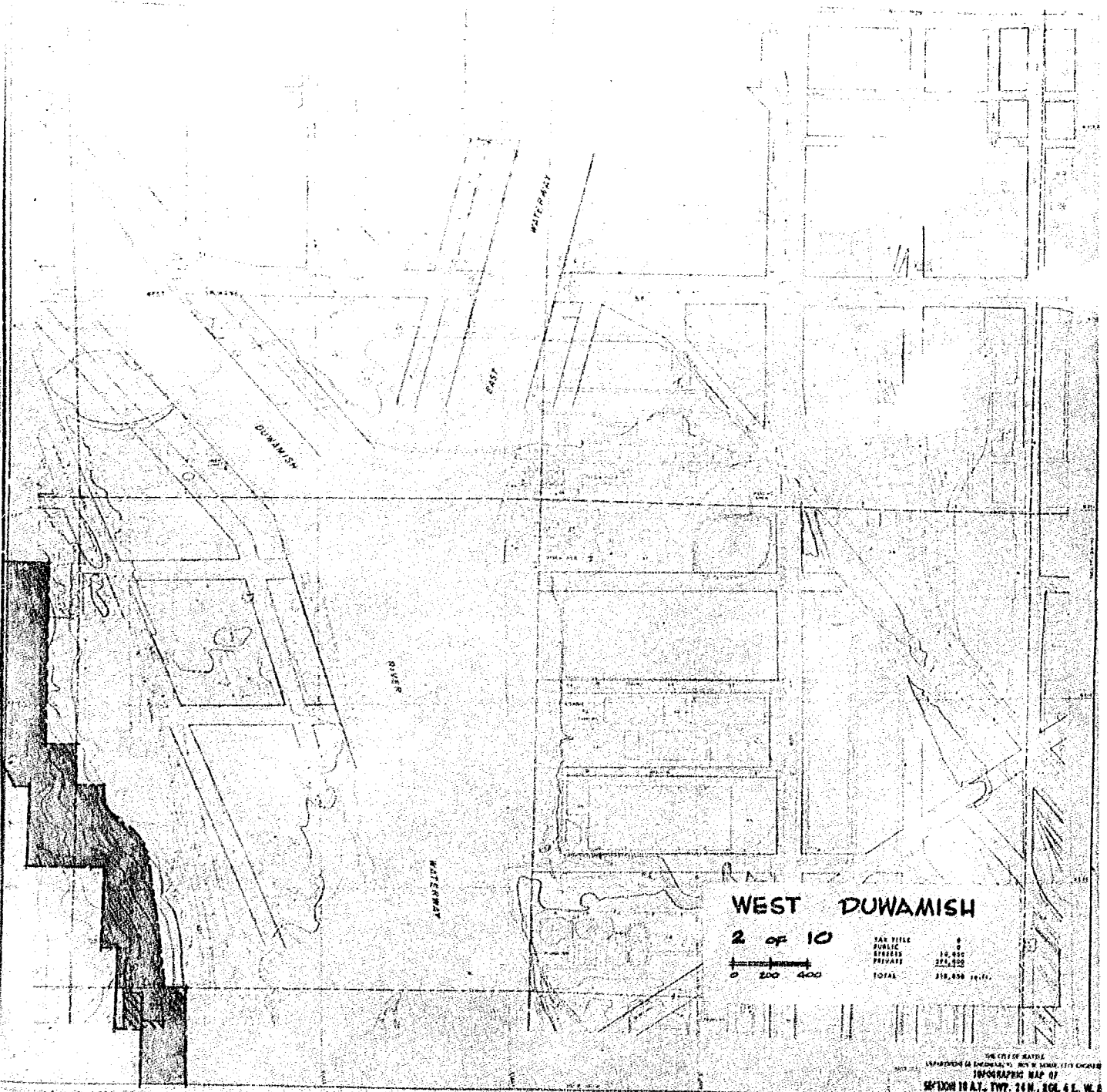


TAN TITLE	150,000
PUBLIC	77,000
STREETS	97,000
PRIVATE	223,000
TOTAL	427,000 sq. ft.

