

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Motion Authorizing the City Manager to Execute the Ronald Bog Park Wetland Mitigation Conservation Easement

DEPARTMENT: Planning & Community Development
City Manager's Office

PRESENTED BY: Juniper Nammi, Sound Transit Project Manager

ACTION: ☐ Ordinance ☐ Resolution ☒ Motion
 ☐ Discussion ☐ Public Hearing

PROBLEM/ISSUE STATEMENT:

Sound Transit is proposing to permanently impact Shoreline wetlands within the Thornton Creek Basin with the proposed Lynnwood Link Extension Light Rail Project. The City and Sound Transit worked together to identify and develop a mitigation project site within the same sub-basin as the impacts which would allow local, state, and federal regulatory requirements to be met with one project. With public input and involvement of the Parks, Recreation, and Cultural Services (PRCS)/Tree Board and department staff, Ronald Bog Park was selected for reestablishment and enhancement of wetlands to improve Ronald Bog Park and to mitigate for the proposed permanent impacts (Attachment A).

A Critical Area Special Use Permit application will be submitted for this project later this summer and the land use decision will be made by the Hearing Examiner, prior to issuance of construction permits. In order to meet federal requirements, public access must be excluded from the new wetland and buffer areas, minimum size requirements must be met, and the area must be protected as a mitigation site in perpetuity through an easement or similar deed restriction. Such an easement requires City Council authorization as it will affect the property use of a City Park in perpetuity.

Tonight, Council is scheduled to adopt this proposed conservation easement at Ronald Bog Park (Attachment B). The PRCS/Tree Board has reviewed this proposal numerous times and concurs with the staff recommendation.

RESOURCE/FINANCIAL IMPACT:

There are no direct City budget implications at this time. This is a project completely undertaken and funded by Sound Transit as mitigation for the new light rail system in Shoreline. Improvements tentatively identified for this park through the PROS planning process may be accomplished through this project without additional funding needs.

Changes to Ronald Bog Park for the agreed wetland mitigation project will have long-term impacts related to the type of maintenance needed for the expanded wetland and buffer in the Park, following the 10-year monitoring period required for the mitigation project. Periodic invasive species control and tree maintenance may be needed, as well as upkeep of planned trails and signs. Maintenance of the lawn area of the park will be permanently reduced.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute the Ronald Bog Park Wetland Mitigation Conservation Easement if Sound Transit's Critical Areas Special Use Permit is approved by the Hearing Examiner.

Approved By: City Manager **DT** City Attorney **MK**

INTRODUCTION

Sound Transit's Lynnwood Link Extension Light Rail Project proposes to temporarily and permanently impact wetlands within Shoreline's Thornton Creek Basin. Sound Transit determined, in collaboration with the City, as well as state and federal agencies, that wetland reestablishment and enhancement within Ronald Bog Park would facilitate local mitigation of these impacts and would reasonably meet city, state, and federal requirements for mitigation of the wetland impacts due to light rail construction.

Ronald Bog Park is located in the central portion of the City at the corner of Meridian Avenue N and N 175th Street, immediately adjacent to Interstate 5. Ronald Bog Park is approximately 13.4 acres in size and is classified as a Natural Area within the City's Park System. A conservation easement is needed in the park to protect the mitigation area in perpetuity to meet federal requirements for this project. Council approval is required for any conveyance or modifications of the property rights associated with a city owned property.

BACKGROUND

Sound Transit's Lynnwood Link Extension Light Rail Project will unavoidably impact some category III and IV wetlands in the Thornton Creek watershed on the east side of Interstate 5 just south of Shoreline Fire District Station 65 (at NE 155th Street). Sound Transit (ST) and City staff worked together to consider viable options for meeting City, state, and federal regulations for approximately one acre of wetland mitigation in Shoreline, preferably at one site, and within the affected sub-basin. The wetlands that will be impacted are illustrated on the first page of Attachment A – Wetland Mitigation Exhibits.

A variety of options were assessed and the results were presented to the City's PRCS/Tree Board and the public for review and consideration over three meetings in 2017. Links to the PRCS/Tree Board meeting materials are provided here and include more detail on the design considerations, regulatory requirements, and existing and proposed property restrictions for Ronald Bog Park.

- [February 23, 2017, PRCS/Tree Board Meeting](#) – Wetland Mitigation opportunity presented and input requested on the preferred project at Ronald Bog Park.
- [April 13, 2017, Sound Transit Public Meeting](#) – Public input requested on draft Ronald Bog Wetland Mitigation concept (no online materials available from this meeting).
- [April 27, 2017, PRCS/Tree Board Meeting](#) – Summary of comment received at the April 13 public meeting and presentation of three design options developed to respond to public feedback on the project.

