

Amendment 1 to CB 120715 – Whatcom Yard RR Tracks 1, 2, and 3-2

Sponsor: Councilmember Pedersen

Technical corrections to legal descriptions

Effect: This amendment makes technical corrections to the legal descriptions to reflect existing track and planned track relocation as identified by the land surveyor.

Amend Section 2 of CB 120715 as follows:

Section 2. Section 2 of Ordinance 13633, last amended by Ordinances 18823 and 92572, is amended as follows:

Section 2. The tracks of standard gauge railway, the laying down, construction, maintenance and operation whereof are authorized by this ordinance, and the rights-of-way hereby granted for the same are described as follows:

First. One track of standard gauge railway, the center line whereof shall be as nearly as may be, coincident with the center line of the right of way fifteen (15) feet in width for such track, the centerline of which right of way shall begin at a point in that part of the old south boundary line of the City of Seattle which crosses Island Number One (1), one hundred twenty-five (125) feet east of the west line of block three hundred fifty-six (356), Seattle Tide Lands, and which point is on the arc of a curve having a radius of twelve hundred seventy-three and six tenths (1273.6) feet consuming a total angle of forty-one (41) degrees one (1) minute and forty-five (45) seconds, the beginning of which curve is on a tangent drawn parallel with and eight-two (82) feet northeasterly of and measure at right angles to the southwesterly line of Duwamish Avenue South, produced southeasterly; thence northerly curving to the right on said curve of said radius to a point where said center line becomes tangent to a line drawn parallel with and one hundred and five-tenths (100.5) feet west of the east line of East Marginal Way South (formerly Whatcom Avenue) produced south; thence ~~north~~ ~~(((north))) N 1-07-32 E~~ in said East Marginal Way South parallel with said east line to an intersection with the north line of South Horton Street (formerly Canal Waterway) ~~(((#)))~~

Track 655

One track of standard gauge railway, the center line whereof shall be as nearly as may be, coincident with the center line of the right of way nineteen and one-half (19.5) feet in width for such track, the sidelines of said right of way lying parallel with and 12.0 feet westerly and 7.5 feet easterly of the following described line:

Commencing at the intersection of a line drawn parallel with and 100.50 feet west of the east line of East Marginal Way South (formerly Whatcom Avenue) produced south and the north line of South Horton Street (formerly Canal Waterway); Thence North 1°07'00" East, 102.01 feet, parallel with said east line, to the beginning of a 764.49-foot radius ~~non-tangent~~ curve concave westerly from which the radial point bears North 88°52'09" West; thence northerly along said curve through a central angle of 5°08'59" an arc distance of 68.71 feet to a point of tangency; Thence North 4°01'08" West, 75.86 feet to the beginning of a 955.37-foot radius curve

concave easterly; Thence northerly along said curve through a central angle of 5°09'16" an arc distance of 85.95 feet; Thence North 1°08'07" East, 135.51 feet to the POINT OF BEGINNING; Thence continuing North 1°08'07" East, 50.20 feet; Thence North 5°13'28" West, 603.32 feet to the beginning of a 764.49-foot radius curve concave easterly, and where the right of way reduces to 15 feet in width, being 7.5 feet on both sides of said center line; Thence northerly along said curve through a central angle of 6°21'35" an arc distance of 84.86 feet; Thence North 1°08'07" East, 1,764.24 feet to the beginning of a 764.94-foot radius curve concave easterly, Thence northerly along said curve through a central angle of 6°38'28" an arc distance of 88.66 feet; Thence North 7°46'35" East, 107.54(2.91) feet(~~(=Thence North 1°08'07" East, 30.17 feet to the end of said line description)~~).