U. S. GOVT.

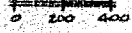
W. DUWAMISH

U. S. GOVERNMENT  
 DEPARTMENT OF ENGINEERING AND NAVIGATION  
 TOPOGRAPHIC MAP OF  
 SECTION 13 A.T., TWP. 24 N., RGL. 3 E., W. M.  
 AERIAL SURVEY OF 1934  
 Sec. 13-AT-24-3



**WEST DUWAMISH**

2 of 10



TAX TITLE	0
PUBLIC	0
GREENS	14,000
PRIVATE	225,000
TOTAL	239,000 (acres)

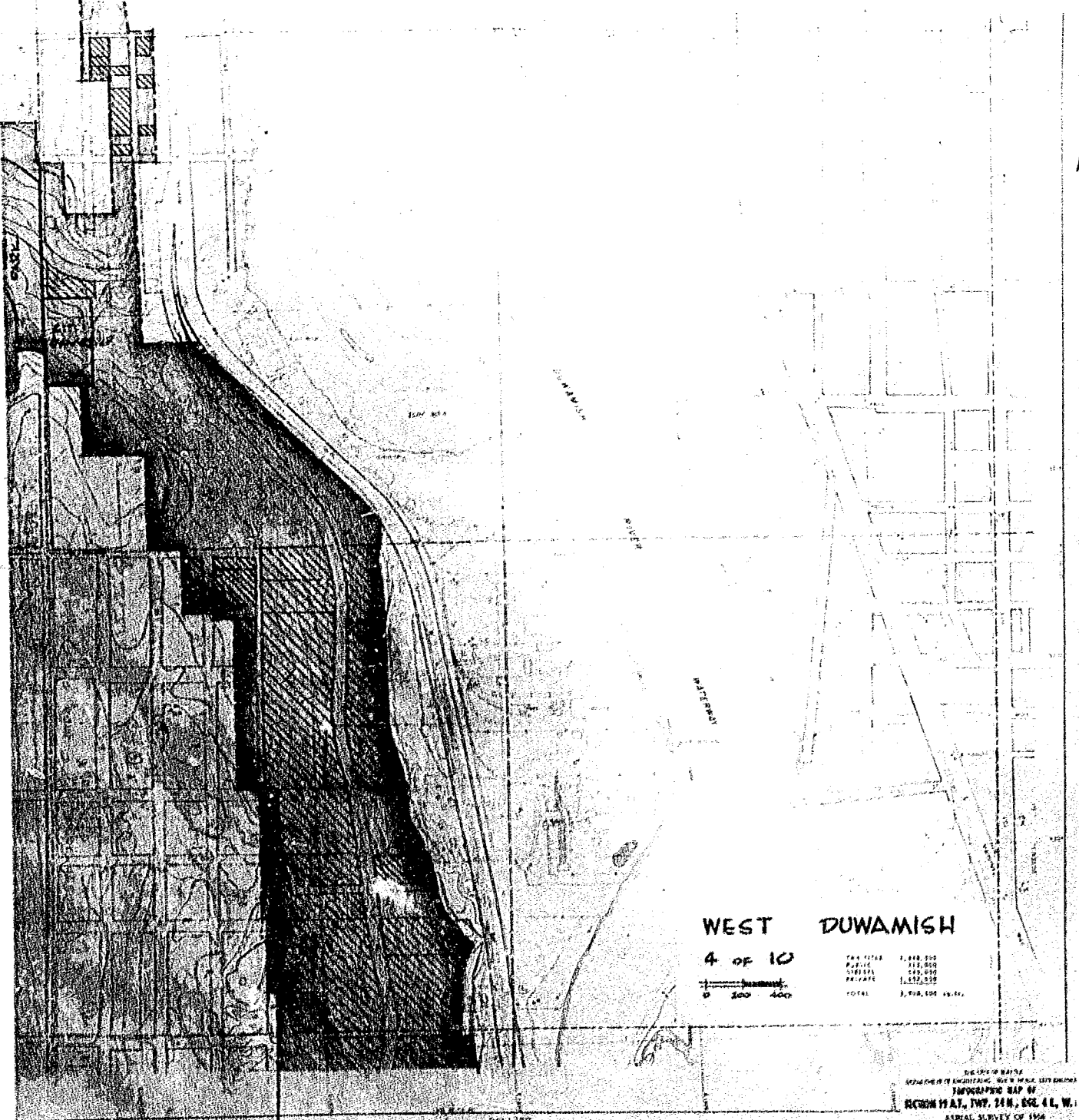
THE CITY OF WADE  
 DIVISION OF ENGINEERING, 201 N. 3RD ST., WADE, OKLAHOMA  
 AERIAL SURVEY OF 1958  
 SECTION 16 & 17, TWP. 34 N., RGE. 4 E., W. 8  
 S&C 18-A1-24-4