At the April 27, 2017 PRCS/Tree Board meeting, the Board approved proceeding with a 'split design option' as the best option to address the public comments received. Both the existing conditions of Ronald Bog Park and the current design for this split mitigation are included in Attachment A. The PRCS/Tree Board reaffirmed their support and reviewed the proposed conservation easement language on April 26, 2018.

Sound Transit advanced the design of the Ronald Bog Wetland Mitigation project based on direction from the PRCS/Tree Board and City staff to pursue the split design that preserves a central lawn area and the current shelter location with the mitigation areas to the east and west of the current shelter. This design was presented to the general public at the Sound Transit 60% Design Open House on May 24, 2017. Council was briefed on this aspect of the Light Rail project at the June 19, 2017 Council Meeting when a 60% Design Update was provided by Sound Transit and City Staff. In January of this year, Council also reviewed and authorized execution of the Funding and Intergovernmental Cooperative Agreement with Sound Transit that included provisions of City support for the Ronald Bog Mitigation project in Section 6 of the Agreement.

- [June 19, 2017, Council Meeting](#) – Sound Transit Project Update and Response to 60% Design
- [January 29, 2018, Council Meeting](#) – Motion Authorizing the City Manager to Enter into a Funding and Intergovernmental Cooperative Agreement between the City of Shoreline and the Central Puget Sound Regional Transit Authority (Sound Transit) for the Lynnwood Link Light Rail Transit Project

DISCUSSION

In addition to the project Special Use Permit required for the Lynnwood Link Extension Project, Sound Transit will have to obtain a Critical Area Special Use Permit (CASUP) for the proposed wetland mitigation project at Ronald Bog Park. The CASUP is decided by the Hearing Examiner, however the Hearing Examiner cannot grant the conservation easement required to meet the federal (US Army Corps of Engineers) requirements. The proposed conservation easement (Attachment B) requires that the mitigation areas be preserved and maintained as in perpetuity and prohibits the City from changing the uses or conducting activities that will impair, interfere, or change the condition of the mitigation areas. For example, trails or viewing platforms could not be added inside the area of wetland mitigation or buffer plantings at any time in the future.

Ronald Bog Park was originally acquired by King County through the 1968 Forward Thrust ballot measure. With this measure, voters authorized the issuance of bonds for the purpose of development and improvement of public park and recreation facilities. Public Park and recreation facilities, as contemplated by Resolution 34571, mean any land, interest land and facilities set aside for public park, recreational, green belt, arboretum, historic, scenic, viewpoint, aesthetic, ornamental or natural resource preservation purposes. As such, the park was transferred to the City in 1997 with the following language, in relevant part, in the warranty deed:

Subject to Forward Thrust Bond covenants as contained in Resolution No. 34571, as passed by the Board of County Commissioners on December 18, 1967.

The City covenants to operate and maintain the site in perpetuity as a public open space or as a public parks recreational facility except that the City may trade the site or part of the site for property of equal or greater parks and recreational value or open space value...

Land use restrictions associated with Forward Thrust Funding are identified in Section 7 and Section 9 of King County Resolution No. 34571:

Public Park and Recreation Facilities acquired, developed, constructed or improved by the County or any City in whole or in part from the proceeds of the bonds authorized pursuant to this resolution shall not be transferred or conveyed except by agreement providing that such lands shall continue to be used for the purposes contemplated by this resolution, or be converted to a different use unless other equivalent lands and facilities within the County or City shall be received in exchange therefore...However, nothing in this resolution shall prevent the grant of easements or franchises or the making of joint use agreements not incompatible with the use of Public Park and Recreation Facilities for the purposes of this resolution. (Section 7).

... Public Park and Recreation Facilities acquired or developed pursuant to this resolution whether located partly or wholly within or without the Cities of the County will be available to and be of general benefit to all of the residents of the County and, together with existing lands and facilities set aside for such purposes, will constitute a necessary system of Public Park and Recreation Facilities for the County and its residents. (Section 9, in relevant part).

The proposed mitigation project at Ronald Bog would not transfer or convey the park lands out of city park use. The required conservation easement for protection of the new mitigation area in perpetuity is consistent with the deed language provided that it is determined that the mitigation plan is not incompatible with the use of the park. First, it must be noted that the original Forward Thrust language include not just active parks but also green belts, arboretum, aesthetic, and natural resource areas. The Ronald Bog Park, as a City-designated Natural Area, serves many of these purposes. The placement of a conservation easement on a portion of the park would not be contrary to these purposes. In addition, staff has discussed options for improving existing informal paths for public access on the north east portion of the park, to the extent allowable by adopted critical area regulations. These trails improvements would be required of Sound Transit by the City to maintain public use and access to the park in exchange for restricting access where the wetland mitigation area and buffer are proposed.