~~((thence northerly in East Marginal Way South curving to the left with a radius of five hundred seventy three and seven tenths (573.7) feet through a total angle of fourteen degrees (14) seven (7) minutes and seven (7) seconds; thence on attention running north fourteenth (14) degrees seven (7) minutes and seven (7) seconds west distance of two hundred ten and forty seven hundredths (210.47) feet; thence curving to the right with a radius of five hundred seventy three and seven tenths (573.7) feet through a total angle of fourteen degrees (14) seven (7) minutes seven (7) seconds to a point where it intersects the south line of block three hundred sixty (360), Seattle Tide Lands, produced west, and where it also becomes tangent to a line parallel with and one hundred eighty six and one half (186.5) feet west of the east line of East Marginal Way South thence north in said East Marginal Way South on said last described line to an intersection with the north line of block three hundred sixty four (364), Seattle Tide Lands produced westerly; thence curving to the right along the arc of a curve having a radius of six hundred fourteen and six tenths (614.6) feet through an angle of thirty two (32) degrees seventeen (17) minutes; thence on a tangent a distance of about four hundred fifty (450) feet along a line parallel with and one hundred four and one half (104.5) feet westerly of the west line of lots one (1), two (2) and three (3) block Three Hundred Sixty five (365), Seattle Tide Lands, produced; thence curving to the left along the arc of a curve having a radius of Fourteen Hundred Ninety Five (1495) feet through an angle of fifteen (15) degrees zero (0) minutes thirty (30) seconds to a tangent, which tangent is parallel with and ninety five and one half (95.5) feet easterly of the westerly line of Alaskan Way South (formerly Railroad Avenue); thence northeasterly along said tangent in Alaskan Way South to a point where it intersects the north line of lot eight (8), block three hundred sixty nine (369), Seattle Tide Lands, produced east; thence on a reverse curve having a uniform radius of seven hundred sixty four and five tenths (764.5) feet to a point where said reverse curve is tangent to a line in Alaskan Way South parallel with and one hundred ten and one half (110.5) feet east of the west line of Alaskan Way South;))(~~thence northeasterly along said tangent in Alaskan Way South to a point as near as may be on the north line of lot seventeen (17), block three hundred twenty nine (329), Seattle Tide Lands, produced westerly; thence on a curve to the left with a radius of nine hundred seventeen and two tenths (917.2) feet through an angle of seventeen (17) degrees six (6) minutes to a point where said curve is tangent to a line in Alaskan Way South parallel with and ninety and one half (90.5) feet east of the west line of Alaskan Way South; thence north on said last described line to a point as nearly as may be at the intersection hereof, with an east and west line drawn parallel to and six and four tenths (6.4) feet north from the south line of lot ten (10) block three hundred sixty seven (367), Seattle Tide Lands, measure southerly along the east line of said lot ten (10) block three hundred sixty seven (367) and produced easterly; thence curving to the left along the arc of a curve having a radius of four hundred seventy eight and three tenths (478.3) feet through an angle of eight (8) degrees; thence northerly on a tangent a distance of forty and nine tenths (40.9) feet on a line bearing north seven (7) degrees forty (40) minutes fifty three (53) seconds west; thence curving~~~~

~~to the right along the arc of a curve having a radius of four hundred seventy-eight and three tenths (478.3) feet through of an angle of eight (8) degrees to a point where it becomes tangent to a line in Alaskan Way South parallel with and seventy-five and one-half (75.5) feet east of the west line of Alaskan Way South; thence north on said line parallel with and seventy-five and one-half (75.5) feet east of the west line of Alaskan Way South to a point where it intersects on east and west line drawn parallel to and nine (9.0) feet southerly from the north line of lot four (4), block one hundred ninety-nine (199), Seattle Tide Lands, measured southerly along the east line of said Lot four (4) block one hundred ninety-nine (199) and produced easterly; thence curving to the left along the arc of a curve having a radius of nine hundred fifty-five and four tenths (955.4) feet through an angle of thirty-one (31) degrees forty-five (45) minutes and ten (10) seconds to a point where it becomes tangent to a line parallel with and seventy-four and one-half (74.5) feet northeasterly from the south-westerly line of Alaskan Way South; thence northerly parallel with and seventy-four and one-half (74.5) feet northeasterly from the southwesterly line of said Alaskan Way South to a point on a line drawn at right angles to the easterly line of Alaskan Way; said line drawn southerly from the point of intersection of the north line of Yesler Way with said easterly line of Alaskan Way; with the right to said grantee, its successors and assigns, to connect the track so laid on the right of way herein above described with the so-called "transfer track" as laid and maintained upon the right of way granted to the Great Northern and Northern Pacific Railway Companies by Ordinance No. 57179, entitled "An Ordinance granting to the Great Northern and Northern Pacific Railway Companies, their successors and assigns, and to the joint owners hereafter acquiring an interest in this franchise, in accordance with the provisions thereof, the right and authority to locate, lay down, construct, maintain and operate a railway track in, along, upon and over certain portions of Alaskan Way and connecting street in the City of Seattle.;"~~)

Second. Track 651

One track of standard gauge railway, the center line whereof shall be as nearly as may be, coincident with the center line of the right of way fifteen (15) feet in width for such track, the sidelines of said right of way lying parallel with and

7.5 feet on both sides of the following described line:

Commencing at the intersection of a line drawn parallel with and 100.50 feet west of the east line of East Marginal Way South (formerly Whatcom Avenue) produced south and the north line of South Horton Street (formerly Canal Waterway); Thence North 1°07'00" East, 102.01 feet, parallel with said east line, to the beginning of a 764.49-foot radius non-tangent curve concave westerly from which the radial point bears North 88°52'09" West; thence northerly along said curve through a central angle of 5°08'59" an arc distance of 68.71 feet to a point of tangency; Thence North 4°01'08" West, 75.86 feet to the beginning of a 955.37-foot radius curve concave easterly; Thence northerly along said curve through a central angle of 5°09'16" an arc distance of 85.95 feet; Thence North 1°08'08" East, 185.71 feet; Thence North 5°13'28" West, 126.39 feet to the POINT OF BEGINNING; Thence North 1°08'08" East, 2046.56 feet (to the end of said line description).