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WEST DUWAMISH 3 of 10

see HIGH POINT\* WEST SEATTLE 1 of 2

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**WEST DUWAMISH**

**4 OF 10**

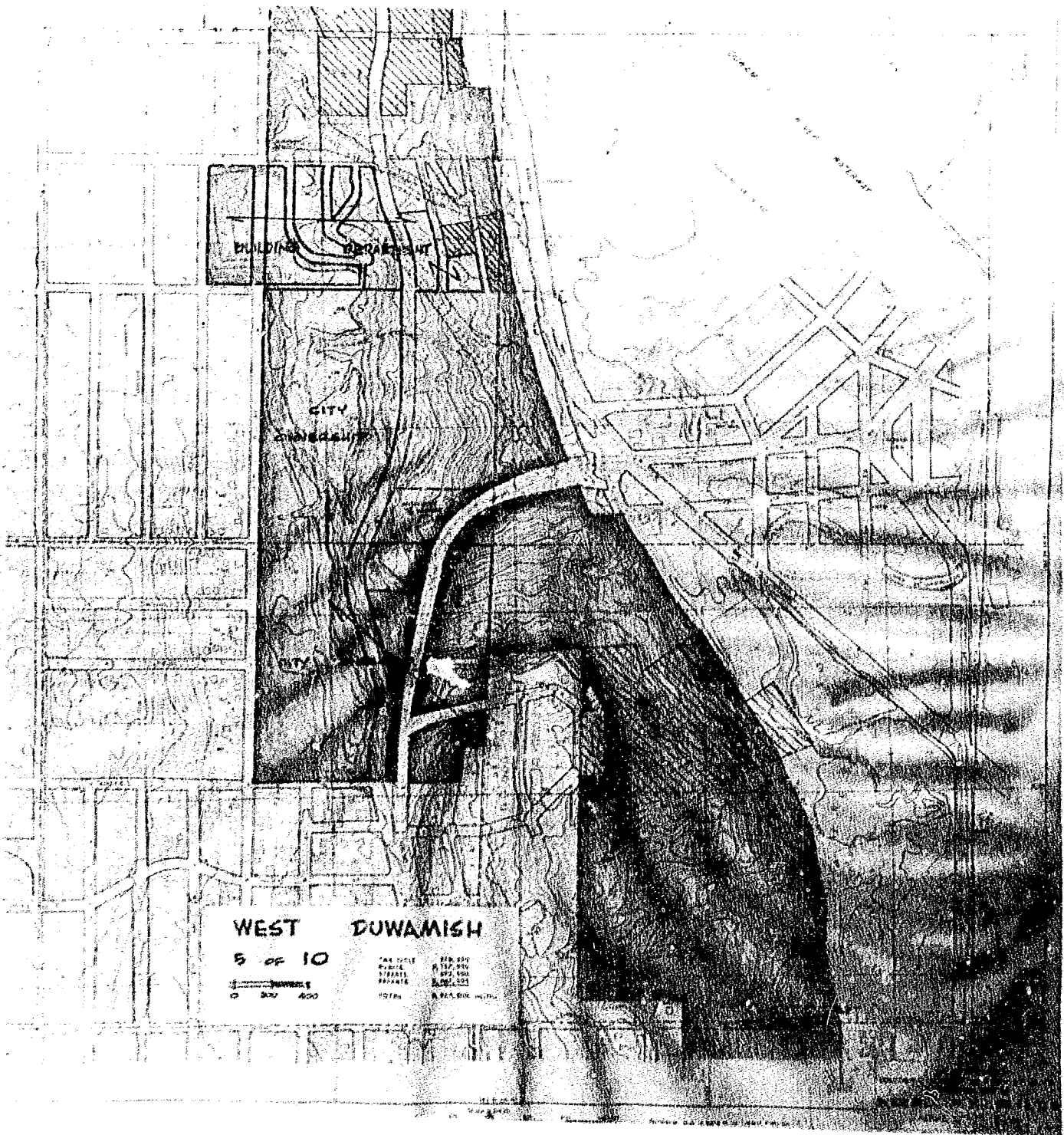
Scale: 1" = 200'