Council approval of the conservation easement proposed would be conditioned on approval of the CASUP for this mitigation project at Ronald Bog Park and would not be recorded until any relevant conditions of the CASUP decision are met.

If this conservation easement is not granted, Sound Transit will have to reconsider options for meeting federal wetland mitigation requirements, which could entail double mitigation with federal requirements met outside of the impacted basins and larger watersheds and local mitigation of a much smaller size and lower functional value. Additionally, Sound Transit project schedule and budget could be jeopardized.

STAKEHOLDER OUTREACH

The Final Environmental Impact Statement (FEIS) and Record of Decision (ROD), issued in 2015, identified that wetland mitigation was required but did not specifically

propose the location or type of mitigation in Shoreline. Sound Transit recently completed and published a SEPA Addendum for the Lynnwood Link Extension Project that includes analysis of the proposal to provide wetland mitigation at Ronald Bog Park for this project. This addendum is available to the public online on Sound Transit's website:

- [State Environmental Policy Act Addendum for the Lynnwood Link Extension](#)

Public meetings for this project, to date, include:

- [February 23, 2017, PRCS Board Meeting](#) – Wetland Mitigation opportunity presented and input requested on the preferred project at Ronald Bog Park.
- [April 13, 2017, Public Meeting](#) – Public input requested on draft Ronald Bog Wetland Mitigation concept (no online materials available from this meeting).
- [April 27, 2017, PRCS Board Meeting](#) – Summary of comment received at the April 13 public meeting and presentation of three design options developed to respond to public feedback on the project.
- [May 24, 2017, Sound Transit 60% Design Open House](#) – Proposed Ronald Bog site for mitigation of wetland impacts presented as one element of the project at project wide open house hosted by Sound Transit.
- [June 19, 2017, Council Meeting](#) – Sound Transit Project Update and Response to 60% Design.
- [January 29, 2018, Council Meeting](#) – Motion Authorizing the City Manager to Enter into a Funding and Intergovernmental Cooperative Agreement between the City of Shoreline and the Central Puget Sound Regional Transit Authority (Sound Transit) for the Lynnwood Link Light Rail Transit Project.
- [April 11, 2018, CASUP Neighborhood Meeting](#) – Project proposal presented at officially noticed Neighborhood Meeting required for the CASUP application.
- [April 26, 2018, PRCS Board Meeting](#) – Conservation Easement presented to Board and their support for the project was reaffirmed.

Additional opportunities for public input on the project will include:

- [Sound Transit LLE Project Open House and SUP Neighborhood Meeting](#) - June 27, 2018, 6-8pm at Shorewood High School. Online open house materials were available as of June 6 at: lynnwoodlink.participate.online.
- [Critical Areas Special Use Permit](#) – Public Hearing, date and location to be determined.

COUNCIL GOAL(S) ADDRESSED

As an essential piece of the critical area related review and permitting for the Lynnwood Link Extension Project, approval of the conservation easement supports 2018-2020 Council Goal 3 – *Continued preparation for regional mass transit in Shoreline.*

This project will also advance 2018-2020 Council Goal 2 – *Improve Shoreline's infrastructure to continue the delivery of highly-valued public services* because it will enhance Shoreline's natural environment, implements habitat improvement project identified in the City [Thornton Creek Watershed Plan](#), and contributes to implementation of Initiative 8–*Maintain, Enhance, and Protect the Urban Forest* and Initiative 9–

Enhance Walkability in and Around Parks of the recently updated [Parks, Recreation and Open Space Plan](#).

RESOURCE/FINANCIAL IMPACT

There are no direct City budget implications at this time. This is a project completely undertaken and funded by Sound Transit as mitigation for the new light rail system in Shoreline. Improvements tentatively identified for this park through the PROS planning process may be accomplished through this project without additional funding needs.

Changes to Ronald Bog Park for the agreed wetland mitigation project will have long-term impacts related to the type of maintenance needed for the expanded wetland and buffer in the Park, following the 10-year monitoring period required for the mitigation project. Periodic invasive species control and tree maintenance may be needed, as well as upkeep of planned trails and signs. Maintenance of the lawn area of the park will be permanently reduced.