((One track of standard gauge railway, the center line whereof shall be, as near as may be, coincident with the center line of the right of way thereof next herein below specified, and a right of way fifteen (15) feet in width for such track, the center line of which right of way shall begin at a point on a line parallel with and one hundred eighty-six and one-half (186.5) feet west of the east line of East Marginal Way South and eight and one-half (8.5) feet north of the south line block three hundred sixty (360), Seattle Tide Lands, produced west, which point is the beginning

of a curve right from said parallel line: thence right on said curve having a radius of six hundred thirty seven and twenty seven hundredths (637.27) feet through a total angle of eight (8) degrees and nineteen (19) minutes; thence three hundred one and four tenths (301.4) feet thence left on a curve having a radius of six hundred thirty seven and twenty seven hundredths (637.27) feet through a total angle of eight (8) degrees and nineteen (19) minutes to a point where said curve becomes tangent to a line in East Marginal Way South drawn parallel with and one hundred twenty nine and one half (129.5) feet west of the east line of said East Marginal Way South; thence north on said last described line to a point of curve, which point of curve is, as near as may be, six hundred thirty three (633) feet south of the south line of South Holgate Street, produced west one hundred twenty nine and one half (129.5) feet; thence on a curve to the left with a radius of nine hundred fifty five and thirty seven hundredths (955.37) feet through an angle of eight (8) degrees nine (9) minutes; thence one hundred sixty and one tenth (160.1) feet; thence on a curve to the right with a radius of nine hundred fifty five and thirty seven hundredths (955.37) feet through an angle of eight (8) degrees nine (9) minutes to a point where said curve becomes tangent to a line drawn parallel with and one hundred seventy one and one half (171.5) feet west of the east line of East Marginal Way South; thence north two hundred six and nine tenths (206.9) feet to an intersection with the north line of block three hundred sixty four (364), Seattle Tide Lands, produced west, one hundred seventy one and one half (171.5) feet to the east line of East Marginal Way South; thence curving to the right along the arc of a curve having a radius of five hundred ninety nine and six tenths (599.6) feet through an angle of thirty two (32) degrees seventeen (17) minutes; thence on a tangent a distance of about four hundred fifty (450) feet along a line parallel with and eighty nine and one half (89.5) feet westerly of the west line of lots one (1), two (2) and three (3), block three hundred sixty five (365) Seattle Tide Lands, produced; thence curving to the left along the arc of a curve having a radius of fifteen hundred ten (1510) feet through an angle of fifteen (15) degrees zero (0) minutes thirty (30) seconds to a tangent, which tangent is parallel with and one hundred ten and one half (110.5) feet easterly of the westerly line of Alaskan Way South (formerly Railroad Avenue); thence northeasterly along said tangent in Alaskan Way South to a point where it becomes identical with the center line of the right of way described in the first paragraph hereof, at or near the intersection of the same with the South line of lot four (4) of block three hundred sixty nine (369), Seattle Tide Lands, produced east.))

Track 652

One track of standard gauge railway, the center line whereof shall be as nearly as may be, coincident with the center line of the right of way fifteen (15) feet in width for such track, the sidelines of said right of way lying parallel with and 7.5 feet on both sides of the following described line:

Commencing at the intersection of a line drawn parallel with and 100.50 feet west of the east line of East Marginal Way South (formerly Whatcom Avenue) produced south and the north line of South Horton Street (formerly Canal Waterway); Thence North $1^{\circ}07'(\text{0})'00'(\text{0})''$ East, 102.01 feet, parallel with said east line, to the beginning of a 764.49-foot radius non-tangent curve concave westerly from which the radial point bears North $88^{\circ}52'09''$ West; thence northerly along said curve through a central angle of $5^{\circ}08'59''$ an arc distance of 68.71 feet to a point of tangency; Thence North $4^{\circ}01'08''$ West, 75.86 feet to the beginning of a 955.37-foot radius curve concave easterly; Thence northerly along said curve through a central angle of $5^{\circ}09'16''$ an arc distance of 85.95 feet; Thence North $1^{\circ}08'08'(\text{7})''$ East, 185.71 feet; Thence North $5^{\circ}13'28''$ West, 248.26 feet to the POINT OF BEGINNING; Thence North $1^{\circ}08'08'(\text{7})''$ East, 2,047.22(0) feet(~~(to the end of said line description)~~).