TOTAL AREA	1,400,000
PUBLIC	100,000
PRIVATE	1,300,000
TOTAL	1,400,000 sq. ft.

THE CITY OF SEATTLE  
 DEPARTMENT OF ENGINEERING, 305 W. BEACON, 1ST FLOOR  
 PREPARED BY  
**RODNEY HAY, TWP. 22 N., 30 E. 4 S., W.**  
 AERIAL SURVEY OF 1942

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CITY OF SEATTLE

LIGHT DEPT

STATE OF WASHINGTON

EXPRESSWAY

ROUTE 5 WAY

WEST DUWAMISH

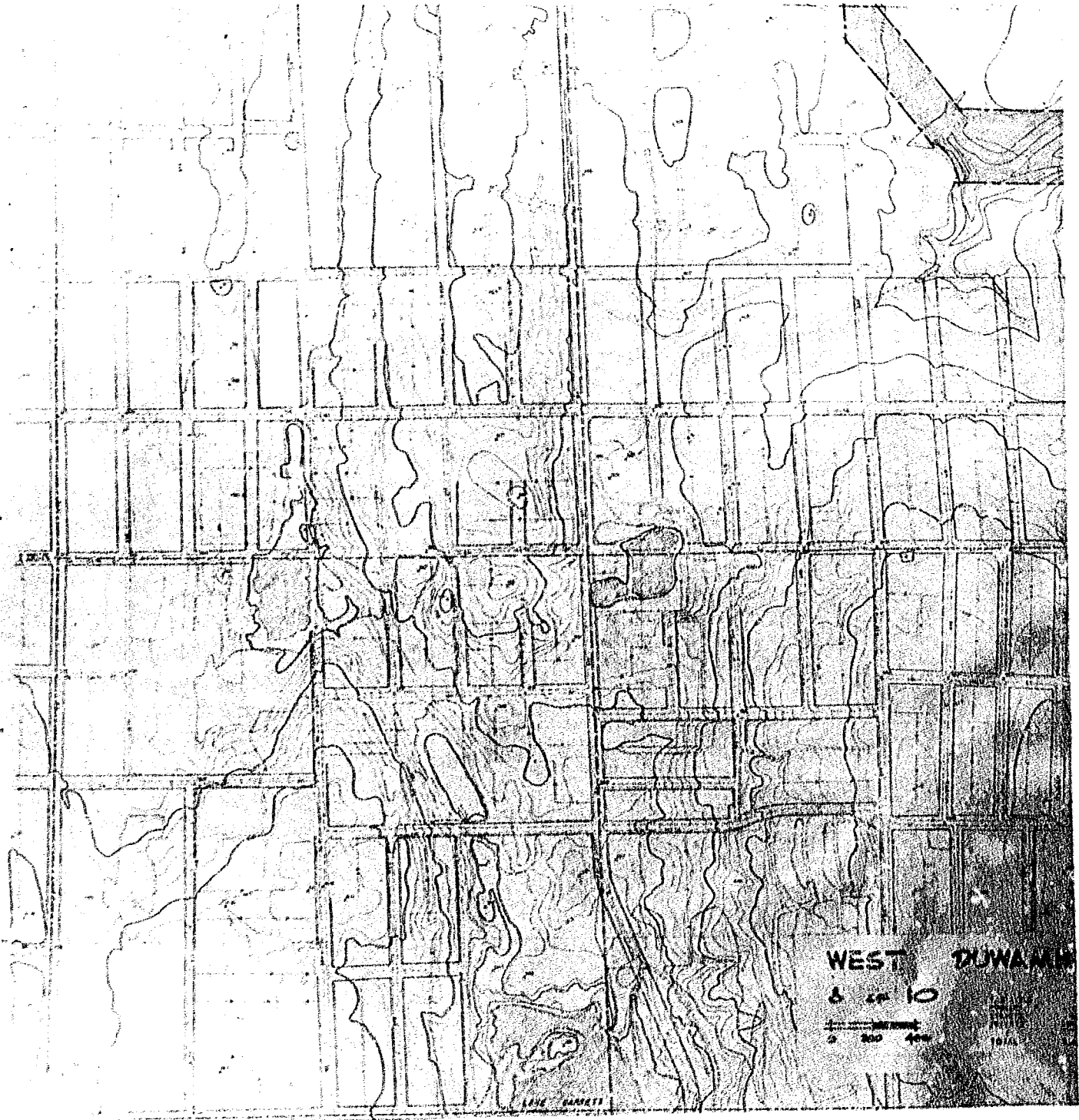
6 of 10

AREA	5
PUBLIC	24,000
PRIVATE	1,124,000
TOTAL	1,148,000 sq. ft.

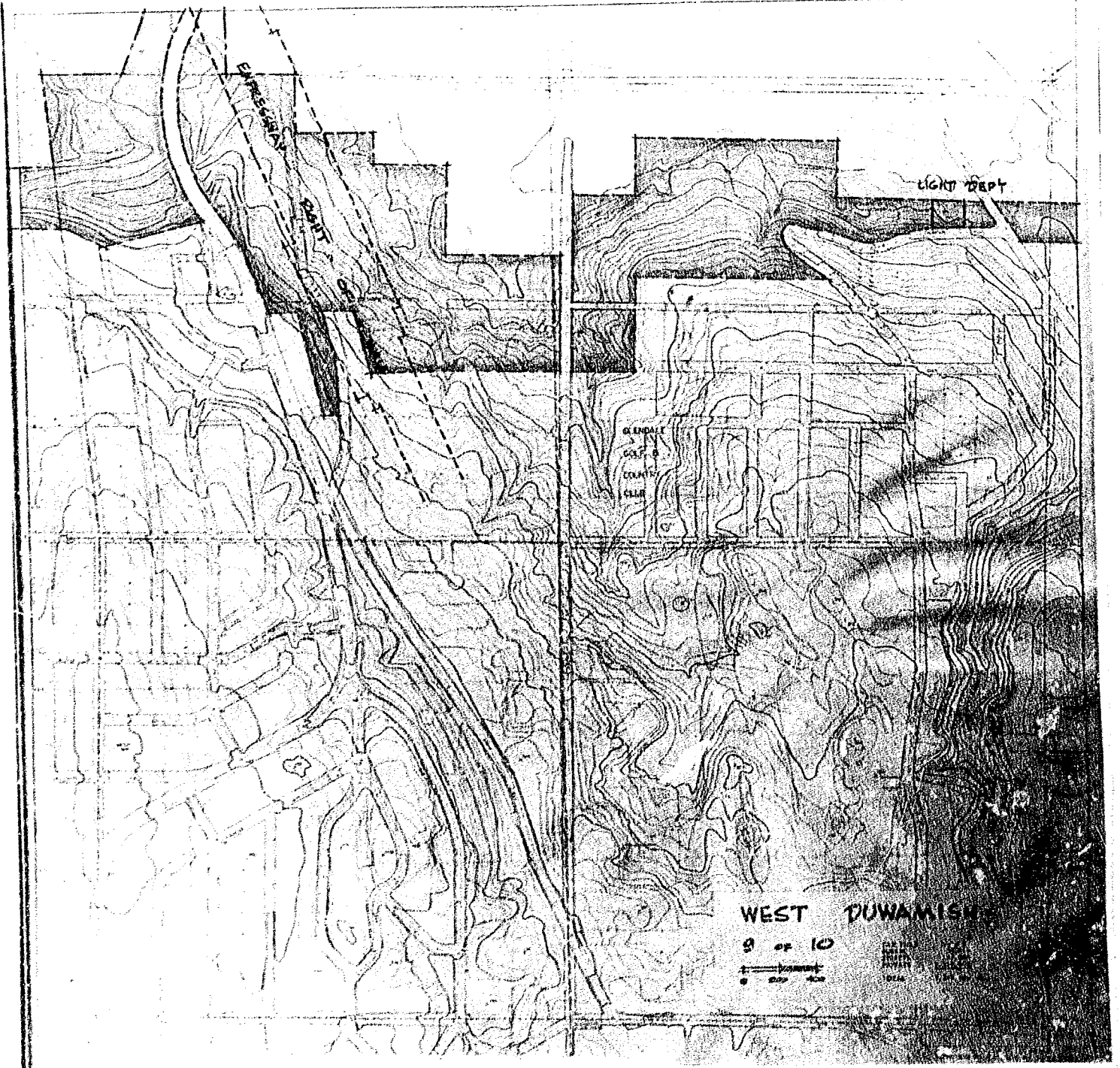
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CITY OF SEATTLE