RECOMMENDATION

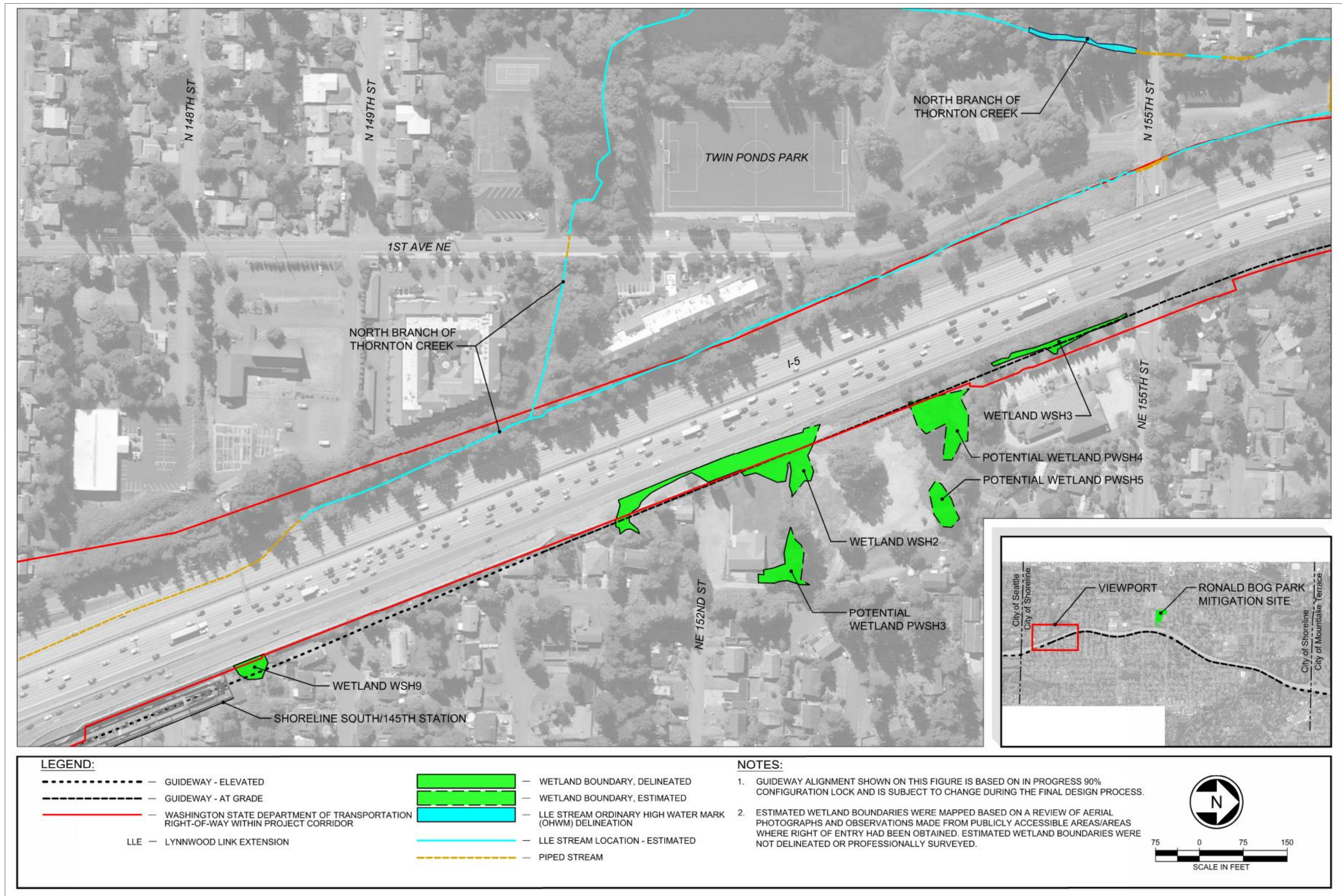
Staff recommends that Council authorize the City Manager to execute the Ronald Bog Park Wetland Mitigation Conservation Easement if Sound Transit's Critical Areas Special Use Permit is approved by the Hearing Examiner.

ATTACHMENTS

Attachment A – Ronald Bog Wetland Mitigation Exhibits
Attachment B – Ronald Bog Conservation Easement
Attachment B, Exhibit A – Ronald Bog Park Legal Description
Attachment B, Exhibit B – Ronald Bog Conservation Easement Legal Description
Attachment B, Exhibit C – Ronald Bog Conservation Easement Map

