

ORDINANCE NO. 939

AN ORDINANCE OF THE CITY OF KIRKLAND ANNEXING TO THE CITY OF KIRKLAND THE PORTION OF SECONDARY STATE HIGHWAY NO. 2-D AS HEREIN SPECIFICALLY DESCRIBED.

THE CITY COUNCIL OF THE CITY OF KIRKLAND DO ORDAIN AS FOLLOWS:

Section 1. Pursuant to the authority vested in the City of Kirkland by virtue of RCW 35.13.180 relating to the annexation of territory for municipal purposes, the City of Kirkland does hereby annex that portion of Secondary State Highway No. 2-D, specifically described as follows:

BEGINNING at the centerline intersections of Lake Street and Central Way thence North  $71^{\circ}50'50''$  East along the centerline of said Central Way a distance of 926.7 feet; thence along a 2864.79 foot radius curve to the left a distance of 331.1 feet; thence North  $65^{\circ}13'30''$  East a distance of 1125.1 feet to the intersection of Central Way and N.E. 85th Street, being a strip of land 40 feet left and right on the described centerline and known as Central Way and Secondary State Highway No. 2-D; thence North  $65^{\circ}13'30''$  East a distance of 61.4 feet; thence along a 1432.39 foot radius curve a distance 210 feet to the intersection of said curve with the West line of 6th Street which is the present East City Limit line of the City of Kirkland and the TRUE POINT OF BEGINNING OF THIS DESCRIPTION; thence continuing along said 1432.39 foot radius curve to the right a distance of 377.3 feet; thence North  $88^{\circ}43'00''$  East a distance of 737.0 feet; thence along a 2864.79 foot radius spiraled curve to the right a distance of 420.8 feet; thence South  $84^{\circ}52'00''$  East a distance of 887.4 feet; thence along a 2864.79 foot radius curve to the left a distance of 327.5 feet; thence North  $88^{\circ}35'00''$  East a distance of 41.4 feet to the centerline intersection of N.E. 85th Street with the West line of 116th Avenue N.E. a total distance of 2791.4 lineal feet, and the end of the plan, being the centerline of a strip of land; Bounded on the left by the North line of Central Way from the intersection of N.E. 85th Street to the intersection of 6th Street; thence North along the West line of 6th Street to the North line of 6th Avenue; thence East along the North line of 6th Avenue to the lot line between Lots 28 and 29, Block 224, Supplementary Plat to Kirkland; thence Southeasterly to a point of intersection with the West line of the N.P.R.R. right of way, said point being 110 feet left and perpendicular to the centerline of S.S.H. 2-D at Highway Engineers Station 43+12; thence easterly from a point on the East N.P.R.R. right of way, said point being 110 feet left and perpendicular to the centerline of S.S.H. 2-D at Highway Engineers Station 44+25; to a point 130 feet left and perpendicular to the centerline of S.S.H. 2-D at Highway Engineers Station 46+00; thence southeasterly to a point 130 feet left and perpendicular to

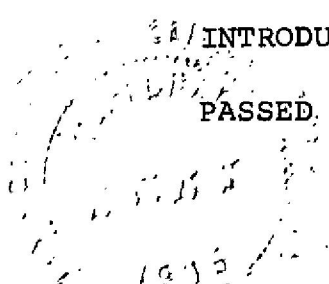
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the centerline of S.S.H. 2-D at Highway Engineer's Station 47+00; thence southeasterly to a point 75 feet left and perpendicular to the centerline of S.S.H. 2-D at Highway Engineer's station 48+00; thence Northeasterly to a point 100 feet left and perpendicular to the centerline of S.S.H. 2-D at Highway Engineer's Station 50+00; thence Southeasterly to a point 75 feet left and radially to the S.S.H. 2-D centerline at Highway Engineer's Station 52+00; thence Easterly to a point on the West line of 116th Avenue N.E. said point being 75 feet left and radially to the centerline of S.S.H. 2-D; and bounded on the right by the South line of N.E. 85th Street Easterly from the intersection of Central Way and N.E. 85th Street to a point 40 feet West and perpendicular to the centerline of 6th Street at Station 8+40; thence Southerly 90 feet to a point 40 feet west and perpendicular to the centerline of 6th Street at Highway Engineer's Station 7+50; thence Northerly along the East line of 6th Street from 6th Street Highway Engineer's Station 7+50 to Station 8+00; thence Northeasterly to a point on the South line of N.E. 85th Street, said point being 103.25 feet from the intersection of the East line of 6th Street and the South line of N.E. 85th Street a distance of 600 feet; thence Northeasterly to a point 190 feet right and perpendicular to the centerline of S.S.H. 2-D at Highway Engineer's Station 35+00; thence Northeasterly to a point 195 feet right and perpendicular to the centerline of S.S.H. 2-D at Highway Engineer's Station 36+50; thence Northeasterly to a point 205 feet right and perpendicular to the centerline of S.S.H. 2-D at Highway Engineer's Station 37+68.7; thence North  $88^{\circ}32'23''$  East a distance of 100 feet; thence South  $84^{\circ}40'30''$  East, a distance of 220.37 feet; thence South  $2^{\circ}22'21''$  East a distance of 75 feet; thence North  $87^{\circ}37'30''$  East to the intersection of the East line of 112th Avenue N.E.; thence Northerly along the East line of 112th Avenue N.E. to the South line of N.E. 85th Street; thence Easterly along the South line of N.E. 85th Street a distance of 207.89 feet to the West right of way line of the N.P.R.R. right of way; thence continuing from the intersection of the East line of the N.P.R.R. right of way line and the South line at N.E. 85th Street along said South line of N.E. 85th Street a distance of 342.29 feet; thence South  $48^{\circ}17'16''$  East a distance of 43.6 feet; thence South  $18^{\circ}42'00''$  West a distance of 95 feet more or less to the intersection of the West line of existing S.S.H. 2-D; thence on a radial line across existing S.S.H. 2-D a distance of 60 feet to the East line of S.S.H. 2-D and continuing Easterly along said East line of existing S.S.H. 2-D to a point 90 feet Right on a radial line from Highway Engineer's Station 51+25 of the proposed location centerline; thence continuing on a 2954.79 foot radius curve to the left and parallel to and 90 feet right of proposed location centerline to the intersection of the West line of 116th Avenue N.E. being a variable strip of land left and right of the above described centerline including all of Block 201, Town of Kirkland, Blocks 217, 218, and 219 Supplementary Plat to Kirkland and portions of Burke and Farrar's Kirkland Addition Division No. 8 and Block 16, 17, and 18, Town of Kirkland Addition all needed for highway purposes except the portions of Lots 1, 2, and 3, Block 219, Supplementary Plat of Kirkland lying North of the North highway right of way line and the portions of the

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South half of Lots 22 through 27 inclusive lying North of the North Highway right of way line, all of which were acquired by the State as a condition to obtaining the portions of said lots for highway purposes.

Section 2. This ordinance shall be in full force and effect five days from and after its passage, approval, and the posting or publishing according to law.

INTRODUCED the 18<sup>th</sup> day of May, 1964.  
PASSED, AND APPROVED the 1<sup>st</sup> day of June, 1964.  
  
John Pappalardo  
Mayor

Attest: George E. Anderson  
City Clerk

Approved as to form:  
Raymond J. ...  
City Attorney

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