LIGHT DEPT

GLENDALE  
GOLF &  
COUNTRY  
CLUB

WEST DUWAMISH

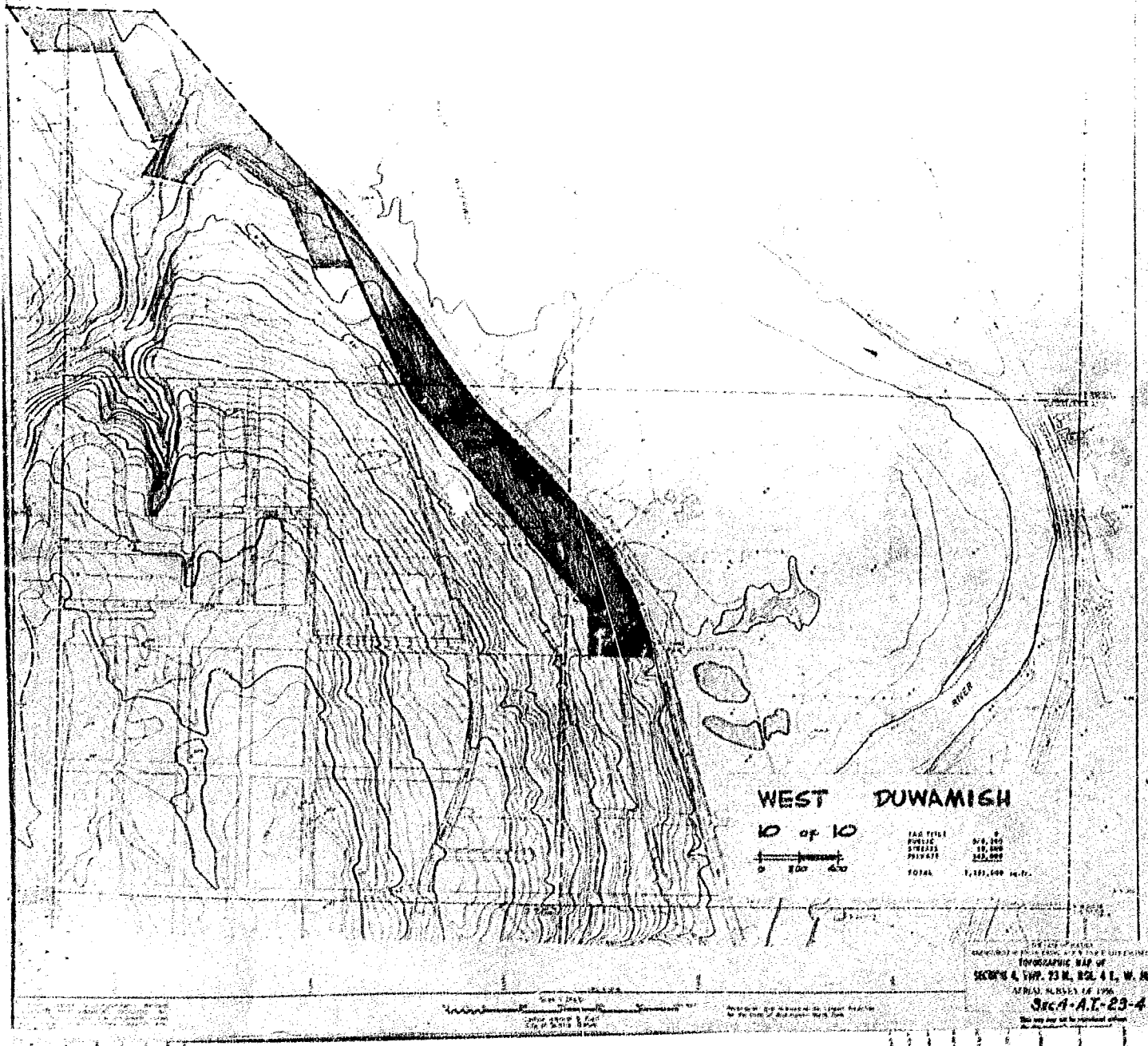
9 of 10

Scale: 1" = 400'

Legend:  
--- Dashed line  
--- Solid line  
--- Dotted line

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**WEST DUWAMISH**

10 of 10



1st Edition	676,200
2nd Edition	18,000
3rd Edition	242,000
TOTAL	1,192,640 sq. ft.

UNITED STATES  
DEPARTMENT OF THE ARMY  
TOPOGRAPHIC MAP OF  
SECTION 4, TWP. 73 N., R2L. 4 E., W. 4.  
AERIAL PHOTOGRAPHY OF 1956  
**Sheet A-1-23-4**  
This map may not be reproduced without  
the permission of the Chief of Engineers.

Scale 1:50,000  
Vertical Datum: Mean Sea Level  
Horizontal Datum: North American Datum of 1943

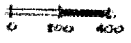
Map of West Duwamish  
Scale 1:50,000  
Vertical Datum: Mean Sea Level  
Horizontal Datum: North American Datum of 1943