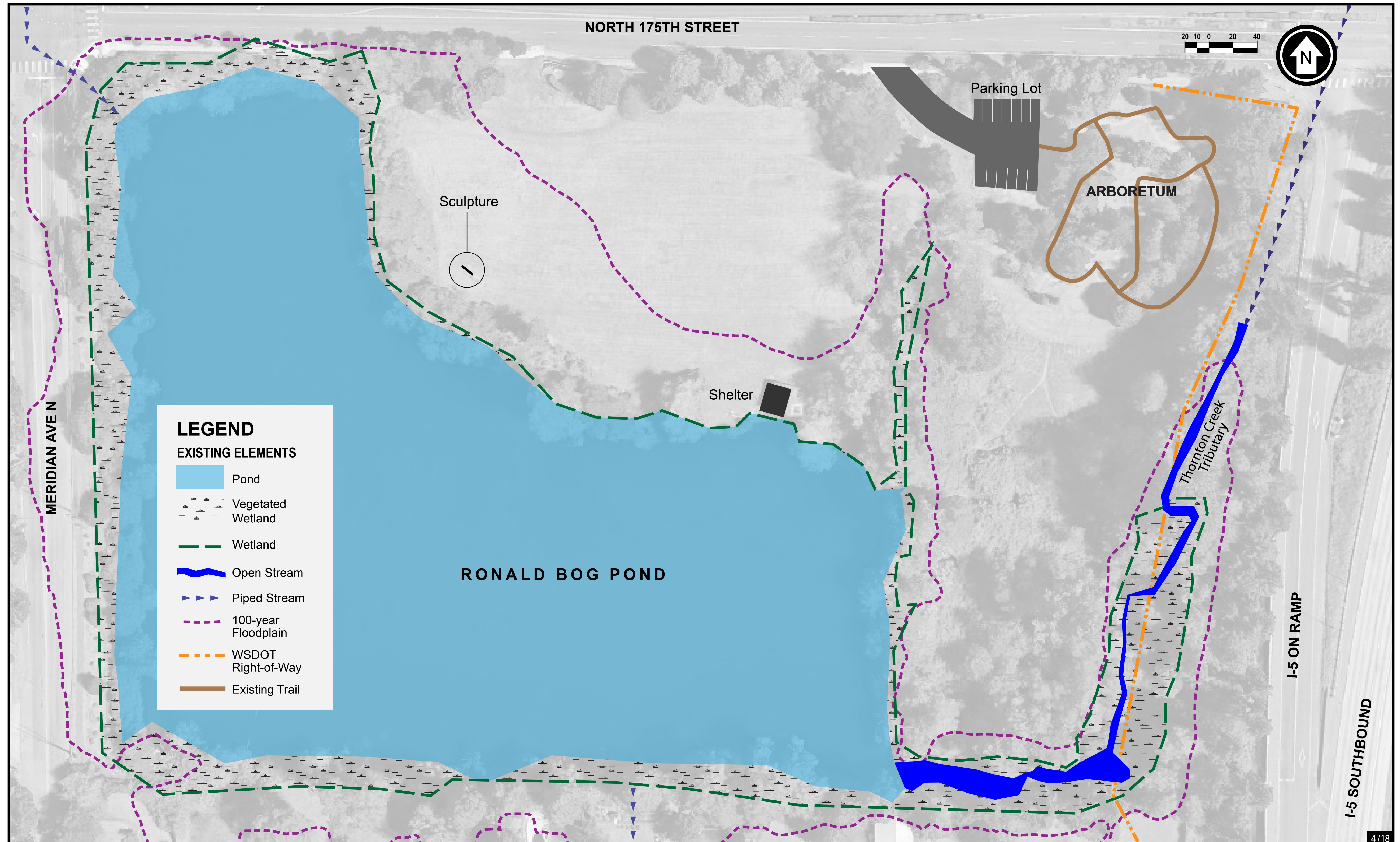
WETLAND AREAS: SOUTH OF NE 155TH

LYNNWOOD LINK EXTENSION



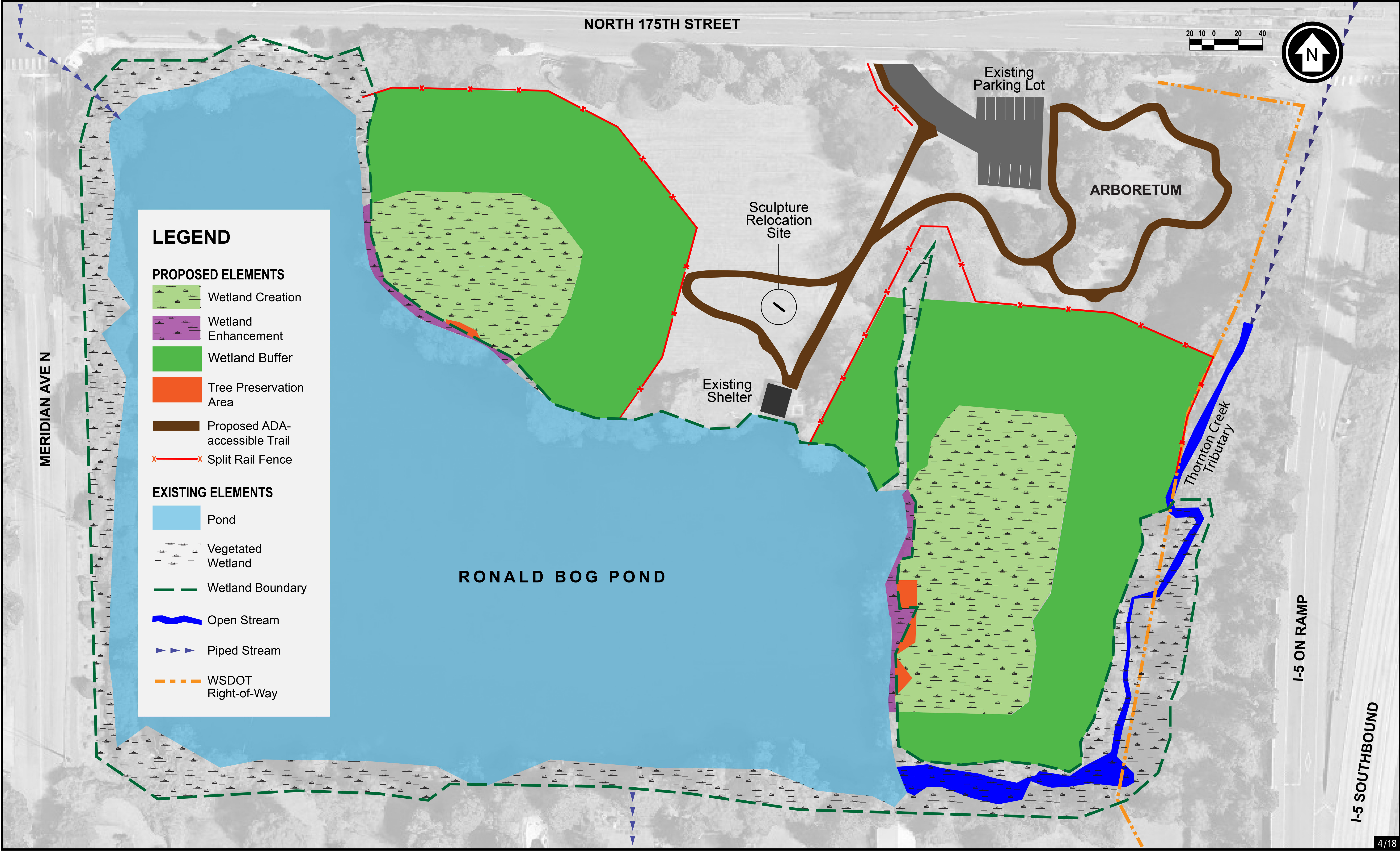
RONALD BOG PARK: EXISTING CONDITIONS

LYNNWOOD LINK EXTENSION



RONALD BOG PARK: WETLAND MITIGATION SITE AND TRAIL IMPROVEMENTS

LYNNWOOD LINK EXTENSION



WHEN RECORDED RETURN TO:

City of Shoreline
17500 Midvale Ave. N
Shoreline, WA 98100-4905

Declaration of Conservation Easement

Grantor: City of Shoreline
Grantee: City of Shoreline
Abbreviated Legal Description: NW ¼ SW ¼ SEC 08, T26N, R4E, W.M.
Assessor's Tax Parcel No(s): 0826049048
ROW No(s): LL 207.1

The **City of Shoreline** ("Grantor"), is the owner of Ronald Bog Park, in the City of Shoreline, as more particularly described in the legal description attached as **Exhibit "A"** (the "Property").

Sound Transit is developing a high capacity transit service in the central Puget Sound region, including the Link light rail system called the Lynwood Link Extension (the "Project").

As a permitting condition for the Project, Sound Transit will use two portions of the Property for environmental mitigation for wetland and wetland buffer impacts that will be incurred as a result of the construction and operation of the Link light rail system in Shoreline. Two portions of the Property will be dedicated for conservation easement purposes in accordance with the terms of local, state, and federal permits.