Track 653

One track of standard gauge railway, the center line whereof shall be as nearly as may be, coincident with the center line of the right of way fifteen (15) feet in width for such track, the sidelines of said right of way lying parallel with and 7.5 feet on both sides of the following described line:

Commencing at the intersection of a line drawn parallel with and 100.50 feet west of the east line of East Marginal Way South (formerly Whatcom Avenue) produced south and the north line of South Horton Street (formerly Canal Waterway); Thence North $1^{\circ}07'00''$ East, 102.01 feet, parallel with said east line, to the beginning of a 764.49-foot radius non-tangent curve concave westerly from which the radial point bears North $88^{\circ}52'09''$ West; thence northerly along said curve through a central angle of $5^{\circ}08'59''$ an arc distance of 68.71 feet to a point of tangency; Thence North $4^{\circ}01'08''$ West, 75.86 feet to the beginning of a 955.37-foot radius curve concave easterly; Thence northerly along said curve through a central angle of $5^{\circ}09'16''$ an arc distance of 85.95 feet; Thence North $1^{\circ}08'08''$ East, 185.71 feet; Thence North $5^{\circ}13'28''$ West, 365.62 feet to the POINT OF BEGINNING; Thence North $1^{\circ}08'08''$ East, 2047.85 feet (to the end of said line description).

Third. One track of standard gauge railway, the center line whereof shall be, as near as may be, coincident with the center line of the right of way therefor next herein below specified, and a right of way fifteen (15) feet in width for such track, the center line of which right of way shall begin, as near as may be, at the intersection of that part of the old south boundary line of the city of Seattle, which crosses Island Number one (1) with a line parallel with and forty-seven and one-half (47.5) feet, measured at right angles, west of the west line of Colorado Avenue South (formerly Colorado Street) produced south, and shall run thence north on said last described line to and in said Colorado Avenue South to a point as near as may be twenty-seven (27) feet south of the north line of lot fourteen (14), block three hundred thirty-one (331), Seattle Tide Lands, produced west; thence on a curve to the right with a radius of four hundred ten and three-tenths (410.3) feet through an angle of nine (9) degrees eleven (11) minutes; thence right through a number ten (10) turnout to appoint where it becomes tangent to and identical with the center line of the right of way described in the second paragraph of this section at a point, as near as may be, where said center line intersects the north line of lot five (5) block three hundred sixty-nine (369), Seattle Tide Lands produced east.

Fourth. One track of standard gauge railway, the center line whereof shall be, as near as may be, coincident with the center line of the right of way thereof next herein below specified, and a right of way fifteen (15) feet in width for such track, the center line of which right of way shall begin at a point on a line parallel with and seventy-five and one-half (75.5) feet east of the west line of Alaskan Way South and twenty-five (25) feet north of the south line of lot ten (10) of block three hundred sixty-seven (367), Seattle Tide Lands, produced east; thence north on said line parallel with and seventy-five and one-half (75.5) feet east of the west line of Alaskan Way South to a point where it becomes identical with the centerline of the right of way described in the first paragraph hereof, at or near the intersection of the same with the north line of lot eight (8) of block three hundred sixty-seven (367), Seattle Tide Lands, produced east.

Fifth. Also the right and authority to lay down, maintain and operate a terminal yard and yard tracks upon blocks three hundred thirty-nine (339), three hundred thirty-six (336) and three hundred thirty-five (335), and to establish a passenger station upon block three hundred thirty-three (333), Seattle Tide Lands; also a right of way for a single track connecting with the track described in paragraph three (3) hereof at a point not more than sixty (60) feet south of the south

line of South Stacy Street produced westward, and extending thence on a curve to the right entering upon the west fifty (50) feet of lot eleven (11) in said block three hundred thirty-nine (339); also a right of way for two (2) turnout tracks connecting with the track described in paragraph three (3) hereof at points between the north line of lot seven (7), block three hundred thirty-six (336), Seattle Tide Lands, produced west, and the south line of South Holgate Street, and extending thence northeasterly curving to the right, crossing South Holgate Street and Utah Avenue South to and upon lots one (1) and two (2) in block three hundred thirty-four (334); also the right of way for four (4) tracks diverging from said last named two tracks at points on said lots one (1) and two (2), block three hundred thirty-four (334), extending thence northerly across South Massachusetts Street to and upon said block three hundred thirty-three (333); also the right of way for a single track connecting with the tract described in paragraph three (3) hereof at a point not more than sixty (6) feet north of the north line of South Massachusetts Street, produced westward, and extending thence southeasterly on a curve to the left across South Massachusetts Street, to and upon lot one (1) in said block three hundred thirty-five (335); also the right of way across, over and upon South Walker and South Holgate Streets between Utah Avenue South and Colorado Avenue South upon which to lay down, maintain and operate terminal yard tracks between the east side of Colorado Avenue South and the west side of Utah Avenue South.