Approved for Release to the Public  
by the Chief of Engineers, West Point

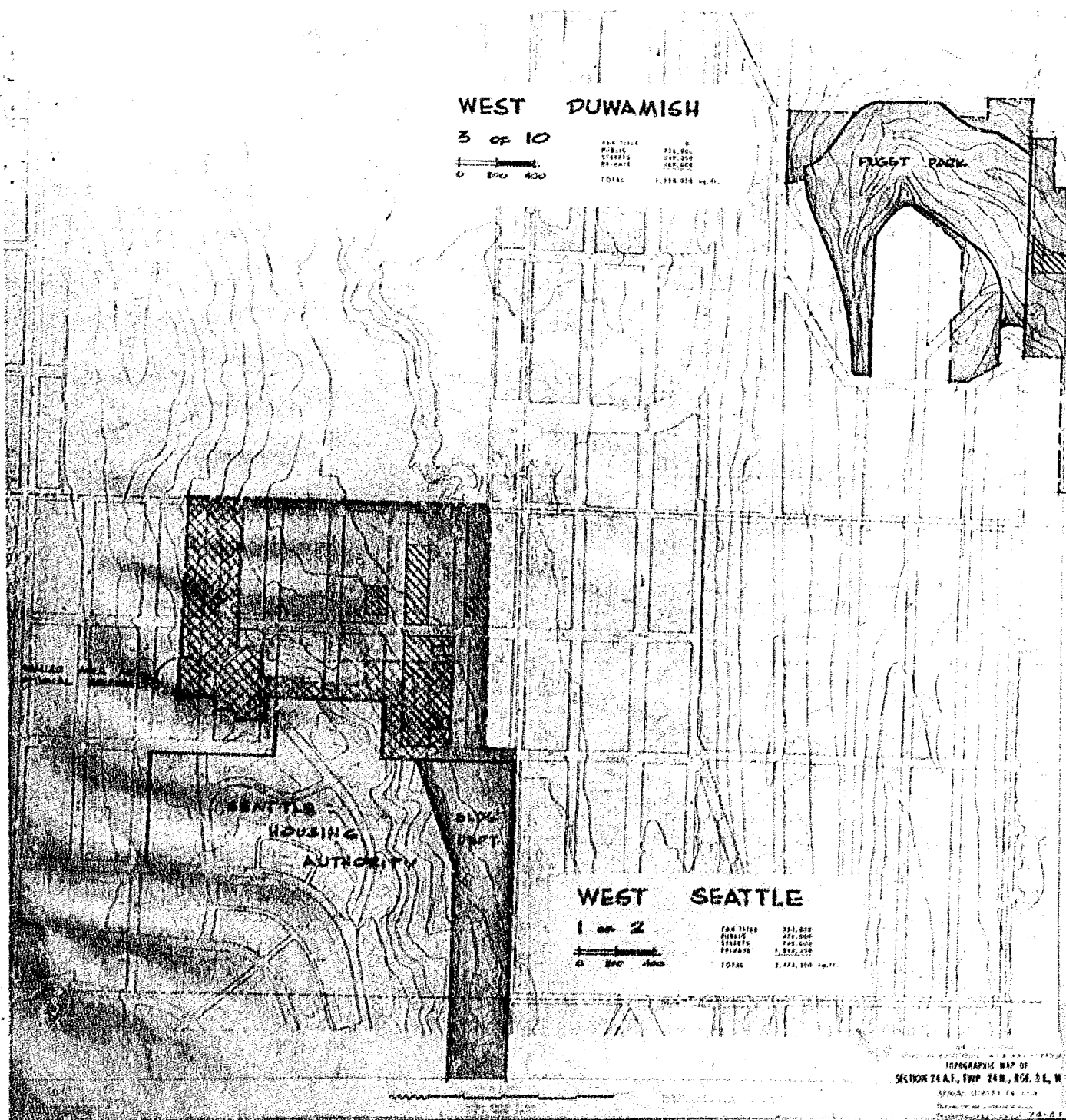
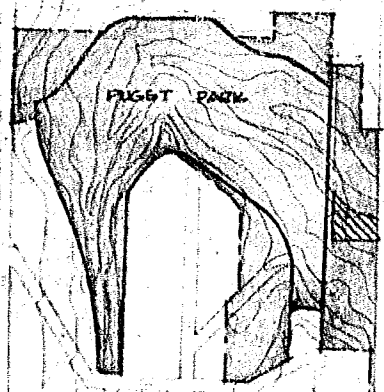
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# WEST DUWAMISH

3 of 10

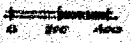


TAX TOTAL	0
PUBLIC	734,000
STREETS	240,000
PR. WARE	180,000
TOTAL	1,154,000 sq. ft.



# WEST SEATTLE

1 of 2



TAX TOTAL	250,000
PUBLIC	270,000
STREETS	200,000
PR. WARE	1,000,000
TOTAL	1,720,000 sq. ft.

TOPOGRAPHIC MAP OF  
SECTION 24 E 1, TWP. 24 N., ROK. 2 E., W  
SPECIAL COUNTY OF KING  
THESE MAPS ARE NOT TO BE USED  
FOR ANY PURPOSE OTHER THAN THAT  
SPECIFIED HEREON.

HIGHPOINT  
W SEATTLE