AGREEMENT

- 1. Grant of Easement.** Grantor, for and in consideration of benefits for public use, and other good and valuable consideration, as the owner of the Property, hereby declares that two portions of the said Property shall be managed and maintained as a conservation easement (the "Easement"), as more particularly described in the attached legal descriptions in **Exhibit "B"** (the "Mitigation Areas") and depicted in **Exhibit "C"**. Grantor further declares that it will protect said Easement in perpetuity.
- 2. Purpose of Easement.** Grantor, its agents, contractors and permittees, may use the area within the Mitigation Area for purposes of protection, inspection, and activities necessary to maintain the environmental mitigation improvements (the "Mitigation Improvements"), as required by local, state, and federal permits referenced herein.
- 3. Grantor's Use of Easement Area.** The Mitigation Areas shall remain a native conservation area in perpetuity as required by local, state, and federal permits for the Project. Grantor may not change the use of the Mitigation Areas, conduct activities that will impair or interfere or change the condition of the Mitigation Areas, or otherwise impair or interfere with the purposes of this Easement, without express permission from local, state, and/or federal permitting agencies, as required. Grantor shall maintain the Mitigation Areas, after Sound Transit meets its performance standards, in accordance with standards described in the local, state, and federal permits.
- 4. Emergency Repairs or Maintenance.** In the event Grantor requires emergency repairs or maintenance to the improvements within the Mitigation Areas, Grantor shall restore the Mitigation Areas to a condition equal to or better than existed prior to the repair or maintenance, in a manner consistent with all permits required. Grantor shall have continued access to the Mitigation Areas for the purpose of emergency repair, maintenance and inspection of the improvements.
- 5. Binding Effect.** This declaration shall be a covenant running with the land and shall forever bind Grantor, its heirs, successors, and assigns.

6. Recording. Grantee will record this easement in the real property records of King County, Washington.

Dated and signed on this _____ day of _____, 2017.

GRANTOR: City of Shoreline

By _____
Debbie Tarry

Its: City Manager

Accepted and Approved:

By _____

Its: _____

STATE OF WASHINGTON }
 } SS.
COUNTY OF KING }

I certify that I know or have satisfactory evidence that **Debbie Tarry** is the person(s) who appeared before me, and said person(s) acknowledged that they signed this instrument, on oath stated that they are authorized to execute the instrument and acknowledged it as the **City Manager of the CITY OF SHORELINE** to be the free and voluntary act of such party for the uses and purposes mentioned in this instrument.

Dated: _____

Signature: _____

Notary Public in and for the State of Washington

Notary (print name): _____

Residing at: _____

My appointment expires:_____

EXHIBIT "A"

R/W No. LL-207.1
PIN 0826049048
THE CITY OF SHORELINE

Grantor's Parcel:

THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 26 NORTH, RANGE 4 EAST, W M, IN KING COUNTY, WASHINGTON, EXCEPT THE NORTH 30 FEET THEREOF CONVEYED TO KING COUNTY FOR ROAD BY DEED RECORDED UNDER RECORDING NUMBERS 877018 AND 877019, AND EXCEPT THAT PORTION OF THE SOUTH 10 FEET OF THE NORTH 40 FEET OF SAID SUBDIVISION CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO 618459; AND EXCEPT THAT PORTION THEREOF LYING NORTHWESTERLY OF THE ARC OF A CIRCLE HAVING A RADIUS OF 15 FEET WHICH IS TANGENT TO A LINE WHICH IS 40 FEET SOUTHERLY OF AND PARALLEL TO THE CENTERLINE OF NE 175TH STREET AND TANGENT TO A LINE WHICH IS 30 FEET EASTERLY OF AND PARALLEL TO THE CENTERLINE OF MERIDIAN AVENUE AS CONDEMNED UNDER KING COUNTY SUPERIOR COURT CAUSE NO. 618459; AND EXCEPT THE EAST 5 FEET OF THE WEST 35 FEET OF THE SOUTH 88 FEET OF THE NORTH 130 FEET THEREOF;

TOGETHER WITH THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 26 NORTH, RANGE 4 EAST, W M, IN KING COUNTY, WASHINGTON, LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE NORTH LINE OF SAID SUBDIVISION LYING EASTERLY THEREON 74.31 FEET FROM THE NORTHWEST CORNER THEREOF; THENCE SOUTHERLY TO A POINT ON THE SOUTH LINE OF SAID SUBDIVISION LYING 38.58 FEET EASTERLY THEREOF FROM THE SOUTHWEST CORNER OF SAID SUBDIVISION AND TERMINUS OF SAID LINE; EXCEPT THE NORTH 40 FEET FOR COUNTY ROAD;

TOGETHER WITH THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 26 NORTH, RANGE 4 EAST, W M, IN KING COUNTY, WASHINGTON, EAST OF A LINE AS FOLLOWS: BEGINNING 74.31 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE SOUTHERLY TO A POINT 38.58 FEET EAST OF THE SOUTHWEST CORNER THEREOF AND WEST OF THE EAST LINE OF THE WEST 350 FEET OF SAID SUBDIVISION; EXCEPT THAT PORTION CONVEYED TO STATE OF WASHINGTON FOR PRIMARY STATE HIGHWAY NO 1 BY DEED RECORDED UNDER RECORDING NUMBER 5404286; AND EXCEPT THAT PORTION CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 602268; AND EXCEPT COUNTY ROADS;

TOGETHER WITH THAT PORTION OF THE WEST 350 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 26 NORTH, RANGE 4 EAST, W M, IN KING COUNTY, WASHINGTON, LYING BETWEEN A LINE DRAWN FROM A POINT OPPOSITE HIGHWAY ENGINEER'S STATION (HEREINAFTER REFERRED TO AS HES) 225+00 ON THE BASELINE OF SR 5 (PSH NO 1), SEATTLE FREEWAY, EAST 145TH STREET TO EAST 200TH STREET, AND 230 FEET WESTERLY THEREFROM TO A POINT OPPOSITE HES 222+50 AND 160 FEET WESTERLY THEREFROM AND A LINE DRAWN FROM A POINT OPPOSITE HES 225+00 AND 230 FEET WESTERLY THEREFROM TO A POINT OPPOSITE HES 224+10 AND 165 FEET WESTERLY THEREFROM.

EXCEPT FROM SAID PROPERTY ABOVE THAT PORTION CONVEYED TO THE STATE OF WASHINGTON BY DEED RECORDED UNDER RECORDING NO. 20000719000481;

TOGETHER WITH THAT PORTION LYING WITHIN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 26 NORTH, RANGE 4 EAST CONVEYED FROM THE STATE OF WASHINGTON TO THE CITY OF SHORELINE IN DEED RECORDED UNDER RECORDING NO. 20041007000031, RECORDS OF KING COUNTY.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

EXHIBIT "B"

R/W No. LL-207.1
PIN 0826049048
THE CITY OF SHORELINE

Permanent Conservation Easement Area Acquired by Grantee:

THOSE PORTIONS OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A")
DESCRIBED AS FOLLOWS

COMMENCING AT THE MOST NORTHERLY NORTHWEST CORNER OF GRANTORS PARCEL,
BEING 40 FEET SOUTH OF THE CENTERLINE OF NORTH 175TH STREET;
THENCE, ALONG THE NORTH LINE OF GRANTOR'S PARCEL, S87°52'58"E A DISTANCE OF 425.10
FEET;
THENCE S02°07'02"W A DISTANCE OF 34.48 FEET TO THE **POINT OF BEGINNING**;
THENCE S38°07'58"E A DISTANCE OF 142.22 FEET;
THENCE S14°41'55"W A DISTANCE OF 110.77 FEET;
THENCE S34°42'10"W A DISTANCE OF 66.01 FEET;
THENCE N76°56'02"W A DISTANCE OF 57.93 FEET;
THENCE N52°29'10"W A DISTANCE OF 171.20 FEET;
THENCE N17°11'01"W A DISTANCE OF 39.25 FEET;
THENCE N02°09'49"W A DISTANCE OF 63.96 FEET;
THENCE N04°19'04"E A DISTANCE OF 53.63 FEET;
THENCE N76°57'13"E A DISTANCE OF 17.30 FEET;
THENCE S88°59'55"E A DISTANCE OF 163.24 FEET TO THE **POINT OF BEGINNING**.

TOGETHER WITH:

COMMENCING AT THE SOUTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE, ALONG THE EAST LINE OF GRANTOR'S PARCEL, BEING ALSO THE WEST RIGHT-OF-
WAY MARGIN OF SR5, N27°30'34"W A DISTANCE OF 24.92 FEET;
THENCE, CONTINUING ALONG SAID LINE AND MARGIN, N10°25'59"E A DISTANCE OF 174.34
FEET TO THE **POINT OF BEGINNING**;
THENCE, CONTINUING ALONG SAID LINE AND MARGIN, N10°25'59"E A DISTANCE OF 149.60
FEET;
THENCE, CONTINUING ALONG SAID LINE AND MARGIN, N24°57'15"E A DISTANCE OF 61.41 FEET;
THENCE N73°31'38"W A DISTANCE OF 94.26 FEET;
THENCE N85°39'38"W A DISTANCE OF 198.06 FEET;
THENCE S22°12'07"W A DISTANCE OF 133.13 FEET;
THENCE S55°48'37"E A DISTANCE OF 105.39 FEET;
THENCE S24°59'59"W A DISTANCE OF 39.41 FEET;
THENCE S00°00'03"E A DISTANCE OF 112.28 FEET;
THENCE S02°04'23"E A DISTANCE OF 40.34 FEET;
THENCE S54°39'28"E A DISTANCE OF 24.82 FEET;
THENCE S83°09'22"E A DISTANCE OF 127.60 FEET;
THENCE N21°19'40"E A DISTANCE OF 16.22 FEET;
THENCE N15°45'02"E A DISTANCE OF 82.64 FEET;
THENCE N31°47'52"E A DISTANCE OF 72.01 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 141,943 SQUARE FEET, MORE OR LESS.

